

AGENDA

Assets and Infrastructure Committee

Monday, 13 April 2026

Committee meetings commence at 6.00pm and run consecutively

**Dragon Room
Georges River Civic Centre
Hurstville**



OATH OF OFFICE OR AFFIRMATION OF OFFICE

All Georges River Councillors are reminded of their Oath of Office or Affirmation of Office made at the time of their swearing into the role of Councillor.

All Councillors are to undertake the duties of the office of Councillor in the best interests of the people of the Georges River Council area and are to act faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the *Local Government Act 1993* or any other Act to the best of their ability and judgement.

DISCLOSURES OF INTEREST

All Georges River Councillors are reminded of their obligation to declare any conflict of interest (perceived or otherwise) in a matter being considered by Council or at any meeting of Council.

ASSETS AND INFRASTRUCTURE COMMITTEE MEETING

ORDER OF BUSINESS

OPENING

ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES / LEAVE OF ABSENCE

REQUEST TO JOIN VIA AUDIO VISUAL LINK

NOTICE OF WEBCASTING

DISCLOSURES OF INTEREST

PUBLIC FORUM

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CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Item: **ASS006-26 Confirmation of the Minutes of the Assets and Infrastructure Committee Meeting held on 9 March 2026**

Author: Executive Services Officer

Directorate: Office of the General Manager

Matter Type: Previous Minutes

RECOMMENDATION:

That the Minutes of the Assets and Infrastructure Committee Meeting held on 9 March 2026, be confirmed.

ATTACHMENTS

Attachment [↓](#)1 Minutes of the Assets and Infrastructure Committee Meeting held on 9 March 2026

ASS006-26

MINUTES

Assets and Infrastructure Committee

Monday, 09 March 2026

Dragon Room
Georges River Civic Centre
Hurstville

UNCONFIRMED



GEORGES RIVER COUNCIL

PRESENT

COUNCIL MEMBERS

The Mayor, Councillor Elise Borg, Councillor Natalie Mort (Chair), Councillor Matthew Allison, Councillor Elaina Anzellotti, Councillor Oliver Dimoski, Councillor Thomas Gao, Councillor Gerard Hayes, Councillor Christina Jamieson, Councillor Kathryn Landsberry, Councillor Nancy Liu, Councillor Peter Mahoney, Deputy Mayor, Councillor Sam Stratikopoulos, and Councillor Ben Wang.

COUNCIL STAFF

General Manager – David Tuxford, Director Assets and Infrastructure – Bryce Spelta, Director Environment and Planning – Joseph Hill, Director Community and Culture – Kristie Dodd, Director Business and Corporate Services – Danielle Parker, Manager, Office of the General Manager – Vicki McKinley, Executive Services Officer – Marisa Severino, General Counsel - James Fan, Executive Manager City Futures – Kent Stroud, Technology Business Support – Mark Tadros, Technology Services Officer Arun Job.

OPENING

The Chairperson, Councillor Mort, opened the meeting at 6:00 pm.

APOLOGIES/LEAVE OF ABSENCE

That an apology be accepted for Councillor Arthur and Councillor Pun.

MOTION: Councillor Anzellotti and Councillor Mahoney

Record of Voting

For the Motion: The Mayor, Councillor Borg, Councillor Mort, Councillor Allison, Councillor Anzellotti, Councillor Dimoski, Councillor Gao, Councillor Hayes, Councillor Jamieson, Councillor Landsberry, Councillor Liu, Councillor Mahoney, Councillor Wang

On being PUT to the meeting, voting on this Motion was UNANIMOUS. The Motion was CARRIED.

REQUEST TO ATTEND VIA AUDIO VISUAL LINK

That a request from Councillor Stratikopoulos to attend the meeting remotely via audio visual link be accepted due to unforeseen medical reasons.

MOTION: Councillor Liu and Councillor Mahoney

Record of Voting

For the Motion: The Mayor, Councillor Borg, Councillor Mort, Councillor Allison, Councillor Anzellotti, Councillor Dimoski, Councillor Gao, Councillor Hayes, Councillor Jamieson, Councillor Landsberry, Councillor Liu, Councillor Mahoney, Councillor Wang

On being PUT to the meeting, voting on this Motion was UNANIMOUS. The Motion was CARRIED.

NOTICE OF WEBCASTING

The Chairperson, Councillor Mort advised staff and the public that the meeting is being recorded for minute-taking purposes and is also webcast live on Council's website, in accordance with section 5 of Council's Code of Meeting Practice. This recording will be made available on Council's Website.

CODE OF MEETING PRACTICE

Council's Code of Meeting Practice prohibits the electronic recording of meetings without the express permission of Council.

DISCLOSURES OF INTEREST

There were no disclosures of interest made.

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

ASS004-26 Confirmation of the Minutes of the Assets and Infrastructure Committee Meeting held on 9 February 2026
(Report by Executive Services Officer)

COMMITTEE RECOMMENDATION: Councillor Liu, Councillor Landsberry

That the Minutes of the Assets and Infrastructure Committee Meeting held on 9 February 2026, be confirmed.

Record of Voting

For the Motion: The Mayor, Councillor Borg, Councillor Mort, Councillor Allison, Councillor Anzellotti, Councillor Dimoski, Councillor Gao, Councillor Hayes, Councillor Jamieson, Councillor Landsberry, Councillor Liu, Councillor Mahoney, Deputy Mayor, Councillor Stratikopoulos, Councillor Wang

On being PUT to the meeting, voting on this Motion was UNANIMOUS. The Motion was CARRIED.

COMMITTEE REPORTS

ASS005-26 Report of the Local Transport Forum meeting held on 25 February 2026
(Report by Executive Services Officer)

COMMITTEE RECOMMENDATION: Councillor Jamieson, Councillor Liu

That the Local Transport Forum recommendations for items LTF002-26, LTF005-26 to LTF008-26 and LTF010-26 to LTF024-26 as detailed below, be adopted by Council.

Record of Voting

For the Motion: The Mayor, Councillor Borg, Councillor Mort, Councillor Allison, Councillor Anzellotti, Councillor Dimoski, Councillor Gao, Councillor Hayes, Councillor Jamieson, Councillor Landsberry, Councillor Liu, Councillor Mahoney, Deputy Mayor, Councillor Stratikopoulos, Councillor Wang

On being PUT to the meeting, voting on this Motion was UNANIMOUS. The Motion was CARRIED.

LTF017-26 ECOLE STREET AND ECOLE LANE, CARLTON - PROPOSED CHANGES TO TRAFFIC AND PARKING CONDITIONS

(Report by Traffic Engineer)

RECOMMENDATION

- (a) That the Kiss & Ride area along Ecole Street be extended as part of a six-month trial, as per the plan in the report.
- (b) That timed left-turn restriction from Princes Highway onto Ecole Street (8:00 am-9:30 am and 2:30 pm-4:00 pm, School Days) be implemented as part of a six-month trial, as per the plan in the report.
- (c) That timed left-turn restriction from Ecole Street onto Ecole Lane (8:00 am-9:30 am and 2:30 pm-4:00 pm, School Days) be implemented as part of a six-month trial, as per the plan in the report.
- (d) That Council Traffic Officers review the proposal following the completion of the six-month trial to determine permanent measures to be implemented to address the ongoing parking and traffic concerns.

No Comments.

LTF020-26 SANS SOUCI LEISURE CENTRE, SANS SOUCI - CHANGES TO 'PARKING RESTRICTIONS'

(Report by Traffic Engineer)

RECOMMENDATION

- (a) That the two 'Mobility Parking' spaces outside Sans Souci Leisure Centre be formalised, as per Plan A in the report.
- (b) That two new 'Mobility Parking' spaces be installed outside Sans Souci Leisure Centre, as per Plan A in the report.
- (c) That 'No Parking' restrictions be installed outside Sans Souci Leisure Centre, as per Plan A in the report.
- (d) That a 'No Parking, SSLC & Authorised Council Vehicles Excepted' restriction be installed in the eastern parking bay, as per Plan A in the report.
- (e) That a 15 m 'No Parking' restriction be installed in the waiting bay on the road reserve connecting the Leisure Centre to Riverside Drive, Sans Souci, as per Plan B in the report.
- (f) That 185m of 'Yellow Line Marking' be installed on the road reserve connecting the Leisure Centre to Riverside Drive, Sans Souci, as per Plan B in the report.

Comments:

LC-Concern for elderly and disabled – why are they taking parking away? There is nowhere else to park.

SL-Signage in place for 12-15 years. People have been parking illegally there has been no change to conditions. This is reinforcing existing conditions.

HB-There has been an increase in Mobility Parking spaces. There was only one now there is three.

BS-There is a longer term masterplan for Sans Souci and current access issues will be reviewed as part of this.

LTF002-26 PROPOSED PARKING RESTRICTION SIGNAGE UPDATE - VARIOUS COUNCIL CAR PARKS

(Report by Traffic Engineer)

RECOMMENDATION

- (a) That the parking restriction signage at the following Council car parks be updated, as per the plans in the report:
- (i) Morts Road car park, Mortdale (corner of Morts Road and Cook Street)
 - (ii) Cook Lane car park, Mortdale (corner of Cook Lane and Cook Street)
 - (iii) Belmore Lane car park, Riverwood (corner of Belmore Lane and Coleridge Street)
 - (iv) Killara Avenue car park, Riverwood
 - (v) Webb Street car park, Riverwood
 - (vi) Connelly Street car park, Penshurst
 - (vii) Littleton Street car park building, Riverwood

Comments:

SK – Couple of locations proposing to have 3P white lined parking spaces. How will this be enforced?

HB – anything beyond sign is 3P white parking

SK – 3P white Parking signage is not clear. Need to sort out clear signage. Yellow is for double lines.

LTF005-26 PENSURST STREET, PENSURST - CHANGE 'BUS EXCEPTED' TO 'TAXI EXCEPTED' IN FRONT OF PENSURST RSL CLUB.
(Report by Traffic Engineer)

RECOMMENDATION

That the 'Bus Excepted' signs be changed to 'Taxi Excepted' in front of Penshurst RSL club, as per the plan in the report.

No Comments.

LTF007-26 MAVIS AVENUE, PEAKHURST - PROPOSED MEASURES TO IMPROVE SAFETY AT THE INTERSECTION WITH FOREST ROAD.
(Report by Traffic Engineer)

RECOMMENDATION

That the 'Give Way' control and the 10 metres double barrier centrelines be introduced at the intersection of Mavis Avenue and Forest Road, as per the Plan in the report.

Comments:

SK- request that the No Stopping on northern side Mavis Avenue closest to the state road intersection be a repeater sign rather than a left arrow.

SL – Agreed to change this.

LTF008-26 MORSHEAD DRIVE, SOUTH HURSTVILLE - PROPOSED 'NO STOPPING' ZONE ON MORSHEAD DRIVE AT RICKARD ROAD.
(Report by Traffic Engineer)

RECOMMENDATION:

That a 10m 'No Stopping' zone be installed on the northern kerb side of Morshead Drive, south of Rickard Road, South Hurstville - as per the plan in the report.

No Comments.

LTF010-26 RAILWAY PARADE, MORTDALE - PROPOSED CHANGES TO LINEMARKING

(Report by Traffic Engineer)

RECOMMENDATION

That the existing double dividing line markings on Railway Parade, on the eastern approach to the intersection with Ellen Subway, be extended by 1.7 metres to the west as per the plan in the report.

No Comments.

LTF011-26 BALMORAL ROAD, MORTDALE - PROPOSED 'NO STOPPING' ZONES ON BALMORAL ROAD AT THE T-JUNCTION.

(Report by Traffic Engineer)

RECOMMENDATION

That 10m 'No Stopping' Zones be introduced in Balmoral Road at Baltimore Road, as per the plan in the report.

No Comments.

LTF012-26 RAILWAY PARADE, CARLTON - PROPOSAL TO CONVERT 11.5 METRES OF EXISTING 2P PARKING TO A 15-MINUTE (¼P) PARKING ZONE OUTSIDE THE SHOPS.

(Report by Traffic Engineer)

RECOMMENDATION

That:

- (a) The proposed 11.5 metres of existing 2P be converted to ¼P parking outside the shops on Railway Parade between Jubilee Avenue and Buchanan Street, Carlton
- (b) Council's Rangers be advised of the outcome

No Comments.

LTF015-26 MI MI STREET, OATLEY WEST - PROPOSED MEASURES TO IMPROVE SAFETY AT THE INTERSECTION.

(Report by Traffic Engineer)

RECOMMENDATION

That STOP measures be implemented on Mi Mi Street at Wonoona Parade West intersection.

Comments:

WD - There have been several complaints that a large number of vehicles exceeding speed limit have any other measures been considered to slow vehicles down?

SL – Council will undertake a separate assessment based on these concerns and advise accordingly.

LTF021-26 DAISY AVENUE, PENSURST - PROPOSED 'NO STOPPING' RESTRICTIONS AT THE INTERSECTION WITH BRAESIDE AVENUE, PENSURST.

(Report by Traffic Engineer)

RECOMMENDATION

That 10 metres 'No Stopping' restrictions be introduced on the western side of Daisy Avenue at Braeside Avenue in Penshurst

That the residents of No. 13 Braeside Avenue and Nos. 16, 18 and 20 Daisy Avenue will be

notified of the implementation

Comments:

HB - Is an additional no stopping sign required on north western kerb to close out the no stopping area?

SL - agreed it was and would be included. There is an existing driveway which needs to be considered.

LTF013-26 REGENT STREET, KOGARAH - TRAFFIC SAFETY ISSUE
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

That:

- (a) The results of the traffic surveys for Regent Street, Kogarah, undertaken in November 2025, be noted,
- (b) The request to install traffic calming devices on Regent Street, Kogarah is not warranted at this time, and
- (c) The local Highway Patrol be provided with Council's traffic / speeding data and be requested to consider speed enforcement along Regent Street, Kogarah.

No Comments.

LTF014-26 CLARENDON ROAD AND CLARKE STREET, PEAKHURST - PROPOSED 'NO STOPPING' RESTRICTIONS
(Report by Traffic Engineer)

RECOMMENDATION

That regulatory 10 metres 'No Stopping' restrictions be installed on all approach and departure lanes at the intersection of Clarendon Road and Clarke Street, Peakhurst as per the plan in the report.

No Comments.

LTF016-26 FOREST ROAD AND TAFFS AVENUE, LUGARNO - PROPOSED NEW LINEMARKINGS
(Report by Traffic Engineer)

RECOMMENDATION

- (a) That 195 metres of 'Parking Edge Line markings' be installed on the eastern and western sides of Forest Road between Chivers Avenue and Grandview Crescent, Lugarno as per the plan in the report
- (b) That 8 metres 'Double Dividing Line marking' be installed on the Taffs Avenue approach to the intersection of Forest Road and Taffs Avenue as per the plan in the report.
- (c) That 20 metres 'Continuity Line marking (CL1)' be installed at the intersection of Forest Road and Taffs Avenue as per the plan in the report.

No Comments.

LTF018-26 MYRA PLACE, OATLEY PARADE AND MIMOSA STREET. OATLEY - PROPOSED 'NO STOPPING' RESTRICTIONS AND YELLOW LINE MARKINGS
(Report by Traffic Engineer)

RECOMMENDATION

That 'No Stopping' restrictions and yellow line markings be installed at the intersection of Myra Place, Oatley Parade and Mimosa Street, Oatley as per the plan in the report.

Comments:

HB- Is there a need for no stopping signs and yellow lines?

KS- Yes non-statutory area it is recommended to reinforce lines with signs.

LTF019-26 OTHELLO STREET, BLAKEHURST - CHANGES TO 'NO PARKING' RESTRICTION

(Report by Traffic Engineer)

RECOMMENDATION

That the 'No Parking, 6am to 6pm Thursdays' restrictions at the cul-de-sac of Othello Street, Blakehurst be reduced by 1.6 metres, as per the plan in the report.

No Comments.

LTF023-26 SPECIAL EVENT - PENSURST RSL CLUB - ANZAC DAY SERVICE 2026

(Report by Traffic Engineer)

RECOMMENDATION

- (a) That the event is categorised as a 'Class 3' Event.
- (b) That the road closures of Bridge Street (between Penshurst Street and Apsley Street) and Connelly Street (between Forest Road and Bridge Street), Penshurst between 1:15 pm and 2:45 pm on Sunday, 19 April 2026 be approved.
- (c) That Council barricades 14 car parking spaces directly outside the Memorial on Bridge Street, Penshurst, at least 24 hours prior to the march to ensure that the spaces are vacant for the service on Sunday, 19 April 2026.
- (d) That Council advise the Penshurst RSL Club that they are to liaise with NSW Police regarding the need for a Risk Assessment for Hostile Vehicle Mitigation to be carried out by an appropriately qualified person holding a Masters 2A Security License prior to the closures occurring.
- (e) That Council advise the Penshurst RSL Club to notify all affected residents and businesses a minimum of one week prior to the closures, following approval from Council.

No Comments.

Note: The dates in (b) and (c) were amended to 19 April 2026 instead of 13 April 2025

LTF022-26 LITTLETON STREET, RIVERWOOD - CLUB RIVERS ANZAC DAY SERVICE 2026

(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

That:

- (a) The road closure of Littleton Street (between Belmore Road and Erskine Street) in Riverwood between 4 am and 12 pm on Saturday 25 April 2026 be approved.
- (b) Council advise Club Rivers to notify all affected residents and businesses at least one week prior to the road closure, following Council approval.
- (c) The event is categorised as a 'Class 3' event.

No Comments.

LTF024-26 BELGRAVE STREET, KOGARAH - GREEK ORTHODOX EASTER EVENT

2026

(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

That

- (a) The request to temporarily close Belgrave Street, Kogarah, between Post Office Lane and Kensington Street, from 6 pm to 11 pm on Friday 10 April 2026, and from 9 pm on Saturday 11 April 2026 to 1 am on Sunday 12 April 2026, be approved.
- (b) The temporary rolling road closures commence at 8.30pm on Friday 10 April 2026, starting outside the front of the Church, proceeding left onto Belgrave Street, left onto Kensington Street, left onto Montgomery Street, left onto Railway Parade, and left onto Belgrave Street before concluding in front of the Church at approximately 8:45pm.
- (c) Access to Wicks Lane between Post Office Lane and Kensington Street be restricted to residents and car park users only during the event periods.
- (d) The event be categorised as a 'Class 3 event'.

Comments:

LC- Asked if any there were any changes to last year.

