

## **SUPPLEMENTARY AGENDA**

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### **Council Meeting**

**Monday, 23 March 2026**

**7:00 PM**

**Dragon Room**

**Civic Centre**

**Hurstville**



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## MAYORAL MINUTE

**Item: MM003-26 Congratulations on a successful Major Summer Events Festival**

**Mayor:** The Mayor, Councillor Borg

### BACKGROUND

Georges River Council's Summer Events Program once again brought our community together through a vibrant series of free, inclusive and culturally significant events. The 2025–2026 program showcased the very best of our local area, with beloved traditions including the Magic of Christmas, the Australia Day Awards and Citizenship Ceremony, the Australia Day Picnic, and the Lunar New Year Festival. Collectively, these events drew over 65,000 participants and delivered meaningful social and cultural outcomes for our community.

On Saturday 6 December 2025, the Magic of Christmas festival welcomed over 10,000 attendees to ring in the festive season. With live performances from local favourites such as the St George Brass Band and Georges River Voices, alongside ARIA Award-winning artist Conrad Sewell, the event delighted audiences of all ages. Families enjoyed much-loved children's entertainment including Gabby's Dollhouse and The Smurfs, and engaging roving characters. The event continued to strengthen its reputation as one of the most cherished community celebrations in the Georges River calendar.

On 26 January 2026, Council delivered the annual Australia Day Awards and Citizenship Ceremony. Due to temporary renovations at the Marana Auditorium, this important occasion was relocated to Club Central Hurstville, which provided an accessible and welcoming venue for new citizens and award recipients. More than 200 new citizens made their pledge to Australia and to the Georges River community. This year, Council enhanced the ceremony by inviting new citizens to share personal and heartfelt stories of their migration journeys, fostering a greater sense of connection, belonging, and shared celebration.

Council also recognised the remarkable contributions of outstanding local residents through the annual Australia Day Awards. Notably, award nominations increased by 180% compared to 2025, highlighting the effectiveness of Council's efforts to increase community awareness and engagement with the Awards program.

The festivities continued in the afternoon with the Australia Day Picnic at Carss Bush Park, which expanded its program for 2026. This year's picnic included an outdoor movie screening, participation from local sporting clubs, enhanced entertainment, food stalls, live music, and a crowd-favourite fireworks display. These additions were warmly received and contributed to another successful day of family-friendly celebration along the foreshore.

On Saturday 21 February 2026, the community came together for the 23rd annual Lunar New Year Festival, celebrating the Year of the Horse. Held throughout the Hurstville CBD, the event attracted large crowds who enjoyed cultural performances, market stalls, food experiences, and a full program of entertainment. This year's festival included significant new accessibility features, including an Auslan interpreter, improved wayfinding, and multilingual signage and messaging, ensuring a more inclusive experience for all attendees.

These enhancements contributed to outstanding feedback, with 100% satisfaction reported by sponsors and an impressive 99.32% satisfaction rate from attendees, reflecting the high-quality planning, delivery and community relevance of the festival.

Council acknowledges the significant effort of staff across the organisation in delivering these events with a strong focus on respect, cultural inclusion, safety, and community engagement. Their work has again contributed to positive media outcomes and strengthened Georges River's reputation as a vibrant and welcoming destination.

## **FINANCIAL IMPLICATIONS**

Events were delivered within the allocated budget.

### **MOTION:**

That Council:

- (a) Congratulates all Council staff involved in the delivery of the Summer Events Program across December 2025 to February 2026.
- (b) Acknowledges and thanks its partners, sponsors, and community organisations for their invaluable contributions and support of these important community events.

## **ATTACHMENTS**

Nil

**Item: MM004-26 Congratulations on an engaging and inclusive Seniors Festival****Mayor:** The Mayor, Councillor Borg**BACKGROUND**

The NSW Seniors Festival ran from 2-15 March 2026. Council's celebrations included the flagship Georges River Seniors Expo.

Held on Wednesday 4 March 2026 at Mortdale Community Centre, the Expo welcomed more than 400 attendees who connected with local services, enjoyed a lively program of activities, and embraced the theme of "live life in colour".

Using the evaluation from and harnessing the success of the previous year's Expo, Council curated a lineup of over 36 stallholders, as well as demonstrations and performances, in consultation with local seniors. The Expo showcased services across My Aged Care, health and fitness, arts and hobbies, CALD seniors' groups, seniors' rights, transport and Council programs. Highlights included free health checks, vibrant tote bags and information sessions, including the well-attended Service NSW rebates session.

Entertainment included performances tailored to an audience of local seniors from Fiestaville Multicultural Choir and the South Sydney Connection Folk Band, plus accessible activities such as chair movement, Zumba, light volleyball and Rouliball. Mortdale Fire and Rescue also delivered a practical kitchen fire safety demonstration.

Council increased representation from seniors by working closely with the Seniors Advisory Committee who volunteered on the day, warmly welcoming attendees, MCing, and collecting feedback from attendees. They reported that they built great connections with attendees and with the important services present.

To enhance accessibility and inclusion, the Expo offered two shuttle bus services, including a wheelchair-accessible option, from Oatley Station. 50 attendees used the shuttles. Roving translators in Mandarin, Cantonese, Greek, Arabic, Spanish and Nepali also supported around 50 community members by facilitating connection to stallholders and presenters. A free BBQ lunch, fresh fruit, biscuits, tea and coffee helped create a warm and welcoming atmosphere and allowed attendees to sit back and connect with each other between activities.

