

ORDINARY COUNCIL MEETING

ATTACHMENTS BOOKLET - Part Two

Under Separate Cover

Item 9.3 - Attachment 1

Item 9.5 - Attachment 1

Item 10.1 - Attachment 1

Item 12.1 - Attachment 1

Item 12.2 - Attachments 1 and 2

Tuesday, 21 May 2024

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RHODES EAST Public Domain Plan

Prepared by Tract Consultants for City of Canada Bay

Issued 15 May 2024

Tract

Level 8/60 Mount Street
North Sydney NSW 2060

Office Phone No. (02) 9954 3733
www.tract.com.au

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Acknowledgement of Country

We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.

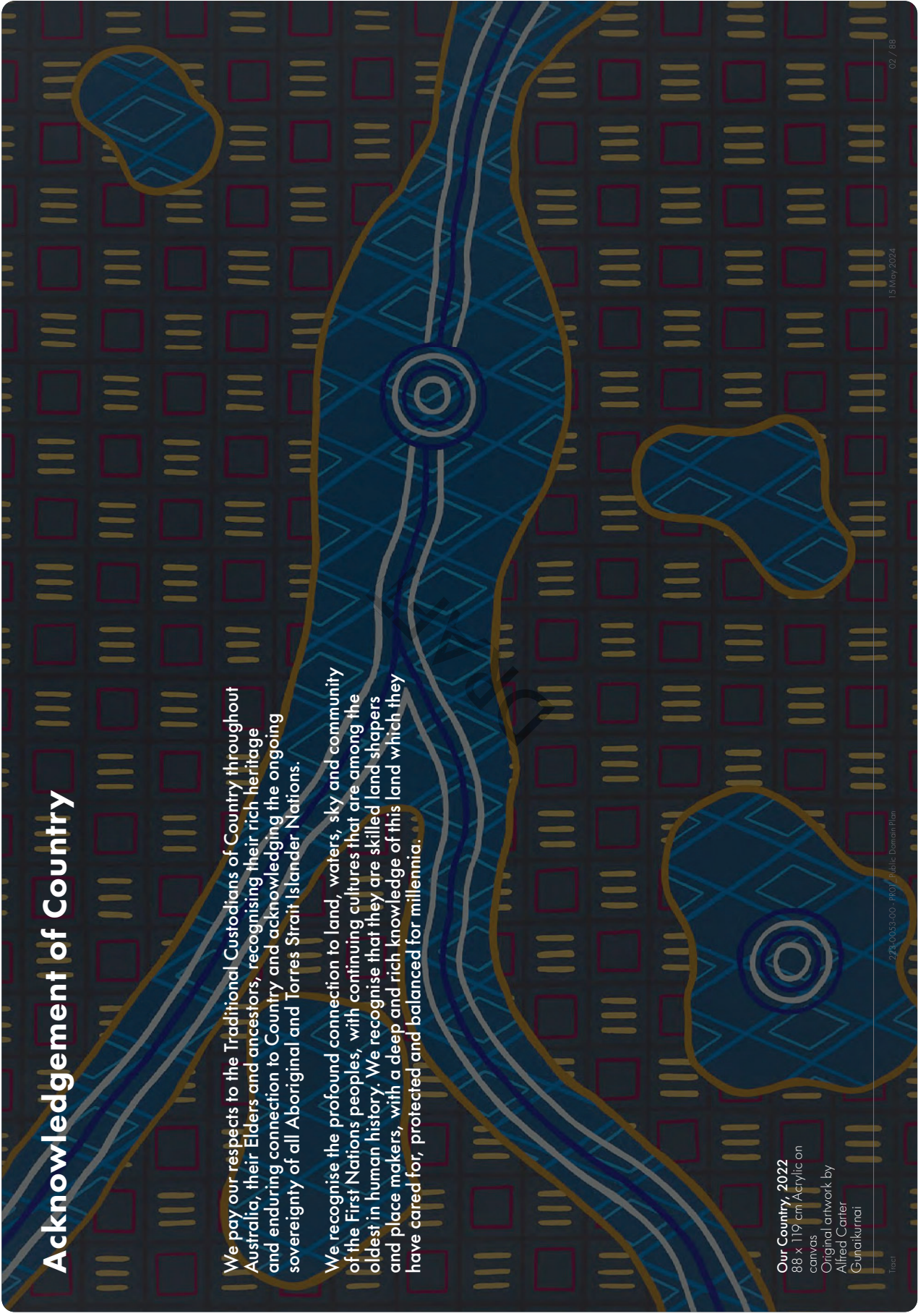
Our Country, 2022
88 x 119 cm Acrylic on
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Original artwork by
Allfred Carter
Gunaikurnai

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Quality Assurance

Rhodes East
Public Domain Plan

Prepared for
City of Canada Bay

Project Number
[223-0053-00]

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
01	21 December 2023	Initial Issue - Draft Public Domain Plan (WIP)	TR/ GP	LH	LH
02	03 March 2024	Draft Public Domain 90%	TR/ GP/ JD	LH	LH
03	11 April 2024	Draft Public Domain	TR/ GP	LH	LH
04	15 May 2024	Final Draft Public Domain	TR/ GP	LH	LH

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1 Introduction



1.2 Background

Rhodes was nominated by the City of Canada Bay as an area for renewal in 2015. The Rhodes East Precinct was rezoned in 2021 following the endorsement for the Rhodes Precinct Place Strategy.

This strategy outlines a 20-year vision for the area, transforming it from industrial and low-density residential to a mixed-use, high-density residential zone. The strategy emphasizes new homes, workspaces, public spaces and streets and improved transportation options. Following on from this, Council sought to prepare a Public Domain Plan to further evolve the objectives of the Place Strategy Structure Plan and make further recommendations to the refinement and detail of the public domain.

This Public Domain Plan covers Rhodes East -the land between Rhodes train station and Concord Road. The Parramatta River forms its northern boundary with Mary Street along its southern boundary.

1.3 Aims & Objectives

Through the Public Domain Plan, we aim to achieve:

- A Climate resilient environment through urban greening, bio-diverse plant communities, effective water sensitive urban design, and acknowledgment of natural systems.
- Minimum 2.5% Tree Canopy Cover in the public domain and streets
- A friendly and comfortable walking and cycling environment which minimizes the use and dependency of private vehicles and their impacts to pedestrians and cyclists.
- A welcoming, safe and convenient, evocative and memorable place which supports the needs of a new community while nurturing the cultural history of the precinct.
- Accessible and equitable open spaces, civic connections, community corners and a new public foreshore park that celebrates its connection to Parramatta River.

1.4 Design Philosophy & Process

Creating an outstanding public domain environment is dependent upon the implementation of successful place making. It requires the understanding of the natural environment and ecological values of the peninsula, current cultural heritage of the precinct and its future aspirations to become a high-density human scaled precinct.

It's important to further understand the influences of the public domain on the natural environment, people, and place. Environmental and ecological, physical, cultural, social, and commercial factors need to be considered during the analysis. A synthesis of the issues and a rational and innovative design process needs to result.

The development of the Plan has been undertaken in the following steps:

- Stage 1 Background Research and Analysis
- Stage 2 Understanding of the Vision as outlined in the Rhodes Precinct Place Strategy 2021
- Stage 3 Evolution of Design Principles and Concept Designs
- Stage 4 Draft Public Domain Plan
- Stage 5 Review feedback and finalization of the Rhodes East Public Domain Plan

1.5 Document Structure

The primary document being the Rhodes East Public Domain Plan incorporates the vision, analysis, design principles and strategies. The document is to be used in conjunction with the technical details elaborated in the Street Tree Masterplan and Street Design Guidelines.

The nature of the Public Domain Plan and the supporting documents is such that they are living documents. They address the main challenges and set the framework and tone for future design activities. The development of works for actual construction is an extension of this process and will need to be undertaken on a similar rigorous basis. Nevertheless, this Plan together with Council's initiatives provide a sound platform from which to embark.

2 Background Document Review

2.1 Background Document Review

The primary objective of the Place Strategy was to 'generate a human scaled sustainable development outcome, rather than maximizing development potential.'

Canada Bay Council has a suite of documents which guide us in the creation of this public domain Master Plan.

Rhodes Precinct Place Strategy – Urban Design Report

Objectives to consider:

- Plan for a sustainable future – Fostering an urban green canopy with biodiverse planting, water management.
- Prioritise Active Transport – Providing opportunities for people to choose and use public transport method over private vehicles.
- Public access to the waterfront – Protecting views to water and providing safe connection / access to Parramatta River.
- Great public spaces – Enhance liveability and place making, activating public domain with safe, accessible, cool streets and parks to encourage gathering and socializing.
- Better East- West connections – improve accessibility to Train Station and West Rhodes. Encourage safe walking and cycle connections.

Design Principles to consider:

- Open Space for amenity
- Pedestrian experience above all other modes of transport - Developing a network of living streets and active streets.
- Celebration of the peninsula and waterfront – ensuring physical and visual connections to Parramatta River
- Consistent Rhodes Precinct with public realm variances for each sub precinct

Urban Tree Canopy Strategy

- Ensuring protection of existing valued vegetation with new resilient and diverse urban forest
- Right Tree, Right Place
- Tree Canopy target of 25% by 2040 with increase canopy in streets and parks in public land.
- Provisions for adequate space for large tree planting and reduction of conflict with services infrastructure.

Rhodes Precinct- Traffic and Transport Report

- A transport network that will cater for an estimated 3,000 dwellings.
- A street hierarchy based on movement and place framework.
- New strategic cycle links for both local and regional connectivity
- Improvements to bus, train and ferry services to encourage use of public transport.
- Sustainable transport by reduction of private vehicle demand, increasing mode share of active and public transport use.

Foreshore Access Strategy

- Improve access to foreshore along public connections
- Linking public open spaces / paths along Parramatta River ensuring continuous access through different precincts / suburbs
- Supporting, strengthening and expanding existing biodiversity corridors ensuring critical habitats along the foreshore are protected.
- Ensuring future development site are sensitive to the River environs - Rhodes East will deliver the Leeds Street Foreshore Park, connecting Homebush Bay to Brays Bay.



Rhodes Precinct Place Strategy Urban Design Report, NSW Planning, Industry & Environment, 2021



Foreshore Access Strategy



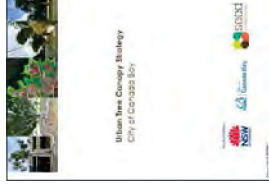
Rhodes Precinct, Traffic and Transport Report, Jacobs, 2021



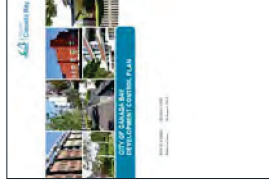
Rhodes East Priority Investigation Area Hydrology and Flooding Report, Jacobs, 2016



Rhodes Precinct Place Strategy Urban Design Report, NSW Planning, Industry & Environment, 2021



Urban Tree Canopy Strategy, City of Canada Bay, 2019



Development Control Plan, City Of Canada Bay, 2022

2.2 Current Illustrative Master Plan



Figure 2. Current Illustrative Masterplan (Rhodes Precinct Place Strategy Urban Design Report, 2021)

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2.3 Current Urban Design Structure Plan

The current Structure Plan encompasses a wide range of Urban Design Elements which promotes a human scale public domain prioritizing pedestrian and cyclist movement and comfort.

This Public Domain Plan will examine the key public domain features as outlined in the Structure Plan including:

- The redevelopment of the foreshore into a new public accessible waterfront precinct.
- New East-West streets to increase permeability.
- New North-South pedestrian links to the foreshore.
- Community Corners or local parks and Streetscape upgrades to existing streets.

The Structure Plan also identifies key community infrastructure facilities that will support the new population by ensuring ease of travel and connectivity. They include:

- The future school
- The future ferry wharf and
- The future pedestrian bridge between Rhodes Station to Millwaine Park.

Whilst the design for the future infrastructure is yet to be determined, this Public Domain Plan will address the interface zone with complementary features.

This Public Domain Plan aims to further test and investigate the principles set out in the Structure Plan with a practical approach. It will provide recommendations and modifications as appropriate to ensure the detail solutions are functional, site responsive, enduring and timeless in its application.

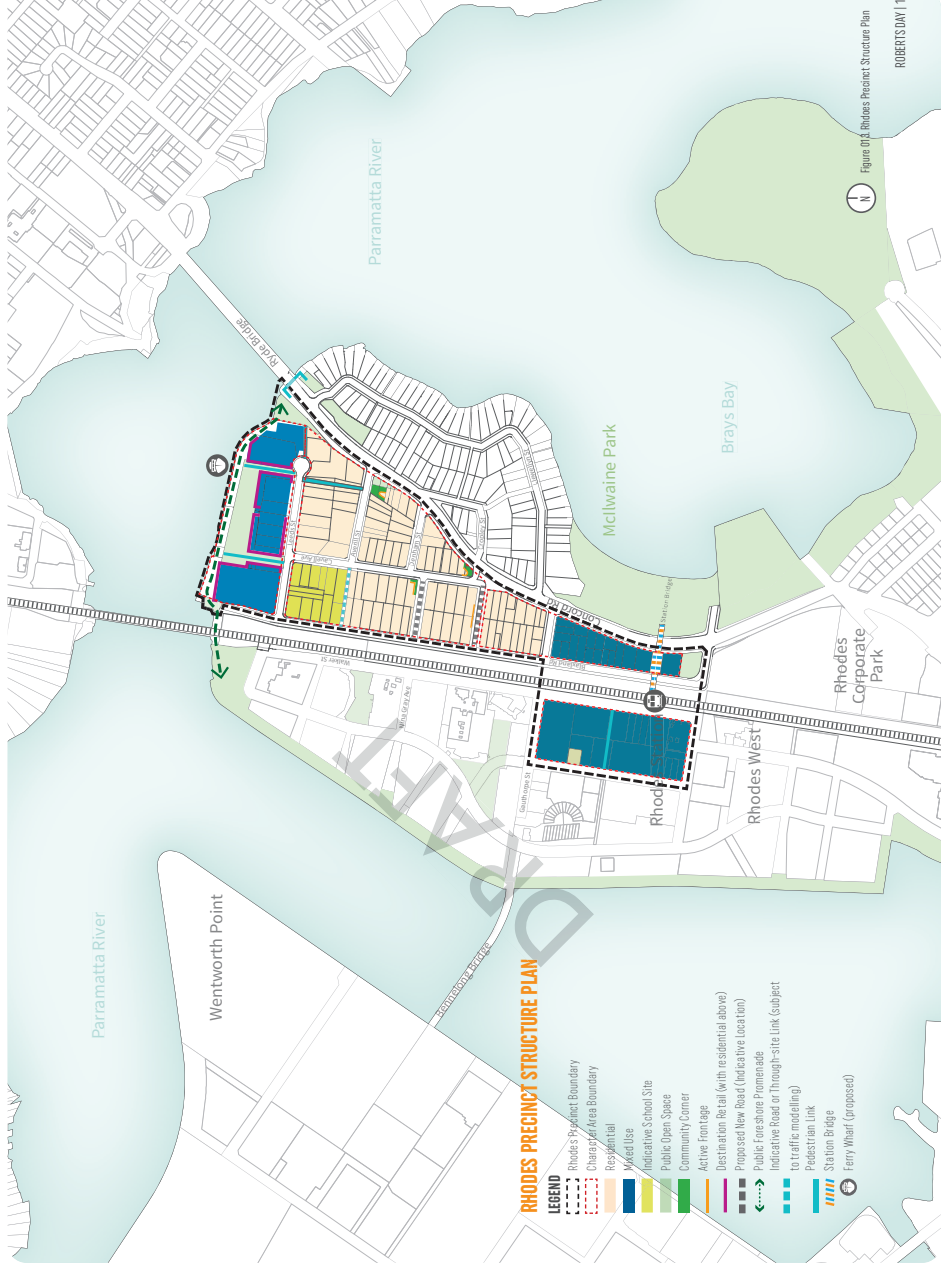


Figure 3. Current Structure Plan (Rhodes Precinct Place Strategy Urban Design Report, 2021)

2.3.1 Current Primary and Secondary Streets



Figure 4. Current Primary and Secondary Streets Diagram (Rhodes Precinct Place Strategy Urban Design Report, 2021)

2.3.2 Current Street Character Hierarchy



Figure 5. Current Street Character Hierarchy Diagram (Rhodes Precinct Place Strategy Urban Design Report, 2021)

2.4 Current Public Domain Framework

2.4.1 Current Public Domain Plan

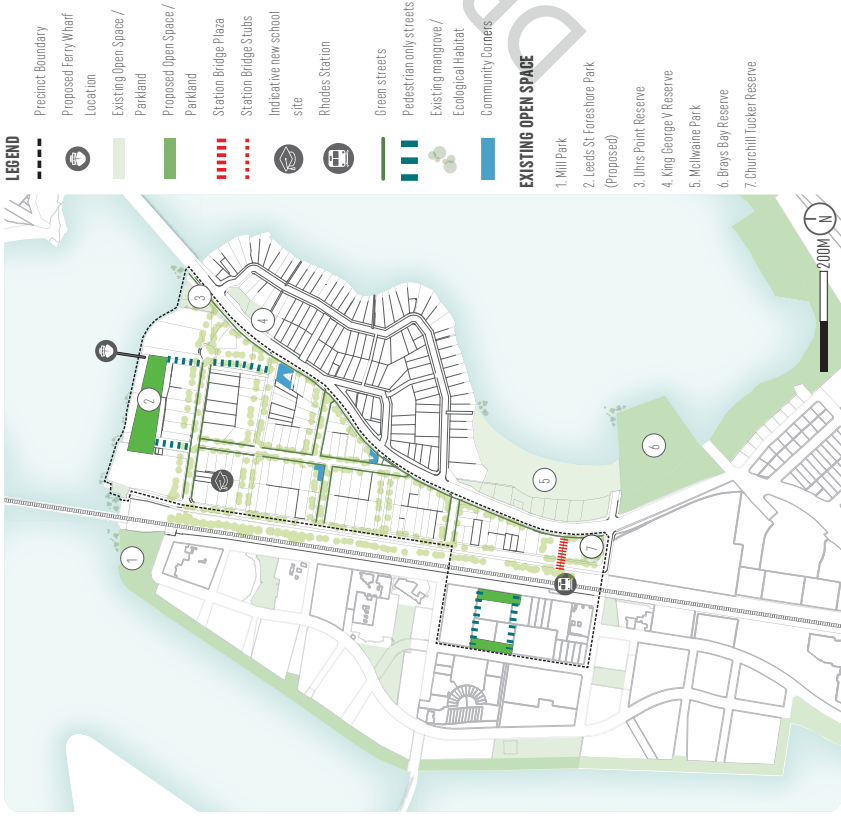


Figure 6. Current Public Domain Plan (Rhodes Precinct Place Strategy Urban Design Report, 2021).

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2.4.2 Current Cycle and Pedestrian Networks

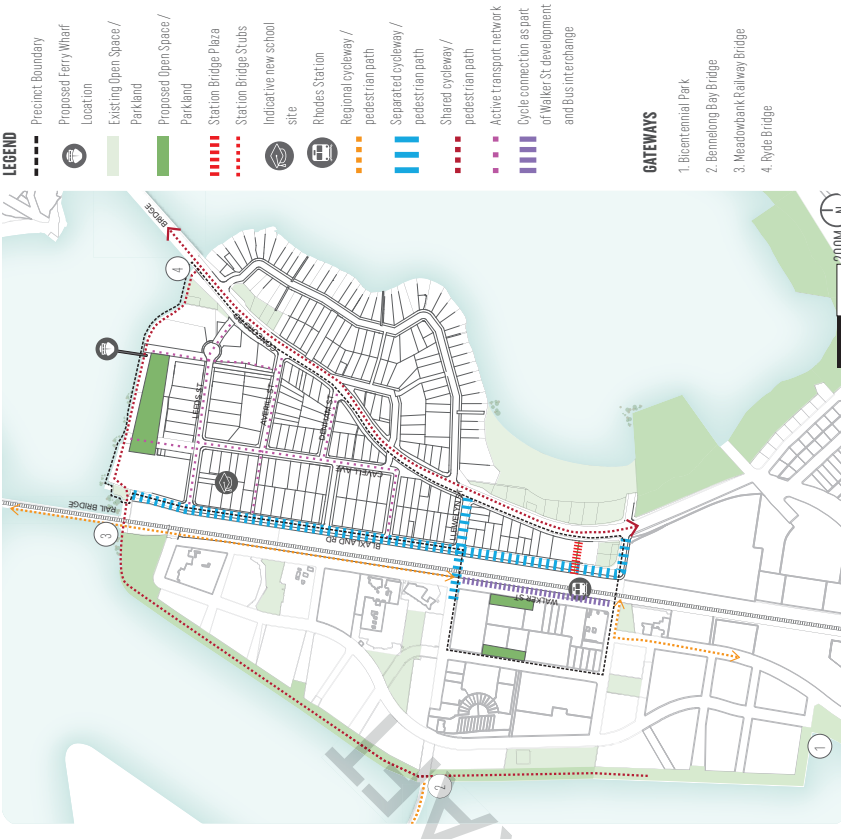


Figure 7. Current Cycle and Pedestrian Networks (Rhodes Precinct Place Strategy Urban Design Report, 2021).

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3 Site Analysis

3.1 Existing Elevation & Slope

Rhodes East is part of the Rhodes Peninsular with a high point at approx. 21m elevation between Blaxland Road and Cavell Street.

The site falls towards Parramatta River with the water's edge at approx. 4m elevation. Both Blaxland Road and Cavell Street have gradual inclines with the greatest slope of 10% in parts.

The east-west streets consist of gentle gradients, which are suitable for comfortable walking and cycling.

Currently there is no view corridor to the waterfront from Cavell Street. Blaxland Road, after the crest, offer water glimpses with the boat ramp being the northern terminus of the precinct.

The proposed structure plan creates view lines to the water by introducing the north-south pedestrian links.



Figure 8. Existing Elevation Map

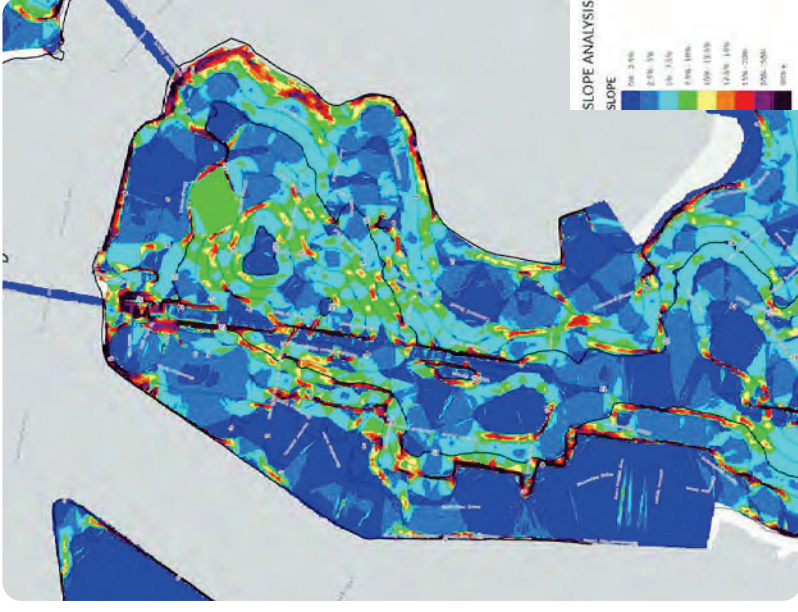


Figure 9. Existing Slope Map

3.2 Existing Trees and Vegetation

City of Canada Bay's Urban Tree Canopy Strategy (by Seed Consulting) 2019 notes that the Rhodes suburb tree coverage was approximately 18% coverage with majority of the tree canopy residing in private property, resulting in less than 20% canopy cover for the suburb.

In the Rhodes East Precinct, the existing tree coverage is a mix of native and exotic species. Mature Ficus trees in Churchill Tucker Reserve forms the southern entry point to the precinct and is well shaded and pleasant in the warmer months.

Blaxland Road trees are irregularly spaced along its eastern verge only. There is a mix of *Lophostemon* sp. (Brush Boxes), *Cupaniopsis anacardioides* (Tuckerros) and *Melaleucas* sp. (Paperbark).

Leeds Street trees are irregularly spaced on both verges. Tree under powerlines have been pruned and are irregular form. The trees on the southern verge are not impacted by powerlines and consist of good form to provide generous shading to adjacent properties. Trees along Leeds Street consist of *Lophostemon* sp. (Brush Boxes) and *Eucalyptus* sp.

Averill Street is similar to Leeds Street with irregularly spaced *Lophostemon* sp. (Brush Boxes) with trees under powerlines pruned to minimize impact on infrastructure.

Llewellyn and Denham Street trees consist of mature *Lophostemon* sp. (Brush Boxes) which are consistent in form and provide generous shade to the

streetscape. Cavell Street has a very limited amount of street trees. The existing Phoenix sp. Palms are listed under the Local Heritage Overlay and will remain part of the Cavell Street identity.

Whilst the existing tree network is inconsistent, the opportunity lies in future planting of the new Rhodes East Precinct. To be able to achieve the minimum 25% tree coverage, careful selection of species to cope with the site conditions, generous planting area and ongoing maintenance is required to deliver a healthy network of trees.

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Figure 10. Existing Trees and Vegetation Map

3.3 Flooding and Stormwater

City of Canada Bay undertook a hydrology and Flooding study (by others) in 2016 for Rhodes East, which is subject to flooding from several overland stormwater flow paths.

Additionally, the area is also subject to tidal inundation from Paramatta River. The report also concludes with multiple recommendations to improve / reduce the existing flooding behaviour.

A key recommendation is the inclusion of upgrading existing stormwater infrastructure and improving stormwater quality, suggesting Water Sensitive Urban Design (WSUD) elements be interwoven into the public domain and future developments.

All future design work along the foreshore is subject to future detailed flood studies and investigations to ensure they meet the requirements of the Department of Planning's flood planning level of 3m AHD along the water's edge.

All future development interfaces along the foreshore shall consider flood protection measures and to allow a minimum 2.5% cross fall away from private properties.

The proposed drainage layout is indicative only. Further investigations including stormwater assessment and utility services search etc. will be required to validate the drainage design which includes determination of pipe sizes and pit numbers.



Figure 11. Possible Flooding Map



Figure 12. Pits and Pipes Map

3.4 Existing Street Hierarchy and Parking

Rhodes East Precinct lies between two major transport infrastructure - The Railway Corridor and Concord Road, a congested arterial road that will continue to be a key bus and freight corridor. Both act as barriers to the east-west movements for walking and cycling.

The local street network is constrained with on-street parking with limited public bus services.

Blaxland Road is the main local north south street along the railway corridor serving as the main commuter parking street for people using Rhodes Train Station.

Averill and Mary Street are signalised intersections with right turn movements into Rhodes East. All other local streets intersecting Concord Road are left in/out only.

Leeds Street is the only local street to connect directly into Rhodes West via Walker Street. This results in a "Z" movement for vehicles entering the precinct from Concord Road. It is also the main bus route and will remain as the primary vehicle movement corridor between east and west, allowing other streets to be dedicated to future cycle and pedestrian networks.



Figure 13. Existing Street Hierarchy and Parking

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3.5 Existing Active & Public Transport Networks

Rhodes East has limited bus routes. Bus routes 458/533 utilizes the "Z" movement along Leeds, Cavell Street North, and Averill Street. These are the only bus services to enter / exit Rhodes East Precinct. Other bus routes run along Concord Road and Walker Street, west of Rhodes Station. Currently, rail replacement buses operate along Mary Street East, Blaxland Road and Llewellyn Street. This report assumes the continuation of this arrangement.

The main commuter modal point is Rhodes Train Station with the T9 Northern Line servicing Rhodes peninsula. With future demands, public transport must be managed to support sustainable transport behaviour to ensure reduction of vehicle dependency.

The existing active transport network requires a precinct wide approach to ensure future streets are designed for pedestrian and cycling activities. The existing north-south shared path along Blaxland Road is the main cycle link to Meadowbank via John Whitton Bridge. There is no other cycle infrastructure and cyclists are forced on-road to filter through Rhodes East.

The new Rhodes East Precinct will present a greater range of cycling and walking opportunities for the new community. The new path network will include both shared paths and dedicated cycle lanes and will be generous, clear, safe and well-connected allowing ease of movement within and through the precinct. It is intended these paths create continuity in the public domain, seamlessly linking community facilities and promoting sustainable travel that benefits the health of the community.

Traffic calming will be implemented to support reduction of speed limit in Rhodes in line with Transport for NSW framework for improved outcomes in local and neighbourhood streets.



Figure 14. Existing Active & Public Transport

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4 Opportunities & Constraints

4.1 Site Constraints



Figure 15. Site Constraints

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4.1.1 Site Constraints Photos



Railway Line - Physical Barrier



Existing Leeds / Walker signalised intersection requires upgrade for projected traffic increases



Inefficient width of pedestrian/cycling link under railway bridge



Existing shared path along Bloxland Road inefficient / width varies



Concord Road - Arterial Road poor pedestrian amenity



Existing foreshore currently not accessible



Rhodes Train Station - Lift / Stair Access over railway



Poor pedestrian/cycling link to Mellwaine Park

4.2 Site Opportunities



Figure 16. Site Opportunities

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- LEGEND**
- Averill, Cavell and Leeds St to be major east-west traffic through link with buses
 - Existing Shared-Paths
 - Proposed Shared-Paths
 - Two Way Separated Cycleway
 - Existing On-Road cycle
 - Proposed On-Road cycle
 - Opportunity to improve pedestrian / cyclist connectivity to existing Leeds / Walker signalised intersection
 - Opportunity to provide safe pedestrian / cycling link connecting east - west Rhodes
 - Opportunity to create a dynamic shoreline and waterfront park
 - Future School Site
 - Averill, Cavell and Leeds St major east-west traffic road with buses
 - Leeds / Walker signalised intersection Opportunity to widen underpass to improve pedestrian / cycle connections and provide safe crossing points.
 - New signalised intersection with safer pedestrian / cyclist connection to foreshore
 - Blaxland Road - Provide Two-Way Cycleway on western verge
 - Opportunity to provide pedestrian / cycling link connecting east - west
 - Concord Road - Opportunity to provide north south shared path western verge / Shared path crosses over at Llewellyn Street and continues along McIlwaine Park
 - Llewellyn Street west - Opportunity to implement separated cycleway
 - Opportunity to provide connection from Rhodes Train Station to McIlwaine Park
 - Opportunity to provide shared path along Gauthorpe Street to connect western foreshore with Rhodes Train Station

4.2.1 Site Opportunity - Foreshore Edge and Connectivity

The foreshore along the western Rhodes Peninsula is delineated by a straight hard-edge shared-path providing residents and visitors easy access to the water edge. The water's edge along Brays Bay is predominately restricted due to private residences, though not accessible, it has a more organic shape. The Rhodes East Structure Plan outlines the transformation of the Leeds Street foreshore precinct between John Whitton Bridge and Ryde Bridge.

Views from across Parramatta River show a linear concrete seawall with vast turf areas fronting the industrial properties. Vegetation coverage is limited with a small pocket of existing mangroves at the base of John Whitton Bridge adjacent to Rhodes Boat Ramp.

Whilst the design of the foreshore is yet to be determined, Council's DCP clearly outlines a dedicated 1.5m minimum foreshore promenade with a public domain interface zone before any new development can occur.

This Public Domain Plan makes suggestions to "soften the foreshore edges" to a more organic water interface, where the tidal movement of water can be celebrated and embedded into a new public foreshore park. Similar to the new foreshore park at McIlwaine Park, the existing concrete seawall should be replaced, in parts or full length, with a new "transitional" edge ensuring a natural transition between land and water.



SOFTENING THE EDGES



MICRO-FOREST CORRIDORS / PERMEABILITY



WATER SENSITIVE URBAN DESIGN OPPORTUNITIES

5 Design Principles & Benchmarking

5.1 Public Domain Design Strategies

“Rhodes will encourage residents and visitors to walk further, stay longer, live more happily and take pride in this place.”

Rhodes Planned Precinct Urban Design Report (Roberts Day + Turf)

As identified in the Urban Design Report, the Key Design Principles directly related to public domain include:

- Open Space should be designed for amenity.
 - Prioritise pedestrian experience above all other modes of transport.
 - New Open space should celebrate the peninsula location and amenity of Parramatta River.
 - Prioritise views to water.
 - Promote fine grain variances in the public realm between character precincts.
 - Prioritise pedestrian experience above all other modes of transport.
 - Providing a well-connected active transport network for human focused permeability
 - Advocating for greater public transport offerings with frequent bus and train services to meet future demands of new population.
- In addition, the following principles will also be explored in this report:
- Preservation of heritage items and strengthening their presence and;
 - Connection to the land, water and sky.

This Public Domain Plan will provide detailed strategies to strengthen the design principles, by embedding them into the foundational building blocks of:

- Green and Blue Networks;
- Streets for People and;
- Places for People.

GREEN AND BLUE NETWORK

Provide an integrated green and blue network connecting the waterfront to the urban parks, reducing environmental impacts, improving public health and contributing to a beautiful landscape.

STREETS FOR PEOPLE

Create pedestrian and cycle friendly street environments that are easily accessible for all users. Prioritise people by creating a traffic environment where priority is given to pedestrian movement, cycling infrastructure and public activity.

PLACES FOR PEOPLE

Offer places with a diverse range of year-round uses, high public amenity and distinct design quality where the stories of the Rhodes community can be represented, enhanced, nurtured, renewed and created. This will ensure a legacy of community pride and ownership for their streets, parks and waterfront.

5.2 Green Network: Tree Canopy and Landscape

A healthy network of trees and supporting greenery means they are resilient to pests, disease, damage, and a changing climate, which is driving higher floods and hotter temperatures.

Urban greening can provide social, economic and environmental benefits in the public and private space if the right vegetation, including trees, are planted in the right place, and maintained in the right way. While trees and other types of plants can provide ‘diservices’, such as roots causing footpath damage or dropping fruits and leaves, many of these risks can be moderated by applying strong urban forestry and water sensitive urban design practices. It is these practices that this Public Domain Plan seeks to embed in the Rhodes East Precinct.

Streets can provide a connected green network, with planting and street trees offering a variety of benefits to the environment, people and places within the public realm, including:

- Conserving and enhancing biodiversity and increasing access to nature;
- Improving air quality and filtering pollutants;
- Providing canopy coverage for shade, encouraging pedestrian movement;
- Facilitating adaptation to climate extremes;
- Enhancing ‘sense of place’, providing distinctive destinations for visitors and residents;
- Providing a buffer between pedestrians and car movement; and
- Providing seasonal interest and natural beauty through foliage, flowers and textures.

Primary north / south streets such as Blaxland Road and Cavell Street and the local east/ west streets combine to provide a full network of green corridors within the precinct. Extending these streets provide further opportunity to connect existing neighbouring green spaces.

In addition to Council’s objective to achieve 25% Tree Canopy coverage, Council’s DCP outlines the requirements to achieve the 25% Green View Index, a numerical value placed on the amount of ‘green’ landscape area observed by individuals at street level.

The methodology to achieve the 25% Green View Index is clearly defined in the DCP. This Public Domain Plan and Street Design Guideline will test the methodology for all public streets within the precinct and make recommendations to ensure the objectives are achieved.

