ATTACHMENTS EXCLUDED FROM AGENDA

Environment and Planning Committee

Monday, 13 April 2026

Committee Meetings commence at 6.00pm and run consecutively

Dragon Room
Georges River Civic Centre,
Hurstville

GEORGES RIVER COUNCIL

ENVIRONMENT AND PLANNING COMMITTEE MEETING

ATTACHMENTS EXCLUDED FROM AGENDA

ENV012-26 Draft Riverwood Local Centre Master Plan - Endorsement for Public Exhibition

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ENV013-26 Endorsement of Mortdale Local Centre Planning Proposal for Gateway Determination & DCP Amendment for Public Exhibition

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Attachment 2 Draft Amendment - Mortdale Local Centre DCP 470
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ENV016-26 Adoption of Carss Bush Park and Todd Park Master Plan and Plan of Management

Attachment 1 Carss Bush Park Master Plan - March 2026 522
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DRAFT
Submitted to Georges River Council
Prepared by Colliers Urban Planning
March 2026 | 2240862
Riverwood Local Centre
Draft Master Plan
Revision C - Public Exhibition
Colliers



'Gura Bulga'
Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'
Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'
Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the

This document has been prepared by:		This document has been reviewed by:	
Alysha Tse & Ping Ng	03/10/2025	Chris Bain	03/10/2025
Version No.	**Date of issue**	**Prepared by**	**Approved by**
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Rev C (DRAFT)	19/03/2026	AT & PN	CB

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Executive Summary

This Master Plan establishes a vision and plan for the future of the Riverwood Local Centre over the next 20 years.

It seeks to strike a balance between responding to growth and change, while protecting the things people love about the Local Centre.

The vision for the future is as follows:

Riverwood is a connected, resilient and inclusive community where everyone can live, work and thrive together.

The Riverwood Local Centre is a vibrant urban centre that celebrates its rich cultural diversity. It supports a variety of lifestyles through diverse and affordable housing, accessible local services, and welcoming public spaces. Belmore Road has retained and strengthened its unique character as a walkable and people-focused shopping street.

The centre embraces its natural setting, with strong connections to Salt Pan Creek. A network of green links and open spaces promote community wellbeing and environmental sustainability.

Housing caters for all life stages and needs, with a balanced mix of types, sizes, and price points. Public and active transport together with well managed traffic ensures easy movement and accessibility.

Supporting the vision are a series of principles:

- A vibrant local centre that is the heart of the Riverwood community
- A greener local centre that embraces its natural environment
- A walkable local centre that supports more sustainable movement choices, and where traffic is well managed
- A diverse, welcoming and inclusive local centre
- A prosperous local centre
- A local centre that provides for housing need and choice
- A local centre where infrastructure supports growth
- A local centre with well-designed buildings

This vision and principles come together in a number of key moves and the master plan. These propose to:

- Concentrate additional height close to Riverwood Station to align with Transport Oriented Development principles.
- Unlock land to enable delivery of NSW Government Housing Policy Reforms including expanding the application of the Low-Mid Rise Housing Policy (LMR Housing Policy) and targeted sites for additional height (opportunity sites).
- Build on the character of existing mature-tree lined streetscapes of Coleridge and Cairns Streets and increase tree canopy cover in the Study Area, including along Belmore Road.
- Provide active transport connections along green streets including new on-road cycleways (linemarking), footpath upgrades, north-south pedestrian through-site links and new mid-block connections to enhance connections to Riverwood Park, Peakhurst Park, Salt Pan Creek and Riverwood Station.
- Widen the footpath along Thurlow Street (opposite Riverwood Station) by increasing the street setback to improve pedestrian safety, amenity and arrival experience at the local centre.
- Provide a new plaza along Belmore Road on the Riverwood Plaza Site.
- Partially convert one lane and existing on-street parking on William Road to a new urban plaza along Belmore Road, adjacent to Riverwood Station, with parking to be relocated in other locations within the centre.
- Retain the current 0.5:1 minimum non-residential floor space ratio (FSR) requirement in the E1 zone along Belmore Road, with the exception of key employment generating sites where the non-residential FSR requirement is increased to 0.75:1.
- Extend the E1 zone to the south with a 0.5:1 minimum non-residential FSR requirement to provide additional space that supports local jobs and employment opportunities.
- Deliver more high density housing (apartments and shoptop housing) close to Riverwood Station and Belmore Road in accordance with transport oriented development principles, optimising access to rail and providing amenity for residents.
- Provide a mix of sizes, tenures and housing types (townhouses, dual occupancies and detached dwellings) in low-medium density residential areas to cater for a growing and changing community.
- Provide a new flexible, multi-purpose community space (approx. 150-200 m^2) that is co-located with the new public plaza along Belmore Road.
- Improve access to planned upgrades at Peakhurst Park through potential acquisition of four lots to enable new mid-block connections between Cairns, Eldon and Hardwicke Streets, which may facilitate pedestrian, bicycle and vehicle movement.
- Improve access to existing community infrastructure to the north (e.g. Riverwood Library, Community Centre and Morris Iemma Indoor Sports Centre) with public domain improvements along Belmore Road.
- Celebrate and preserve the fine grain character of Belmore Road by providing increased upper-level setbacks above the two-storey street wall along Belmore Road.
- Provide appropriate built form interfaces and transitions to retained low-density residential areas in Riverwood through the provision of appropriate setbacks.

To help guide future new development, an implementation plan proposes to translate the vision and plan into amendments to Council's planning controls and other measures. These include:

- Zoning
- Height
- FSR
- Land reservation acquisition (LRA)
- Infrastructure contributions


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Part 1: Introduction



1.1 Riverwood Local Centre Master Plan Study Area

The Riverwood Local Centre Study Area (the Study Area) is located on Bidjigal Country within the Georges River LGA (see **Figure 1**). It comprises most of the suburb of Riverwood located in the Georges River local government area (LGA), as well as a small part of the suburb of Peakhurst. As it is located in the adjoining Canterbury-Bankstown LGA, the Study Area does not include the northern part of the suburb of Riverwood. This includes the Riverwood Estate.

The Study Area has an area of 146 hectares (ha) (approx.) and is generally bound by the border of the Canterbury Bankstown LGA to the north, Bonds Road and Talbot Street to the east, Peakhurst Park and Clarendon Road to the south, and Salt Pan Creek to the west.

The Study Area is anchored by Belmore Road. Running north-south, Belmore Road is both a traditional, retail dominated high street and regional road. Major destinations along Belmore Road include Riverwood Plaza, Club Rivers, Riverwood Sports Club and the Conca D'oro function centre.

Belmore Road is bisected by and travels in overpass form above the T8 Airport and South line and Riverwood Station. Riverwood Station provides regular, scheduled suburban passenger rail connections to the Sydney CBD and other centres and locations that provide jobs and services. It also provides direct access to Sydney (Kingsford Smith) Airport.

The remainder of the Study Area primarily consists of established residential areas. While some areas close to Belmore Road support a mix of densities and typologies, in particular 2 and 3 storey 'walk up' apartment buildings, much of the area has a suburban typology comprising generously sized lots occupied by low density, 1 and 2 storey detached homes surrounded by their own private landscaped open space.

Other notable features of the study area include:

- Salt Pan Creek, which is a tributary of the Georges River and is rich is biodiversity and ecological value
- Riverwood Park and Peakhurst Park, which provide large areas of useable, public green space including playing fields.


Washington Avenue
Pennsylvania Road
Truman Avenue
Killara Avenue
Coleridge Street
Rosebrook Street
Broadarrow Road
Moretal Avenue
William Road
Lillian Road
Webb Street
Bridge Street
Meager Avenue
Weemala Avenue
Short Road
Shenstone Road
Amy Road
Clarendon Road
Redgum Drive
Davies Road
Henry Lawson Drive
Forest Road
Jacques Avenue
Arnold Street
Hyman Street
Trafalgar Street
Hedley Street
Hardwicke Street
Elden Street
Cairns Street
Littleton Street
Thurlow Street
Bungalow Road
Meadowland Road
Bailey Parade
Earle Avenue
Methuen Parade
Harrams Road
Charles Street
Wilfred Street
Belmore Road
Belmore Park
Bolton Street
Bonnard Street
Warren Street
Hunter Street
Main Street
Coleridge Street
Moretal Avenue
Bridge Street
Meager Avenue
Weemala Avenue
Short Road
Shenstone Road
Amy Road
Clarendon Road
Redgum Drive
Davies Road
Henry Lawson Drive
Forest Road
Jacques Avenue
Arnold Street
Hyman Street
Trafalbar Street
Hedley Street
Hardwicke Street
Elden Street
Cairns Street
Littleton Street
Thurlow Street
Bungalow Road
Meadowland Road
Bailey Parade
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Methuen Parade
Harrams Road
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Hunter Street
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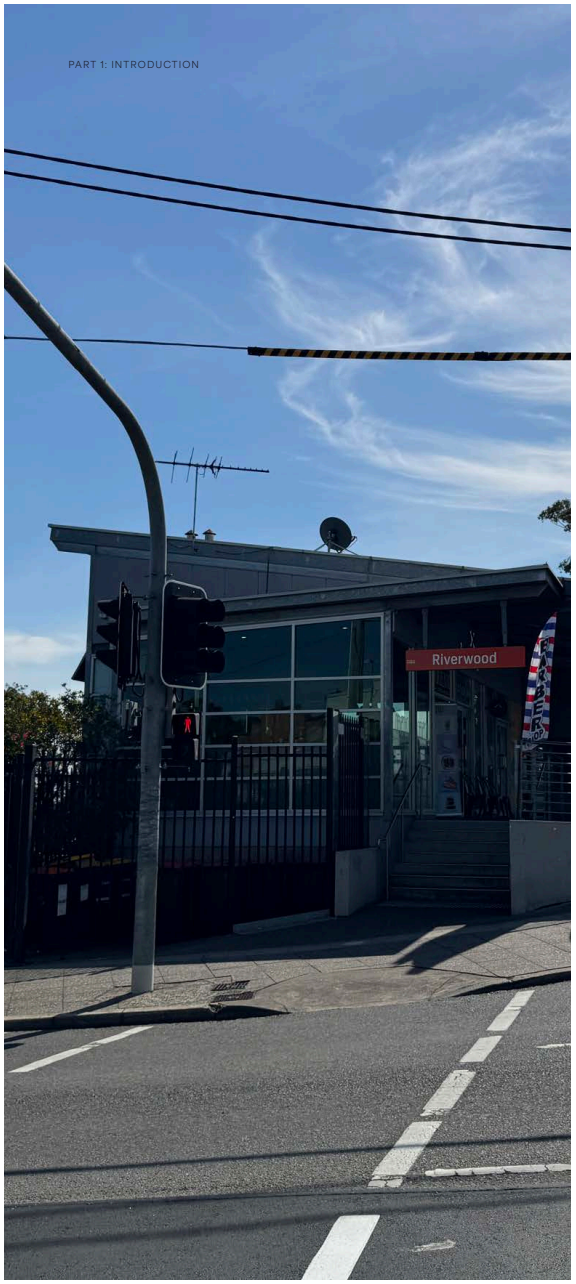


1.2 Background

Growth and Change

Sydney is growing and changing. From a current population of around 5 million, Sydney's population is forecast to grow by an extra 1 million people to reach 6.1 million by 2041. Our population is also forecast to become more diverse and older. This pattern is reflected in the Georges River local government area (LGA), with its population forecast to grow from 161,615 persons in 2025 to 174,158 by 2046. This is an increase of 12,543 persons or 7.76%.

The Policy Response

Commonwealth, State and local government have prepared an integrated suite of planning policy to help manage this growth and change.

At the highest policy level, the National Housing Accord 2022 commits all tiers of government to delivering more homes.

In response to the accord, the NSW Government has committed to delivering at least 377,000 new homes across the state by mid-2029. Dwelling targets for each local government area have also been set, with Georges River's target being 6,300 new homes by 2029.

On top of this, the NSW Government has introduced new planning policy for homes across Sydney and the State more generally that seeks to unlock additional capacity to meet these targets. This policy is in the form of a number of initiatives, including the transport oriented development program and the low- and mid-rise housing program.

Council's Plan

In response to the NSW Government's new planning policy for homes, Georges River Council resolved on 12 February 2024 to review the Local Strategic Planning Framework (LSPS) to accommodate a greater amount and choice of new homes. This includes creating new medium and high-density residential zones within 12 identified growth precincts, including the Riverwood Local Centre. Georges River Council further resolved on 25 March 2024 to adopt a staged approach to master plan the 12 growth [precinct to enable a sustained delivery of housing and jobs over the next 10-20 years. This staged approach includes commencing a master plan for the Riverwood Local Centre to prioritise growth in both housing and jobs.

1.3 The Master Plan

A well-considered, place-based master plan is required to unlock Riverwood's potential acquisition and deliver both housing and employment outcomes identified in George's River Council's Local Strategic Planning Statement and supporting strategies.

Purpose of the Master Plan

This Master Plan establishes a vision and plan for the future of the Riverwood Local Centre over the next 20 years.

It seeks to strike a balance between responding to growth and change, while protecting the things people love about the Local Centre.

How the Master Plan was Developed

The Master Plan was informed by technical investigations and community engagement.

Technical investigations looked at a number of important issues, including transport and traffic, open space, and economics.

Community engagement involved a number of activities, including surveys and workshops. Through this, we heard that the following are important to local residents, business, and stakeholders:

- Long-term residents have a strong sense of belonging
- Riverwood's natural environment is highly valued, especially Salt Pan Creek
- Residents are concerned about traffic impacts that may be associated with future growth
- Public transport connections were seen as a key asset
- Support further improvements to pedestrian and cycling paths
- Retaining car parking access is important, especially for shopping
- Riverwood's cultural diversity and sense of community are seen as major strengths
- Strong desire for places and events that foster social interaction and cultural connection
- Local businesses and retail are vital to the area's character and economy
- Support for the area's commercial appeal to be enhanced
- There is a need for more diverse and affordable housing options
- Community members would like to see better design outcomes

The outcomes of these technical investigations and community engagement were brought together in a design led approach to create the Master Plan.

The Structure of the Master Plan

The Master Plan comprises the following main parts:

- Vision - describes the desired future state of the study area over the longer term.
- Principles - support and provide further detail on the vision through key themes.
- Key Moves - present the strategies and measures to help achieve the vision and desired outcomes.
- Master Plan - a spatial plan which maps the key moves and guiding principles into a coordinated and cohesive framework.
- Implementation Strategy - provides a high level roadmap to help deliver the masterplan, including recommended changes to council planning controls.

It is also supported by Appendices, which outline:

- Background research and analysis
- Assumptions and forecasts for future homes and jobs.

ENV012-26 Attachment 1


PART 1: INTRODUCTION
DRAFT
12
healthSAVE Riverwood Pharmacy
DENTAL & HEALTH CENTRE
DISCOUNT CHEMIST
TOBACCONIST
ATM
SMOKE
PIPES
SHISHA
7 Days

Part 2:
Vision & Principles



1.4 Vision

Riverwood is a connected, resilient and inclusive community where everyone can live, work and thrive together.

The Riverwood Local Centre is a vibrant urban centre that celebrates its rich cultural diversity. It supports a variety of lifestyles through diverse and affordable housing, accessible local services, and welcoming public spaces. Belmore Road has retained and strengthened its unique character as a walkable and people-focused shopping street.

The centre embraces its natural setting, with strong connections to Salt Pan Creek. A network of green links and open spaces promote community wellbeing and environmental sustainability.

Housing caters for all life stages and needs, with a balanced mix of types, sizes, and price points. Public and active transport together with well managed traffic ensures easy movement and accessibility.

ENV012-26 Attachment 1

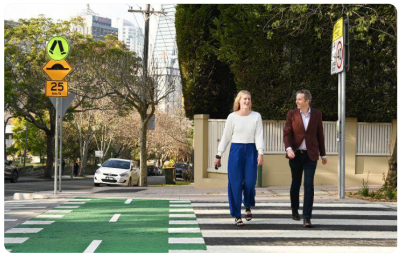
1.5 Principles



Principle 1
A vibrant local centre that is the heart of the Riverwood community.



Principle 2
A greener local centre that embraces its natural environment.



Principle 3
A walkable local centre that supports more sustainable movement choices, and where traffic is well managed.



Principle 4
A diverse, welcoming and inclusive local centre.



Principle 5
A prosperous local centre.



Principle 6
A local centre that provides for housing need and choice.



Principle 7
A local centre where infrastructure supports growth.



Principle 8
A local centre with well-designed buildings.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Part 3: Key Moves & Master Plan

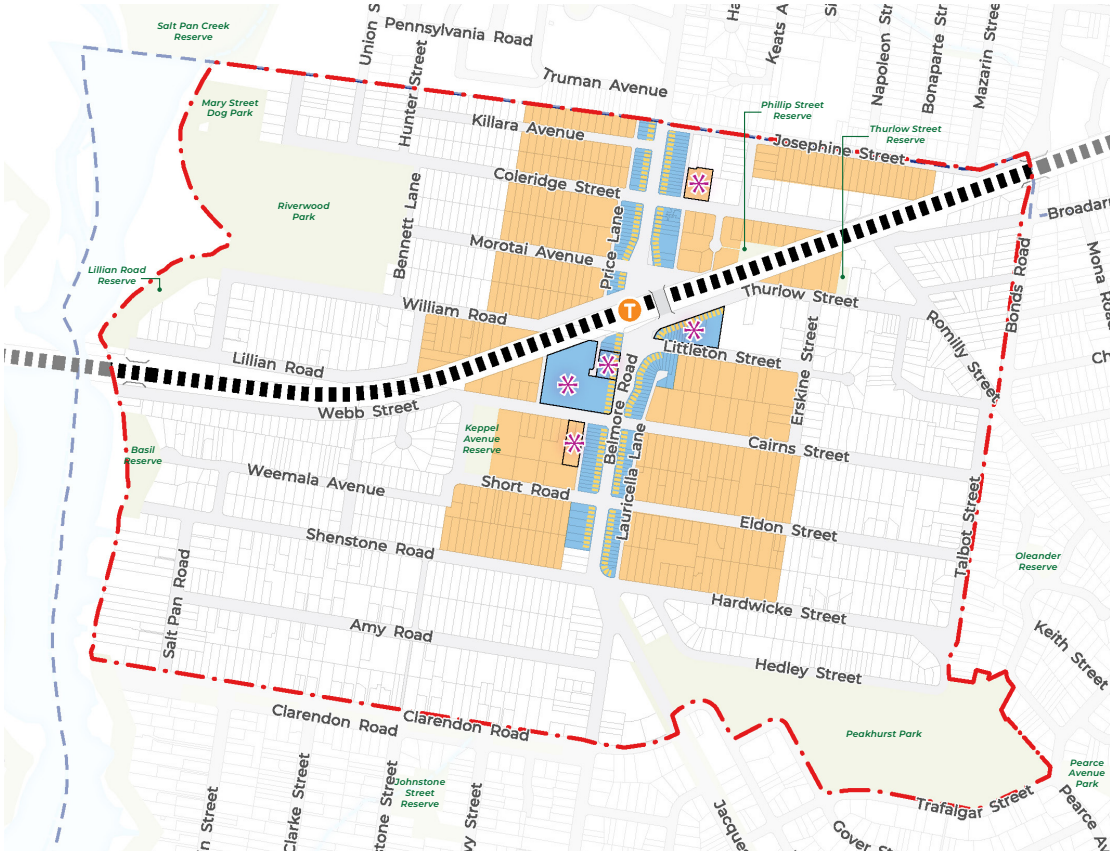
3.1 Key Moves

Principle 1

A **vibrant** local centre that is the heart of the Riverwood community

Key Moves

1. Retain and strengthen Riverwood's role as a local centre by supporting employment uses in the heart of the local centre and encouraging active uses at street level.
2. Concentrate additional height close to Riverwood Station to align with Transport Oriented Development principles.
3. Unlock land to enable delivery of NSW Government Housing Policy Reforms including expanding the application of the LMR Housing Policy and targeted sites for additional height (opportunity sites).
4. Identify opportunity sites with the potential to provide increased densities alongside the delivery of tangible public benefits such as public open spaces, community facilities and public domain improvements.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Local centre employment uses
- Fine grain active frontage along Belmore Road
- Proposed areas for uplift close to Riverwood Station
- Opportunity sites

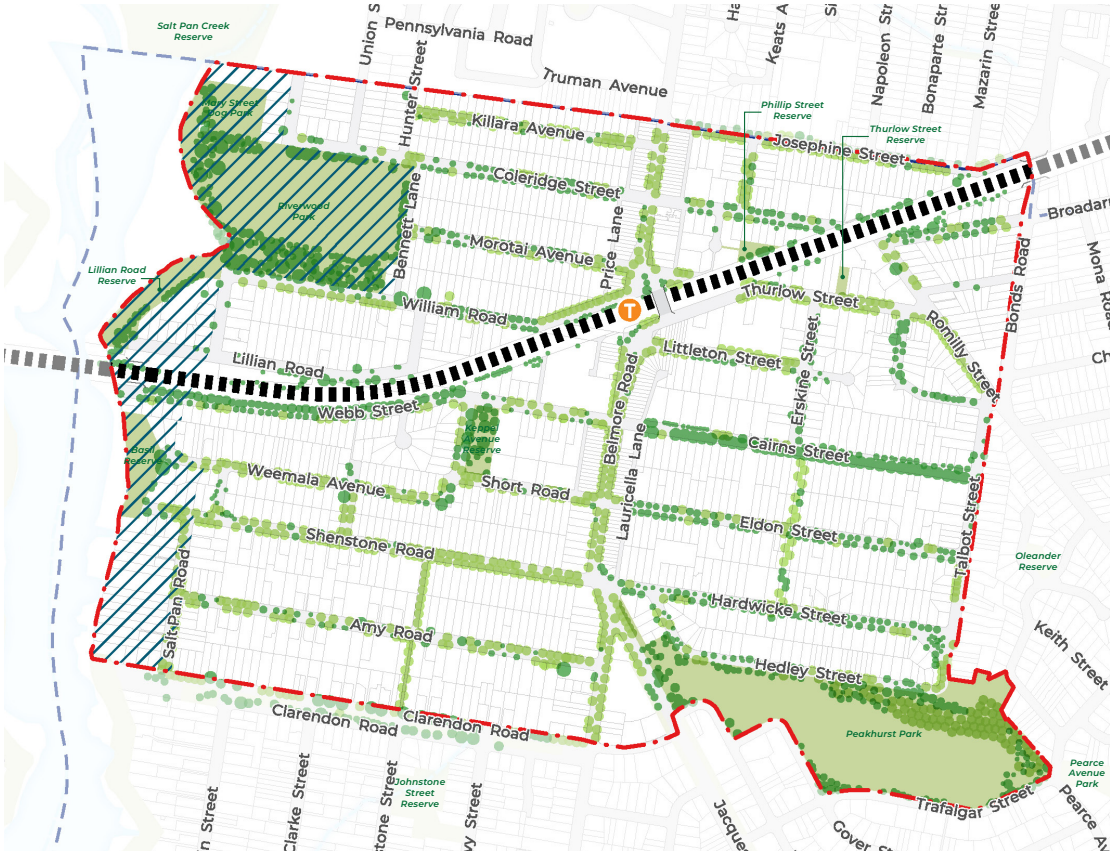
Figure 2. Principle 1

Principle 2

A **greener** local centre that embraces its natural environment

Key Moves

1. Build on the character of existing mature-tree lined streetscapes of Coleridge and Cairns Streets and increase tree canopy cover in the Study Area, including along Belmore Road.
2. Establish a comprehensive, connected green grid through the introduction of green streets that provide both physical and visual connections to key open spaces.
3. Maintain the integration of landscape and built form in the Foreshore Area and Foreshore Scenic Protection Area along Salt Pan Creek.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Existing public open space
- Existing street trees
- Proposed trees to build on existing tree-lined streetscapes
- Retained landscape and built form in Foreshore Scenic Protection Area

Figure 3. Principle 2

Principle 3

A **walkable** local centre that supports more **sustainable movement choices**, and where traffic is well managed

Key Moves

1. Reduce speed limits (40km/h) on new green streets to improve safety, amenity and pedestrian experience.
2. Provide active transport connections along green streets including new on-road cycleways (linemarking), footpath upgrades, north-south pedestrian through-site links and new mid-block connections to enhance connections to Riverwood Park, Peakhurst Park, Salt Pan Creek and Riverwood Station.
3. Widen the footpath along Thurlow Street (opposite Riverwood Station) by increasing the street setback to improve pedestrian safety, amenity and arrival experience at the local centre.
4. Monitor traffic performance as development occurs and consider management and measures as needed.
5. Ensure publicly accessible car parking is appropriately planned to support the centre's function, with provision to evolve as redevelopment occurs.
6. Advocate for increased frequency of train and bus services.

LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Existing cycle connections
- Proposed primary cycle connections (on-road linemarking)
- Proposed secondary cycle connections (on-road linemarking)
- Indicative tertiary cycle connections (unmarked roads)
- Existing pedestrian paths / trails
- Existing pedestrian through-site links
- Proposed through-site links (preferred locations)
- Proposed through-site link (location to be coordinated with Homes NSW)
- Proposed mid-block connections - shareway (potential acquisition by Council)
- Existing pedestrian paths / trails / boardwalk
- Proposed pedestrian path along Salt Pan Creek
- Footpath widening on Thurlow Street
- Existing multi-storey car park
- Privately owned multi-storey car park
- Existing at-grade / on-street parking
- Existing on-street parking along Belmore Road

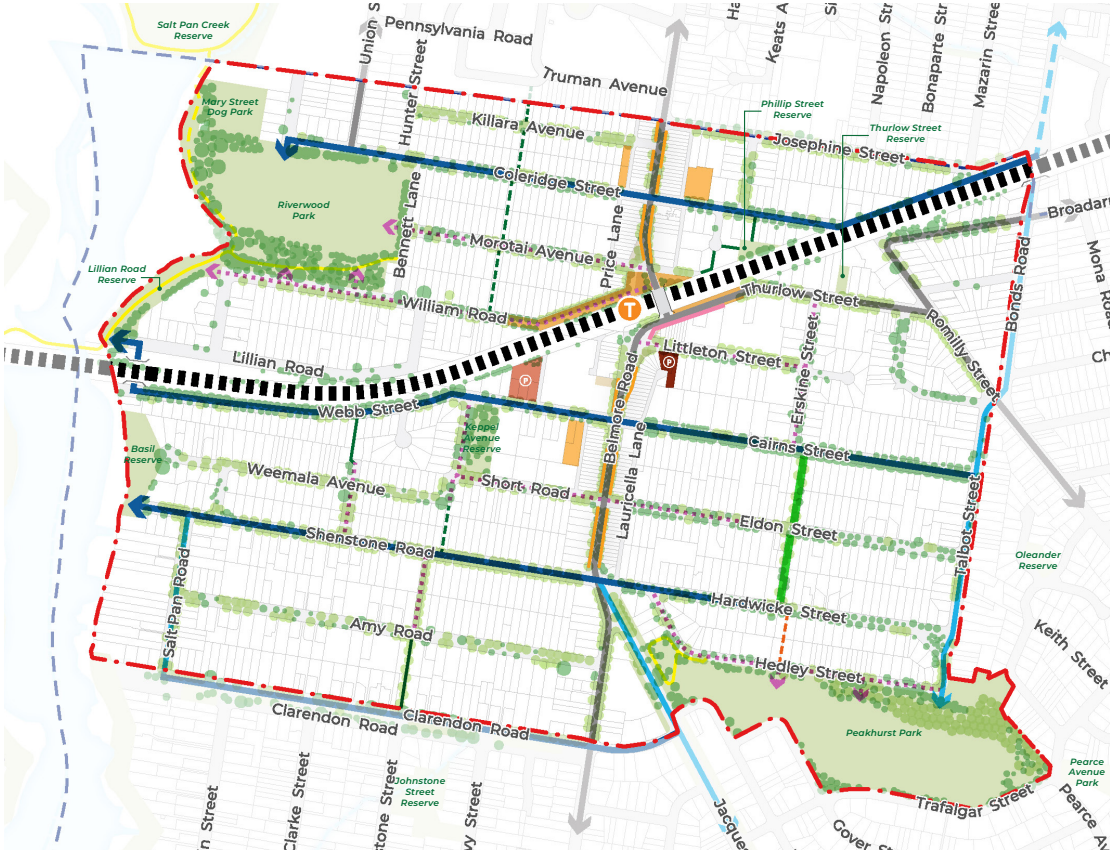


Figure 4. Principle 3

ENV012-26 Attachment 1

Active Transport Network

The proposed active transport network focuses on enhancing east-west connectivity between areas proposed for uplift with Belmore Road, Riverwood Park and the Salt Pan Creek corridor (regional open space) to the west as well as Talbot Road and Bonds Road to the east. New north-south pedestrian through-site links and mid-block connections are proposed to increase permeability through the local centre and improve connectivity to Peakhurst Park. The proposed active transport network comprises of:

- Primary and secondary cycle connections, which are proposed to be delivered in the form of shaded, green streets with new on-road linemarking. The primary and secondary connections are proposed to be visually differentiated through street tree planting (refer to Draft Public Domain Plan for further information).
- Existing informal cycle connections and tertiary cycle connections in the form of unmarked roads, providing cyclists with the choice of alternative routes as preferred.
- Through-site links, which provide mid-block connections, made safer with passive surveillance afforded by adjoining development.
- Existing pedestrian paths, trails and boardwalks, as well as a new pedestrian path that links Lillian Road Reserve to Salt Pan Creek Reserve to the north.

The proposed active transport network will be integrated into a future LGA-wide cycle plan.

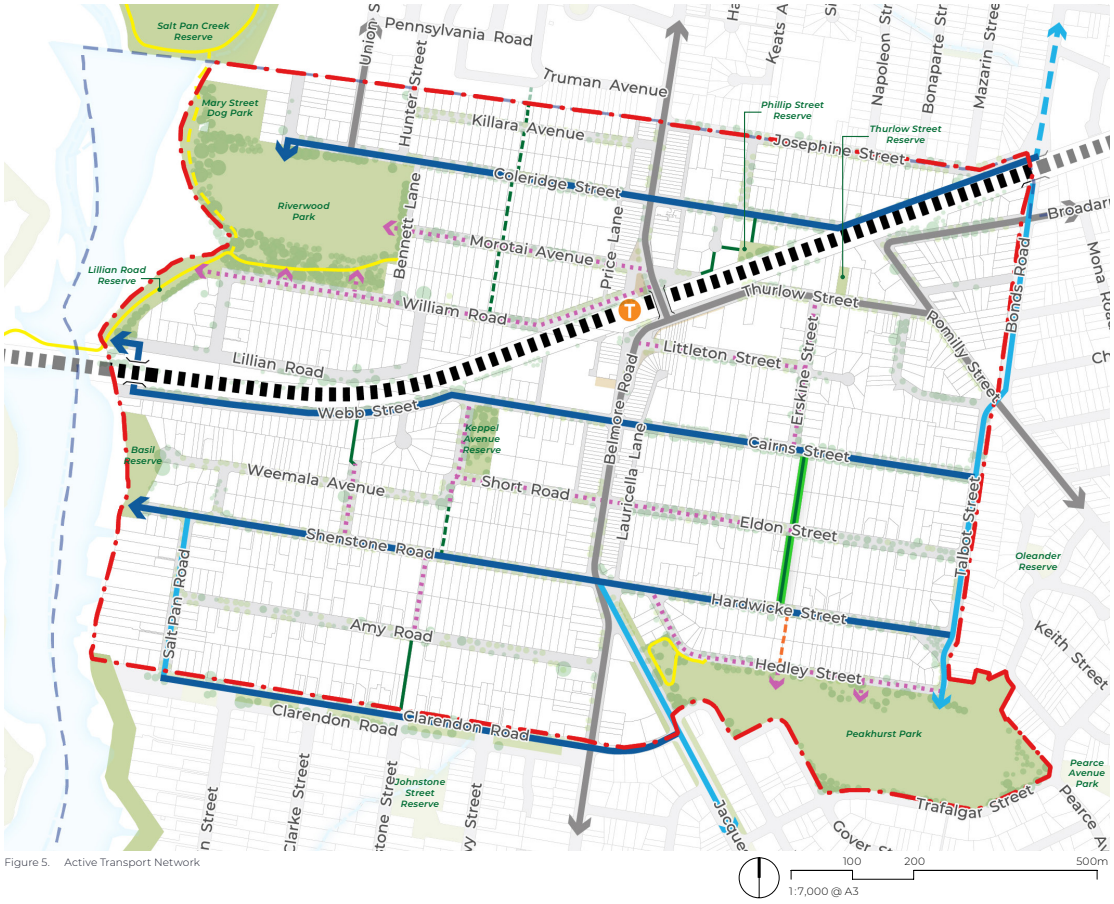


Figure 5. Active Transport Network

LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor

Public Domain

- Existing public open space
- Existing urban plazas
- Proposed urban plazas and footpath widening
- Existing trees
- Proposed trees

Active Transport Network

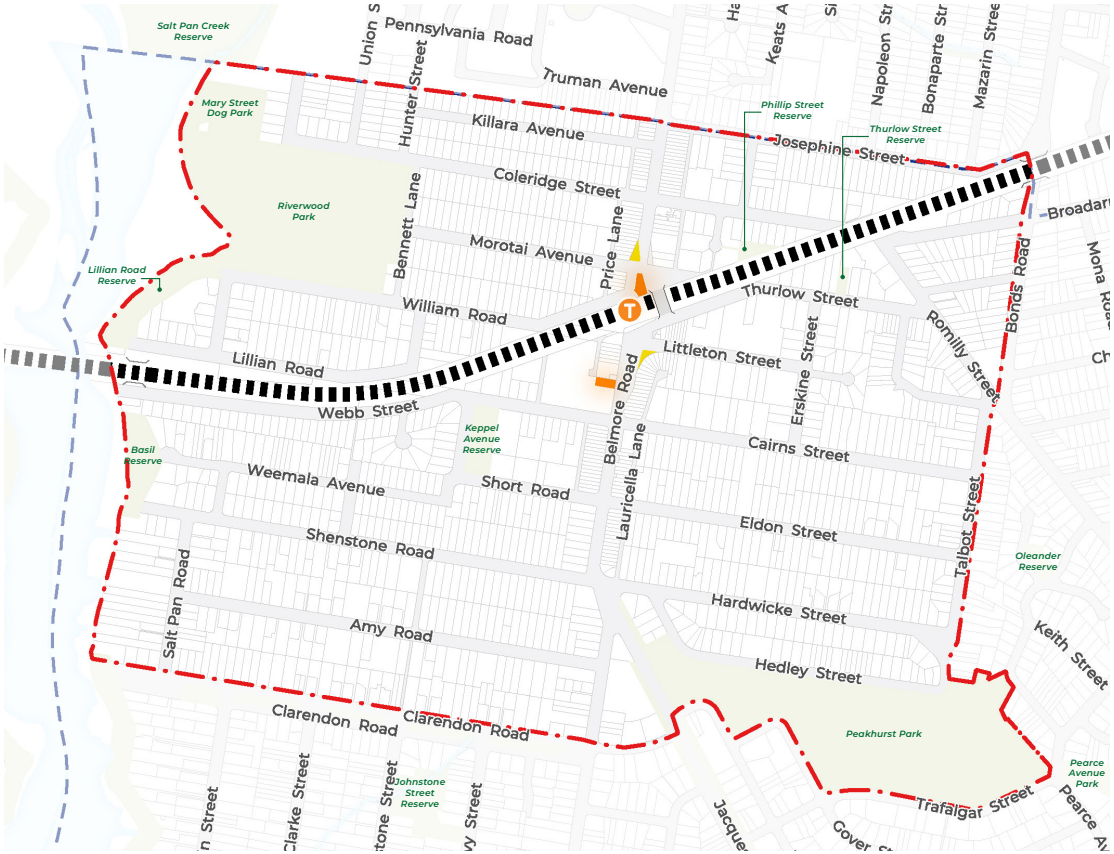
- Existing informal cycle connections (unmarked roads)
- Proposed primary cycle connections (on-road linemarking)
- Proposed secondary cycle connections (on-road linemarking)
- Potential extension of secondary cycle connection (in coordination with Canterbury-Bankstown Council)
- Proposed tertiary cycle connections (unmarked roads)
- Existing pedestrian paths / trails / boardwalk
- Proposed pedestrian path along Salt Pan Creek
- Existing pedestrian through-site links
- Proposed mid-block connections - shareway (potential acquisition by Council)
- Proposed through-site links (preferred locations)
- Proposed through-site link (location to be coordinated with Homes NSW)

Principle 4

A **diverse, welcoming and inclusive** local centre

Key Moves

1. Provide new welcoming, safe and high quality urban plazas for people to gather and interact:
   - New plaza along Belmore Road on the Riverwood Plaza Site.
   - Partial conversion of one lane and existing on-street parking on William Road to a new urban plaza along Belmore Road, adjacent to Riverwood Station, with parking to be relocated in other locations within the centre.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Existing public plazas
- New public plazas

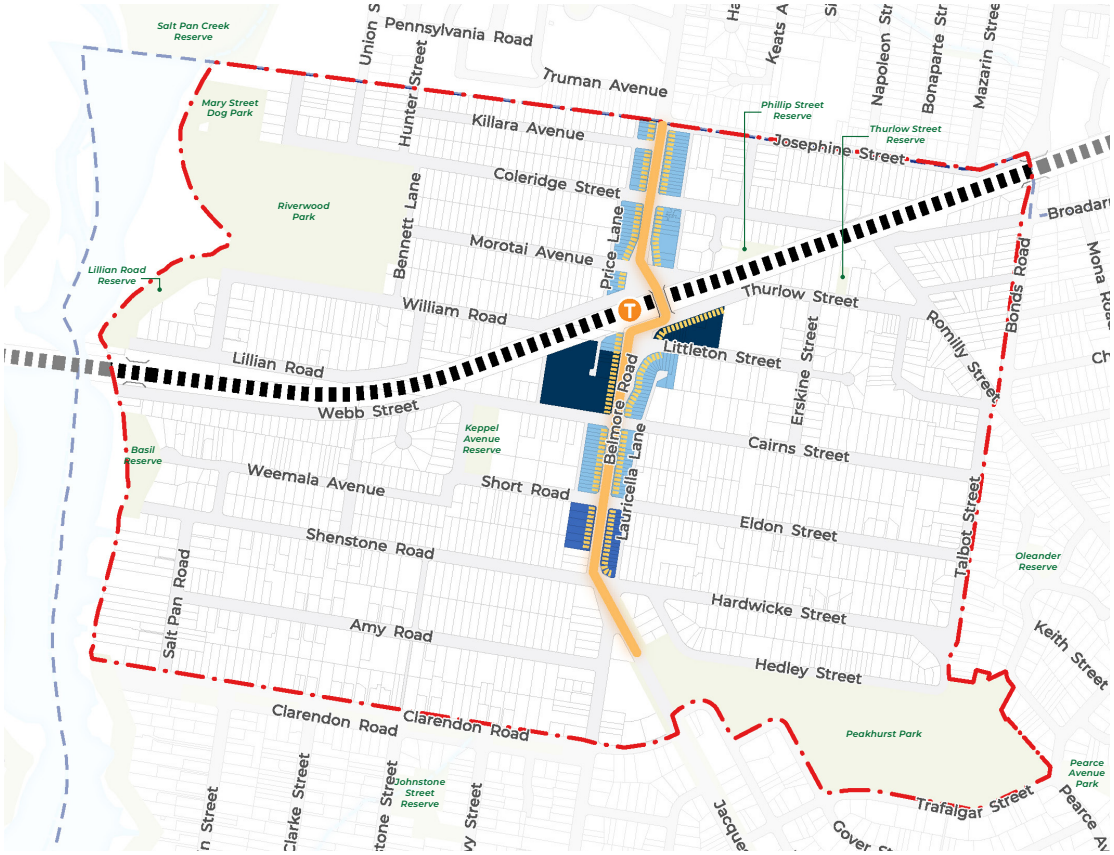
Figure 6. Principle 4

Principle 5

A **prosperous** local centre

Key Moves

1. Support local businesses to establish, grow and enhance the community by improving the public domain along Belmore Road, making it safer and a more pleasant space to be in with new street furniture, lighting and urban greening.
2. Encourage active uses along Belmore Road throughout the day and night, with a vibrant, safe night-time economy led by dining and restaurants, including opportunities for additional outdoor dining along Belmore Road.
3. Provide sufficient space in the local centre to support local jobs through the retention of the current 0.5:1 minimum non-residential FSR requirement in the E1 zone along Belmore Road. The exception to this is key employment generating sites such as the Riverwood Plaza and Club Rivers site where the non-residential FSR requirement has been increased to 0.75:1.
4. Extend the E1 zone to the south with a 0.5:1 minimum non-residential FSR requirement to provide additional space that supports local jobs and employment opportunities.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Improve public domain along Belmore Road
- Retain current 0.5:1 minimum non-residential FSR
- Extension of E1 zone with 0.5:1 minimum non-residential FSR
- Increase minimum non-residential FSR on key employment generating sites

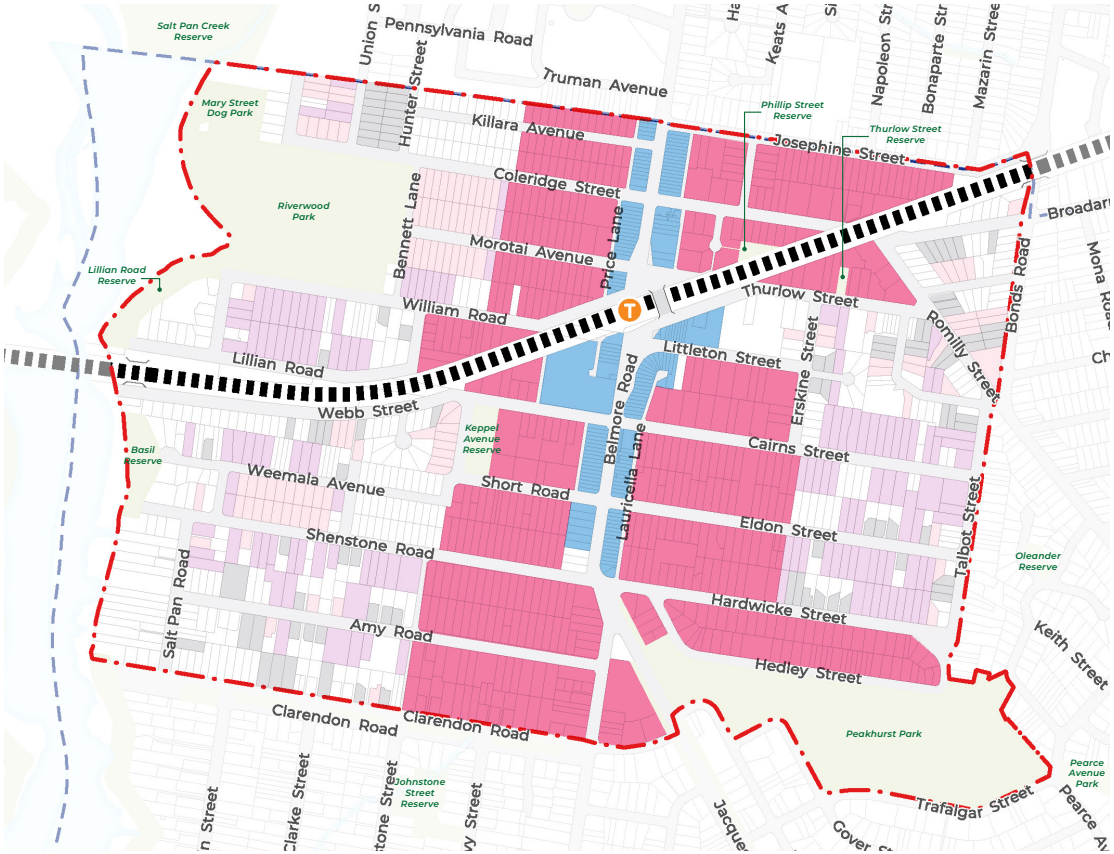
Figure 7. Principle 5

Principle 6

A local centre that provides for **housing need and choice**

Key Moves

1. Deliver more high density housing (apartments and shoptop housing) close to Riverwood Station and Belmore Road in accordance with transport oriented development principles, optimising access to rail and providing amenity for residents.
2. Provide a mix of sizes, tenures and housing types (townhouses, dual occupancies and detached dwellings) in low-medium density residential areas to cater for a growing and changing community.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Apartments
- Shop top housing
- Townhouses, terraces, manor homes
- Dual occupancies
- Detached dwellings

Figure 8. Principle 6

Density and Height

The proposed densities in the Riverwood Local Centre are in response to the permissible densities under the LMR Housing Policy as well as the need to deliver tangible public benefits within the local centre.

Highest densities (3:1 FSR and above, up to 12-storeys) are strategically located on three privately-owned opportunity sites along Belmore Road and two Council-owned sites behind Belmore Road. These opportunity sites have been selected based on:

- Planning, urban design and placemaking merit, including being close to Riverwood station and anchored by Belmore Road
- Large sites with a minimum site area of 1,000 m²
- Consolidated land ownership and/or ability for amalgamation (as limited landowners)

Elsewhere along Belmore Road, the current permissible FSR of 2:1 is proposed to be increased to 2.6:1 (subject to lot amalgamation to achieve a minimum site area of 1,000 m²). Transitional densities between 1.5:1 and 2:4:1 are proposed around Riverwood Station and Belmore Road.

The remaining lower density areas of Riverwood are retained to allow incremental infill development of up to 0.8:1 FSR under the LMR Housing Policy.