SL- Advised there have been no change to previous years.

LTF006-26 WASTE COLLECTION CONTRACT - CHANGES TO COLLECTION COMMENCEMENT TIMES

(Report by Manager Environment Health & Regulatory Services)

RECOMMENDATION

- (a) That Council approves, on a six-month trial basis, the proposed changes to waste collection vehicle start times, at the following locations.
 - (i) Bonds Road between Forest Road and Romilly Street - from 6:00am to 5:00am; and
 - (ii) Stoney Creek Road between Kingsgrove Road, Kingsgrove and King Georges Road Beverley Hills - from 4:30am to 4:00am.
- (b) That prior to the commencement of the six-month trial, notification be provided to all residents in the above locations which details the proposed changes and options for providing feedback during the trial period.
- (c) That, should, during the trial, evidence indicate that there have been repeated breaches (greater than 3 per month) of the approved waste collection vehicle start times, that the General Manager has the authority to revoke the trial.
- (d) That, at the conclusion of the trial, a further report be presented to the Local Transport Forum, including an evaluation of the trial outcomes and recommendations for a long-term approach.
- (e) That Council approves the proposed changes to waste collection vehicle start times, at the following locations:
 - (i) Broadarrow Road, Riverwood from Wilson Street to Bonds Road 5am to align with the whole road being 5am,
 - (ii) Connells Point Road, South Hurstville from Woniora Road to The Esplanade to be made 4am in line with the entire road being 4.00am,
 - (iii) Forest Road Hurstville from Croydon Road to Queens Road to be made 4.30am in line with the rest of the road running through the CBD.
 - (iv) Dover Park East, Blakehurst to be made 4am in line with Princes Highway.
 - (v) Swanns Lane, Allawah to be made 5am in line with surrounding streets.

Comments:

Veolia provided an overview of reasons for changes to waste services and advised that risk ratings reduce with proposed time changes in recommendation.

SL and BS-There will be a 6 month trial on streets referenced in recommendation to allow collections to occur earlier and a report will be provided back to LTF in 6 months

HB -Asked if there is a standard response for reply to any noise related issues or complaints related to early morning starts from the public?

WD-Advised that all complaints will be logged by Veolia and reported at 6 month trial.

FS-Advised education piece will be provided to residents.

SL-will discuss with AS report back at completion of 6-month trial

LTF089-25 CARRINGTON AVENUE AND WARWICK STREET, HURSTVILLE - PROPOSED INTERSECTION SAFETY IMPROVEMENT
(Report by Senior Traffic and Transport Engineer)

COMMITTEE RECOMMENDATION: Councillor Liu and Councillor Wang

- (a) That 'Median Island, Speed humps, Kerb blisters, Kerb ramps, 'Stop' signs, including associated signage and Line markings' be considered for installation at the intersection of Carrington Avenue and Warwick Street, Hurstville as per the plan in the report,
- (b) That the final design plan be endorsed for construction within the current financial year 2025/2026 from the available funding allocated to Carrington Avenue and Warwick Street, Hurstville; the existing 'No Stopping' sign on the south west corner of Carrington Street is to be retained in its current location.
- (c) That, based on resident feedback, Council Officers undertake community consultation regarding the potential installation of a raised threshold and additional signage in Warwick Street and report the outcomes to a future Local Transport Forum.

Comments:

LC-will this slow cars down?

SL -proposed speed humps will lower overall vehicles speeds. A primary concern was limited sight lines at the intersection which is being addressed with the kerb blisters and relocation of the stop lines to increase visibility for drivers, improving overall safety.

Record of Voting

For the Motion: The Mayor, Councillor Borg, Councillor Mort, Councillor Allison, Councillor Anzellotti, Councillor Dimoski, Councillor Gao, Councillor Hayes, Councillor Jamieson, Councillor Landsberry, Councillor Liu, Councillor Mahoney, Deputy Mayor, Councillor Stratikopoulos, Councillor Wang

On being PUT to the meeting, voting on this Motion was UNANIMOUS. The Motion was CARRIED.

CONCLUSION

The Meeting was closed at 6.12pm

Chairperson

COMMITTEE REPORTS

Item: **ASS007-26 Blakehurst and Kogarah Bay Wards Overland Flow Flood Study**

Author: Manager Assets and Traffic

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

ASS007-26

RECOMMENDATION:

That the report and attachments be received and noted by the Committee.

EXECUTIVE SUMMARY

1. The Floodplain Risk Management Committee (FRMCC002-26) has provided a recommendation that Council:
 - (a) receive and adopt attached final Draft of the Blakehurst and Kogarah Bay Ward Overland Flow Flood Study;
 - (b) delegate authority to the General Manager to make minor modifications to any numerical, typographical, interpretation, formatting errors, if required, to the final flood study;
 - (c) endorse the inclusion of the required legal notation on the 10.7 Planning Certificates for identified properties; and
 - (d) publish the adopted flood study report on Council's Website.
2. This report provides further context and supporting documentation to demonstrate the importance of undertaking overland flow flood studies and the responsibilities of Councils in this process.
3. A copy of the study has been attached to this report. Maps illustrating the extent of the modelled flood risk can be seen in Appendix F – Current Climate Design Event Flood Mapping & Appendix G – Future Climate Design Event Flood Mapping.
4. Full details of the flood study can be obtained from Council's website under Meetings of Council and Council Business Papers for the Floodplain Risk Management Committee. Following adoption by Council, the flood study will be publicly available on Council's website under Environment, Waterways and Wetlands, Flood Management.

BACKGROUND

5. The Planning Circular (PS26-001), attached to this report, issued by the NSW Department of Planning, Housing and Infrastructure on 13 February 2026, provides updated guidance to planning authorities on addressing flooding and flood risk in land use planning, development assessment and planning certificates under the Environmental Planning and Assessment Act 1979 (EP&A Act).
6. The circular reinforces that councils are primarily responsible for flood risk management within their local government areas through the Floodplain Risk Management (FRM) process, supported by flood studies and FRM plans. These studies inform flood planning areas and flood planning levels, which underpin land use zoning, development controls and planning decisions.

7. Council complies with the NSW Government's Flood Prone Land Policy and Flood Risk Management Manual (2023). As a result, Council collects and monitors flood information, reviews the information to understand the flood risk across our LGA and develop measures to reduce flood impacts. Council has a further responsibility to provide flood information to their community.
8. In addition to the above Council enforces planning and development controls aimed at making buildings as safe as possible. Further Council maintains stormwater drainage assets that are designed to reduce flood risk and the impacts of flooding.
9. Council undertakes flood studies as a first step in the FRM process as set out in the Floodplain Risk Management Manual. Council is required to follow the Floodplain Risk Management Manual to meet legislative and policy requirements. s733 of the Local Government Act 1993 only applies if councils act in good faith, in accordance with the manual.
10. The Floodplain Risk Management Manual and its associated guides have been prepared to reflect current best practice, and support Councils to understand and manage flood risk to their communities. The manual and admin guide outlines responsibilities for councils and agencies in flood risk management.
11. Council has a responsibility under Section 10.7 of the Environmental Planning and Assessment Act 1979 (EPA Act) allows a person to apply to Council for a planning certificate. Planning certificates need to identify if land is within a flood planning area and subject to flood related development controls.
12. Further to the above planning controls flood planning is an essential consideration in developing and changing an LEP.

FINANCIAL IMPLICATIONS

13. No budget impact for this report.

RISK IMPLICATIONS

14. Adopting the Blakehurst and Kogarah Bay Wards Overland Flow Flood Study mitigates Council exposure to Strategic Risk 3 (Assets and Infrastructure), Strategic Risk 6 (Reputation), and Strategic Risk 11 (Liability Claims) by:
 - (a) **Maintaining Legal Protection.** Councils are protected under Section 733 of the Local Government Act when decisions are based on adopted technical studies and made in good faith. If the Flood Study is not adopted, any decisions that rely on flood information may be viewed as unsubstantiated. This significantly increases the risk of legal challenge and potential liability exposure.
 - (b) **Eligibility for Future Grant Funding.** An adopted Flood Study is the mandatory first step in the NSW Flood Risk Management Process. Without formal adoption, the Council becomes ineligible for major state or federal funding needed to deliver flood mitigation works—such as pipe upgrades, detention basins, channel improvements, or overland flow interventions. This may delay or completely prevent delivery of critical flood-reduction infrastructure.
 - (c) **Ability to Make Informed Flood Risk Management Decisions.** The Flood Study provides the technical basis for assessing development applications, planning future infrastructure, and guiding land use decisions. Without an adopted study, Council lacks the evidence needed to make consistent, defensible, and well-informed decisions.
 - (d) **Supporting Emergency Planning and Response.** NSW SES relies on current, accurate flood information to plan and execute emergency response operations. A

modern, adopted Flood Study ensures emergency services have the best available data to protect life and property during flood events.

- (e) **Maintaining Community Confidence and Transparency** Adoption demonstrates that Council is acting proactively and responsibly in managing flood risk. It builds public trust, promotes transparency, and provides the community with reliable information about local flood behaviour and risk.

COMMUNITY ENGAGEMENT

15. Extensive community engagement was conducted as part of the Blakehurst and Kogarah Bay Wards flood study and is detailed in relevant reports to the Floodplain Risk Management Committee.

FILE REFERENCE

D26/93101

ATTACHMENTS

- Attachment 1 Planning Circular - PS 26-001 - Flooding and land use planning - *published in separate document*
- Attachment 2 Floodplain Management Australia - Technical Information - Overland Flow Factsheet - *published in separate document*
- Attachment 3 Final Draft of the Blakehurst and Kogarah Bay wards Flood Study - *published in separate document*

Item: **ASS008-26 Report of the Floodplain Risk Management Committee meeting held on 18 March 2026**

Author: Administration Officer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

ASS008-26

RECOMMENDATION:

That the Floodplain Risk Management Committee recommendations for items FRMCC002-26 to FRMCC005-26 as detailed below, be adopted by Council.

EXECUTIVE SUMMARY

The following Committee recommendations for items FRMCC002-26 to FRMCC005-26 are submitted to Council for determination.

The recommendations were made by the Floodplain Risk Management Committee at its meeting on 18 March 2026.

COMMITTEE RECOMMENDATIONS

FRMCC002-26 UPDATE ON BLAKEHURST AND KOGARAH BAY WARDS FLOOD STUDY
(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

That the Floodplain Risk Management Committee receive and note the verbal presentation on the final draft of Blakehurst and Kogarah Bay Wards Overland Flow Flood Study and provide a recommendation to Council to

- (a) receive and adopt attached final Draft of the Blakehurst and Kogarah Bay Ward Overland Flow Flood Study;
- (b) delegate authority to the General Manager to make minor modifications to any numerical, typographical, interpretation, formatting errors, if required, to the final flood study;
- (c) endorse the inclusion of the required legal notation on the 10.7 Planning Certificates for identified properties; and
- (d) publish the adopted flood study report on Council's Website.

Record of Voting

For the Motion: Councillor Jamieson, Member Pennacchio - Community Representative

FRMCC003-26 UPDATE ON THE FEASIBILITY STUDY OF FLOOD RISK MITIGATION OPTIONS AT THE GLOUCESTER ROAD-STONEY CREEK ROAD INTERSECTION AND THE MORGAN STREET-GLOUCESTER ROAD INTERSECTION, BEVERLY HILLS
(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

- (a) That the Floodplain Risk Management Committee receive and note the presentation on current progress update on the Feasibility Study of Flood Risk Mitigation Options at the Gloucester Road-Stoney Creek Road Intersection and the Morgan Street-Gloucester Road Intersection, Beverly Hills.

(b) That the Floodplain Risk Management Committee note the preferred options which are selected for detailed cost-benefit assessment.

Record of Voting

For the Motion: Councillor Jamieson, Member Pennacchio - Community Representative,
Member Phan Community Representative

FRMCC004-26 FLOODPLAIN RISK MANAGEMENT COMMITTEE - UPDATED TERMS OF REFERENCE AND OUTCOME OF EOI - COMMUNITY REPRESENTATIVE ROLE

(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

That the Floodplain Risk Management Committee

- (a) Receives and notes this report on the updated Terms of Reference for the Floodplain Risk Management Committee and the recent appointment of community representatives.
- (b) Notes the resignation of former Community Representative Erin Seller and formally acknowledges Erin's contribution to the Committee.

Record of Voting

For the Motion: Councillor Jamieson, Member Pennacchio - Community Representative,
Member Phan Community Representative

FRMCC005-26 UPDATE FROM THE DEPARTMENT OF CLIMATE CHANGE, ENERGY, THE ENVIRONMENT AND WATER (DCCEEW)

(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

That the Committee receives and notes the verbal update provided by the Department of Climate Change, Energy, the Environment and Water.

Record of Voting

For the Motion: Councillor Jamieson, Member Pennacchio - Community Representative,
Member Phan Community Representative

FILE REFERENCE

D26/89500

ATTACHMENTS

Attachment [↓](#)1 Minutes of the Floodplain Risk Management Committee meeting held on 18 March 2026

MINUTES

Floodplain Risk Management Committee

Wednesday, 18 March 2026

2.00PM

Dragon Room

UNCONFIRMED



GEORGES RIVER COUNCIL

PRESENT

COMMITTEE MEMBERSHIP

Councillor Christina Jamieson (Chairperson)

Mr Hunter Pennacchio – Community Representative

Mr Harry Phan – Community Representative – Online

NON - VOTING MEMBERS

Ms Angela Halcrow (DCCEEW, Senior Natural Resource Officer)

Mr David Grasby (Waterways & Flooding Specialist - Sydney Water) – Online

Mr Bryce Spelta (GRC, Director Assets and Infrastructure)

Mr Sam Lindsay (GRC, Manager Asset and Traffic)

Mr Paramanandarajah Seenithamby (GRC, Coordinator Asset Management)

Mr Pulak Saha (GRC, Senior Assets Engineer - Stormwater)

Mr Joshua Eggleton (KBR, Principal Engineer – Consultant)

Ms Anne Quin (GRC, Acting Manager Strategic Planning)

Mrs Liana Baumgartner (BG&E, Flood Engineer)

Mr Ivan Varga (BG&E, Associate - Flooding)

GEORGES RIVER COUNCIL STAFF

Mr Rabi Pokharel (GRC, Stormwater Assets Officer) – Online

Ms Nickie Paraskevopoulos (GRC, Executive Services Officer)

Ms Dema Berro (GRC, Acting PA to Manager Assets and Traffic - Minutes)

Mr Chris Stojanovski (IMT Services – Technical)

APOLOGIES

Mr Tony Polchleb – Community Representative

Mr Neville Naicker (Bayside Council, Manager City Infrastructure)

Mrs Margaret Southwell (Cb City Council Team Leader Urban Policy and Planning)

Mr Luke Oste (GRC, Manager Strategic Planning)

Ms Priyani Jayaweera (GRC, Principal Development Engineer)

ABSENT

Councillor Peter Mahoney (Alternative)

Rita Vella – Community Representative

Mr Richard Murphy (DCCEEW, Senior Natural Resource Officer)

Mr Thomas Anders (SES, Local Representative)

Ms Shelly Stingmore (SES, Acting Deputy Zone Commander, East Command Metro Zone)

Mr Nicholas Sharpe (SES, Planning and Research Officer)
Mr Akshay Mokal (Bayside Council, Stormwater and Floodplain Engineer)
Ms Karen Lardizabal (Cb City Council, Senior Asset Planner – Stormwater)
Mr Greg Knight (GRC, Executive Manager City Presentation & Operations)
Mr Tom Heath (GRC, Manager City Technical Services)
Ms Kristy Griffiths (GRC, Manager Development and Building)
Mr Firoz Ahmed (GRC, Senior Development Engineer)
Mr Arun Job (GRC, IMT Services – Technical)
Mr Mark Tadros (GRC, IMT Services – Technical)
Mr Garuthman De Silva (IMT Services – Technical)

CONFIRMATION OF QUORUM

Quorum for this meeting requires three voting members to be present.

OPENING

The Chair, Councillor Jamieson, opened the meeting at **2:05pm**.

ACKNOWLEDGEMENT OF COUNTRY

The Chair, Councillor Jamieson acknowledged the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES/LEAVE OF ABSENCE

I have an apology from the below representatives:

Tony Polchleb – Community Representative
Mr Neville Naicker (Bayside Council, Manager City Infrastructure)
Mrs Margaret Southwell (Cb City Council Team Leader Urban Policy and Planning)
Mr Luke Oste (GRC, Manager Strategic Planning)
Ms Priyani Jayaweera (GRC, Principal Development Engineer)

NOTICE OF WEBCASTING

The Chair Councillor Jamieson advised staff and the public that the meeting is being recorded for minute-taking purposes.

DISCLOSURES OF INTEREST

There were no disclosures of interest made.

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

FRMCC001-26 Confirmation of the Minutes of the Floodplain Risk Management Committee Meeting held on 1 July 2025

(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

That the Minutes of the Floodplain Risk Management Committee Meeting held on 1 July 2025, be confirmed.

Record of Voting

For the Motion: Councillor Jamieson

COMMITTEE REPORTS

FRMCC002-26 Update on Blakehurst and Kogarah Bay Wards Flood Study

(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

That the Floodplain Risk Management Committee receive and note the verbal presentation on the final draft of Blakehurst and Kogarah Bay Wards Overland Flow Flood Study and provide a recommendation to Council to

- (a) receive and adopt attached final Draft of the Blakehurst and Kogarah Bay Ward Overland Flow Flood Study;
- (b) delegate authority to the General Manager to make minor modifications to any numerical, typographical, interpretation, formatting errors, if required, to the final flood study;
- (c) endorse the inclusion of the required legal notation on the 10.7 Planning Certificates for identified properties; and
- (d) publish the adopted flood study report on Council's Website.

Record of Voting

For the Motion: Councillor Jamieson, Member Pennacchio - Community Representative

FRMCC003-26 Update on the Feasibility Study of Flood Risk Mitigation Options at the Gloucester Road-Stoney Creek Road Intersection and the Morgan Street-Gloucester Road Intersection, Beverly Hills

(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

- (a) That the Floodplain Risk Management Committee receive and note the presentation on current progress update on the Feasibility Study of Flood Risk Mitigation Options at the Gloucester Road-Stoney Creek Road Intersection and the Morgan Street-Gloucester Road Intersection, Beverly Hills.
- (b) That the Floodplain Risk Management Committee note the preferred options which are selected for detailed cost-benefit assessment.