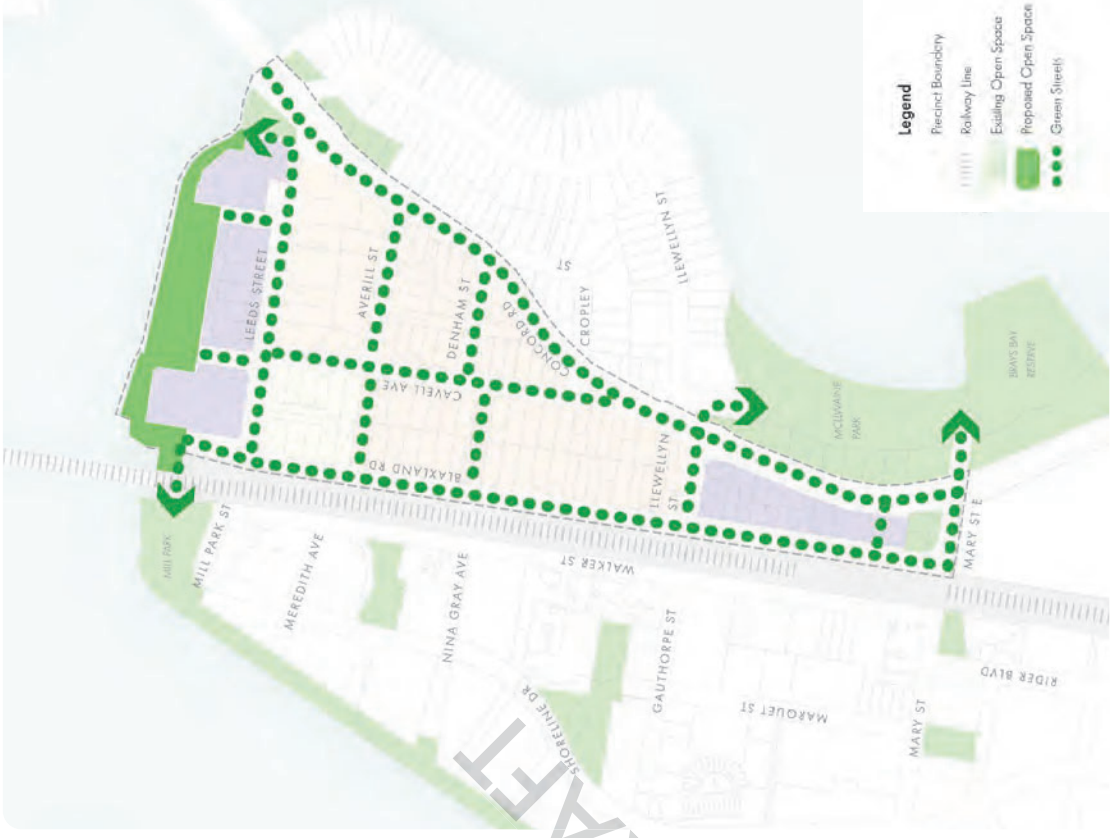


Figure 17. Green Network

5.3 Blue Network: Water Sensitive Urban Design

A blue network works in conjunction with the green network, with Water Sensitive Urban Design (WSUD) practices, to bring a variety of benefits, including:

- Minimising impervious surfaces to mitigate changes to the water balance.
- Reducing overland storm water runoff by providing temporary rainfall storage and re-use along streets.
- Protecting the sensitive marine environs by filtering pollution out of storm water, including litter, heavy metals and hydrocarbons (oil and grease).
- Supporting wildlife habitats and increasing biodiversity.
- Contributing to the distinctive character and amenity of streets.
- Supporting local fauna, birds and pollinators during temperature extremes.
- Providing seasonal interest and natural beauty through foliage, flowers and textures.

The placement of water sensitive urban design elements into the public domain will be determined on an individual basis – street by street, block by block. This ensures that the stormwater catchment is effectively designed to maximize its functionality. WSUD elements may take the form of open rain gardens, kerb extensions with castellated openings for passive irrigation of garden beds and tree pits and creation of large capacity tree pits in paved areas. Together with an upgraded stormwater system, proper maintenance programs and willingness to adopt new technologies, the management and reduction of overland stormwater is intended to be seamless as possible for the new precinct.



Figure 18. Blue Corridors - WSUD Opportunities

5.4 Streets for People: Cycle Network

Cycling, as a recreational activity and an alternative transit mode, is a low-cost, sustainable and healthy way to travel.

A pedestrian- and cycle-friendly street environments is easily accessible for all users. The environment needs to:

- Ensure streets and intersections are designed for pedestrian priority.
- Improve physical and visual access through safe, activated and well-connected streets and laneways.
- Provide footpath amenity, such as street furniture, lighting, and paving with even grades.
- Provide weather protection for pedestrians.
- Provide clear and informative wayfinding.

All streets (existing and new) in Rhodes East will support walking and cycling infrastructure such as:

- Separated Two-Way Cycleway
- Shared Path (Cycle and Pedestrian)
- On-Road Cycle
- Shared Zones
- Footpaths and
- Pedestrian Links

These will be supported by safe crossing points such as signalised crossings or raised pedestrian crossings at all intersections to ensure a continuous network is provided.

The installation of traffic signals is subject to further investigation, design development and approval from Transport for NSW. Pending factors such as the staging of redevelopment in the area and if/when TfNSW approve traffic signals, alternative interim or permanent arrangements may be required to manage pedestrian, cyclist and traffic movements. This may include alternate treatments such as pedestrian crossings and intersection upgrades.

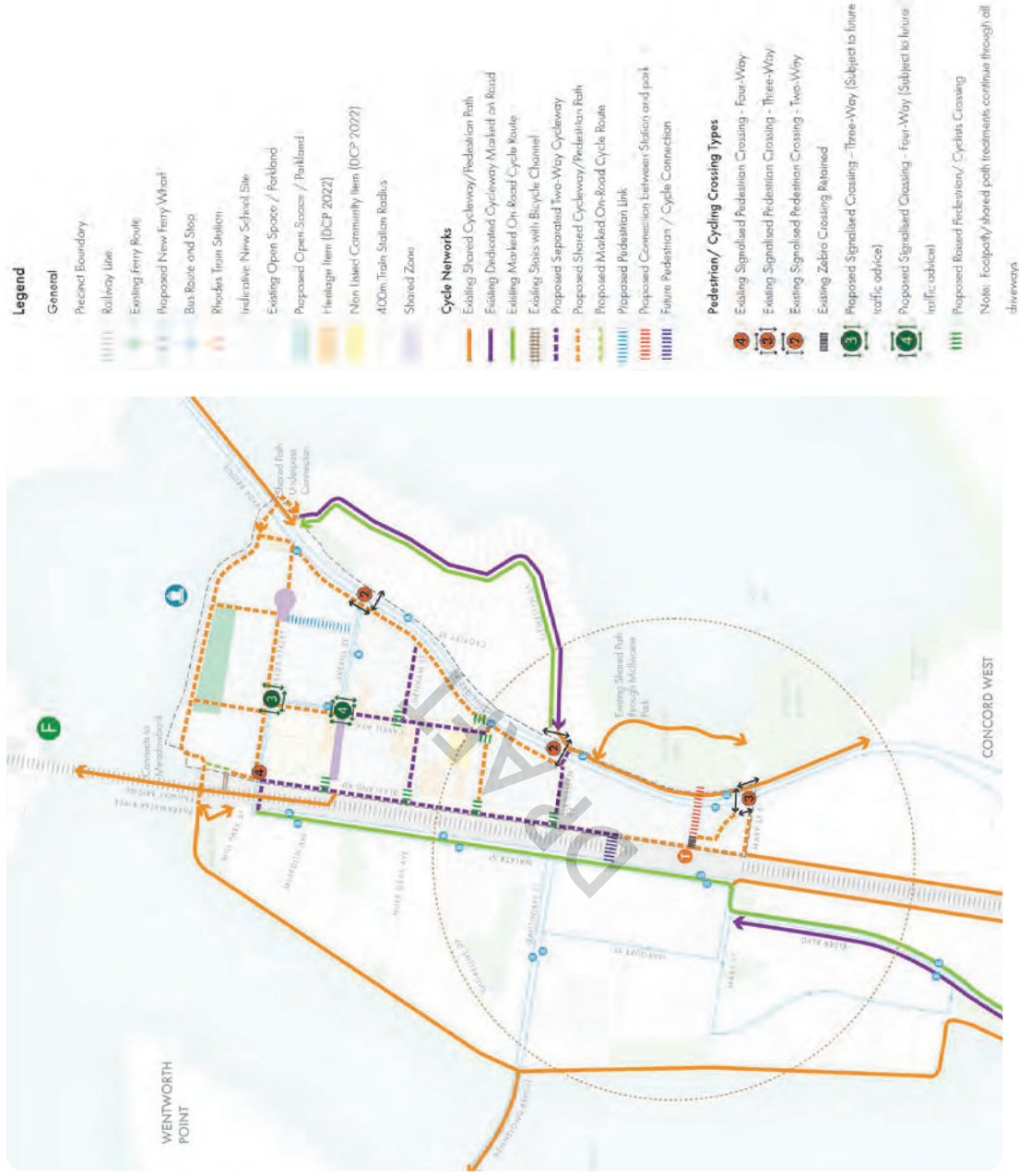


Figure 19. Cycle Network

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Tract

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5.5 Street Typologies

The Rhodes Precinct Place Strategy Urban Design Report identifies a well-balanced selection of Street Typologies and this Public Domain Plan supports the fundamental principles. The main departures from the Structure Plan is the recommendation to formalise the “Z” movement streets to allow east-west vehicle movement to continue from Concord Road to Rhodes West.

Recommendations which depart from the Place Strategy Report Structure Plan includes:

- Averill Street from a Local Street to a Primary commuter street. It serves a high volume of vehicle movement to/ from Concord Road with bus route and bus zone on southern verge.
- Cavell Avenue North from a Community Spine to a Primary Commuter Street. It serves a high volume of vehicle movement to/ from Concord Road with bus route and bus zone on eastern verge.
- Leeds Street West from a Destination Street to a Primary commuter street. It serves a high volume of vehicle movement to/ from Concord Road with a signalised intersection at Walker Street / Blaxland Road. It is also a bus route.

Whilst Averill, Cavell Avenue North and Leeds Street West are considered vehicle commuter streets, they will provide shared paths and footpaths to ensure pedestrian connectivity.

All other street typology remain as per The Structure Plan. All street profiles encourages slow traffic speed to ensure safety of pedestrians and cyclists.

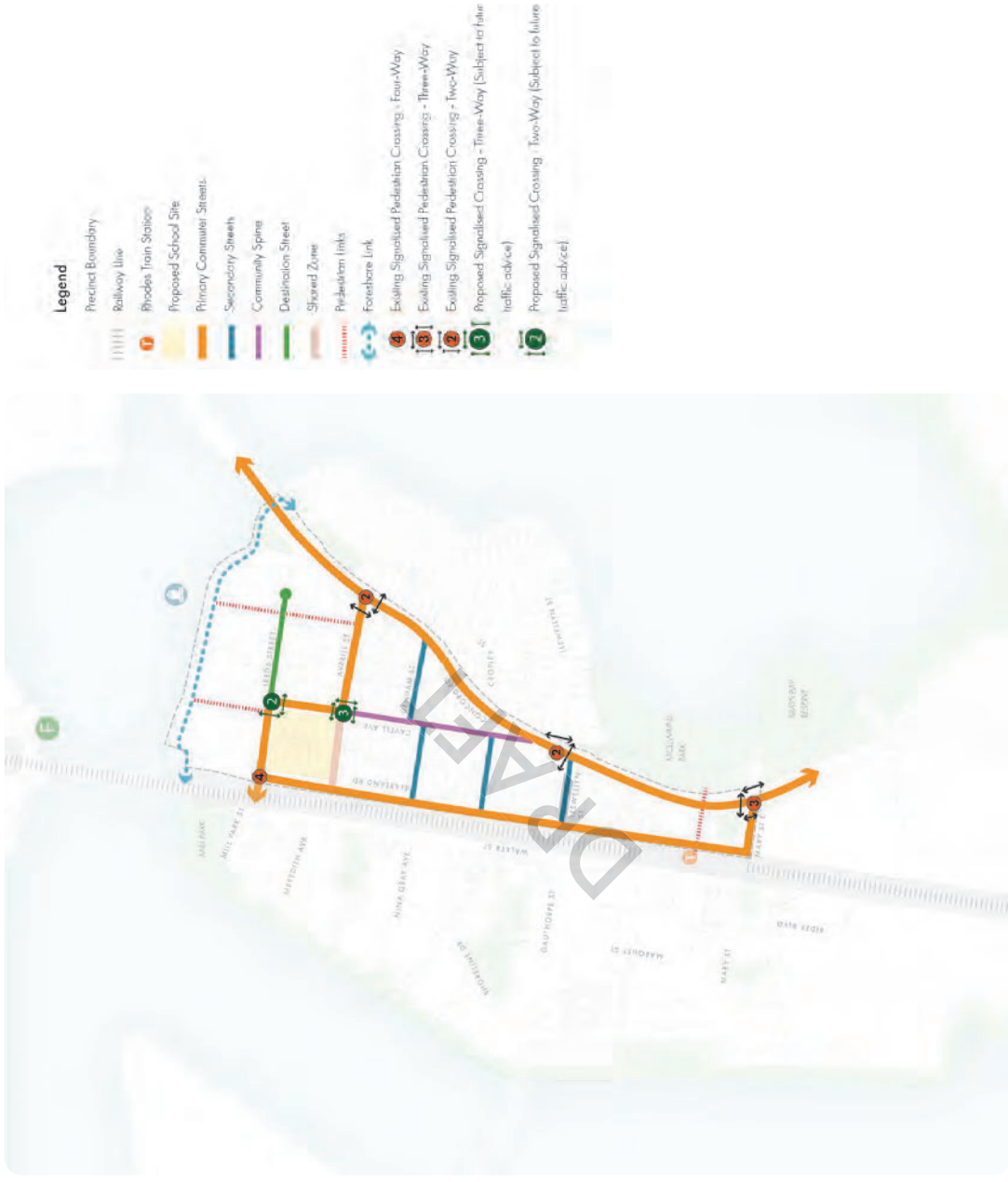


Figure 20. Street Typologies Plan

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5.6 Street Lighting

Lighting is a critical piece of public domain infrastructure. It provides illumination to roads, pathways, and public spaces during the night. Lighting provides functionality to streets, creates ambience to urban plazas, promotes security and visibility during night-time use creating a sense of community and promoting a night-time economy.

The existing lighting infrastructure will be upgraded as part of the new development of the Rhodes East Precinct. Concord Road will largely remain as underground supply with assets managed by Service Authority owners. Blaxland Road's western verge will retain most of the existing overhead supply, with the eastern verge to be upgraded as the development occurs.

The selection of lights, variation and lighting level will be critical not only in creating a safer community space but also to the management and impact on fauna. Street lights can impact biodiversity and ecosystems of nocturnal animals, insects, and birds, making choices of light fittings a critical process in balancing a cohesive environment.

Street lights shall be arranged to minimise conflict with street tree canopy whilst providing sufficient illumination to the public domain. (Note: Street light locations shown in this Public Domain Plan are indicative only and are subject to future lighting and electrical design.)

All local streets (new and existing) within Council property will be Council owned assets. All other lights and lighting hardware located within private land or privately owned pedestrian links/ easements shall be under the ownership and responsibility of the property owner.



Figure 21. Street Lighting

Tract

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5.7 Benchmarking - Foreshore Edges



Barangaroo Foreshore, Sydney



Vancouver Waterfront Park, Canada



Vancouver Waterfront Park, Canada



Vancouver Waterfront Park, Canada



McIlwaine Park, Rhodes

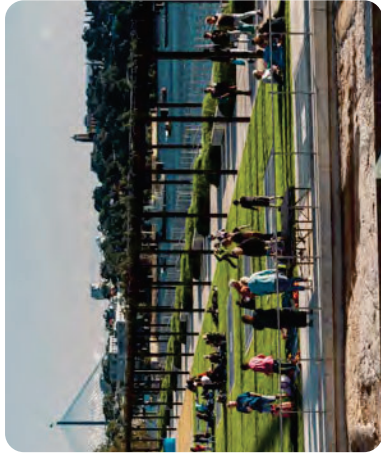
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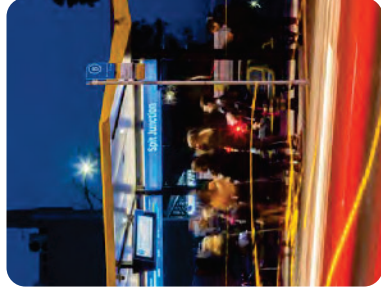
15 May 2024

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5.8 Benchmarking - Open Space and Activation



Open Space along waters edge - Coal Loader, Sydney



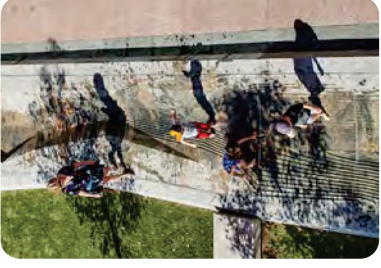
B-Line Northern Beaches Bus Rapid Transport



Pedestrian Spine with ground floor activation - Sydney



Pedestrian spine with views to water - Sydney



Water Play / Fun - Yagan Square, Perth



Fine grain materiality in Pedestrian spaces - Quay Quarter Lanes, Sydney



Wide pedestrian promenades with active frontage - Sydney



Shade and seating for respite along promenade - Sydney



Outdoor passive recreation opportunities - Darling Quarter, Sydney

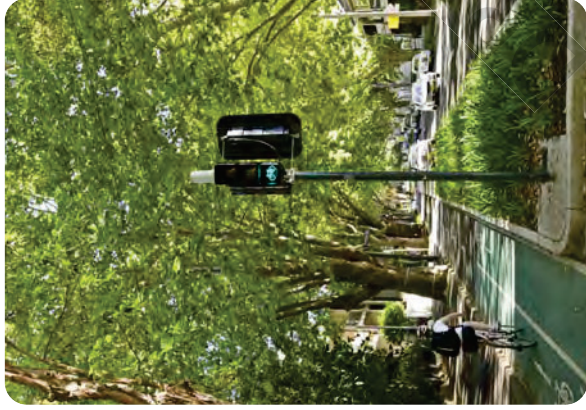
Tract

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5.9 Benchmarking - Streets for
Walking and Cycling



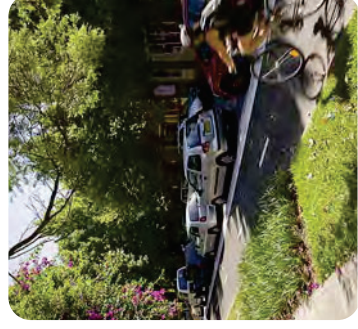
Surry Hills, Sydney



Zeiland, Sydney



Pymoni, Sydney



Surry Hills, Sydney

Traffic

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6 Public Domain Plan

6.1 Public Domain Concept Plans

6.1.1 Overall Public Domain Concept Plan



Figure 22. Public Domain Concept Plan

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Tract

6.1.2 Northern Precinct: Leeds Street
Character Area



“The Leeds Street Character Area will provide a multi-modal, water-based destination with high amenity including the ferry wharf, a mix of uses and characterised by extensive public open space and destination retail. It will introduce meaningful visual and physical connections to the water in addition to a vibrant mix of uses. The lifestyle and activities promoted within this Character Area will prioritise pedestrians and facilitate human interaction.”

Rhodes Planned Precinct Urban Design Report (Roberts Day + Turf)

As identified in the Urban Design Report, the Key Design Features for the Leeds Street Character Area public domain include:

Visual and physical connections to water

- The northern terminus of Blaxland Road maintains both visual and physical connection to the water with the existing boat ramp and jetty retained. The existing mangrove community shall be protected as an ecological asset.
- The proposed north-south pedestrian links will provide direct access to the foreshore with clear view lines on approach.

Foreshore Park

- A new high quality open space destination with multi-use passive spaces for community programming, gathering and enjoyment.

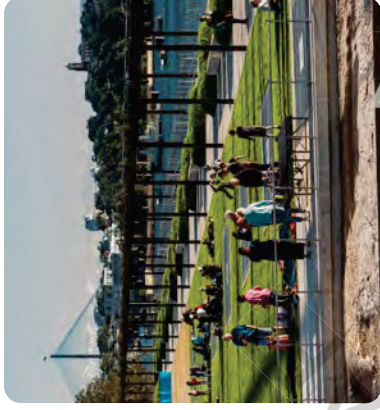
Continuous and connected Foreshore

- A connected foreshore between East and West Rhodes which promote walking, running, cycling, promenading and casual strolling.
- The new North-South connections provide an alternate, safe pedestrian links integrated with the active transport networks to achieve a well-connected precinct.

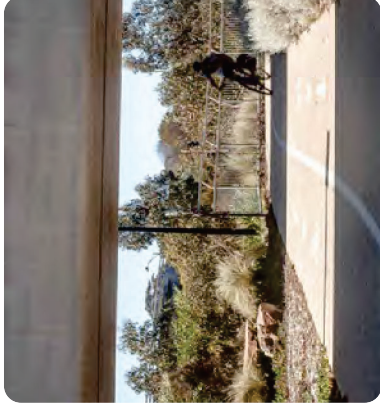
Departures from the Urban Design Report include the following:

Leeds Street West

- Leeds Street was identified as a Primary / Destination Street in the Urban Design Report. This Public Domain Plan recommends Leeds Street West (west of Cavell Avenue) becomes a Primary Commuter Street to provide safe through vehicle movement / from Concord Road, into the precinct and connecting to West Rhodes.
- Leeds Street East remains as a Destination Street.



Open Space along waters edge (Coal Loader, Sydney)



Shared path under bridge (Skye Road, Source: Tract)



Pedestrian spine with views to water (Sydney)



Wide promenades with active frontage (Barangaroo Sydney)

Northern Precinct: Leeds Street Character Area
Concept Plan



Figure 23. Public Domain Concept Plan - Leeds Street Character Area

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Tract

Legend

- Precinct Boundary
- Existing trees to be retained
- Existing heritage palm trees retained
- Proposed Trees
- Proposed Dedicated Cycleway
- Proposed Shared Path
- Proposed Footpath
- Road Speed Hump
- Public Art/ Landscape Feature
- Leeds Street Foreshore Park & Promenade - Refer to page 44
- Proposed Ferry Wharf Location
- Pedestrian Through-site Link
- Shared Path Under Bridge
- Proposed Signalised Crossing

6.1.3 Central Precinct: Cavell Avenue
Character Area



"The Cavell Avenue Character Area is the critical human scale fabric that binds together the Precinct, providing the attractive walk-able framework for a genuine community and to connect to the destination amenity and services."

Rhodes Planned Precinct Urban Design Report (Roberts Day + Turf)

As identified in the Urban Design Report, the Key Design Features for the Cavell Avenue Character Area public domain include:

- **Continuous Connected Active Transport Network**
Dedicated cycleways, shared paths, shared zone are key features within this precinct. They are supported with safe crossing points at all intersections, ensuring priority movement for people and cyclists.

People Streets

- Cavell Avenue, Blaxland Road and Leeds Streets are defined as people streets in the Urban Design Report, which are optimised for walking, cycling and public transport. They are shaded with tree canopy creating comfortable cooling streets for ease of movement.

Community Spine and Community Corners

- Provide special and intimate open space moments embedded with associated active edges and heritage items.

New Streets and Slow Streets

- New East-West streets provide strengthens the network by providing permeability, human scale variety / options which promote active lifestyles.
- Proposed 30km streets within this precinct to cater for large pedestrian / cyclist volumes.

Departures from the Urban Design Report include the following:

Cavell Avenue North:

- Cavell Avenue was identified as a Primary / Community Spine in the Urban Design Report. This Public Domain Plan recommends Cavell Street North (north of Averill Street) becomes a Primary Commuter Street. The wide footpaths will cater for pedestrian movement to/ from Northern Precinct.

Averill Street:

- Averill Street was identified as a Local / Secondary Street in the Urban Design Report. This Public Domain Plan recommends Averill Street becomes a Primary Commuter Street to provide safe through vehicle movement / from Concord Road, into the precinct and connecting to West Rhodes. It serves as the major bus route with bus stop locations.



People Streets (Missenden Rd, Campedown, NSW)



People Streets (Bondi Junction, Sydney, Source: Traci)



Community corners (Santana Row, California, US, Source: Google)

Central Precinct: Cavell Avenue Character Area
Concept Plan



Figure 24. Public Domain Concept Plan - Cavell Avenue Character Area

- Legend**
- Precinct Boundary
 - Existing trees to be retained
 - Existing heritage palm trees retained
 - Proposed Trees
 - Proposed Dedicated Cycleway
 - Proposed Shared Path
 - Proposed Footpath
 - Road Speed Hump
 - Active Community Corner
 - Proposed School Site
 - Proposed One-Way Shared Zone
 - Proposed New Street

Tract

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6.1.4 Southern Precinct: Station Gateway East
Character Area



“Station Gateway East will proudly announce arrival at Rhodes East from the south and guide people to the Station, McIlwaine Park and to the foreshore.....There will be street level activation and a safe, pedestrian friendly environment will be prioritised to promote connectivity between the Station, across Concorde Road, into McIlwaine Park and link to Parramatta River.”

Rhodes Planned Precinct Urban Design Report (Roberts, Day + Turf)

As identified in the Urban Design Report, the Key Design Features for the Station Gateway East Character Area public domain include:

Station Gateway East

- Future Station Plaza integrated with mixed use development contributes an active urban gathering platform and a connection to the McIlwaine Park.
- At street level, the station entry precinct needs to support large volumes of pedestrian, cycling and vehicle activities during peak times. A shared path environment provides a slow speed zone to minimise conflicts between multiple flows.
- Clear, visible signage to support easy wayfinding
- A new Kiss-n-Ride Zone will ensure continuous movements of vehicles to reduce traffic backlog.

Continuous active transport network

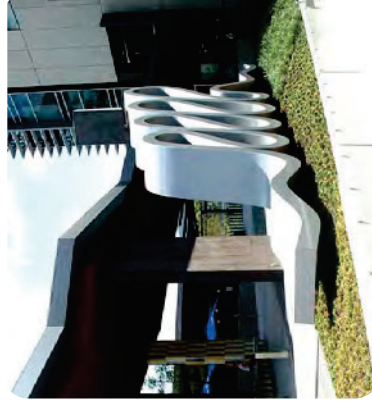
- Llewellyn Street will accommodate a new dedicated cycleway connecting Concorde Road shared path with the Station Precinct. Many Street South remains connect with the existing shared path network.

Churchill Tucker Reserve

- An existing open space being activated by new mixed use building frontage. The existing park will be upgraded / refreshed with new planting, public domain furniture, clear shared path environment and restoration of heritage items within the area.



Gateway area, dedicated cycleway, and active frontages (Bond Junction, Sydney)



Sculpture/element to make Station Gateway distinctive (Brisbane Magistrates Court. Source - Tract)



Existing shared path to McIlwaine Park from Concorde Road

Central Precinct: Station Gateway East Character
Area Concept Plan



- Legend**
- Precinct Boundary
 - Existing trees to be retained
 - Proposed Trees
 - Proposed Dedicated Cycleway
 - Proposed Shared Path
 - Proposed Footpath
 - Road Speed Hump
 - Public Art/Landscape Feature
 - Rhodes Station
 - Churchill Tucker Reserve
 - Proposed Station Plaza

Figure 25. Public Domain Concept Plan - Station Gateway East Character Area

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Tract

6.2 Key Places

6.2.1 Leeds Street Foreshore Park



Figure 26. Key Places' Plan - Leeds Street Foreshore Park

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8m Building Interface for circulation, retail and dining activity zones.

Activated retail frontage/ Outdoor dining

Landscape buffer/ trees, planting and seating area

Accessible and inclusive play space

Foreshore Park - A variety of public open spaces for community use and enjoyment; playgrounds, water play and grassed area for passive recreation and picnics.

Legacy tree line with new tree planting, garden beds and soft landscapes

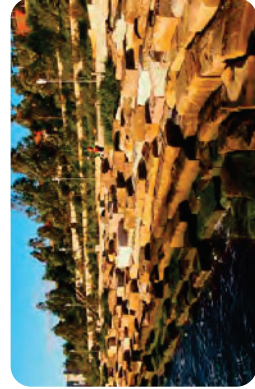
1.5m Waterfront Promenade with integrated shared path, dedicated footpath and legacy tree line

Terraced sandstone blocks down to water

Note: As per Department of Planning requirements, flood planning is set at 3m AHD. Future detail design of the foreshore park and adjacent developments is subject to flood studies and investigations to ensure flooding mitigations measures are in place and effective. The foreshore promenade shall allow for minimum 2.5% crossfall away from development interface edge and ground floor levels are set above projected flood levels with sufficient freeboard.

Note: Future investigations to be undertaken to determine safety and viability of water activities along the water's edge. The design illustrated in this public domain plan is indicative only. The stepping down of the sandstone block is an aesthetic feature to reduce the bulk and linear appearance of the vertical concrete seawall.

Figure 27. Leeds Street Foreshore Park Section



Barangaroo, Sydney



Waller Gora Park, Dee Why, Sydney



Waller Gora Park, Dee Why, Sydney

6.2.2 Churchill Tucker Reserve



Churchill Tucker Reserve existing Ficus trees



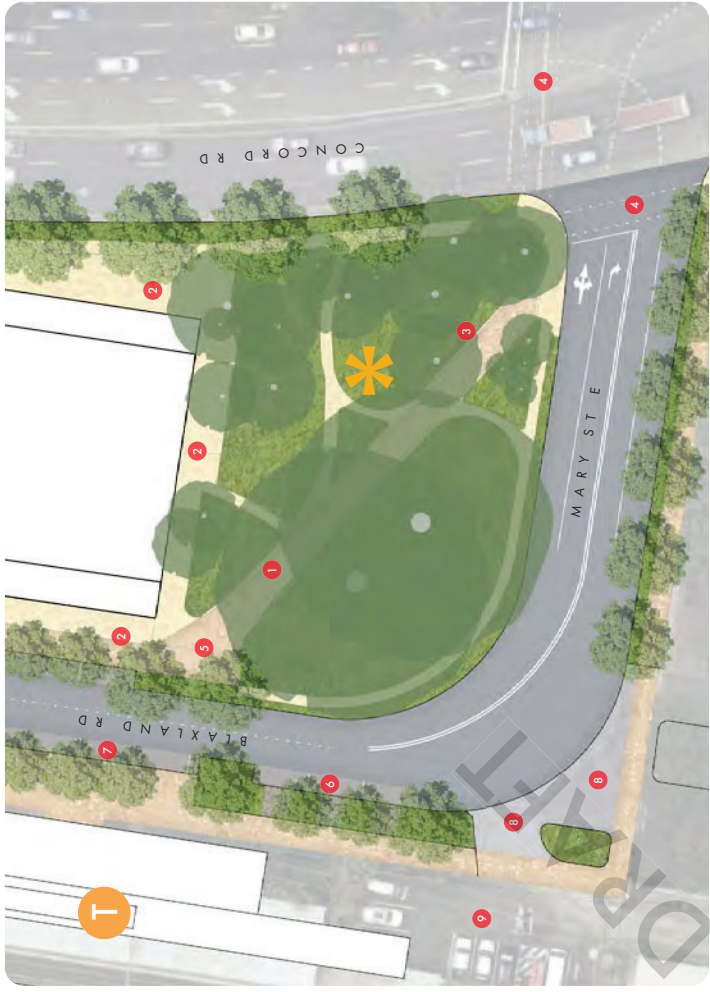
Churchill Tucker Reserve existing memorial lamp post

Tract

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Legend

- Precinct Boundary
- Existing Trees Retained
- Proposed Trees
- Footpath
- Shared Path
- Dedicated Cycleway
- Rhodes Station
- Public Art/ Landscape Feature

- Upgrade existing footpath to a Shared Path with new public lighting
- Active Frontage / Opportunity for outdoor dining
- Bike Racks
- Existing Signalised Pedestrian Crossing
- Existing Memorial Lamp Post
- Street Parking
- Kiss & Ride Zone
- Existing driveway to private property
- Existing Car Park retained

Facilities & Programs

- Toilet
- Play
- Bespoke/natural play
- Garden
- Urban Forest
- Event
- Seating
- Picnic setting
- Bike facilities
- Restaurant/retail
- Fitness
- Public Art

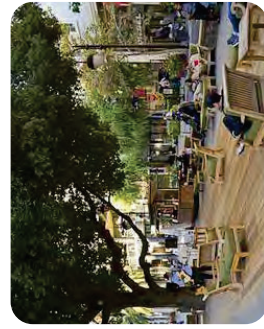


Figure 28. Key Places Plan - Churchill Tucker Reserve

6.2.3 Community Corners



Si Kilda Connections (Source: Tract)



Santana Row, California, US (Source: Google)

Tract



Figure 29. Community Corner A Concept Plan



Figure 30. Community Corner B Concept Plan



Figure 31. Community Corner C Concept Plan

Legend

- Precinct Boundary
- Existing Trees Retained
- Existing Heritage Palm Trees Retained
- Proposed Trees with garden beds
- Pedestrian boulevards
- Shared Paths
- Dedicated Cycleways
- Outdoor Dining
- Sensory Garden
- Mini Playground
- Tree Plaza with integrated seating
- Mini Forest/Green Buffer
- Bike Racks
- Raised Zebra Pedestrian/Cyclist Crossing
- Grassed area

Facilities & Programs

- Toilet
- Play
- Garden
- Event
- Bespoke/natural play
- Urban Forest
- Public Art
- Seating
- Picnic seating
- Fitness
- Restaurant/retail
- Bike facilities

SCALE 1:500
0 5 10 25m

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7 Street Tree Master Plan

7.1 Street Tree Masterplan

7.1.1 Street Tree Masterplan

Streets should prioritise space for trees and vegetation. Green Streets promote healthy environments and strategies include:

- Shading: Increasing shade for pedestrian comfort, promoting walkability and liveability.
- Connected Green Canopy: Reducing heat island
- Diversity in planting: Promotes and supports biodiversity corridors for fauna, birds and pollinators.
- Place making and Street Character: Trees provide visual structure and a sense of orientation within the precinct.

The following principles will guide successful delivery of Green Streets:

- Utilising deep soil zones in the public domain.
- Under-grounding of overhead power lines to allow for larger canopy trees.
- Bundling of underground service infrastructure to minimise disturbance of future roots.
- Providing generous tree pits (structural soil systems).
- Species selection - Suitable native species should be prioritised over exotic species to ensure adaptability to local conditions.
- Rhodes Precinct should aim for a minimum 25% tree canopy cover by 2040. There will be significant decline in the short term as the precinct is undertaking its evolution, with the loss of trees within private property.
- To ensure the success of new street tree planting, all new street trees to be advance size 200L or above.
- Rhodes Precinct should aim for a minimum 25% Green View Index as set out in Council's DCP.
- The Plant List shown provides a greater selection of plant with focus on native species and differs from the Place Strategy Urban Design Report.