The Expo was supported by return sponsor Georges Estate Home Care and first-time sponsor Guardian Funerals, and one of the transport shuttles was supported by Advance Diversity Services.

The Expo received an excellent 94% satisfaction rating, and 100% of survey respondents said they would recommend the event to others. Feedback highlighted the strong sense of community created through opportunities for people to connect and share information, alongside appreciation for the wide range of services offered. Attendees also valued the variety of well-planned, interactive stalls and activities, noting that the event was well organised and successfully catered to a broad range of interests.

Council acknowledges the significant effort of staff in delivering an increasingly inclusive and accessible event that is shaped by and caters to the identified needs of Georges River seniors.

**MOTION:**

That Council:

- (a) Congratulates all Council staff involved in the delivery of Georges River Seniors Festival initiatives.

(b) Acknowledges and thanks its partners, sponsors, and community organisations for their invaluable contributions to the Festival and support of the seniors community.

## **ATTACHMENTS**

Nil

**MM004-26**

**COUNCILLOR QUESTIONS ON AGENDA ITEMS**

**Item:** CQR005-26 Traffic and Pedestrian Safety Issues - Hurstville

**Author:** The Mayor, Councillor Borg

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:****AGENDA ITEM NO.**

NM013-26

**ITEM TITLE:**

Traffic and Pedestrian Safety Issues - Hurstville

**COUNCILLOR QUESTION**

1. Who is the Principal Certifier for the following developments:
  - (i) 1A Hill Street,
  - (ii) 108- 124 Forest Road, and
  - (iii) 93 Forest Road?
2. Is the Principal Certifier responsible for a developer's compliance with a Construction Traffic Management Plan?

**OFFICER RESPONSE**

1. The Principal Certifiers for the nominated development sites are as follows:

**1A Hill / 105 Forest Road, Hurstville**

Helen Daskalakis

Registration Number: BDC2162

East Coast Approvals Group Pty Ltd

**1-3 Wright Street and 108-124 Forest Road Hurstville**

Steven Saad

Registration Number: BDC0794

Certified Building Specialists Pty Ltd

**93 Forest Road, Hurstville**

Camile Haddad

Registration Number: BDC0152

Metropolitan Building Consultants Pty Ltd

2. The Developer or the person acting on the consent is responsible for compliance with the Construction Traffic Management Plan (CTMP). As the CTMP is an operational condition of a development consent, the Principal Certifier (PC) is responsible for the approval and management of the activities under the CTMP. If Council receives a request in relation to the operation of the CTMP, it will be referred to the PC in the first instance.

Where breaches are reported, the PC is required to take action to investigate the non-compliance. Where breaches are identified, the PC is required to direct action to be taken to rectify or issue a Written Directions Notice for Council to take further enforcement action should compliance not be achieved.

In accordance with Section 5.1 of Councils Principal Certifier and Council Responsibilities Policy, if a request received by Council relates to a safety concern, the Compliance Unit will investigate these in the first instance and attend as a priority.

Answer published in the business paper.
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## **ATTACHMENTS**

Nil

**Item:** CQR006-26 Traffic Safety on John Street Kogarah

**Author:** The Mayor, Councillor Borg

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:**

**AGENDA ITEM NO.**

NM016-26

**ITEM TITLE:**

Traffic Safety on John Street Kogarah

**COUNCILLOR QUESTION**

1. How many resident complaints has council received in relation traffic speed, hooning and pedestrian safety on John Street Kogarah Bay in the past 3 years?
2. In relation to (b) has Council communicated a position on this issue? If so, what was Council's position and when was it communicated?

**OFFICER RESPONSE**

1. Council has received 1 customer request and 1 Councillor request regarding speeding and requesting a speed hump for John Street, Kogarah Bay, in the last 3 years.
2. Council communicated the following position on 15 October 2025:

*Council officers did undertake an investigation and collected traffic volume and speed data along John Street, Kogarah Bay in August 2025. The latest traffic survey data along John Street indicates that daily traffic volume of approximately 800 vehicle/day and 85th percentile speed of 47km/h.*

*Current vehicle speed shows motorists are travelling within the default speed limit of 50km/h and traffic volume along John Street is low compared to other local roads within Georges River Council.*

*Based on the current traffic conditions, John Street does not warrant any traffic management measures at this stage. Council will continue to monitor this road to determine if any traffic management measures are required in the future.*

Answer published in the business paper.

**ATTACHMENTS**

Nil

**Item:** CQR007-26 Minimising Gambling Harm by the Implementation of the Murphy Report

**Author:** Councillor Jamieson

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

### COUNCILLOR QUESTION RELATING TO:

#### AGENDA ITEM NO.

NM009-26

#### ITEM TITLE:

Minimising Gambling Harm by the Implementation of the Murphy Report

#### COUNCILLOR QUESTION

1. Do we have and are we able to present the pokies audit and if any local club exceeds its requirements?
2. Is the state responsible for auditing?
3. Given that this issue affects our local area but is controlled by state and federal, what are the state and federal government doing to assist with this major issue in our community?
4. Can we also approach other councils to determine how much of an issue it is with other areas as it appears to be an issue across the state if not the country?