Record of Voting

For the Motion: Councillor Jamieson, Member Pennacchio - Community Representative, Member Phan Community Representative

FRMCC004-26 Floodplain Risk Management Committee - Updated Terms of Reference and Outcome of EOI - Community Representative Role

(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

That the Floodplain Risk Management Committee

- (a) Receives and notes this report on the updated Terms of Reference for the Floodplain Risk Management Committee and the recent appointment of community representatives.
- (b) Notes the resignation of former Community Representative Erin Seller and formally acknowledges Erin's contribution to the Committee.

Record of Voting

For the Motion: Councillor Jamieson, Member Pennacchio - Community Representative, Member Phan Community Representative

FRMCC005-26 Update from the Department of Climate Change, Energy, the Environment and Water (DCCEEW)

(Report by Senior Assets Engineer - Stormwater)

RECOMMENDATION:

That the Committee receives and notes the verbal update provided by the Department of Climate Change, Energy, the Environment and Water.

Record of Voting

For the Motion: Councillor Jamieson, Member Pennacchio - Community Representative, Member Phan Community Representative

GENERAL BUSINESS

CONCLUSION

The Meeting was closed at **3:03pm**.

Chairperson

UNCONFIRMED

Item: **ASS009-26 Report of the Local Transport Forum meeting held on 25 March 2026**

Author: Administration Officer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

ASS009-26

RECOMMENDATION:

That the Local Transport Forum recommendations for items LTF026-26 to LTF029-26 as detailed below, be adopted by Council.

EXECUTIVE SUMMARY

The following Committee recommendations for items LTF026-26 to LTF029-26 are submitted to Council for determination.

The recommendations were made by the Local Transport Forum at its meeting on 25 March 2026.

COMMITTEE RECOMMENDATIONS

LTF026-26 RAILWAY PARADE, KOGARAH - PROPOSED ACCESSIBLE PARKING
(Report by Traffic Engineer)

RECOMMENDATION

That 6m of the existing time-restricted parking '1P, Mon-Fri 8:30 am-6 pm and Sat 8:30 am-12:30 pm' on the eastern side of Railway Parade, Kogarah be converted into an accessible parking zone, as per the plan in the report.

No Comments.

LTF027-26 RAILWAY PARADE, KOGARAH - PROPOSED MOTORBIKE PARKING
(Report by Traffic Engineer)

RECOMMENDATION

That 3m of the existing 'Loading Zone, 8:30 am-6 pm Mon-Fri, 8:30 am-12:30 pm Sat' restriction on the eastern side of Railway Parade, Kogarah be converted into a motorbike parking zone, as per the plan in the report.

No Comments.

LTF028-26 SANS SOUCI PARK CAR PARK, SANS SOUCI - PROPOSED 'NO STOPPING' RESTRICTIONS
(Report by Traffic Engineer)

RECOMMENDATION

That 'No Stopping' restrictions be installed at Sans Souci Park car park as per the plan in the report.

Comments:

Mr L Compton (Representing Member for Kogarah) asked, does this mean that there will be

additional spots provided in the Car Park?

Mr S Lindsay commented, no it won't provide additional parking. There is just locations within the carpark that vehicles should not be parking in. It was noted that large vehicles such as B-doubles and trailers were parking in random and unmarked places.

Mr L Compton commented that he has no further comments.

**LTF029-26 UPDATE TO LOCAL TRANSPORT FORUM TERMS OF REFERENCE V3.0
IN LINE WITH TFNSW 2025 INSTRUMENT.**
(Report by Coordinator Traffic and Transport)

RECOMMENDATION

That the Local Transport Forum Terms of Reference v3.0 be adopted (see attachment), replacing the previously adopted Local Transport Forum Terms of Reference v2.0.

Comments:

Mr S Braunig (Representing U-Go Mobility) commented, with regards to bus zones, specifically changing or introducing new bus zone restrictions. Does the new terms of reference mean that managers are now allowed to go ahead and change timings on a bus stop on their own accord?

Mr S Lindsay commented that the current process still remains the same. Regarding bus zone restrictions, Council will still ensure to consult with Bus operators and a consultation piece with residents. The only limitation is, if a certain threshold of objects is reached, it will be referred back to LTF. Therefore, no, Council will not be making changes at their own accord, there will still be a process in place to follow. Furthermore, establishing new bus zones that are uniformised which is a requirement of the road rules, following the new terms of reference will expedite this process as instead of waiting for it to be approved by the LTF and all relevant committees, Council officers can approve in house, so instead of an 8 week turn-around, it will be much quicker.

Mr S Braunig mentioned that Transport for NSW (TfNSW) recently approached U-Go Mobility about a new bus stop zones located on Forest Road and Mount View Avenue Narwee. He then asked if following the new terms of reference means that this would happen a lot faster.

Mr S Lindsay commented yes the process will be expedited.

FILE REFERENCE

D26/89503

ATTACHMENTS

Attachment [↓](#)1 Minutes of the Local Transport Forum meeting held on 25 March 2026

MINUTES

Local Transport Forum

Wednesday, 25 March 2026

10:00 AM

Dragon Room
Civic Centre
Hurstville

UNCONFIRMED



GEORGES RIVER COUNCIL

PRESENT

Councillor Nancy Liu (Chairperson)
Mr W Delezio (Representing Member for Oatley, Mark Coure MP)
Mr L Crompton (Representing Member for Kogarah)
Sgt. A Neale (Representing St George Local Area Command)
Mr S Braunig (Representing U-Go Mobility)
Mr G Wong – (St George Cabs) – Online
Mr S Kshitij (Representing Transport for NSW) – Online

GEORGES RIVER COUNCIL STAFF

Mr B Spelta (Director Assets & Infrastructure)
Mr S Lindsay (Manager Assets & Traffic)
Mr A Baradhy (Coordinator Traffic and Transport)
Ms N Paraskevopoulos (Executive Services Officer)
Ms D Berro (Acting PA to Manager Assets and Traffic – Minutes)
Mr Arun Job (Technology Service Desk Technician)

ABSENT

Mr H Bongers (Coordinator Parking and Rangers) – Apology
Mr M Coure (MP State Member for Oatley)
Ms S Ortado (Representing Member for Rockdale, Steve Kamper MP)
Snr Constable F Xu (Representing St George Local Area Command)
Mr H Fraser (Punchbowl Bus Company)
Mr R Primerano (U-GO Mobility Bus Company)
Mr A Pritchard (Transit Systems)

FORUM MEMBERS

Councillor Nancy Liu (Chairperson)
Mr M Coure (MP State Member for Oatley)
Ms S Ortado (Representing Member for Rockdale)
Mr L Crompton (Representing Member for Kogarah)
Mr S Kshitij (Transport for NSW)
Snr Constable F Xu (St George Local Area Command)
Mr A Pritchard (Transit Systems)
Mr H Fraser (Punchbowl Bus Company)
Mr R Primerano (U-GO Mobility Bus Company)

Mr G Wong (St George Cabs)

OPENING

Councillor Nancy Liu, opened the meeting at **10.03 am**.

ACKNOWLEDGEMENT OF COUNTRY

Councillor Nancy Liu acknowledged the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES/LEAVE OF ABSENCE

Apology from Haemish Bongers (GRC, Coordinator Parking and Rangers).

There were no other apologies.

NOTICE OF WEBCASTING

Councillor Nancy Liu advised staff and the public that the meeting is being recorded for minute-taking purposes only.

DISCLOSURES OF INTEREST

There were no disclosures of interest made.

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

LTF025-26 Confirmation of the Minutes of the Local Transport Forum Meeting held on 25 February 2026
(Report by Administration Officer)

RECOMMENDATION:

That the Minutes of the Local Transport Forum Meeting held on 25 February 2026, be confirmed.

No Comments.

COMMITTEE REPORTS

LTF026-26 Railway Parade, Kogarah - Proposed Accessible Parking
(Report by Traffic Engineer)

RECOMMENDATION

That 6m of the existing time-restricted parking '1P, Mon-Fri 8:30 am-6 pm and Sat 8:30 am-12:30 pm' on the eastern side of Railway Parade, Kogarah be converted into an accessible parking zone, as per the plan in the report.

No Comments.

LTF027-26 Railway Parade, Kogarah - Proposed Motorbike Parking
(Report by Traffic Engineer)

RECOMMENDATION

That 3m of the existing 'Loading Zone, 8:30 am-6 pm Mon-Fri, 8:30 am-12:30 pm Sat' restriction on the eastern side of Railway Parade, Kogarah be converted into a motorbike parking zone, as per the plan in the report.

No Comments.

LTF028-26 Sans Souci Park Car Park, Sans Souci - Proposed 'No Stopping' Restrictions
(Report by Traffic Engineer)

RECOMMENDATION

That 'No Stopping' restrictions be installed at Sans Souci Park car park as per the plan in the report.

Comments:

Mr L Compton (Representing Member for Kogarah) asked, does this mean that there will be additional spots provided in the Car Park?

Mr S Lindsay commented, no it won't provide additional parking. There is just locations within the carpark that vehicles should not be parking in. It was noted that large vehicles such as B-doubles and trailers were parking in random and unmarked places.

Mr L Compton commented that he has no further comments.

LTF029-26 Update to Local Transport Forum Terms of Reference v3.0 in Line with TfNSW 2025 Instrument.
(Report by Coordinator Traffic and Transport)

RECOMMENDATION

That the Local Transport Forum Terms of Reference v3.0 be adopted (see attachment), replacing the previously adopted Local Transport Forum Terms of Reference v2.0.

Comments:

Mr S Brauning (Representing U-Go Mobility) commented, with regards to bus zones, specifically changing or introducing new bus zone restrictions. Does the new terms of reference mean that managers are now allowed to go ahead and change timings on a bus stop on their own accord?

Mr S Lindsay commented that the current process still remains the same. Regarding bus zone restrictions, Council will still ensure to consult with Bus operators and a consultation piece with residents. The only limitation is, if a certain threshold of objects is reached, it will be referred back to LTF. Therefore, no, Council will not be making changes at their own accord, there will still be a process in place to follow. Furthermore, establishing new bus zones that are unformalised which is a requirement of the road rules, following the new terms of reference will expedite this process as instead of waiting for it to be approved by the LTF and all relevant committees, Council officers can approve in house, so instead of an 8 week turn-around, it will be much quicker.

Mr S Braunig mentioned that Transport for NSW (TfNSW) recently approached U-Go Mobility about a new bus stop zones located on Forest Road and Mount View Avenue Narwee. He then asked if following the new terms of reference means that this would happen a lot faster.

Mr S Lindsay commented yes the process will be expedited.

GENERAL BUSINESS

- **Item TF024-26: Greek Easter Event, Changes to Traffic Management Plan (TMP).**
 - SES personnel to be replaced by contractor traffic controllers.
 - SES vehicles, as listed in the current TMP, to be replaced by traffic contractor vehicles.
 - HVM barriers to be replaced by utility vehicles.

Comments:

Mr S Kshitij commented, in regards to point 3 of replacing HVM barriers with utility vehicles. Generally utility vehicles are visual deterrence and made for emergency barrier systems. Further to this, he stated that HVM barriers are actually intended to provide higher protection from attended attacks. Therefore suggesting that, if HVM barriers will be replaced with utility vehicles, an individual will need to undertake a risk assessment and ensure that the change to a utility vehicle is an acceptable outcome and measure for this event.

Mr S Lindsay commented that, a follow up risk assessment has already been done for the changes, but a review and follow up will be done. Sam offered to review the risk assessment with Mr S Kshitij if needed.

Mr S Kshitij commented that he is fine with it as long as a Council officer or event organiser is satisfied that the utility vehicles will provide the same level of protection as the HVM barriers.

Mr A Baradhy commented that a new Traffic Management Plan will be provided to replace the old one, outlining the changes and relevant updates.

General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Update on Temporary Traffic Lights on Morts Road**

Comments:

Mr W Delezio (Representing Member for Oatley, Mark Coure MP) raised that there is currently construction works occurring along Kemp Street, as a result there is a significant amount of traffic during peak times along Morts Road as there is now only one side of the road is permitted to go, although it is a two-way street. He asked, if there was any measures council could put in place to help or if Council could engage with Ausgrid.

Mr S Lindsay commented that Ausgrid are undertaking the works in accordance with the provisions of the Roads Act.

Mr W Delezio commented that it is a complicated situation but is causing a significant amount of issues especially on weekends even when Ausgrid is not there.

Mr B Spelta commented suggesting MP office to liaise with Ausgrid given it is a state legislation, in which they operate from.

Mr W Delezio commented yes they are happy to have a discussion with Ausgrid. He then asked if Ausgrid manage the Traffic lights?

Mr S Lindsay commented that if it is for construction purposes they will manage the entire project and depending on the scale of works they may be able to make some changes. Furthermore, Ausgrid is not obligated to let Council know of their relevant works, but sometimes do as a courtesy.

Mr W Delezio commented No worries, our office will attempt to reach out.

Mr S Braunig commented that U-go Mobility have received a traffic mobility plan from Ausgrid and are allowing U-go Busses through on Kemp street, so there shouldn't be much inconvenience for busses but unsure for local traffic.

Mr W Delezio commented, Morts Road is the main issue but the MP office will raise this issue with Ausgrid directly.

General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Bus Stop – Corner of George Street and Iverness Avenue**

Comments:

Mr W Delezio (Representing Member for Oatley, Mark Coure MP) outlined that MP office has written to Council prior to the last meeting and raised whether there were any updates.

Mr S Lindsay commented, Council Traffic Engineers are investigating relocating the bus zone to the corner of the intersection as per the request.

Mr A Baradhy commented that a the result will depend subject to community and bus operators consultation.

Mr S Braunig commented that prior communication occurred in regards to U-go mobility managing this Bus stop on behalf of Transport for NSW. Therefore, currently any communication regarding this Bus stop will need to go through Transit Systems until further notice.

General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Hurstville Road**

Comments:

Mr W Delezio (Representing Member for Oatley, Mark Coure MP) outlined that MP office has written to Council in regards to speeding and reckless driving along Hurstville Road, specifically near Georges River College. Complaints have been received from residents, with one witnessing multiple accidents. He asked if a Traffic count can be completed along this road.

Mr S Lindsay commented, yes a Traffic Count will be organised.

CONCLUSION

The Meeting was closed at **10.22am**.

Chairperson

UNCONFIRMED

Item: **ASS010-26 Local Transport Forum updated Terms of Reference**

Author: Manager Assets and Traffic

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

ASS010-26

RECOMMENDATION:

- (a) Council sub-delegates the functions set out in the Transport for NSW (2025) Authorisation and Delegation Instrument to the following position:
 - (i) 100000 - General Manager
 - (ii) 200000 – Director Assets & Infrastructure
 - (iii) 200276 – Manager Assets & Traffic
 - (iv) 200255 – Coordinator Traffic & Transport
- (b) That the Mayor be authorised to execute the Instrument of Sub-delegation on behalf of Council.

EXECUTIVE SUMMARY

1. This report seeks the endorsement of sub-delegates for the functions set out in the Transport for NSW (TfNSW) Authorisation and Delegation Instrument, in line with the updated Terms of Reference for the Local Transport Forum (LTF), as per the agenda item LTF029-26 from the LTF meeting held 25 March 2026.

BACKGROUND

2. The TfNSW (2025) Authorisation and Delegation Instrument (2025 Delegation) came into effect on 1 August 2025. This replaces the 2011 Delegation to Councils and the 2023 Temporary Delegation, which are no longer in effect.
3. This allows Council extended authority, beyond those afforded under the relevant legislation, including:
 - (a) Regulate traffic for any purpose under s115 of the Roads Act 1993.
 - (b) The use of prescribed traffic control devices under s122 of the Road Transport Act 2013.
4. A prescribed traffic control device is a sign, signal, marking, structure, or other device that is subject to a Road Rule (meaning penalties apply if ignored).
5. For Council to practically apply the additional powers delegated by TfNSW, Council must establish the Local Transport Forum and a new Terms of Reference (ToR). Council established the Local Transport Forum in late 2025 and has presented updated Terms of Reference in line with the Delegation Instrument to the March 2026 meeting.
6. Council is then authorised to sub-delegate the powers under the 2025 Delegation to the GM or relevant staff via Council resolution.
7. As the 2025 Delegation does not permit the General Manager to further sub-delegate, it is recommended Council sub-delegates its authority to the following staff:
 - (a) 100000 | General Manager
 - (b) 200000 | Director Assets & Infrastructure

- (c) 200276 | Manager Assets & Traffic
- (d) 200255 | Coordinator Traffic and Transport

8. Please see Attachment 1 – Instrument of Delegation – REG21, the draft Instrument of Sub-delegation for Council’s endorsement and approval for the Mayor to sign on behalf of Council.

FINANCIAL IMPLICATIONS

9. No budget impact for this report.

RISK IMPLICATIONS

10. Council Staff retain the right to report matters to Council via the LTF to receive technical feedback on proposals via the Forum. Council as part of the update Terms of Reference presented in the minutes of the LTF March 2026, introduces a threshold requirement for matters to be referred to the Forum. This threshold is above what is the minimum standard required by TfNSW and in line with community expectations – refer to Attachment 2 – Local Transport Forum Term of Reference V3.0 for more details.

COMMUNITY ENGAGEMENT

11. Community engagement is not required for this report.

FILE REFERENCE

D26/93114

ATTACHMENTS

Attachment [↓](#)1 Instrument of Delegation - REG21

Attachment [↓](#)2 Local Transport Forum Terms of Reference V3.0



Local Government Act 1993 (NSW)

**INSTRUMENT OF SUB-DELEGATION (Enforcement and Regulations)
FROM THE COUNCIL TO STAFF**

I, Elise Borg, Mayor of Georges River Council on behalf of Council, pursuant to section 31 of the *Transport Administration Act 1988* and in consideration of the requirements of s381 of the *Local Government Act 1993*, hereby delegate the powers, authorities, duties, and functions of Council to the positions listed below or the persons who, from time to time, hold (or are acting in) those positions, the following function:

This subdelegation is made by resolution of Council dated xx/yy/yyyy, (Item number #)

Enforcement and Regulations

Code	Name	Description	Legislation	Position Name
REG21	Transport for NSW Delegation - Traffic and Parking Matters	Exercise and perform on behalf of the Council, all the functions of Transport for NSW authorised under the "Authorisation and Delegation - Prescribed Traffic Control Devices and Regulation of Traffic" dated 21 July 2025, in accordance with the Terms of Reference of the Local Traffic Forum	<i>Roads Act 1993</i> - s115(2) <i>Road Transport (General) Regulation 2021</i> - Part 8, Division 3	General Manager Director Assets & Infrastructure Manager Assets & Traffic Coordinator Traffic and Transport

This delegation made by Council is subject to the following limitations:

1. The delegated power, authority, duty, or function must be performed in accordance with any applicable legislation, the Code of Conduct, and any Council Policy and Procedures. Where anomalies exist between the Council Policy and/or Procedure and the Delegations of Authority from the Council to Staff, the Delegations of Authority from the Council to Staff will prevail.
2. Any limitations or qualifications on the scope of function delegated must be expressed within the delegation.
3. Any limitations on the scope of the power, authority, duty, or function delegated to Council, as per section 31 of the *Transport Administration Act 1998*, and defined within must be adhered to.
4. The delegated power, authority, duty, or function is subject to any limitations contained within a Certificate of Authority issued to the delegated Council officer, if any.