Figure 32. Street Tree Masterplan

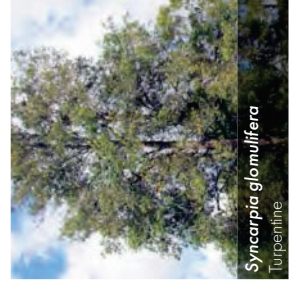
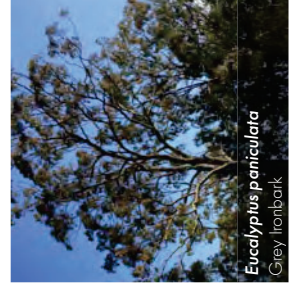
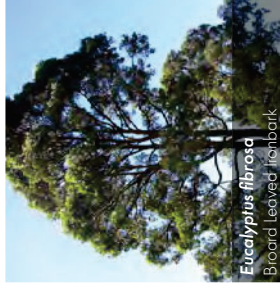
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Tract

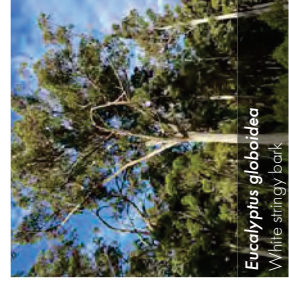
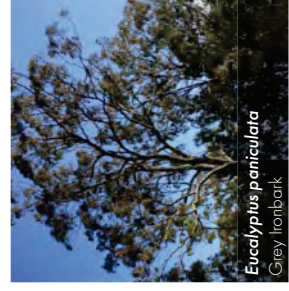
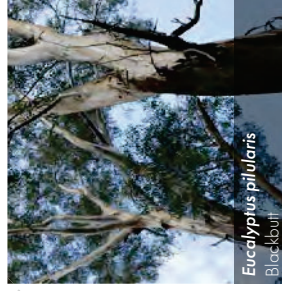
CONCORD ROAD	
<i>Dominant Species</i>	
Eucalyptus paniculata	Grey Ironbark
Eucalyptus fibrosa	Board Leaved Ironbark
Syncarpia glomulifera	Turpentine Tree
<i>Large Trees</i>	
Angophora floribunda	Rough-barked Apple
Eucalyptus beyeriana	Beyer's Ironbark
Eucalyptus crebra	Narrow Leaved Ironbark
Eucalyptus microcorys	Tallowwood
Eucalyptus robusta	Swamp Mahogany
Eucalyptus siderophloia	Northern Grey Ironbark
Ficus rubiginosa	Rusty Fig
<i>Medium Trees</i>	
Glochidion ferdinandi	Cheese Tree
Pittosporum undulatum	Sweet pittosporum
Waterhousea floribunda	Weeping Lilly Pilly
Syzygium paniculatum	Bush Cherry
Syzygium oleosum	Blue Lilly Pilly



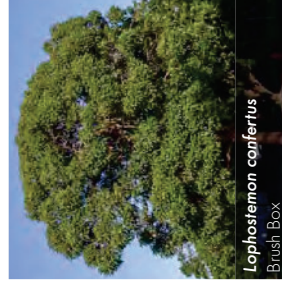
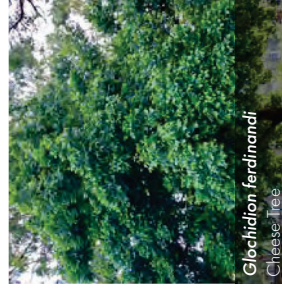
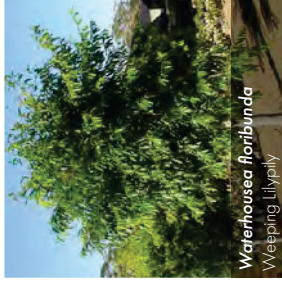
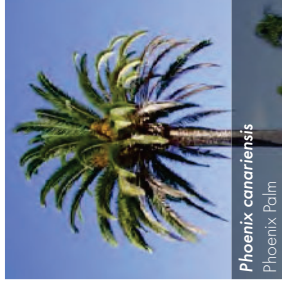
BLAXLAND ROAD/ MARY STREET/ AVERRILL STREET

Dominant Species

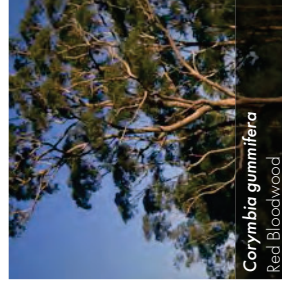
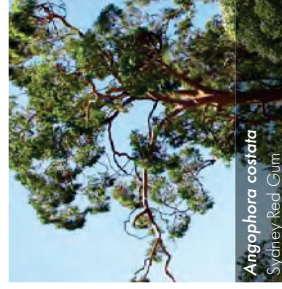
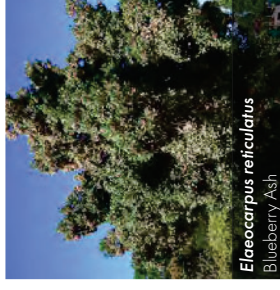
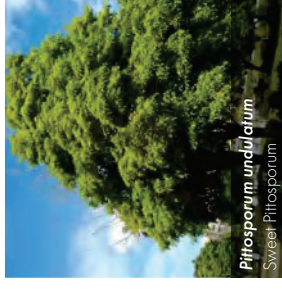
Eucalyptus globoidea	White stringy bark
Eucalyptus pilularis	Blackbutt
Eucalyptus resinifera	Red Mahogany
Large Trees	
Angophora costata	Sydney Red Gum
Corymbia gummifera	Red Bloodwood
Corymbia maculata	Spotted Gum
Corymbia variegata	Spotted Gum
Eucalyptus haenastoma	Scribbly gum
Eucalyptus punctata	Grey Gum
Eucalyptus tereticornis	Forest Red Gum
Ficus rubiginosa	Rusty Fig
Medium Trees	
Corymbia eximia	Yellow Bloodwood
Elaeocarpus reticulatus	Blueberry Ash
Pitiosporum undulatum	Sweet pittosporum
Tristramiopsis laurina 'Luscious'	Water Gum
Waterhousea floribunda	Weeping Lilly Pilly
Small Trees	
Acacia falcata	Sickle wattle
Backhousia myrtifolia	Grey Myrtle
Station Frontage Feature Tree	
Corymbia 'Summer Red'	



SECONDARY ROAD	
Dominant Species	
Lophostemon confertus	Brush Box
Medium Trees	
Glochidion ferdinandii	Cheese Tree
Pittosporum undulatum	Sweet pittosporum
Waterhousea floribunda	Weeping Lilly Pilly
Syzygium paniculatum	Bush Cherry
Syzygium oleosum	Blue Lilly Pilly
COMMUNITY SPINE	
Large Trees	
Eucalyptus globoides	White stringy bark
Eucalyptus pilularis	Blackbutt
Eucalyptus resinifera	Red Mahogany
Medium Trees	
Acmena smithii	Lilly pilly
Glochidion ferdinandii	Cheese Tree
Pittosporum undulatum	Sweet pittosporum
Waterhousea floribunda	Weeping Lilly Pilly
Small Trees	
Syzygium paniculatum	Bush Cherry
Syzygium oleosum	Blue Lilly Pilly
HERMITAGE TREES	
Phoenix canariensis	Phoenix Palm



DESTINATION STREET	
Large Shade Trees	
	Sydney Red Gum
	Red Bloodwood
	Sydney Peppermint
Medium Tree	
	Early Green Wattle
	Dwarf Apple Gum
	Coastal Banksia
Feature Tree	
	Flowering Gum



SHARED ZONE/ PEDESTRIAN THROUGH LINK	
Medium Trees	
	Yellow Bloodwood
	Blueberry Ash
	Cheese Tree
	Sweet pittosporum
	Water Gum
	Weeping Lilly Pilly
Small Trees	
	Sickle wattle
	Grey Myrtle
	Tuckeroo
Feature Tree	
	Flowering Gum


Tract

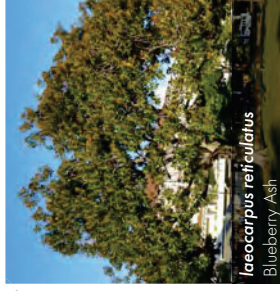
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FORESHORE LINK

Large Trees			
	<i>Allocasuarina littoralis</i>	Black She-oak	
	<i>Eucalyptus fibrosa</i>	Broad Leaved Ironbark	
	<i>Eucalyptus globoidea</i>	White stringy bark	
	<i>Eucalyptus paniculata</i>	Grey Ironbark	
	<i>Eucalyptus pilularis</i>	Blackbutt	
	<i>Eucalyptus resinifera</i>	Red Mahogany	
	<i>Ficus rubiginosa</i>	Fig Tree	
	<i>Syncarpia glomulifera</i>	Turpentine Tree	
Medium trees			
	<i>Glochidion ferdinandi</i>	Cheese Tree	
	<i>Pittosporum undulatum</i>	Sweet pittosporum	
	<i>Waterhousea floribunda</i>	Weeping Lilly Pilly	
Small Trees			
	<i>Acacia falcata</i>	Sickle wattle	
	<i>Backhousia myrtifolia</i>	Grey Myrtle	
	<i>Syzygium paniculatum</i>	Bush Cherry	
	<i>Syzygium oleosum</i>	Blue Lilly Pilly	
Ecological Planting			
	<i>Avicennia marina</i>	Grey Mangrove	



WSUD TREATMENT

Large Trees			
	<i>Allocasuarina littoralis</i>	Black She-oak	
	<i>Casuarina glauca</i>	Swamp oak	
Medium Trees	<i>Melaleuca stypelioides</i>	Prickly Paperbark	
Small Trees			
	<i>Melaleuca linearifolia</i>	Snow in Summer	
	<i>Allocasuarina verticillata</i>	Drooping sheoak	
	<i>Melaleuca viridiflora</i>	Broad leaved tea-tree	



Tract

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7.2 Plant Palette for Rhodes East Precinct

SOFT EDGE PLANTING ALONG FORESHORE

Species selection inspired by native Tidal Mudflat Saltmarsh/Mangrove Forest

SHRUBS	
Acacia myrtillofolia	Red-stemmed Wattle
Acacia terminalis	Sunshine Wattle
Acacia ulicifolia	Prickly Moses
Banksia marginata	Silver Banksia
Banksia serrata	Old-man Banksia
Banksia spinulosa	Hairpin Banksia
Bauera rubioides	River Rose
Beronia ledifolia	Showy Baronia
Callicoma serratifolia	Black Wattle
Callistemon cirtinus	Crimson Bottlebrush
Ceratopetalum gummiferum	NSW Christmas-bush
Correa alba	White Correa
Dillwynia retorta	Healthy Parrot Pea
Dodonaea triquetra	Large-leaf Hop-brush
Doryanthes excelsa	Gynea Lily
Grevillea linearifolia	Linear-leaf Grevillea
Grevillea sericea	Pink Spider Flower
Hakea teretifolia	Needlebrush
Hakea dactyloides	Finger Hakea
Leptospermum juniperinum	Prickly Tea-tree
Melaleuca nodosa	Prickly-leaved Paperbark
Notelaea longifolia	Large Mock-olive
Olearia tomentosa	Toothed Daisy-bush
Westringia fruticosa	Coastal Rosemary
Tecticornia pergranulata	(rare - only known from homebush bay area)



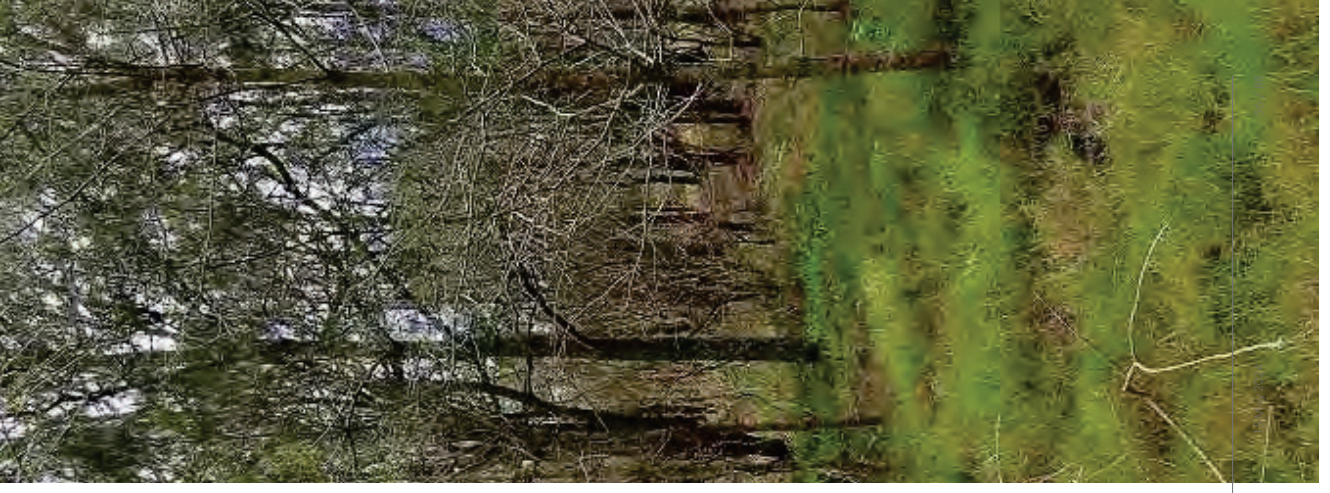
GROUNDCOVERS	
Atriplex australasica	Saltbush
Atriplex cinerea	Grey Saltbush
Carpobrotus glaucescens	Pigface
Enchylaena tomentosa	Ruby Saltbush
Sarcocolla repens	Sea primrose
Sarcocolla quinqueflora	Glasswort
Spargularia marina	Sand Spurry
Suaeda australis	Seablite
Tetragonia tetragonioides	New Zealand beach spinach
Wilsonia backhousei	Narrow-leaved wilsonia
RUSHES AND GRASSES	
Sporobolus africanus	Parramatta Grass
Triglochin striata	Streaked Arrow-grass
Juncus acutus	Spiny rush



WSUD TRANSITION PLANTING

Species selection inspired by native Swamp Oak Forest

SHRUBS	
Myoporum insulare	Boobialla
Melaleuca (Callistemon) sieberi	River bottlebrush
Leptospermum liversidgei	Olive tea-tree
SEDGES AND GRASSES	
Carex Appressa	Tall Sedge
Ficinia nodosa	Knotted club rush
Imperata cylindrica	Blady grass
Juncus Kraussii	Salt marsh rush
Juncus usitatus	Common Rush
Lomandra hystrix	River mat-rush
Microlaena stipoides var. stipoides	Weeping grass
Poa labillardieri	Common tussock grass



STREETSCAPE PLANTING

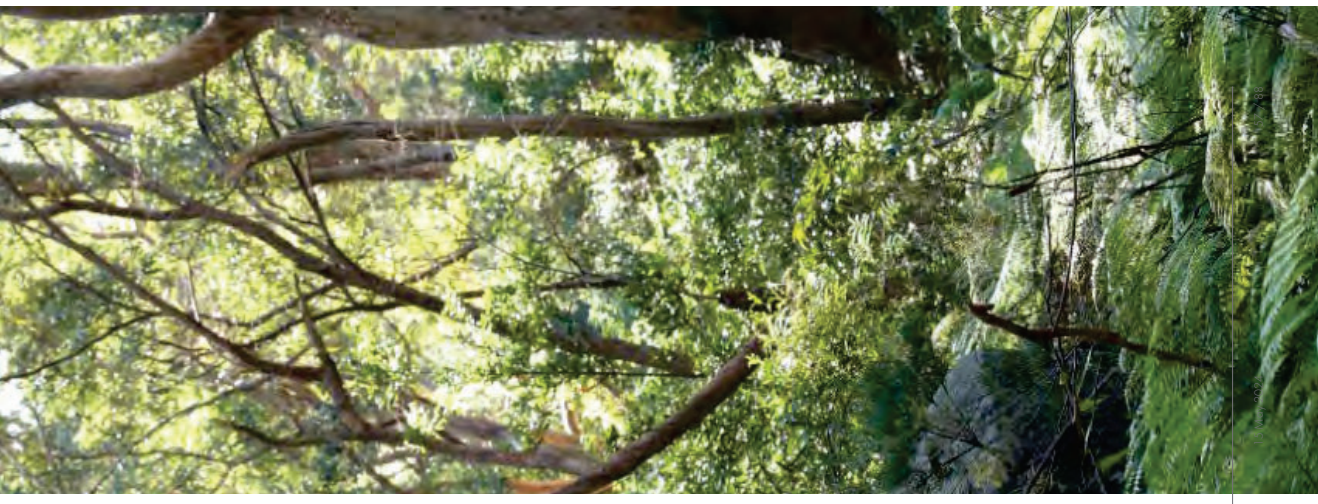
Species selection inspired by native Eucalyptus woodland and Sydney Turpentine Ironbark Forest

SHRUBS *to be used in street setbacks. Not suitable for verge planting

Acacia longifolia	Acacia
Acacia myrtillofolia	Red stemmed wattle
Atriplex semibaccata	Australian saltbush
Acmena Smithii 'Allyn Magic'	Lilly Pilly
Banksia marginata	Silver Banksia
Banksia spinulosa 'Honey Pots	Banksia
Callistemon 'Little John'	Weeping Bottlebrush
Dichondra Repens	Kidney Weed
Dodonaea triquetra	Common hop bush
Grevillea sericea	Silky Grevillea
Grevillea 'Flamingo'	Grevillea
Grevillea rosmarinifolia 'Crimson Villeda'	Grevillea
Kunzea ambigua	White kunzea
Leptospermum polygalifolium	Copper Glow Tea Tree
Melaleuca nodosa	prickly-leaved paperbark
Pitiosporum revolutum	Wild yellow jasmine

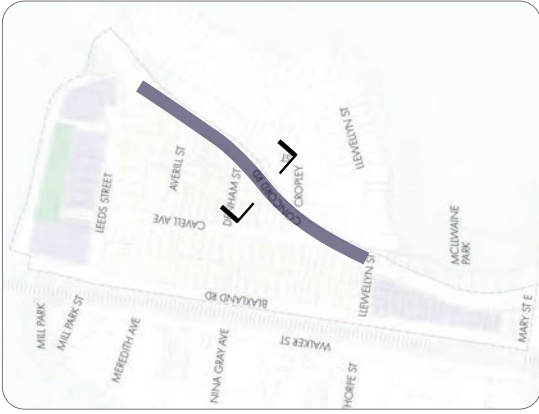
GRASSES AND GROUNDCOVERS

Billardiera scandens	Apple Berry
Bursaria spinosa	Sweet bursaria
Cenella asiatica	Indian pennywort
Dianella caerulea	Blur Flax-Lily
Hibbertia aspera	Rough guinea flower
Lomandra glauca	Spiny-head mat-rush
Lomandra longifolia	Spiny-headed Mat-rush
Lomandra longifolia 'Tanika'	Mat Rush
Myoporum parvifolium	Creeping boobialla
Themeda triandra	Kangaroo grass
Viola hederacea	Native Violet
Zieria smithii	lanoline bush



8 Street Typologies

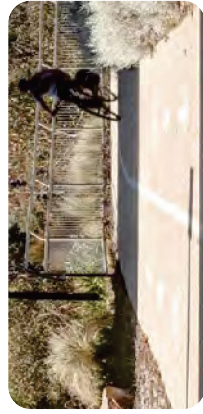
8.2.1 Concord Road North



- Key design features:**
- ① 2.5m Shared path proposed along property boundary to western side
 - ② Maximised landscape verge for larger tree planting.
 - ③ Existing kerb lines and eastern side footpath retained



Planting buffer to development side (Source: Google)



Shared path at Skye Road (Source: Tract)

Legend

- Property Boundary
- - - Existing Kerb Line

Tract

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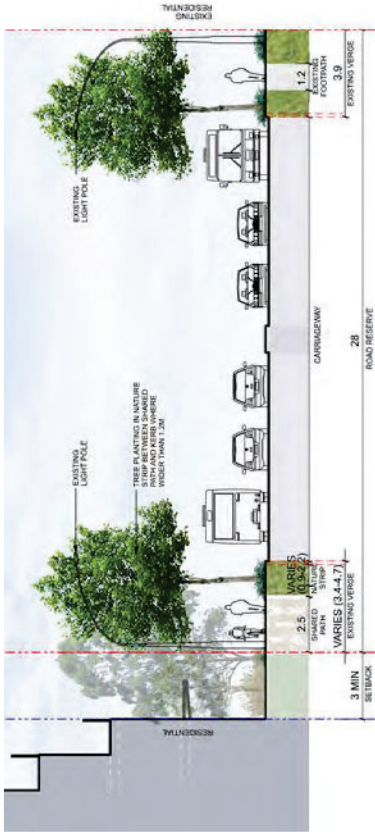


Figure 33. Concord Road North - Typical Section

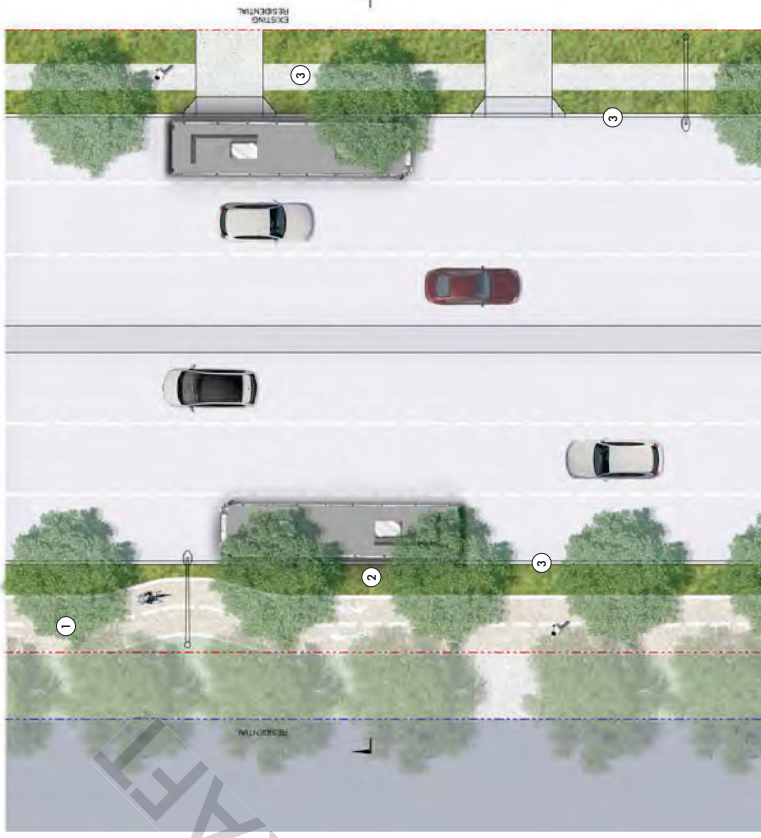
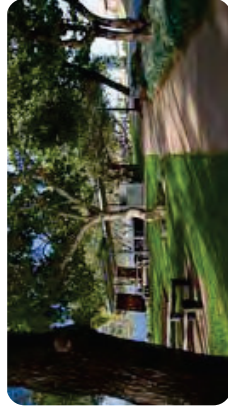


Figure 34. Concord Road North - Typical Plan

8.2.2.2 Concord Road South (McIlwaine Park)



Planting buffer to development side (Source: Google)



Shared path along street and park, Bowen Foreshore (Source: Tract)

Key design features:

- ① 1.5m Footpath proposed along property boundary to western side. Footpath meanders around existing street light poles at localised pinch points.
- ② Maximised landscape verge for continuous tree planting.
- ③ 2.4m Existing shared path retained along McIlwaine Park.
- ④ Existing trees retained along McIlwaine Park.

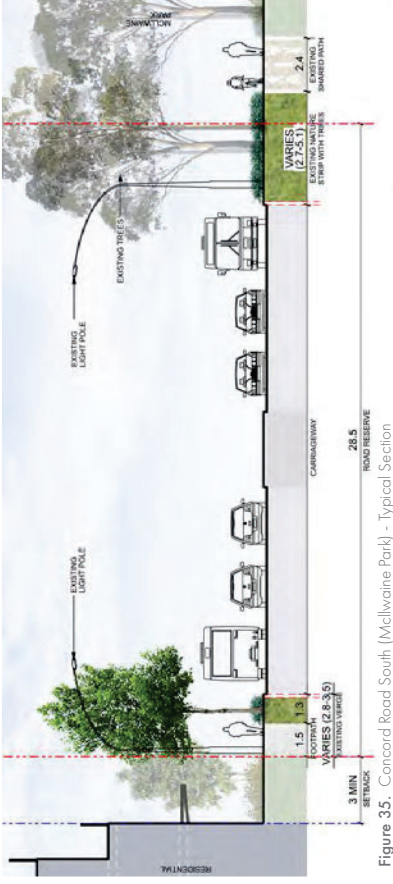


Figure 35. Concord Road South (McIlwaine Park) - Typical Section

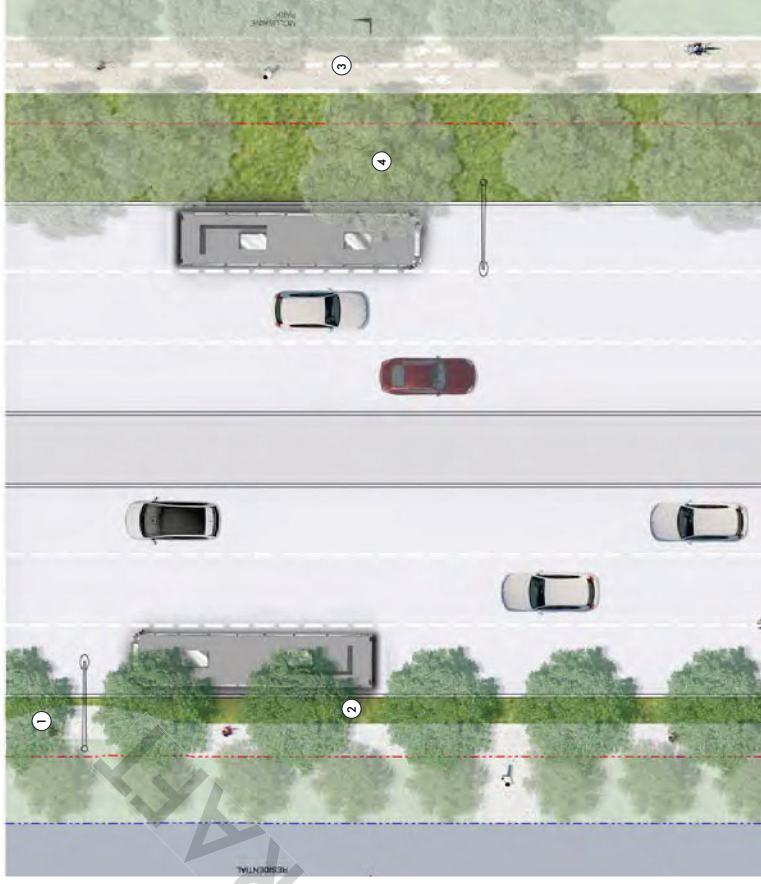


Figure 36. Concord Road South (McIlwaine Park) - Typical Plan

Legend

- Property Boundary
- Existing Kerb Line

Tract

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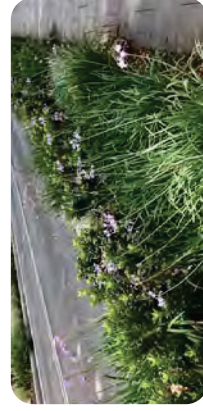
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8.2.3 Blaxland Road North of Llewellyn Street - Typical



Dedicated Two-way Cycleway, Surry Hills, Sydney



Verge planting, Missenden Rd, Campersdown, NSW

Key design features:

- ① 2.5m dedicated cycleway on western verge.
- ② Landscape planted buffer zone provides separation between pedestrians and cyclist. Existing powerlines retained and protected within this landscape buffer where possible.
- ③ Landscape planted buffer zone provides separation between cyclist and vehicles. Street trees within this zone to be provided with continuous tree pits.
- ④ Wide generous footpaths along eastern verge with street tree planting and new street lights.
- ⑤ Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingardens between parking bays
 - Large capacity tree pits in paved area

* Notes

- Blaxland Road full length existing on-street parking approximately 151. Proposed on-street parking approximately 85. Loss is approximately 66 spaces.
- Existing overhead powerlines within council road reserve subject to separate process for undergrounding services.
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

Legend

- - - - - Property Boundary
- - - - - Existing Kerb Line
- - - - - Line of Awning (Indicative)
- - - - - Overhead Powerlines (Indicative)

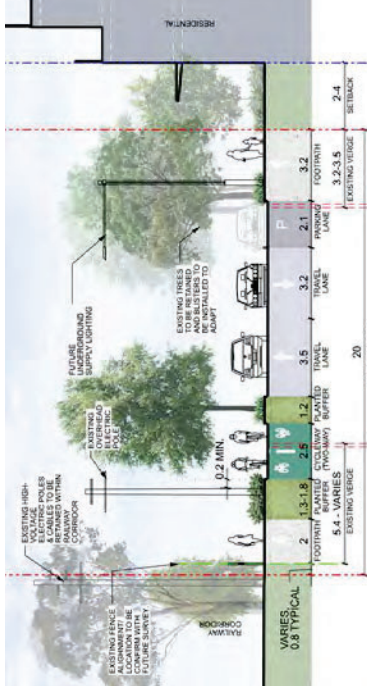


Figure 37. Blaxland Road North - Typical Section

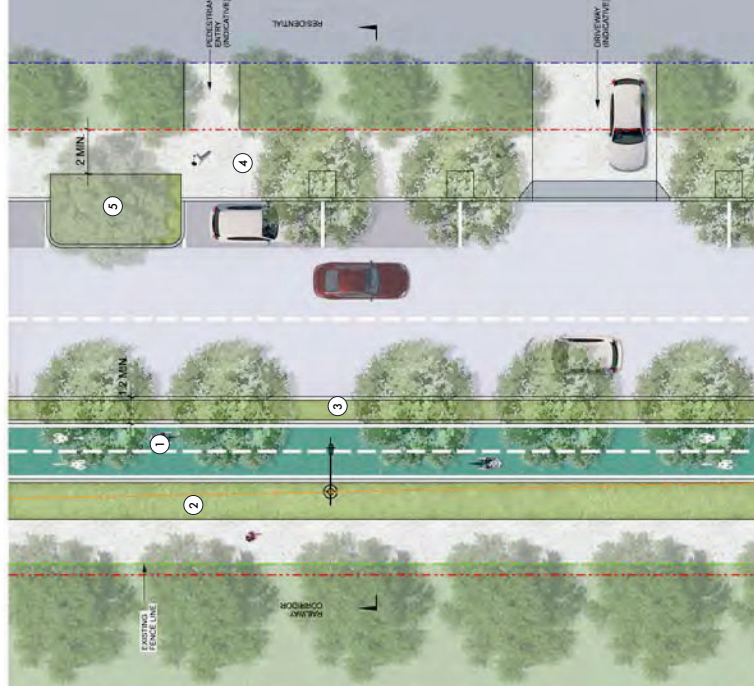


Figure 38. Blaxland Road North - Typical Plan

8.2.4 Blaxland Road North of Llewellyn Street with localised pinch points

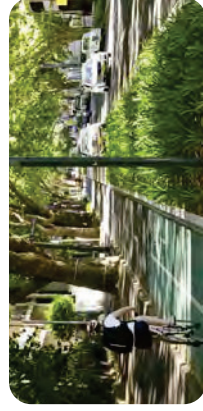


Key design features:

- ① 2.5m dedicated cycleway on western verge. Cycleway alignment to avoid existing light posts.
- ② Typical 2m footpath to be narrowed to 1.8m at pinch points along western verge.
- ③ Wide generous footpaths along eastern verge with street tree planting and new street lights.
- ④ Existing trees retained where possible
- ⑤ Existing trees provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingardens between parking bays
 - Large capacity tree pits in paved area
- ⑥ Tree planting clear of overhead powerlines

*** Notes**

- Existing overhead powerlines within council road reserve subject to separate process for undergrounding services.
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.



Dedicated Two-way Cycleway, Surry Hills, Sydney



Verge planting, Missenden Rd, Comperdown, NSW

Legend

- Property Boundary
- Existing Kerb Line
- Line of Awnings (Indicative)
- Overhead Powerlines (Indicative)

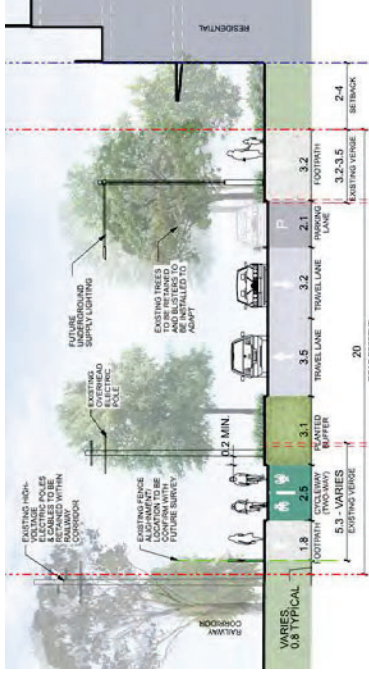


Figure 39. Blaxland Road North with localised pinch points - Section

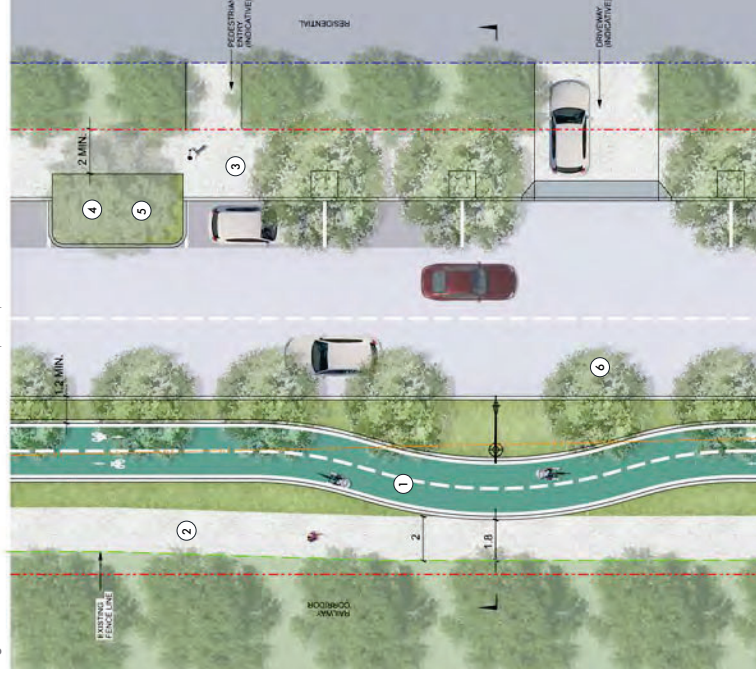
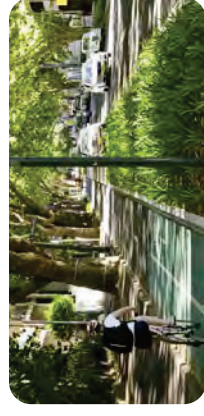


Figure 40. Blaxland Road North with localised pinch points - Plan

8.2.5 Blaxland Road South (Between Llewellyn Street and Train Station)



Dedicated Two-way Cycleway, Sunny Hills, Sydney



Verge planting, Missenden Rd, Camperdown, NSW

- Key design features:**
- 2.5m dedicated cycleway on western verge. Cycleway alignment to avoid existing light posts.
 - Parallel parking lane to both sides
 - 1m Landscape/ permeable paving buffer between cycleway and parking lane to ensure cyclist / pedestrian safety. Tree pits to be continuous and extend under cycleway with engineered strata cell or structural soil to provide greater growing area for new street trees.
 - Wide generous footpaths with street tree planting and new street lights.
 - Existing trees retained where possible
 - Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingardens between parking bays
 - Large capacity tree pits in paved area
 - Active frontage - opportunity for outdoor dining

- * Notes
- Existing overhead powerlines within council road reserve subject to separate process for undergrounding services.
 - Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

- Legend**
- Property Boundary
 - Existing Kerb Line
 - Line of Awnings (Indicative)
 - Overhead Powerlines (Indicative)
 - Permeable Paving

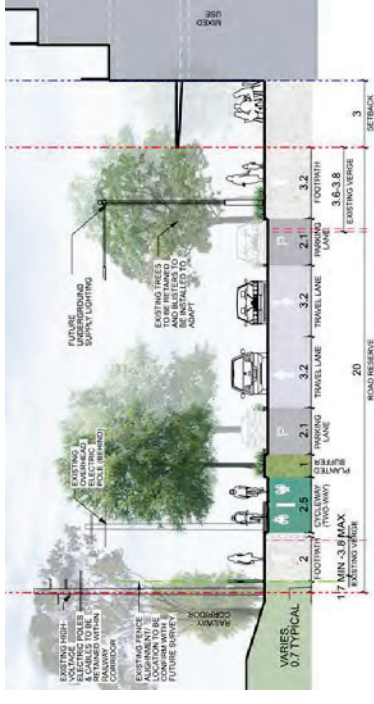


Figure 41. Blaxland Road South (Between Llewellyn Street and Train Station) - Section