#### OFFICER RESPONSE

1. The Audit Office of NSW report *Regulation of Gaming Machines*, which assessed the effectiveness of the regulation of gaming machines in clubs and hotels, is publicly available and can be found [here](#). However, it does not list information about specific premises.

Additionally, a monthly list of details of licensed premises, including the number of electronic gaming machines (EGMs), is published on the NSW Government [Gaming Machine Data Reports website](#). These reports do list information about specific premises but not if those premises are exceeding requirements.

2. Yes – the report was undertaken by the Audit Office of NSW.
3. Federal Government

The federal government, through the Australian Transaction Reports and Analysis Centre (AUSTRAC), has a role in managing licensees of EGMs' compliance with anti-money laundering and counter-terrorism financing obligations. More information on this can be found in the [Regulatory Guide](#).

The federal government is yet to respond to or adopt any of the 31 recommendations to the parliamentary inquiry into online gambling and its harms in the [You Win Some, You Lose More](#) Murphy Report, published on 26 June 2023.

#### State Government

The state government maintains regulation of wagering, gaming, and advertising. [Recent gaming reforms introduced by NSW state government](#):

- In December 2025, Minister for Gaming and Racing David Harris announced that from 31 March 2026, NSW venues must shut down all gaming machines between 4am to 10am. More than 670 venues across the state have varied shutdown

periods for a variety of reasons, however under this change, these venues will need to reapply for a variation and justify their case to NSW Liquor and Gaming.

- Reduced cash input from \$5,000 to \$500 for all new gaming machines
  - Reducing the state-wide cap on gaming machine entitlements, so that every year the number of gaming machines reduces based on forfeiture rates
  - Banning political donations from clubs with electronic gaming machines
  - Banning external gaming-related signage and internal gaming-related signage that can be seen from outside the venue
  - Introducing Responsible Gambling Officers in venues with more than 20 gaming machine entitlements
  - Mandating that all venues with gaming machines must keep a Gaming Plan of Management and a Gambling Incident Register
  - Banning gambling advertising on public transport and terminals
  - Consulting with the community on a third-party exclusion scheme and use of mandatory facial recognition technology to support a statewide exclusion register for NSW hotels and clubs with gaming machines.
4. Liquor and Gaming NSW publishes [Quarterly Gaming reports](#) outlining gaming machine net profit, tax, premise count, and Electronic Gaming Machines per 100K population, broken down into Clubs and Hotels, in each LGA. Georges River Council officers work closely with counterparts at Bayside and Sutherland Shire Councils and can approach these officers to verify the level of concern in neighbouring councils.

Answer published in the business paper.

## ATTACHMENTS

Nil

**Item:** CQR008-26 Glenlee 80 Boronia Pde Lugarno: Heritage Protection

**Author:** Councillor Jamieson

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:**

**AGENDA ITEM NO.**

NM015-26

**ITEM TITLE:**

Glenlee 80 Boronia Pde Lugarno: Heritage Protection

**COUNCILLOR QUESTION**

Has there been any response from federal and state government in regard to supporting Glenlee?

**OFFICER RESPONSE**

A detailed timeline of Council resolutions, and correspondence to and from Federal and State government in relation to Glenlee is available on Council's website:

<https://www.georgesriver.nsw.gov.au/Development/Planning-Controls/Heritage-Conservation/Interim-Heritage-Order-over-80-Boronia-Parade-Lugarno>

To-date, Council has written to the following Federal and State Ministers in relation to Glenlee:

- The Prime Minister
- The Leader of the Opposition
- The Federal Minister for the Environment and Water
- The Federal Minister for Indigenous Australians
- The Federal Minister for Finance
- The NSW Premier
- The NSW Minister for Climate Change, Energy, Environment and Heritage
- The NSW Minister for Planning and Public Spaces.

Federal government correspondence

No reply was received from the Prime Minister's office or the then Leader of the Opposition when Council sought their positions on 14 April 2025 to fund the purchase, restoration, embellishment and future maintenance of Glenlee.

A reply dated 30 April 2025 was received from the Department of Finance (due to the Government's caretaker mode) advised the issue is more appropriately considered by an incoming government.

### State government correspondence

The Premier's Office, responded on 12 May 2023, outlining the letter had been referred to the areas of primary responsibility being the Minister for Climate Change, Minister for Energy, Minister for the Environment, and Minister for Heritage.

Penny Sharpe MLC (Minister for Climate Change, Minister for Energy, Minister for the Environment, Minister for Heritage) advised in writing to Council dated 19 July 2023 and 20 September 2023 that Heritage NSW does not have funding to acquire the property but remain committed to working with Council, the property owners and the community to ensure Glenlee continues to be protected.

Answer published in the business paper.

### **ATTACHMENTS**

Nil

**Item:** CQR009-26 Development of an Artificial Intelligence (AI) Governance Framework for Georges River Council

**Author:** Councillor Jamieson

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:**

**AGENDA ITEM NO.**

NM008-26

**ITEM TITLE:**

Development of an Artificial Intelligence (AI) Governance Framework for Georges River Council

**COUNCILLOR QUESTION**

1. How does AI affect our cyber security risk?
2. If it does increase our cyber security risk, can and how does Council manage this risk?