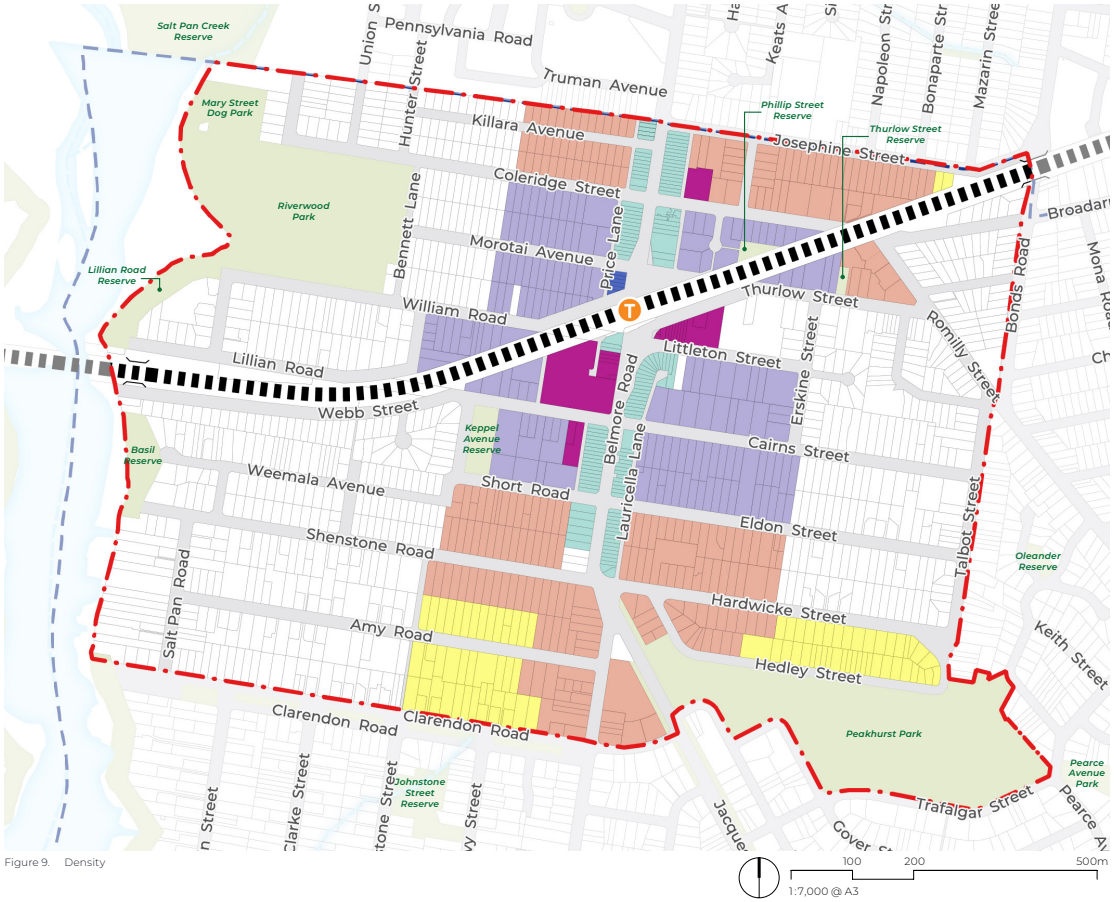


Figure 9. Density

LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Existing through-site links
- 3.0:1 and above (up to 12-storeys - 41.5m)
- 3.0:1 (up to 8-storeys - 29m)
- 2.6:1 (up to 8-storeys - 29m)
- 2.4:1 (up to 8-storeys - 28m)
- 2.2:1 (up to 6-storeys - 22m)
- 1.5:1 (up to 4-storeys - 17.5m)
- Up to 0.8:1 (up to 2-storeys - 9.5m)

Maximum Developable Envelopes

Figure 10 illustrates the maximum developable envelopes based on the proposed densities and heights for the Riverwood Local Centre. The tallest heights (up to 12-storeys) are generally concentrated around Riverwood Station.

It is important to note that these envelopes do not represent proposed buildings. All future buildings will need to sit within these maximum developable envelopes and provide the necessary setbacks shown in **Figures 14 and 15** as well as meet other LEP and DCP requirements including non-residential floorspace active frontages, landscaping and design excellence.

Refer to **Figure 25** for indicative building envelopes that sit within these maximum developable envelopes.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Existing buildings
- 3.0:1 and above (up to 12-storeys - 41.5m)
- 3.0:1 (up to 8-storeys - 29m)
- 2.6:1 (up to 8-storeys - 29m)
- 2.4:1 (up to 8-storeys - 28m)
- 2.2:1 (up to 6-storeys - 22m)
- 1.5:1 (up to 4-storeys - 17.5m)
- Up to 0.8:1 (up to 2-storeys - 9.5m)

Figure 10. Overlay of maximum developable envelopes with existing built form - 3D view looking north-east

Principle 7

A local centre where **infrastructure supports growth**

Key Moves

1. Provide a new flexible, multi-purpose community space (approx. 150-200 m²) that is co-located with the new public plaza along Belmore Road.
2. Upgrade existing facilities such as play equipment, seating and sport courts in key open spaces such as Riverwood Park and Peakhurst Park to support future growth in the local centre.
3. Improve access to planned upgrades at Peakhurst Park through potential acquisition of four lots to enable new mid-block connections between Cairns, Eldon and Hardwicke Streets, which may facilitate pedestrian, bicycle and vehicle movement.
4. Coordinate with Homes NSW to facilitate the delivery of a new through-site link across land owned by Homes NSW between Hardwicke and Hedley Streets to complete the connection to Peakhurst Park.
5. Improve access to existing community infrastructure to the north (e.g. Riverwood Library, Community Centre and Morris Iemma Indoor Sports Centre) with public domain improvements along Belmore Road.
6. Coordinate the delivery of new services infrastructure with the NSW Government and relevant authorities to ensure that it occurs at the right time to support growth.

LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Connections and access to community infrastructure
- Open space upgrades
- New public plazas
- New flexible, multi-purpose community space
- Proposed mid-block connections - shareway (potential acquisition by Council)
- Proposed through-site link (location to be coordinated with Homes NSW)
- Homes NSW-owned lots adjacent to proposed through-site link to Peakhurst Park



Figure 11. Principle 7

Principle 8

A local centre with **well-designed buildings**

Key Moves

1. Support design excellence and built form that reinforces Riverwood's local identity and character.
2. Ensure that increased densities provided on opportunity sites are well-designed and provide tangible public benefits.
3. Celebrate and preserve the fine grain character of Belmore Road by providing increased upper-level setbacks above the two-storey street wall along Belmore Road.
4. Housing is well designed, providing high levels of amenity for residents.
5. Provide appropriate built form interfaces and transitions to retained low-density residential areas in Riverwood through the provision of appropriate setbacks.

LEGEND
- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Built form interfaces to transition to low-density residential areas
- Opportunity sites to provide public benefits

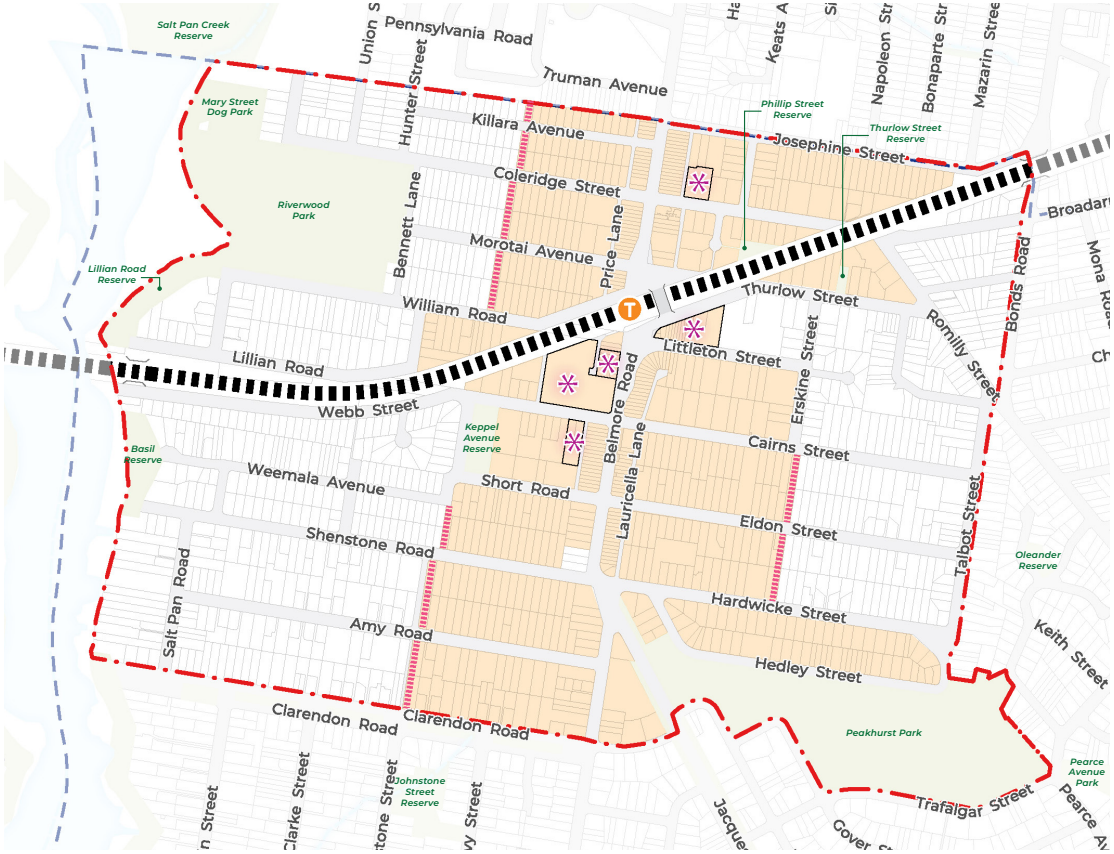


Figure 13. Principle 8

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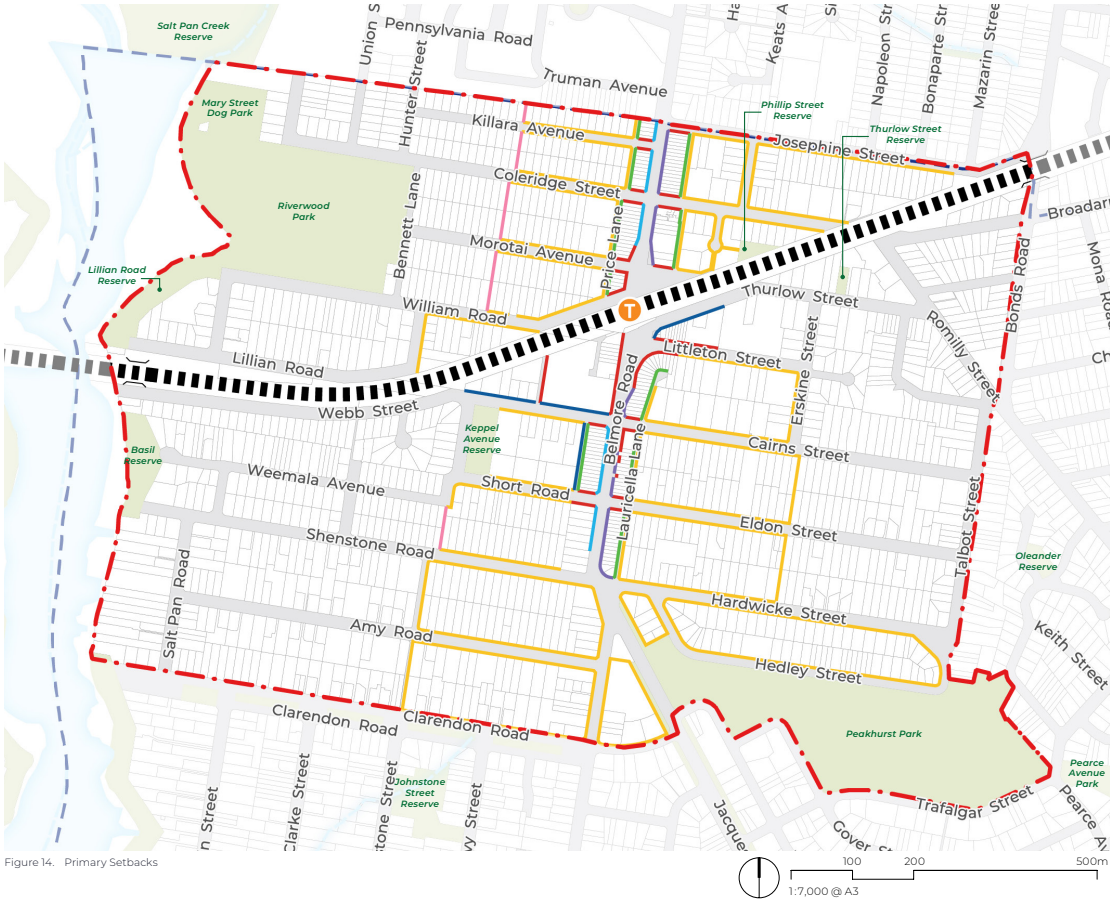
Primary Setbacks (Lower-level)

- Within E1 zone and along Belmore Road:
  - Primary front setbacks to align with existing predominant building line along Belmore Road (generally varies between 0m, 4m and 4.5m).
  - 1m rear setback to be provided along Price Lane, Belmore Lane, Theatre Lane and Lauricella Lane and to be dedicated to Council to facilitate widening of these laneways.
  - 3m primary front setback to be provided along Thurlow Street and to be dedicated to Council to facilitate footpath widening as part of opportunity site development.
  - 3m primary front setback to be provided along Cairns Street (west of Belmore Road) to align with existing multi-storey car park setback.
- R3 and R4 zones:
  - 5m primary front setback (up to 4-storeys) to align with current DCP provisions.
  - 9m side setback (up to 4-storeys) for lots adjacent to retained R2 zones, as per current DCP provisions to ensure an appropriate interface to lower density development and provide opportunities for deep soil planting.
- Current DCP provisions to apply where setbacks are not shown.



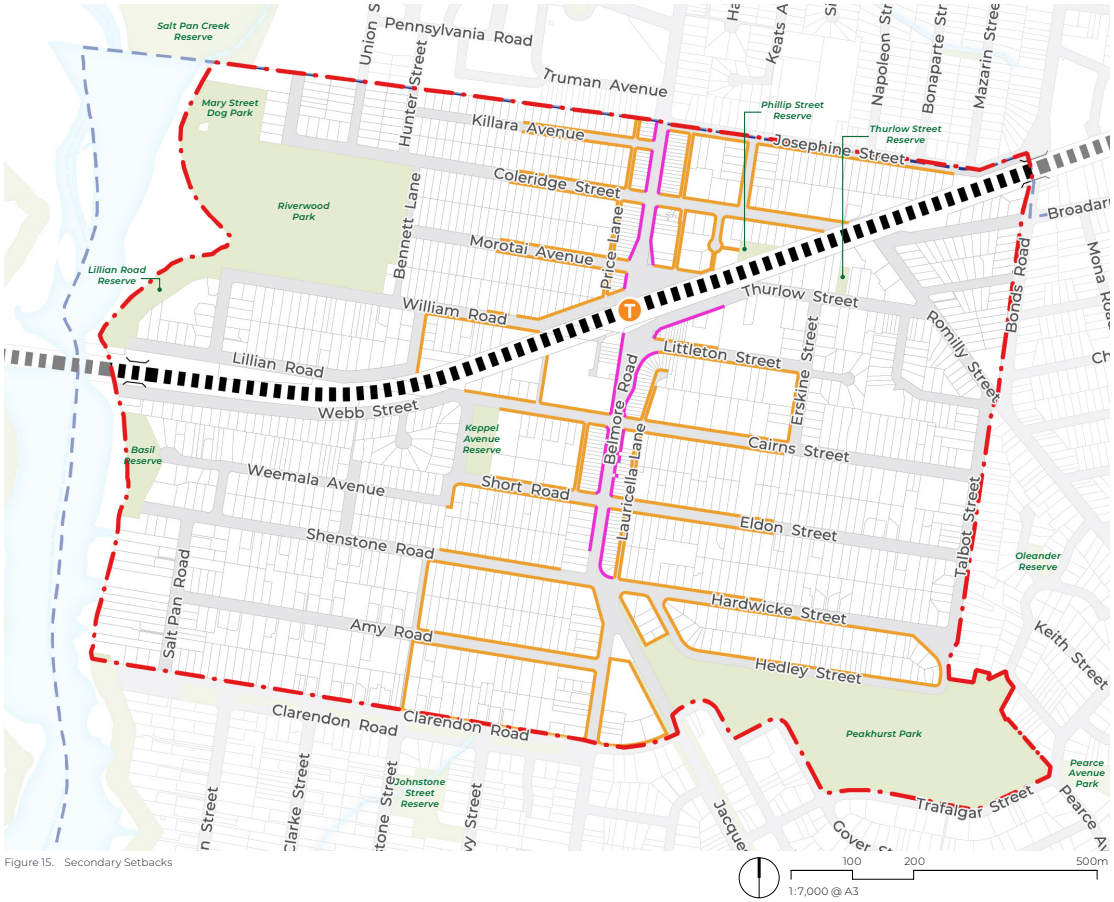
LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- 0m primary front setback
- 1m primary rear setback for laneway widening
- 3m primary front setback
- 4m primary front setback (generally) to match existing predominant building line along Belmore Road
- 4.5m primary front setback (generally) to match existing predominant building line along Belmore Road
- 5m primary front setback
- 9m primary side setback (interface with R2 zone)

Figure 14. Primary Setbacks

Secondary Setbacks (Upper-level)

- A 5m secondary setback is to be provided above the street wall height along Belmore Road to preserve its fine grain character.
- Elsewhere, a 3m secondary setback is to be provided above the street wall height.
- Additional secondary setbacks may be provided to improve built form outcome and protect the amenity of the public domain and adjoining development.
- Current DCP provisions to apply where setbacks are not shown.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- 3m secondary (upper-level) street setback
- 5m secondary (upper-level) street setback

Figure 15. Secondary Setbacks

3.2 Character Areas

Riverwood Local Centre will include four smaller precincts, each with their own unique feel and purpose. These precincts will help shape how the neighbourhood looks, functions and grows, bringing variety and character to the overall centre. These precincts are:

- Belmore Road Precinct
- Residential Core Precinct
- Residential Frame Precinct
- Residential Living Precinct

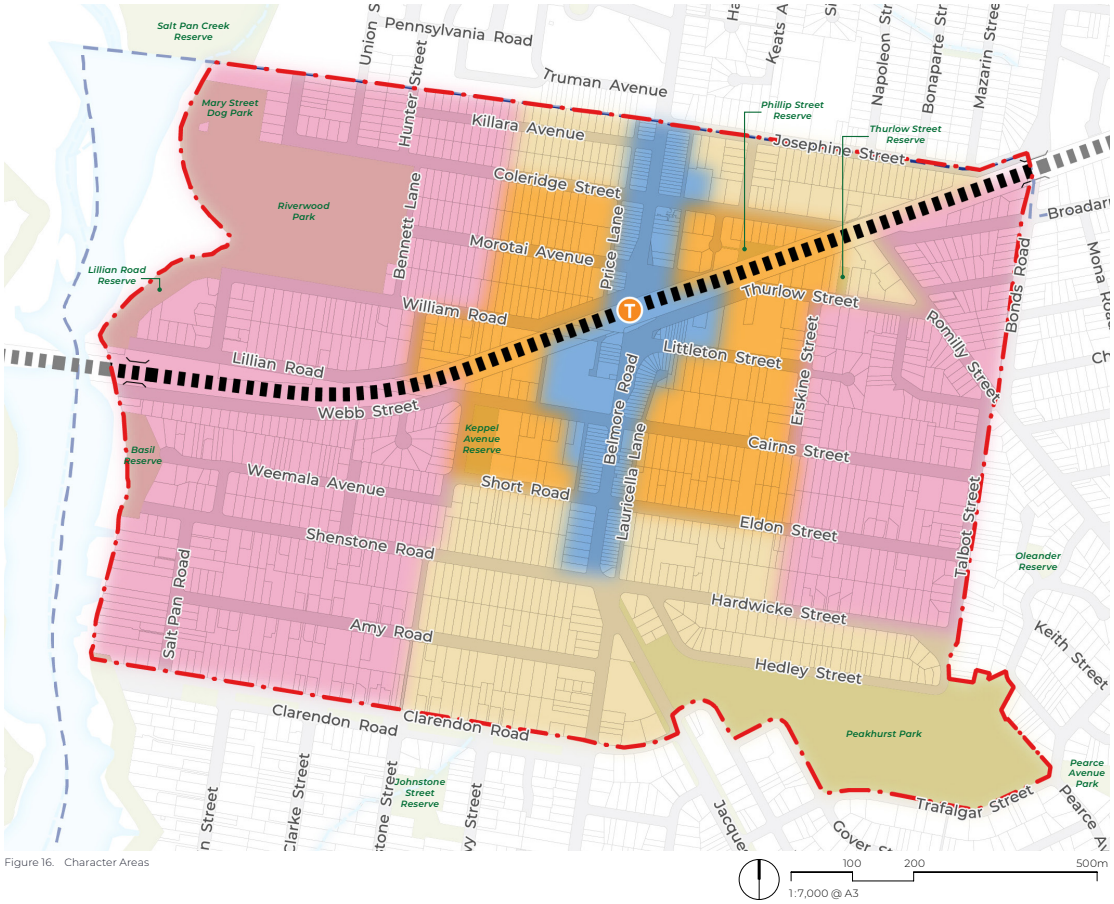
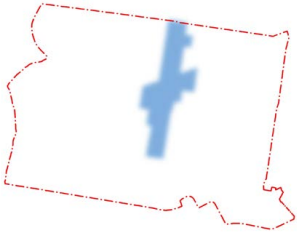


Figure 16. Character Areas

LEGEND

- Study Area
- LGA boundary
- Cadastre
- Existing public open space
- Riverwood train station
- Railway corridor
- Existing through-site links
- Belmore Road Precinct
- Residential Core Precinct
- Residential Frame Precinct
- Residential Living Precinct



Belmore Road Precinct

- This precinct will be the vibrant heart of the Riverwood Local Centre and will include welcoming spaces where locals can meet, relax, and socialise. It will feature a diverse mix of shops, from everyday essentials to specialty stores, cafes and restaurants, creating a lively and convenient shopping experience for everyone.
- These non-residential uses at street level will create a lively and active atmosphere along Belmore Road, while homes above will offer convenient living close to public transport and local services.
- The precinct will mainly feature mixed-use buildings up to 8 storeys. Buildings along Belmore Road will have a 2-storey street wall height with increased upper-level setbacks to maintain a human-scaled streetscape and a comfortable public realm.
- The precinct will also include a small number of opportunities for a taller buildings (up to 12 storeys) along Belmore Road, while delivering public benefits. These benefits can include new public plazas, community spaces, public domain improvements, or affordable housing.



Figure 17. Warrick Lane, Blacktown
Source: McGregor Coxall

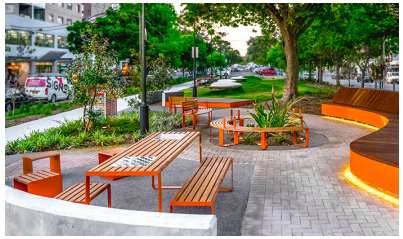
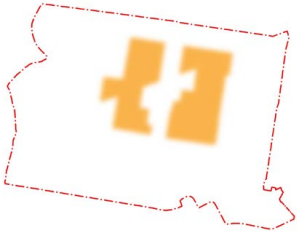


Figure 18. Maroubra Junction Reserve Oasis
Source: Street Furniture Australia



Residential Core Precinct

- This part of the centre, located behind Belmore Road, will include new residential buildings up to 8-storeys in height, with a consistent 4-storey street wall height.
- The additional height and density in this precinct make the most of being close to Riverwood Station and the amenity offered by local shops along Belmore Road.
- Careful planning will ensure a smooth transition in building heights between this precinct and the lower density dwellings in the adjacent Riverwood Living Precinct.
- This may include a mix of terrace homes with gardens and front doors facing the street, with apartment units above, to support a safe and family-friendly environment.
- Streets in this precinct will include footpaths, increased tree canopy cover and informal on-street cycle ways to make it easier to get around.



Figure 19. Botany Road, Zetland
Source: Candelapas Associates



Figure 20. Erko apartments and terraces, Erskineville
Source: Colliers Urban Planning



Residential Frame Precinct

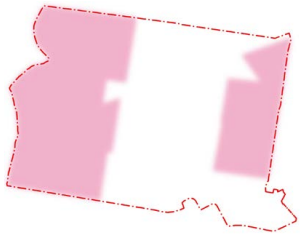
- This precinct will include medium-density residential buildings between 4-6-storeys that are within walking distance of parks, local shops and Riverwood Station.
- Similar to the Residential Core Precinct, a consistent 4-storey street wall height will be adopted in this precinct to keep a comfortable, human scale at street level.
- Appropriate design measures will be taken to ensure a seamless height transition with the surrounding lower density dwellings in the Riverwood Living Precinct.
- Streets like Coleridge Street, Hardwicke Street and Clarendon Road in this precinct will be enhanced with new street trees, active transport links and lower speed limits. These streets will provide residents with safe and shaded connections to Belmore Road and surrounding parks.