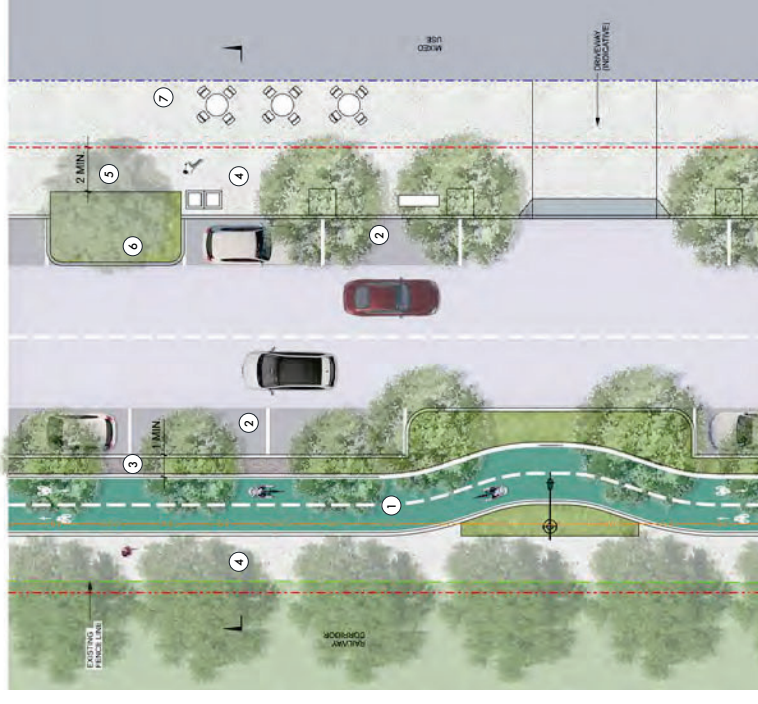


Figure 42. Blaxland Road South (Between Llewellyn Street and Train Station) - Plan

8.2.6 Blaxland Road South - Station Frontage



Missenden Rd Streetscape, Comperdown, NSW

Tract

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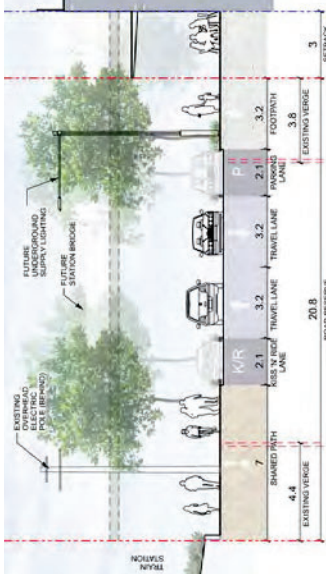


Figure 43. Blaxland Road South Station Frontage - Section

Key design features:

- ① Kiss & Ride adjacent Station Entry
 - ② Shared Path zone to Station frontage providing priority to pedestrians. Minimise conflict between users during high activity peak times.
 - ③ Wide generous footpaths with street tree planting and new street lights along active frontages.
 - ④ Raised pedestrian / cyclist crossing
 - ⑤ Future Station Bridge
 - ⑥ Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingardens between parking bays
 - Large capacity tree pits in paved area
- * Notes
- Existing overhead powerlines within council road reserve subject to separate process for undergrounding services.
 - Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

Legend

- Property Boundary
- Existing Kerb Line
- Line of Awnings (Indicative)
- Overhead Powerlines (Indicative)

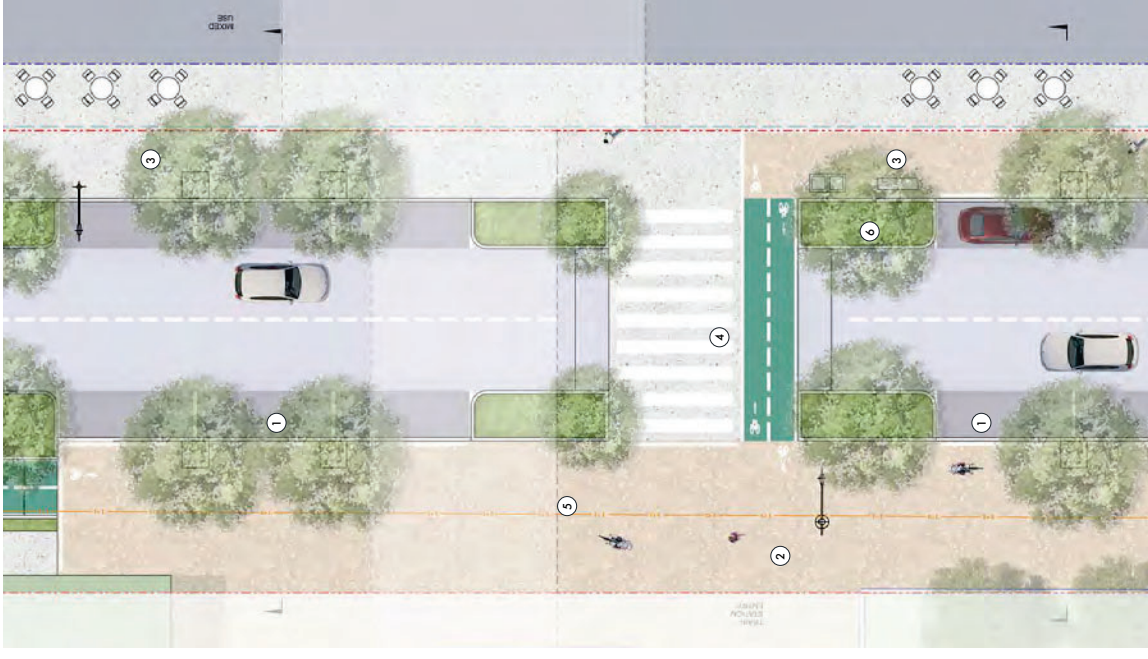


Figure 44. Blaxland Road South Station Frontage - Plan

8.2.7 Leeds Street West



Key design features:

- ① Northern verge - 3m Shared path with 1m continuous planting zone with street lights, street trees and furniture placement. Tree pits to be continuous and extend under shared path with engineered strata cell or structural soil to provide greater growing area for trees.
- ② 2m footpath to southern side with continuous landscape verge and tree planting.
- ③ 4x traffic lanes to accommodate large traffic volumes.
- ④ Active frontage - opportunity for outdoor dining

WSUD features have opportunities for:

- * Large capacity tree pits in verge/ paved area
- * Noles
- * Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

DRAFT

Legend

- - - - - Property Boundary
- - - - - Existing Kerb Line
- - - - - Line of Awnings (Indicative)



Verge planting, Missenden Rd, Camperdown, NSW



Active frontage, Barangaroo South, Sydney



Figure 45. Leeds Street West - Typical Section

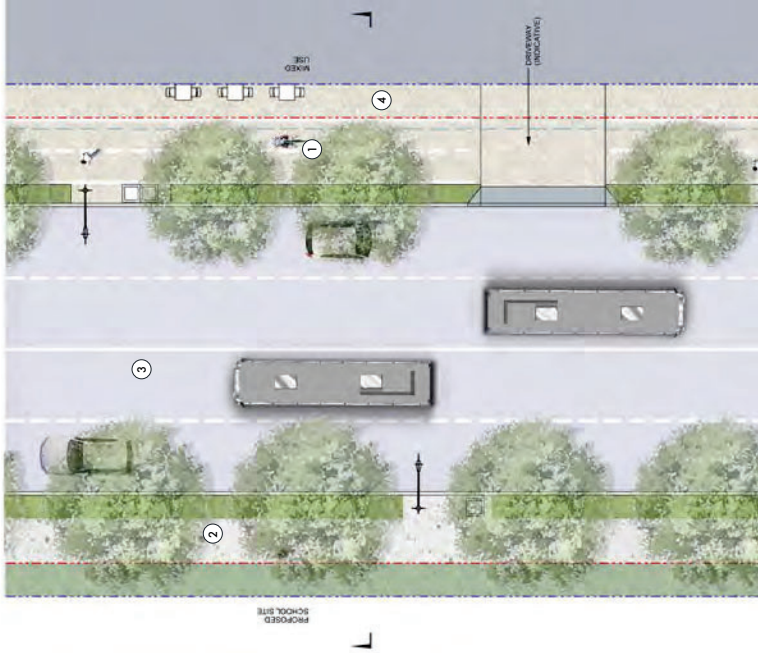


Figure 46. Leeds Street West - Typical Plan

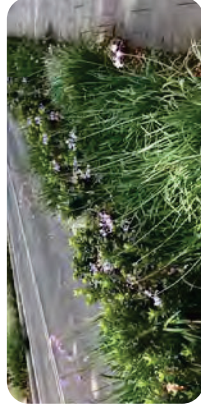
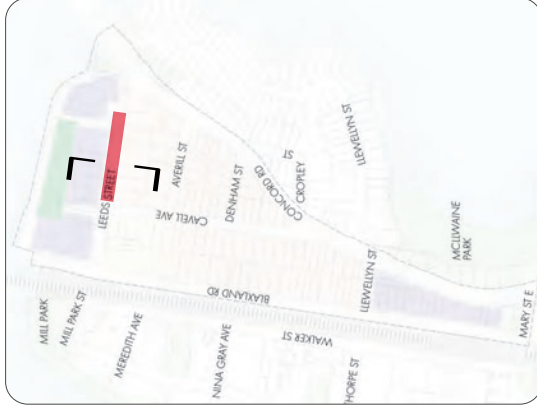
Tract

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8.2.8 Leeds Street East



Verge planning, Missenden Rd, Camperdown, NSW



Active frontage, Barangaroo South, Sydney

Key design features:

- ① Northern verge with 3m Shared path, with 1.5m street tree planting zone.
- ② 3m footpath to southern side with 1.5m zone for street lights, street trees and furniture placement.
- ③ Parallel parking to both sides.
- ④ Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingardens between parking bays
 - Large capacity tree pits in paved area
- ⑤ Active frontage - opportunity for outdoor dining

* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

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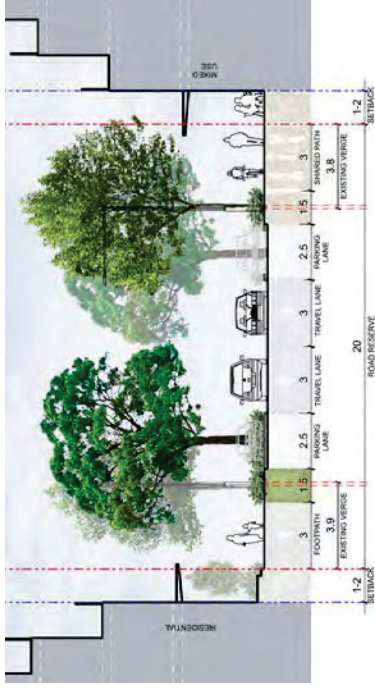


Figure 47. Leeds Street East - Typical Section

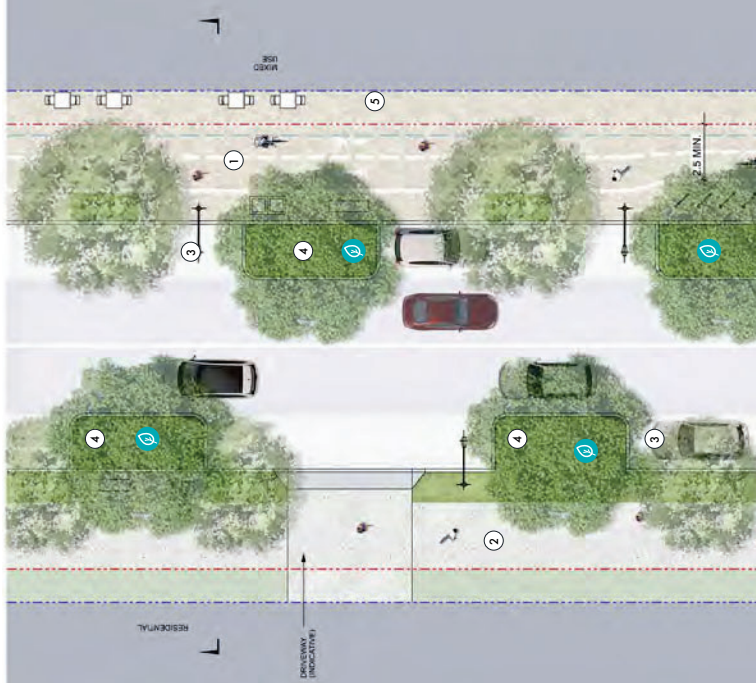
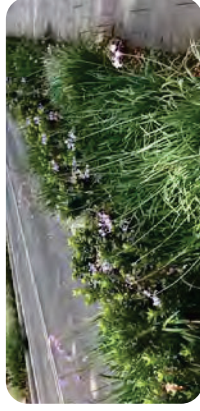
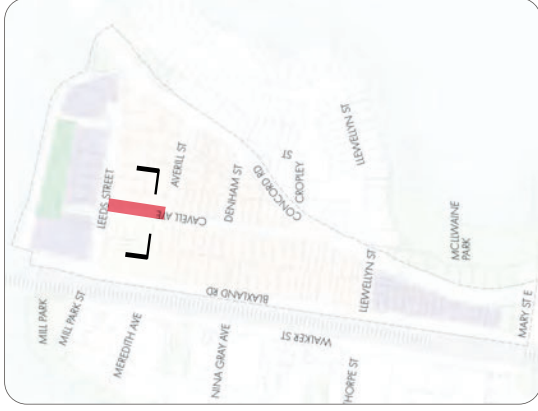


Figure 48. Leeds Street East - Typical Plan

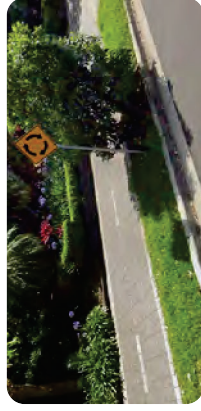
Legend

- Property Boundary
- Existing Kerb Line
- Line of Awnings (Indicative)
- WSUD

8.2.9 Cavell Avenue North



Verge planting, Missenden Rd, Camperdown, NSW



Shared Path, Howard Ave, Dee Why (Source: Tract)

Tract

Key design features:

- ① Western verge - 3m Shared path with 1m continuous planting zone with street lights and street trees. Tree pits to be continuous and extend under shared path with engineered strata cell or structural soil to provide greater growing area for trees.
- ② Eastern verge - 2m footpath with 1.2m continuous landscape verge and tree planting.
- ③ Existing bus stop location to be reviewed as part of future intersection upgrade of Cavell Street and Averill Street.
- ④ 4x traffic lanes to accommodate large traffic volumes.

WSUD opportunities may include:

- Large capacity tree pits in verge
- Passive irrigation from stormwater run-off from adjacent footpaths.

* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

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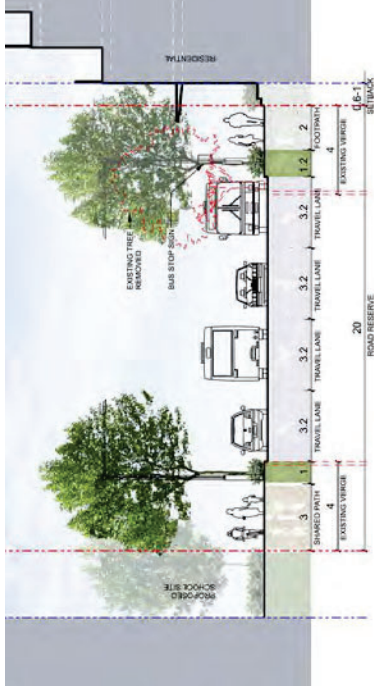


Figure 49. Cavell Avenue North - Typical Section

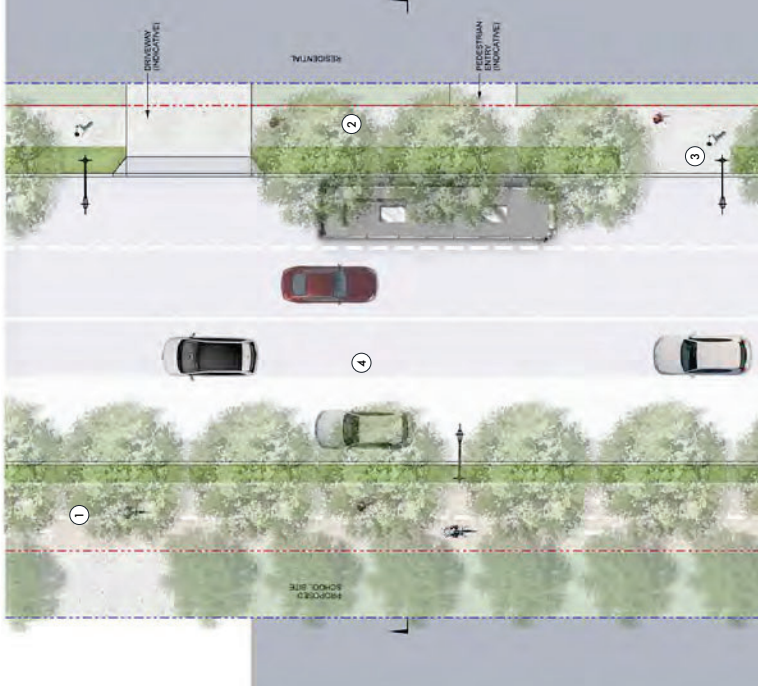


Figure 50. Cavell Avenue North - Typical Plan

Legend

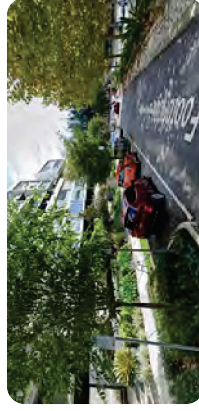
- - - - - Property Boundary
- - - - - Existing Kerb Line

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8.2.10 Cavell Avenue South - Typical



Tree Planting Blisters, Footbridge Blvd, Wentworth Point [Source: Google Maps]

Key design features:

- ① Western verge - 2.5m dedicated cycleway with 1m planted verge and street trees. Permeable paving sections to allow access to parked cars. Tree pits to be continuous and extend under cycleway with engineered strata cell or structural soil to provide greater growing area for trees.
 - ② Eastern verge - 2m footpath with 1.5m landscape verge, planting, street trees and permeable paving.
 - ③ Parallel parking to both sides
 - ④ Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingutters between parking bays
 - Large capacity tree pits in paved area
- * Notes
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

Legend

- Property Boundary
- Existing Kerb Line
- Permeable Paving
- WSUD



Figure 51. Cavell Avenue South - Typical Section

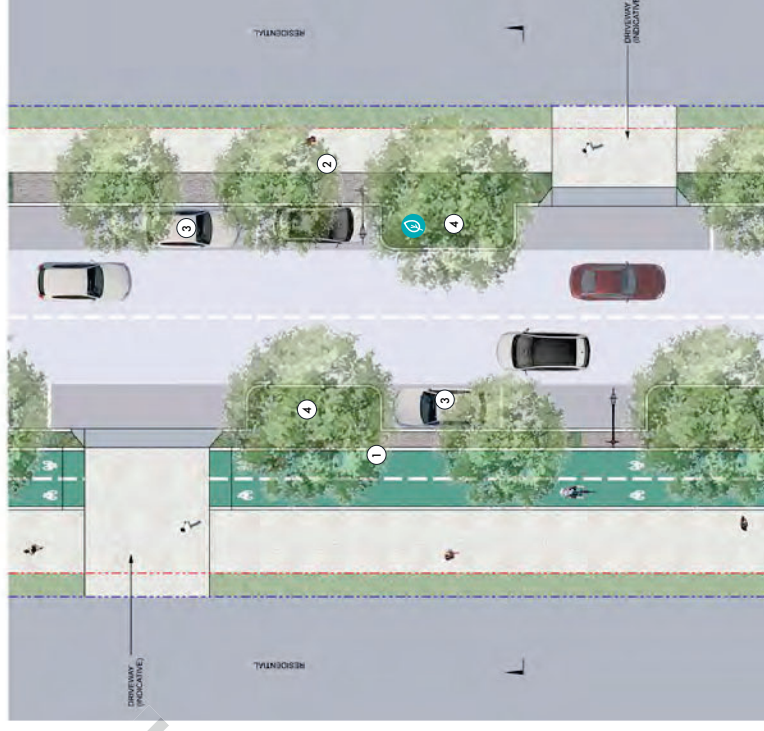
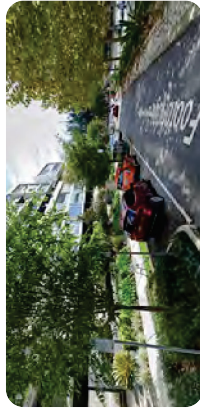


Figure 52. Cavell Avenue South - Typical Plan

8.2.11 Cavell Avenue South with Heritage Trees - Scenario 1

Separated Cycleway left of Heritage Trees



Tree planting blisters, Footbridge Blvd, Wentworth Point [Source: Google Maps]



Existing heritage palm trees and church

Key design features:

- ① Western verge - 2.5m dedicated cycleway. Cycleway alignment to avoid existing heritage trees. Permeable paving sections to allow access to parked cars. Tree pits to be continuous and extend under cycleway with engineered strata cell or structural soil to provide greater growing area for trees.
- ② Existing Heritage trees retained and integrated with new tree blisters.
- ③ Eastern verge - 2m footpath with 1.5m landscape verge, planting, street trees and permeable paving.
- ④ Parallel parking to both sides
- ⑤ Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingardens between parking bays
 - Large capacity tree pits in paved area

* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

Legend

- Property Boundary
- - - Existing Kerb Line
- ▨ Permeable Paving
- ⊕ WSUD



Figure 53. Cavell Avenue South - Scenario 1 Section



Figure 54. Cavell Avenue South - Scenario 1 Plan

Tract

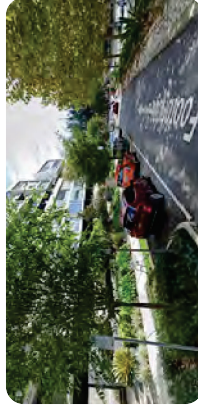
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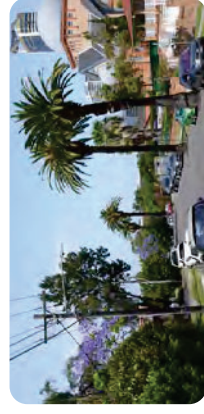
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8.2.12 Cavell Avenue South with Heritage Trees - Scenario 2

Separated Cycleway right of Heritage Trees



Tree Planting Blisters, Footbridge Blvd, Wentworth Point [Source: Google Maps]



Existing heritage palm trees and church

Key design features:

- ① Western verge - 2.5m dedicated cycleway. Cycleway alignment to avoid existing heritage trees. Permeable paving sections to allow access to parked cars. Tree pits to be continuous and extend under cycleway with engineered strata cell or structural soil to provide greater growing area for trees.
- ② Existing Heritage trees retained.
- ③ Eastern verge - 2m footpath with 1.1m landscape verge, planting, street trees and permeable paving.
- ④ Parallel parking to eastern sides
- ⑤ Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingardens between parking bays
 - Large capacity tree pits in paved area

* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

Legend

- Property Boundary
- Existing Kerb Line
- Permeable Paving
- WSUD

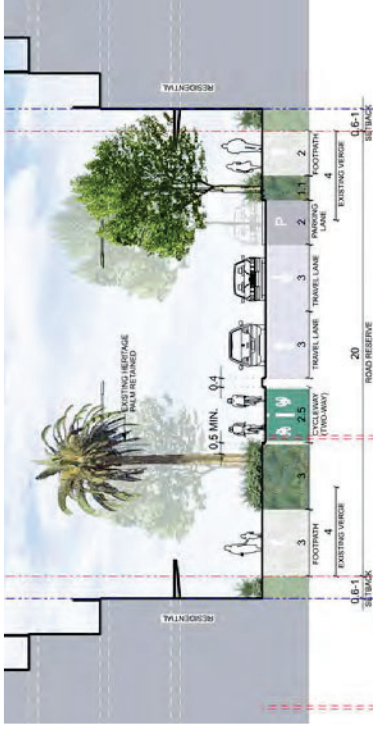


Figure 55. Cavell Avenue South - Scenario 2 Section



Figure 56. Cavell Avenue South - Scenario 2 Plan

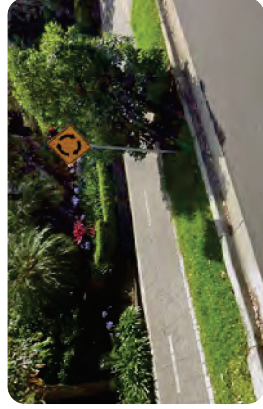
8.2.13 Averill Street



Key design features:

- ① 2.4m wide footpath to both sides with 1.2m continuous landscape verge and tree planting.
 - ② Existing bus stop to southern side.
 - ③ 4x traffic lanes to accommodate large traffic volumes.
- WSUD features such as:
- Slotted kerbs to maximise collection of surface water run-off
 - Large capacity tree pits in paved area
- * Notes
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

DRAFT



Howard Ave, Dee Why (Source: Tract)



Figure 57. Averill Street - Typical Section

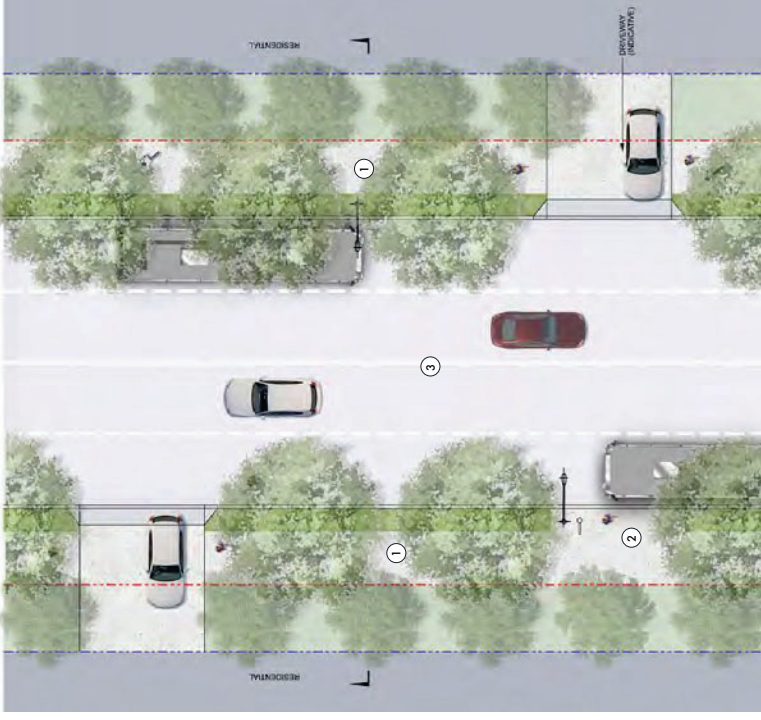


Figure 58. Averill Street - Typical Plan

Legend

- Property Boundary
- Existing Kerb Line

8.2.14 Denham Street, Denham Street Extension (New Street), Llewellyn Street

Key design features:

- ① Northern verge - 2.5m Dedicated two-way cycleway
 - ② Parallel parking on both sides.
 - ③ Generous 2m wide landscape buffer between cycleway and parking lane to ensure cyclist safety, street planting and pedestrian access to parked cars.
 - ④ Eastern verge - 2.5m footpath
 - ⑤ Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Raingardens between parking bays
 - Large capacity tree pits in paved area
- * Noles
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.



Surry Hills, Sydney

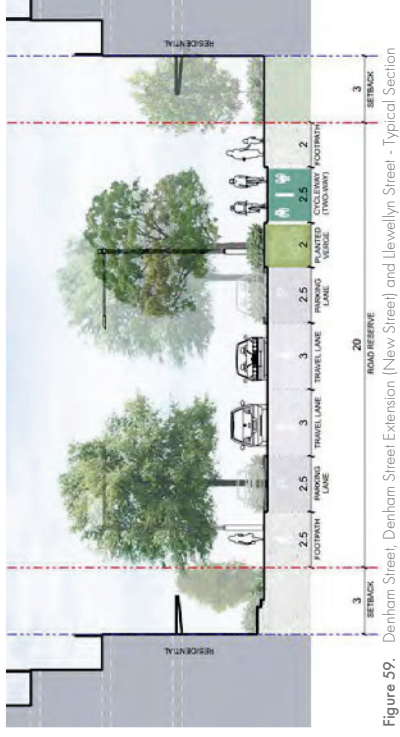


Figure 59. Denham Street, Denham Street Extension (New Street) and Llewellyn Street - Typical Section

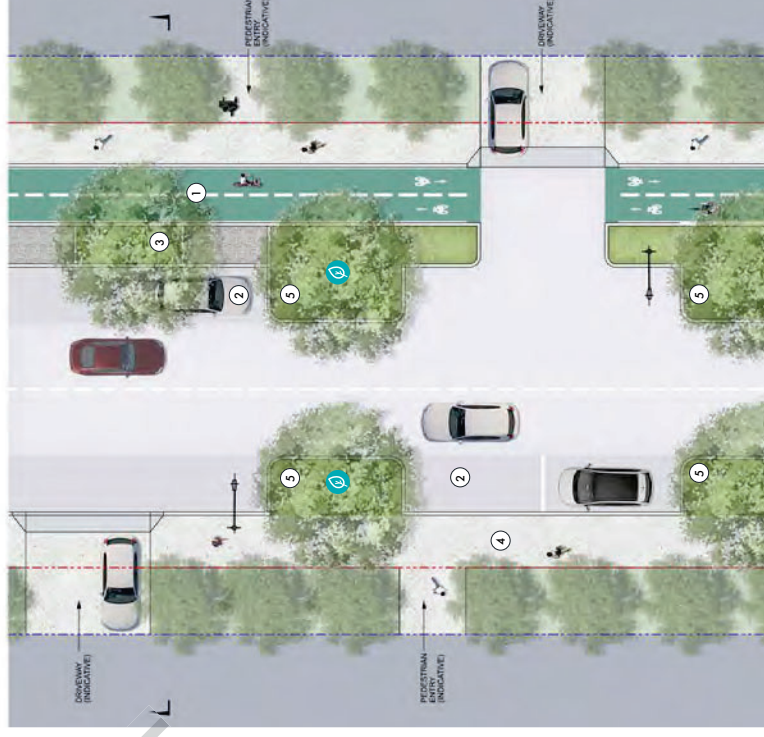


Figure 60. Denham Street, Denham Street Extension (New Street) and Llewellyn Street - Typical Plan

Legend

- Property Boundary
- Existing Kerb Line
- Permeable Paving
- WSUD

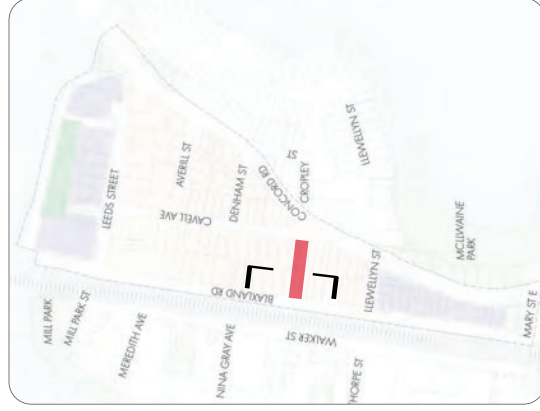
Tract

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8.2.15 New Street with Shared Path



Key design features:

- ① Northern verge - 3m shared path with 1.5m landscape zone for street tree planting, street lights and permeable paving to access parallel parking.
 - ② Southern verge - 2m footpath with 2.5m wide landscape zone for large street trees.
 - ③ Parallel parking to both sides.
 - ④ Kerb blisters provide opportunities for WSUD features such as:
 - Slotted kerbs to maximise collection of surface water run-off
 - Rain gardens between parking bays
 - Large capacity tree pits in paved area
- * Notes
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

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Figure 61. New Street with Shared Path - Typical Section



Figure 62. New Street with Shared Path - Typical Plan

Legend

- Property Boundary
- Existing Kerb Line
- Permeable Paving
- WSUD



(Source: Google)

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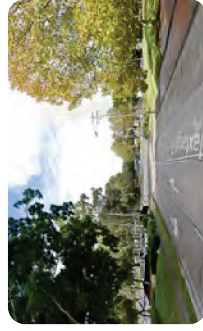
8.2.16 Mary Street East

Key design features:

- ① Existing width of carriageway retained to accommodate large traffic volumes
- ② Shared path proposed to southern side
- ③ Upgrade of pedestrian footpath and parklands to the north.



Skye Road (Source: Tract)



Mary Street East (Source: Google Maps)

Tract

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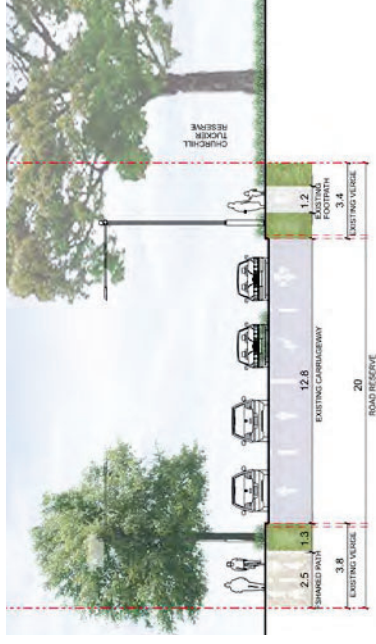


Figure 63. Mary Street East - Typical Section

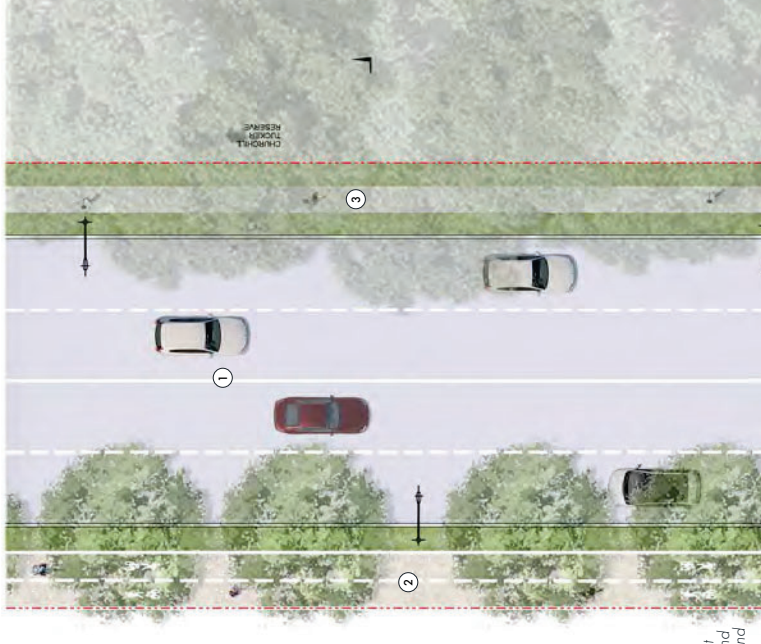


Figure 64. Mary Street East - Typical Plan

Note:
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

Legend

- - - - - Property Boundary
- - - - - Existing Kerb Line

DRAFT

8.2.17 SharedZone - Averill Street Extension



Key design features:

- ① 6m one-way paved shared zone*
- ② Potential school entry / frontage
- ③ Frontage of potential shared community facilities with school (i.e. library)

* Note:

- The proposed school interfaces with Blaxland Road, Leeds Street and Cavell Avenue. These streets will be catering large volumes of traffic and may not be suitable for school pick up / drop off.
- The new street, shown as a Shared Zone, may provide a low speed environment complimentary for school movements.
- Shared zones are subject to assessments to ensure they meet the requirements for a Shared Zone. Shared Zones are either Category 1 or Category 2 both applying 10km speed limit.
- Category 1 allows for kerb and gutter arrangement and may be suited for drop off / pick up activities. For extra protection, safety bollards may be introduced.
- Category 2 is a flush treatment which will require safety protection elements such as bollards to ensure vehicle movement is restricted.
- Shared zone are subject to future traffic studies and assessment. Designs illustrated in this Public Domain Plan are indicative only. Alternate solutions may be determined as part of future detail design process.