This Instrument of Sub-Delegations revokes any previous powers, authorities, duties, and functions that have been delegated to any positions related to REG21. The delegations made in this instrument will remain in force until they are revoked or amended by me as Mayor, on behalf of Council.

This Instrument does not affect the validity of any past act or past exercise of powers or functions exercised or performed in accordance with previous delegations or directions.

This instrument takes effect from the date of signature.

Elise Borg
Mayor
Georges River Council

Date



Georges River Council Local Transport Forum

- Terms of Reference 3.0

2026

NAME AND PURPOSE

The forum shall be known as the Local Transport Forum (LTF).

The purpose of the forum is to discuss technical traffic matters. The Forum operates under the authority conferred, and the powers delegated, to Council by Transport for New South Wales (TfNSW) as outlined in the TfNSW guidance document 'A Guide to the Delegation of Councils for the Regulation of Traffic – including the operation of LTF's.

These terms of reference outline the Forum's function, structure, authority and reporting requirements.

INTERPRETATION

- **Member:** A formal member of the Local Transport Forum.
- **Advisors:** An invited attendee of the Local Transport Forum.
- **Council:** Georges River Council.
- **Forum:** Local Transport Forum (LTF)
- **Instrument:** (2025) Authorisation and Delegation Instrument.
- **Prescribed Traffic Control Device:** A sign, signal, marking, structure, or other device to direct or warn traffic on a road (or part of a road) that is prescribed by the statutory rules of the Road Transport Act 2013 for the purposes of this definition. For the purposes of this definition, the Road Transport (General) Regulation 2021 prescribes traffic control devices of a kind mentioned in the Road Rules 2014.
- **Traffic Control Device:** A traffic sign, road marking, traffic signals, or other device, to direct or warn traffic on, entering, or leaving a road. Refer to the Road Rules 2014.

STATUS OF FORUM

Transport for NSW (TfNSW) is the organisation responsible for the control of traffic on all roads in NSW under the Roads Act 1993 and the Road Transport Act 2013.

Transport's (2025) Authorisation and Delegation Instrument identifies that Council takes the lead in managing most of the NSW road network and confirms shared responsibility for the regulation and control of traffic.

The Instrument authorises Councils to use prescribed traffic control devices under s122 of the Road Transport Act 2013 and delegates Transport's power under s115 of the Roads Act 1993 to regulate traffic for any purpose.

TfNSW has retained both the control of traffic on the State's classified road network and the control of traffic signals on all roads.

One of the conditions of the (2025) Authorisation and Delegation Instrument is that councils establish a Local Transport Forum (formerly known as Local Traffic Committee). The Forum provides advice, technical review, and coordination of works and events.

Some works must be referred to the Local Transport Forum for advice prior to implementation, such as those which restrict or prohibit passage for longer than six (6) months and those which prevent or hinder safe public transport operations for more than 24 hours.

Proposals of less than 24 hours are not required to be referred to the Local Transport Forum at all, but some will require notification of Transport, Police, and/or bus operators.

A summary of the (2025) Authorisation and Delegation Instrument is as follows:

- Clause (d) delegates Transport's power to regulate traffic for any purpose, (regulatory signs, warning signs, etc.), subject to Schedule 4.
- Clause (e) provides authorisation in writing for the use of prescribed traffic control devices (regulatory signs, warning signs, etc.), subject to Schedule 4.
- Clause 6 enables Councils to sub delegate the functions and powers under the Instrument to Council's General Manager.

The Council must refer all traffic related matters to sub delegated staff or the Local Transport Forum for exercising its delegated functions.

For works, referral to the Local Transport Forum is optional at the discretion of Council (except where mandatory referral applies), provided the Forum later receives a record of any used of prescribed traffic control devices.

OBJECTIVE

The Local Transport Forum provides advice and coordination for local traffic issues, which are to be considered by the Forum prior to any related decisions being made by Council.

MEMBERSHIP

The nominated elected member of Council will convene the Local Transport Forum, in the absence of an elected member, Director of Assets & Infrastructure or Manager of Assets & Traffic will convene the Forum.

A delegate or sub-delegate must convene a Local Transport Forum to which a representative from each of the following is invited to attend:

- One representative of Council
- One representative of Transport for NSW
- One representative of the NSW Police Force
- The local Member(s) of Parliament
- The operator of any public passenger service likely to be affected by traffic control work proposed by the delegate

PUBLIC PARTICIPATION

Community members wishing to attend and comment on an agenda item must be submitted online and receive Council approval no less than 24 hours prior to the meeting start time. Joining details and instructions will be provided upon approval.

AUTHORITY

Schedule 4 of the Authorisation and Delegation Instrument initiated on 1 August 2025.

Condition, Mandatory prior referral of some proposals

a) A delegate must refer to the Local Transport Forum any proposal to exercise a function listed in Schedule 1 of the Authorisation and Delegation Instrument or to use the prescribed traffic control device authorisation where that proposal would:

Items exceeding period of 6 months

- i. restricts or prohibits passage along a road of any persons, vehicles, or animals; or
- ii. compel or prevent a turn from one public road to another public road

Items exceeding period of 24 hours

- i. prevents, impede, or hinder the safe or efficient operation of a public passenger service.
- ii. or prevent access to a public transport station, stop, wharf, or service; or
- iii. remove or render less effective any bus priority measure

b) Following consideration of advice provided by the Local Transport Forum, the delegate may proceed with the proposal unless the Transport for NSW representative advises the meeting of the Local Transport Forum that Transport for NSW will be submitting a Statement of Concern within seven (7) days.

c) If a Statement of Concern has been provided to the delegate in accordance with clause (b) above, the delegate may not exercise the relevant function until a further seven (7) days after it has circulated to the members of the Local Transport Forum a written response addressing the Statement of Concern and the delegate's reasons for proceeding to exercise the function.

Items for information only (post-facto record)

A post facto record of any use of the Prescribed Traffic Control Device (PTCD) authorisation must be recorded as soon as practicable and no later than three months after the fact.

TERMS OF FORUM

A Council representative to the Forum shall continue as a member of the Forum until the next ordinary mayoral election of the Council.

Other members shall continue as a member of the Forum for as long as the organisation they represent endorses their representation.

Advisors shall continue as a member of the Forum for as long as the organisation they represent endorses their representation and/or the invitation to attend remains valid.

FREQUENCY OF MEETINGS

The Local Transport Forum meets every two months (bi-monthly), except in January.

QUORUM

A quorum for a meeting of the Local Transport Forum is one representative in attendance from each of Council and Transport.

VOTING

There is no voting and no requirement for unanimity. Council is exclusively responsible for decisions they take on its roads. The Forum provides non-binding advice to assist Council decision-making. Council may exercise traffic regulatory powers directly.

PROCEEDINGS

The administrative provisions of Council's Code of Meeting Practice will apply, subject to any variation mentioned in these Terms of Reference. Meeting secretariat services are provided by Council. Forum meetings are not open to the public except as provided under Section 2.6 (Community Participation).

Record meeting minutes, including the attendance and the Council Officer's recommendations as discussed in the Forum, and store them in Council's record management system.

Submit Forum Minutes to the Council for the purpose of adopting the Council Officer's recommendations.

AGENDA AND MINUTES

The Local Transport Forum is administered by council, which may decide the frequency and format of meetings.

Required Members must be:

- Provided with the meeting agenda at least seven (7) calendar days in advance of the meeting (unless otherwise agreed by members)
- Minutes are published within 2 weeks after the meeting and reflect the Forum's final recommendations.
- Afforded the opportunity to review meeting minutes prior to finalisation
- Be provided with a copy of the finalised meeting minutes

The meeting agenda must:

- Include sufficient information to review any proposals or items submitted for advice
- Clearly distinguish between items referred for advice, tabled for-information-only, and raised for general discussion

The meeting minutes must clearly record:

- Invitees and attendance
- Items discussed
- Key advice provided
- Any for-information-only records or reports tabled
- Proceedings of the Local Transport Forum must be recorded and made public as soon as practicable.

MEDIA PROTOCOL

Members are not to speak to the media in their capacity as members of the Forum.

VENUE

The Forum meets in person at the Dragon Room, Civic Centre, Hurstville, at 10:00AM on the fourth Wednesday of every second month (excluding January).

OBSERVING THE CODE OF CONDUCT AND RELEVANT COUNCIL POLICIES

Forum members, including Advisors, are subject to Council's Code of Conduct. A breach of the Code may lead to the member being expelled from the Forum and/or other appropriate action.

CONFIDENTIALITY AND PRIVACY

The role of the Forum is to consider the technical aspects of any proposal and provide comment to an Officer's recommendation prior to referral to Council. The Guidelines provide that the merits of the scheme, from a public perspective, is the responsibility of Council and thus residents' views should be taken into account by Council rather than the Forum. Accordingly, the public does not attend Local Transport Forum meetings unless approved under Section 4.2.

PROCEDURAL MATTERS

Under the Instrument it is at Council's discretion to refer items to the Local Transport Forum for consideration.

For all items delegated to the General Manager to determine, where consultation is required, the Prescribed Traffic Control Device may be installed provided no more than five (5) objections are received during the consultation. If more than five (5) objections are received, the item must be referred to the Local Transport Forum (LTF) for advice and to Council for

determination. (The table of delegated matters and matters referred to the LTF remains as originally provided.)

Matter	Delegated to the General Manager to determine	Refer to the LTF and determined by Council
Regulatory signs that reinforce existing restrictions under the Road Rules (e.g. bus zone, no stopping near corners)	✓	
Introducing new or changing existing zone restriction (e.g. bus zones, no parking zone, no stopping zone, pick-up/drop-off zone, works zone, loading zone)	✓	
Regulatory signs or linemarking that have been approved by development consent	✓	
Regulatory and guidance road delineation treatments (e.g. parking lane line marking, parking bays, continuity lines, double barrier line, chevrons, hatched bay, road pavement, road stencils)	✓	
Non-regulatory warning signage	✓	
Timed parking restrictions (e.g. introducing new, relocating or altering existing time limit)	✓	
Events with a duration under 24 hours	✓	
Traffic control signs and lines (e.g. Give Way, Stop Sign)	✓	
Introducing new or relocate existing accessible parking spaces and/or timed space to facilitate disability permit holders	✓	



Matter	Delegated to the General Manager to determine	Refer to the LTF and determined by Council
Residential Parking Schemes (introducing new or altering existing spaces)		✓
Car share, electric vehicle charging, or any other proposal for exclusive/commercial use of parking spaces		✓
Measures requiring hard infrastructure (e.g. roundabouts, kerb blisters, pedestrian crossings, angled parking, cycleway)		✓
Events with a duration over 24 hours		✓
Unusual, non-typical proposals, measures not implemented previously, or matters at the discretion of delegated Council Officers		✓
Any item that received 5 or more objections during the consultation process.		✓
Any item raised by a Councillor Request, MP Request, Mayoral Request or Notice of Motion.		✓
Any changes to traffic flow for more than a 6 month duration. (e.g. one-way changes or no left/right turn restrictions, Road Closure etc.)		✓
Mandatory Public transport is negatively affected for more than 24 (e.g. road closures, detour, relocating bus stop)		✓
Australian Government (e.g. Black Spot and Get NSW Active Grant Project proposal)		✓



Any other matter not specifically covered in this table. Council Officers retain the right to refer any matter to the LTF if deemed appropriate.		✓
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VARIATION TO THE TERMS OF REFERENCE

The General Manager may approve non-significant and/or minor editorial amendments that do not change the policy substance, and that do not conflict with the Road Transport (Safety and Traffic Management) Act 1999, the associated Regulation, and the Roads Act.

VERSION CONTROL AND CHANGE HISTORY

- Road Transport (Safety and Traffic Management) Act 1999
- Road Transport (Safety and Traffic Management) Regulation 1999
- Roads Act 1993
- Road Transport Act 2013
- Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic 2025
- A guide for councils using the (2025) Authorisation and Delegation Instrument 2025

Version history

Version	Release Date	Author	Period Active
1.0	26 August 2024	Director Assets and Infrastructure	Surpassed
2.0	22 September 2025	Director Assets and Infrastructure	Surpassed
3.0	25 March 2026	Director Assets and Infrastructure	Current

Item: ASS011-26 The Green Sporting Amenity - Budget Update

Author: Manager City Technical Services

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION:

- (a) That Council note the increase in required budget to proceed with The Green Sporting Amenity Construction project.
- (b) That Council approve the non-budgeted capital expenditure, as outlined in the confidential attachment, to proceed with The Green Sporting Amenity construction.

EXECUTIVE SUMMARY

1. Budget was allocated during the 2024/25 Financial Year to commence the detailed construction designs for the reconstruction of the sporting and public amenities at The Green Reserve, Kyle Bay.
2. An architect was engaged in November 2024 to undertake detailed structural and geotechnical investigations, site assessments, and design a new sporting and public amenity facility. The 100% detailed design documentation for the reconstruction was completed in March 2026.
3. A quantity surveyor's construction cost estimate for the final design exceeds the budget currently allocated in the Capital Works Program for the 2025/26 and 2026/27 Financial Years, noting that the original construction budget was based on a historic cost estimate and limited site understanding prior to completion of detailed investigations.
4. This report seeks approval for additional budget to enable engagement of a contractor and timely progression of construction works.

BACKGROUND

5. The Green Reserve, Kyle Bay is a passive and recreational open space utilised by Rugby League and Football (Soccer) for organised community sport, alongside a playground and associated picnic facilities. The reserve is serviced by an existing sporting and public amenity building which includes public toilets, sporting change facilities, storage areas, and a small canteen.
6. This ageing facility no longer meets contemporary safety, accessibility, or functional standards. Its layout and condition restrict its suitability for organised sport, particularly for competitions and training that require compliant changerooms and accessible facilities. As a result, the reserve is underutilised for structured sporting activities despite the quality of the playing fields and the strong demand for sports facilities across the local area.
7. Council's asset data identifies this facility as 'poor' in overall condition, reaching the end of useful life. Significant structural concerns were identified, including cracking to the roof slab and rendered masonry walls indicative of sub-structure movement, as well as deterioration of the roof structure with evidence of active water ingress. Key building services, including hydraulic fixtures and electrical systems, are aged and are approaching or have exceeded their serviceable life, requiring significant renewal works. The extent of deterioration together with the complexity and cost of remedial works and uncertain long-term performance, indicates that redevelopment represents a more practical and cost-effective solution than undertaking major repairs.

8. A suitably qualified Architectural consultant was subsequently engaged in November 2024 to undertake site investigations including detailed structural and geotechnical sampling, site survey, and service assessments to enable the development of construction designs for a new sporting and public amenity facility. The facility will meet all relevant Australian Standards, enabling comfortable and safe access and use by all community members, with facilities including:
 - modern male, female and accessible public toilets,
 - two (2) fully compliant changerooms,
 - two (2) dedicated storage areas,
 - a canteen,
 - subsidiary infrastructure including retaining walls, access ramps and drinking fountain.
9. The design has focused on minimisation of impact to the site and surrounds, while also ensuring appropriate compliant access, resulting in the building remaining in its existing location, while being set into the hill through additional site excavation. Retaining structures and access ramps ensure the provision of a modern, inclusive amenities, enabling increased use of the reserve, supporting organised sport, and creating a welcoming and functional space for the whole community.
10. The 100% detailed design package included the provision of a construction cost estimate, prepared by a suitably qualified quantity surveyor. The estimate exceeds the available budget included in the Capital Works Program for the 2025/26 and 2026/27 Financial Years for facility construction.
11. This report seeks additional budget to enable the procurement and engagement of a suitably qualified contractor to execute construction works and mitigate current infrastructure concerns within the 2026/27 financial year.

FINANCIAL IMPLICATIONS

12. Budget was allocated in the adopted four-year capital works program to commence detailed design in 2024/25. The detailed design for the sporting and public amenity reconstruction was completed in March 2026 and was delivered within the allocated design budget.
13. The construction budget was a historic estimate developed with limited site information and building context and was contingent on completing detailed designs and a corresponding cost estimate prepared by a qualified quantity surveyor before progressing to construction.
14. The quantity surveyor costing of the final construction documentation indicates that the existing construction budget is insufficient to proceed with reconstruction of the building facility.
15. In accordance with the Sustainable Procurement Policy, the required budget must be adopted prior to engaging and awarding construction works contracts.
16. Table 1 in the confidential attachment identifies the proposed budget revisions for this project to enable construction progression.
17. Council officers have submitted a \$300,000 grant application to the Office of Responsible Gambling under its Infrastructure Grants Program. The outcome of this grant application will offset project budget if successful.

RISK IMPLICATIONS

18. If this report and the associated request for additional budget is not approved, reconstruction of the sporting and public amenity facility will not proceed. Council may consequently be exposed to Strategic Risk 1 (Financial Sustainability), Strategic Risk 3 (Assets and Infrastructure), Strategic Risk 6 (Reputation), and Strategic Risk 11 (Liability Claims) given:
- (a) further deterioration or potential failure of the existing building infrastructure, posing an increased public safety risk to park users and increased operational cost to rectify.
 - (b) increased liability to Council should an incident occur, given that existing knowledge of the asset's poor condition.
 - (c) inability to meet community needs and expectations, as the existing amenities building is outdated, lacks adequate changerooms, and does not comply with current accessibility requirements, limiting use of the sporting fields by clubs, families, and people living with disabilities.
 - (d) reduced functionality and service capacity of Council assets, as the absence of appropriate changerooms, secure storage, accessible toilets, and supporting amenities restricts organised sport, reduces park usability, and undermines Council's ability to provide safe, inclusive, and fit-for-purpose recreational infrastructure.
 - (e) reputational risk to Council, arising from failure to address safety, accessibility, and community concerns, and from continued provision of infrastructure that does not align with modern standards or community expectations.