**OFFICER RESPONSE**

1. Artificial Intelligence (AI) introduces additional cyber security risks, particularly in relation to data privacy, unauthorised data exposure, and reliance on third-party vendors. While AI presents opportunities to improve services and decision-making, it expands Council's risk profile and requires careful oversight.
2. Council manages cyber security as its second-highest strategic risk through an independent information security audit program and established governance controls.

AI-specific risks are being addressed through:

- a. A draft AI Policy (to be presented April 2026) requiring formal risk assessments aligned with the NSW AI Assessment Framework and compliance with relevant security standards (e.g. ISO 27001, ASD Essential Eight).
- b. The Digital Strategy review, which will guide where AI is adopted in line with Council's risk appetite.
- c. Ongoing monitoring of evolving State and Federal guidance to ensure controls and policies remain current.

Council's approach is to enable the benefits of AI while ensuring risks are identified and managed responsibly.

Answer published in the business paper.

**ATTACHMENTS**

Nil

**Item:** CQR010-26 Georges River Tree Canopy Targets for Georges River LGA by 2038 - Progress Update 2026

**Author:** Councillor Jamieson

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:**

**AGENDA ITEM NO.**

CCL016-26/ENV009-26

**ITEM TITLE:**

Georges River Tree Canopy Targets for Georges River LGA by 2038 – Progress Update 2026.

**COUNCILLOR QUESTION**

1. What is the total amount in both grants and budget that was dedicated to planting trees in both this financial year and expected next financial year?
2. How many trees are expected to be planted with these funds? The state government LMR was described by a speaker as affecting the canopy negatively.
3. Is it possible to request the state government include conditions to provide a requirement that tree planting be included?
4. Can we approach Oatley Flora and Fauna (OFF) and voluntary organisations to assist with planting to help reduce cost and increase the number of trees planted
5. Can we also ask OFF if they are able to assist with planting outside Oatley and in other LGA areas?
6. Are we able to ask state government or schools if they can fund and allow more tree planting to assist with tree canopy?
7. Do we have a plan to plant appropriate trees so we don't have to cut down significant trees such as on Penshurst Str Penshurst and Boundary road?
8. Have we got plans where when Council trees have been removed that trees are replaced promptly e.g. Mortdale Boundary Road tree, Penshurst Street, Donnelly's Park trees that have been reported previously?
9. How will they or have they been replaced in line with Council Policy?
10. What is Council's Policy on replacing its own trees?

**OFFICER RESPONSE**

1. What is the total amount in both grants and budget that was dedicated to planting trees in both this financial year and expected next financial year?

For the 2025/2026 financial year, Council has allocated \$150,000 for street tree planting. Further budget funding has been allocated to the Schools Tree Day Giveaway of \$2,000 and the Commemorative and Celebratory Tree Giveaway of \$10,000.

In addition to this budget allocation, Council has secured a Greening Our City 2025 Grant of \$116,000, which will be delivered over the next three years starting in 2026/2027.

Bushcare allocates approximately \$15,000 from its existing budget for the procurement of plants, including trees, to support National Tree Planting Day and other planting events held throughout the year.

For the 2026/2027 financial year, a provisional budget of \$120,000 has been allocated for street tree planting, \$2,000 for the Schools Tree Day Giveaway and \$5,000 for the Commemorative and Celebratory Tree Giveaway.

2. How many trees are expected to be planted with these funds? The state government LMR was described by a speaker as affecting the canopy negatively.

An estimated 180–200 street trees will be planted with the current street tree budget. Bushcare operations will plant more than 2,000 native plants this year, including trees, shrubs and groundcovers, to enhance habitat, biodiversity and bushland structure. For the 2026/27 financial year, the performance indicator for Bushcare has been increased to more than 5,000 plants to further strengthen bushland resilience.

During 2025/2026, 60 trees were planted under the Schools Tree Day Giveaway program and 283 applications have been approved since the Commemorative and Celebratory Tree Giveaway program launch in January 2025. Similar numbers are expected for these programs during the 2026/2027 financial year.

The grant funding will contribute to approximately 50 additional trees planted per annum over the next 3 years from 2026/2027.

A number of open space Capital Works projects, including Donnelly Park Foreshore and Woodville Playground construction, also include tree planting and add to canopy cover associated with landscaping.

The LMR enables dual occupancy development to occur in LMR Housing Areas with minimum 450sqm site area and 12m frontage. The majority of R2 zoned land in the Georges River LGA meet this parameter, which are ideal for dual occupancy developments under the LMR policy as analysed by a previous Council report on the impact of the LMR (refer Item ENV012-25). The LMR requires dual occupancies to provide 1 car space per dwelling.

Council's *Tree Management Policy* requires a replacement ratio of 2 new trees for each existing tree removed. In comparison, the *Tree Canopy Guide* referenced by the LMR policy does not have this requirement. There will be cumulative impacts to the LGA's canopy from tree removal on private land to enable redevelopment, not replacing trees at a 2:1 ratio, and the removal of public street trees to double the number of driveways. The result is considered unsustainable and counterproductive to achieving Council's target of increasing tree canopy cover to 40% by 2036.

3. Is it possible to request the state government include conditions to provide a requirement that tree planting be included?