Kensington Street, Sydney (Source: Google)

Tract

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Legend

----- Property Boundary



Figure 65. Shared Zone - Typical Section

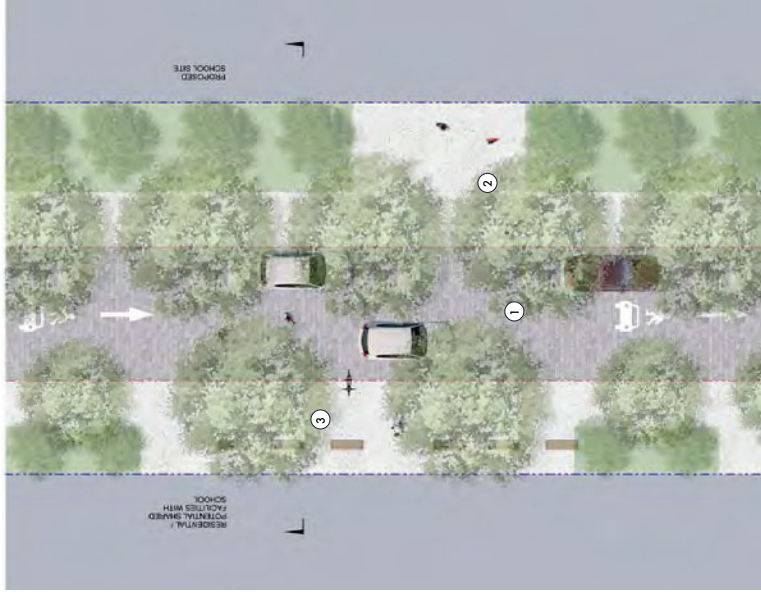


Figure 66. Shared Zone - Typical Plan

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8.2.18 Through-site Pedestrian Link



Key design features:

- ① 0m Pedestrian link - Tree placement critical to ensure continuous visual / physical connection to waterfront. High quality, fine grain paving to reflect human scale materiality.
- ② Planting beds / WSUD Rain gardens and trees integrated with seating and lighting along retail frontage.
- ③ Active/retail frontage for outdoor dining and activities.

Note:

- Designs shown are indicative only. Final design layout, elements and levels are subject to future detail design. Existing levels within this area may be steep in sections and will require future grading studies to ensure compliant grades are achieved.

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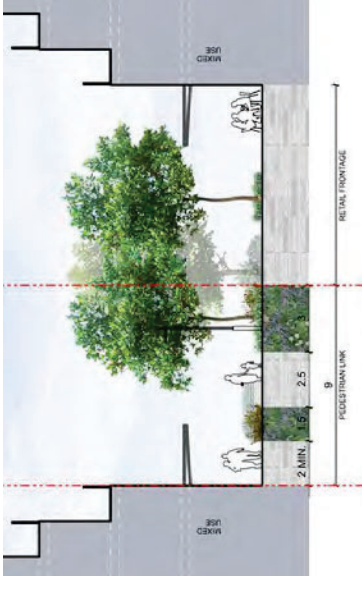


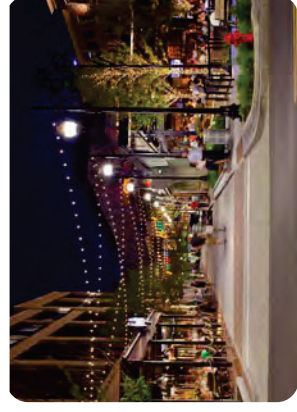
Figure 67. Pedestrian Link - Typical Section



Figure 68. Pedestrian Link - Typical Plan

Legend

- Property Boundary
- Line of Awnings (Indicative)
- Permeable Paving
- WSUD



Somerville, MA, US (Source: Google)

Tract

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Appendices

Appendix A Cycle Network Options Study

A.1 Current Cycle Network Options Review

Current Cycle Network Options - Traffic and Transport Report (Jacobs,2021)

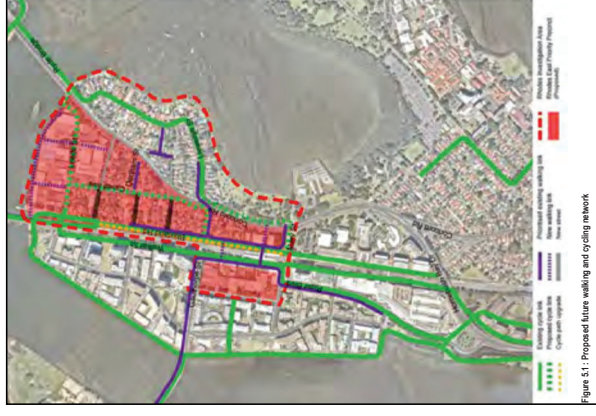


Figure S1 - Proposed blue, walking and cycling network

Cycle Network Considerations

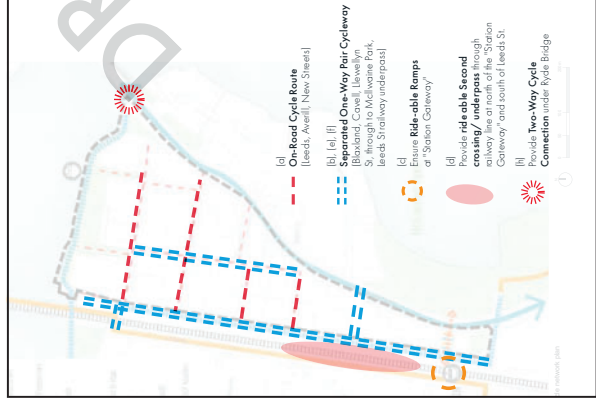
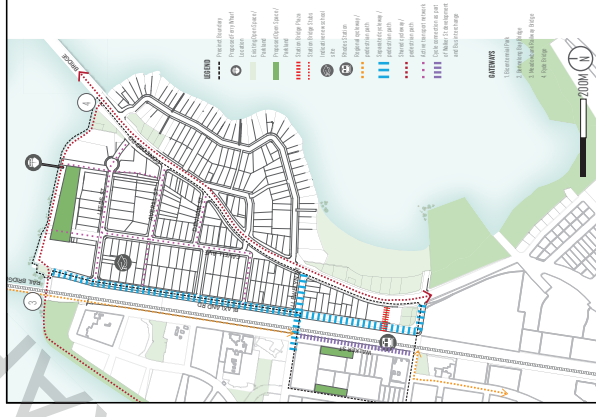


Diagram transferred from BayBUG comments

Current Cycle Network Options - Urban Design Report (Roberts Day) 2021



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Current Cycle Network Options - DCP 2022



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A.2 Proposed Cycle Network Options

A.1.1 Proposed Cycle Network Option 1 -
Based on Urban Design Report (Roberts
Day) 2021



A.1.2 Proposed Cycle Network Option 2 -
Based on alternate cycling typologies such
as One-Way Pair



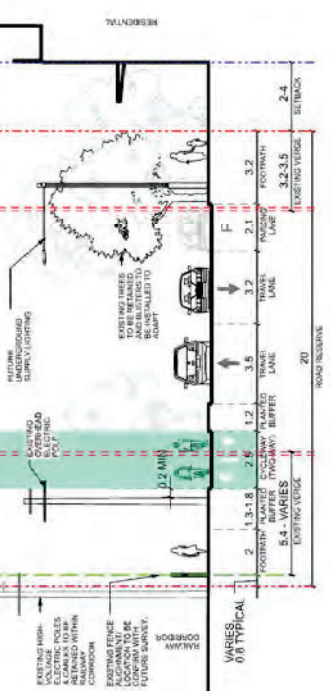
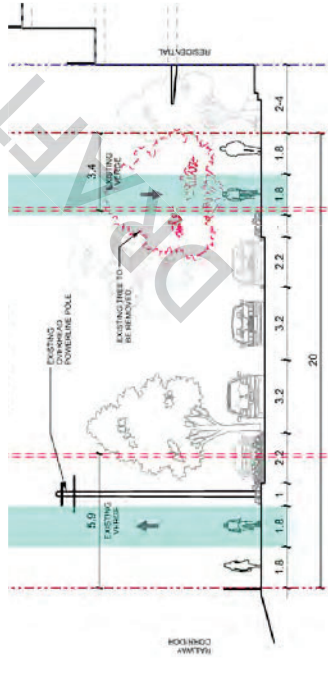
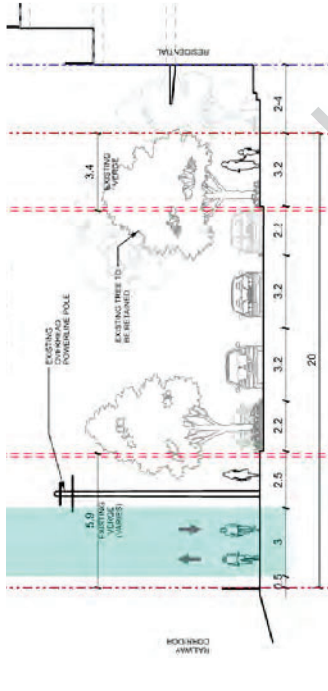
A.1.3 Proposed Cycle Network Option 3 -
Recommended Network



Legend	
General	
	Neural Boundary
	Railway line
	Existing Ferry Route
	Proposed New Ferry Wheel
	Bus Route end/stop
	Proposed Iron Station
	400m Train Station Radius
Active Networks	
	Existing Signalised Pedestrian Crossing - Four Way
	Existing Signalised Pedestrian Crossing - Five Way
	Existing Signalised Pedestrian Crossing - Two Way
	Existing Pedestrian Zebra Crossing
	Existing Shared Cycleway/Bikeway Path
	Existing Segregated Cycleway Marked on Road
	Existing Marked On Road Cycle Route
	Existing Cycle/Pedestrian Underpass
	Existing Cycle/Pedestrian Connection
	Existing Island On-Road Cycle Connection
	Existing Street with Bicycle Channel
	Proposed Segregated One-Way Bus Cycleway
	Proposed Segregated Two-Way Cycleway
	Proposed Shared Cycleway/Pedestrian Path
	Proposed Marked On-Road Cycle Route
	Proposed Pedestrian Path
	Proposed Connection between Street and Park
	Island Pedestrian / Cycle Connection
Pedestrians' Cycling Crossing Types	
	Existing Signalised Pedestrian Crossing - Two-Way
	Existing Segregated Pedestrian Crossing - Four-Way
	Existing Segregated Pedestrian Crossing - Two-Way
	Existing Zebra Crossing Marked
	Proposed Signalised Crossing - Two-Way (Delays to be reviewed)
	Proposed Signalised Crossing - Two-Way (Delays to be reviewed)
	Proposed Island Pedestrian / Cycleway Crossing

A.3 Street Cross Sections

A.3.1 Street Cross Sections - Blaxland Rd



Two-way Cycleway adjacent rail corridor fencing

- Two-way Cycleway on western verge along railway corridor fencing to minimize crossing at vehicle driveways on eastern verge.
- Reduced conflict between cyclist and pedestrians accessing parked cars.
- Connects to existing shared path north and south of precinct.
- Localised pinch points at overhead powerlines (poles)

One-way Pair

- Reduces pedestrian footpath width on both verges.
- Existing trees removed to accommodate cycle lane on eastern verge.
- Approx 5 road intersection crossing (2 existing + 3 future roads) required to ensure connectivity to future and existing shared paths / cycle lanes.

Two-way Cycleway between footpath and travel lanes to western side

- No parallel parking on western verge i.e. no conflict with pedestrians accessing parked cars.
- Two-way cycleway on western verge with 1.2m landscape buffer between cycleway and traffic lane to ensure cyclist safety.
- Landscape buffer zones for planting and new street trees.
- Existing overhead power poles are accommodated in the landscape buffer zone.
- Generous footpath to both sides.

Tract

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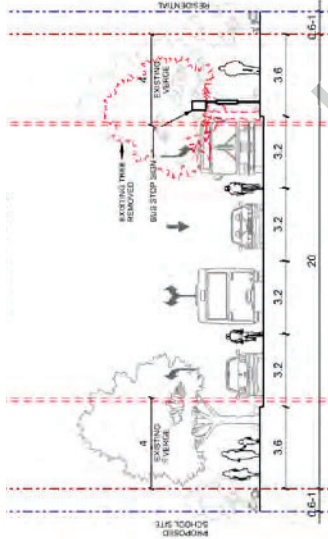
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A.3.2 Street Cross Sections - Cavell Ave (North between Averill St and Leeds Street)



Opt 1: On-Road Cycle

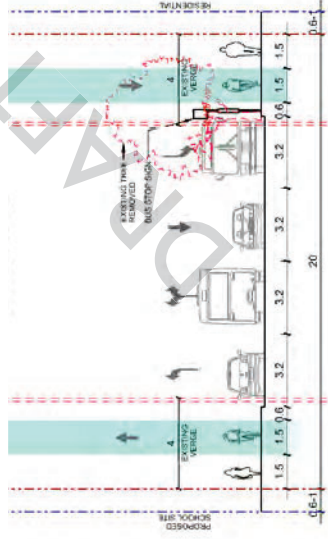


On-Road Cycle

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes impact on existing trees
- Cyclist forced to share road with traffic
- No Parking Lanes



Opt 2: One-Way Pair



On-Way Pair

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes impact on existing trees
- Reduced pedestrian footpaths
- Insufficient space for landscape and tree planting
- No Parking Lanes



Opt 3: Shared Path to Western Verge



Shared Path on Western Verge

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes impact on existing trees
- Generous pedestrian footpaths
- Space for landscape and tree planting
- Cyclist must slow adjacent school
- No Parking Lanes

Tract

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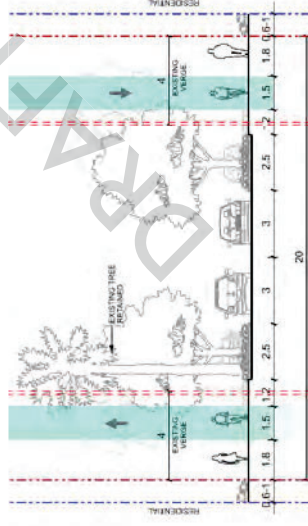
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A.3.3 Street Cross Sections - Cavell Ave (South between Averill St and Cropley Street)



- On-Road Cycle**
- Existing Heritage trees retained
 - Slow speed road - 30km
 - Cyclist forced to share road with traffic

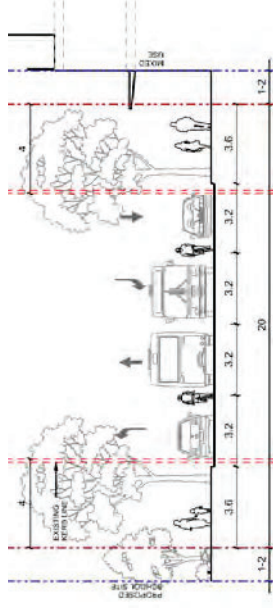


- On-Way Pair**
- Existing Heritage trees retained
 - Slow speed road - 30km
 - Reduced pedestrian footpaths



- Separated Bi-Directional Cycleway**
- Existing Heritage trees retained
 - Slow speed road - 30km
 - Dedicated cycleway for north-south connections
 - Generous pedestrian footpaths for safe walking
 - Safer for students to ride/walk to/from school

A.3.4 Street Cross Sections - Leads Street (West between Blaxland Rd and Cavell Ave)

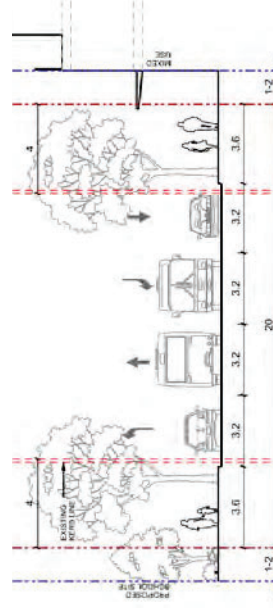


- On-Road Cycle**
- Future east-west connector road, large traffic volumes.
 - Bus Route - 3.2m wide traffic lanes
 - Cyclists forced to share road with traffic
 - No Parking Lanes

4X traffic lanes according to Traffic and Transport Report (Jacobs) 2021



Same as Opt 1



- No Cycle Route**
- Future east-west connector road, large traffic volumes.
 - Bus Route - 3.2m wide traffic lanes
 - No cyclist in this section.
 - Future Opportunity to upgrade Blaxland Road / Leeds St intersection, widen under rail tunnel to facilitate cycle route to improve connection between East and West Rhodes.
 - No Parking Lanes.

4X traffic lanes according to Traffic and Transport Report (Jacobs) 2021

Tract

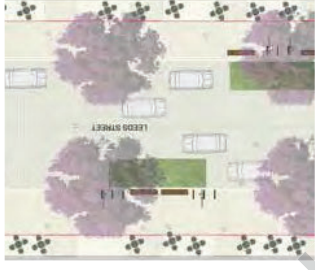
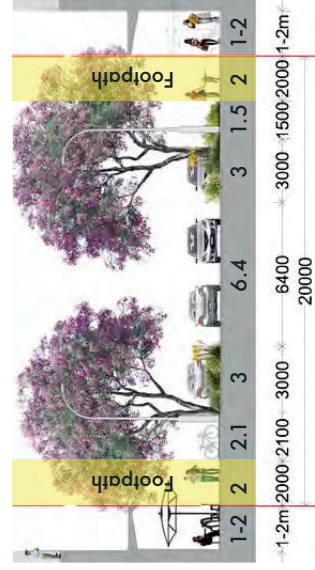
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A.3.5 Street Cross Sections/Plans - Leeds St East

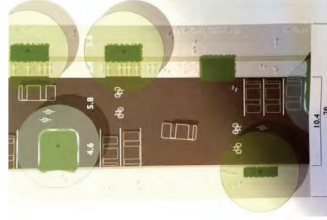
Opt 1: On-Road Cycle Route (DCP/UD Report)



- On-Road Cycle Route**
- Slow speed road - 30km
 - Cyclist forced to share road with traffic



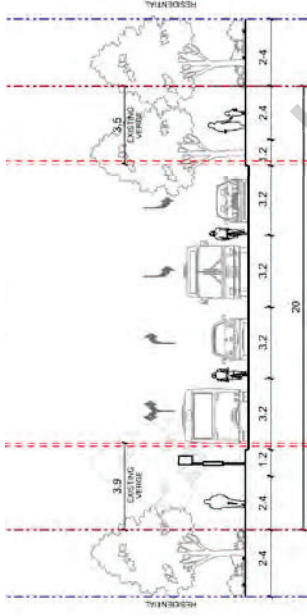
Opt 2: On-Road Cycle Route (Slow speed 15km/h, or 30km/h)



Opt 3: Shared path to Northern Verge

- Shared path to Northern Verge**
- Upon further review, this section of Leeds Street should be a Shared path treatment connecting the surrounding shared paths from Ryde Bridge, Cavell Street and Foreshore Links

A.3.6 Street Cross Sections - Averill St



On-Road Cycle

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes
- Cyclist forced to share road with traffic
- No Parking Lanes

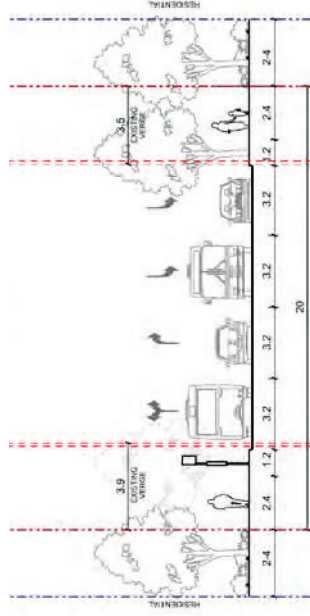


Opt 2: Same as Opt 1

Same as Opt 1



Opt 3: 4x Traffic Lanes, No Cycle Route



No Cycle Route

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes
- No cycle route in this section.
- Cyclist can use Leeds Street Shared Path or Denham Street Separated Cycle
- No Parking Lanes

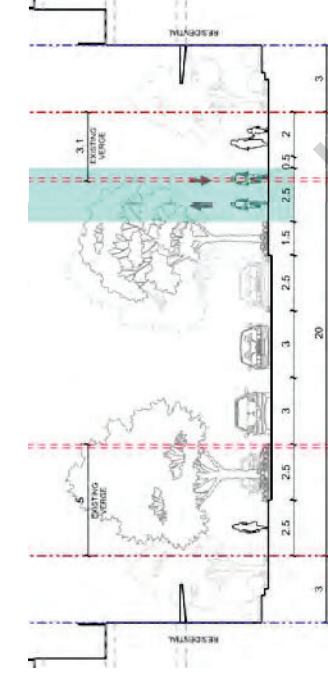
Tract

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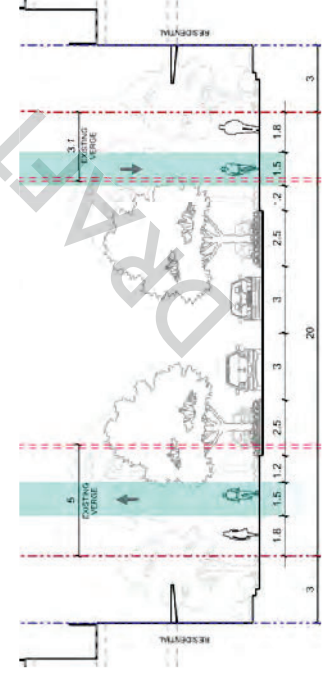
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A.3.7 Street Cross Sections - Llewellyn St



Two Way Separated Cycleway

- Northern Verge to ensure logical connection through signalised intersection to existing cycle paths to Milkwane Park and Llewellyn Street East
- Connects to Blairland Road Two-Way Separated Cycleway (north - south bound)
- Slow speed road - 30km



On-Way Pair

- Reduced pedestrian footpaths
- Cycle lanes conflicts with vehicle crossings on both side of street - impacting consistent flow of cycle lanes.
- Increase number of crossing points



Same as Opt 1

Tract

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A.3.8 Street Cross Sections/Plans - Concord Rd



Opt 1: Concord Road North - Shared Path to Westside; Concord Road South (McIlwaine Park) - Shared Path to Eastside

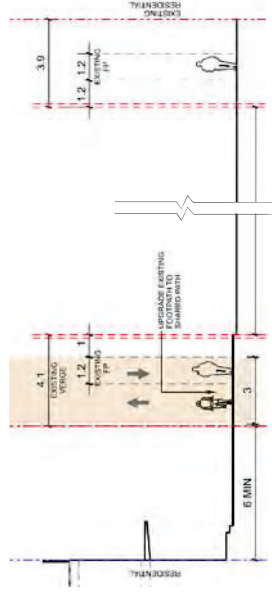


Opt 2: Same as Opt 1

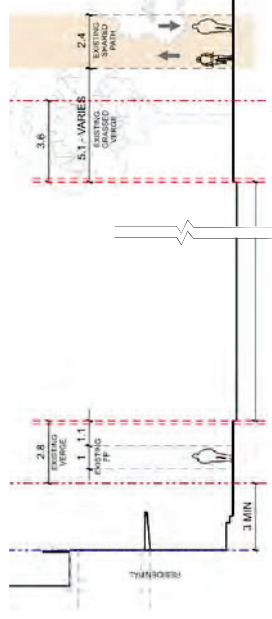


Opt 3: Same as Opt 1

CONCORD RD NORTH
Shared Path to Westside



CONCORD RD SOUTH (McIlwaine Park)
Shared Path to Eastside



Shared Path on Western Verge

- Consider utilizing 0m setback for shared path to:
 - Ensure impact to existing trees / lights along Concord Road are minimized.
 - Provide sufficient clearances for new landscape zone and canopy street planting

Same as Opt 1

Same as Opt 1

Same as Opt 1

Same as Opt 1

Tract

223-0053.00 - PROJ - Public Domain Plan

15 May 2024

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Tract

DRAFT

Contact Tract

Sydney
Camarragal Country
Level 8, 80 Mount Street, North Sydney NSW, Australia 2060
(02) 9954 3733
sydney@tract.net.au

Tract
www.tract.com.au

2023-0000-00-1001 Public Domain Plan

15 May 2024

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Neighbourhood-scale batteries on Council property

DRAFT

1. Purpose

This Policy defines how Council Officers will assess the impact on Council and public amenity arising from proposals to install neighbourhood-scale batteries on Council property. Neighbourhood-scale batteries (sometimes called community or precinct-scale batteries) are typically located in residential and commercial urban areas close to homes, businesses and community facilities such as footpaths and parks (as distinct from industrial locations).

Electricity network operators may install neighbourhood-scale batteries on Council property using the *Electricity Supply Act 1995* which confers the powers necessary to enable them to construct, operate, repair and maintain their electricity works. Such works are exempt from the requirement for an approval under the [Local Government Act 1993](#), except in relation to buildings.

Council has a duty to protect public amenity and limit the risk that public property is used for private benefit while public amenity is impacted.

Key risks of neighbourhood-scale batteries are:

- Appropriation of public property for private benefit.
- Land use conflicts when energy infrastructure is installed in dense urban areas, close to homes, businesses and potentially in public open space.
- Loss of public amenity such as views, safe pedestrian access, safety, peace and quiet, wildlife habitat.
- Negative impacts on local character and heritage.
- Proliferation of visual and physical clutter in public spaces. Infrastructure may be added to existing installations such as power poles and sub-stations or may be installed in new locations such as footpaths, parks, car parks and other public property.
- The *Electricity Supply Act 1995* allows authorities to install this infrastructure without formal Council review or approval.
- The technology is being used more frequently as the way energy is produced and managed changes significantly.
- Proponents of neighbourhood-scale batteries operate a variety of business models with different degrees of private and local community benefits.

This Policy relates to neighbourhood-scale batteries and does not include electric vehicle charging infrastructure, which is addressed in Council's *Electric Vehicle Charging Infrastructure Policy*.

Note

This Policy should be read in conjunction with key legislation such as the *Local Government Act 1993*, *Environmental Planning and Assessment Act 1979* (and instruments made under that Act, including the *State Environmental Planning Policy (Transport & Infrastructure) 2021 (TISEPP)*), *Electricity Supply Act 1995* and the *Roads Act 1993*.

2. Scope

2.1 Applicable location

This Policy applies to neighbourhood-scale batteries in the City of Canada Bay LGA proposed to be installed on Council property.

2.2 Applicable persons

This Policy applies to any resident, legal or actual person, business or organisation proposing to instal, own or operate neighbourhood scale batteries on Council property.

3. Definitions

Term	Meaning
Neighbourhood-scale batteries	<p>Neighbourhood-scale batteries (also known as precinct-scale district-scale or community-scale energy infrastructure) are designed to serve an urban area including buildings, infrastructure, streets and open space.</p> <p>Neighbourhood-scale batteries generally support more than one electrical customer meter, although some batteries may supply one large electricity customer. The batteries may be for private, commercial or electricity network use. They may enable more localised supply and use of electricity, reducing the need to import grid electricity from the wider grid, particularly at peak times.</p> <p>Proponents of neighbourhood-scale batteries operate a variety of business models with different degrees of private and local community benefits.</p>
Council property	<p>Council property includes, but is not limited to, operational land, community land, road reserves, facilities and assets (including street furniture), on-street parking bays and parking on Council land or facilities. Council property includes land owned by Council even if existing electricity supply infrastructure is installed on that land – such as the land under substations and power poles.</p>
Community-scale Battery	<p>Section 192A of the NSW <i>Electricity Supply Act 1995</i> defines Community-scale battery as a battery or series of inter-connected batteries with a storage capacity not exceeding 30 megawatts.¹</p>

4. Policy principles

¹ Section 192A [Regulations relating to community-scale batteries, Electricity Supply Act 1995](#)

1. Council property and open space is primarily to deliver services that benefit the Canada Bay community. Neighbourhood-scale infrastructure should be sympathetic to the unique character and amenity of each place.
2. Council will support neighbourhood-scale batteries projects on Council property only where they demonstrate and deliver net local benefits for the Canada Bay community. That is, the balance of benefit is greater than the costs and losses.
3. Council will facilitate and guide the private sector, other levels of government and residents to install energy infrastructure that benefits the Canada Bay community and suits the character of local neighbourhoods.
4. Council supports the participation of the Canada Bay community in respectful and meaningful community engagement on the impacts of neighbourhood-scale battery projects.²
5. Council recognises that electricity is an essential service which the community wants to be affordable.
6. Council will support the Canada Bay community in actively shaping the transition to a modern, affordable and resilient energy system with net zero emissions.
7. Council will evaluate the impacts of neighbourhood scale batteries holistically, with adequate consideration of public amenity, environmental sustainability, property management, statutory and strategic planning.
8. Council will seek to ensure that neighbourhood-scale batteries installed on Council property maintain the public amenity of Council public land and open space while delivering an energy supply that benefits the Canada Bay community.
9. Where Council has limited regulatory powers to influence a project, it may use the following levers to influence neighbourhood-scale battery projects:
 - a. Advocacy – for example to the project proponent, other levels of government, regulators and local Members of Parliament.
 - b. Facilitation and collaboration – with other parties such as councils, SSROC, community organisations and technical specialists.
 - c. Education and communication – for example with community members, neighbours and others.

4.1 Determining Council's role

Council officers will determine Council's role and regulatory powers relating to any specific proposal by considering:

- Council's involvement in the proposal e.g. as landowner, business partner, local representation, planning authority
- Which Council properties, assets and services are affected.
- Applicable legal powers including the *Environmental Planning and Assessment Act 1979*, *Local Government Act 1993*, *Roads Act 1993*.
- The Principles in this Policy.
- The Beneficiaries Test of how the costs and benefits shared and apportioned between stakeholders (see clause 4.2.2) and the Benefit Test of the alignment with Council's targeted benefits (see clause 4.2.3).

² [Clean Energy Council Guide to Benefit Sharing Options for Renewable Energy Projects](#)².

4.2 Assessing a proposal

Council officers will assess the merits of a proposal against the criteria in this policy. Assets and services affected will be determined at the outset of the proposal by the relevant asset or service owner.

Council will only support neighbourhood-scale batteries projects on Council property where they demonstrate and deliver net local benefits for the local community.

4.2.1 Proponents to contact Council

If a Proponent is seeking Council support for a neighbourhood-scale battery proposal on Council property, the Proponent should first consult Council and present a written proposal to Council.

Such proposals should address how the project will address this Policy by supporting local beneficiaries and delivering local benefits as described below in the “Beneficiaries test” and “Benefit Test”. Proposals must include evidence of measurable benefits and costs. Proposals do not need to address every benefit listed below, but need to demonstrate that local benefits outweigh local costs.

Council may also require a Proponent to address:

- Planning and development approvals under the *Environmental Planning and Assessment Act 1979*.
- Required amendments to Plans of Management under the *Local Government Act 1993* where the land is community land.
- Approvals under the *Roads Act 1993* for use of the road for construction works.
- Payment of fees and charges relating to any remediation works to restore Council property following installation of neighbourhood energy infrastructure.
- Establishment of a contractual agreements with Council which may take the form of a lease, licence or other contract or agreement with Council for use of public property for private use which may include a related fee.
- Restrictions on advertising.
- Payment of an annual charge under Section 611 of the *Local Government Act 1993*.

4.2.2 Beneficiaries test

Council will evaluate how proposals demonstrate the local community will benefit from the project.

Council will undertake a merit assessment considering:

- How the benefits are shared between the stakeholders
- What proportion and type of benefit is received by each stakeholder
- What costs are involved and how these are distributed between stakeholders
- Whether some stakeholders receive more benefits while others disproportionately bear the costs.

Local community beneficiaries

Beneficiary	Scope
Council	<ul style="list-style-type: none"> • Council as a corporate entity • Ratepayers who contribute financially to the services delivered by Council
Community	<ul style="list-style-type: none"> • People who own property, live in, work in or visit the City of Canada Bay and may be affected by the building, maintenance and operation of the neighbourhood-scale batteries.
Local Energy Customers	Residents, businesses, community organisations located within the City of Canada Bay LGA that have an electricity account that is: <ul style="list-style-type: none"> • within the direct supply network of the proposed neighbourhood-scale batteries • from the same sub-station • within the wider network

Other typical project beneficiaries

Beneficiary	Scope
Project Partners	Investors and owners of the neighbourhood-scale batteries Suppliers and installers of equipment
Energy stakeholders	Organisations interested or affected by the neighbourhood-scale batteries project and/or how the wider electricity network is funded, managed, governed. For example, this may include energy regulators, the wider energy industry and energy consumers.

4.2.3 Benefit Measures

For proposals on Council property, Council Officers will assess the merits to the extent that proposals deliver Council's target outcomes as defined in Council's Community Strategic Plan, its supporting plans and policies and the Target Benefits in the table below.

Proposals seeking Council support should provide evidence to show how their proposal delivers local benefits and seeks to minimise the negative impacts for the area. Examples are provided in the table below. A proposal may provide one or more of the benefits listed below (ie it is not expected that a proposal addresses all of the benefits listed below).

Benefit area	Example
Protection of public land and open space, neighbourhood character and amenity	<ul style="list-style-type: none"> • Delivery of goals and actions in Plans of Management • Delivery of actions in asset management plans • Increase connectivity and the amount of publicly accessible foreshore, and its public amenity • Condition and protection of heritage values • Protection of trees and tree canopy
Environmental performance and resilience	<ul style="list-style-type: none"> • Contribution towards Council's targets for net zero emissions by 2050, 54% reduction by 2035 • Numbers of Canada Bay residents and businesses with rooftop solar

	<ul style="list-style-type: none"> Percentage of energy consumed and generated locally (energy self-sufficiency) Percentage of all-electric homes, businesses, and transport (e.g. electric vehicle charging) Reducing local risk and impact of power outages during demand peaks and surges, extreme weather events.
Canada Bay residents can afford essential electricity services for a decent standard of living	<ul style="list-style-type: none"> Direct benefits to people on low incomes Direct benefits to renters Direct benefits for people with chronic health conditions, especially those reliant on electrical life-support equipment
Local people in Canada Bay are part of planning for and delivering a better energy system	<ul style="list-style-type: none"> Effectiveness of community engagement and transparency to address concerns about fairness, amenity, and environmental impact. Transparent and ethical governance Local employment Ratepayer benefits e.g. lower operating costs for council, new or increased Council revenue streams

4.3 Relevant guidelines and research

- [Australian National University \(ANU\) Neighbourhood Battery Impact Framework](#)
- [Clean Energy Council Guide to Benefit Sharing Options for Renewable Energy Projects³](#).
- [Neighbourhood batteries an opportunities assessment for local Government, Hip V Hype for City of Melbourne 20 December 2021](#)

³ [Clean Energy Council Guide to Benefit Sharing Options for Renewable Energy Projects](https://assets.cleanenergycouncil.org.au/documents/advocacy-initiatives/community-engagement/guide-to-benefit-sharing-options-for-renewable-energy-projects.pdf), 2019 Source: <https://assets.cleanenergycouncil.org.au/documents/advocacy-initiatives/community-engagement/guide-to-benefit-sharing-options-for-renewable-energy-projects.pdf>

5. Responsibilities

Role	Responsibility
General Manager	Engage with authorities as required. Determine proposals or refer proposals to Council (as applicable)
Directors	Review and endorse/amend position presented in the merit assessment and determine whether referral to the General Manager or Council meeting is required.
Business Unit Managers	Make recommendations for supporting/objectioning the proposal based on the merit assessment.
All relevant staff	Staff responsible for the asset or service affected must assess the merits of the benefits against the Policy criteria and a statement prepared for managers to consider.

6. Laws and standards

- *Electricity Supply Act 1995* which enables network operators as defined in that Act to instal 'electricity works' on Council property;
- The *State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP)* which enables 'electricity supply authorities' and other public authorities to carry out some works without development consent;
- The *Roads Act 1993* and the *Local Government Act 1993* require that a person shall not carry out any activity on a public road or place without the approval of Council. Section 138 of the *Roads Act 1993* requires consent from Council as the roads authority for any works or activities in a public road which includes all parts of the road reserve such as the footpath (nature strip or verge);
- In addition to the *Roads Act 1993*, the *Work Health and Safety Act (2011)* and the *WH&S Regulation (2011)*, governs requirements for health and safety of workers.
- Section 611 of the *NSW Local Government Act 1993*, which allows Council to make an annual charge on the person for the time being in 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.