COMMUNITY ENGAGEMENT

19. City Technical Services utilises its internal Community Engagement Guideline for all projects. These Guidelines identify the type of consultation and engagement based on the scale and execution stage of a project, which are then executed as part of the Community Engagement Project Plan. Through this process Council ensures that the community is aware of projects, understands project intent and scope, and where further information can be obtained to encourage participation in decision making and contribution to outcomes which maximise community benefit.
20. Community engagement was undertaken during the design development phase to inform and seek feedback on the proposed upgrades. Engagement activities included a media release, coverage in the August 2025 edition of the Leader, inclusion in Council's eNews and Your Say newsletters, social media posts, establishment of a project-specific Your Say webpage, written notification to surrounding residents, and onsite signage directing the community to the Your Say page via a QR code. Targeted consultation was also conducted with key user groups, including Oatley FC, Football St George and Premier Rugby League Academy.
21. The Your Say page provided background information on the project, outlined the proposed upgrades and their rationale, identified anticipated benefits, and included an overview of the detailed design plans. Participants were invited to provide feedback on the proposed works and to describe their current use of the facilities.
22. Consultation was open from 11 August to 8 September 2025. During this period, the Your Say page received over 234 views, with 131 downloads of the detailed design plans and 18 survey submissions. Feedback indicated broad agreement that the existing building is no longer fit for purpose, with respondents noting that it is outdated and feels uncomfortable and unsafe.

23. Overall feedback was positive, with 39% of respondents indicating they were 'very happy' and 44% 'happy' with the proposed upgrades. Social media responses were similarly supportive. The high level of page views relative to the number of submissions suggests that many participants were satisfied with the proposal and did not feel the need to provide additional comment.
24. The community will be notified prior to the commencement of construction works in accordance with City Technical Services' Community Engagement Guidelines.

FILE REFERENCE

D26/62340

ATTACHMENTS

Attachment 1 The Green Sporting Amenity - Budget Update - *published in separate document* (Confidential)

Item: ASS012-26 Woodville Park Spatial Framework

Author: Manager City Technical Services

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION:

That Council:

- (a) Note the outcomes of the Woodville Park Spatial Framework community engagement.
- (b) Endorses the Draft Woodville Park Spatial Framework.

EXECUTIVE SUMMARY

1. As part of the 2025/26 Financial Year, Woodville Park was identified for the development of a Spatial Framework.
2. Community engagement was undertaken from 1 September to 29 September 2025 to inform Council's understanding of current and desired community uses of Woodville Park. The engagement attracted 169 website visits and 23 formal submissions. Feedback was collated in the Woodville Park Initial Consultation Report (Attachment 1), with key themes, Council responses and proposed actions summarised in Table 1.
3. Informed by the outcomes of the preliminary consultation, Council developed the Preliminary Woodville Park Spatial Framework (Attachment 2). Community engagement on the Preliminary Spatial Framework was undertaken from 8 December 2025 to 25 January 2026, receiving 204 website visits and 14 formal submissions. Council also received three written submissions outside the endorsed consultation process, including joint correspondence from adjoining residents. All feedback has been collated in the Woodville Park Preliminary Consultation Report (Attachment 3), with key themes, Council responses and proposed actions summarised in Table 2.
4. In response to feedback received during the Preliminary Spatial Framework consultation process, changes were made including the removal of proposed seating around the rotunda; refinement of the proposed seating hubs; removal of the proposed outdoor adult fitness equipment from Woodville Park; and inclusion of upgrades to the drinking bubbler at the Hudson Street entrance. These changes are reflected in the Draft Woodville Park Spatial Framework (Attachment 4).
5. This report seeks Council's endorsement of the Draft Woodville Park Spatial Framework (Attachment 4) to finalise the framework and guide future planning and improvement works within Woodville Park.

BACKGROUND

6. Spatial Frameworks are developed for parks sitting under the Generic Plan of Management to set clear visions, alongside a series of actions, to help improve the quality of community amenity and create more cohesive spaces.
7. A Spatial Framework provides high-level strategic guidance for the future planning and management of public open space. While it does not allocate funding, it plays a critical role in identifying opportunities for future improvements and informing the prioritisation of internal and external funding as assets reach the end of their useful life. The framework considers existing and future demand for park facilities alongside site capacity, constraints and supporting infrastructure to ensure sustainable long-term management.

8. The development of a Spatial Framework aligns with the long-term goal of Council's Community Strategic Plan 2025–2035: Our Built Environment, which commits Council to planning, maintaining and managing public parks, facilities and open spaces to provide diverse active and passive recreation opportunities.
9. At the November 2024 Council Meeting, in response to a Question with Notice (QWN029-24 – Update to Playgrounds at Woodville Park, Croot Park and Empress Reserve), Woodville Park was identified for the development of a Spatial Framework within the 2025/26 financial year.
10. Woodville Park was officially opened on 23 November 1930 and was established on land filled with shale from the railway quadruplication project. The park reflects early twentieth-century town square design principles, with a symmetrical layout and central rotunda/bandstand as a defining feature. Since its opening, adjoining properties at 27 Wright Street and 29 Hudson Street, Hurstville were integrated to expand the parkland. Over time, additional assets have been introduced, including a playground, public amenity building, outdoor adult fitness equipment beneath the large camphor laurel, and associated park infrastructure.
11. Preparation of the Woodville Park Spatial Framework commenced in August 2025 and included a detailed review of the site history, existing assets, the relevant Generic Plans of Management, and previous community feedback. Initial community consultation was undertaken from 1 September to 29 September 2025 to understand how the park is currently used and to identify opportunities to improve or rationalise existing facilities. Engagement was supported through broad notification, including letters to neighbouring properties, onsite signage, the YourSay webpage and newsletter, the Community eNewsletter, a newspaper advertisement, and social media posts.
12. Feedback from the community and internal stakeholders (Attachment 1) informed the preparation of the Preliminary Woodville Park Spatial Framework (Attachment 2), which focused on rationalising the layout of the park, reinstating open turfed areas, and minimising safety and amenity concerns raised regarding the location of the existing outdoor adult fitness equipment. A second round of community consultation on the draft framework was undertaken from 8 December 2025 to 25 January 2026, seeking feedback on the proposed future vision via a short survey. Notification methods included written letters to neighbouring properties, onsite signage, the YourSay webpage and newsletter, the Community eNewsletter, and social media posts.
13. In response to submissions received during consultation on the Preliminary Spatial Framework (outlined in Woodville Park Preliminary Consultation Report - Attachment 3), Council made several adjustments to address community safety and amenity concerns. The proposed Draft Woodville Park Spatial Framework (Attachment 4) now seeks Council endorsement.
14. The proposed Draft Woodville Park Spatial Framework (Attachment 4) aims to improve the overall form and function of Woodville Park by recognising its traditional town square character as a unique feature within the Georges River Council area, while accommodating the needs of a modern community. It focuses on reinforcing the park's traditional layout, increasing opportunities for meeting, conversation and passive recreation, and improving usability without introducing significant new assets, thereby retaining flexibility for future opportunities.
15. The principal change proposed within the future Woodville Park configuration, arising from community feedback received during formal consultation, a history of service requests, and in-person safety concerns, is the removal of the outdoor adult fitness equipment. Ongoing community concerns relating to safety and hygiene, particularly due to the equipment's current location beneath mature trees, the risk of tree failure, and the

presence of bird droppings, together with strong opposition to the proposed north-eastern relocation, have resulted in a decision to remove the equipment from the site. No alternative suitable location within the park was identified that would adequately address these concerns.

- 16. Alternative locations for outdoor adult fitness equipment within the Hurstville Ward may be investigated as part of future capital works programs.

FINANCIAL IMPLICATIONS

- 17. No budget impact for this report. Infrastructure identified within the endorsed Woodville Park Spatial Framework may be included in a future Capital Works Program.

RISK IMPLICATIONS

- 18. This project directly supports Strategic Risk 3: Assets and Infrastructure, which highlights the need for community-focused, resilient, and climate-ready infrastructure. By enhancing open space and play infrastructure, the project ensures Council continues to meet evolving community expectations regarding quality, capacity, and long-term resilience in the face of climate impacts.
- 19. The project also strengthens Council’s mitigation of Strategic Risk 12: Business Continuity, as clear project scoping, integrated community engagement, and robust planning processes all contribute to consistent and reliable service delivery, even during unexpected disruptions. These practices help secure continuity of operations and support future community demand by ensuring that assets are well-planned, future-proofed, and aligned with Council’s strategic priorities.

COMMUNITY ENGAGEMENT

- 20. City Technical Services utilises its internal Community Engagement Guideline for all projects. These Guidelines identify the type of consultation and engagement based on the scale and execution stage of a project, which are then executed as part of the Community Engagement Project Plan. Through this process Council ensures that the community is aware of projects, understands project intent and scope, and where further information can be obtained to encourage participation in decision making and contribution to outcomes which maximise community benefit.
- 21. Council undertook initial community consultation from 1 September to 29 September 2025 to understand current and desired community uses of Woodville Park. Engagement was widely promoted through written notification to neighbouring properties, onsite signage, the YourSay webpage and newsletter, Community eNewsletters issued on 5 and 19 September 2025, two advertisements in the Leader Newspaper, and social media posts on Instagram and Facebook.
- 22. During the consultation period, the YourSay page received 169 visits and 23 responses. Feedback has been collated in the Woodville Park Initial Consultation Report (Attachment 1), with key themes, Council responses and proposed actions summarised in Table 1.

Table 1. Initial Community Engagement Feedback Themes and Design Responses	
Feedback	Response
The majority of respondents reside on adjoining streets, within one to three streets from the park, or within the suburb of Hurstville.	Council will maintain a strong focus on Woodville Park as a local open space and continue to provide residents and the wider community with appropriate facilities.

Keep the fitness station but relocate it due to bird droppings on the equipment under the trees.	The draft framework proposes relocating the outdoor adult fitness equipment, retaining a similar footprint, to a location that is practical and sympathetic to the traditional town square character of the original park design.
Inclusion of a dog park.	Council does not consider Woodville Park an appropriate location for a dog park. The park's small size provides valuable open space for informal recreation, and the introduction of a dog park would diminish this space and create potential conflicts between user groups.
More seating and meeting places.	The draft framework incorporates additional seating and meeting areas, arranged in a configuration that aligns more closely with the park's original design intent.
Create a place for martial art training like Wushu, Kung Fu, Tai Chi, and Qigong.	The draft framework has identified a passive exercise area with a rubber surface adjoining the new fitness hub.

23. Guided by the feedback received during the preliminary consultation period, Council developed the Preliminary Woodville Park Spatial Framework (Attachment 2).
24. Council undertook community consultation on the Preliminary Woodville Park Spatial Framework from 8 December 2025 to 25 January 2026. The consultation sought feedback on the framework through a short survey. Engagement was promoted through written notification to neighbouring properties, onsite signage, the YourSay webpage and newsletter, Community eNewsletters issued on 12 December 2025 and 16 January 2026, and social media posts on Instagram and Facebook.
25. During the consultation period, the YourSay page received 204 visits and 14 responses. Council also received three (3) written submissions outside the endorsed consultation process, including joint letters from adjoining residents. All feedback has been collated in the Woodville Park Preliminary Consultation Report (Attachment 3). Key feedback themes, Council responses and proposed actions are summarised in Table 2, and informed the preparation of the final spatial framework.

Feedback	Response
Adding more facilities to the park will make it crowded and noisy, which will especially disturb the lives of nearby residents.	The proposed spatial framework does not seek to alter the range of facilities provided within the park. Instead, it focuses on rationalising existing functions and establishing a layout that meets community needs while respecting the park's traditional character.

<p>Residents expressed concern that they were not adequately considered or consulted in the development of the design proposal, particularly regarding the proposed relocation of the fitness station.</p> <p>They also raised issues about existing noise levels in the park and felt that additional activity could further disrupt residential amenity. Examples provided included opera singing and flailing whips as early as 9am.</p>	<p>Council notes that community consultation occurred across two stages of the spatial framework development with extensive notification material distributed.</p> <p>The current location of the fitness station beneath a large tree presents several safety, hygiene and asset maintenance issues, including falling branches, leaf and berry litter, and persistent bird droppings. New infrastructure therefore cannot be placed in the existing location and a new location was therefore proposed.</p> <p>Based on the strong desire from surrounding residents for the fitness station to not be moved to the location identified in the preliminary framework, outdoor adult fitness equipment will not be included as a feature within Woodville Park as no other viable locations were identified.</p>
<p>The proposal to install new seating and add buffer trees is a positive improvement.</p>	<p>During consultation, several submissions highlighted the importance of Woodville Park as a social hub for locals and a rest point for those passing through.</p> <p>The proposed seating options are designed to support gatherings of all kinds, while additional planting will enhance the sites appeal and provide perimeter buffers.</p>
<p>There should be gates or similar safety measures at the southern Hudson Street entrance to prevent children from accessing the road, as the playground is located adjacent to it.</p>	<p>The spatial framework does not suggest the removal of the fencing on Hudson Street, adjoining the playground however, no further fencing or gates are proposed around the play space.</p>
<p>The cannon is more visually appealing in the open area than when placed between the bushes.</p>	<p>Council acknowledges the cannon's historical and cultural significance. Its orientation will remain unchanged, and its relocation will create additional open turf area in response to community feedback seeking more passive open space.</p>
<p>The design is excellent, but we would like to request a larger passive exercise area.</p>	<p>The proposed spatial framework incorporates a more formal passive recreation area adjacent to the relocated fitness station. It also creates additional open turfed space by repositioning the cannon, with the removal of the outdoor adult fitness equipment further increasing open space.</p>

<p>We need more natural green spaces to support the environment, birds, and wildlife, rather than adding more types of facilities.</p>	<p>The proposed framework identifies several opportunities for increased planting to enhance local biodiversity and support habitat creation.</p>
<p>Add lighting</p>	<p>Council has identified an opportunity to improve pedestrian lighting through the installation of bollard lights, helping to support safe access for those passing through the site after dark.</p>
<p>Add water station</p>	<p>Council has identified an opportunity to upgrade the existing water station.</p>
<p>Keeping the existing fitness station and playground avoids waste and service disruption, as both are recently upgraded. Regular cleaning is a more sustainable and cost-effective solution than demolition and rebuilding.</p>	<p>The spatial framework looks to build on recent improvements, including the new playground, and provides guidance for future capital works. The assets will only be replaced at the end of their useful life.</p>

26. In response to feedback from the community and internal stakeholders, the following changes were made:
- The proposed increase in seating around the rotunda was removed.
 - Proposed seating hubs were refined to more indicative forms to address confusion in the draft design.
 - Removal of outdoor adult fitness equipment from Woodville Park.
 - Upgrades to the bubbler at the Hudson Street entrance were added.
27. Following Council’s endorsement of the Draft Woodville Park Spatial Framework (Attachment 4), community members who participated in the engagement process will be notified. This communication will outline how community feedback informed the development of the final framework and highlight the contribution made by participants to the future planning, management and delivery of park infrastructure.

FILE REFERENCE

D26/64268

ATTACHMENTS

- Attachment 1 Woodville Park Initial Consultation Report - *published in separate document*
- Attachment 2 Preliminary Woodville Park Spatial Framework - *published in separate document*
- Attachment 3 Woodville Park Preliminary Consultation Report - *published in separate document*
- Attachment 4 Draft Woodville Park Spatial Framework - *published in separate document*

Item: ASS013-26 Draft Penshurst Town Centre Public Domain Plan

Author: Strategic Placemaking Specialist

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION:

That Council recommend the Draft Penshurst Town Centre Public Domain Plan proceed to public exhibition and community consultation for broader stakeholder and community endorsement.

ASS013-26

EXECUTIVE SUMMARY

1. This report outlines works undertaken to date relating to the beautification of Penshurst Town Centre. It was undertaken to deliver on Council Resolution on 3 June 2024.

Council resolved:

- (a) *That the General Manager prepares a Public Domain Plan for streetscape and public safety enhancements for the Penshurst Town Centre that includes, but is not limited to the following:*
 - (i) *Improvements to existing pedestrian infrastructure.*
 - (ii) *Recognition of the suburb's heritage.*
 - (iii) *New infrastructure to further promote public safety, such as pedestrian crossings, street fencing and lighting.*
 - (iv) *Greenery as part of the streetscape.*
 - (v) *Improvements to the aesthetics of public buildings, gardens and spaces.*
 - (vi) *Suitable street furniture improvements and additions.*
 - (b) *That the General Manager provides details of maintenance and capital works that will be completed as part of the 2023/24 Delivery Program.*
2. A place analysis was conducted, and urban design work was undertaken using a Complete Streets approach to develop the public domain plan. The aim is to deliver a comprehensive streetscape analysis and design which incorporates community aspirations for the Penshurst town centre.
 3. The plan is an approach for coordinated improvements to movement management and transport infrastructure, currently the plan is at the design concept stage providing details on:
 - (a) Improvements to existing pedestrian infrastructure that includes:
 - (i) Kerb extensions to enhance walkability
 - (ii) Pocket spaces for more seating
 - (iii) Pedestrian priority links through the town centre
 - (iv) Bus priority infrastructure to enhance bus stop environments for people
 - (v) A plaza to improve walkability and increase open space in the town centre
 - (b) New infrastructure to further promote public safety that includes:
 - (i) New pedestrian crossings

- (ii) Realignment of motorised vehicle-priority corridors
 - (iii) Street fencing along motorised vehicle-priority corridors
 - (iv) Cycleway corridor to promote safety in active transport and introduce an integrated transport system in Penshurst
 - (v) Vibrant new under-awning lighting within the town centre main strip to enhance street safety after dark
- (c) Greenery as part of the streetscape that includes:
- (i) Tree canopy increase of 30% interspersed along the main streets
 - (ii) Biodiverse greening and understorey vegetation
- (d) Improvements to the aesthetics of public buildings, gardens and spaces that include:
- (i) Underground trenching of services
 - (ii) Development concept of the car park to deliver better amenities and improve vibrancy and economic growth in Penshurst
 - (iii) Public art
- (e) Suitable street furniture improvements and additions that include:
- (i) Public seating
 - (ii) Wayfinding/ cultural heritage column in recognition of the suburb's heritage
 - (iii) Bicycle racks
 - (iv) Drink stations

BACKGROUND

4. On 27 May 2024, Council Resolved (NM050-24) for the General Manager to prepare a Public Domain Plan for streetscape and public safety enhancements for the Penshurst Town Centre and provide details of associated maintenance and capital works.
5. This is consistent with Georges River Council's Community Strategic Plan 2022- 2032 Pillar 1: Our Community, Goal 1.3 *Our community is safe and healthy*, Pillar 3: Our Economy, Goal 3.2 *Our town centres are green, clean, vibrant and activated and have good amenities* and Pillar 4: Our Built Environment, Goal 4.5 *Council-led development and assets provide quality, long term benefits to everyone*
6. The project originated from an initiative proposed by Project Penshurst 2222, a local community group advocating to enhance the town centre. Several isolated upgrades were implemented which included improvements to line markings in the Connelly Street Council Carpark, safety fencing installation at the corner of Penshurst and Bridge Streets.
7. Community consultation, which took place between 21 March to 17 April 2025, resulted in 1,223 Aware Participants (those who visited the project page or tool page), 479 Informed Participants (those who performed actions such as downloading a document, viewing a photo or visiting multiple pages), and 154 Engaged Participants (those who participated in surveys and placed pins on places online). Safety and accessibility, traffic, visual appeal, trees, and concerns around retail were the most common responses. The consultation feedback informed the place analysis and urban design work that underpin the public domain plan.
8. A Notice of Motion was carried out on 27 October 2025. That Council:
 - (a) Note the status, progression and timing of the Penshurst Town Centre Public Domain Plan (as per NM050-24).