Figure 21. Treehouse, Beaconsfield
Source: Squillace Architects



Figure 22. Watermark Apartments, Huskisson
Source: DJRD Architects



Residential Living Precinct

- This precinct makes up most of the Riverwood Local Centre, including areas further from Belmore Road and along the Salt Pan Creek foreshore.
- It will retain Riverwood's suburban character with a mix of existing and new 1-2 storey single detached homes as well as other low-rise housing typologies like terraces, dual occupancies, and manor homes, already allowed under the NSW Government's LMR Housing Policy. These homes will offer more choice and suit different lifestyle needs.
- Future development in this precinct will respect and reinforce the character of the Foreshore Protection Area ensuring sensitive integration of built form with the surrounding landscape.
- The precinct will also benefit from public domain upgrades, which include increased tree canopy cover as well a improved walking and cycling links to local parks and shops. These changes will make the neighbourhood greener, safer, and easier to get around.



Figure 23. Case terraces, Erskineville
Source: BI Group



Figure 24. O'Donnell dual occupancy, Bondi
Source: MHNDU



3.3 Master Plan

The Master Plan brings together the guiding principles and key moves into a cohesive and coordinated framework, establishing the preferred structure for land use, built form, movement networks, and public spaces to support the long-term evolution of the Riverwood Local Centre. It achieves this by:

- Concentrating additional residential density close to Riverwood Station and along Belmore Road to support transport-oriented development and reinforce the role of the Riverwood Local Centre as a focus for housing and activity.
- Providing a new public plaza north of the station, and enabling redevelopment on identified opportunity sites to facilitate the delivery of public benefits, including new community space and targeted public domain upgrades that improve pedestrian amenity and support local activity.
- Improving permeability across the study area through new mid-block links and a more connected street network.
- Retaining and protecting existing mature tree-lined street and introducing new green streets to increase canopy cover to support walking, cycling, and access to public transport and open spaces such as Peakhurst Park, Riverwood Park, and Salt Pan Creek.
- Establishing a built form framework that retains the existing character and fine-grain scale of Belmore Road through increased upper-level setbacks, supports whole-of-block redevelopment where appropriate, and delivers clear height and scale transitions to ensure a considered interface with surrounding lower-density residential areas.

The Master Plan unlocks the capacity for more homes and jobs to be provided within the Riverwood Local Centre. Not all of this capacity will eventuate into development, nor will development occur overnight. It is anticipated that over time, the Master Plan will deliver an additional 2,301 dwellings (approx. 6,328 people) and an additional 2,423 m² non-residential floorspace (approx. 66 jobs) across the Study Area.

The building envelopes shown in **Figure 25** are indicative only and are intended to illustrate a potential built form outcome for the Riverwood Local Centre based on the densities, heights and setbacks proposed in the Draft Master Plan.

Preliminary solar testing of the indicative building envelopes indicates that they are capable of complying with ADG solar access requirements. Notwithstanding the above, these indicative building envelopes are subject to change based on final lot amalgamation patterns and future site-specific design studies. All future development will need to demonstrate that they are capable of meeting the relevant LEP and DCP provisions as well as ADG requirements.

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LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Opportunity sites

Public Domain

- Existing public open space
- Existing urban plazas
- Proposed urban plazas and footpath widening
- Existing trees
- Proposed trees

Approved DA Heights

- 9 storeys (279-281 Belmore Road)
- 4 storeys (1-13 Coleridge Street)
- 3 storeys (17-27 Hardwicke Street)

Indicative Building Heights

- 12 storeys
- 8 storeys
- 6 storeys
- 4 storeys
- 1-2 storeys

Active Transport Network

- Existing informal cycle connections (unmarked roads)
- Proposed primary cycle connections (on-road linemarking)
- Proposed secondary cycle connections (on-road linemarking)
- Potential extension of secondary cycle connection (in coordination with Canterbury-Bankstown Council)
- Proposed tertiary cycle connections (unmarked roads)
- Existing pedestrian paths / trails / boardwalk
- Proposed pedestrian path along Salt Pan Creek
- Existing pedestrian through-site links
- Proposed mid-block connections - shareway (potential acquisition by Council)
- Proposed through-site links (preferred locations)
- Proposed through-site link (location to be coordinated with Homes NSW)



Figure 25. Draft Master Plan

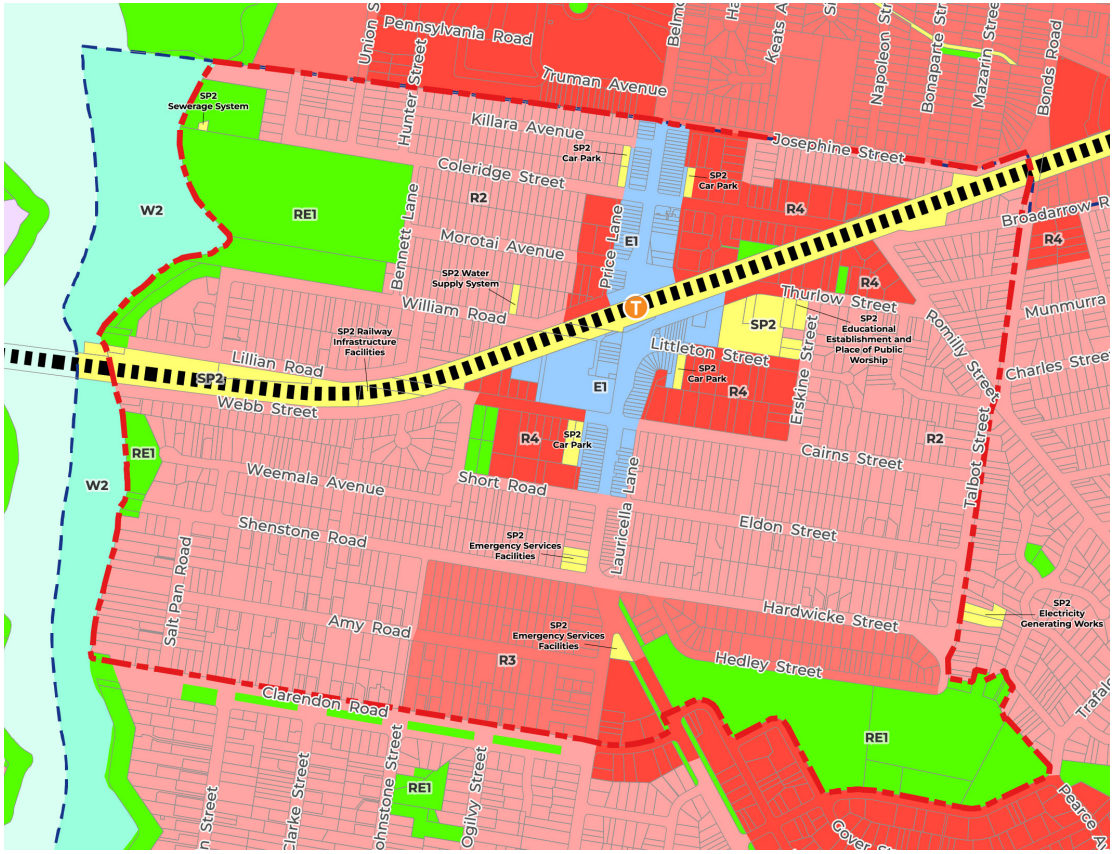

THE CAFE
DINE IN
TAKEOUT
EVENTS
NO ENTRY
TAXI ZONE
WILKSHAKES

Part 4: Implementation Strategy

4.1 Land Use Zoning (LZN)

Current LZN

The Study Area contains a variety of land use zones, including E1 Local Centre, R4 High Density Residential, R3 Medium Density Residential, R2 Low Density Residential, RE1 Public Recreation and SP2 Infrastructure. The majority of the residential land within the Study Area is zoned R2 Low Density Residential, however there is some R3 Medium Density Residential and R4 High Density Residential land in areas located close to Peakhurst Park and the Riverwood local centre core. The Riverwood local centre core is zoned E1 Local Centre and runs along Belmore Road. The R2 zoning facilitates a mix of lower density building typologies including detached dwellings and dual occupancies. The R3 and R4 zoning facilitate higher density uses including multi-dwelling housing and residential flat buildings. In addition to high density residential uses, the R4 zone allows for shop top housing, small bars and restaurants. Similarly, the E1 zone allows for shop top housing in response to its location within the Riverwood local centre core.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- E1 Local Centre
- R2 R2 Low Density Residential
- R3 R3 Medium Density Residential
- R4 R4 High Density Residential
- RE1 RE1 Public Recreation
- SP2 SP2 Infrastructure
- W2 W2 Recreational Waterways

Figure 26. Current LZN Map

Proposed LZN

The proposed land zoning expands the R4 High Density Residential zone in both north-south and east-west directions, to facilitate additional residential density that is within 400m of the Riverwood Train Station.

Specifically:

- Land located north of the train line between Lillian Road and Josephine Street and land in the north-eastern corner of the Study area have been rezoned from R2 Low Density Residential to R4 High Density Residential to enable the provisions under the NSW Government's LMR Housing Policy to apply. The Council Carpark located at Coleridge Street is proposed to be rezoned from SP2 Infrastructure to R4 High Density Residential
- Land south of the train line between Cairns Street, Hardwicke Street and Erskine Streets, as well as between Short Road and Shenstone Street has been rezoned from R2 Low Density Residential to R4 High Density Residential to enable the provisions under the LMR Housing Policy to apply. The Council Carpark located at Cairns Street on the western side of Belmore Road has been rezoned from SP2 Infrastructure to R4 High Density Residential.
- To facilitate the provision of additional employment floorspace within the Riverwood Local Centre, the E1 zone has been extended south to Shenstone Road and Hardwicke Street, rezoning current R2 Low Density Residential zoned land. It is noted, the expansion of the R4 High Density Residential zone provides opportunities to support the Riverwood local centre core as it permits shop top housing and non-residential uses including small bars, restaurants and cafes.
- The four properties at 41 Cairns Street, 37 and 42 Eldon Street and 38 Hardwicke Street are proposed to be rezoned from R2 Low Density Residential to SP2 Public Share way. These 4 properties are proposed to be acquired by Council to facilitate a new mid-block connection. See **Figure 36**.

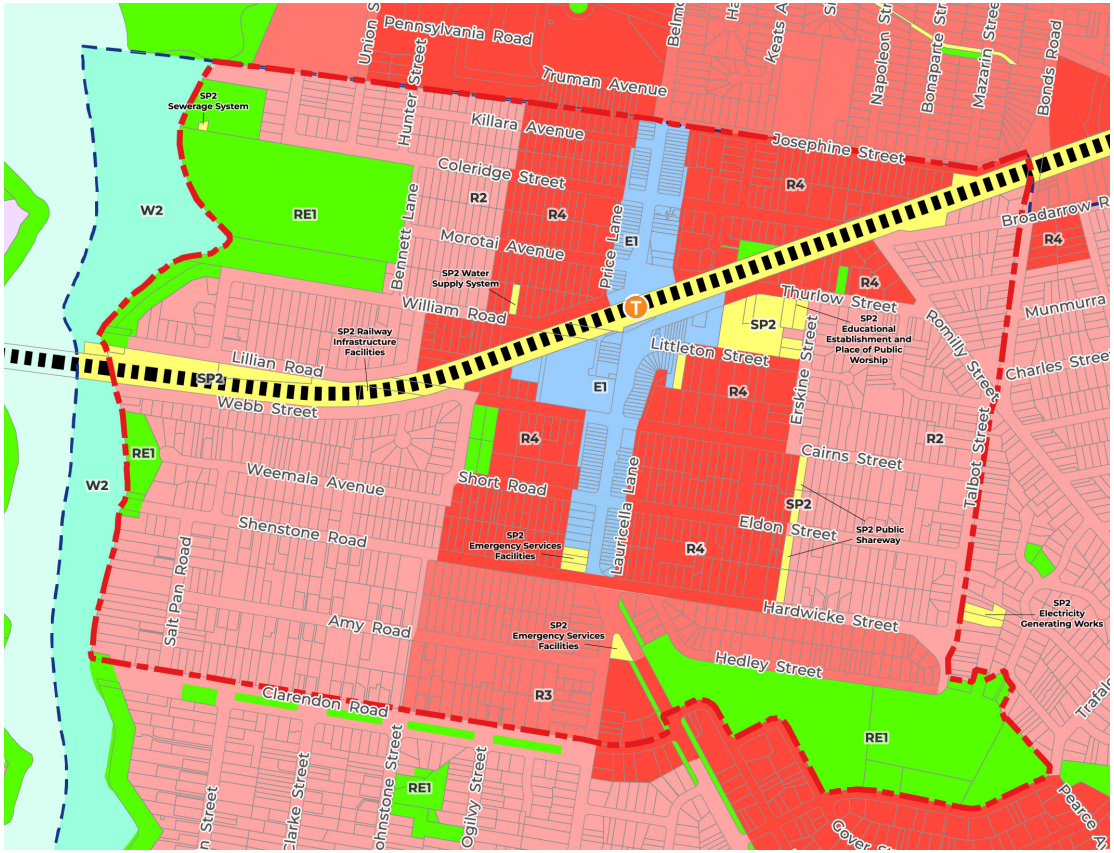


Figure 27. Proposed LZN Map

LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- E1 Local Centre
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- SP2 Infrastructure
- W2 Recreational Waterways

4.2 Height of Building (HOB)

Current HOB

The maximum height of buildings in the R2 and R3 zoned land is 9m, which facilities buildings of 2 storeys. In the R4 zone the maximum height of building is 12m which facilitates buildings of 3 storeys. The E1 Local Centre zone generally has a maximum height control of 18m (approximately 5 storeys), with some site-specific exceptions of 13m (3 storeys) and 28m (8 storeys).

It is noted the current maximum building height controls for residential zoned land within 800m of Riverwood Station have been superseded by the controls of the LMR Housing Policy. The new height under the LMR Housing Policy are as follows:

- R2:
  - 9.5m
- R3 and R4:
  - 9.5m (for dual occupancies and multi-dwelling housing)
  - 17.5m (for RFBs 400-800m from station)
  - 22m (for RFBs 0-400m from station)

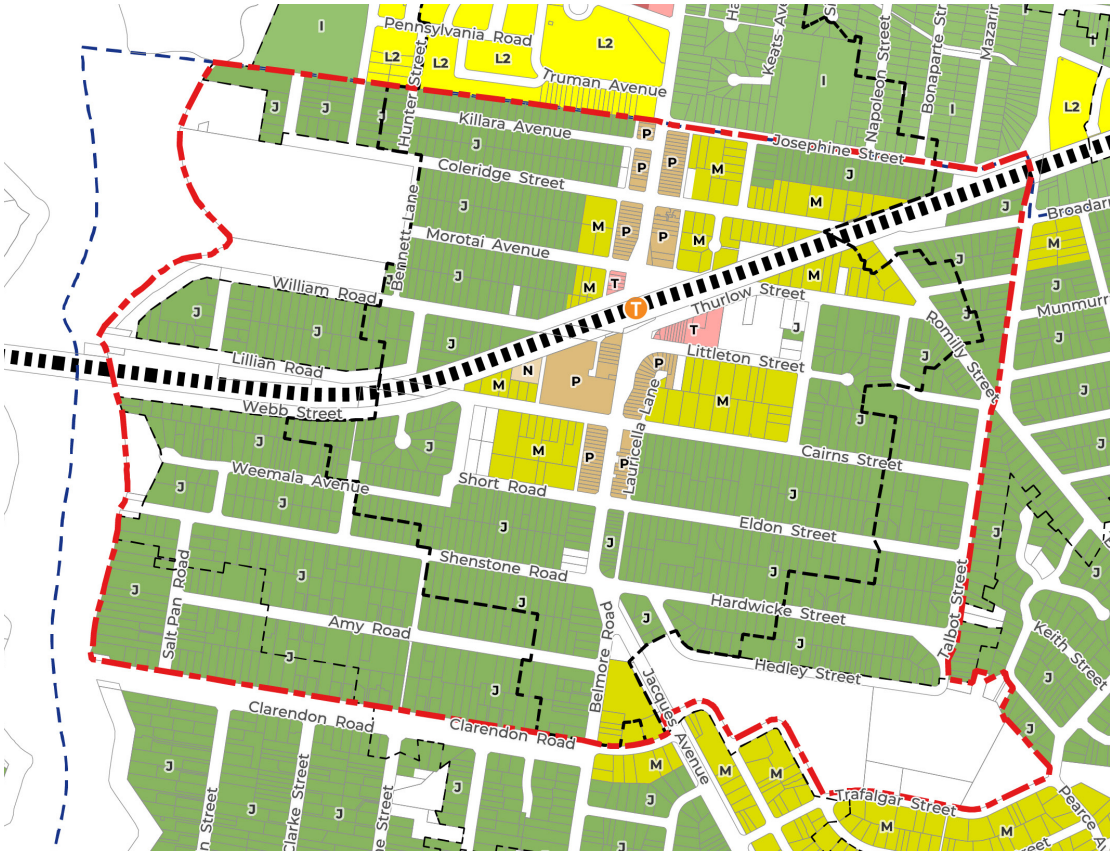


Figure 28. Current HOB Map

Proposed HOB

The proposed changes to the maximum height of buildings are as follows. The height on R4 zone land between Coleridge Street, Short Road and Eldon Street have been increased from 9m and 12m to 29m which facilitates 8-storey buildings. To provide greater clarity and certainty to local planning the height controls (17.5m (4-storeys) and 22m (6-storeys)) under the LMR Housing Policy have been enshrined in the Georges River LEP, and apply only to land zoned R3 (land south of Shenstone Road and Hardwicke Street) R4 (land between Shenstone and Short Roads, Hardwicke Street and Eldon Street, and Coleridge and Josephine Streets). The remaining parts of the study area retain its maximum height limit of 9m in the R2 zone and 18m and 28m in the E1 zone.

It is noted that an incentive height applies to certain sites which are described in **Sections 4.4 and 4.5**.

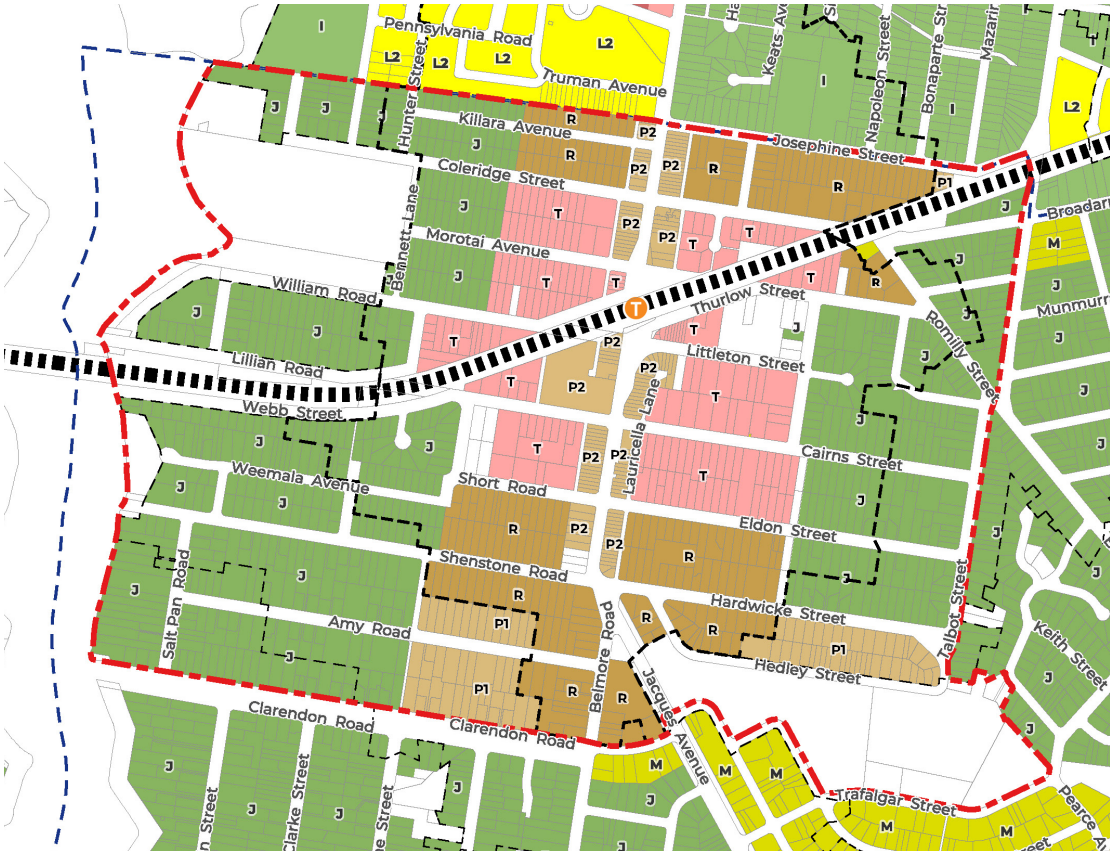


Figure 29. Proposed HOB Map

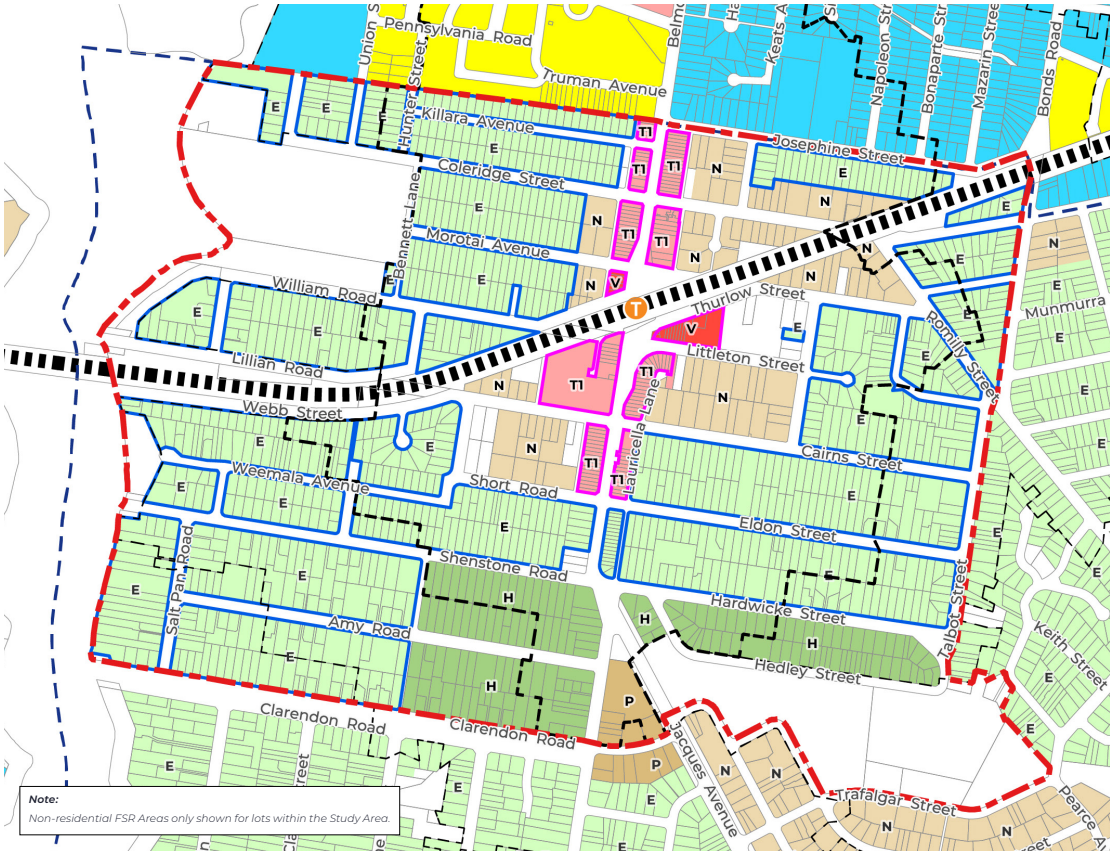
4.3 Floor Space Ratio (FSR)

Current FSR

The existing maximum floor space ratio is 0.55:1 in the R2 zone, 0.7:1 in the R3 zone and 1:1 in the R4 zone. The E1 zone generally has a maximum floor space ratio of 2:1, with some site-specific exceptions of 3:1. A minimum non-residential floor space ratio of 0.5:1 applies to all land within the E1 zone.