7. Related City of Canada Bay policies and procedures

- [City of Canada Bay Electric Vehicle Charging Infrastructure Policy](#)
- [City of Canada Bay Environmental Strategy and Emissions Reduction Action Plan](#)
- [City of Canada Bay Local Environment Plan 2013](#)
- [City of Canada Bay Development Control Plan](#)

- [Recreation and Open Space Strategy](#)
- [City of Canada Bay Local Movement Strategy](#)
- [Canada Bay Pedestrian Access and Mobility Plan](#)

8. Consultation

This Policy was developed in response to Council Resolution 07/23.

All managers and executive were provided the opportunity to provide feedback during the drafting of the policy. Legal advice was also sought.

9. Approval status

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

10. Approval history

Stage	Date	Comment	ECM ID
Original Policy / Procedure	[Date, month, year]	Approved by Council / Endorsed by the Executive	
Reviewed	[Date, month, year]		
Reviewed	[Date, month, year]	[For example: Fit for purpose. No change. Endorsed by the Executive Full review, briefly summarise changes. Approved by Council / Endorsed by the Executive]	
Next review	[Date, month, year]		

11. Ownership and approval

Responsibility	Role
Author	Senior Sustainability Projects Officer
Owner	TBC
Endorser	TBC
Approver	[City of Canada Bay General Manager / Council]



TRAFFIC COMMITTEE

18 April 2024

Via Email

MINUTES

Committee Members:

Cr Michael Megna
Sergeant S Tohme
Ms Kathryn Hawkins
Ms Stephanie Di Pasqua

Chair
NSW Police
Transport for NSW
Local Member of Parliament

Advisory Members:

Mr B MacGillicuddy
Mr L Huang
Mr S Lindsay
Mr S Pandey
Mr M Takla
TBA
Mr D Martin
Mr S Lumley

CCB Council
CCB Council
CCB Council
CCB Council
State Transit Authority, Sydney Buses
Access Committee
BayBUG – Canada Bay Bicycle Users Group
Busways

Minute Taker:

Mr B MacGillicuddy

CCB Council

APOLOGIES

Nil

DECLARATIONS OF PECUNIARY INTEREST

Nil

CONFIRMATION OF MINUTES

Traffic Committee Meeting – 28 March 2024

COMMITTEE RECOMMENDATION

THAT the minutes of the Traffic Committee Meeting of 28 March 2024 be confirmed.

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Traffic Committee Meeting 18 April 2024

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**ITEM 1 MORTLAKE STREET, CONCORD – CONSTRUCTION
WORKS ZONE****Department City Services and Assets****Author Initials: LH**

REPORT

Council has received an application for a Construction Works Zone outside 17 Mortlake Street, Concord. This zone is to be used to facilitate demolition and construction of double storey single dwelling.

The proposed 'Works Zone' is 13m long operating '7am-5pm Mon-Sat' with an initial operating period of 6 months, requested to commence as soon as possible. Parking in this area is currently unrestricted.

STAFF RECOMMENDATION

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Mortlake Street in front of 17 Mortlake Street be approved.

DISCUSSION

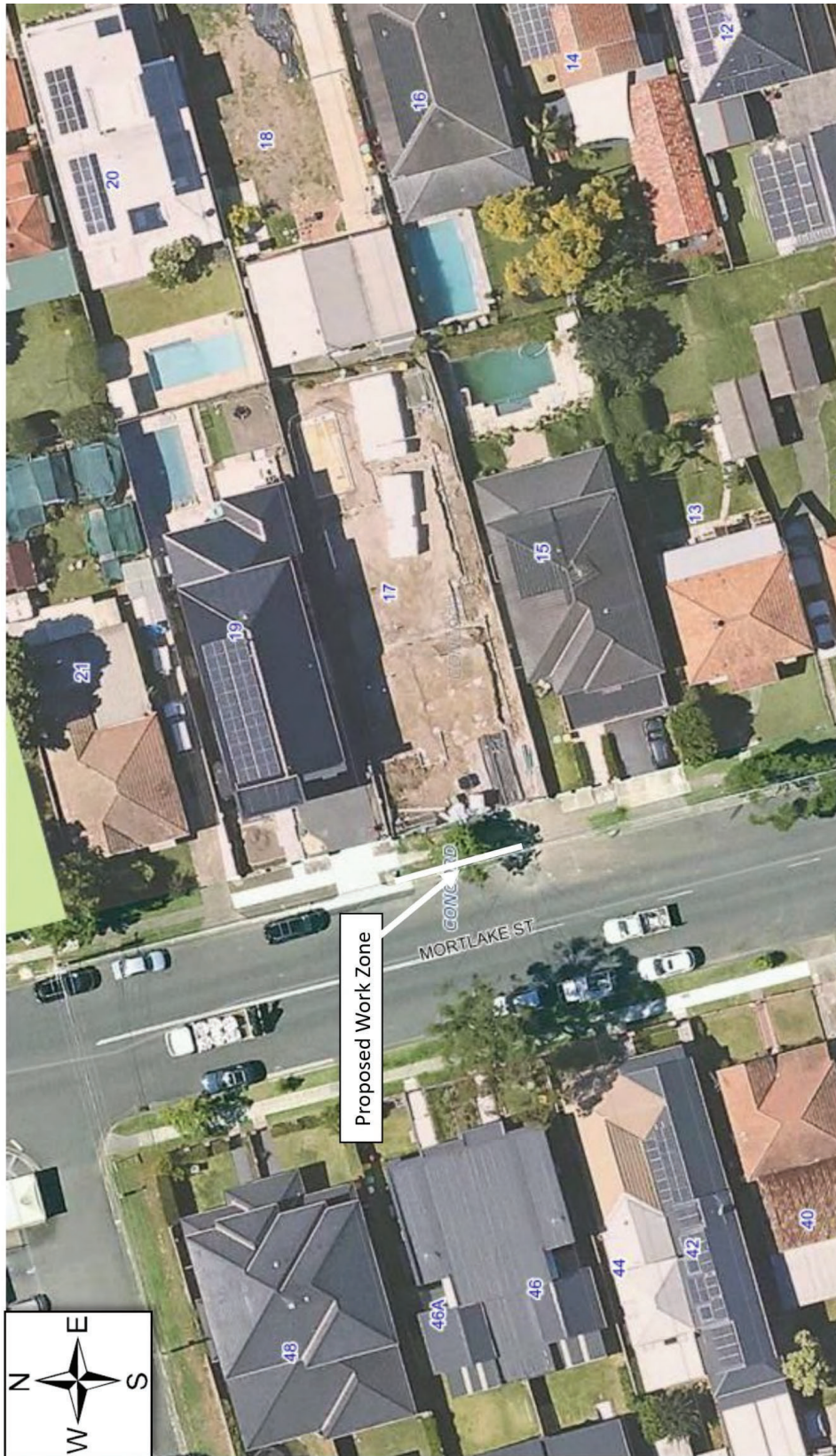
Item is in order.

COMMITTEE RECOMMENDATION

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Mortlake Street in front of 17 Mortlake Street be approved.

Attachments:

1. Mortlake Street



**ITEM 2 SPRING STREET, ABBOTSFORD – NO PARKING AND
NO STOPPING SIGNAGE****Department City Assets****Author Initials: JS**

REPORT

Council received correspondence from a resident of Spring Street, Abbotsford, regarding vehicular access to and from their driveway being obstructed by vehicles parked on-street.

The matter was investigated, and it was found that due to the narrow width of the roadway, driveway access would be restricted if a vehicle was parked opposite the driveway of 22 Spring Street.

In November 2023, Council consulted with nearby residents on a proposal to install a section of ‘No Parking’ on the southern side of Spring Street between the rear driveway at 22 Altona Street and the side driveway to 86 St Albans Road. This would result in the loss of one standard parking space.

Council did not receive any objections to this proposal, however there was feedback received from residents who advised that they had also experienced similar difficulties accessing their driveways.

Council consulted nearby residents again in late February 2024 with a proposal to also install a section of ‘No Parking’ between the rear driveways of 16 and 18 Altona Street. This would result in the loss of one standard parking space.

The installation of a section of ‘No Stopping’ was also proposed on the northern side of Spring Street, west of Reserve Street. This would assist with driveway access and ensuring vehicles do not park too close to the intersection. This would not result in the loss of any legal standard parking spaces.

Council did not receive any objections to these proposals, however there was one resident who provided feedback via phone in relation to similar parking issues on Spring Street closer to Great North Road. This will be investigated separately.

STAFF RECOMMENDATION

1. THAT a section of ‘No Parking’ be installed on the southern side of Spring Street between the rear driveway of 22 Altona Street and the side driveway of 86 St Albans Street, as outlined in the attached plan.
2. THAT a section of ‘No Parking’ be installed on the southern side of Spring Street between the rear driveways of 16 and 18 Altona Street, as outlined in the attached plan.

3. THAT a section of 'No Stopping' be installed on the northern side of Spring Street, west of Reserve Street, as outlined in the attached plan.

DISCUSSION

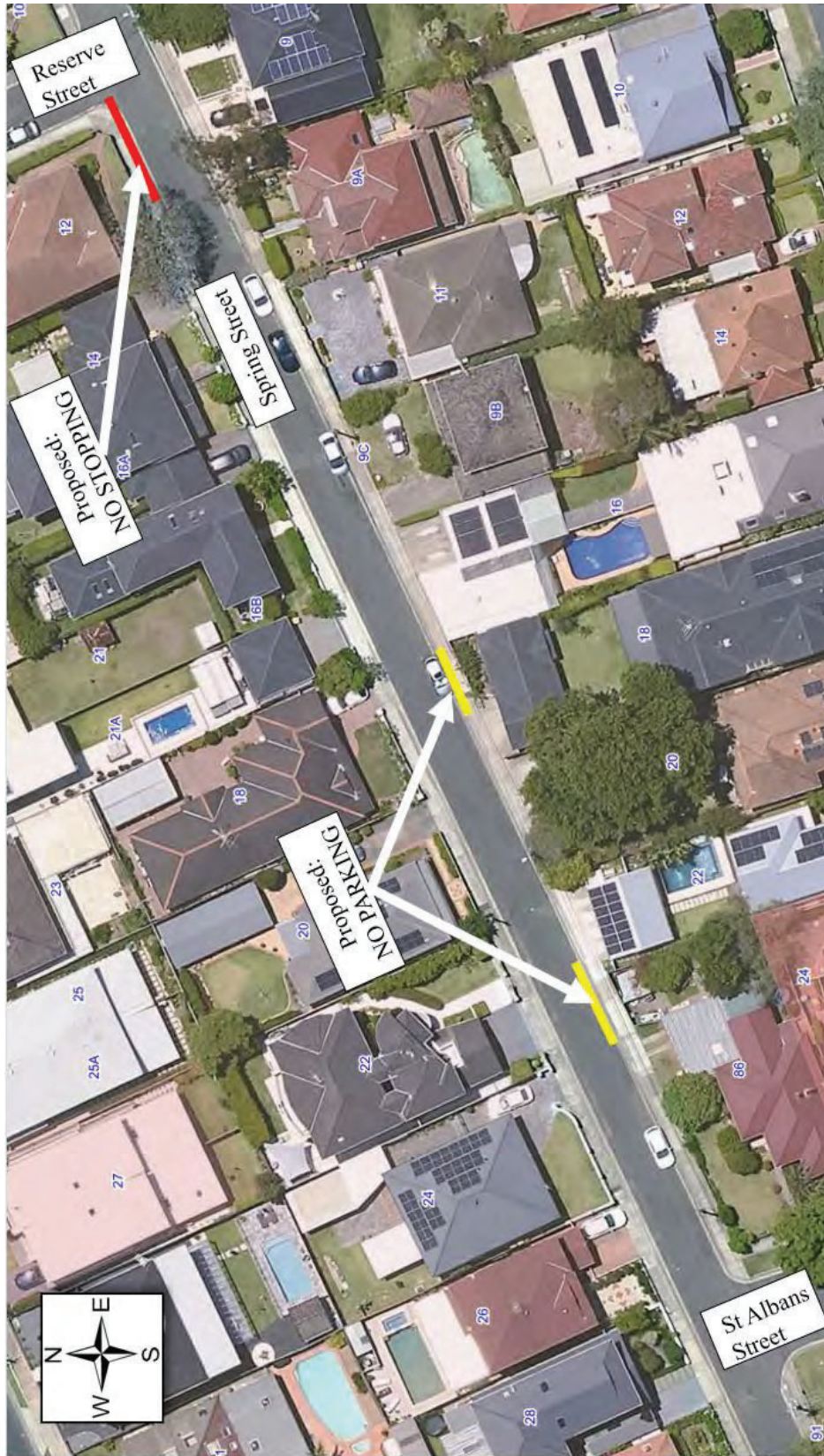
Item is in order.

COMMITTEE RECOMMENDATION

1. THAT a section of 'No Parking' be installed on the southern side of Spring Street between the rear driveway of 22 Altona Street and the side driveway of 86 St Albans Street, as outlined in the attached plan.
2. THAT a section of 'No Parking' be installed on the southern side of Spring Street between the rear driveways of 16 and 18 Altona Street, as outlined in the attached plan.
3. THAT a section of 'No Stopping' be installed on the northern side of Spring Street, west of Reserve Street, as outlined in the attached plan.

Attachments:

1. Spring Street



**ITEM 3 CHARLES HEATH RESERVE CARPARK, FIVE DOCK –
MOBILITY PARKING SPACES****Department City Assets****Author Initials: BM**

REPORT

Council is currently finalising a significant transformation of Charles Heath Reserve, which is funded by the NSW Government. This includes an adventure playground featuring all abilities equipment, an outdoor fitness station, barbecue facilities and picnic seating.

At present, the adjoining carpark has one Mobility Parkin Space (MPS), however its configuration does not comply with current standards and it is not conveniently located to access the new facilities in the Reserve. The other parking within the carpark is unrestricted.

To improve access for mobility impaired people, it is proposed to relocate the MPS and upgrade it to meet current standards as outlined in the attached plan. Surrounding parking bay linemarking spacing would also be adjusted correspondingly.

STAFF RECOMMENDATION

THAT the existing Mobility Parking Space be relocated and upgraded to meet current standards as outlined in the attached plan

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT the existing Mobility Parking Space be relocated and upgraded to meet current standards as outlined in the attached plan

Attachments:

1. Charles Heath



**ITEM 4 MAGNOLIA DRIVE AND BREAKFAST POINT
BOULEVARD, BREAKFAST POINT - INTERSECTION
CONTROLS****Department City Assets****Author Initials: BM**

REPORT

The streets within Breakfast Point are privately owned and maintained. As they are publicly accessible, Council is however still the roads authority from which approval is required for changes to the management of traffic and parking.

At present, there are 'Stop' controls at the intersection of Market Street and Rosewater Circuit, as well as Breakfast Point Boulevard and Village Drive. The Breakfast Point Community Association (CA) has requested consideration be given to changing these 'Stop' controls to 'Give Way'.

Under current Australian Standards, 'Stop' restrictions should only be installed at locations where sight distances are restricted. The use of 'Stop' signs where poor sight distance is not a factor can lead to driver disobedience, and lack of credibility of 'Stop' signs.

The sight lines at the subject intersections are greater than a typical intersection, aided by the curvature of the roadway and restrictions on parking. The CA has advised that drivers are frequently not coming to a complete stop at these intersections, which has been confirmed during on-site observations by Council staff.

In the most recently available 5-year period of data provided by TfNSW, there have been no recorded serious crashes at the subject intersections.

Noting these factors, it is proposed that the 'Stop' controls be converted to 'Give Way' at the intersection of Market Street and Rosewater Circuit, as well as Breakfast Point Boulevard and Village Drive.

STAFF RECOMMENDATION

1. THAT the 'Stop' control be converted to 'Give Way' at the intersection of Market Street and Rosewater Circuit
2. THAT the 'Stop' control be converted to 'Give Way' at the intersection of Breakfast Point Boulevard and Village Drive.

DISCUSSION

The Police representative suggested that a review be undertaken in 12

months to see if the sign changes have been successful or if there have been any complaints or car accidents. They noted that they are aware that traffic in the area is light most of the time.

Council staff noted that they would monitor serious crash history data provided through TfNSW (typically 9 months in arrears), as well as feedback from the Breakfast Point Community Association and community more broadly. If and when appropriate, the matter can be brought back to Traffic Committee for further consideration.

COMMITTEE RECOMMENDATION

1. THAT the 'Stop' control be converted to 'Give Way' at the intersection of Market Street and Rosewater Circuit
2. THAT the 'Stop' control be converted to 'Give Way' at the intersection of Breakfast Point Boulevard and Village Drive.

Attachments:

1. Breakfast Point



**ITEM 5 KINGS ROAD, FIVE DOCK – CONSTRUCTION WORKS
 ZONE****Department City Services and Assets****Author Initials: LH**

REPORT

Council has received an application for a Construction Works Zone outside 69 Kings Road, Five Dock. This zone is to be used to facilitate demolition and construction of a double storey single dwelling.

Kings Road is notably narrow whilst still currently allowing vehicles to be parked on both sides of the road. It is anticipated that were larger delivery trucks to be parked within the proposed 'Works Zone,' it would impact general accessibility along the street.

As such, as a condition of approval of the application, it is proposed to limit the size of vehicles using this zone to under 6m during the proposed operational hours. Any other vehicles would require separate approval from Council and may for example require temporary removal of parking on the opposite side of the road.

The proposed 'Works Zone' is 13m long operating '7am-5pm Mon-Sat' with an initial operating period of 6 months requested to commence as soon as possible.

It is within an existing '4P, 8:30am-6pm Mon-Fri, Permit Holders Excepted' area implemented in late 2023. The '4P' signage will be adjusted as required and reinstated once the 'Works Zone' is no longer required.

STAFF RECOMMENDATION

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Kings Road in front of 69 Kings Road, Five Dock be approved.

DISCUSSION

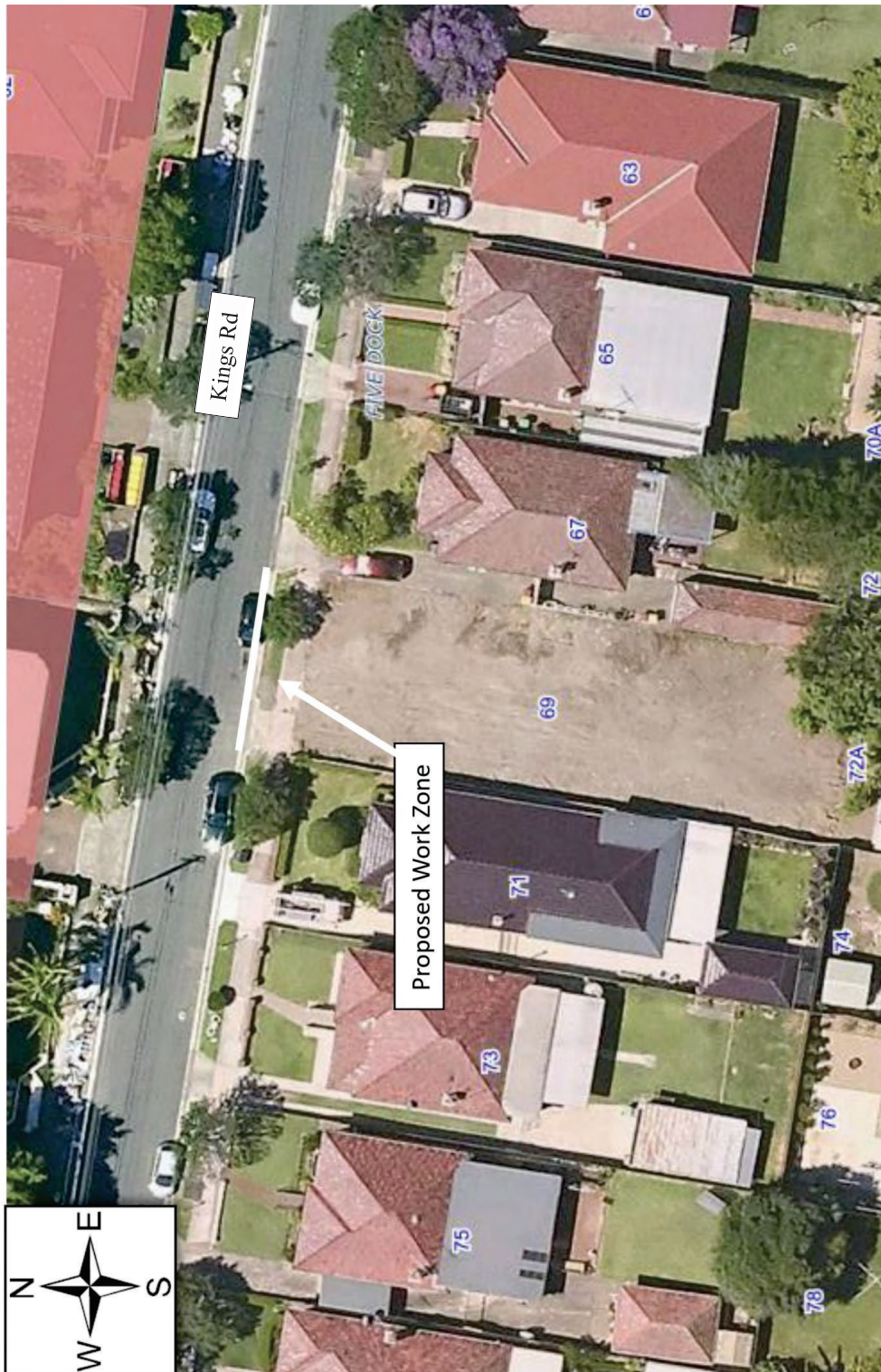
Item is in order.

COMMITTEE RECOMMENDATION

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Kings Road in front of 69 Kings Road, Five Dock be approved.

Attachments:

1. Kings Road Works Zone.



**ITEM 6 BLAXLAND ROAD, RHODES - TRAFFIC CALMING
DEVICES****Department City Assets****Author Initials: SP**

REPORT

Council has been requested to remove an existing island on Blaxland Road at Llewellyn Street, Rhodes, to facilitate larger vehicles manoeuvring through the intersection.

A large development is currently being constructed at 33-41 Blaxland Road, Rhodes, and this requires access for large vehicles. As there is no access permitted to the site directly from Concord Road, trucks need to travel via Llewellyn Street, Blaxland Road and Mary Street East.

Currently, up to 12.5m long Heavy Rigid Vehicles and 18.4m Truck and Dogs can manoeuvre through the intersection of Llewellyn Street and Blaxland Road without impacting the existing median island and surrounding kerbs.

Whilst this access is sufficient for the initial stage of construction, the developer has requested removal of the island so that 19m articulated vehicles can access the site.

Noting the existing configuration is designed to reduce vehicle speeds, it is proposed to replace the island with asphalt speed cushions as shown in the attached plan. These works would be undertaken at a cost to the developer.

STAFF RECOMMENDATION

THAT the existing median island be replaced with dashed line and asphalt speed cushions in Blaxland Road as outlined in the attached plan.

DISCUSSION

The TfNSW representative suggested that a condition be imposed requiring the replacement of the concrete median at end of construction works.

Council staff noted that concept plans for significant upgrades to the public domain in Rhodes East are currently being prepared for community consultation. Once these plans are finalised, the developer will be required to implement the identified works adjoining their development prior to occupation of their building.

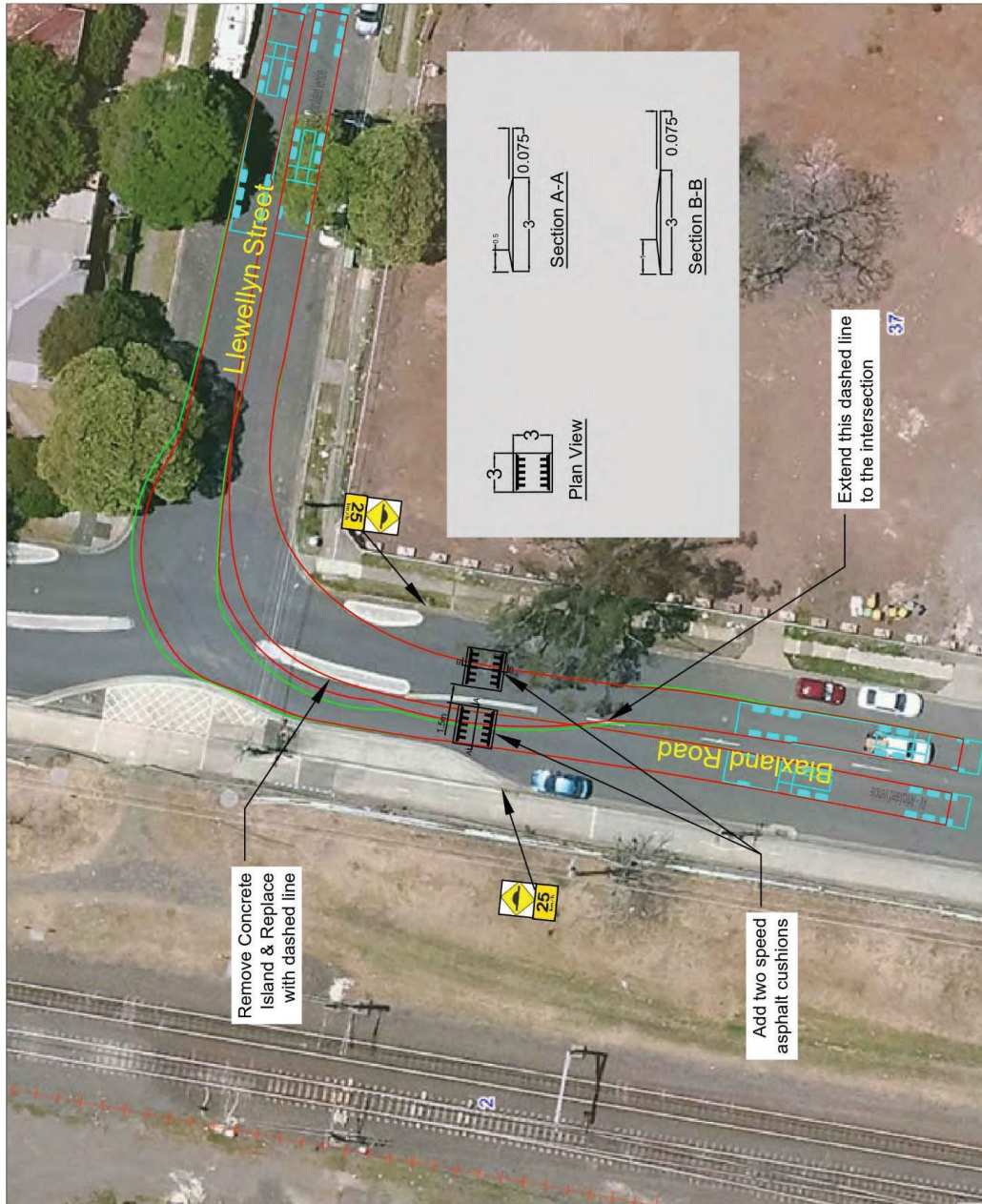
These public domain plans are expected to change the configuration of traffic management facilities around the intersection of Llewellyn Street and Blaxland Road. These plans will be considered through Traffic Committee in due course.

COMMITTEE RECOMMENDATION

THAT the existing median island be replaced with dashed line and asphalt speed cushions in Blaxland Road as outlined in the attached plan.

Attachments:

1. Locality Plan



**ITEM 7 BLAXLAND ROAD AND LLEWELLYN STREET,
RHODES – CONSTRUCTION WORKS ZONES****Department City Assets****Author Initials: SP**

REPORT

Council has received an application for Construction Works Zones on both Llewellyn Street and Blaxland Road, outside 33-41 Blaxland Road, Rhodes. These zones are to be used to facilitate demolition and construction of a large mixed-use development.

The proposed 'Works Zone' in both Blaxland Road and Llewellyn Street are approximately 66m long. They would operate '7am-5pm Mon-Sat', for an initial period of 6 months, requested to commence as soon as possible. Parking in this area is currently unrestricted.

STAFF RECOMMENDATION

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Blaxland Road and Llewellyn Street outside 33-41 Blaxland Road be approved.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Blaxland Road and Llewellyn Street outside 33-41 Blaxland Road be approved.

Attachments:

1. Locality Plan



Attachment 2 – Investment Report April 2024



INVESTMENT
REPORT
APRIL 2024

INVESTMENT REPORT APRIL 2024

Investment Report APRIL 2024

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Investment Report APRIL 2024

April 2024 Investment Report

Statement of Cash Investments as of 30 April 2024

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
02/05/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	244	5.19%	01/09/23	Term Deposits
09/05/24	National Australia Bank	AA-	\$2,000,000.00	244	5.15%	08/09/23	Term Deposits
16/05/24	National Australia Bank	AA-	\$2,000,000.00	251	5.15%	08/09/23	Term Deposits
23/05/24	National Australia Bank	AA-	\$2,000,000.00	231	5.14%	05/10/23	Term Deposits
29/05/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	366	5.03%	29/05/23	Term Deposits
06/06/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	244	5.01%	06/10/23	Term Deposits
13/06/24	Bank of Queensland	A-	\$2,000,000.00	266	5.25%	21/09/23	Term Deposits
20/06/24	Commonwealth Bank of Australia	AA-	\$2,500,000.00	266	5.25%	28/09/23	Term Deposits
24/06/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	61	4.55%	24/04/24	Term Deposits
27/06/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	258	5.07%	13/10/23	Term Deposits
27/06/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	223	5.23%	17/11/23	Term Deposits
27/06/24	National Australia Bank	AA-	\$2,000,000.00	112	5.07%	07/03/24	Term Deposits
04/07/24	Commonwealth Bank of Australia	AA-	\$1,000,000.00	279	5.28%	29/09/23	Term Deposits
04/07/24	Commonwealth Bank of Australia	AA-	\$2,500,000.00	259	5.19%	19/10/23	Term Deposits
04/07/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	174	4.88%	12/01/24	Term Deposits
11/07/24	Commonwealth Bank of Australia	AA-	\$2,500,000.00	252	5.31%	02/11/23	Term Deposits
11/07/24	National Australia Bank	AA-	\$1,000,000.00	118	5.07%	15/03/24	Term Deposits
18/07/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	252	5.30%	09/11/23	Term Deposits
25/07/24	National Australia Bank	AA-	\$2,000,000.00	196	5.10%	11/01/24	Term Deposits
01/08/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	195	4.91%	19/01/24	Term Deposits
08/08/24	National Australia Bank	AA-	\$2,000,000.00	196	5.15%	25/01/24	Term Deposits
15/08/24	National Australia Bank	AA-	\$2,000,000.00	196	5.08%	01/02/24	Term Deposits
22/08/24	ING Bank	A	\$3,000,000.00	365	5.37%	23/08/23	Term Deposits
29/08/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	241	4.99%	29/05/23	Term Deposits
05/09/24	Bank of Queensland	A-	\$2,000,000.00	274	5.39%	06/12/23	Term Deposits
12/09/24	Bank of Queensland	A-	\$3,000,000.00	287	5.40%	30/11/23	Term Deposits
19/09/24	National Australia Bank	AA-	\$2,000,000.00	223	5.20%	09/02/24	Term Deposits
26/09/24	National Australia Bank	AA-	\$2,000,000.00	217	5.13%	22/02/24	Term Deposits
03/10/24	National Australia Bank	AA-	\$3,000,000.00	217	5.11%	29/02/24	Term Deposits
10/10/24	Suncorp Metway	A+	\$2,000,000.00	219	5.16%	05/03/24	Term Deposits
17/10/24	Suncorp Metway	A+	\$2,000,000.00	224	5.14%	07/03/24	Term Deposits
23/10/24	National Australia Bank	AA-	\$5,000,000.00	183	5.10%	23/04/24	Term Deposits
07/11/24	National Australia Bank	AA-	\$2,000,000.00	230	5.08%	22/03/24	Term Deposits
21/11/24	Commonwealth Bank of Australia	AA-	\$1,500,000.00	363	5.39%	24/11/23	Term Deposits
29/11/24	Auswide Bank	BBB	\$2,000,000.00	366	5.67%	29/11/23	Term Deposits
23/01/25	National Australia Bank	AA-	\$5,000,000.00	275	5.10%	23/04/24	Term Deposits
24/03/25	ING Bank	A	\$4,000,000.00	335	5.20%	23/04/24	Term Deposits
23/04/25	ING Bank	A	\$4,000,000.00	365	5.21%	23/04/24	Term Deposits
16/02/26	National Australia Bank	AA-	\$2,000,000.00	731	1.04%	16/02/21	Term Deposits
21/10/24	Westpac Bank	AA-	\$1,500,000.00	182	5.25%	20/10/23	ESG TD
30/10/24	Westpac Bank	AA-	\$1,000,000.00	183	5.41%	30/10/23	ESG TD
14/11/24	Westpac Bank	AA-	\$1,500,000.00	276	1.62%	12/11/21	ESG TD
02/12/24	Westpac Bank	AA-	\$1,500,000.00	273	1.62%	03/12/21	ESG TD
17/02/25	Westpac Bank	AA-	\$2,000,000.00	364	2.02%	18/02/22	ESG TD
24/02/25	Westpac Bank	AA-	\$2,500,000.00	364	2.10%	25/02/22	ESG TD
20/11/25	Westpac Bank	AA-	\$1,500,000.00	640	1.87%	19/11/21	ESG TD
17/02/26	Westpac Bank	AA-	\$2,500,000.00	729	2.24%	18/02/22	ESG TD
24/02/26	Westpac Bank	AA-	\$2,000,000.00	729	2.31%	25/02/22	ESG TD
03/03/26	Westpac Bank	AA-	\$2,000,000.00	729	2.22%	04/03/22	ESG TD
29/08/24	ANZ Bank	AA-	\$1,500,000.00	182	5.11%	29/08/19	Floating Rate Notes
14/11/24	Citibank	AA-	\$1,500,000.00	274	5.22%	14/11/19	Floating Rate Notes
12/02/25	Macquarie Bank	A+	\$2,000,000.00	366	5.19%	12/02/20	Floating Rate Notes
06/05/25	Royal Bank of Canada	AAA	\$1,000,000.00	455	5.05%	06/05/22	Floating Rate Notes
17/10/25	Suncorp Covered	AAA	\$1,000,000.00	548	5.24%	17/10/22	Floating Rate Notes
09/12/25	Macquarie Bank	A+	\$2,000,000.00	638	4.83%	02/06/21	Floating Rate Notes
13/01/26	Commonwealth Bank of Australia	AA-	\$1,500,000.00	638	5.25%	13/01/23	Floating Rate Notes
24/02/26	RACQ Bank	BBB+	\$2,300,000.00	729	5.84%	24/02/23	Floating Rate Notes
15/05/26	Bendigo and Adelaide Bank	BBB+	\$1,000,000.00	820	5.60%	15/05/23	Floating Rate Notes
15/06/26	Teachers Mutual Bank	BBB	\$850,000.00	819	5.03%	16/06/21	Floating Rate Notes
19/08/26	ING Bank Covered	AAA	\$500,000.00	912	4.74%	19/08/21	Floating Rate Notes
14/09/26	Macquarie Bank	A+	\$1,600,000.00	914	5.19%	14/09/23	Floating Rate Notes
23/12/26	Commonwealth Bank of Australia	AA-	\$2,000,000.00	1003	4.76%	23/09/21	ESG FRN
22/03/27	ING Bank	A	\$1,000,000.00	1095	5.30%	22/03/24	Floating Rate Notes
18/08/27	Commonwealth Bank of Australia	AA-	\$1,100,000.00	1276	5.36%	18/08/22	Floating Rate Notes
13/01/28	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1368	5.50%	13/01/23	Floating Rate Notes
19/01/28	Rabobank	A+	\$1,000,000.00	1370	5.54%	19/01/23	Floating Rate Notes
16/02/28	Westpac Bank	AA-	\$1,000,000.00	1461	5.32%	16/02/23	Floating Rate Notes
09/05/28	Bank of Queensland Covered	AAA	\$1,250,000.00	1551	5.54%	09/05/23	Floating Rate Notes
17/08/28	Commonwealth Bank of Australia	AA-	\$1,250,000.00	1641	5.29%	17/08/23	Floating Rate Notes
15/12/24	NTTC	AA-	\$2,000,000.00	1206	1.00%	27/08/21	Fixed Rate Bond
15/06/25	NTTC	AA-	\$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 Covered	AAA	\$2,000,000.00	1587	3.25%	20/04/22	Fixed Rate Bond
	AMP Bank	BBB+	\$10,017,426.38		5.20%		AMP
	AMP Bank	BBB+	\$1,184.28		3.30%		AMP
	Macquarie Bank	A+	\$2,008,408.22		4.65%		Macquarie CMA
	Macquarie Bank	A+	\$7,513,623.44		4.15%		Macquarie CMA
	Commonwealth Bank of Australia	AA-	\$1,856,753.77		4.35%		CBA BOS
	30/04/24		\$168,247,396.09				
	TOTAL INVESTMENTS at 31/03/2024		\$145,213,439.33				
	Net Increase/(Decrease) in Investments		\$23,033,956.76				