- (b) Note the status of the lease agreement and potential transfer of land ownership from the NSW Transport Asset Holding Entity (TAHE) to Georges River Council for the park area located at the intersection of Bridge Street and Penshurst Street (as per NM025-24)
 - (c) Note the status, progression, and timing to complete a detailed design to transform the TAHE land into a park and garden, as included in the 2025/26 Operational Plan (as per CCL053-25).
 - (d) Note the status and timing of the internal amenities fit-out included in the 2025/26 Operational Plan (as per CCL053-25).
 - (e) Note that funds will be allocated to implement the works identified in the Public Domain Plan from 2026/27 onwards (as per CCL053-25).
9. On 10 February 2026, Council officers provided an update on the TAHE land in response to a Councillor Question seeking:
- (a) When the agreement with TAHE is expected?
 - (b) When will it be opened to the public?
 - (c) When and what sort of equipment will be in there?
10. Council Officer response included:
- (a) Council officers are continuing negotiations with Transport for NSW and Sydney Trains regarding the boundaries of the proposed future open space. A key consideration is the potential relocation of an active, operational signal box, which would enable Council to maximise the usable area of the land parcel. Once Sydney Trains finalises its investigation into the feasibility of relocating the signal box, Council will prepare a plan of survey to define the proposed licence area. It is anticipated that the draft survey and licence agreement will be presented to Transport NSW by June 2026.
 - (b) Upon finalisation of a licence agreement there are issues that require rectifying prior to the site being opened up to the public and these include the relocation of rail corridor fencing to replace a segment of the fencing that encloses the rail corridor and that is currently non-compliant and removal of a derelict structure with some irregular fencing.
 - (c) Arrangements for public access and the type of equipment to be included will follow community consultation that is planned to occur in Q1 of 2026/27. A plan will be developed based on the community feedback received and this would be subject to consideration and adoption by Council prior to any works being carried out.
11. As such, to bring together key priorities, new opportunities and the long-term direction for Penshurst the public domain plan was developed with a focus on balancing growth, connectivity and escalating community needs. In addition to traffic interventions and pedestrian amenity upgrades in the main street, and as part of the Complete Streets process four significant works are introduced that support the public domain plan outcomes:
- (a) Transforming the open space Council carpark on Connelly St into a strategic economic anchor development to meet growing community needs and to foster economic growth in Penshurst. This is to be reinforced by the proposal to transform Council property, a shopfront building at 36 Penshurst St. Demolition of this building will allow for an open space plaza and a pedestrian corridor creating strong connectivity between Penshurst St and Connelly St. A property strategy to consolidate 36 Penshurst St, the Council carpark and the adjacent unused Council land at 19 Connelly St will be developed in conjunction with this plan.

- (b) Transforming the TAHE land into a community commons multi-purpose activated area. Subject to further investigation, the plan will include areas for more public seating, two food trucks and occasional markets and community-run events. As a public open space, it is noted that activation of this area is critical to ensure passive surveillance, and a level of safety is maintained. Although not part of the public domain, the development of the TAHE land is a contributing factor to the public domain plan and town centre outcomes. The vision for this area is illustrated in Appendix C.
 - (c) Delivering new cycling routes in Penshurst town centre as part of launching a place-based cycling network connecting schools to open spaces, sports grounds and transport hubs. The cycling network developed as part of the Penshurst Complete Streets process will connect Hurstville to the Sutherland Shire through the Oatley Como bridge via Penshurst, Mortdale and Oatley. This is detailed in Appendix D.
 - (d) Increasing tree canopy by 30% to meet Council's commitment towards achieving 40% tree canopy coverage. As part of the Complete Streets process, a parametric algorithm was developed as a tool to calculate the exact number of trees that need to be delivered within an area. Currently tree canopy in the town centre is at 10% or less and the algorithm allows for parametric input of diverse species, tree radius and area size.
12. The proposed three big moves of the public domain plan are outlined as
- (a) Protecting the core of Penshurst town centre by restructuring movement to improve safety.
 - (b) Transforming Penshurst as a destination to engage the community, retain foot traffic to enhance economic activity and rejuvenate the town centre.
 - (c) Integrating multi-modal links for different ways to access the town centre and adjacent destinations, improving connectivity and accessibility.
13. To ensure the development of the Draft Penshurst Town Centre Public Domain Plan closely reflected the community's key priorities, and for Council officers to consult with the community regarding opportunities and the long-term direction of the public domain plan, a focus group meeting and workshop was conducted at Georges River Council on Thursday 19 February 2026.
14. Council officers invited a cross-section of the community to form the focus group including representatives from schools, churches, businesses, local associations and residents in the area as well as representatives from the Business Chamber of Commerce South and Project Penshurst 2222. The purpose of the focus group was to gather direct feedback to inform and further refine the public domain plan prior to broader public consultation.
15. The public domain plan is presented as consisting of four zones. Zone 1 includes the public domain areas within the E1 Local Centre south side of the train station and north side including the intersections of Bridge St and Penshurst St, and Bridge St and Connelly St. Zone 2 includes the areas halfway up Penshurst St incorporating the intersection of Penshurst St and Victoria Ave, the Council carpark and Connelly St adjacent to the carpark. Zone 3 includes the public domain areas on Penshurst St towards the lights at the intersection of Penshurst St and Forest Rd and incorporates the intersection of Penshurst St and Austral St. Zone 4 includes the public domain areas focused on the intersection of Victoria Avenue and Ocean St towards the Penshurst Marist Catholic College.
16. Participants were notified that feedback will be recorded as anonymously provided and presented in summary form as a collective input from the focus group. Feedback from the focus group was collected through three primary formats:

- (a) Facilitated Group Discussion: Following the presentation of the Draft Penshurst Public Domain Plan, a structured focus group discussion was held. Adequate time was allocated to each zone to enable roundtable discussion, questions and answers. The discussion was formally voice-recorded.
 - (b) Interactive Workshop Session: Participants were invited to form smaller groups to discuss priority areas either amongst themselves or directly with Council officers. Large format printed maps of the four zones were displayed on tables and walls to encourage detailed review. Participants were able to annotate on the maps directly and provide feedback using Post-it notes, allowing for spatially specific and visual commentary.
 - (c) High-Level Survey: Participants completed a questionnaire to indicate their level of support for the three key strategic moves:
 - (i) Plaza & redevelopment of the carpark; Yes or No
 - (ii) Change in traffic flow; Yes or No
 - (iii) Slower traffic on Penshurst St (between Bridge St and Austral St) Yes or No
17. The focus group unanimously supported the proposed plaza and redevelopment of the carpark. There was also unanimous support for the proposed changes to traffic flow. In terms of a reduced traffic speed along Penshurst Street, most participants supported this change. One participant expressed preference for converting Penshurst Street to pedestrian and bus-only access, removing motorised vehicle through-traffic altogether.
18. Three significant points discussed included:
- (a) The desire of the focus group to extend the proposed slower traffic and gateway entrance to the destination high street environment to commence from the traffic lights at the corner of Penshurst St and Forest Rd instead of the corner of Penshurst St and Austral St. This will also enable students to immediately access a safer environment for walking and relieve traffic associated with the primary schools as parents will have more options for collecting/ dropping off their children. The two primary schools at the corner of this intersection indicated they have approximately 1,700 primary school students between them. Pick up and drop off conditions continue to be unmanageable.
 - (b) To investigate restricting motorised vehicles altogether, except for buses on Penshurst St through the town centre, was strongly voiced.
 - (c) To investigate having a footbridge connecting the train station to the corner of Bridge and Penshurst streets to allow the flow and volume of pedestrians safer crossing without hindering the flow of traffic over the station into Bridge St was also strongly voiced. That the volume of pedestrians from the train station will only increase as new developments and apartments take place.
19. Feedback from the focus group were all considered and informed further refinement of the Draft Penshurst Town Centre Public Domain Plan.
20. Further, in relation to the three significant points discussed by the focus group, 1) In relation to the focus group's desire to move the proposed gateway entrance to the destination high street slower traffic environment, from the corner of Penshurst St and Austral St to the corner of Penshurst St and Forest Rd at the lights, Council officers are using this to inform traffic studies to be conducted. 2) In relation to restricting motorised vehicles altogether except for buses on Penshurst St, this is not supported by Council officers. Parking rates in the town centre are designed to facilitate access to essential retailers along Penshurst St such as chemists. 3) In relation to a footbridge from the train station to the corner of Penshurst and Bridge Streets, Council officers note this as beyond

the scope of the public domain plan and investigation as this requires close collaboration with and commitment from Transport for NSW. However, Council officers note this for future investigation.

21. Appendix A presents the Draft Penshurst Town Centre Public Domain Plan, incorporating the detailed Complete Streets streetscape concept for Penshurst attached as a presentation. The report also includes the following attachments: Appendix B provides a summary of the studies undertaken. Appendix C describes the TAHE land, and Appendix D is the preliminary concept design for active transport.
22. This report recommends the Draft Penshurst Town Centre Public Domain Plan proceed to public exhibition and community consultation to seek broader stakeholder and community endorsement.

NEXT STEPS

23. Following public exhibition and community consultation of the Draft Penshurst Town Centre Public Domain Plan, feedback will be consolidated and further refinements to the proposal will be made. A further report detailing any changes and presenting a refined Penshurst Public Domain Plan will be reported to the Assets & Infrastructure Committee including costings and timeframes.
24. Based on the outcomes of the consultation a traffic analysis may be required to model the potential changes within the Penshurst town centre. Modelling will assess the existing and proposed network capacity and take into consideration further changes under the Low & Mid-Rise Housing (LMR) planning reform.
25. It is noted the concentration of 8 educational facilities, including three mainstream schools directly adjacent to the town centre, and two pre-schools, a long-day care centre, a before and after-school care, and an additional mainstream high school located within a 400-metre radius of the town centre, exacerbating the requirement for sufficient levels of service for vehicles and pedestrians within Penshurst town centre.

FINANCIAL IMPLICATIONS

26. A further report will detail any funding requirements as part of the operational budget to fund a traffic analysis and associated modelling. The scope of this assessment will be determined following the public exhibition and community consultation period.
27. The delivery of the Penshurst Town Centre Public Domain Plan is estimated to be delivered over multiple stages. Final costs will be subject to further detailed investigation. Council will also seek suitable grant funding initiatives and condition developer frontage works to assist in the delivery of the Public Domain Plan. Staging and cost information is to be provided to the Assets and Infrastructure Committee in a future report.
28. Details regarding the ongoing operational and maintenance requirements associated with the public domain works are yet to be confirmed and will be subject to further assessment.

RISK IMPLICATIONS

29. Strategic Risk 3: Assets & Infrastructure identified.

The risk that Council's infrastructure may not meet the evolving needs or expectations of the community, particularly in terms of quality, capacity and resilience. Within the Penshurst town centre, this risk has become increasingly evident as pedestrian activity generated from the adjacent educational institutions place increasing pressure on existing public domain assets in terms of functionality and quality.

30. Without coordinated upgrades and the transformation proposed under the Penshurst Town Centre Public Domain Plan, the risk of underperformance of assets is evident. This condition will continue to erode the quality of the streetscape, roads and essential infrastructure. Safety concerns, declining amenity and reduced accessibility are issues arising through the town centre.
31. These issues may become more prevalent with population increase in the targeted LMR housing intensification precincts of Penshurst, Mortdale and Oatley. Mainstream schools in Penshurst expect more enrolments to come with this growth.
32. The Penshurst Town Centre Public Domain Plan is focused on mitigating this strategic risk. It is a coordinated proactive approach to address the underlying systemic issue of movement and to support community wellbeing, economic vitality and the long-term resilience of Penshurst.
33. Strategic Risk 5: Climate Change identified.

Council is at risk of failure to prepare and plan for climate and environmental risks. The delivery of the Penshurst Town Centre Public Domain Plan is an opportunity to address climate and environmental resilience in Penshurst and the wider area. The systemic change proposed will support the shift to integrated transport, allowing more sustainable modes of travel, resulting in less reliance on cars on the road in Penshurst and the surrounding areas. The delivery of the public domain plan will launch Council's active transport that connects schools to transport hubs and open spaces. The plan also delivers to increase tree canopy from less than 10% to the target of 40%, enabled through the provision of more spaces for trees and biodiverse greening with kerb extensions along the main corridors of the town centre.

COMMUNITY ENGAGEMENT

34. Targeted consultation occurred with the focus group carried out at Georges River Council Chambers on Thursday 19 February 2026.
35. Council officers will carry out broader community consultation once Council resolves to proceed with the proposed Draft Penshurst Town Centre Public Domain Plan and its implementation.

FILE REFERENCE

D26/62524

ATTACHMENTS

- | | |
|--------------|---|
| Attachment 1 | Appendix A - Draft Penshurst Town Centre Public Domain Plan - <i>published in separate document</i> |
| Attachment 2 | Appendix B - Study Summary - <i>published in separate document</i> |
| Attachment 3 | Appendix C - TAHE Land Proposed as Community Space - <i>published in separate document</i> |
| Attachment 4 | Appendix D - Preliminary Place-Based Cycleway Network - <i>published in separate document</i> |

Item: **ASS014-26 Todd Park Sporting Facility Reconstruction - Community Engagement**

Author: Manager City Technical Services

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

ASS014-26

RECOMMENDATION:

That Council:

- (a) Endorse the two concept design options for the Todd Park Sporting Facility Reconstruction project being:
 - (i) Four-changeroom community sporting and public amenity, or
 - (ii) Four-changeroom community sporting and public amenity, and a gym primarily for the use of, and funded by, St George District Rugby League Football Club.
- (b) Endorse the progression of community engagement for the Todd Park Sporting Facility Reconstruction project presenting both options to the community.

EXECUTIVE SUMMARY

1. Council received \$250,000 funding through the NSW Office of Sport Partnership Program 2022–23 to undertake the detailed design of a new Todd Park Sporting Facility. The project involved the upgrade and redevelopment of existing sporting and public amenities at Todd Park to deliver a contemporary, accessible and inclusive facility that supports sporting groups and broader community use.
2. An Architect was engaged in February 2024 to undertake detailed structural and geotechnical investigations, site assessments, and design a new sporting and public amenity facility.
3. Consultation with St George District Rugby League Football Club (St George DRLFC), a major stakeholder of the Todd Park site, during design development, identified two (2) design options for the facility:
 - (a) Four-changeroom community sporting and public amenity (Attachment 1)
 - (b) Four-changeroom community sporting and public amenity with a connected gym (Attachment 2)
4. This report seeks approval to undertake broader community engagement of both facility design options to understand existing and future community demand for sporting and public facilities, enabling the progression of detailed designs and construction, as required.

BACKGROUND

Site Context and Existing Facilities

5. Todd Park, Blakehurst is a significant passive and recreational open space utilised by Rugby League and Cricket for organised community sport, alongside a playground, bike track, half-court basketball, cricket nets and associated open space infrastructure. The park is serviced by an existing sporting and public amenity building which includes public toilets, two (2) sporting change facilities, storage shipping containers, and a small canteen.

6. This ageing facility no longer meets contemporary safety, accessibility, or functional standards. Its layout and condition restrict its suitability for organised sport, particularly for competitions and training that require compliant changerooms and accessible facilities.
7. Council's asset data identifies this facility as 'poor' in overall condition, nearing the end of its useful life. Significant structural and service concerns were identified, including sewer blockages and cracking to masonry walls indicative of sub-structure movement, as well as deterioration of the roof structure. Key building services, including hydraulic fixtures and electrical systems, are aged and are approaching or have exceeded their serviceable life, requiring significant renewal works. The extent of deterioration together with the complexity and cost of remedial works and uncertain long-term performance, indicates that redevelopment represents a more practical and cost-effective solution than undertaking major repairs.

Project Background and Design Development

8. During project initiation and confirmation of the project scope, consultation was undertaken with the St George DRLFC and the affiliated Kogarah Cougars Rugby League Football Club to understand operational requirements, future planning considerations and the broader site context for Todd Park. Through this process, the Rugby League stakeholders outlined a number of strategic considerations supporting the inclusion of a gym within the facility design. This information informed Council's understanding of how the site can meet both community and elite sporting needs in the short and long term and was therefore an optional inclusion in the development of the facility design.
9. A suitably qualified Architectural consultant was subsequently engaged in February 2024 to undertake site investigations including detailed structural and geotechnical sampling, site survey, and service assessments to enable the development of construction designs for a new sporting and public amenity facility. The new facility will meet all relevant Australian Standards, enabling comfortable and safe access and use by all community members.
10. The concept design incorporated the following infrastructure:
 - modern gender-neutral and accessible public toilets,
 - four (4) fully compliant changerooms,
 - referees changerooms
 - dedicated storage area for four (4) site users,
 - a shared canteen, including separate storage area,
 - clubroom/community space,
 - 300m² gym space,
 - subsidiary infrastructure including covered viewing area, retaining walls, access ramps, footpath connections and drinking fountain.
11. Concept floorplans were developed for a:
 - (a) Four-changeroom community sporting and public amenity facility (Attachment 1)
 - (b) Four-changeroom community sporting and public amenity facility with a connected gym (Attachment 2)
12. Based on cost implications, St George DRLFC community infrastructure renewal demands and a need for St George DRLFC to determine future direction, Council separated the gym from the project in 2024 and progressed the detailed design of the Todd Park sporting and public amenity portion of the project.