Given the above information on the impacts of the LMR on the tree canopy target, it would be appropriate to write to the NSW Government to request the inclusion of consistent tree planting requirements within the LMR to ensure canopy targets can be achieved. Alternatively, a letter to the Minister could be more appropriate, subject to a resolution of Council.

4. Can we approach Oatley Flora and Fauna (OFF) and voluntary organisations to assist with planting to help reduce cost and increase the number of trees planted

A budget bid for the 2026/2027 financial year has been made for the development of a Tree Planting Strategy which will strategically identify suitable locations within the Local Government Area to plant appropriate trees (species/size/numbers) over a timetable to

progress towards the 2038 40% tree canopy target. This suggestion will be considered during the Strategy development.

5. Can we also ask OFF if they are able to assist with planting outside Oatley and in other LGA areas?

A budget bid for the 2026/2027 financial year has been made for the development of a Tree Planting Strategy which will strategically identify suitable locations within the Local Government Area to plant appropriate trees (species/size/numbers) over a timetable to progress towards the 2038 40% tree canopy target. This suggestion will be considered during the Strategy development.

6. Are we able to ask state government or schools if they can fund and allow more tree planting to assist with tree canopy?

A budget bid for the 2026/2027 financial year has been made for the development of a Tree Planting Strategy which will strategically identify suitable locations within the Local Government Area to plant appropriate trees (species/size/numbers) over a timetable to progress towards the 2038 40% tree canopy target. This suggestion will be considered during the Strategy development.

7. Do we have a plan to plant appropriate trees, so we don't have to cut down significant trees such as on Penshurst Str Penshurst and Boundary road?

The Street Tree Master Plan guides the selection of appropriate species and planting locations, ensuring trees are well-suited to their environment and can be sustainably maintained.

8. Have we got plans where when Council trees have been removed that trees are replaced promptly e.g. Mortdale Boundary Road tree, Penshurst Street, Donnelly's Park trees that have been reported previously?

Following the removal of a tree, Council undertakes a site assessment to determine whether the location is suitable for replanting in accordance with the Tree Planting Specifications and the Street Tree Master Plan.

If the site is deemed suitable, it is added to the planting program for future works. The timing and number of trees planted are influenced by available budget, seasonal planting windows, and priority planting areas across the Local Government Area.

9. How will they or have they been replaced in line with Council Policy?

In accordance with Section 4.5 (Street Tree Replacement) of Council's Tree Management Policy:

To ensure there is no net loss of urban canopy cover, replacement tree planting will be undertaken as soon as practicable following removal. Where removals occur late in the planting season, replacement planting may be deferred to the next suitable planting season, typically during the cooler months.

Council also considers broader amenity outcomes. While views are acknowledged, Council maintains that no individual has exclusive ownership of a view, and the environmental and community benefits of trees generally outweigh view impacts. New plantings are planned to complement and frame views where appropriate.

In some instances, replacement planting may not be possible due to site constraints, including:

- Vehicle or pedestrian sightline restrictions
- Conflicts with underground services
- Insufficient clearance from utilities

- Proximity to structures such as awnings
- Existing canopy coverage that would result in overcrowding

10. What is Council's Policy on replacing its own trees?

Council's policy is to ensure there is no net loss of urban canopy cover when trees are removed. Replacement planting will be undertaken as soon as practicable, subject to site suitability.

If tree removal occurs late in the planting season, replacement planting may be deferred until the next planting season, which typically occurs during the cooler months to support successful establishment.

Answer published in the business paper.

## ATTACHMENTS

Nil

**Item:** CQR011-26 Ecole Street and Ecole Lane Carlton Proposed Changes to Traffic and Parking Condition

**Author:** Councillor Jamieson

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:**

**AGENDA ITEM NO.**

LTF017-27

**ITEM TITLE:**

Ecole Street and Ecole Lane Carlton Proposed Changes to Traffic and Parking Condition.

**COUNCILLOR QUESTION**

1. Was there community consultation with both the school and the community in regard to these changes?
2. Are the following recommendations in line with the school and discussed amongst both the school and the community?
3. Keep the No Left Turn Return 3 unlimited parking spaces to the western end of the street shorten period of kiss and ride to finish at 3:15?
4. Are these possible or recommended?

**OFFICER RESPONSE**

1. Yes, Carlton South Public School, P&C and all properties adjoining Ecole Street and Ecole Lane were consulted via letter box drop. The letter was distributed on 9 January and consultation closed on 23 January 2026. Further Council has provided flyers on the changes to the broader school community during pick-up and drop-off times.
2. Yes, the recommendations are in line with discussions between all parties and what was outlined in the community consultation letter. These recommendations are as follows:
  - Extension of the Kiss & Ride area along Ecole Street
  - Six-month trial of timed left-turn restriction from Princes Highway onto Ecole Street (8:00am-9:30am and 2:30pm-4:00pm, School Days)
  - Six-month trial of timed left-turn restriction from Ecole Street onto Ecole Lane (8:00am-9:30am and 2:30pm-4:00pm, School Days)
3. Council will be undertaking a review of the trialled traffic and parking changes. Further Community Consultation will be undertaken in early May and the outcomes presented to the Local Transport Forum. Based on the review and consultation outcomes, changes to existing parking arrangements can be considered. 'Kiss and Ride' zone's adjacent schools are standardised across NSW, operating during the same times as 'School Zones' to ensure consistency and compliance.
4. As per comments above, all outcomes and any further changes will be reported to the Local Transport Forum for consideration. While changes to the length or location will be considered, adjusting the times associated with the 'Kiss & Ride' area is not possible.