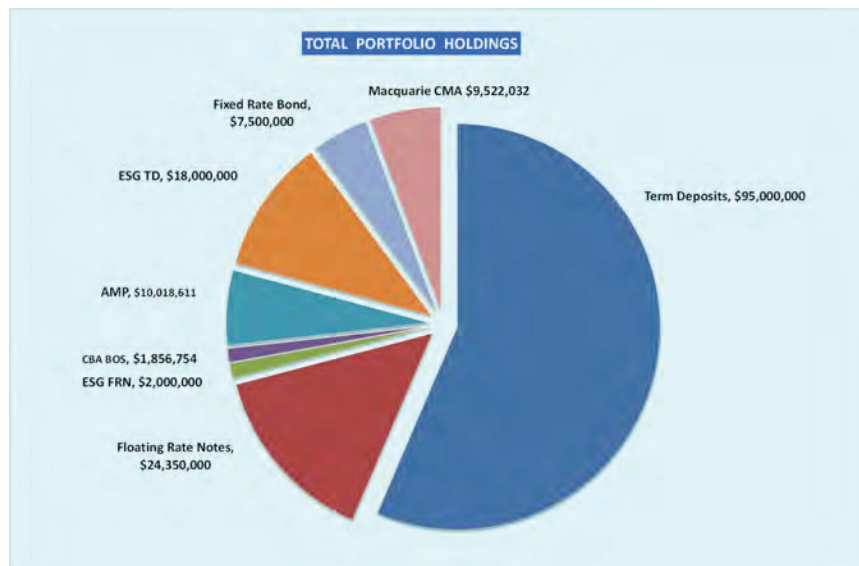
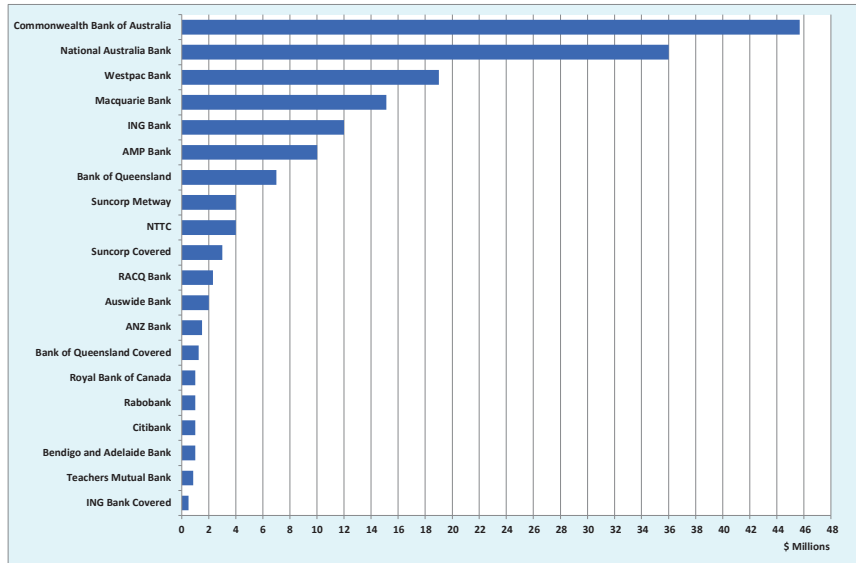
Certificate of the Responsible Accounting Officer

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

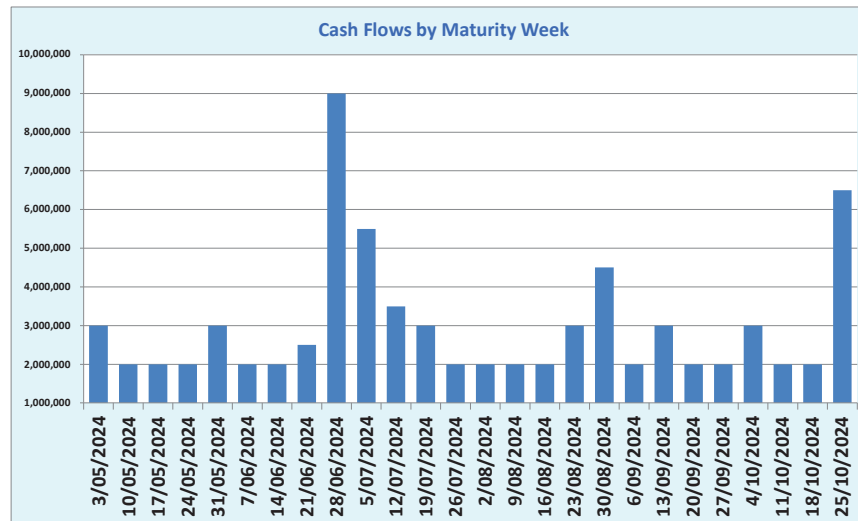
Date: 03 May 2024

Investment Report APRIL 2024
Total Investment Deposits by Institution as of 30 April 2024



Investment Report APRIL 2024

Weekly cash flow forecast for 6 months as of 30 April 2024



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
AAA	Suncorp Covered	45%	1.78%
	ING Bank Covered	45%	0.30%
	Royal Bank of Canada	45%	0.59%
	Bank of Queensland Covered	45%	0.74%
AA-	ANZ Bank	45%	0.89%
	Commonwealth Bank of Australia	45%	27.17%
	National Australia Bank	45%	21.40%
	Westpac Bank	45%	11.29%
A+	NTTC	45%	2.38%
	Macquarie Bank	30%	8.99%
	Suncorp Metway	30%	2.38%
	Rabobank	30%	0.59%
A	Citibank	30%	0.59%
	ING Bank	30%	7.13%
A-	Bank of Queensland	20%	4.16%
BBB+	RACQ Bank	10%	1.37%
	Bendigo and Adelaide Bank	10%	0.59%
	AMP Bank	10%	5.95%
BBB	Teachers Mutual Bank	5%	0.51%
	Auswide Bank	5%	1.19%
	Total Portfolio		100.00%

Investment Report APRIL 2024

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
AAA	\$5,750,000.00	45%	3.42%
AA-	\$106,206,753.77	45%	63.13%
A+	\$21,122,031.66	30%	12.55%
A	\$12,000,000.00	30%	7.13%
A-	\$7,000,000.00	20%	4.16%
BBB+	\$13,318,610.66	10%	7.92%
BBB	\$2,850,000.00	5%	1.69%
NR	\$0.00	0%	0.00%
Total	\$168,247,396.09		100.00%

Investment Transactions during April 2024

Date	Transaction	Bank/Issuer	Type	Term	Int Rate	Amount	Interest Paid
31/03/2024	Balance	Investment Balance Fair Value				\$145,213,439.33	
2/04/2024	Maturity	ING Bank	Term Deposits	22	5.00%	(\$2,000,000.00)	\$6,027.40
11/04/2024	Maturity	Commonwealth Bank of Australia	Term Deposits	252	5.46%	(\$3,000,000.00)	\$113,089.32
15/04/2024	Reset	Commonwealth Bank of Australia	Floating Rate Notes	1459	5.50%	(\$1,500,000.00)	\$20,569.24
15/04/2024	Reset	Commonwealth Bank of Australia	Floating Rate Notes	1368	5.50%	\$1,500,000.00	
15/04/2024	Reset	Commonwealth Bank of Australia	Floating Rate Notes	729	5.25%	(\$1,500,000.00)	\$19,634.31
15/04/2024	Reset	Commonwealth Bank of Australia	Floating Rate Notes	638	5.25%	\$1,500,000.00	
17/04/2024	Reset	Suncorp Covered	Floating Rate Notes	639	5.23%	(\$1,000,000.00)	\$13,039.68
17/04/2024	Reset	Suncorp Covered	Floating Rate Notes	548	5.24%	\$1,000,000.00	
18/04/2024	Maturity	Commonwealth Bank of Australia	Term Deposits	252	5.47%	(\$3,000,000.00)	\$113,296.44
19/04/2024	Reset	Rabobank	Floating Rate Notes	1461	5.52%	(\$1,000,000.00)	\$13,759.45
19/04/2024	Reset	Rabobank	Floating Rate Notes	1370	5.54%	\$1,000,000.00	
22/04/2024	Reset	Westpac Bank	ESG TD	638	5.25%	(\$1,500,000.00)	\$19,633.56
22/04/2024	Reset	Westpac Bank	ESG TD	182	5.25%	\$1,500,000.00	
23/04/2024	Purchase	National Australia Bank	Term Deposits	183	5.10%	\$5,000,000.00	
23/04/2024	Purchase	National Australia Bank	Term Deposits	275	5.10%	\$5,000,000.00	
23/04/2024	Purchase	ING Bank	Term Deposits	335	5.20%	\$4,000,000.00	
23/04/2024	Purchase	ING Bank	Term Deposits	365	5.21%	\$4,000,000.00	
24/04/2024	Maturity	Commonwealth Bank of Australia	Term Deposits	237	5.19%	(\$2,000,000.00)	\$67,398.90
24/04/2024	Purchase	Commonwealth Bank of Australia	Term Deposits	61	4.55%	\$3,000,000.00	
30/04/2024	Reset	Westpac Bank	ESG TD	274	5.41%	(\$1,000,000.00)	\$13,487.95
30/04/2024	Reset	Westpac Bank	ESG TD	183	5.41%	\$1,000,000.00	
	Activity	Macquarie Bank	At Call (Macquarie)		4.65%	\$8,408.22	\$8,408.22
	Activity	Macquarie Bank	At Call (Macquarie)		4.15%	\$6,001,103.32	\$13,623.44
	Activity	CBA Business Online Saver	CBA (BOS)		4.35%	\$6,834.56	\$6,834.56
	Activity	AMP Bank 31Day Notice	At Call (AMP)		5.20%	\$6,017,426.38	\$17,426.38
	Activity	AMP Business Saver	At Call (AMP)		3.30%	\$184.28	\$184.28
30/04/2024		EOM Balance			Total	\$168,247,396.09	\$446,413.13

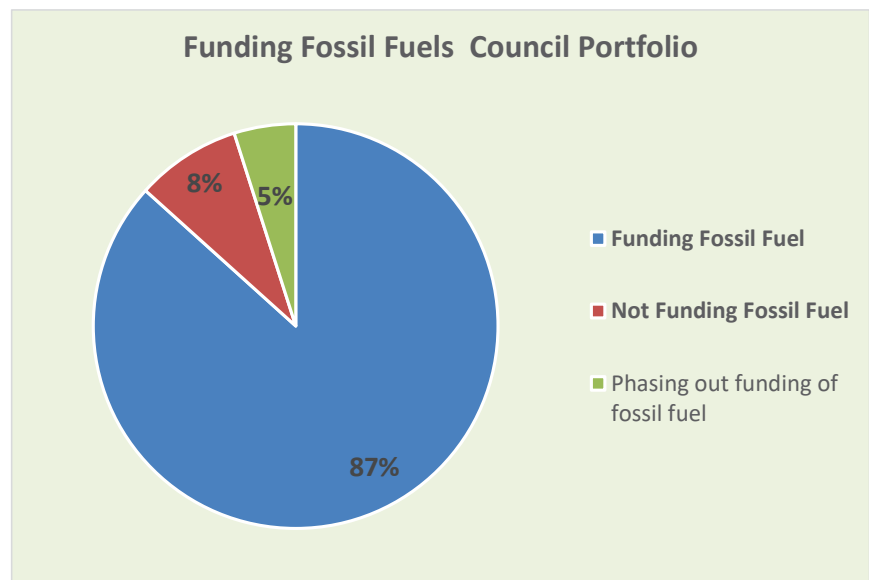
Total Interest Received during April 2024

Ledger Account	Type	Apr
102623-1465-40068	Investments	\$399,936.25
102623-1465-40067	At Call Accounts	\$46,476.88
	Sub-Total	\$446,413.13
102623-1465-40066	General Bank Account	\$8,540.01
	Total	\$454,953.14

Investment Report APRIL 2024

Fossil Fuel Allocation (Green Funding) as at 30 April 2024

Sum of Fair Value		
Funding Fossil Fuel	Bank/Issuer	Total
Funding Fossil Fuel	Commonwealth Bank of Australia	45,706,753.77
	National Australia Bank	36,000,000.00
	Westpac Bank	19,000,000.00
	Macquarie Bank	15,122,031.66
	ING Bank	12,000,000.00
	AMP Bank	10,018,610.66
	NTTC	4,000,000.00
	ANZ Bank	1,500,000.00
	Citibank	1,000,000.00
	Rabobank	1,000,000.00
	ING Bank Covered	500,000.00
Funding Fossil Fuel Total		145,847,396.09
Not Funding Fossil Fuel	Suncorp Metway	4,000,000.00
	Suncorp Covered	3,000,000.00
	RACQ Bank	2,300,000.00
	Auswide Bank	2,000,000.00
	Royal Bank of Canada	1,000,000.00
	Bendigo and Adelaide Bank	1,000,000.00
	Teachers Mutual Bank	850,000.00
Not Funding Fossil Fuel Total		14,150,000.00
Phasing out funding of fossil fuel	Bank of Queensland	7,000,000.00
	Bank of Queensland Covered	1,250,000.00
Phasing out funding of fossil fuel Total		8,250,000.00
Grand Total		168,247,396.09

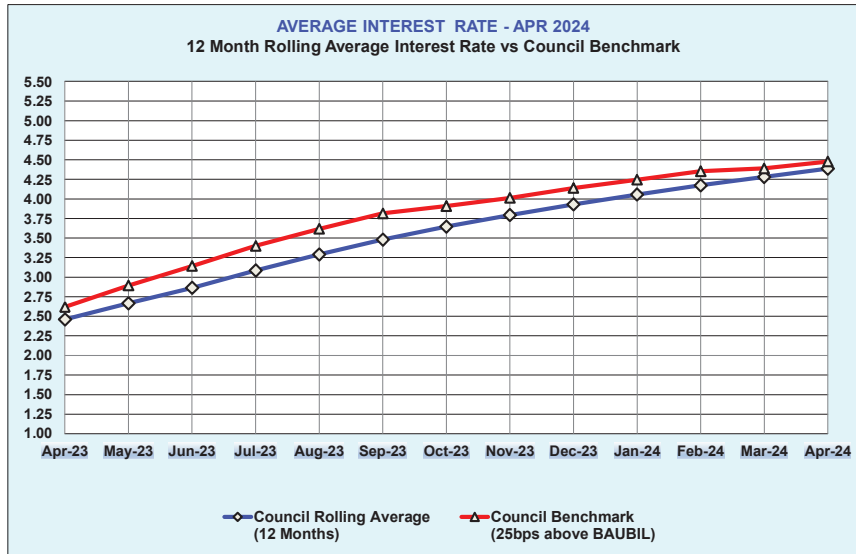


Investment Report APRIL 2024

Statement of Consolidated Cash and Investments as of 30 April 2024

Consolidated Cash & Investments			
Cash & Investments			
Cash At Bank as at 30 Apr 2024		\$2,905,899.01	
Investments at Fair Value as at 30 Apr 2024		\$168,247,396.09	
Total Cash & Investments			\$171,153,295.10
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			\$114,858,215.67
Internally Restricted Reserves			
Internally restricted reserves are funds restricted in the use by resolution or policy of Council			
Total Internal Restrictions			\$42,687,901.10
Unrestricted Cash & Investments			
Total Unrestricted Cash & Investments			\$13,607,178.33
Total Cash & Investments			\$171,153,295.10
Note: At the time of this report, reserve balances have yet to be finalised for 30 April 2024			

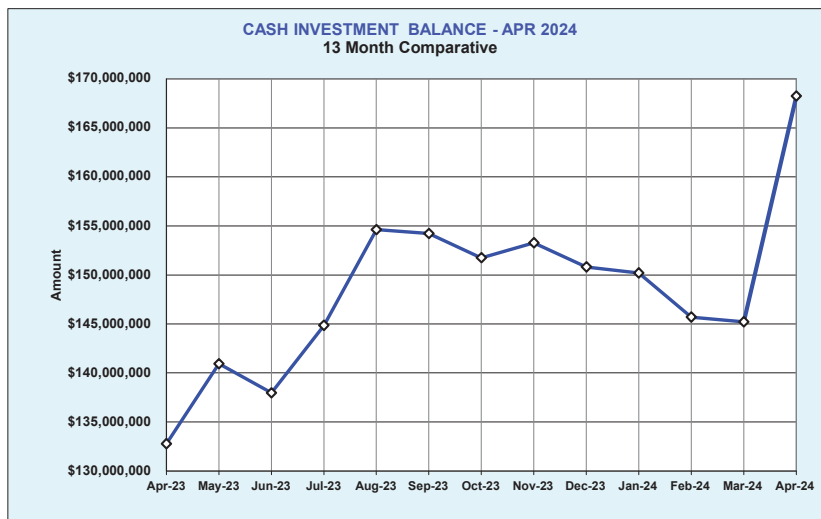
Investment Report APRIL 2024
Comparative Graphs



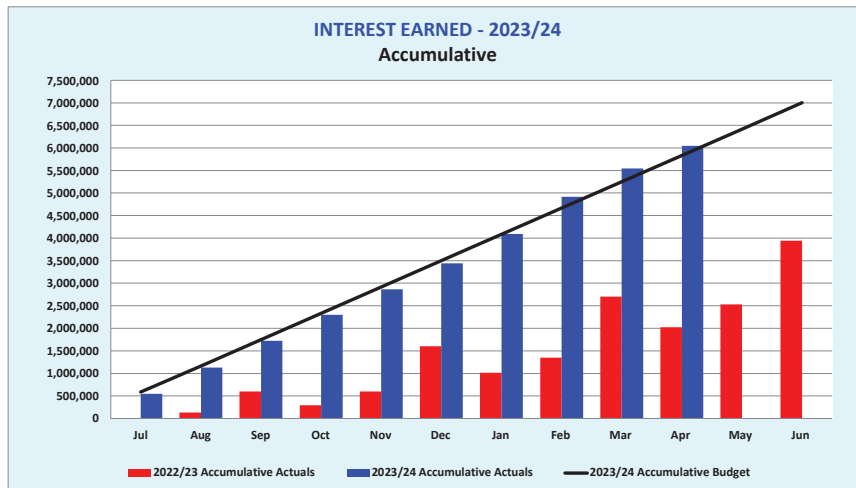
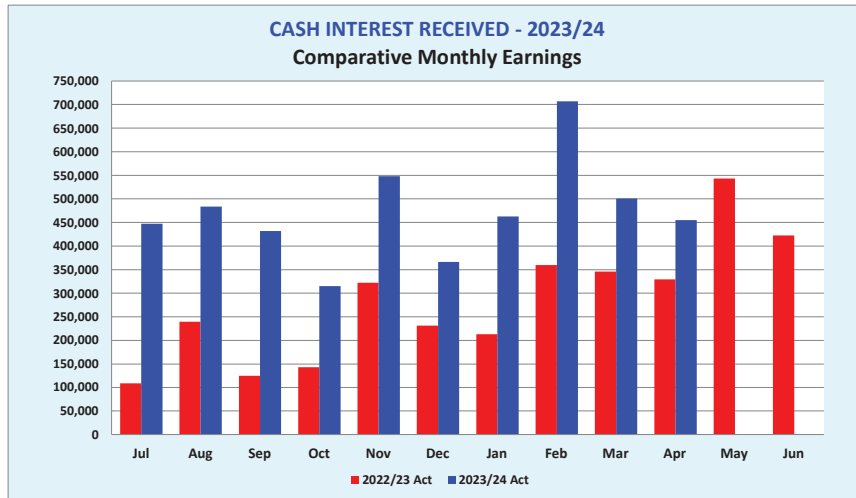
The rolling 12 month portfolio return relative to the index is expected to remain less than benchmark until June 2024. This is the impact of some fixed interest investments held in the portfolio returning less than what is currently able to be achieved if purchased in the market today.

A contribution amounting to \$27.3M was received during April as part of the planning agreement related to 34 Walker Street Rhodes. These funds have been invested for periods ranging up to 12 months at interest rates of 5.10%, 5.20% and 5.21%.

The original budget forecast interest earnings of \$4.6M. This was revised up by \$1.1M in the first quarter budget review to \$5.7M, the second quarter review also incorporated a further \$500K increase in investment earnings to \$6.2M. We anticipate a further increase in interest earnings of \$800K to \$7.0M. The forecast growth in investment income, is a result of higher than anticipated cash balances, and favourable returns on investments.



Investment Report APRIL 2024



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City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

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City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24**Report by responsible accounting officer**

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2021:

31 March 2024

It is my opinion that the Quarterly Budget Review Statement for City of Canada Bay for the quarter ended 31/03/24 indicates that Council's projected financial position at 30/6/24 will be satisfactory at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

Signed: _____**date:**Evan Hutchings
Responsible accounting officer

City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

Income & expenses budget review statement

Budget review for the quarter ended 31 March 2024

Income & expenses - Council Consolidated

(\$000's)	Original budget 2023/24	Approved Changes		Revised budget 2023/24	Variations for this Mar Qtr	Notes	Projected year end result	Actual YTD figures
		Sep QBRs	Dec QBRs					
Income								
Rates and annual charges	67,471	(69)	(36)	67,366	-		67,366	67,339
User charges and fees	20,532	(227)	60	20,365	401	1	20,766	16,294
Other revenues	6,973	(420)	395	6,948	17	2	6,965	5,688
Other income	3,990	-	342	4,332	(9)	3	4,323	3,469
Grants and contributions - operating	6,889	521	699	8,109	(52)	4	8,057	3,083
Grants and contributions - capital	27,748	685	103	28,536	20,248	5	48,784	42,217
Interest and investment revenue	4,715	1,153	540	6,408	800	6	7,208	5,713
Total income from continuing operations	138,318	1,643	2,103	142,064	21,405		163,469	143,804
Expenses								
Employee benefits and on-costs	47,231	(454)	(470)	46,307	(1,131)	7	45,176	32,200
Borrowing costs	632	-		632	-		632	479
Materials and services	40,552	229	2,437	43,218	(712)	8	42,506	27,187
Depreciation and amortisation	16,251			16,251	1,250	9	17,501	13,375
Other expenses	6,832	(0)	(28)	6,804	50	10	6,854	5,647
Net Loss from disposal of assets				-			-	358
Total expenses from continuing operations	111,498	(225)	1,939	113,212	(543)		112,669	79,245
Net operating result from continuing operations	26,820	1,868	164	28,852.42	21,948		50,800	64,558
Discontinued operations - surplus/(deficit)				-			-	
Net operating result from all operations	26,820	1,868	164	28,852	21,948		50,800	64,558
Net Operating Result before Capital Items	(928)	1,183	61	316	1,700		2,016	22,341

City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

Income & expenses budget review statement
Recommended changes to revised budget

Budget Variations being recommended include the following material items:

Notes	Details
1	<p>User charges and fees UP \$401K</p> <p>Stand Plant Permits are better than budgeted for and are expected to remain at current levels for year end. Income revised up from \$250K to \$400K, UP \$150K.</p> <p>Parking meter and parking permit income better than anticipated, budget increased from \$870K to \$950K, UP \$80K</p> <p>Road restoration and other ancillary inspection and administration fees, greater than anticipated, budgeted income increased from \$2.008M to \$2.191M, UP \$183K</p> <p>Income from planning proposals projected to increase from \$219K to \$328K, more applications received than anticipated, UP \$109K.</p> <p>Rock Anchor permit fees and other engineering administration fees are greater than anticipated, up from \$81K to \$183K, UP \$102K.</p> <p>Development application fees and other associated fees are anticipated to be greater than anticipated, increasing from \$1.247M to \$1.340M, UP \$93K</p> <p>Building Compliance income is anticipated to be greater than the current budget, mainly due to increases in the Annual Fire statement. Income from this area is anticipated to increase from \$1.372M to \$1.509M, UP \$137K</p> <p>Leisure centres' income is anticipated to decrease from \$4.016M to \$3.617M, DOWN \$400K.</p>
2	<p>Other revenues UP \$17K</p> <p>Infringement income is anticipated to increase from \$4.868M to \$4.885K, UP \$17K.</p>
3	<p>Other income DOWN \$9K</p> <p>Income from Charity Bins less than anticipated, from \$23K to \$14K, DOWN \$9K</p>
4	<p>Grants and contributions - operating DOWN \$52K</p> <p>Grow Our Canopy funding for 2023-24 reduced from \$565K to \$465K to match re-phased expenditure in 2024-25, DOWN \$100K.</p> <p>FOGO Grant not anticipated of \$42K, UP \$42K.</p>
5	<p>Grants and contributions - capital UP \$20,248K</p> <p>Parramatta to Sydney Foreshore Link (PSFL) Grant decreased from \$1M to \$372K, to match expected project expenditure, DOWN \$628K.</p> <p>VPA Rhodes West - funds for 34 Walker Street, part payment of VPA , UP \$27.394M</p> <p>S7.11 funds greater than anticipated, from \$6.64M to \$7.72M, UP \$1.08M.</p> <p>St Lukes Oval grant funding to be used in 2023-24, UP \$30K</p> <p>Taplin Park playground fence project, project completion re-phased, funding to be transferred to 2024-25, DOWN \$11K</p> <p>Playground upgrade - Brett Park, project completion re-phased, funding to be transferred to 2024-25, DOWN \$71K</p>

City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

Income & expenses budget review statement
Recommended changes to revised budget

Budget Variations being recommended include the following material items:

Notes	Details
	Timbrell Park Sports field Upgrade, project completion re-phased, funding to be transferred to 2024-25, DOWN \$175K
	Deakin St Foreshore access, project completion re-phased, funding to be transferred to 2024-25, DOWN \$259K
	Howley Park East Upgrade, project completion re-phased, funding to be transferred to 2024-25. DOWN \$1.890M.
	Regional Cycleway Upgrade, project completion re-phased, funding to be transferred to 2024-25, 2025-26. DOWN \$5.229M
6	<p>Interest and investment revenue UP \$800K</p> <p>Anticipated higher investment income, increased from \$6.2M to \$7.0M, due to higher cash balances, and increasing return on investment, UP \$800K.</p>
7	<p>Employee benefits and on-costs DOWN \$1,131K</p> <p>Salary savings directed to material and services, for agency staff and planning consultants, across the organisation, (Contra additional expenditure in Contracts and Services - Agency Staff), DOWN \$164K.</p> <p>SRV program savings reallocated to fund capital works , DOWN \$967K</p>
8	<p>Materials and services DOWN \$712K</p> <p>Information technology costs less than anticipated, from \$3.624M to \$3.390M, DOWN \$234K</p> <p>Waste management costs less than anticipated, from \$12.39 to \$12.268M, DOWN \$123K</p> <p>Planning committee payments reduced from \$55K to \$25K, DOWN \$30K.</p> <p>Additional funding for sports field lighting maintenance required, UP \$50K</p> <p>Additional funding for drainage maintenance costs required, UP \$40K</p> <p>Grant - Grow our Canopy round 4 project completion deferred to 2024-25, DOWN \$100K</p> <p>Road restoration costs increased, offsetting income increase, UP \$125K</p> <p>Additional funding required for planning and compliance legal costs, UP \$100K</p> <p>Increase agency personnel costs, UP \$164K</p> <p>SRV program savings reallocated to fund capital works, DOWN \$693K</p>
9	<p>Depreciation and amortisation UP \$1,250K</p> <p>Greater than anticipated costs in our infrastructure assets and plant and equipment. UP \$1,250K</p>
10	<p>Other expenses UP \$50K</p> <p>Waste charges for 2023-24, increased from \$14K to \$54K, UP \$36K.</p> <p>Additional sponsorship of Communities for Communities UP \$20K</p> <p>Rusty Priest - Kokoda track funding reduced as only 1 candidate received funding, DOWN \$8K</p>

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

Capital budget review statement

Budget review for the quarter ended 31 March 2024

Capital budget - Council Consolidated

(\$000's)	Original budget 2023/24	Approved changes				Revised budget 2023/24	Variations for this Mar Qtr	Notes	Projected year end result	Actual YTD figures
		Carry forwards	Other than by QBRs	Sep QBRs	Dec QBRs					
Capital expenditure										
Public Bridges	126				126	-		126	85	
Buildings	16,789	805	296	350	18,252	(4,292)	1	13,960	9,746	
Drainage Works	1,452	140		(393)	1,199	(33)	2	1,166	284	
Plant & Equipment	2,062				2,062	878	3	2,940	1,803	
Public Footpaths	3,642	10		(900)	2,667	(1,348)	4	1,319	571	
Furniture&Fittings	26	119			162			162	60	
Investment Properties	2,500	90		-	2,590	(496)	5	2,094	28	
Land(Improvements)	2,419	5		200	2,624	(1,975)	6	649	289	
Land (Operational)	-	92			112			112	106	
Other Assets(Library)	514				514			514	349	
Lighting	1,170	139	(589)		720	10	7	730	566	
Seawall and Marine Structures	2,258	287			2,545	(793)	8	1,752	1,195	
Project Management	2,131				2,131			2,131	1,483	
Office Equipment	10			44	54			54	65	
Parks and Sports fields	7,385	707	(296)	(150)	7,905	(1,254)	9	6,651	4,707	
Other Assets(Other)	200	11			246			246	146	
Other Structures	5,990	1,307		250	7,841	(289)	10	7,552	1,994	
Parks and Recreation	400	(29)			408	(184)	11	224	206	
Public Roads	13,420	233	589	(364)	13,938	(5,717)	12	8,221	3,793	
Swimming Pool	600				600	(315)	13	285	25	
Trees	364	83			447			447	265	
SRV Initiatives	-	-			-	1,582	14	1,582	14	
Loan repayments (principal)	1,174				1,174			1,174	936	
Intangible Assets	150	300		41	491	322	15	813	284	
Total capital expenditure	64,782	4,299	-	(922)	649	68,808	(13,904)	54,904	29,000	
Capital funding										
Rates & other untied funding	13,201	237		397	140	13,975	141	14,116	6,422	
Capital grants & contributions	21,108	1,480		(794)	28	21,822	(8,226)	13,596	6,810	
Reserves:										
- External restrictions/reserves	22,569	1,142		(200)	452	23,963	(4,335)	19,628	12,891	
- Internal restrictions/reserves	7,403	1,440		(325)	29	8,547	(1,742)	6,805	2,291	
Receipts from sale of assets										
- Plant & equipment	501				-	501	258	759	586	
Total capital funding	64,782	4,299	-	(922)	649	68,808	(13,904)	54,904	29,000	
Net capital funding - surplus/(deficit)	-	-	-	-	-	-	-	-	-	

City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

Capital budget review statement
Recommended changes to revised budget

More details can be found in the capital works report attachment.

Budget variations being recommended include the following material items:

Notes	Details
1	Buildings DOWN \$4,292K
	Building Asset renewal, \$1,655K of the program re-phased to 2024-25, remaining \$208K returned to General revenue, DOWN \$1,863
	Five Dock Leisure Centre renovations, project completion re-phased to 2024-25, DOWN \$588K
	Queen Elizabeth Park Toilet block, project completion re-phased to 2024-25, DOWN \$501K
	Public Toilet - Mcllwaine Park, transfer \$206K to Mcllwaine Playground Upgrade, and defer \$291K to 2024-25, DOWN \$497K
	Depot relocation study, project completion re-phased to 2024-25, DOWN \$293K
	Wangal Amenities upgrade, project completion re-phased to 2024-25, DOWN \$211K
	Bayview Park Toilet Design, project completion re-phased to 2024-25, DOWN \$125K
	Five Dock Leisure centre public toilets, project completion re-phased to 2024-25, DOWN \$60K
	Victoria Avenue Childrens Centre upgrade to entrance and door, UP \$11K
	St Lukes Oval (Concord) Stage 1 - site investigation required, UP \$30K
2	Drainage Works DOWN \$33K
	Annual stormwater program, funds transferred from Capital to maintenance, DOWN \$40K
	Exile Bay Catchment, UP \$7K
3	Plant & Equipment UP \$878K
	Purchase of 2 electric mini sweepers UP \$620K
	Purchase of vehicles UP \$258K
4	Public Footpaths DOWN \$1,348K
	Parramatta to Sydney Foreshore Link, allocation reduced to match confirmed funding, DOWN \$628K
	Deakin St Foreshore Access, allocation transferred to 2024-25. DOWN \$518K
	Victoria Road Drummoyne Public Domain design, allocation transferred to 2024-25, DOWN \$202K
5	Investment Properties DOWN \$496K
	Beaconsfield Site - Green Corridor Establishment, completion re-phased, and allocation transferred to 2024-25, DOWN \$497K
6	Land(Improvements) DOWN \$1,975K
	Howley Park East Upgrade, project completion re-phased, and allocation transferred to 2024-25, DOWN \$1,890K

Urban Canopy projects, project completion re-phased, allocation transferred to 2024-25, DOWN \$85K

7 Lighting UP \$10K

Additional funds required to complete Lighting pole and renewal program, UP \$10K

8 Seawall and Marine Structures DOWN \$793K

Saltwater Creek and Exile Bay Seawall naturalisation, project re-phased to 2024-25, DOWN \$794K

9 Parks and Sports fields DOWN \$1,254K

Timbell Park Sportfield Upgrade, project re-phased to 2024-25, DOWN \$699K

Drummoyne Oval/Taplin Park stormwater re-use project, re-phased to 2024-25, DOWN \$316K

Skateboard Park renewal program, project completion re-phased, transfer allocation to 2024-25, DOWN \$120K

Wangal and Punt Park POM Actions, project completion re-phased, transfer allocation to 2024-25, DOWN \$82K

Queen Elizabeth Park Gardens, project completion re-phased, transfer allocation to 2024-25, DOWN \$36K

10 Other Structures DOWN \$289K

Brett Park Playgorund upgrade, project completion re-phased, transfer allocation to 2024-25, DOWN \$242K

Upgrade of parking meters project re-phased to 2024-25, DOWN \$236K

Armitage reserve seawall renewal project completed under budget, return \$194K to developer contribution reserve

Golf Course Safety screens, project completion re-phased, transfer allocation to 2024-25, DOWN \$36K

Taplin Park Fence, project completion re-phased, transfer allocation to 2024-25, DOWN \$23K

Playground upgrade at Central Park, completion re-phased, transfer allocation to 2024-25, DOWN \$12K

Livvis Place playground repair, increase allocation from \$74K to \$94K, UP \$20K

Playground Upgrade - McIllwaine Park, increase allocation from \$680K to \$886K, UP \$206K

Majors Bay Reserve Recreation Precinct, increase allocation from \$4.392M to \$4.642M, UP \$250K

11 Parks and Recreation DOWN \$184K

Utz Reserve upgrade, project completion re-phased, transfer allocation to 2024-25, DOWN \$184K

12 Public Roads DOWN \$5,717K

Regional Cycleway Upgrade, project completion re-phased, transfer allocation to 2024-25, DOWN \$5.229M

Five Dock Park Car Parking Upgrade, project completion re-phased, transfer allocation to 2024-25, DOWN \$400K

	<p>Pedestrian Crossing Safety improvement Program completed under budget, DOWN \$116K</p> <p>Clermont Lane - Parking Barrier, project completion re-phased, transfer allocation to 2024-25, DOWN \$102K</p> <p>Traffic Committee Initiatives, allocation increased from \$20K to \$100K, UP \$20K</p> <p>Llewellyn Stret Shared Path, allocation increased from \$90K to \$120K, UP \$30K</p> <p>Trafalgar Parade Pedestrian Crossing, allocation increased from \$225K to \$295K, UP \$70K</p>
13	<p>Swimming Pool DOWN \$315K</p> <p>Drummoyne Pool - Electric Heat Pumps, project completion re-phased, transfer allocation to 2024-25, DOWN \$315K</p> <p>SRV Initiatives UP \$1,582K</p>
14	<p>Library self-check in kiosks, UP \$78K</p> <p>Concord Oval - replacement tables, UP \$37K</p> <p>Concord Community Centre - replacement chairs, UP \$16K</p> <p>Chiswick Community Centre - replacement chairs, UP \$8K</p> <p>Concord Community Centre - Video Conferencing, UP \$26K</p> <p>Taplin Park Playground equipment Renewal, UP \$50K</p> <p>Taplin Park Shade Sail replacement, UP \$80K</p> <p>Prince Edward Park playground equipment renewal, UP \$110K</p> <p>Montague Park playground equipment renewal, UP \$30K</p> <p>Queen Elizabeth Park - picnic furniture, UP \$7K</p> <p>Drummoyne Swimming Centre Shade Sail, UP \$14K</p> <p>Cabarita Park, replace picnic shelters, renew benches, make good to landscaping, UP \$36K</p> <p>Queen Elizabeth Park sportsfield lighting rectifications, UP \$140K</p> <p>Phillip Street - Construct car parking treatment, UP \$80K</p> <p>First Avenue - Arthur Street Roundabout upgrade, UP \$350K</p> <p>Replacing of street furniture (fence) along Majors Bay Road, Concord, UP \$80K</p> <p>Road Resurfacing Program, UP \$300K</p> <p>Annual Footpath Renewal Program, UP \$100K</p>
15	<p>Five Dock Park - Amenities Building Renewal, UP \$40K</p> <p>Intangible Assets UP \$322K</p> <p>Purchase of Right of Way at Nullawarra Ave, Concord West, UP \$322K</p>

City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

Cash & investments budget review statement

Budget review for the quarter ended 31 March 2024

Cash & investments - Council Consolidated

(\$000's)	Original budget 2023/24	Approved changes		Revised budget 2023/24	Variations for this Mar Qtr	Notes	Projected year end result	Actual YTD figures
		Sep QBRs	Dec QBRs					
Externally restricted ⁽¹⁾								
Unexpended Loans	2,692			2,692			2,692	2,692
Contract Liabilities	4,000			4,000	7,635	1	11,635	14,642
Section 7.4	3,658			3,658	27,513	2	31,171	6,521
Section 7.11 & 7.12	22,102	(536)	(102)	21,464	4,905	3	26,369	30,049
Community Enhancement Plan	2			2			2	2
Affordable Housing SEPP	14,734			14,734			14,734	14,734
Unexpended Grants	(80)	164	(40)	44			44	30
Domestic Waste Management	18,313	(270)	(37)	18,006	917	4	18,923	19,429
Stormwater Management Levy	84			84	(2)	5	82	579
Total externally restricted	65,505	(642)	(179)	64,684	40,968		105,652	88,678
<small>(1) Funds that must be spent for a specific purpose</small>								
Internally restricted ⁽²⁾								
Plant & Vehicle Replacement	1,116			1,116			1,116	1,364
CEEP	32			32			32	32
Information Technology	250	(250)		-	692	6	692	519
Bonds and Deposits	12,115			12,115			12,115	12,499
Financial Sustainability	1,224			1,224	(535)	7	689	885
Employee Leave Entitlements	2,206			2,206			2,206	2,206
Carry Over Works	3,270	(744)		2,526	2,801	8	5,327	6,454
Drummoyne Oval	0			0	54	9	54	54
Investment Fund	4,937	(371)		4,566	790	10	5,356	7,566
Massey Park	26			26			26	55
Wellbank	805	(3)		802			802	783
Victoria Ave Childrens	224	(15)	(29)	180	(11)	11	169	167
Parking Meters	700			700	236	12	936	1,036
Water For Community	392			392			392	392
Election of Councillors	400			400			400	350
Affordable Housing	4,194			4,194			4,194	4,129
Parramatta River Catchment Group	234		(66)	168			168	187
Financial Assistance Grant Advance	3,159			3,159			3,159	790
Commercial Waste	4,926			4,926			4,926	4,926
Total internally restricted	40,210	(1,383)	(95)	38,732	4,027		42,759	44,395
<small>(2) Funds that Council has earmarked for a specific purpose</small>								
Unrestricted (i.e.. available after the above Restrictions)	6,181	516	(210)	6,487	-		6,487	13,306
Total Cash & investments	111,896	(1,509)	(484)	109,903	44,995		154,898	146,379

City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

Cash & investments budget review statement

Investments

Investments have been invested in accordance with Council's Investment Policy.