13. The four-changeroom community sporting and public amenity with connected gym has been included in the draft Carss Bush Park and Todd Park Plan of Management and associated Master Plan to manage future site demands.
14. Construction budget was proposed in the four-year capital works program at the June 2025 Council Meeting (CCL053-25 - Working Together for a Better Future - Community Strategic Plan, Delivery Program, Operational Plan and Resourcing Strategy), with Council resolving "Todd Park Sporting Amenities: Council remains committed to the project and will consider its inclusion in the budget once community consultation is complete and the project scope is clearly defined".

Stakeholder Engagement and Gym Proposal

15. St George DRLFC formally re-entered discussions with Council in relation to the proposed Todd Park Sporting Amenities project following the appointment of a new Chief Executive Officer at St George DRLFC in mid-2025.
16. The Chief Executive Officer met with Council officers in September 2025 to progress matters relating to Todd Park and confirmed the Club's ongoing position regarding the proposal for a purpose-built gym to be included as part of the overall development. As part of these discussions, St George DRLFC reconfirmed its previously advised financial contribution towards the gym component of the project.
17. In October 2025, Council received formal correspondence from both St George DRLFC and the St George Illawarra Dragons (Dragons) outlining the rationale for the inclusion of a gym within the Todd Park development. This has been summarised below.
 - (a) Pathways and High-Performance Training:
 - (i) St George DRLFC has identified Todd Park as its preferred permanent home for junior representative teams and pathways development squads for both male and female athletes from the St George district. The Club has advised that a purpose-built gym is required to establish Todd Park as a high-performance training facility, enabling strength and conditioning, rehabilitation and integrated training activities to occur on site in conjunction with field use.
 - (b) Ongoing Presence of Professional Rugby League Programs:
 - (i) The Dragons have identified Todd Park's location at the "gateway to the Local Government Area" as strategically significant for showcasing rugby league and reinforcing community connections within the district.
 - (ii) The Dragons have advised Council that, notwithstanding the planned relocation of their Community and High-Performance Centre to the University of Wollongong in 2026, it is imperative that their NRL and NRLW programs maintain a strong and visible presence in the St George community. The Dragons have confirmed that, should Todd Park be developed in accordance with the proposed scope, including a gym and associated field upgrades, they intend to utilise Todd Park as a local training venue for both elite programs.
 - (c) Complementary Relationship with Regional Facilities: The Dragons have characterised the Todd Park proposal as a complementary facility to their Wollongong high-performance base, supporting continued engagement with St George communities and ensuring rugby league pathways remain visible, accessible and aspirational for emerging athletes within the district.
 - (d) Alternative Use of Council Assets: St George DRLFC has advised that, if a gym suitable for elite and pathways training is delivered at Todd Park, the Club would no longer require access to the existing gym facility at Harold Fraser Oval. This outcome

would provide Council with the opportunity to consider alternative uses for that facility, ensuring the asset continues to deliver value to the broader community.

- (e) Integration with Broader Todd Park Upgrades: Both St George DRLFC and the St George Illawarra Dragons have identified the gym as an integral component of a broader package of upgrades at Todd Park, including proposed field remediation and amenities improvements. The stakeholders have indicated support for formalising arrangements to enable elite training use while preserving ongoing community access to the site, including continued use by local clubs.
18. In subsequent meetings held during late 2025, St George DRLFC advised that it would reconsider the level of its financial contribution, subject to the completion of the community consultation process and a Council resolution to proceed with the option of a four-changeroom community sporting and public amenity facility incorporating a connected gym. This reconsideration would be undertaken to better reflect updated project costs, with the stated objective of fully funding the gym component to support community-level and elite rugby league activities, as well as shared use by the general public.

Strategic Context and Next Steps

19. The Community Infrastructure Needs Assessment and Acquisition Area Strategy (CINAAAS) and the Open Space, Recreation and Community Facilities Strategy provide a policy context under which a gym facility may be considered. Collectively, these strategies support flexible, shared-use and accessible community infrastructure, improvements to the quality and functionality of existing sporting facilities, and infrastructure that responds to changing participation trends. While indoor gyms are not identified as a standard requirement within outdoor sporting parks, enhanced supporting infrastructure may be appropriate for higher-order sporting precincts were justified by demonstrated demand, community access, sound governance arrangements, financial sustainability and consistency with the broader recreational role of the site.
20. To ensure clear strategic direction for the future planning and management of Todd Park, targeted community consultation is required. The engagement process will consider both current and projected demand for sporting and public facilities, alongside the site's capacity, constraints and supporting infrastructure. By testing the two proposed facility options, consultation will support evidence-based decision-making and help ensure that any future investment delivers sustainable, well-managed outcomes that balance community use with long-term operational and maintenance requirements. This report therefore seeks Council approval to undertake broader community engagement on both design options (Attachments 1 & 2) to understand existing and future community demand for sporting and public facilities, and to inform the progression of the project, as required.

FINANCIAL IMPLICATIONS

21. There are no direct budget implications arising from this report. A subsequent report presenting the outcomes of the Todd Park Sporting Facility Reconstruction Community Engagement will outline the financial implications of each facility option, considered alongside community feedback.
22. Any future construction of a gym facility would be funded wholly by St George DRLFC and subject to a funding agreement.
23. Any future operation of a gym facility would be subject to a hybrid licence agreement. This approach would be designed to balance the operational requirements of St George DRLFC with broader community access and Council resource considerations.

RISK IMPLICATIONS

24. Effective project management directly supports the mitigation of Council's Strategic Risks by ensuring that projects are planned, governed, and delivered in a controlled, transparent, and risk-aware manner. By applying structured project controls, including clear scoping, risk assessment, resource planning, and community engagement, Council strengthens its ability to address risks such as Strategic Risk 3 (Assets and Infrastructure), where well-managed projects help ensure infrastructure meets community needs and withstands climate impacts, and Strategic Risk 12 (Business Continuity), where disciplined project oversight improves preparedness for unexpected events and maintains essential service delivery.
25. This amenity reconstruction project is focused on mitigating Council exposure to Strategic Risk 1 (Financial Sustainability), Strategic Risk 3 (Assets and Infrastructure), Strategic Risk 6 (Reputation), and Strategic Risk 11 (Liability Claims) given:
 - (a) deterioration or potential failure of the existing building infrastructure, poses an increased public safety risk to park users and increased operational cost to rectify.
 - (b) increased liability to Council should an incident occur, given that existing knowledge of the asset's poor condition.
 - (c) inability to meet community needs and expectations, as the existing amenities building is outdated, lacks adequate changerooms, and does not comply with current accessibility requirements, limiting use of the sporting fields by clubs, families, and people living with disabilities.
 - (d) reduced functionality and service capacity of Council assets, as the absence of appropriate changerooms, secure storage, accessible toilets, and supporting amenities restricts organised sport, reduces park usability, and undermines Council's ability to provide safe, inclusive, and fit-for-purpose recreational infrastructure.
 - (e) reputational risk to Council if safety, accessibility and broader community concerns are not adequately addressed, or if infrastructure continues to be provided that does not align with contemporary standards or community expectations. Undertaking community consultation to clearly understand current and future demand will also mitigate the risk of over-servicing the community through the delivery of facilities that are not aligned with demonstrated need, operational capacity or long-term sustainability objectives.

COMMUNITY ENGAGEMENT

26. City Technical Services utilises its internal Community Engagement Guideline for all projects. These Guidelines identify the type of consultation and engagement based on the scale and execution stage of a project, which are then executed as part of the Community Engagement Project Plan. Through this process Council ensures that the community is aware of projects, understands project intent and scope, and where further information can be obtained to encourage participation in decision making and contribution to outcomes which maximise community benefit.
27. Targeted community engagement with direct stakeholders, including St George DRLFC and the affiliated Kogarah Cougars Rugby League Football Club, was undertaken during the concept design development phase to inform and seek feedback on the proposed upgrades.
28. The draft Carss Bush Park and Todd Park Master Plan was exhibited for community consultation from 5 November to 17 December 2025, following Crown Land approval. This Master Plan included the four-changeroom community sporting and public amenity with connected gym to manage future site demands.

29. Broader community engagement will now be undertaken to understand community demand and vision for the site utilising the two design options for Todd Park Sporting Facility (Attachments 1 and 2).
30. Engagement activities will include a media release, social media posts, establishment of a project-specific Your Say webpage, written notification to surrounding residents, and onsite signage directing the community to the Your Say page via a QR code.

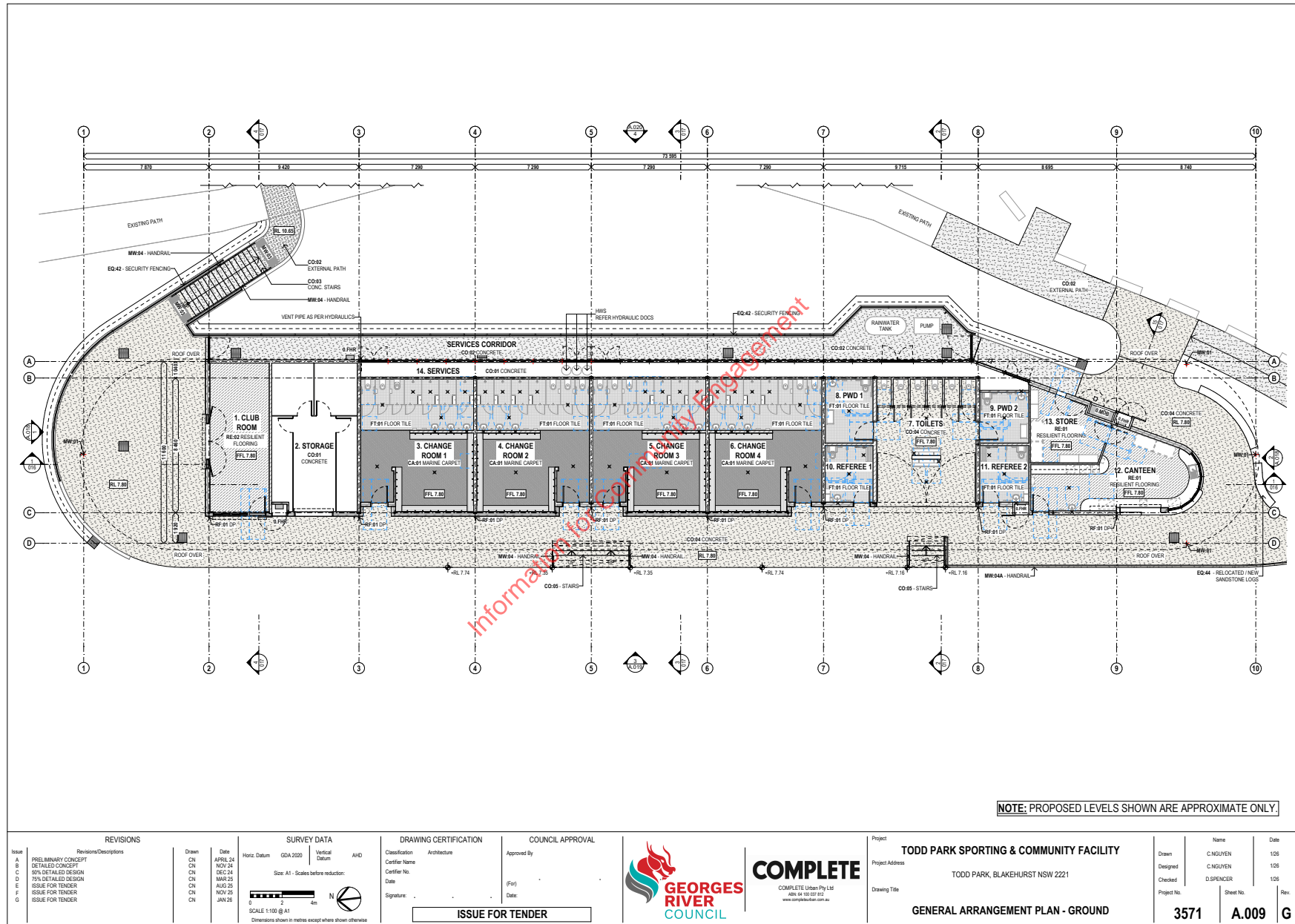
FILE REFERENCE

D26/68849

ATTACHMENTS

- Attachment [↓1](#) Todd Park Four-Changeroom Community Sporting and Public Amenity Option
- Attachment [↓2](#) Todd Park Four-Changeroom Community Sporting and Public Amenity with Connected Gym Option



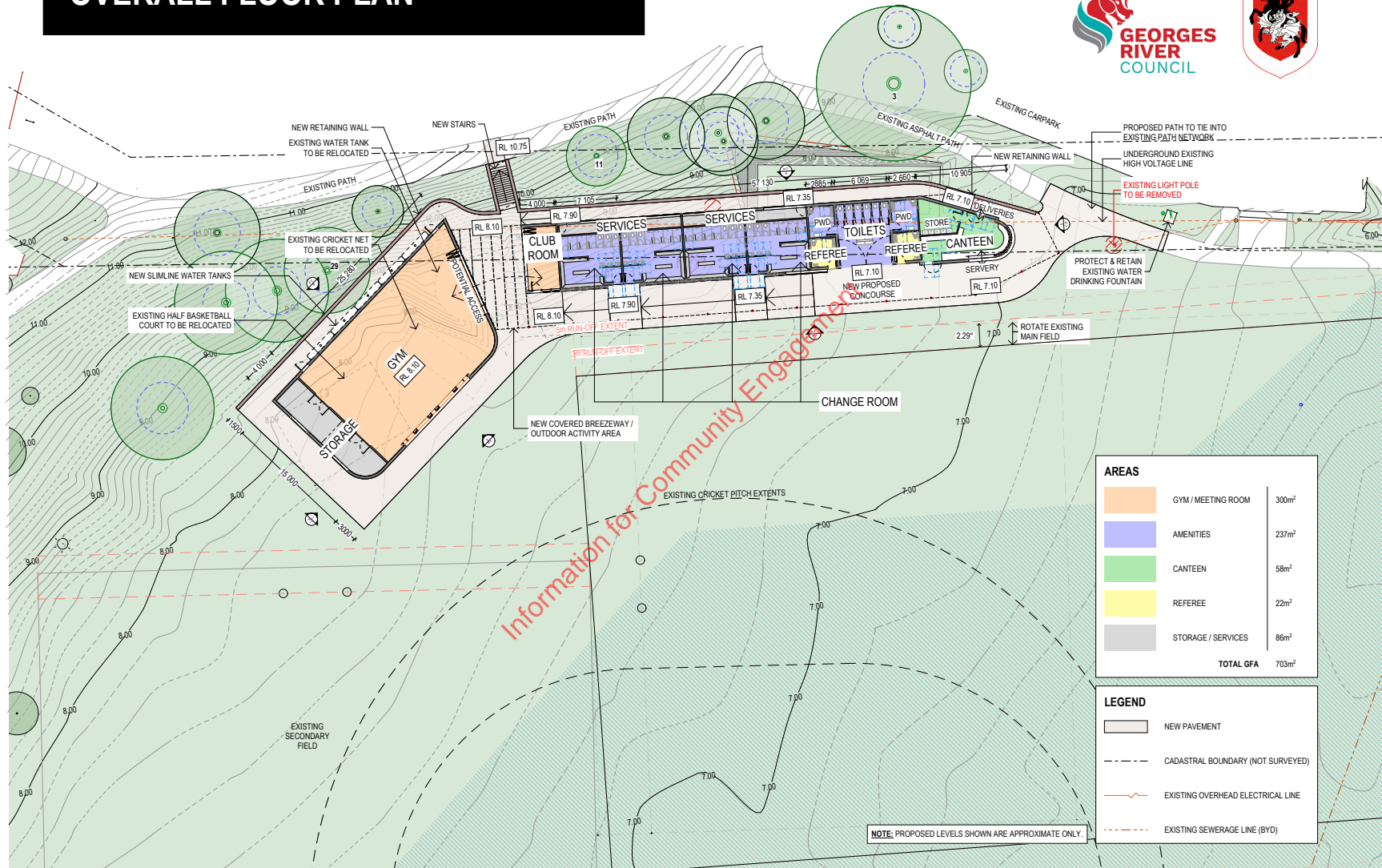


DRAFT FOR STAKEHOLDER CONSULTATION



DRAFT FOR STAKEHOLDERS

OVERALL FLOOR PLAN



AREAS	
	GYM / MEETING ROOM 300m ²
	AMENITIES 237m ²
	CANTEEN 58m ²
	REFEREE 22m ²
	STORAGE / SERVICES 86m ²
TOTAL GFA 703m²	

LEGEND	
	NEW PAVEMENT
	CADASTRAL BOUNDARY (NOT SURVEYED)
	EXISTING OVERHEAD ELECTRICAL LINE
	EXISTING SEWERAGE LINE (BYD)

NOTE: PROPOSED LEVELS SHOWN ARE APPROXIMATE ONLY.



COMPLETE

Item: **ASS015-26 Peakhurst Park Adventure Playspace - Community Engagement Outcomes and Concept Design**

Author: Manager City Technical Services

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

ASS015-26

RECOMMENDATION:

That Council:

- (a) Note the outcome of the Peakhurst Park Adventure Playspace Design community engagement.
- (b) Endorses the concept design for the Peakhurst Park Adventure Playspace to proceed to detailed design and construction.

EXECUTIVE SUMMARY

1. Council's Spatial Framework developed for Peakhurst Park in 2024 (Attachment 1) identified an opportunity for a new adventure playspace including off-road biking facility, multi-court and parkour infrastructure within the eastern extent of the park.
2. Community engagement on the Preliminary Peakhurst Park Adventure Playspace Concept Design (Attachment 2) was held between 27 January and 22 February 2026.
3. The Peakhurst Park Adventure Playspace Community Engagement Report (Attachment 3) summarises feedback from 91 submissions, which has informed the final concept design where appropriate.
4. Consultation indicated strong support for a multi-sport basketball/futsal court, with just over 60% of respondents in favour and 11% expressing no preference. In response, the final concept design includes a multi-sport court to broaden onsite recreation opportunities and reflect community feedback.
5. This report seeks Council's endorsement of the Draft Peakhurst Park Adventure Playspace Concept Design (Attachment 4) to allow progression to the detailed design phase and subsequent construction works in future financial years.