Answer published in the business paper.

**ATTACHMENTS**

Nil

CQR011-26

**Item:** CQR012-26 Traffic and Pedestrian Safety Issues - Hurstville

**Author:** Councillor Jamieson

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:**

**AGENDA ITEM NO.**

NM013-26

**ITEM TITLE:**

Traffic and Pedestrian Safety Issues - Hurstville

**COUNCILLOR QUESTION**

1. What are the specific statutory requirements and benchmarks for developments of this scale?
2. In instances of non-compliance, what specific enforcement actions can the Council or relevant authorities take against the developer?
3. What are the penalties and are they enough of a deterrent for large scale developers?
4. What are the legislated construction hours for this site, and what is the specific fee structure for fines associated with breaching these times?
5. Under what specific circumstances are developers granted exemptions or "out-of-hours" permits, and how is the community notified of these exceptions?
6. Was a comprehensive Traffic Management Plan (TMP) or Construction Traffic Management Plan (CTMP) mandated as a condition of the Development Application (DA) approval?
7. What specific provisions were included in the DA to ensure pedestrian safety and manage the increased traffic flow during both the construction and operational phases?
8. Infrastructure Funding & State/Federal Support Given the significant stress large-scale developments place on local infrastructure, is the Council equipped to maintain service levels at the current rate of development?
9. Are there mechanisms for the State or Federal government to provide "front-ended" infrastructure funding?
10. How is the gap bridged between immediate infrastructure needs and Developer Contributions (Section 7.11/7.12), which often fail to cover the true cost of major upgrades?

**OFFICER RESPONSE**

1. What are the specific statutory requirements and benchmarks for developments of this scale?  
  
Development Applications are assessed against the relevant provisions of the *Environmental Planning and Assessment Act 1979* and the relevant subordinate instruments and policies. Each development has different matters for consideration, and these can be determined by reviewing the Assessment Reports prepared for each Development Application and subsequent Modification Applications.
2. In instances of non-compliance, what specific enforcement actions can the Council or relevant authorities take against the developer?

The enforcement options available are outlined in detail within Council's Enforcement Policy [Pol-009.03-Enforcement-Policy-July-2024.pdf](#) and include education, warning letter, Notice, Order, Penalty Notice or Court Attendance Notice depending on the nature and severity of the breach.

3. What are the penalties and are they enough of a deterrent for large scale developers?  
Fines are set within the parameters of the legislation, being \$3,000 for an individual to \$6,000 for a corporation.  
Council is unable to comment whether the fines issued are considered as a deterrent on behalf of a third party.

4. What are the legislated construction hours for this site, and what is the specific fee structure for fines associated with breaching these times?

Construction hours are managed by the relevant Development Consents and are as follows:

- No. 105 Forest Road & 1A Hill Street, Hurstville (Development Consent No. 12/DA-132 as modified)  
7.00am to 5.00 pm, Monday to Saturday inclusive. No work or ancillary activity shall be permitted to be performed on any Sunday, Good Friday, Christmas Day or any Public Holiday. A penalty infringement notice may be issued for any offence.
- No. 93 Forest Road Hurstville (89 Durham, 12 Jack Brabham Drive) (Consent No. DA2016/0218 as modified)  
7.00 am to 5.00 pm, Monday to Saturday inclusive. No work or ancillary activity shall be permitted to be performed on any Sunday, Good Friday, Christmas Day or any Public Holiday. A penalty infringement notice may be issued for any offence.
- No. 108-124 Forest Road & 1-3 Wright Street Hurstville (Development Consent No. DA2021/0024 as modified)  
Building construction and delivery of material hours are restricted to 7.00 am to 5.00 pm (inclusive) Monday to Saturday and no work on Sundays and Public Holidays.

Demolition and excavation works are restricted to 8.00 am to 5.00 pm (inclusive) Monday to Friday only. Excavation work includes the use of any excavation machinery and the use of jackhammers, rock breakers, excavators, loaders and the like, regardless of whether the activities disturb or alter the natural state of the existing ground stratum or are breaking up/removing materials from the site.

A Penalty Notice can be issued Under the *Environmental Planning and Assessment Act 1979*, for the offence of failing to comply with a condition of Development Consent. The fines for this offence range from \$3,000 for an individual to \$6,000 for a corporation.

5. Under what specific circumstances are developers granted exemptions or "out-of-hours" permits, and how is the community notified of these exceptions?

The construction hours for any development are outlined in the approved development consent. Construction is generally required to occur during the standard hours specified in the development consent—typically 7am–5pm Monday to Saturday, with no work on Sundays or public holidays.

However, exemptions via an out-of-hours approvals may be granted under specific circumstances upon lodgement with Council of an application to carry out development works outside standard permitted hours. Approval may be granted for the following reasons:

- Activities that cannot reasonably occur within standard hours:

This includes work that must be completed in a single continuous operation is necessary to maintain safety, ensure construction quality, or structural integrity. Examples include major concrete pours or utility shutdowns.