It is noted the current maximum building height controls for residential zones within 800m of Riverwood Station have been superseded by the controls of the LMR Housing Policy. The new FSR under the LMR Housing Policy are as follows:

- R2:
  - 0.65:1 (for dual occupancies)
  - 0.7:1 (for multi-dwelling housing)
  - 0.8:1 (for RFBs)
- R3 and R4:
  - 0.65:1 (for dual occupancies)
  - 0.7:1 (for multi-dwelling housing)
  - 1.5:1 (for RFBs 400-800m from station)
  - 2:1 (for RFBs 0-400m from station)



LEGEND

Study Area	
LGA boundary	
Indicative LMR inner area	
Indicative LMR outer area	
Cadastre	
Riverwood train station	
Railway corridor	
Non- Residential FSR	
Area 1	
Area 3	

FSR	
D	0.5
E	0.55:1
H	0.7:1
L	0.9:1
N	1:1
P	1.2:1
T1	2:1
V	3:1

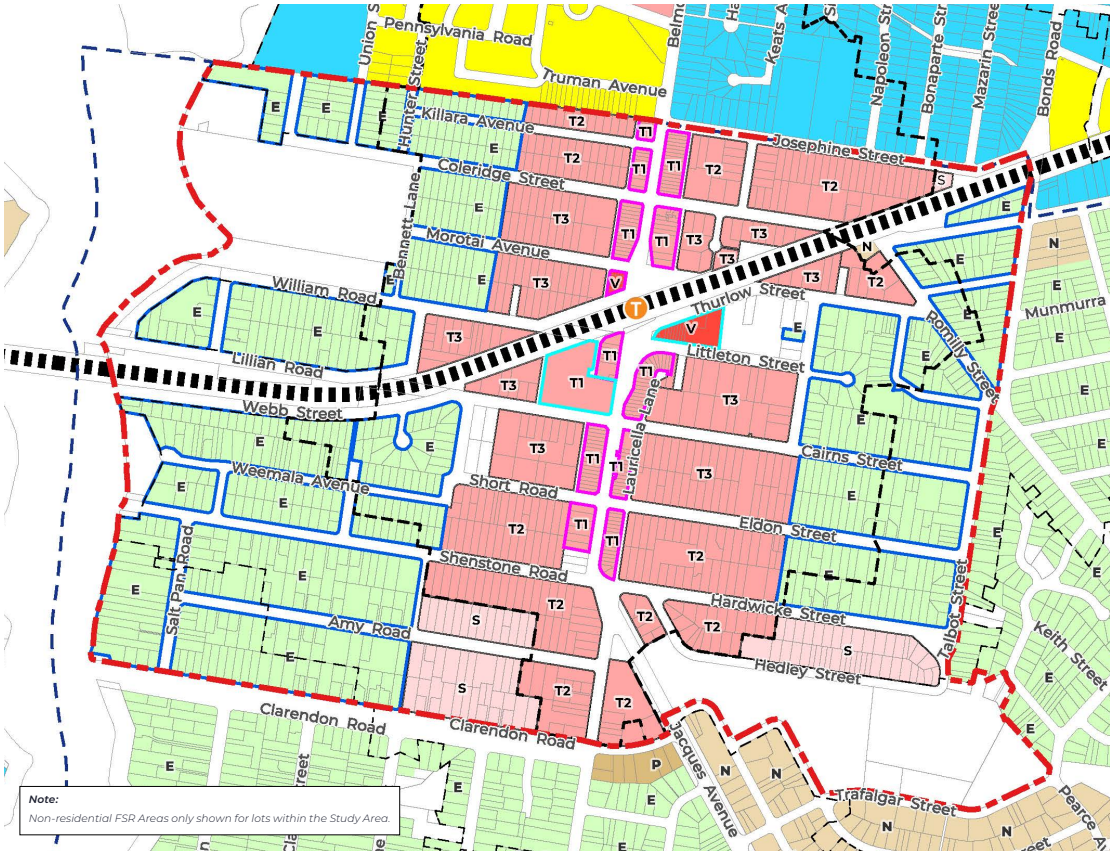
Figure 30. Current FSR Map

ENV012-26 Attachment 1

Proposed FSR

Consistent with the location of changes to the height of building map, the proposed floor space ratio (FSR) is 2.4:1 for majority of the land within the area of change. The maximum floor space ratio controls (1.5:1 and 2.2:1) under the LMR Housing Policy have been adopted for land zoned R3 (land south of Shenstone Road and Hardwicke Street) R4 (land between Shenstone and Short Roads, Hardwicke Street and Eldon Street, and Coleridge and Josephine Streets). The minimum non-residential floor space ratio is retained for majority of E1 zoned land, with the exception of two sites identified as 'Area 7' which are subject to a minimum non-residential floor space ratio of 0.75:1. The increase in the minimum non-residential floor space requirement for these sites is attributed to their size and current role as commercial anchors within the Riverwood Local Centre, making them suitable to accommodate additional employment floorspace.

It is noted that an incentive FSR applies to certain sites which are described in **Sections 4.4 and 4.5**.



LEGEND

- Study Area
- LGA boundary
- Indicative LMR inner area
- Indicative LMR outer area
- Cadastre
- Riverwood train station
- Railway corridor

Non- Residential FSR

- Area 1
- Area 3
- Area 7

FSR

- D 0.5:1
- E 0.55:1
- H 0.7:1
- L 0.9:1
- N 1:1
- S 1.5:1
- P 1.2:1
- T1 2:1
- T2 2.2:1
- T3 2.4:1
- V 3:1

Figure 31. Proposed FSR Map

4.4 Development in Riverwood Local Centre: New Additional Local Provision

Opportunity Sites

A number of opportunity sites were identified in **Figure 2** as being capable of accommodating greater density, whilst delivering tangible public benefits such as public domain improvements, public open space, community floorspace and publicly accessible parking. The rationale for selecting opportunity sites was based on the following:

- Planning, urban design and placemaking merit, including being well located close to Riverwood station and anchored by Belmore Road
- Size - minimum site area of 1,000 m²
- Consolidated land ownership and/or ability for amalgamation (as limited landowners)

As part of the implementation strategy, a new local provision is proposed to be included under Part 6 of the Georges River LEP, where certain sites within the Riverwood Local Centre will be able to access higher height and FSR controls. The local provision will contain a new Additional Local Provisions Map which will identify the relevant sites that may access the relevant Incentive Height and FSR.

The proposed Additional Local Provision Map identifies key sites that are intended to support the delivery of tangible public benefits including open space, public domain improvements, community floorspace and public carparking that are mapped or outlined in a worded control of the proposed LEP control (**Figure 32**) in order to access the Incentive HOB (mapped on **Figure 33**) and Incentive FSR (mapped on **Figure 34**).

E1 Zoned Land

Similar to the opportunity sites, for the remaining E1 zoned land additional height and FSR can be accessed subject to site amalgamation and satisfying the below criteria:

- Size - minimum site area of 1,000 m²
- Provides active frontages to Belmore Road to retain existing fine grain character

It is intended these controls will be contained in the proposed new local provision, with the remaining E1 land identified in the proposed Additional Local Provision Map.

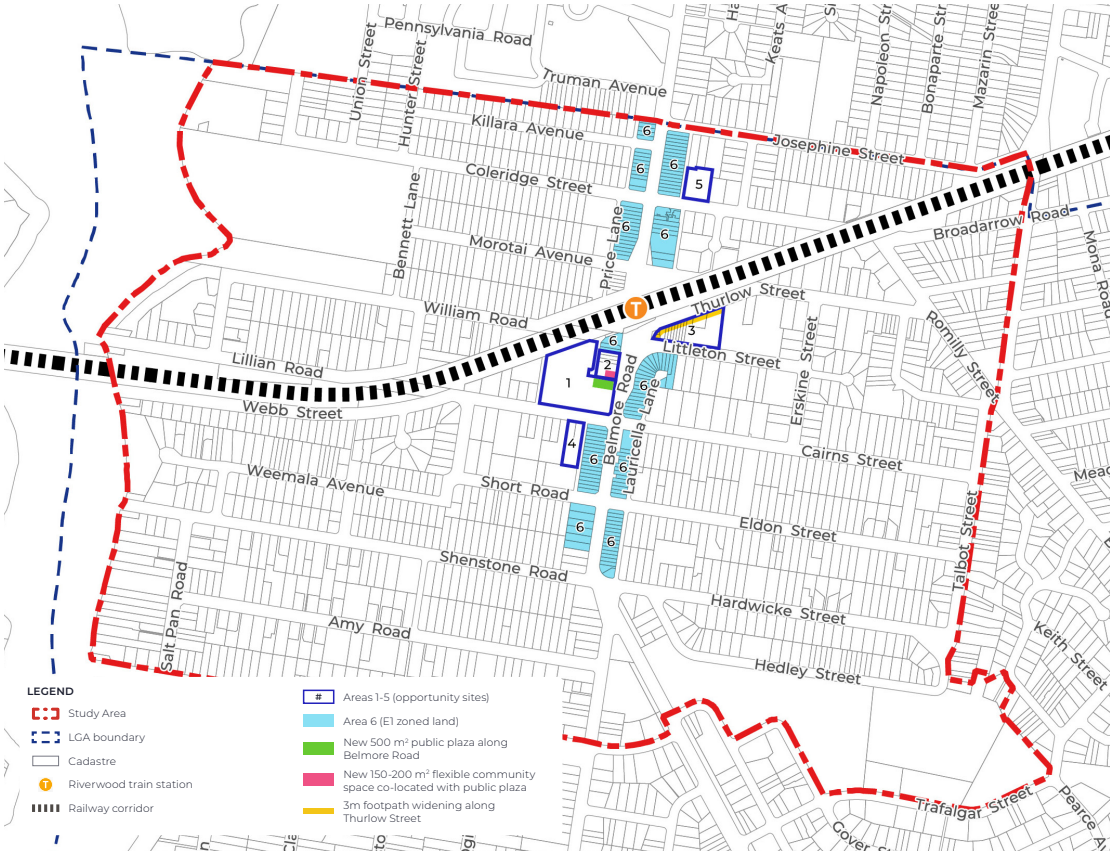


Figure 32. Additional Local Provision Map

4.5 Incentive HOB and Incentive FSR

Proposed Incentive HOB and FSR

The new local provision will apply an incentive HOB and FSR for Opportunity Sites and E1 zoned land where:

- It satisfies a minimum site area requirement; and
- It provides tangible public benefit, such as open space, public domain improvements including footpath widening, affordable housing, public car parking (applicable to Key Sites only)

To access the Incentive HOB and FSR controls, development applications would need to demonstrate consistency with the requirements outlined in **Table 1**.

Area	Site Area	Base HOB	Incentive HOB	Total HOB	Base FSR	Incentive FSR	Total FSR	Requirements
1	**9,856 m²**	29m	+12.5m	**41.5m**	2.0:1	+2.9:1	**4.9:1**	· 0.75:1 non-residential FSR · New 500 m² public plaza along Belmore Road (see **Figure 32**)
2	**1,476 m²**	29m	+12.5m	**41.5m**	2.0:1	+2.6:1	**4.6:1**	· Amalgamation with 265 Belmore Road · New 150-200 m² flexible community space at street level with frontages to Belmore Road and the new public plaza on Opportunity Site 1 (see **Figure 32**)
3	**4,305 m²**	29m	+12.5m	**41.5m**	3.0:1	+1.5:1	**4.5:1**	· 0.75:1 non-residential FSR · 3m footpath widening along Thurlow Street (see **Figure 32**)
4	**1,866 m²**	28m	+12.5m	**41.5m**	2.4:1	+1.2:1	**3.6:1**	· Provision of public car parking to match or exceed existing number of spaces on site (84 spaces, including 2 accessible spaces). It is intended the public parking requirements will be outlined in a future worded control of the proposed local provision.
5	**2,046 m²**	22m	+19.5m	**41.5m**	2.2:1	+0.8:1	**3.0:1**	· Provision of public car parking to match or exceed existing number of spaces on site (69 spaces, including 2 accessible spaces). It is intended the public parking requirements will be outlined in a future worded control of the proposed local provision.
6	**Varies**	18m	+11m	**29.0m**	2.0:1	+0.6:1	2.6:1	· 1,000 m² minimum site area

Table 1. Proposed Incentive HOB, Incentive FSR and Requirements

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Proposed Incentive HOB

For the identified opportunity sites, an additional 12.5m is afforded, subject to future developments delivering the required public benefits outlined in **Table 1**. The additional height increases the maximum building of these sites to 41.5m (equivalent to 12 storeys). For land in the E1 zone that meets the minimum size requirement of 1,000 m², an additional 11m is afforded to these sites, increasing the maximum building height to 29m (equivalent to 8 storeys).



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- T2 29 m
- W 41.5 m

Figure 33. Proposed Incentive HOB Map

Proposed Incentive FSR

For the identified opportunity sites, an incentive FSR is afforded, subject to the future development delivering the required public benefits outlined in **Table 1**. The incentive FSR for the opportunity sites range from 0.8:1 to 2.5:1, increasing the maximum FSRs to range from 3:1 to 4.9:1. For land in the E1 zone that meets the minimum size requirement of 1,000 m², an additional 0.6:1 FSR is afforded to these sites, increasing the maximum FSR to 2.6:1



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor

U	2.60
V	3.00
W2	3.60
Y1	4.50
Y2	4.80
Y3	4.90

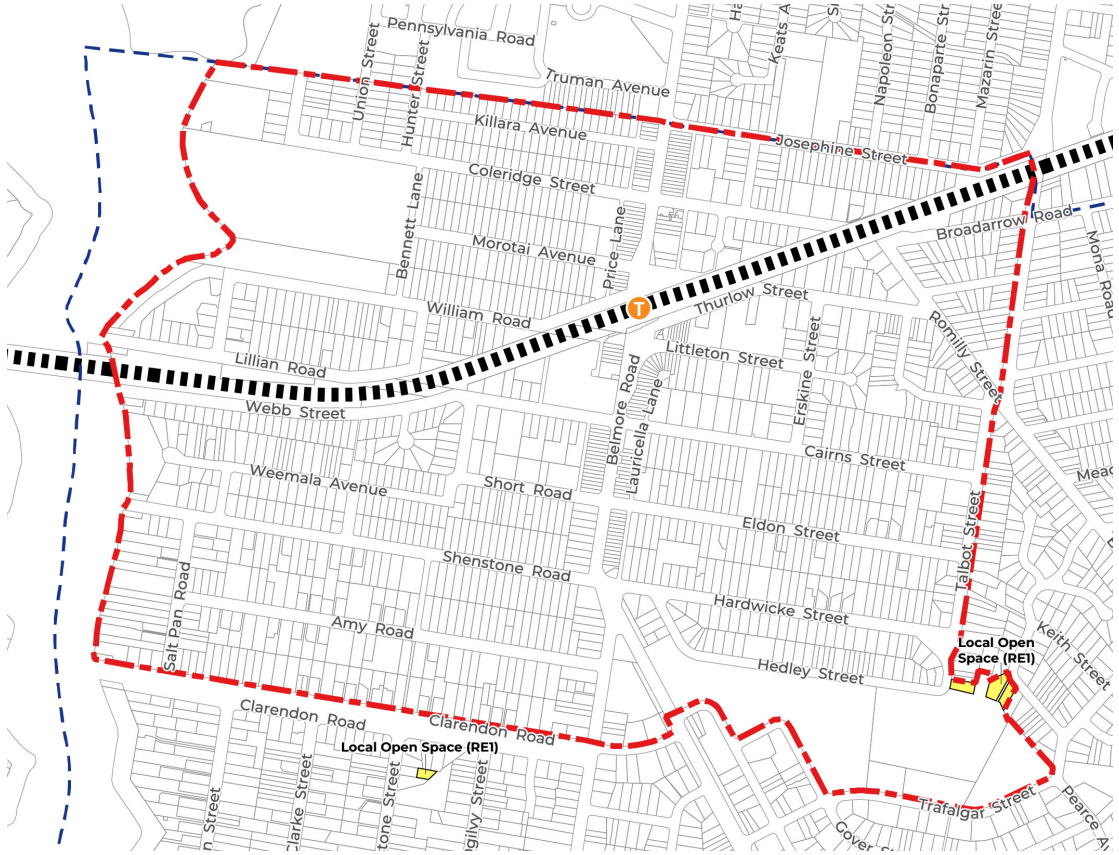
Figure 34. Proposed Incentive FSR Map

4.6 Land Reservation Acquisition (LRA)

Current LRA

The only land reserved for a public purpose in the Study Area is within the south-eastern corner adjacent to Peakhurst Park. This land is identified for Open Space.

There is land reserved for public open space adjacent to Johnstone Street Reserve. This land is outside of the Study Area.



LEGEND

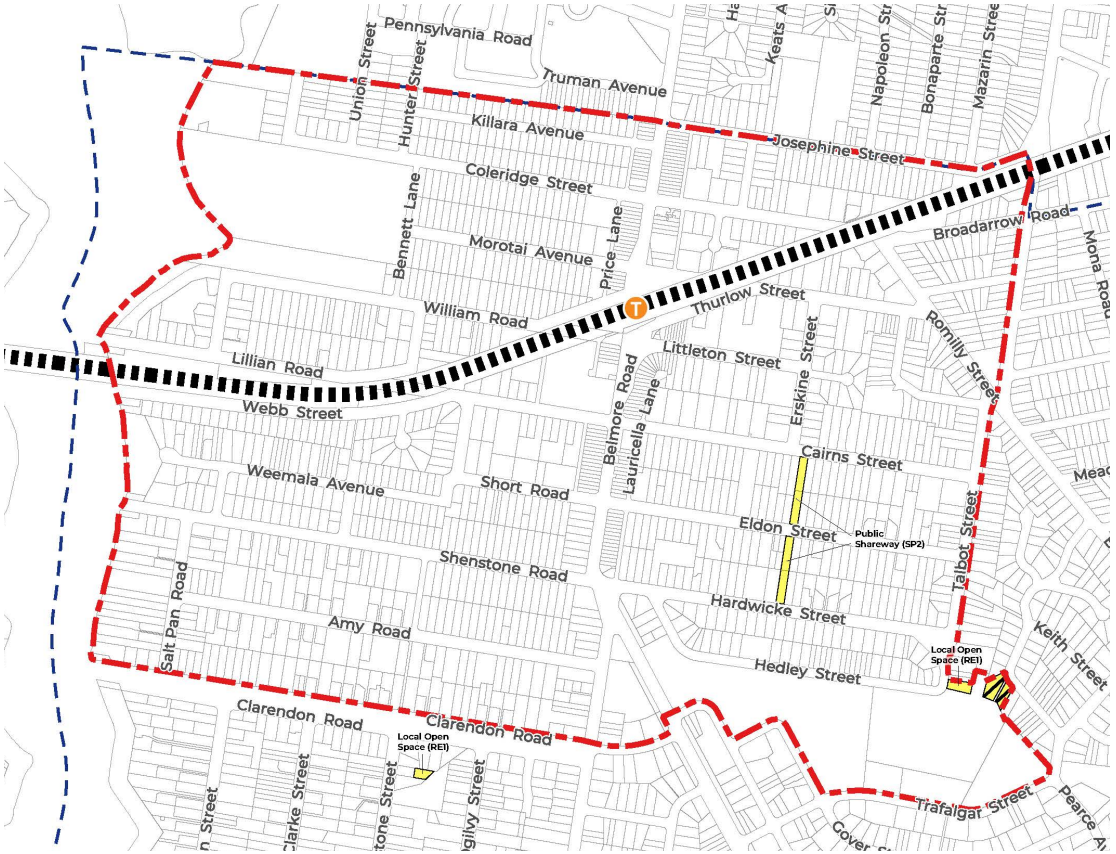
- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Local Open Space (RE1)

Figure 35. Current LRA Map

Proposed LRA

The Master Plan identifies the potential for a new mid-block connection between Cairns and Hardwicke Streets to improve permeability within this part of the Study Area. This connection is also intended to enhance access to Peakhurst Park, subject to further investigation and consultation with Homes NSW regarding the potential completion of a link between Hardwicke and Hedley Streets.

Opportunities to facilitate this mid-block connection would be considered over the longer term and may involve exploring mechanisms to reserve land for a public purpose, subject to further design development, feasibility testing and community consultation. The properties at 41 Cairns Street, 37 and 42 Eldon Street and 38 Hardwicke Street are identified for investigation and are shown on the Land Reservation Acquisition Map as SP2 Public Shared Way. The shared way is envisaged as a landscaped pedestrian and cycle connection, with the potential to accommodate low-speed vehicle movements where appropriate. It is also noted that properties located at 13 and 15 Keith Street are to be removed from the Land Reservation Acquisition Map, as Council has acquired these properties for public open space.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Local Open Space (RE1) Public Shareway (SP2)
- Properties to be removed from LRA Map (13 and 15 Keith Street)

Figure 36. Proposed LRA Map

4.7 Next Steps

Recommended Updates to Georges River Contributions Framework

The Georges River Contributions Plan 2021 will need to be reviewed to respond to the anticipated population growth in the Riverwood Local Centre. This review would consider whether existing funding and delivery mechanisms remain appropriate and ensure that infrastructure items identified in the Master Plan are adequately captured, including the proposed public plaza north of the station, streetscape improvements, upgrades to existing open spaces, and the potential acquisition of land to facilitate a new mid-block pedestrian connection. The proposed public benefits to be delivered on identified key sites are to be completed and dedicated to Council as works-in-kind via a Planning Agreement in accordance with Council's Planning Agreement Policy. It is recommended an integrated contributions framework comprising Council's Contribution Plan, Works-in-Kind Agreements and affordable housing contribution (subject to Council's draft policy) will be required in order to ensure the efficient and effective delivery of the infrastructure required for the centre and to realise the outcomes envisaged in the Master Plan.

Recommended Updates to DCP Controls

Amendments to the George River DCP will be required to include site-specific provisions to guide the design and amenity of the Riverwood Local Centre. A set of recommended site-specific DCP controls have been prepared based on the principles of this Master Plan, which will inform a new 'Area Based Controls' section of the Georges River DCP, consistent with the approach Council have adopted for the Hurstville and Kogarah Strategic Centres. These provisions are intended to be in addition to Council's other DCP controls for general matters (e.g. environmental management, traffic etc) and certain forms of development and design considerations. It is noted, the existing site-specific provisions relating to the Riverwood Business Precinct contained with Part 7 of the Georges River DCP will continue to apply and are proposed to be relocated in the new 'Area Based Controls' section - 'Riverwood Local Centre'.

The recommended DCP controls are summarised below.

Sub-precinct Character Statements

It is proposed to incorporate character statements for each of the four precincts based on the statements within the Master Plan. This would include a statement on the desired future character of each precinct and how proposed development could contribute to its character.

Active Transport and Movement Network

It is proposed to identify objectives and provisions for the active transport and movement network that will be delivered on public owned land, and privately owned land. The following objectives and provisions are recommended:

Recommended Objectives

- To provide safe active travel routes through the Riverwood Local Centre.
- To increase the permeability of the pedestrian network by providing shareways through private development.