BACKGROUND

6. Peakhurst Park is a significant sporting, recreational, and passive open space located within the western area of the Local Government Area. While the site is managed under Council's Generic Plans of Management, it historically did not have an associated Master Plan. Consequently, a Spatial Framework (Attachment 1) was developed during the 2023/24 financial year to guide future infrastructure development to ensure the site meets current and future community needs.
7. Council undertook extensive community consultation during the development of the Spatial Framework to gain a clear understanding of current use patterns and identify opportunities for improvement. Informed by this feedback, Council prepared the Spatial Framework that outlines opportunities to rationalise existing assets and guide future works. The Framework (Attachment 1) identifies several key initiatives to address current demand, including improving sporting infrastructure, development of the Peakhurst Park Community Facility and diversification of passive and active recreation including the provision of full-size basketball court, youth-focused precincts, and off-road mountain bike trails.

8. Council secured \$110,000 in grant funding under the Department of Planning, Housing and Infrastructure's Metropolitan Greenspace Program to execute the design of this recreation diversification in the form of an adventure playspace in the 2025/26 Financial Year.
9. Council engaged a suitably qualified consultant, including specialist off-road mountain bike and parkour designers, to prepare the design package for the adventure playspace, enabling construction in future years.
10. To understand site configuration and infrastructure, a concept design has been developed which includes:
 - 150 m beginner natural earth, flow-style mountain bike trail
 - 116 m intermediate natural earth, jump-line mountain bike trail
 - 'Brick ruins' style Parkour Park catering for all skill levels
 - Full size basketball court
 - Public artwork proposed for the basketball court surface
 - Accessway with a bike tunnel to allow riders to return to the top of the track and the broader community to connect to the new Peakhurst Park Community Facility
 - Retention of the existing table tennis table
 - Raingarden and associated landscaping
 - Ancillary Park infrastructure including signage, seating and bubblers.
11. Council undertook community consultation on the Preliminary Peakhurst Park Adventure Playspace concept design (Attachment 2) between 27 January and 22 February 2026. The engagement process included a YourSay survey supported by video flythroughs of the proposed bike course, a concept plan, and 3D renders of the site. The survey sought community feedback on key elements of the proposal, including the basketball court, mountain bike trails, parkour area, and public artwork.
12. Community notification of this consultation was carried out through a range of channels, including written notification to neighbouring properties, onsite signage, the YourSay webpage and newsletter, the Community E-Newsletter (issued on 30 January and 13 February 2026), a Leader Newspaper advertisement, social media posts on Instagram and Facebook, and a media release issued on 12 February 2026.
13. During the community engagement period Council's YourSay page received 1,500 visits, with 91 respondents providing feedback on the draft concept design. This feedback collated in the Peakhurst Park Adventure Playspace Community Engagement Report (Attachment 3) has been provided to the design consultants, and where appropriate and within scope, integrated into the (final) Draft Peakhurst Park Adventure Playspace Concept Design (Attachment 4). Table 1 provide a summary of the key themes and response from Council.

FINANCIAL IMPLICATIONS

14. No budget impact for this report.
15. The design consultants are progressing the project within the allocated budget of the existing four-year Capital Works Program. As part of the detailed design phase, a Quantity Surveyor will prepare a comprehensive cost estimate to ensure transparency of the final projected costs prior to seeking construction quotations. This process supports compliance with Council's Sustainable Procurement Policy and alignment with the Long-Term Financial Plan.

RISK IMPLICATIONS

- 16. The development of the Draft Peakhurst Park Adventure Playspace Concept Design complies with the agreed scope and timelines of the Metropolitan Greenspace Program funding agreement. Any changes to the project’s progression may affect the terms of the funding agreement and result in a Strategic Risk 1 – Financial Sustainability, as failure to meet grant requirements may necessitate the return of funds to the Department of Planning, Housing and Infrastructure.
- 17. This project directly supports Strategic Risk 3: Assets and Infrastructure, which highlights the need for community-focused, resilient, and climate-ready infrastructure. By enhancing open space and play infrastructure, the project ensures Council continues to meet evolving community expectations regarding quality, capacity, and long-term resilience in the face of climate impacts.
- 18. The project also strengthens Council’s mitigation of Strategic Risk 12: Business Continuity, as clear project scoping, integrated community engagement, and robust planning processes all contribute to consistent and reliable service delivery, even during unexpected disruptions. These practices help secure continuity of operations and support future community demand by ensuring that assets are well-planned, future-proofed, and aligned with Council’s strategic priorities.

COMMUNITY ENGAGEMENT

- 19. Council undertook community consultation on the draft Peakhurst Park Adventure Playspace Concept Design from 27 January to 22 February 2026, using a YourSay survey supported by video flythroughs, concept plans and 3D renders. The survey invited feedback on key design elements, including the basketball court, mountain bike trails, parkour area and public artwork. To promote participation, Council undertook broad community notification through written letters to neighbouring properties, onsite signage, the YourSay platform, e-newsletters, newspaper advertising, social media, and a media release.
- 20. The Peakhurst Park Adventure Playspace Community Engagement Report (Attachment 3) provides the results of the YourSay activities. Table 1 provides a summary of the feedback themes and Council’s responses to these themes. This feedback has been provided to design consultants, and where appropriate and within scope, integrated into the (final) Draft Peakhurst Park Adventure Playspace Concept Design.
- 21.

Table 1. Community Engagement Feedback Themes and Design Responses	
Feedback	Response
Higher level difficulty for mountain bike trails.	The proposed design has been developed in accordance with the Australian Mountain Bike Trail Guidelines. The selection of Easy and Intermediate-rated trails was considered the most suitable option given the site constraints and the intended use as a community facility.
Mountain bike trail material selection	Asphalt has not been selected due to safety concerns. The park’s trails have a 6–7% gradient over a 10 m descent, making them effectively downhill. Asphalts lower rolling resistance and higher grip could result in excessive speeds and greater impact risks. It is also harder and less forgiving in falls.

The retention of the current playground and inclusion of water play features	The Spatial Framework identified the removal of the existing play equipment. Peakhurst Park has an established playground on its western extent, and by removing the small playground currently onsite, Council can provide a designated space for youth and young adults.
Multi-sport court – basketball and futsal	During consultation, Council asked the community whether they would like a multi-sport basketball/futsal court. Just over 60% of respondents supported the inclusion of basketball/futsal facilities, while 11% were unsure or had no preference. In response, the final concept design incorporates a multi-sport court to provide a more diverse onsite offering aligned with community feedback.
Fencing around the park	<p>The existing fence along Trafalgar Street will be retained.</p> <p>In response to concerns about stray footballs and basketballs, additional fencing will be installed behind the multi-court goal posts to prevent balls from leaving the play area and to improve safety.</p>
Tree removal	Six existing trees are recommended for removal due to their low retention value, as identified in the arborist report. At this stage, 58 new trees are proposed for planting, with the final number to be confirmed during the detailed design phase to ensure the space provides adequate natural shade and maximises visual appeal.
The configuration where two bike trails merge into a single path may pose a safety risk, as riders approaching from each trail could collide at the junction.	As the concept design is finalised, several mitigation measures have been incorporated. The Intermediate trail has been designed without jumps near the end and includes subtle speed-reducing features. Plantings in this area will be kept low to maintain clear sightlines. Options for separate access points for each trail are also being explored, along with a connecting path to the top of the embankment to improve user circulation.

FILE REFERENCE

D26/59459

ATTACHMENTS

- Attachment 1 Peakhurst Park Spatial Framework 2024 - *published in separate document*
- Attachment 2 Preliminary Peakhurst Park Adventure Playspace Concept Design - *published in separate document*
- Attachment 3 Peakhurst Park Adventure Playspace Community Engagement Report - *published in separate document*
- Attachment 4 Draft Peakhurst Park Adventure Playspace Concept Design - *published in separate document*

ASS015-26

Item: ASS016-26 Endeavour Street Seawall Reconstruction - Budget Update

Author: Manager City Technical Services

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION:

- (a) That Council note the increase in required budget to proceed with the design of the Endeavour Street Seawall Reconstruction project.
- (b) That Council approve the additional non-budgeted capital expenditure, as outlined in the report.

EXECUTIVE SUMMARY

1. Budget was reallocated during the 2025/26 Financial Year to commence the detailed construction designs for the reconstruction of the existing seawall and adjoining asphalt accessway at Endeavour Street Seawall, Sans Souci following failure of the current structure.
2. Quotations have been sought from suitably qualified consultants with the cost to execute the necessary site investigations and designs exceeding the budget currently allocated in the Capital Works Program, noting that the original budget was reallocated from a smaller design project; Northcote Seawall Design, as a Quarter 1 budget adjustment at the November 2025 Council Meeting.
3. This report seeks approval for additional budget to enable engagement of a consultant to undertake a comprehensive structural investigation to determine the extent of damage to the surrounding infrastructure, and to prepare the detailed design for a new seawall and accessway.

BACKGROUND

4. In 2023, Council engaged Advisian to undertake a detailed investigation of sixty-seven (67) marine assets to determine condition, remaining useful life and required remediation activities. Marine assets assessed included boat ramps, seawalls, jetties, pontoons, boardwalks, and netted swim enclosures.
5. The sandstone revetment wall at Endeavour Street Reserve (known as 'Endeavour Street Seawall') was assessed through this investigation (Attachment 1). Sections of the wall were identified to be in 'poor' condition with the seaward end of the wall estimated at approximately three (3) years remaining useful life.
6. Council received two Log it/Fix It requests (RD2024/0461, RD2024/0469) on 11 and 12 March 2024 regarding potholes and subsidence concerns along the accessway located behind the seaward end of seawall. Make safe works were completed on 24 April 2024.
7. Council received follow up Log It/Fix It request (RD2025/1101) on the 16 May 2025, outlining that the make safe works had failed and that the failure in the accessway was now significant (Figure 1 and 2).



Figure 1: Failure of the asphalt accessway



Figure 2: Failure of sandstone seawall

ASS016-26

8. A site investigation confirmed that the pavement subsidence (sinkhole) is directly attributable to the structural failure of the adjoining seawall. The failure of the seawall has allowed rainwater and tidal flows to erode and remove the backfill material, resulting in a significant void forming behind the wall. The loss of this supporting material beneath the asphalt pavement layers has led to the sudden surface collapse and has created ongoing stability and safety concerns for the road asset and adjoining infrastructure
9. Given the extent of the failure and the associated risks to vehicle movements, the accessway to Endeavour Street Wharf has been closed since May 2025, with access restrictions also applied to the adjoining Botany Bay Yacht Club.
10. Budget was reallocated from Northcote Seawall Design to Endeavour Street Seawall Design as a Quarter 1 budget adjustment at the November 2025 Council Meeting (FIN044-25, Quarterly Budget Review Report for Period Ending 30 September 2025).
11. A scope of works to undertake design rectification has been developed in response to the structural failures now evident on site and is supported by findings from the earlier asset condition report. The scope of works includes, but is not limited to:
 - (a) detailed structural investigation to assess the current condition of the seawall and its structural integrity.
 - (b) detailed risk assessment based on the structural investigation outlining recommendations to manage access and potential short-term, cost-effective repairs to mitigate further failures, where feasible.
 - (c) all surveys required to complete the detailed design/construction package.
 - (d) geotechnical assessment of the site, with particular focus on stability, and general environs.

- (e) detailed design of new seawall and adjoining accessway along full extent of seawall (Figure 3).



Figure 3: Endeavour Street Seawall extent of works

12. Council sought quotations through the Professional Consulting Services (LGP1208-4) and received four (4) submissions. After the evaluation process has been completed, additional budget is required to engage an appropriate consultant.
13. This report seeks additional budget to enable the engagement of a suitably qualified consultant to execute the detailed designs and mitigate current infrastructure concerns.

FINANCIAL IMPLICATIONS

14. Following the failure of the seawall, \$200,000 was reallocated as a Quarter 1 budget adjustment at the November 2025 Council Meeting (FIN044-25, Quarterly Budget Review Report for Period Ending 30 September 2025) to enable the progression of detailed designs to rectify the seawall.
15. Quotations have identified that this existing budget is insufficient to engage a suitably qualified consulting team. In accordance with the Sustainable Procurement Policy, the required budget must be adopted prior to engaging and awarding a design works contract.
16. It is therefore recommended that the non-budgeted capital expenditure of \$50,000, proposed to be funded from Asset Management Reserve, consistent with Council's approach to resourcing asset renewal projects, be approved to enable the engagement of a necessary consultants.
17. A future report presenting the outcomes of the Endeavour Street Seawall investigation and design will outline the financial implications of seawall design options and identify budget implications for construction.

RISK IMPLICATIONS

18. If this report and the associated request for additional budget is not approved, the engagement of a suitably qualified consulting team to undertake site investigations and develop detailed designs for the reconstruction of the Endeavour Street Seawall will not proceed. Council may consequently be exposed to Strategic Risk 1 (Financial Sustainability), Strategic Risk 3 (Assets and Infrastructure), Strategic Risk 6 (Reputation), and Strategic Risk 11 (Liability Claims) given:
- (a) further deterioration or potential failure of the seawall infrastructure, posing an increased public safety risk to park users and increased operational cost to rectify.
 - (b) increased liability to Council should an incident occur, given that existing knowledge of the asset's poor condition.
 - (c) inability to meet community needs and expectations, as the existing seawall and accessway is not fit for purpose with a section currently closed, limiting use and amenity.
 - (d) reduced functionality and service capacity of Council assets, as the absence of appropriate access reduces marine infrastructure usability, and undermines Council's ability to provide safe, inclusive, and fit-for-purpose infrastructure. The closure also impacts the operations of the Botany Bay Yacht Club.
 - (e) reputational risk to Council, arising from failure to address safety, accessibility, and community concerns, and from continued provision of infrastructure that does not align with modern standards or community expectations.
 - (f) restricted access to the wharf for emergency services, including Fire and Rescue NSW and NSW Ambulance, which may impede emergency response capability.

COMMUNITY ENGAGEMENT

19. City Technical Services utilises its internal Community Engagement Guideline for all projects. These Guidelines identify the type of consultation and engagement based on the scale and execution stage of a project, which are then executed as part of the Community Engagement Project Plan. Through this process Council ensures that the community is aware of projects, understands project intent and scope, and where further information can be obtained to encourage participation in decision making and contribution to outcomes which maximise community benefit.
20. Community engagement will be undertaken during the design development phase to inform the proposed upgrades. This engagement will be targeted consultation with the key user group: Botany Bay Yacht Club.

FILE REFERENCE

D26/69002

ATTACHMENTS

Attachment [1](#) Attachment A - Excerpt Kogarah Bay Ward Marine Asset Investigation Report



2.3 Endeavour Street Reserve

2.3.1 Seawall - Sandstone (ID OSJLL2043)


Asset Description	Seawall consists of a near vertical sandstone block wall approximately 1.5m high. The joints between blocks are grouted.
Size	<p>55 m Long x 1.5m High</p> 




<p>Typical Condition of the Asset</p>	
<p>Findings</p>	<ul style="list-style-type: none"> • Wall generally in good condition. • Appears to have been previous maintenance including concrete patching repairs. • Upper blocks are eroding leaving cement grout protruding from wall. • Doesn't appear to have any weep holes. • Small gaps between back of wall and ground indicating some movement of the wall possibly. • Seaward end of wall in poorer condition, some grouting not present, large block has come loose from the wall leaving cavity where block has been lost and settlement of the roadway above.
<p>Condition Rating (Likelihood)</p>	<p>Overall – 2 (Good), except seaward end where blocks have come loose – 4 (Poor), significant defect</p>
<p>Consequence of failure in view of its current condition</p>	<ul style="list-style-type: none"> • Overall – Minor • Seaward end of wall – Medium
<p>Recommended Action</p>	<ul style="list-style-type: none"> • Rebuild wall where block has come loose. • Rebuild bed joints with grout at seaward end of wall at same time.
<p>Remaining Useful Life</p>	<p>Overall - 15 years and seaward end of wall - 3 years.</p>
<p>Remarks</p>	<p>If the loose blocks and bed joints are reinstated, the life of the structure shall be considered to be more than 20 years.</p>



2.3.3 Jetty - Concrete (ID OS4911)

<p>Asset Description</p>	<p>Formed concrete structure linking with the jetty approximately 1.5m high built over foreshore. Structure is founded at or just below low tide level and has a structural joint halfway.</p> <p>Southern side is fenced and abuts yacht club hardstand. Northern side has a galvanized steel handrail.</p>
<p>Size</p>	<p>15.5m long x 3m wide</p> 



<p>Typical Condition of the Asset</p>	
<p>Findings</p>	<p>The seaward section of the structure, past the joint, is leaning outwards. Concrete pavement behind this section has settled and cracked. Cold bitumen filling has been placed to reduce trip hazard.</p>
<p>Condition Rating (Likelihood)</p>	<ul style="list-style-type: none"> • Inner section (landward of joint): 1 (Very Good) • Outer Section (seaward of joint): 3 (Fair) • Handrail: 3 (Fair)
<p>Consequence of failure in view of its current condition</p>	<ul style="list-style-type: none"> • Inner section (landward of joint): Minor • Outer Section (seaward of joint): Minor • Handrail: Minor
<p>Recommended Action</p>	<p>Outer section appears to be stable but should be monitored to ensure that it isn't worsening. Suggest regular survey to confirm this.</p>
<p>Remaining Useful Life</p>	<p>20 years</p>
<p>Remarks</p>	<p>20 years subject to stability of seaward section. If getting worse, in less than 20 years will have to be replaced</p>

CONFIDENTIAL ITEMS (CLOSED MEETING)

Council's Code of Meeting Practice allows members of the public present to indicate whether they wish to make representations to the meeting, before it is closed to the public, as to whether that part of the meeting dealing with any or all of the matters listed should or should not be considered in closed session.

RECOMMENDATION

That in accordance with the provisions of Part 1 of Chapter 4 of the Local Government Act 1993, the following matters be considered in closed Meeting at which the press and public are excluded.

That in accordance with the provisions of Section 11(2) of the Act, the reports and correspondence relating to these matters be withheld from the press and public.