- Oversized or restricted deliveries:

Where vehicle movements or deliveries would cause unacceptable traffic disruption during the day, an exemption may be issued for oversized transport or equipment deliveries. An example would be delivery of a crane.

- Emergency Works:

Emergency repair, safety works, or essential service restoration may be approved outside standard hours when delays would endanger people, property, or critical infrastructure.

Conditions of the out of hours approval:

- An out of hours approval applies to single events only. Approval will only be given for safety or public amenity reasons. Requests based on convenience or accelerated work programs will not be acceptable.
  - Except in very exceptional circumstances, no works will be approved after 10.00pm or before 5.00am.
  - A permit does not allow any ongoing variation to the hours of demolition and/or construction hours imposed by the Development Consent.
  - All residences, institutions, and business within a 50m radius of the development site must be notified of the times the works will be conducted by way of letterbox drop at least five (5) working days prior to the work taking place. The letter is to describe the works date and time they are to take place, and a copy of the letter is to be forwarded to Council.
  - In the event the works are of an urgent nature due to mechanical failure, the residents, institutes, and businesses within a 100m radius of the development site shall be informed of the times the works will be conducted by way of personal service of the notification immediately following receipt of approval.
  - The approved traffic management plan/traffic control plan shall be implemented and complied with for the duration of the activity.
6. Was a comprehensive Traffic Management Plan (TMP) or Construction Traffic Management Plan (CTMP) mandated as a condition of the Development Application (DA) approval?

**No. 105 Forest Road & 1A Hill Street, Hurstville**

Refer to Condition No. 24 and 36 of Development Consent No. 12/DA-132 (as modified) which required a Construction Site Management Plan be prepared and submitted to the Council prior to the issue of a Construction Certificate. Council's Manager Infrastructure provided approval for the Construction Site Management Plan on 27 September 2017.

**No. 108-124 Forest Road & 1-3 Wright Street Hurstville**

Refer to Condition No. 32 of Development Consent No. DA2021/0024 (as modified) which required the submission of a Construction Vehicle and Pedestrian Plan of Management to Council's Senior Traffic and Parking Assessment Officer for approval prior to the issue of a Construction Certificate. Comments were provided by Council's Senior Traffic and Parking Assessment Officer on the submitted plan on 27 October 2025 however no response has been received to date. We note that no Construction Certificate has been issued to date.

**No. 83 Durham Street, 89 Durham Street, 6 Jack Brabham Drive, and 12 Jack Brabham Drive, Hurstville DA2016/0218 (as modified)**

Refer to Condition No. 27 of Development Consent No. DA2016/0218 (as modified) required the submission of a Construction Site Management Plan to Council for approval prior to the issue of a Construction Certificate. This was approved by Council's Senior Traffic and Parking Assessment Officer on 3 March 2025.

7. What specific provisions were included in the DA to ensure pedestrian safety and manage the increased traffic flow during both the construction and operational phases?

Traffic and pedestrian safety matters were considered during the assessment of all development applications and found to be acceptable subject to conditions of consent. Development Contributions were also collected for all developments that will fund traffic and road infrastructure upgrades in accordance with the relevant Development Contribution Plans.

In addition to this, the following specific conditions were imposed on the development consents:

**No. 108-124 Forest Road & 1-3 Wright Street Hurstville (Development Consent No. DA2021/0024 as modified)**

- Condition 32 – required a Construction Traffic Management Plan be prepared and approved by Council's Engineers prior to the issue of a Construction Certificate detailing construction vehicle routes, number of truck movements, hours of construction, access arrangements and proposed traffic measures to minimise impacts from construction vehicles.
- Condition 83 – requires a number of traffic management devices be installed prior to the issue of an occupation certificate including pedestrian refuge, convex safety mirrors, limits vehicle sizes to Medium Rigid Vehicles, vehicles must enter and exit in a forward direction, prohibiting Deliveries from a public place.

**No. 105 Forest Road & 1A Hill Street, Hurstville (Development Consent No. 12/DA-132 as modified)**

- Condition 24 – required the preparation of a Construction Management Plan, detailing construction vehicle routes, number of trucks, hours of operation and traffic control.
- Condition 25 – requires traffic control during construction to be undertaken by accredited RMS (now TfNSW) approved traffic controllers.
- Condition 30 – requires a Construction Site Management Plan to be submitted with the Construction certificate detailing matters including site fencing, provisions for public safety and construction traffic management details.

**No. 83 Durham Street, 89 Durham Street, 6 Jack Brabham Drive, and 12 Jack Brabham Drive, Hurstville DA2016/0218 (as modified)**

- Condition 27 – requires a Construction Traffic Management Plan detailing construction vehicle route, number of trucks, hours of operation, access arrangements and traffic control be submitted to Council for approval prior to the issue of a Construction Certificate.
- Condition 45 – requires a Construction Site Management Plan be submitted with the application for the Construction Certificate, and must include measures including, site fencing, provisions for public safety, construction traffic management details.

- Condition 84 – requires the internal road network, pedestrian facilities and parking facilities be designated and line marked in accordance with Australian Standards, AS1742 - Manual of Uniform Traffic Control Devices and NSW Road Transport (Safety and Traffic Management) Regulations 1999. Further, if an exit from car park utilises a pedestrian footpath, then a warning system, must be installed.