Recommended Provisions

- New pedestrian through-site links are to be provided as part of required building setbacks to establish a fine-grain, accessible movement network and to create an appropriate transition between existing low-scale residential areas and higher-density residential and mixed-use development.
- The preferred locations of the new pedestrian through site links are shown in **Figure 37** and include:
  - a connection between Shenstone Road and Short Road, continuing the link to Keppel Avenue Reserve;
  - widening of the existing laneway between Amy Road and Clarendon Road to support a continuous mid-block connection to Keppel Avenue Reserve.
  - a new through-site link between William Road and Moratai Avenue, continuing mid-block connections between Moratai Avenue and Coleridge Street, and between Coleridge Street and Killara Avenue, to improve access between the Riverwood Local Centre and the adjoining Riverwood Estate.
- New pedestrian through-site links are to be designed to:
  - be a minimum width of 6m
  - be direct and accessible to all, have a clear line of sight between public places and be open to the sky
  - be easily identified by users and include signage advising of the publicly accessible status of the link
  - include materials and finishes such as paving materials, tree planting and furniture consistent with adjoining streets and public spaces and be graffiti and vandalism resistant
  - be clear of obstructions or structures, such as electricity substations, or car park exhaust vents
  - include landscaping to assist in guiding people along the link while enabling long sightlines
  - be fully accessible 24 hours a day.
- New through-site links are to be an easement on title unless identified in a contributions plan for dedication to Council.
- Future development is to provide adequate dedication for active transport routes.
- Development on consolidated lots is to provide vehicular access to a single point of entry/egress.

ENV012-26 Attachment 1



Figure 37. Proposed Through-site Links Map

LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Proposed through-site links (preferred locations)
- Proposed through-site link (location to be coordinated with Homes NSW)
- Proposed widening of existing through-site link (Amy Road to Clarendon Road)
- Proposed mid-block connections - shareway (potential acquisition by Council)

Active Street Frontages

It is proposed to identify objectives and provisions for the provision of active frontages within the Belmore Road Precinct. This would include a map identifying where active frontages are to be provided (**Figure 38**). The objectives and controls build upon existing DCP controls contained within Part 7 of the Georges River DCP.

Recommended Objectives

- Ensure ground floor frontages are pedestrian oriented and of high design quality to add vitality to streets.
- Provide fine grain tenancy frontages at ground level to street frontages.
- Allow for active frontages in other non-identified locations to contribute to the amenity of the streetscape.

Recommended Provisions

- Active frontages are to be provided in the locations nominated on the Active frontages map
- Active frontages are to contribute to the liveliness and vitality of streets by:
  - maximising entries and display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction
  - minimising blank walls (with no windows or doors), fire escapes, service doors, plant and equipment hatches;
  - providing a high standard of finish and appropriate level of architectural detail for shopfronts.
- Active frontages are to be designed with the ground floor level at the same level as the footpath.
- Active street frontages are to be provided for any mixed-use development facing any future public open space improvements.



Figure 38. Proposed Active Frontages Map

LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Active frontages

Vehicle Access to Extended E1 Zone

The extension of the E1 Local Centre zone to the block between Short Road and Shenstone Road is dependent on achieving an acceptable vehicle access arrangement that does not introduce new vehicle crossings to Belmore Road. To support a cohesive centre structure and maintain pedestrian priority along Belmore Road, access to redevelopment within this block can only be facilitated through one of the following scenarios.

- Option 1 - Whole-of-block amalgamation with rear-lane access (as shown in **Figure 39**)
  - Redevelopment may proceed through comprehensive block amalgamation, enabling delivery of a new rear lane to provide access for parking, servicing and loading. Under this scenario, all vehicle movements would occur from the rear lane, consistent with the desired and current access hierarchy for the centre.
- Option 2 - Two-parcel redevelopment with future-proofed access (as shown in **Figure 40**)
  - Alternatively, the block may be redeveloped in two land parcels. In this case, the northern parcel must incorporate measures that enable, or do not preclude, future vehicle access to the remainder of the block. This could involve dedicating and constructing the initial segment of a rear lane, securing access easements or delivering equivalent works that ensure the long-term access structure can be achieved without reliance on Belmore Road.

If an acceptable access solution cannot be established under either scenario, the E1 Local Centre uplift and associated provisions will not apply to the block. In this circumstance, the land will continue to operate under its existing permissible land uses until an appropriate access arrangement is secured.

Recommended Objectives

- Ensure safe and efficient vehicle access for land between Short Road and Shenstone Road without reliance on new vehicle crossings to Belmore Road.
- Facilitate orderly redevelopment of the block through consolidated or staged access arrangements that support the creation of a rear lane.
- Ensure any staged redevelopment does not constrain the long-term access solution for the entire block.
- Maintain pedestrian priority and centre function along Belmore Road by prohibiting new vehicle entry points.

Recommended Provisions

Access Prerequisite for redevelopment and application of E1 zoning and provisions

- Redevelopment of the block and application of E1 Local Centre provisions is contingent on demonstrating one of the following vehicle access solutions:
  - Whole-of-block amalgamation:
    a. Development delivers a new rear lane providing all vehicle, servicing and parking access. No vehicular access to Belmore Road is permitted.
  - Two-parcel redevelopment:
    a. Development may proceed as two parcels where the northern parcel:
    b. constructs the first stage of the rear lane, or
    c. dedicates land, provides easements, or delivers works-in-kind to secure future rear-lane access for the remainder of the block

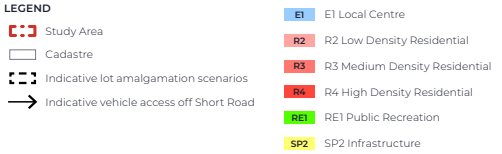
  The arrangement must fully avoid any reliance on Belmore Road for vehicle access.
- No new vehicle crossings are permitted from Belmore Road. All parking, loading and servicing must occur from a rear lane or the access solution established under the previous provision.
- Development must not compromise the ability to deliver the ultimate rear-lane alignment. Staged proposals must secure legal and physical access rights for land not included in the initial development stage.
- Where access requirements cannot be met, the E1 zone provisions do not apply and the land will continue to operate under its existing permissible land uses until an acceptable solution is achieved.



Figure 39. Vehicle access to extended E1 zone - Option 1



Figure 40. Vehicle access to extended E1 zone - Option 2



Built Form and Design

It is proposed to identify objectives and provisions for any future built form development, built form indicative. Reliance is made on the existing controls within the Georges River DCP for Residential Flat Buildings, Shop Top Housing and Multi-Dwelling Residential buildings. The following objectives and provisions are recommended:

Recommended Objectives

- To develop human-scale street environments.
- To facilitate higher density development while minimising impacts to amenity in public domain and residential developments.
- To develop and create a strong definition of streets and public spaces.
- To ensure that development has appropriate massing and spacing between buildings and frontage to any building.

Recommended Provisions

- Future development is to provide:
  - primary setbacks as shown in **Figure 14**, consistent with setbacks outlined in the current DCP
  - secondary setbacks as shown in **Figure 15**
  - a street wall height of 2-storeys
- Future development is to be setback from the side and rear boundaries as per ADG requirements, with exception of development adjoining low density residential area where the DCP controls contained within Part 6.3 of the Georges River DCP applies.

Green Infrastructure

It is proposed to identify objectives and provisions for any future green infrastructure. The following objectives and provisions are recommended:

Recommended Objectives

- To provide quality street tree canopy in the public and private domain.
- To respond to urban heat island effects.
- To enhance the amenity of the public domain.
- To apply water sensitive urban design measures that support urban greening.

Recommended Provisions

- Future green infrastructure improvements should provide landscaping improvements in accordance with Part 3.2 and 3.3 of the Georges River DCP.
- Street trees are to be planted as per the Public Domain Plan
- At least 50% of the front setback area must be provided as landscaped areas.
- Existing mature trees must be retained wherever possible.
- As part of future development, public domain improvements are to integrate utilities underground within the street reservation, with services located underground and in a manner that facilitates tree planting.

DRAFT

Appendix A

Methodology and Assumptions

The Riverwood Local Centre's potential development capacity has been quantified to understand its potential future land uses, total dwellings, population and jobs. The following assumptions have been used in the development of the Draft Master Plan.

Constrained Lots / Exclusion Criteria

- Land use capacities have been calculated assuming only unconstrained lots have the potential for uplift. Lots identified with one (or more) of the following characteristics (exclusion criteria) are asumed to be constrained and therefore are unlikely present as redevelopment opportunities:
  - Lots with 8 or more strata titles
  - Lots affected by 1% AEP (i.e. flooding)
  - Lots zoned SP2 (with the exception of Council-owned lots that are suitable as opportunity sites)
  - Riparian land and waterways
  - Foreshore area
  - Land identified for reservation and acquisition

Proposed Controls

- It is assumed that the proposed FSR/HOB controls should not be less than the existing FSR/HOB under the GRLEP and should also match or exceed the FSR/HOB under the LMR Housing Policy.
- Opportunity sites that are anticipated to deliver public benefits such as public open space and widened footpaths will be able to utilise the full FSR allocated to that site and redistribute that density to the remaining developable parts of the site. These public domain areas are therefore retained within the capacity assessment as having some development potential.

Land Use

- Mixed-use developments have been assumed for all lots zoned E1:
  - Riverwood Plaza and Club Rivers opportunity sites: Non-residential uses on the ground level and first floor, residential uses above.
  - All other lots zoned E1: Non-residential uses on the ground level, residential uses above.

Residential uses have been assumed for all lots in R2, R3 and R4 zones. Notwithstanding the above, there are opportunities for non-residential uses (e.g. restaurant) in R4 zones, particularly on the ground level, where permitted by the current GRLEP land use zoning.

Residential Typologies

The following residential typologies have been assumed as the highest and best use when calculating the residential capacity (see below) proposed by the Master Plan:

- E1 zone
  - Shoptop housing
- R3 and R4 zones
  - RFB
- R2 zone (within LMR inner and outer areas - LMR criteria applies)
  - RFB / multi-dwelling* for lots with a 12m minimum lot width and 600 m² minimum site area
  - RFB for lots with a 12m minimum lot width and 500 m² minimum site area
  - Dual occupancy for lots with a 12m minimum lot width and 450 m² minimum site area
  - Single detached dwellings for lots with a lot width less than 12m or with a site area less than 450 m²
- R2 zone (outside of LMR catchment - GRLEP applies)
  - Dual occupancy for lots with a 15m minimum lot width and 650 m² minimum site area
  - Single detachd dwellings for all remaining lots

**RFB assumed as the highest and best use for lots that meet the LMR criteria for both RFB and multi-dwellings.*

Residential Capacity

- For the purposes of the calculating the residential capacity proposed by the Master Plan, the following parameters have been applied:
  - Highest and best use residential typologies (see above) applied across the Study Area.
  - Where the Master Plan / LMR Housing Policy / GRLEP provisions overlap on a lot, the highest FSR of the three is applied to the lot.

RFB Unit Size

- 90 m² GFA average unit size

Minimum Floor-to-floor Heights

- Ground level
  - Residential - 4.0m
  - Non-residential - 4.5m
- Above ground level
  - Residential - 3.2m
  - Non-residential - 3.6m

Population and Jobs

- 2.75 people per dwelling:
  - Based on 2021 census average household size in the LGA.
- 36.6 m² non-residential GFA per job:
  - Based on Georges River Commercial Centres Strategy - Part 1 Centres Analysis (February 2020) and Economic Study by HillPDA (2019).

Justification of Non-residential FSR and Shortfall of Non-residential Floorspace

- The proposed Master Plan provides a level of non-residential floorspace that deviates from the projected demand identified in Council's *Commercial Centres Strategy* (2019). The *Commercial Centres Strategy* identifies a higher quantum of potential non-residential demand, based on an assumption that this demand would be achieved through a uniform increase of the non-residential FSR that currently applies to the E1 Local Centre zone to 1.02:1.
- To better understand how alternative non-residential outcomes could be delivered in practice, tipping point analysis and feasibility testing was undertaken by Atlas Economics to assess market tolerance for non-residential FSRs of 0.5:1 and 0.75:1 across the E1 Local Centre Zone. This testing identified that market capacity for non-residential development varies across the E1 zone and that there are identifiable tipping points beyond which development feasibility becomes constrained.
- The analysis demonstrates that a non-residential FSR of 0.75:1 exceeds market tolerance for the majority of sites, with only a limited number of strategically located sites capable of supporting this intensity due to their superior locational attributes, accessibility and employment suitability. For most sites, the tipping point occurs below this threshold, with a non-residential FSR of 0.5:1 representing the upper limit of market-supported and financially viable development.
- The testing further confirms that a blanket application of a non-residential FSR of 0.75:1 or higher across the E1 zone would be challenging to deliver under current market conditions, with the potential to impact development feasibility and the timely delivery of employment floorspace.
- In response, the master plan adopts a flexible and site-responsive approach to non-residential floorspace provision. Higher non-residential FSRs are strategically concentrated on sites capable of accommodating them, while more modest FSRs are applied elsewhere to ensure feasibility and delivery. While this approach results in a lower overall non-residential yield than the projected demand identified in the *Commercial Centres Strategy*, it reflects a practical and deliverable approach that responds to market capacity and supports the staged realisation of employment opportunities over time.

Non-Residential FSR

- 0.75:1 minimum non-residential FSR proposed for the two largest opportunity sites:
  - Opportunity Site 1: Riverwood Plaza
  - Opportunity Site 3: Club Rivers and adjoining lots
- 0.5:1 minimum non-residential FSR:
  - Retained for lots in existing E1 zone as per current GRLEP controls.
  - Proposed for lots in proposed extension of E1 zone to the south.

Non-Residential Capacity

- Existing non-residential floorspace (GFA) in the Study Area exceeds the minimum 0.5:1 non-residential FSR requirement under current GRLEP controls (i.e. some lots already provide more non-residential floorspace than required by the GRELP).
- For the purposes of the calculating the potential net increase in non-residential GFA achieved by the master plan, it is assumed that there will be no net loss of existing non-residential GFA in the Study Area (i.e. if a site currently exceeds the minimum 0.5:1 non-residential FSR requirement under current GRLEP controls, it will not be reduced to the 0.5:1 minimum).

Take-up Rates

- Opportunity sites:
  - 100% take-up rate applied based on majority of the sites being large, consolidated sites held by one or two landowners, presenting streamlined opportunities for coordinated and efficient development.
  - For the opportunity sites where the ownership is more fragmented, a 100% take up rate is still assumed. The fragmented opportunity sites are limited to the corner/end of block parcel, which often present favourable conditions for incremental development due to their independent access and limited integration requirements.
- Elsewhere in the Study Area:
  - 20% take-up rate applied with reference to the *Evidence Base for Housing* prepared by .id (2019). This rate reflects the proportion of the identified theoretical residential capacity that is anticipated to be realised over the relevant planning period.
  - Since the preparation of the *Evidence Base for Housing,* development activity within Riverwood has remained limited. In the absence of evidence indicating a material change in development trends or market conditions, the residential capacity assumptions for Riverwood identified in the *Evidence Base for Housing* are considered to remain appropriate for the purposes of this Master Plan.

Yield

Residential capacity across the Study Area*		
(A)	Estimated no. of existing dwellings	2,144 dwellings
(D)	Maximum residential capacity within current planning controls (including the Low and Mid-Rise Housing Policy)	7,276 dwellings
Maximum residential capacity as proposed by the Master Plan		
(B)	Potential total no. of dwellings	10,289 dwellings
	Potential total population (at 2.75 people per dwelling)	28,296 people
(B-A)	Potential net increase in no. of dwellings	8,145 dwellings
	Potential net increase in population (at 2.75 people per dwelling)	22,400 people
(B-D)	Net increase in maximum theoretical capacity	3,013 dwellings
Residential capacity delivered by the Master Plan over time (based on assumed take-up rates)**		
(C)	Potential total no. of dwellings	4,445 dwellings
	Potential total population (at 2.75 people per dwelling)	12,224 people
(C-A)	**Potential net increase in no. of dwellings**	**2,301 dwellings**
	Potential net increase in population (at 2.75 people per dwelling)	**6,328 people**

Table 2. Residential capacity

Refer to the **Methodology and Assumptions section for notes on residential capacity.*

***Refer to the **Methodology and Assumptions** section for notes on assumed take-up rates.*

Non-residential capacity across the Study Area		
(A)	Existing non-residential floorspace (GFA) (derived from *Riverwood B2 floorspace data* provided by Council)	30,046 m²
Minimum non-residential capacity as proposed by the Master Plan		
(B)	Potential total non-residential floorspace (GFA)	27,009 m²
	Potential total no. of jobs (at 36.6 m² per job)	738 jobs
*(B-A)**	Potential net increase in non-residential floorspace (GFA)	4,798 m²
	Potential net increase in no. of jobs (at 36.6 m² per job)	131 jobs
Non-residential capacity delivered by the Master Plan over time (based on assumed take-up rates)**		
(C)	Potential total non-residential floorspace (GFA)	15,378 m²
	Potential total no. of jobs (at 36.6 m² per job)	420 jobs
*(C-A)**	**Potential net increase in non-residential floorspace (GFA)**	**2,423 m²**
	Potential net increase in no. of jobs (at 36.6 m² per job)	**66 jobs**

Table 3. Non-residential capacity

Refer to the **Methodology and Assumptions section for notes on non-residential capacity and clarification on discrepancies in the calculation of net increase in non-residential floorspace.*

***Refer to the **Methodology and Assumptions** section for notes on assumed take-up rates.*

DRAFT

Appendix B

Prepared by Colliers Urban Planning
September 2025 | 2240862

Riverwood Local Centre Master Plan

Background Report



Colliers



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

Contact:	David Attwood Associate Director	david.attwood@colliers.com	
Version No:	Date of Issue:	Prepared by:	Approved by:
1.0 Draft	30/05/2025	Colliers Urban Planning Team	CB
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Glossary

This Background Report adopts key terms defined by a number of existing planning and design documents, including the Environmental Planning and Assessment Act 1979, the Georges River Local Strategic Planning Statement (Georges River Council), and Better Placed (Government Architect NSW). A selection of key terms and abbreviations is provided in the following table.

Term	Meaning
Active transport	Modes of transit that include walking, cycling, skateboarding and scootering which promote increased sustainability, personal wellbeing and healthy, active lifestyles
ADG	Apartment Design Guide
Affordable rental housing	Housing for very low to low or moderate income households, managed by community housing providers.
Biodiversity	Biodiversity is the variety of animal and plant life living in a particular habitat or area. They can be land or water based and often support each other's existence
Connectivity	Creating an interconnected network of people, places, spaces and open spaces
Council	Georges River Council
DA	Development application
DPHI	Department of Planning, Housing and Infrastructure
EP&A Act 1979	Environmental Planning and Assessment Act 1979
FSR	Floor space ratio
GANSW	Government Architect NSW
GDCP 2021	Georges River Development Control Plan 2021
Green Grid	The Sydney Green Grid is a green infrastructure policy developed by the New South Wales Government Architect which promotes sustainable development while maximising quality of life and wellbeing. It identifies a network of high-quality green space that connects commercial centres, public transport hubs, and major residential areas across the Greater Sydney Region. It supports liveability, recreation, biodiversity and waterway health
Green Infrastructure	Describes the network of green spaces and water systems that deliver multiple environmental, economic and social values and benefits to urban communities. This network includes parks and reserves, backyards and gardens, waterways and wetlands, streets and transport corridors, pathways and greenways, squares and plazas, roof gardens and living walls, sports fields and cemeteries. Green infrastructure is the web of interrelated natural systems that underpin and are integrated into our urban fabric
GRLEP 2021	Georges River Local Environmental Plan 2021
GRLSPS 2040	Georges River Local Strategic Planning Statement 2040
High street	The primary commercial street within a Centre
Inclusive housing	Inclusive housing includes housing that is affordable for very low, low and moderate income households as well as catering to the wide range of household types in the LGA including families, couples, seniors, people with disabilities, students, key workers, households in housing stress and the broader residential market
Key workers	Key workers are those whose occupations provide essential services including: teachers, nurses, police, ambulance officers, defence force members, health and community support workers and those in fire and emergency services. They also include automobile, bus and rail drivers and cleaners and laundry workers

Term	Meaning
Knowledge economy	A system of services and production based on knowledge-intensive activities and intellectual capital, where knowledge is the main engine of economic growth. The knowledge economy contributes to the accelerated rate of technical and scientific advancement, as well as obsolescence
LGA	Local government area
Liveability	How suitable a place is to live in; where the built environment supports and responds to the way in which people live, promoting safety, comfort, enjoyment, environmental quality and access to services. Where a place contributes to the overall quality of life experienced by its residents and the broader community
Social Housing	Long-term housing for very low-income households with significant needs. Typically, publicly owned and managed, includes public, community and Aboriginal housing.
Streetscape	Refers to the view from the public domain, usually the street (and possibly a laneway or public reserve)
Sustainable	Relates to the endurance of systems, buildings, spaces, and processes – their ability to be maintained at a certain rate or level, which contributes positively to environmental, economic, and social outcomes
TOD	Transport oriented development
Tree canopy	The layer of leaves, branches, and stems of trees that cover the ground when viewed from above
Urban Heat Island effect	Urban Heat Island effect represents higher air temperature in localised urban areas than those in surrounding non-urban areas. It is caused by large amounts and concentration of paved, dark and hard surfaces
Urban renewal	Building on the strengths of each place, transforming underused or dilapidated areas, boosting local economies and providing a mix of uses and activities to meet the needs of communities

Table 1. Glossary

EXECUTIVE SUMMARY

Georges River Council (council) is preparing a masterplan to help guide future growth in the Riverwood local centre (the Study Area). The masterplan will establish a vision, objectives, strategies and measures to shape the physical form of the Study Area.

The purpose of this Background Report is to provide a robust technical evidence base to inform early stages of developing the master plan prior to engaging with stakeholders and the community. It does this by providing an overview of key, relevant matters including planning policy, place analysis, constraints, opportunities and key issues. It is informed by advice and recommendations provided by technical specialists in a number of matters.

The Study Area is a large and well located part of Greater Sydney's Eastern Harbour City and the South District. Anchored by Riverwood Station, Belmore Road is the main street and heart of the Study Area. Most of the Study Area surrounding Belmore Road comprises established, lower density residential neighbourhoods. Key features of the Study Area include Salt Pan Creek and its riparian open space, which is a highly sensitive and a key part of Sydney's Green Grid, and Riverwood Park and Peakhurst Park. Nearby influences on the Study Area include the large Riverwood Estate, and proximity to a range of social infrastructure, including health, education, and community facilities.

Responding to the national housing crisis and National Housing Accord, current NSW and council planning policy settings focus on enabling delivery of a greater amount and choice of new, well, located and well-designed new homes through transport oriented development (TOD) focussed renewal. Specifically for Riverwood, council has resolved to prioritise growth in both housing and job in the Study Area, including accommodating additional and diverse housing through creating new medium and high-density residential zones.

The first major step in enabling greater growth was taken by the NSW Government in early and mid-2025 by allowing dual occupancies in all low density residential area, and apartment buildings of between 4 and 6 storeys within most of the Study Area. This has the potential to result in significant change occurring.

The masterplan must align in-principle with the vision set for the Georges River community by the Georges River Local Strategic Planning Statement (the LSPS), which is a 'A productive place to live, work and enjoy – with diverse, active, green, well designed and connected places'. It also needs to be consistent with the large number and range of NSW Government planning policy, including the 'criteria to guide growth' established by the LSPS. However, it will seek to align with this policy in a way that is tailored to the needs of the Riverwood Local Centre community. Elements that will need to be considered comprise housing, jobs and employment, transport, the environment and open space, and facilities and infrastructure.