Cash

This Cash at Bank amount has been reconciled to Council's physical Bank Statements.
The date of completion of this bank reconciliation is 31/03/24

Reconciliation status

The YTD cash & investment figure reconciles to the actual balances held as follows:

	\$ 000's
Cash at bank (as per bank statements)	1,165
Investments on hand	145,213
Reconciled cash at bank & investments	146,379
Balance as per QBRS review statement:	146,379

Recommended changes to revised budget

Budget variations being recommended include the following material items:

Notes	Details
1	<p>Contract Liabilities UP \$7,635K Council is holding cash for a number of unspent grants (refer to capital grants in 2.Variation Detail for the changes), with these projects deferred to 2024-25, Council anticipates the contract Liability cash held at 30/06/2024, will be \$11.6M, an increase of \$7.635M</p>
2	<p>Section 7.4 UP \$27,513K Cash held increased as VPA contribution from Walker Corp received, UP \$27.394M</p> <p>Annual Skateboard Park Renewal Program Reserve balance increased, as project deferred, UP \$120K</p>
3	<p>Section 7.11 & 7.12 UP \$4,905K Cash held by Council anticipated to increase, as contributions received are greater than anticipated, UP \$1.08M</p> <p>Interest earned from developer contribution reserves greater than anticipated, UP \$400K</p> <p>Re-phased Wangal Reserve and Punt Park POM Actions reserve balance increased UP \$82K</p> <p>Re-phased Victoria Road, Drummoyne - Public Domain design/construction reserve balance increased UP \$202K</p> <p>Re-phased Drummoyne Oval/ Taplin Stormwater re-use reserve balance increased UP \$262K</p> <p>Re-phased Deakin St Foreshore Access reserve balance increased UP \$259K</p> <p>Pedestrian Crossing Safety Improvement Program reserve balance increased UP \$116K</p> <p>Re-phased Timbrell Park Sportsfield Upgrade reserve balance increased UP \$524K</p> <p>Re-phased Playground upgrade - Brett Park reserve balance increased UP \$142K</p> <p>Playground upgrade - Mcllwaine Park reserve balance reduced by \$206K</p> <p>Re-phased Playground upgrade - Coralie Reserve reserve balance increased UP \$1K</p>

- Re-phased Queen Elizabeth Park Toilet Block reserve balance increased UP \$501K
- Re-phased Public toilet - Mcllwaine Park reserve balance increased UP \$298K
- Re-phased Bayview Park Toilet - Design Phase - Knockdown & Rebuild reserve balance increased UP \$125K
Armitage Reserve seawall renewal reserve balance increased UP \$194K
- Re-phased Five Dock Park - Car parking Upgrade - POM action item reserve balance increased UP \$400K
Trafalgar Parade Pedestrian Crossing reserve balance reduced by \$70K
- Re-phased Utz Reserve upgrade reserve balance increased UP \$184K
- Re-phased Wangal Reserve Amenities Upgrade reserve balance increased UP \$211K

4 Domestic Waste Management UP \$917K

Cash held by Council anticipated to increase, Saltwater creek and Exile Bay works have been re-phased to 2024-25, UP \$794K

Reduction in Waste Management expenditure, transfer savings to reserve, UP \$123K

5 Stormwater Management Levy DOWN \$2K

Additional funding required from Stormwater management levy to complete Exile Bay flood study; reduce reserve by \$2K

6 Information Technology UP \$692K

Increase in cash, as savings from 2023-24 budget to reserved for future use. UP \$692K

7 Financial Sustainability DOWN \$535K

Decrease in cash, as funding used to purchase electric mini sweepers, DOWN \$613K

Increase in cash, as funding reserved to purchase (RFID)Self-check kiosks at the Libraries required in 2024-25, UP \$78K

8 Carry Over Works UP \$2,801K

- Re-phased Building Renewal reserve balance increased, UP \$1,654K
- Re-phased Urban Canopy Street Tree Masterplan reserve balance increased UP \$45K
- Re-phased Clermont Lane - Parking Barrier reserve balance increased UP \$102K
- Re-phased Playground upgrade - Central Park reserve balance increased UP \$12K
- Re-phased Playground upgrade - Brett Park reserve balance increased UP \$29K
- Re-phased Urban Canopy - Asset Management reserve balance increased UP \$40K
- Re-phased Drummoynne Pool - Sustainability Project Electric Heat Pumps reserve balance increased UP \$315K
- Re-phased Five Dock Library- Partial Interior Upgrade reserve balance increased UP \$195K
- Re-phased Five Dock Leisure Centre Renovation reserve balance increased UP \$588K
- Re-phased Golf Course Safety Screens reserve balance increased UP \$36K
- Re-phased Taplin Park playground fence reserve balance increased UP \$11K
- Re-phased Queen Elizabeth Park Commemorative Garden Restoration reserve balance increased UP \$36K
- Re-phased Five Dock Leisure Centre - Public Toilets reserve balance increased UP \$60K
Easement Acquisition Right of Way, Nullawarra Ave, Concord reserve balance reduced by \$322K

9	Drummoyne Oval UP \$54K
Re-phased	Drummoyne Oval/ Taplin Stormwater re-use reserve balance increased UP \$54K
10	Investment Fund UP \$790K
Re-phased	Beaconsfield Site – Green Corridor Establishment reserve balance increased UP \$497K
Re-phased	Depot Relocation Investigation reserve balance increased UP \$293K
11	Victoria Ave Childrens DOWN \$11K
	Victoria Avenue Childrens Centre Renewals reserve balance reduced by \$11K
12	Parking Meters UP \$236K
Re-phased	Metered parking replacement and upgrade reserve balance increased UP \$236K

City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24

Contracts budget review statement

Budget review for the quarter ended 31 March 2024

Part A - Contracts listing - contracts entered into during the quarter

Contractor	Contract detail & purpose	Contract value
Visy Recycling	VISY Recycling Contract until 30 Sep-28	409,091
ASCO	Changing Places Amenity - Majors Bay Reserve	355,570
Garwood International P/L	Boschung Urban S2 Electric Sweeper	340,818
Ezy-Pave	Pedestrian and Cyclist Crossing - Broughton Street Concord	322,662
Landmark Products Pty Ltd	Toilet Block for Mclwaine Park	311,150
Garwood International P/L	Boschung Urban S2 Electric Sweeper (Electric Demonstrator)	281,778
4Park Pty Ltd (t/a Forpark Australia)	Cabarita Park Playground Upgrade - Construction Works	276,734
Ally Civil	Ron Routley Oval concrete footpath	200,672
Australian Grinding Company Pty Ltd	Concrete footpath grinding program	200,000
Total Drain Cleaning Services Pty Ltd	Timbrell park culvert cleaning	183,577
Unicorn Landscaping Service	Pit and Pipe Repair Programme - Jan 2024	132,600
Environmental Partnership NSW	Howley Park Upgrade: Landscape and Engineering Design Consultancy Services	131,910
Valuation Services - Dept of Planning Industry&Environment	Land valuation service 2023-24	126,427
The Audit Office of New South Wales	External Audit Services	123,920
Stantec Australia Pty Ltd	Deakin Street Boardwalk: Planning Consultancy Services	120,662
Ebcon Pty Ltd	2023 - Utilities Resto Works Pkg 08 - Concrete & Asphalt	117,895
Moduplay Group Pty Ltd	Prince Edward Park playground equipment supply and install	85,735
	Bridge inspection condition rating, maintenance requirement, and Load rating 2023-24 , Allen Street, North Strathfield and Pomeroy Street vehicular Bridge; costs shared with Strathfield Council	81,500
Paragon Engineering Pty Ltd		81,500
Convil Group Pty Ltd	Adams St and Cummings Ave New Footpath	78,036
A Space Australia Pty Ltd	Mclwaine Park Playground - Custom Play Structure	71,564
The Gardenmakers Pty Ltd	Contractors for Tree Planting and Maintenance Nullawarra Ave and surrounds 2024	64,139
Visy Recycling	VISY Processing	60,006
Sentient Dynamics Pty Ltd	Planning Portal Integration - Sentient Dynamics 2 year subscription	60,000
KPMG Australia	Engagement of consultants for Rhodes Station Precinct Delivery strategy	59,337
Applied Ecology Pty Limited	Flora and fauna monitoring study 2023-2024	57,800
Enviro-LCS Pty Ltd	Sanitary Services at various sites for 12 months	56,510
Moduplay Group Pty Ltd	Cabarita Park play tower refurbishment	55,240
Hutcheon & Pearce Operations Pty Ltd	Mower replacement for parks and water	54,091
Hutcheon & Pearce Operations Pty Ltd	Mower replacement for Sportsfields	54,091
Hutcheon & Pearce Operations Pty Ltd	Mower replacement for parks and water	54,091

Notes:

1. Minimum reporting level is 1% of estimated income from continuing operations of Council or \$50,000 - whatever is the lesser.
2. Contracts listed are those entered into during the quarter being reported and exclude contractors on Council's Preferred Supplier list.
3. Contracts for employment are not required to be included.

City of Canada Bay

Quarterly Budget Review Statement
for the period 01/01/24 to 31/03/24**Consultancy & legal expenses budget review statement**

Consultancy & legal expenses overview

Expense	YTD expenditure (actual dollars)	Budgeted (Y/N)
Consultancies	1,836,308	Y
Legal Fees	659,339	Y

Definition of a consultant:

A consultant is a person or organisation engaged under contract on a temporary basis to provide recommendations or high level specialist or professional advice to assist decision making by management. Generally it is the advisory nature of the work that differentiates a consultant from other contractors.

City of Canada Bay Council Capital Program		FINANCIAL YEAR: 2023-24		Period: 09			
<i>Projects</i>	<i>Portfolio Manager</i>	<i>Original Budget - 24PJBD</i>	<i>Quarter 1 Budget</i>	<i>Quarter 2 Budget</i>	<i>Change in Quarter 3</i>	<i>Quarter 3 Budget</i>	<i>Actuals</i>
Concord Oval-Goal Posts	Open Space	0	0	35,060	0	35,060	35,056
Annual Skateboard Park Renewal Program	Open Space	150,000	150,000	150,000	-119,508	30,492	21,921
Wangal Reserve and Punt Park POM Actions	Open Space	250,000	250,000	250,000	-82,407	167,593	117,593
Drummoyne Oval/ Taplin Stormwater re-use	Open Space	316,019	316,019	316,019	-316,019	0	9,597
Annual Outdoor Exercise Equipment Program	Open Space	100,000	40,000	0	0	0	0
Off-Leash Dog Area Upgrades	Open Space	90,000	90,000	90,000	0	90,000	11,648
Deakin St Foreshore Access	Open Space	680,000	690,150	690,150	-518,465	171,685	1,685
Create a Swimsite at Bayview Park	Open Space	180,000	150,820	188,112	0	188,112	182,489
Urban Canopy Street Tree Masterplan	Open Space	45,000	45,000	45,000	-45,000	0	0
Urban Canopy Tree Planting	Open Space	200,000	211,110	211,110	0	211,110	110,166
Park Signage Audit & Renewal	Open Space	75,000	75,000	75,000	0	75,000	0
Parks Renewal Program - Non - Playground Equipment	Open Space	100,000	10,000	50,000	0	50,000	39,980
St Lukes Oval Rebuild	Open Space	119,156	103,687	103,687	0	103,687	70,054
Playground upgrade - Queen Elizabeth Park	Open Space	0	40,030	2,738	0	2,738	2,738
Playground Accessibility Improvements	Open Space	350,000	481,112	400,000	0	400,000	8,017
Playground upgrade - WA McInnes Reserve	Open Space	80,000	98,520	98,520	0	98,520	1,052
Playground upgrade - Maple Close Reserve	Open Space	20,000	20,000	20,000	0	20,000	0
Playground upgrade - Central Park	Open Space	20,000	20,000	20,000	-11,600	8,400	6,400
Playground upgrade - Brett Park	Open Space	350,000	644,102	858,714	-262,376	596,338	16,355
Playground upgrade - McIlwaine Park	Open Space	500,000	500,000	680,000	205,626	885,626	28,626
Playground upgrade - Coralie Reserve	Open Space	5,000	5,000	5,000	-900	4,100	3,100
Pedestrian Access Mobility Plan improvements	Open Space	100,000	100,000	0	0	0	0
Urban Canopy - Asset Management	Open Space	375,000	375,000	375,000	-40,003	334,997	145,761
Greening our City 2020 Round 2	Open Space	78,724	78,724	78,724	0	78,724	50,633
Livvi's Place - Playground Accessibility Improvements	Open Space	0	73,851	73,851	20,000	93,851	99,039

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Projects	Portfolio Manager	Original Budget - 24PJBD	Quarter 1 Budget	Quarter 2 Budget	Change in Quarter 3	Quarter 3 Budget	Actuals
Howley Park East Upgrade	Open Space	1,868,590	2,073,271	2,073,271	-1,889,844	183,427	95,263
Greening our City Cooler Suburbs - Round 3	Open Space	35,502	80,019	80,019	0	80,019	65,414
Queen Elizabeth Park - Picnic Shelter	Open Space	0	0	18,182	7,000	25,182	18,182
Cabarita Park Picnic Shelters	Open Space	0	0	0	36,000	36,000	0
Barnwell Park Golf Course 18th Tee	Open Space	70,000	70,000	70,000	0	70,000	0
Golf Course Safety Screens	Open Space	76,000	76,000	76,000	-36,000	40,000	0
Parramatta to Sydney Foreshore Link (PSFL)	Open Space	1,000,000	1,000,000	1,000,000	-627,840	372,160	54,308
Taplin Park playground fence	Open Space	34,500	34,501	34,501	-22,896	11,605	11,605
Remote access for sports lighting	Open Space	50,000	50,000	50,000	0	50,000	44,210
Utz Reserve upgrade	Open Space	220,000	220,000	220,000	-184,075	35,925	23,925
Cabarita Park accessible shelters	Open Space	55,600	55,600	55,600	0	55,600	0
Queen Elizabeth Park Commemorative Garden Restoration	Open Space	50,000	50,000	50,000	-36,000	14,000	2,000
Massey Park Golf Improvement Works	Open Space	130,000	130,000	130,000	0	130,000	48,190
Taplin Park Playground Renewal	Open Space	0	0	0	130,000	130,000	0
Prince Edward Park Playground Renewal	Open Space	0	0	0	110,000	110,000	0
Montague Park Playground Renewal	Open Space	0	0	0	30,000	30,000	0
Open Space		\$7,774,090	\$8,407,516	\$8,674,258	-\$3,654,307	\$5,019,951	\$1,325,007
Fleet - Vehicles (Trucks, Utes, Trailers, Mowers)	Fleet Services	1,000,000	1,000,000	1,000,000	150,000	1,150,000	884,402
Fleet - Lease Back Vehicles (Sedans and Wagons)	Fleet Services	1,000,000	1,000,000	1,000,000	108,400	1,108,400	873,480
Small Plant - Engineering	Fleet Services	31,000	31,000	31,000	-23,000	8,000	7,767
Small Plant - Parks & Gardens	Fleet Services	31,000	31,000	31,000	23,000	54,000	37,535
Purchase of EV Sweepers (SRV)	Fleet Services	0	0	0	620,000	620,000	0
Fleet Services		\$2,062,000	\$2,062,000	\$2,062,000	\$878,400	\$2,940,400	\$1,803,184
Finance	Finance	1,173,605	1,173,605	1,173,605	0	1,173,605	933,197
Finance		\$1,173,605	\$1,173,605	\$1,173,605	\$0	\$1,173,605	\$933,197
Kings Road Carpark Upgrade - Design	Property Strategy	0	31,676	31,676	0	31,676	0

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Projects	Portfolio Manager	Original Budget - 24PJBD	Quarter 1 Budget	Quarter 2 Budget	Change in Quarter 3	Quarter 3 Budget	Actuals
10 Thornleigh Avenue Concord Divestment	Property Strategy	0	73,380	73,380	0	73,380	2,105
Five Dock Town Centre	Property Strategy	0	91,670	91,670	0	91,670	44,485
10 Chapman Street, Strathfield	Property Strategy	0	0	20,000	0	20,000	61,894
1 King Street, Concord West	Property Strategy	0	0	0	0	0	2,678
Easement Acquisition Right of Way, Nullawarra Ave, Concord	Property Strategy	0	0	0	322,000	322,000	0
Property Strategy		\$0	\$196,726	\$216,726	\$322,000	\$538,726	\$111,161
Street Tree Replacement Program	Street Tree Program	250,000	250,000	250,000	0	250,000	0
Trees - 2 Myall St	Street Tree Program	0	0	0	0	0	22,452
Trees - 1A Riverview Street Concord	Street Tree Program	0	0	0	0	0	4,882
Trees - 36A Therry Street Drummoyne	Street Tree Program	0	0	0	0	0	19,295
Trees - 48 Plunkett Street Drummoyne	Street Tree Program	0	0	0	0	0	14,415
Trees - 57 Tranmere Street Drummoyne	Street Tree Program	0	0	0	0	0	11,310
Trees - 49 Tranmere St Drummoyne	Street Tree Program	0	0	0	0	0	5,150
Trees - 8 Broughton Street Drummoyne	Street Tree Program	0	0	0	0	0	6,400
Trees - 8 Minnesota Ave Five Dock	Street Tree Program	0	0	0	0	0	7,100
Trees - 44 Minnesota Ave Five Dock	Street Tree Program	0	0	0	0	0	7,900
Trees - 21 Day Street Drummoyne	Street Tree Program	0	0	0	0	0	6,050
Trees - 59 Tranmere Street, Drummoyne	Street Tree Program	0	0	0	0	0	5,500
Street Tree Program		\$250,000	\$250,000	\$250,000	\$0	\$250,000	\$110,454
Venue Coordination	Venue Management	0	0	17,000	0	17,000	13,264
Concord Oval Furniture - Replacement tables	Venue Management	0	0	0	37,000	37,000	0
Concord Community Centre Furniture - replacement chairs	Venue Management	0	0	0	16,000	16,000	0
Chiswick Community Centre Furniture - replacement chairs	Venue Management	0	0	0	8,000	8,000	0
Venue Management		\$0	\$0	\$17,000	\$61,000	\$78,000	\$13,264
Annual Accessibility Works Program (Bus Stop Upgrades etc)	Roads and Traffic	300,000	200,000	215,000	0	215,000	201,620
Annual Capital Works Traffic Facilities Program	Roads and Traffic	210,000	270,942	270,942	0	270,942	65,159

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<i>Projects</i>	<i>Portfolio Manager</i>	<i>Original Budget - 24PJBD</i>	<i>Quarter 1 Budget</i>	<i>Quarter 2 Budget</i>	<i>Change in Quarter 3</i>	<i>Quarter 3 Budget</i>	<i>Actuals</i>
Annual Footpath Renewal Program	Roads and Traffic	560,000	560,000	560,000	100,000	660,000	313,332
Annual Kerb/Gutter Renewal Program	Roads and Traffic	210,000	210,000	210,000	0	210,000	117,361
Annual Regional Roads Program	Roads and Traffic	125,000	125,000	125,000	3,000	128,000	125,000
Annual Road Pavement Renewal Program	Roads and Traffic	953,000	953,000	953,000	0	953,000	482,633
Road Resurfacing Program	Roads and Traffic	1,500,000	1,500,000	1,500,000	300,000	1,800,000	558,959
Roads To Recovery Program	Roads and Traffic	168,737	223,413	223,413	-2,300	221,113	156,122
The Terrace - Embankment Stabilisation	Roads and Traffic	150,000	150,000	150,000	0	150,000	17,825
Traffic Committee Initiatives	Roads and Traffic	40,000	80,000	80,000	20,000	100,000	88,701
Victoria Road, Drummoyne - Public Domain design/construction	Roads and Traffic	202,000	202,000	202,000	-202,000	0	0
Annual Bridge Renewal Program	Roads and Traffic	126,315	126,315	126,315	0	126,315	84,826
Kerb Ramp Design at Burwood Rd and Crane St Concord	Roads and Traffic	39,327	0	0	0	0	0
Pedestrian Crossing Safety Improvement Program	Roads and Traffic	450,000	589,245	589,245	-115,670	473,575	127,716
Intersection Upgrade George and Pomeroy Street	Roads and Traffic	100,000	35,501	35,501	0	35,501	665
Rhodes East Public Domain - Design Only	Roads and Traffic	200,000	0	0	0	0	0
Regional Cycleway Upgrade - RMS Grant	Roads and Traffic	5,630,000	5,675,715	5,675,715	-5,228,582	447,133	280,740
Clermont Lane - Parking Barrier	Roads and Traffic	115,000	115,000	115,000	-102,317	12,683	12,772
Local Roads Heavy Patching Program	Roads and Traffic	178,000	178,000	178,000	0	178,000	48,778
Greenlees Avenue - Design and Construct parking treatment	Roads and Traffic	5,000	5,000	5,000	0	5,000	0
Phillip Street - Construct car parking treatment	Roads and Traffic	390,000	390,000	390,000	80,000	470,000	41,917
Mortlake LATM	Roads and Traffic	300,000	300,000	300,000	0	300,000	76,644
Pedestrian facilities around Russell Lea public School	Roads and Traffic	265,000	310,026	310,026	0	310,026	53,837
Five Dock Park - Car parking Upgrade - POM action item	Roads and Traffic	400,000	400,000	400,000	-400,000	0	0
Lyons Road West Refuge Island	Roads and Traffic	369,324	394,290	394,290	0	394,290	337,464
Harris Road Pedestrian Crossing	Roads and Traffic	190,000	237,700	237,700	0	237,700	201,582
Trafalgar Parade Pedestrian Crossing	Roads and Traffic	157,000	225,000	225,000	70,000	295,000	7,965

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<i>Projects</i>	<i>Portfolio Manager</i>	<i>Original Budget - 24PJBD</i>	<i>Quarter 1 Budget</i>	<i>Quarter 2 Budget</i>	<i>Change in Quarter 3</i>	<i>Quarter 3 Budget</i>	<i>Actuals</i>
Llewellyn Street Shared Path	Roads and Traffic	90,000	90,000	90,000	29,769	119,769	119,769
Metered parking replacement and upgrade	Roads and Traffic	250,000	250,000	250,000	-236,250	13,750	13,750
Regional and Local Roads Repair Program (RLRRP)	Roads and Traffic	1,114,224	1,114,224	1,114,224	576	1,114,800	848,797
First Avenue - Arthur Street Roundabout Upgrade	Roads and Traffic	200,000	0	0	358,900	358,900	8,900
Wellbank Street - signal redesign	Roads and Traffic	120,000	0	0	0	0	0
Road Rectification at Trammere Street	Roads and Traffic	200,000	200,000	200,000	0	200,000	3,900
Shoreline Drive at Annie Leggatt Promenade, Rhodes	Roads and Traffic	0	0	10,000	0	10,000	7,650
Byrne Avenue Speed hump and speed cushions	Roads and Traffic	0	0	50,000	0	50,000	0
Majors Bay Village Renewal	Roads and Traffic	0	0	0	80,000	80,000	0
Roads and Traffic		\$15,307,927	\$15,110,371	\$15,185,371	-\$5,244,874	\$9,940,497	\$4,404,382
Buildings Renewal	Buildings	2,976,700	2,890,835	2,890,836	-1,862,624	1,028,212	437,612
Beaconsfield Site – Green Corridor Establishment	Buildings	2,500,000	2,517,015	2,517,015	-496,559	2,020,456	26,245
Annual Shade Renewal Program	Buildings	50,000	50,000	36,500	0	36,500	7,908
Annual Building and Facility Accessibility Works Program	Buildings	300,000	300,000	300,000	0	300,000	197,789
Five Dock Park Amenities Building renewal	Buildings	0	0	0	40,000	40,000	0
Drummoyne Pool Renewals	Buildings	125,000	125,000	125,000	14,340	139,340	14,340
Cabarita Pool Renewals	Buildings	125,000	125,000	125,000	0	125,000	24,765
Drummoyne Pool - Sustainability Project Electric Heat Pumps	Buildings	350,000	350,000	350,000	-315,000	35,000	0
Queen Elizabeth Park Toilet Block	Buildings	495,000	549,175	549,175	-500,575	48,600	18,600
Public toilet - McIlwaine Park	Buildings	761,625	761,625	761,625	-497,303	264,322	87,148
Sustainability Program (Net Zero by 2030) - Buildings	Buildings	80,000	80,000	80,000	0	80,000	0
Five Dock Library- Partial Interior Upgrade	Buildings	262,500	262,500	262,500	-195,057	67,443	9,487
Bayview Park Toilet - Design Phase - Knockdown & Rebuild	Buildings	163,125	163,125	163,125	-125,242	37,883	19,096
Five Dock Leisure Centre Renovation	Buildings	1,200,000	1,168,491	1,168,491	-587,598	580,893	141,663
Five Dock Leisure Centre - Public Toilets	Buildings	0	500,000	500,000	-60,124	439,876	4,496
Wangal Reserve Amenities Upgrade	Buildings	250,000	250,000	250,000	-210,868	39,132	1,920

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Projects	Portfolio Manager	Original Budget - 24PJBD	Quarter 1 Budget	Quarter 2 Budget	Change in Quarter 3	Quarter 3 Budget	Actuals
Abbotsford Long Day Care Centre Pathway Renewal	Buildings	0	143,000	143,000	0	143,000	141,845
Victoria Avenue Childrens Centre Renewals	Buildings	0	0	28,700	10,850	39,550	28,664
St Lukes Oval (Concord) Redevelopment Stage 1	Buildings	0	0	0	30,000	30,000	0
Buildings		\$9,638,950	\$10,235,766	\$10,250,967	-\$4,755,760	\$5,495,207	\$1,161,578
Concord Library Furniture and Fittings	Library and Community Services	8,540	8,540	8,540	0	8,540	945
Five Dock Library Furniture	Library and Community Services	6,712	6,712	6,712	0	6,712	4,238
Library Audio/Visual	Library and Community Services	40,750	40,750	40,750	0	40,750	21,873
Library Books	Library and Community Services	314,220	314,220	314,220	0	314,220	216,686
Library Periodicals	Library and Community Services	37,390	37,390	37,390	0	37,390	32,399
Library Cataloguing and Processing	Library and Community Services	121,850	121,850	121,850	0	121,850	78,424
The Learning Space - Furniture and Fittings	Library and Community Services	10,617	10,617	10,617	0	10,617	0
Replacement Robot at the Learning Space	Library and Community Services	10,000	10,000	10,000	0	10,000	0
Making the Most of Five Dock Library for the Community	Library and Community Services	0	119,447	119,447	0	119,447	41,272
Library RFID Equipment Replacement SRV	Library and Community Services	0	0	0	78,000	78,000	0
Library and Community Services		\$550,079	\$669,526	\$669,526	\$78,000	\$747,526	\$395,837
Goddard Park Amenities Building Upgrade	City Projects	0	67,885	67,885	0	67,885	22,136
Redevelopment of Concord Oval	City Projects	0	350,000	333,172	0	333,172	263,405
Charles Heath Reserve Upgrade	City Projects	3,020,000	3,747,982	4,199,982	0	4,199,982	2,611,036
Timbrell Park Amenities Upgrade	City Projects	0	296,568	296,568	0	296,568	53,676
McIlwaine Park - River Activation	City Projects	2,340,000	1,877,348	1,697,348	0	1,697,348	1,631,865
Rhodes Recreation Centre	City Projects	10,000,000	10,000,000	10,000,000	0	10,000,000	8,221,239
Delivery Portfolio	City Projects	1,594,055	1,594,055	1,594,055	-120,000	1,474,055	933,438
Timbrell Park Sportsfield Upgrade	City Projects	800,000	960,986	960,986	-699,346	261,640	182,288
Project Management Office	City Projects	536,834	536,834	536,834	120,000	656,834	549,477
Drummoyne Shared Spaces	City Projects	0	74,172	74,172	0	74,172	1,500
Majors Bay Reserve Recreation Precinct	City Projects	3,883,784	4,392,159	4,392,159	250,000	4,642,159	1,327,617

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<i>Projects</i>	<i>Portfolio Manager</i>	<i>Original Budget - 24PJBD</i>	<i>Quarter 1 Budget</i>	<i>Quarter 2 Budget</i>	<i>Change in Quarter 3</i>	<i>Quarter 3 Budget</i>	<i>Actuals</i>
Depot Relocation Investigation	City Projects	300,000	456,716	456,716	-293,456	163,260	97,627
Bertram St Concord In Road Tree Planting	City Projects	0	38,802	38,802	0	38,802	38,511
Campbell Park shared path	City Projects	800,000	0	0	0	0	0
City Projects		\$23,274,673	\$24,393,508	\$24,648,680	-\$742,802	\$23,905,878	\$15,933,814
Drainage Renewal and Relining Program	Strategic Assets and Innovation	443,530	443,530	381,530	-104,522	277,008	113,031
Annual Stormwater Management Program	Strategic Assets and Innovation	428,500	428,500	428,500	-40,000	388,500	63,660
Rhodes Foreshore Lighting Replacement	Strategic Assets and Innovation	0	145,900	295,900	-132,093	163,807	150,807
Renew Iron Cove Seawall- Sisters Bay to Birkenhead Point	Strategic Assets and Innovation	0	16,612	143,650	0	143,650	51,501
Floodplains - Powells Creek East Catchment FS, FRMS, FRM	Strategic Assets and Innovation	70,000	210,254	210,254	0	210,254	55,591
Floodplains - Exile Bay Catchment FRMPS	Strategic Assets and Innovation	100,000	100,000	100,000	6,500	106,500	34,530
Five Dock Bay Seawall Denning to Thompson St	Strategic Assets and Innovation	258,000	258,000	130,962	0	130,962	19,500
Saltwater Creek and Exile Bay Seawall naturalisation	Strategic Assets and Innovation	2,000,000	2,269,882	2,269,882	-793,509	1,476,373	1,124,427
Moala Concord Hospital Culvert Renewal	Strategic Assets and Innovation	410,000	17,000	79,000	104,522	183,522	17,000
Light Poles Priority Renewals	Strategic Assets and Innovation	0	40,525	40,525	0	40,525	40,525
Annual Lighting and Pole Renewal	Strategic Assets and Innovation	670,000	490,750	340,750	141,863	482,613	360,187
LED upgrade to Council public domain lights	Strategic Assets and Innovation	0	33,350	33,350	0	33,350	11,150
Armitage Reserve seawall renewal	Strategic Assets and Innovation	220,000	670,771	670,771	-193,793	476,978	416,595
Queen Elizabeth Park sports field lighting rectification	Strategic Assets and Innovation	0	0	0	140,000	140,000	0
Strategic Assets and Innovation		\$4,600,030	\$5,125,074	\$5,125,074	-\$871,032	\$4,254,042	\$2,458,504
Canada Bay NICE inContact CXone Contact Centre	Information Systems	0	17,500	17,500	0	17,500	28,532
Information Technology Projects	Information Systems	150,000	150,000	150,000	0	150,000	20,404
Laptop, Mobile, and Tablet Purchases	Information Systems	0	44,000	44,000	0	44,000	65,045
ECM Upgrade	Information Systems	0	323,000	323,000	0	323,000	235,550
Concord Community Centre Video Conferencing Equipment	Information Systems	0	0	0	26,000	26,000	0
Information Systems		\$150,000	\$534,500	\$534,500	\$26,000	\$560,500	\$349,532
		\$64,781,356	\$68,158,592	\$68,807,707	-\$13,903,375	\$54,904,332	\$28,999,916