8. Infrastructure Funding & State/Federal Support Given the significant stress large-scale developments place on local infrastructure, is the Council equipped to maintain service levels at the current rate of development?

The Georges River Local Infrastructure Contributions Plan 2021 was prepared to meet the growing needs of the population within the capacity of the current Georges River Local Environmental Plan 2021 (GRLEP). The Plan identifies local infrastructure, including traffic and transport facilities, that is required as a result of the projected development and levies s7.11 and s7.12 contributions towards a proportion of the cost of this infrastructure.

Voluntary Planning Agreements (VPAs) enable the provision of public benefits, including local infrastructure, that directly address the demands of the unplanned and additional increase in population from developments. VPAs are however voluntary and negotiated with the developers in connection with Planning Proposals or Development Applications.

It should be noted the development site at 1A Hill Street is the subject of a State Significant Development (SSD) which seeks a Floor Space Ratio (FSR) of 6.4:1, which doubles the existing maximum permissible FSR of 3-3.5:1 as prescribed by the GRLEP. The substantial increase in additional dwellings is unplanned and is expected to put more pressure on local infrastructure. No offer to enter into a VPA or a draft VPA has been submitted to Council in conjunction with this SSD.

9. Are there mechanisms for the State or Federal government to provide "front-ended" infrastructure funding?

The NSW Government levies Housing and Productivity Contributions (HPC) on new residential, commercial, and industrial developments for State and regional infrastructure. This is in addition to Council's own s7.11 contributions and s7.12 levies. The Infrastructure Opportunities Plans (IOPs) identify the infrastructure that is funded by the HPC, this is expected to be updated annually.

The Urban Development Program (UDP), which is the NSW Government's program for monitoring and coordinating housing supply and infrastructure delivery, oversees the development and update of IOPs in consultation with NSW Government agencies, councils, utility providers and the development industry. The UDP considers housing data including the Sydney Housing Supply Forecast and dwelling yields from the cumulative impact of Housing Delivery Authority (HDA) and SSD applications to inform HPC spending across NSW.

10. How is the gap bridged between immediate infrastructure needs and Developer Contributions (Section 7.11/7.12), which often fail to cover the true cost of major upgrades?

As referenced in Q8. Under the current legislation and planning framework, s7.11 contributions, s7.12 levies and VPAs are the only three mechanisms that allow councils to require contributions for local infrastructure.

Answer published in the business paper.

## ATTACHMENTS

Nil

**Item:** CQR013-26 Sans Souci Leisure Centre Sans Souci - Changes to Parking Restrictions

**Author:** Councillor Jamieson

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:**

**AGENDA ITEM NO.**

LTF020-26

**ITEM TITLE:**

Sans Souci Leisure Centre Sans Souci - Changes to parking Restrictions

**COUNCILLOR QUESTION**

Is it possible to use Rangers to more regularly and consistently police this?

**OFFICER RESPONSE**

Council's Rangers and Parking Officers are responsible for the enforcement of parking and public place legislation across the Local Government Area and as such cannot focus on one location at the expense of others. However, enforcement of areas the subject of parking restriction changes is typically increased following an initial transition period to ensure the new changes form part of a new and ongoing parking culture. The frequency of patrols will then decline as compliance with the new parking restrictions increases.

Answer published in the business paper.

**ATTACHMENTS**

Nil

**Item:** CQR014-26 Sans Souci Leisure Centre, Sans Souci - Changes to Parking Restrictions

**Author:** The Mayor, Councillor Borg

**Directorate:** Office of the General Manager

**Matter Type:** Councillor Questions on Agenda Items

**COUNCILLOR QUESTION RELATING TO:**

**AGENDA ITEM NO.**

LTF020-26

**ITEM TITLE:**

Sans Souci Leisure Centre, Sans Souci – Changes to Parking Restrictions

**COUNCILLOR QUESTION**

1. Is there lighting along the driveway of Sans Souci Leisure Centre currently?
2. If so, is the lighting active at 4.45am when early morning squad swimmers (mostly teenagers) are arriving?
3. Is the lighting adequate or does it need upgrading to provide safe access for early mornings?
4. Are there standards for line marking for 'shared car/pedestrian' spaces?
5. Following the speakers concerns that there is still a hazard for pedestrians walking down the drive, can Council make it clearer via line marking that this is a shared car/pedestrian zone?

**OFFICER RESPONSE**

1. There are two existing light poles near the entrance plaza in addition to two existing solar lights attached to the playground shade sails.
2. Council officers will engage an electrician to confirm the operation of the lights near the entrance. The two existing solar lights attached to the playground shade sails are not operational.
3. Lighting in this location would be required to meet a minimum of Category P3 (AS/NZS 1158.3.1:2005. Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting - Performance and design requirements. Council officers will review the requirements based on the existing lighting to determine compliance.
4. Delineation of shared zones is outlined in the NSW Speed Zoning Standard (July 2023). The only requirement outlined in this standard is that all parking bays within the shared zone shall be marked. Generally, the advice for shared zones is that they are self-explaining road environment using engineering treatments appropriate for a 10 km/h speed zone, to slow vehicles to that speed.
5. Council will assess these concerns, and any future proposal will be referred to the Local Transport Forum (LTF).

Answer published in the business paper.

**ATTACHMENTS**

Nil