Analysis of the Riverwood Local Centre as a place has shown that it has strengths and opportunities, and weaknesses and constraints impacting future growth. The main strength and opportunity is accessibility to Riverwood Station, and the presence of the Belmore Road local centre. Other key strengths and opportunities include a prevailing grid street layout, and a range of open spaces and social infrastructure including health, education and community facilities. The key weakness and constraint is the Moomba Sydney Ethane Pipeline (MSEP). It is understood Council have been notified by the Department of Planning Housing and Infrastructure (DPHI) Hazards Team that the MSEP has recently been repurposed and approved to carry natural gas. An updated Hazard Analysis has been prepared by Ariscarr in August 2025 to reassess the risk of the MSEP based on the new risk profile. The updated Hazard Analysis was endorsed by council on 10 November 2025.

The updated study concludes the repurposed MSEP will not impede on future sensitive, residential, commercial, active open space or industrial development. The revised societal risk analysis has found any location within 200m of the pipeline can be considered for population intensification. Therefore, the repurposed MSEP is no longer considered a 'hard' constraint impacting the Study Area and will not severely limit TOD focussed renewal. Other key weaknesses and constraints include limited jobs floorspace, small and / or narrow and deep lots, coastal hazard and other planning considerations, and flooding. These will form the basis of key issues to be addressed by the masterplan.

At the commencement of the masterplan project, council set a preliminary Study Area boundary established to help guide investigations undertaken by this Background Report. The investigations, in particular review of planning policy and the place analysis, support this boundary being carried forward for the next stages of the masterplanning process subject to the inclusion of a relatively small area of land at Richards Avenue, Peakhurst.

Within the Study Area, land within 400m of Riverwood Station generally has the highest capability to accommodate further growth. This includes land at the northern and southern end of Belmore Road. Land between 400m – 800m of Riverwood Station also has capability to accommodate growth. While this will be subject to further study as part of the masterplanning process, land adjoining Riverwood Park and Peakhurst Park also has particular capability to accommodate growth due to its co-location with high levels of amenity.

The next step in the masterplanning process is development of a vision in collaboration with representatives of the local community. Key to developing a shared vision is consideration of key elements. These key elements are housing, jobs and the economy, transport, the environment and open space, and facilities and infrastructure. As part of this process, input will be sought on what are considered to be key community issues and aspirations, as well as early ideas for strategies and measures for the future of the Study Area.

1 INTRODUCTION

This part defines the purpose and structure of the Background Report.

1.1 Purpose of this Planning Report

Georges River Council (council) is preparing a masterplan to help guide future growth in the Riverwood local centre (the Study Area). The masterplan will establish a vision, objectives, strategies and measures to shape the physical form of the Study Area.

The purpose of this Background Report is to provide a robust technical evidence base to inform early stages of developing the master plan prior to engaging with stakeholders and the community. It does this by providing an overview of key, relevant matters including planning policy and place characteristics, and analysing these to identify weaknesses and constraints, strengths and opportunities, and key issues. It is informed by advice and recommendations provided by technical specialists in planning, design, transport, the natural environment and open space, and services in infrastructure.

It has been prepared by Colliers Urban Planning (formerly Ethos Urban) in collaboration with our project partners:

- Atlas Economics (housing, jobs and employment)
- JMT Consulting (transport)
- Northrop (facilities and infrastructure)
- Clouston (the environment and open space).

1.2 Structure of this Background Report

The structure of this planning report is as follows:

- **Part 1 – Introduction:** defines the purpose and structure of the Background Report, and identifies how it fits in to the broader masterplan process
- **Part 2: The Study Area and its context:** provides a high level overview of the Study Area and its surrounding and metropolitan context
- **Part 3 – Background:** provides an outline of what a masterplan is being undertaken, and the planning undertaken to date for the Study Area
- **Part 4 – Planning policy:** summarises key, relevant existing NSW Government and council planning policy and related documents, and identifies their directions for the masterplan
- **Part 5 – Development activity:** summarises key, recent development applications and planning proposals in the Study Area
- **Part 6 – Place analysis:** analyses key physical attributes of the Study Area, and identifies their directions for the masterplan
- **Part 7 – Constraints, opportunities and issues:** identifies weaknesses and constraints, and strengths and opportunities that will shape the master plan, the key issues to be considered by the masterplan, the relative capability of parts of the Study Area to accommodate growth, and confirms the Study Area boundary
- **Part 8 – Towards a shared vision, emerging directions, and next steps:** provides preliminary directions for development of a vision to help guide future growth of the study area in collaboration with stakeholders and the community, and identifies next steps in the master plan process.

1.3 The Masterplan

As has been noted, the masterplan will help guide future growth in the Riverwood local centre.

It will include:

- a vision that describes the desired future state of the study area over the longer term
- objectives for key elements (refer below table) that support and provide further detail on the vision
- strategies and measures to help achieve the vision and desired outcomes
- a spatial plan which maps the strategies and measures, including through particular 'big moves' and specific smaller area, precinct proposals
- an implementation strategy that provides a high level roadmap to help deliver the masterplan, including recommended changes to council planning controls.

The masterplan will be developed through a process that engages with stakeholders and the community, and will be informed by the advice and recommendations of subject matter experts commissioned by council. An outline of the masterplan process, and its key parts is shown in the below table.

Parts	**Issues**	**Aspirations**	**Solutions**
Questions	Where are we now?	Where do we want to go?	How do we get there?
Components	• Weaknesses and constraints that impede growth • Strengths and opportunities that facilitate growth • Key elements and issues that need to be addressed by the masterplan	• Vision that describes the desired future state of the study area over the longer term • Objectives for key elements (refer below table) that support and provide further detail on the vision	• Strategies and measures to help achieve the vision and desired outcomes • Spatial plan the maps the strategies and measures, including through particular 'big moves' and specific smaller area, precinct proposals • Implementation strategy that provides a high level roadmap to help deliver the masterplan, including recommended changes to council planning controls

Table 2. Outline of the masterplan process and its key parts

The masterplan is intended to be used by a broad range of people. This will include:

- landowners when considering how to use or develop their land
- members of the community when wanting to understand the longer term for the Study Area
- council and other government agencies when considering development proposals or where to invest funds.

The masterplan will form a key part of council's larger planning framework. As such, it needs to respond to and align with this framework as much as possible. In particular, future growth under the masterplan must align in-principle with the vision set for the Georges River community by the Georges River Local Strategic Planning Statement (the LSPS).

This vision is as follows:

- 'A productive place to live, work and enjoy – with diverse, active, green, well designed and connected places'.

It also needs to be consistent with the large number and range of NSW Government planning policy. However, it will seek to align with this policy in a way that is tailored to the needs of the Riverwood Local Centre community.

Council has developed a preliminary set of objectives to help guide the early stages of the masterplan process, and to take to the community as the basis for developing a shared vision which is more tailored to the needs of the Riverwood Local Centre. These preliminary objectives are:

- provide housing diversity that adapts to the population needs of the future
- encourage the delivery of affordable housing in accordance with the Georges River Affordable Housing Policy
- introduce additional employment generating floorspace to strengthen the Centre's economy and provide essential services to support the future population, including the renewal of Riverwood Estate
- leverage opportunities for transit-oriented development to improve walkability and increased use of public transport
- enhance the quality and amenity of Riverwood's public domain
- enhance access to public spaces, including Salt Pan Creek and increase the urban tree canopy
- ensure new development in Riverwood is associated with the provision of local, community and state infrastructure.

While these objectives support growth and change in the Study Area, the masterplan will seek to ensure it is planned to occur in a way that responds to the key, valued characteristics of the Study Area.

Consistent with good planning principles and government policy, the masterplan will adopt a transport oriented development (TOD) approach to guiding future growth. This means that growth will be planned to encourage more sustainable ways of moving around, including by public transport, and active transport (eg, walking, cycling and other non-motorised forms of movement).

It is important to note what a masterplan can and cannot do. Unlike some other parts of council's planning framework such as the Community Strategic Plan 2022 – 2032 (the CSP) which are broad in scope, masterplans seek to shape the physical nature and form of communities primarily through guiding development.

Key directions for the masterplan

- Council is preparing a masterplan to help guide future growth in the Riverwood local centre.
- It will establish a vision, objectives, strategies and measures to shape the physical form of the Study Area.
- This Background Report is a key informant of the early of stages of preparing the masterplan.
- It does this by providing an overview of key, relevant matters including planning policy, place analysis, constraints, opportunities and key issues.



Figure 1. Belmore Road
Source: Colliers Urban Planning

2 THE STUDY AREA & ITS CONTEXT

This part provides a high level overview of the Study Area and its context.

2.1 Study Area description

The Study Area is located on Bidjigal Country within the Georges River LGA (refer Figure 2).

It comprises most of the suburb of Riverwood located in the Georges River LGA, as well as a small part of the suburb of Peakhurst. As it is located in the adjoining Canterbury-Bankstown LGA, the Study Area does not include the northern part of the suburb of Riverwood. This includes the Riverwood Estate.

The Study Area has an area of 146 hectares (ha) (approx.) and is generally bound by the border of the Canterbury Bankstown LGA to the north, Bonds Road and Talbot Street to the east, Peakhurst Park and Clarendon Road to the south, and Salt Pan Creek to the west.

The Study Area is anchored by Belmore Road. Running north-south, Belmore Road is both a traditional, retail dominated high street and regional road. Major destinations along Belmore Road include Riverwood Plaza, Club Rivers, Riverwood Sports Club and the Conca D'oro function centre.

Belmore Road is bisected by and travels in overpass form above the T8 Airport and South line and Riverwood Station. Riverwood Station provides regular, scheduled suburban passenger rail connections to the Sydney CBD and other centres and locations that provide jobs and services. It also provides direct access to Sydney (Kingsford Smith) Airport.

The remainder of the Study Area primarily consists of established residential areas. While some areas close to Belmore Road support a mix of densities and typologies, in particular 2 and 3 storey 'walk up' apartment buildings, much of the area has a suburban typology comprising generously sized lots occupied by low density, 1 and 2 storey detached homes surrounded by their own private landscaped open space. The main non-residential use in the frame is St Joseph's Catholic Primary School in the east of the Study Area.

Other notable features of the study area include:

- Salt Pan Creek, which is a tributary of the Georges River and is rich is biodiversity and ecological value
- Riverwood Park and Peakhurst Park, which provide large areas of useable, public green space including playing fields.

The suburb of Riverwood has an estimated resident population (2024) of 6,111 persons living in 2,230 dwellings (.id, 2025). 49% of homes are in medium and higher density forms. While this data applies to a larger area than the Study Area and is influenced by the Riverwood Estate, is a helpful general indicator of its nature.

Based on Transport for NSW data, the Study Area supports close to 600 jobs (276 office jobs, and 306 retail jobs). These jobs are contained in 30,674sqm of jobs floorspace (Georges River Council, 2020).

Riverwood's population is culturally and linguistically diverse, contributing to a vibrant community with a strong sense of place. 55% of the population is born overseas with high proportions of people born in China, Philippines and Hong Kong. Compared to the Greater Sydney average, the suburb of Riverwood has:

- an older median age (39 years compared to 37 years for Greater Sydney)
- a lower proportion of couples with children families (33% compared to 34% years for Greater Sydney)
- a lower median weekly household income ($1,637 compared to $2,099 for Greater Sydney)
- a larger proportion of households renting (40% compared to 35% for Greater Sydney)
- fewer residents with a university qualification (28% compared to 33% for Greater Sydney).



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Existing roads

Figure 2. The Study Area
Source: Nearmap and Colliers Urban Planning

2.2 Surrounding context

Surrounding land is predominantly occupied by low rise, low density residential development in the form of detached houses. In some locations these houses are interspersed with lower rise, medium density development such as multiple dwellings (eg, townhouses, apartment buildings).

Land to the north of Study Area included in the Canterbury Bankstown LGA is mainly included in the R3 Medium Density Residential zone. Under this zoning it is capable of evolving over time to accommodate a greater amount of lower rise, medium density housing.

As has been noted, the large (30ha and 1,000 homes approx.) Riverwood Estate adjoins the northern boundary of the Study Area. Parts of the estate have recently been redeveloped for higher rise apartment buildings such as the Washington Park precinct (refer below figure). The remainder of the estate contains clusters of older apartment buildings in a garden setting. A Homes NSW rezoning proposal was approved by DPHI in 2024 that enables redevelopment of parts of the estate.

An area of land to the south-west of the Study Area on the southern side of Peakhurst Park is included in the R4 High Density Residential zone. It is in the process of being redeveloped for lower rise, medium density development.

Relatively large pockets of industrial land are located to the north, north-west and south-east of the Study Area. This includes the Punchbowl, Austral and Peakhurst industrial areas.

Salt Pan Creek defines the western boundary of the Study Area. It is adjoined by foreshore open space, and is an important part of Sydney's green grid including 'important ecological communities, mangroves, wetlands, recreational facilities and walking and cycling trails on both sides of the creek' (Council, 2025).

The M5 South-West Motorway is located to the north of the Study Area. It is a key part of the Sydney Orbital Network, functioning as the main motorway for south-west and an important link between Sydney and locations beyond such the Southern Highlands, Canberra and onwards to Melbourne.



Figure 3. Washington Park, Riverwood Estate
Source: Good Design Awards



Figure 4. Surrounding context
Source: Colliers Urban Planning

2.3 Metropolitan context

The Study Area forms part of Greater Sydney's Eastern Harbour City and the South District. It is located 17km (approx.) southwest of the Sydney Central Business District (CBD), and 15km south of the Parramatta CBD.

It is one of a number of traditional main street dominated local centres along the T8 Airport & South Line. The next centre to the east is Narwee, and the next centre to the west is Padstow.

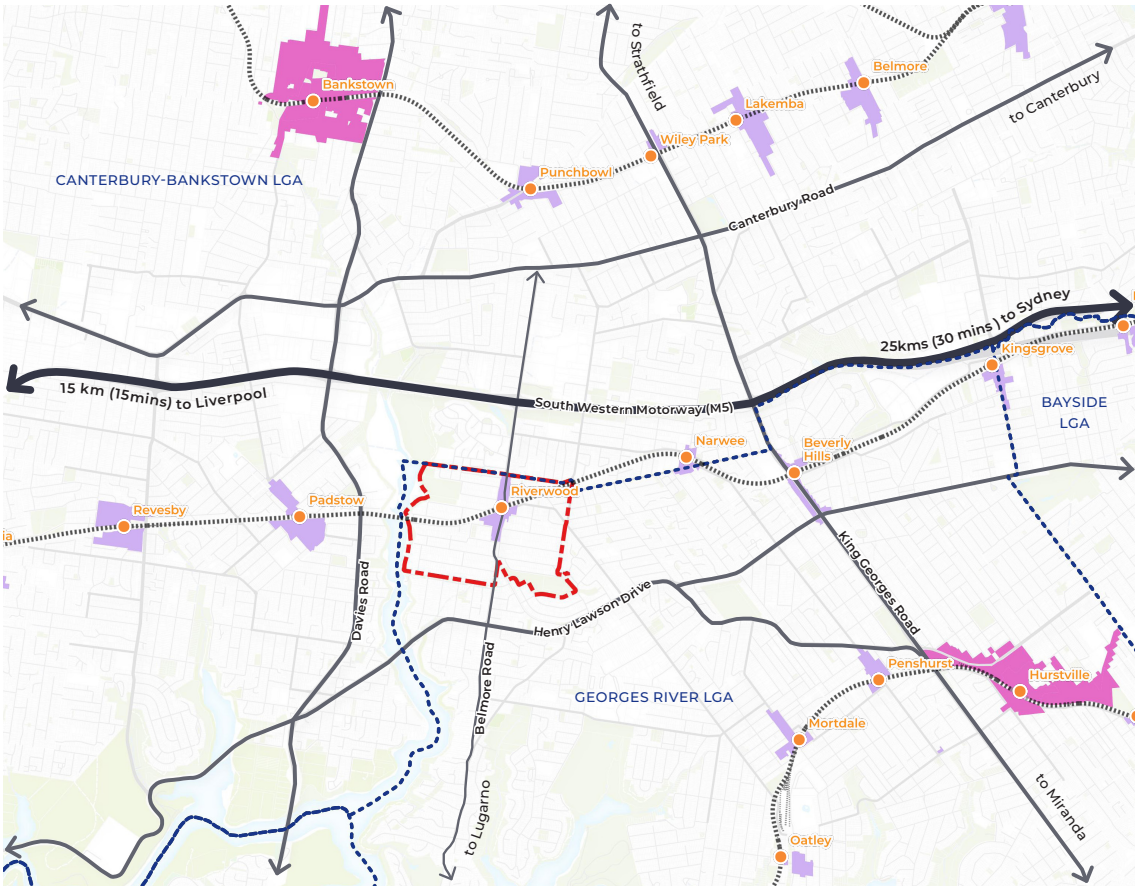
The Study Area is located approximately equidistant to the strategic centres of Hurstville 5km (approx.) to the east-southeast, and Bankstown 4km (approx.) to the north-northwest. Reflecting their role in the hierarchy, Hurstville and Bankstown are large centres with a diverse range of jobs (eg, office, retail), services (eg, heath, education), and higher density residential uses. Both centres are focussed around train stations, and including large, regional shopping centres. They are also the government administrative centres of their respective LGAs.

Other features of note in the nearby metropolitan context include:

- the Georges River is located 3km (approx.) to the south of the Study Area
- the large Bankstown-Lidcombe Hospital is located 3km (approx.) to the north west of the Study Area
- South-Western Sydney TAFE Campus is located 2km (approx.) to the west of the Study Area
- Western Sydney University (Bankstown Campus) is located 7km (approx.) to the west of the Study Area.

Key directions for the masterplan

- The Study Area is a large and well located part of Greater Sydney's Eastern Harbour City and the South District.
- It is located 17km (approx.) southwest of the Sydney Central Business District (CBD), and 15km south of the Parramatta CBD, and close to the strategic centres of Hurstville 5km (approx.) to the east-southeast, and Bankstown 4km (approx.) to the north-northwest.
- It is one of a number of traditional main street dominated local centres along the T8 Airport & South Line.
- Anchored by Riverwood Station, Belmore Road is the main street and heart of the Study Area.
- While including some area of lower rise, higher density apartments, most of the Study Area surrounding Belmore Road comprises established, lower density residential neighbourhoods.
- The exception to this is the large Riverwood Estate adjoining the northern boundary of the Study Area, which mainly comprises higher density apartments with parts recently being rezoned by DPHI to allow buildings up to 12 storeys in height.
- The western boundary of the Study Area is formed by Salt Pan Creek and its riparian open space, which is a highly sensitive and a key part of Sydney's Green Grid.
- The Study Area also included two large parks in the form of Riverwood Park, and Peakhurst Park. It is accessible to a range of other social infrastructure, including health, education, and community facilities.



LEGEND

- Study Area
- LGA boundary
- Suburb boundary
- Railway corridor and station
- Existing roads
- Open space
- Water body
- Strategic centres
- Local centres

1 2km
1:40,000 @ A3

Figure 5. Metropolitan context
Source: Colliers Urban Planning

3 BACKGROUND

This part provides an outline of planning undertaken to date for the Study Area.

Sydney is growing and changing. From a current population of around 5 million, our population is forecast to grow by an extra 1 million people to reach 6.1 million by 2041. Sydney's population is also forecast to become more diverse and older. This pattern is reflected in the Georges River Local Government Area (LGA), Profile id forecasts indicates the population will grow from with its 161,615 persons in 2025 to 174,158 persons by 2046. This is an increase of 12,543 persons, or 7.76%.

This significant population growth across NSW is driving the need to explore the renewal of well-located area in the existing urban footprint to accommodate much of this growth. This form of renewal represents a more sustainable pattern of growth compared to alternatives such as developing rural land on the outskirts of the city which can result in the loss of bushland and habitat, and increase reliance on private transportation to get around.

The Study Area and its surrounds have been identified as a suitable location to accommodate some of this growth through renewal. Responding to this, the Study Area and its surrounds, in particular the adjoining Riverwood Estate, have been subject to a number of previous planning processes.

In 2016, the Riverwood Estate was declared a State Significant Precinct (SSP) by the NSW Government. Led by Homes NSW, under the SSP comprehensive renewal of the estate was proposed to deliver approximately 6,000 social, affordable and private homes.

In 2017, the NSW Government declared the broader area of Riverwood (including the Riverwood Estate) as a Priority Precinct. Led by the NSW Government, the main intent of the Priority Precinct was to coordinate the activities of the NSW Government and council to help fast-track housing, jobs, infrastructure, and services. The process was to involve:

- community consultation
- a working group between the NSW Government and council
- preparation of a Precinct Plan
- preparation of a Land Use and Infrastructure Implementation Program (LUIIP) to identify State and regional infrastructure requirements, including a funding model for implementation.

In 2018, the NSW Government revised the metropolitan strategic plan for Greater Sydney. Under both the 'A Metropolis of Three Cities – the Greater Sydney Region Plan' (the Region Plan) and supporting 'South District Plan' (the District Plan) prepared by the former Greater Sydney Commission (GSC) the Study Area was identified as an 'Urban Renewal Area'.

As an urban renewal area, the Study Area is intended to give effect to the following planning policy outcomes:

The Region Plan

- Objective 10: 'Greater housing supply'
- Objective 11: 'Housing is more diverse and affordable'

South District Plan

- Planning Priority S5: 'Providing housing supply, choice and affordability, with access to jobs, services and public transport'.

In February 2018, council was advised by the NSW Department of Planning, Housing and Infrastructure (DPHI) that the new mechanism to progress planning for these outcomes would be through the Planned Precinct program. This program comprised land within an 800m radius of Riverwood Station, including the Riverwood Estate. In late 2019, DPHI announced the cessation of the Planned Precinct program for Riverwood.

In lieu of this, the planning process to implement the planning policy outcomes of the Region Plan and District Plan would now be through a council-led rezoning pathway. This was captured by the Georges River Local Strategic Planning Statement (LSPS) 2040 prepared by council in 2020 that identifies Riverwood Local Centre as an investigation area for additional jobs and housing opportunities and potential centre expansion.

Separately, in March 2021 the NSW Minister for Planning again declared the Riverwood Estate a new SSP. In 2022, Homes NSW exhibited a rezoning proposal for the estate to create 3,900 social and private dwellings over the next 15 to 20 years, and create an additional 5 hectares of new and enhanced open space.

In 2022, all levels of government signed the National Housing Accord. This commits the NSW Government to deliver at least 314,000 new homes across the state by mid-2029. Supporting this, the NSW Government has set minimum expected dwelling targets for each local government area. Georges River's target being 6,300 new homes by 2029. As a minimum, planning to enable delivery of a greater number of homes is supported.

To facilitate housing delivery, the NSW Government has recently introduced a program of major housing policy reform. This program has been implemented by amendments to State Environmental Planning Policy (Housing) 2021 (the Housing SEPP) and comprises:

- **in-fill affordable housing reforms:** building height and floor space ratio (FSR) bonuses of between 20–30% for residential flat buildings and shop-top housing (ie, apartments) in 'accessible areas' (which includes within 800m walking distance of Riverwood Station) that include at least 10-15% of gross floor area (GFA) (commenced 14 December 2023)
- **transport oriented development (TOD) reforms:** permitting residential flat buildings and shop-top housing (ie, apartments) in certain land use zones within 400m of certain rail stations (this does not include Riverwood) (commenced 13 May 2024)
- **low and mid-rise housing (LMR) stage 1 reforms:** permitting dual occupancies and semi-detached homes in all land included on the R2 low-density residential zone (commenced 1 July 2024)
- **low and mid-rise housing (LMR) stage 2 reforms:** permitting residential flat buildings and shop-top housing (ie, apartments) of up to 6 storeys in height in residential land use zones within 400m and up to 4 storeys in height within 400 – 800m of Riverwood Station (commenced 13 May 2024).

In response to some of these reforms, on 12 February 2024 council resolved to review the LSPS to accommodate additional and diverse housing. This includes creating new medium and high-density residential zones within 12 identified growth precincts, including the Riverwood Local Centre.

Council further resolved on 25 March 2024 to adopt a staged approach to master plan the 12 growth precincts to enable a sustained delivery of housing and jobs over the next 10-20 years. This staged approach includes commencing a master plan for the Riverwood Local Centre to prioritise growth in both housing and jobs.

In mid-2024 DPHI approved a revised rezoning proposal made by Homes NSW for 1.6 ha of land in the north-west of the Riverwood Estate. The rezoning has the capability to deliver about 420 new homes (of which 50% will be social and affordable housing) in buildings between 8 storeys and 12 storeys in height, and with a maximum FSR of 2.2:1.

Key directions for the masterplan

- Sydney is growing and changing, which is driving the need to explore opportunities for delivery of a greater amount and choice of new, well, located and well-designed new homes through TOD focussed renewal of established communities in the existing urban footprint.
- The NSW Government and council have identified the Study Area for renewal. As an urban renewal area, the Study Area is intended to give effect to Planning Priority S5 of the South District Plan: 'Providing housing supply, choice and affordability, with access to jobs, services and public transport'.
- Council has resolved to prioritise growth in both housing and job in the Riverwood Local Centre, including accommodating additional and diverse housing through creating new medium and high-density residential zones.
- While NSW Government planning policy changes now enable apartments of between 4 and 6 storeys to be developed in much of the Study Area, there remains a need to undertake more detailed masterplanning that its tailored to the needs of the Riverwood Local Centre community.
- The Study Area and its surrounds, in particular the adjoining Riverwood Estate, have been subject to a number of previous planning processes. To date, rezoning for part of the Riverwood Estate has been finalised. This enables a greater number of new homes to be built in buildings up to 12 storeys in height.

4 PLANNING POLICY

This part summarises key, relevant existing NSW Government and council planning policy and related documents.

In broad terms, planning policy is the rules and guidelines that help shape the future of a community. They represent the position of government – including the NSW Government and council – on important matters that can impact people day to day lives. This includes the key elements noted in part 1: Introduction of this Background Report, including housing, jobs and the economy, and transport. In particular, they manage decisions on development, including where new buildings can go and how they should look and function. They can also influence government investment in infrastructure, including new and improved roads, parks and facilities such as libraries.

There is a large and varied amount of planning policy that impacts the Study Area and masterplan.

At the top of planning policy sits the Environmental Planning and Assessment Act 1979 (EP&A Act). This establishes the system of planning policy and its implementation throughout NSW.

While it is supported by other acts and regulations, these are not as relevant to the Study Area and the masterplan as the EP&A Act.

The system of planning policy established by the EP&A Act can generally be considered to comprise two parts:

- **strategic plans:** which establish desired outcomes such as a vision, objectives and planning priorities for the future of larger areas such as Greater Sydney, the South District and the Georges River LGA, as well as supporting strategies and actions
- **statutory plans:** which contain the more detailed rules and guidelines that help implement, or 'give effect to', strategic plans.

These strategic plans and statutory plans are supported by a range of other policies, strategies, plans, guidelines and studies.

Planning policy is either prepared and managed by the NSW Government or Council. In this way, it comprises a hierarchy, with NSW Government planning policy generally taking precedence over council planning policy.

Planning policy for the purposes of the masterplan does not include a range of other NSW Government and council provisions, including by local laws and some policies (eg, the Tree Management Policy, Council 2024), or Commonwealth Government policy.

Planning policy documents that have been considered in preparing the Background Report are identified in the appendices.

Strategic plans

The key strategic plans are:

- The Greater Sydney Region Plan – A Metropolis of Three Cities (the Region Plan) (former GSC, 2018)
- The South District Plan (the District Plan) (former GSC, 2018)
- The Georges River Local Strategic Planning Statement 2040 (the GRLSPS 2040) (Council, 2020).

Statutory plans

The key statutory plans are:

- State Environmental Planning Policy (Housing) 2021 (the Housing SEPP) (NSW Government)
- State Environmental Planning Policy (Transport and Infrastructure) 2021 (the Transport and Infrastructure SEPP) (NSW Government)
- State Environmental Planning Policy (Resilience and Hazards) 2021 (the Resilience and Hazards SEPP) (NSW Government)
- Georges River Local Environmental Plan 2021 (GRLEP 2021) (Council)
- Georges River Development Control Plan 2021 (GRDCP 2021) (Council).

Supporting policies and other documents

Key policies and other documents that support strategic plans and statutory plans include:

- NSW Government housing targets (NSW Government, 2025)
- The Low and Mid-Rise Housing Policy (NSW Government, 2025)
- The Georges River Local Housing Strategy (Council, 2020)
- Better Placed (Government Architect NSW, 2018).

While the masterplan does not have the direct ability to amend NSW Government planning policy, it will be used to inform amendments to the GRLEP 2021 and GRDCP 2021.

Any proposed amendment to the GRLEP 2021 that is recommended by the masterplan must satisfy the Local Environmental Plan Making Guideline (NSW Government, August 2023). This means that the masterplan must demonstrate strategic merit and site-specific merit.

Strategic merit means that any recommendations, and by association the masterplan, must demonstrate alignment with the NSW strategic planning framework and government priorities.

Of note in this regard:

- in addition to the key strategic plans noted above, the masterplan must be consistent with directions issued by the NSW planning minister under section 9.1 of the EP&A Act that cover important planning policy matters, including residential zones, flooding and others
- reflecting the national housing crisis, current NSW Government priorities are focussed on the delivery of a greater amount and choice of new homes.

Site specific merit means that it must demonstrate that what is being proposed is suitable for the Study Area having regard to relevant environmental, social, and economic factors.

To ensure a high level of relevance to the Study Area and masterplan, this section summarises key strategic plans, statutory plans, or other policies, strategies, plans, guidelines and studies. Nonetheless, the masterplan itself will be informed by all relevant planning policy listed in the appendices of this Background Report.

It presents this summary in the following structure:

- legislative framework
- strategic planning framework, organised by key themes and including supporting policies and other documents
- statutory planning framework, organised by key themes and including supporting policies and other documents.

Where appropriate, maps have also been included to assist in understanding the spatial application of planning policy.

4.1 Legislative framework

4.1.1 Environmental Planning and Assessment Act 1979

As has been noted, the EP&A Act 1979 establishes the system of planning policy and its implementation throughout NSW. This is reflected in its long title:

- 'An Act to institute a system of environmental planning and assessment for the State of New South Wales'.

In the broadest sense, the EP&A Act 1979 seeks to facilitate sustainable development for the benefit of the NSW community by managing development.

Its specific objects are as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment
- (c) to promote the orderly and economic use and development of land
- (d) to promote the delivery and maintenance of affordable housing
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)
- (g) to promote good design and amenity of the built environment
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State
- (j) to provide increased opportunity for community participation in environmental planning and assessment.

The EP&A Act 1979 also establishes key concepts and definitions, as well as processes and requirements for planning.

Subject to certain processes the EP&A Act 1979 enables council to propose amendments to the GRLEP 2021 and the GRDCP 2021 to give effect to the masterplan.

4.2 Strategic planning framework

4.2.1 Greater Sydney Region Plan – A Metropolis of Three Cities

Item	Description
Author	Greater Sydney Commission (former)
Date	March 2018
Status under EP&A Act 1979	Planning instrument – strategic plan – regional strategic plan
Focus	Comprehensive

The Greater Sydney Region Plan – A Metropolis of Three Cities (the Region Plan) is the overarching strategy for growing and shaping the Greater Sydney Area. It sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The plan was adopted in March 2018 and seeks to reposition Sydney as a metropolis of three cities – the Western Parkland City, Central River City, and the Eastern Harbour City. The Plan provides 10 high level policy directions supported by 40 objectives that inform District Plans, Local Strategic Plans (LSPS) and other plans which follow in the planning hierarchy. Key themes identified within the Region Plan applicable to the Study Area include:

- Accelerating housing supply across Sydney
- Improving housing choice to suit different needs and lifestyles
- Integration of land use and transport planning to foster a '30-minute city'
- Support growth of local centres to continue to fulfil their role in providing day to day goods and services
- Generate local employment opportunities
- Creating a healthy built environment and encouraging the adaption to the impacts of urban and natural hazards and climate change
- Protecting the natural environment and biodiversity

Key applicable directions for the Study Area are outlined in Table 3 adjacent.

Direction	Outline
A city supported by infrastructure	This Direction outlines the importance of providing necessary infrastructure to support current and future growth. This includes providing improved connections to existing and future infrastructure, as well as ensuring alignment with forecast growth areas. Closely aligning land use and infrastructure planning at the earliest stages enables infrastructure to be delivered efficiently by relevant government and private sector processes to meet the needs of Greater Sydney's growing population.
A city for the people	This Direction highlights the importance of capitalising on local identity, character and cultural values, together with easier access to services . Liveability is driven by the quality of life that residents enjoy in their neighbourhoods, workplaces and cities. Maintaining and improving liveability requires housing, infrastructure and services in the right places to meet people's ongoing and changing needs. Infrastructure, including social infrastructure should support active, resilient and socially connected communities for a diverse range of residents. Additionally, this should be supported by a place-based approach that recognises cultural diversity in communities such as Riverwood.
Housing the city	An increasing population has contributed to unprecedented rates of housing supply to meet growing demand and address housing targets. This direction emphasises the importance of delivering more housing in the right locations, while also highlight the need of creating greater housing choices, including a range of housing types, tenures and price points. This may be delivered through place-based urban renewal, local infill development, or greenfield development. Amongst other housing affordability measures, Affordable Rental Housing Targets are recommended as a mechanism to deliver an additional supply of affordable housing for households experiencing housing stress.
A city of great places	This Direction calls out the need to deliver safe, inclusive and walkable areas that exhibit urban design excellence and are connected to open spaces. These spaces will recognise and build on an individual area's potential, unique cultural, historical, artistic and natural qualities. This is achieved through a well-designed built environment with social infrastructure and opportunities for interaction, and a fine grain urban form which is walkable and promotes active transport.
A well-connected city	This Direction is underpinned by the concept of the 30-minute city, where housing and employment are located with convenient access to efficient transport connections and safe and convenient walking and cycling routes. Achieving optimum placemaking outcomes and supporting a diverse range of employment opportunities is crucial to a productive and active centre. The Direction notes that walkable neighbourhoods support the vitality of local centres and active street life, which enhance community connections, safety and the success of local business and improve social and economic participation.
Jobs and skills for the city	This Direction builds on the existing strengths of each centre within a 'hierarchy of centres'. Specific to the Study Area, local centres are important for access to day-to-day goods and service. It is recognised that local centres create a strong sense of place within the local community. While local centres are diverse and vary in size they play a critical role in providing access to goods and service close to where people live. It is noted that increasing residential development within walking distance of centres with a supermarket is a desirable liveability outcome.
A city in its landscape	This Direction identifies the need for strategic planning to recognise Greater Sydney's natural and scenic landscapes to manage the effects of urban development. This will protect, restore and enhance natural resources. Due to the strong cultural attachment to the coast and waterways, protection is conducive to improving liveability and healthy outcomes for both residents and visitors. Rapid growth is also expected to radically transform the landscape, creating challenges for biodiversity, vegetation and green infrastructure. These should be protected through place-based identification of scenic and cultural landscapes in urban and rural areas, restoration of bushland corridors and managing urban development to minimise environmental impacts. Urban tree canopy as a form of green infrastructure should also be increased to mitigate the urban heat island effect caused by development but balanced with the need to allow sunlight into homes. With increased residential density, the utility of existing public open space must be enhanced and new open space delivered. These should connect to green grid links between bushlands and walking and cycling paths.
An efficient city	This Direction highlights the growth of Greater Sydney must be accompanied by innovative management of water, energy, resources and waste to reduce costs, carbon emissions and the environmental impacts of growth. These initiatives should address the following sectors contributing most to greenhouse gases: · energy (electricity and gas) used in buildings, transport, and waste through improving building efficiency · building and precinct scale renewables · encouraging waste diversion · promoting public transport use. Notably, reuse and recycling of waste is increasingly necessary as existing waste management facilities do not have the capacity to accommodate projected growth.
A resilient city	This Direction emphasises adapting to climate change is critical to Greater Sydney's future resilience. Resilient cities require social and ecological systems which are able to adapt and respond to both known and unforeseen impacts, including technological and environmental changes. Initiatives that respond to the impacts of climate change should be supported (eg, Future Transport 2056). Greater Sydney's natural vulnerability to bushfires and flooding can be exacerbated by climate change. Resilient communities must be social cohesive and have access to economic resources and quality information about hazards which may affect them and their property. This should be pioneered by state agencies and councils, which also prevent new developments from occurring in areas exposed to natural and urban hazards.

Table 3. Greater Sydney Region Plan – A Metropolis of Three Cities

4.2.2 South District Plan

Item	Description
Author	Greater Sydney Commission (former)
Date	March 2018
Status under EP&A Act 1979	Planning instrument – strategic plan – regional strategic plan
Focus	Comprehensive

The South District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney, with a focus on the South District. The plan intends to act as a bridging document between regional and local planning to ensure sustainable growth and beneficial place-based outcomes for the Georges River, Sutherland, and Canterbury-Bankstown LGAs.

As identified in the Structure Plan for the South District, the Study Area is identified as an urban renewal area to be planned for significant future growth. More specifically, the Plan identifies Riverwood as a 'Planned Precinct' that is capable of accommodating additional housing supply. The Plan also identifies the Riverwood Estate as having potential for renewal.

The Plan notes Riverwood is adjacent to the Greater Sydney Green Grid Priority Corridor Salt Pan Creek, which is known for its parks, semi-urban wetlands, native habitat and mangrove forest that provide unique amenity for the local community.

4.2.3 Georges River Local Strategic Planning Statement 2040

Item	Description
Author	Georges River Council
Date	February 2020
Status under EP&A Act 1979	Planning instrument – strategic plan – local strategic planning statement
Focus	Comprehensive

The Georges River Local Strategic Planning Statement 2040 (GRLSPS 2040) guides the land use planning and delivery of significant infrastructure for the LGA until 2040. The document was adopted in 2020 and is accompanied by an implementation plan that together seek to shape Riverwood as a productive place to live, work and enjoy with diverse, active, green, well designed and connected places. These themes are prominent throughout the LSPS and are informed by the South District Plan and Greater Sydney Region Plan planning priorities. Riverwood is identified as a Local Centre and an investigation site for expansion in jobs and/or housing.

As has been noted, the vision for the future of the Georges River LGA established by the LSPS in collaboration with the community is as follows:

- 'A productive place to live, work and enjoy - with diverse, active, green, well designed and connected places'.

Underpinning this vision are a number of planning priorities as follows:

Housing

- Residential suburbs will be protected and retained unless identified as areas of change or investigation (P7)
- Place-based development, quality building design and public art deliver liveable places (P8)
- A mix of well-designed housing for all life stages caters for a range of lifestyle needs and incomes (P9)
- Homes are supported by safe, accessible, green, clean, creative and diverse facilities, services and spaces (P10)
- Aboriginal and other heritage is protected and promoted (P11)

Jobs and the economy

- Land is appropriately zoned for ongoing employment growth (P12)
- Planning, collaboration and investment delivers employment growth and attractive, lively, accessible and productive centres (P13)
- Hurstville, Beverly Hills and Kogarah are supported to grow safe night-time entertainment, dining and other recreational opportunities (P14)
- All local centres are supported to evolve for long-term viability (P15)

The environment and open space

- Our waterways are healthy and publicly accessible (P7)
- Tree canopy, bushland, landscaped settings and biodiversity are protected, enhanced and promoted (P7)
- An environmentally friendly approach is applied to all development (P7)
- Everyone has access to quality, clean, useable, passive and active open and green spaces and recreation places (P19)
- Development is managed to appropriately respond to hazards and risks (P20)

Transport

- We have a range of frequent, efficient transport options to connect people, goods, services, businesses and educational facilities (P1)
- Everyone can navigate and experience the LGA in safety (P2)
- Roads, footpaths and cycleways are safe, accessible and free of congestion (P3)

Infrastructure

- Collaboration supports innovation and delivers infrastructure, services and facilities (P4)
- The community is involved in planning our future (P5)
- Everyone has access to efficient digital connectivity (P6).

The application of these planning priorities to inform the creation of the masterplan is to occur in accordance with the 'criteria to guide growth' contained in the LSPS and developed in consultation with the broader Georges River community:

- The LGA's special characteristics are retained
- Growth is supported by green open space, social and physical infrastructure
- Growth areas are linked to transport corridors and frequent services
- Kogarah and Hurstville are enhanced as strategic centres
- All centres have a role in jobs and housing growth
- A hierarchy of residential zones is developed
- Evidence and community consultation provide the framework for strategic planning and decision-making.

The following table outlines how the LSPS seeks to give effect to these planning priorities.

Direction	Outline
Access and movement	This GRLSPS direction intends to reduce private vehicle usage and increase active and public transport mode share. This will be enabled through increasing the frequency and speed of trains servicing the area and linking T4 and T8 lines by bus between Riverwood and Hurstville. Existing commercial centres are typically quite walkable and have strong pedestrian links for nearby residents. This is sought to be improved for residents on the periphery of the centres and promoting the balance between population growth and transport infrastructure corridors. Place-based planning is essential for transport networks to make it easier for people to walk and cycle for short trips. Freight is currently not a notable activity in the LGA. However, the location of increasingly utilised National Land Transport Network roads such as the M5 and King Georges Road may bring additional traffic, noise, and air pollution which will require mitigation.
Infrastructure and community	The infrastructure and community direction seeks to create and strengthen Kogarah's health and education centre, providing a hub to service the entire LGA. The LGA has opportunities to collaborate across government for improved local and regional outcomes to improve community facility provision, renew and upgrade older Council assets and provide cultural facilities in the right locations to meet diversity needs. The delivery of fast and reliable internet and promotion of community engagement/involvement are also key items to consider for the infrastructure and community network. Ensuring balanced growth between population increases and social infrastructure is important to service the broader community with community facilities such as libraries, recreation, utilities, school and transport requiring review.
Housing and neighbourhoods	Introduction of new affordable, well-designed housing typologies near transport while retaining the low-density character of the area was identified as an important feature for current residents. A diverse mix of high-quality housing will provide the community with options and an appreciation for the distinct urban and suburban feel attributable to the LGA. It is identified that medium to high density housing is required around transport nodes for accessibility and convenience in conjunction with opportunities for new open, social spaces. High density areas around these transport hubs attract young singles and couples which will lead to an increase in young children. Encouraging increases to tree canopy and landscaping will promote vibrant neighbourhoods and soften public spaces to produce safe environments for the community.
Economy and centres	This strategic direction promotes local business and employment growth through the support of local centres with good shops and services. Space will be planned for on-going employment growth as retail pivots towards a dual role of on-line and localised services, requiring distribution and delivery hubs. Home business is also increasing, contributing to a mix of cultural, retail, entertainment and community facilities in centres. However, issues arise in regard to the protection of limited employment and industrial lands when residential development offers greater financial returns. The South District has an undersupply of industrial lands which will be exacerbated by the demand for urban services and local jobs. Georges River has 46 local and neighbourhood centres. A particular focus will be formed to establish cultural centres and public spaces that are safe and thrive night and day.
Environment and open space	This direction emphasises the importance of locating homes near open space and provide access to blue and green corridors. This encourages the use of the community's natural environments and continues to meet the South District Plan's target of dwellings in low density areas being within 400m to open space. Sustainable developments that respond to hazards and risks, and the environment through which they are developed. A particular focus will be drawn towards safeguarding biodiverse areas that link reserves, national parks and the Green Grid through the use and adaption of planning controls. The Georges River LGA also has strong connections to waterways attributable to its name, requiring the management and monitoring of waterway health to ensure they are healthy and capable of serving the community.

Table 4. GRLSPS 2040 themes

4.2.4 Foreshore Scenic Character Study

Item	Description
Author	Ethos Urban and Georges River Council
Date	June 2023
Status under EP&A Act 1979	N/A
Focus	Natural Environment

The Foreshore Scenic Character Study (FSCS) focuses on Georges River Council's Foreshore Scenic Protection Area which has the role to protect the aesthetic and environmental values of the foreshore from pressures relating to increased population and development. The study set out to provide a clear role, mapped extent, and zoning of the foreshore scenic protection area. Ultimately the study intended to assist in informing future planning measures by Council which resulted in the following recommendations:

- Reduce mapped extent
- Update objectives to be clear and specific for scenic character
- Excluding the protection area from the Low-Rise Housing Diversity Code.

A large portion of the western side of Riverwood was subject to the study investigations. The investigations identified that most of this area is has a 'Garden Suburban: Traditional' character. A small section focussed around Belmore Road was identified as having a 'High Street Mix' character.

A large component of determining the extent of the protected area in the FSCS is views. Views are considered important for scenic character and is a crucial component for determining extent since built form has the potential to disrupt views and therefore reduce scenic character in both private and public contexts. The study ultimately reduced the extent of the protected area due to the revision of visibility analysis that determined smaller viewshed areas.

A second significant component is the character precinct profile. The local character precinct profiles are considered important for scenic character due to its intangible nature that create emotional responses from the community. The study used this component to assess sensitivity and significance ratings for each area. As seen in the following table, Riverwood consists of two local character profiles.

Profile	Sensitivity rating	Significance rating
Garden Suburban: Traditional	Low A low sensitivity rating confirms that the garden suburban traditional character typology has the capacity to accommodate a substantial level of change.	Moderate Character is illustrative of most other traditional residential areas within Greater Sydney. It is unique within its neighbourhood context but is similar in aesthetic value to other residential areas across the region and state.
High Street Mix	Low A low sensitivity rating confirms that the garden suburban traditional character typology has the capacity to accommodate a substantial level of change.	Moderate The heritage streetscapes mixed with emerging contemporary styles are of aesthetic significance at the neighbourhood level. However, high street mix areas are particularly common across fast-growing areas of Greater Sydney, and therefore only of neighbourhood significance to the Georges River.

Table 5. FSCS local character profile analysis

4.2.5 Repurpose of Moomba to Sydney Ethane Pipeline Hazard Analysis

Item	Description
Author	Arriscar and Georges River Council
Date	August 2025
Status under EP&A Act 1979	N/A
Focus	Hazards and Risks

The Repurpose of the Moomba to Sydney Ethane (MSE) Pipeline Hazard Analysis was prepared by Arriscar Pty Limited in August 2025. This Hazard Analysis evaluated the impact of repurposing the MSE Pipeline from ethane to natural gas, with the objective of recommending potential population intensification of land adjacent to the pipeline and suggesting mitigation measures to reduce risk to the population for future development.

Potential consequences of a natural gas release event relevant to the Local Government Area (LGA) include jet fires, flash fires, and vapor cloud explosions, which all carry the risk of fatality. These events could result from pipeline breaches or holes. Other potential consequences, such as asphyxiation and toxic smoke, were also considered but deemed unlikely to cause significant adverse impacts.

The report concluded that repurposing the MSE Pipeline to natural gas would not impede sensitive residential, commercial, active open space, or industrial development, based on the Location Specific Individual Risk (LSIR) assessment. According to the societal risk area map review, any location within 200 meters of the pipeline can be considered suitable for population intensification. The maximum average population density that can be supported without exceeding societal risk criteria is 135,000 persons/km2; however, the Hazard Analysis recommends limiting the average population density to 65,000 persons/km2. While the repurpose of the MSEP to natural gas will have a negligible impact on future growth in the Study Area, Table 6 below outlines recommendations resultant from the revised MSE Pipeline study for consideration.

Recommendation	Details
Sensitive Use Development	Consider restricting sensitive use developments on properties within the measurement length of 200m from the pipeline.. Sensitive use developments are those for use by sectors of the community who may be unable to protect themselves from the consequences of a pipeline failure event, and include the following land uses: • School • Hospital • Seniors Housing • Respite day care centre • Early education and care facility • Correctional centre Although the DPHI's individual risk criterion for sensitive use development (0.5×10^{-6} fatalities per annum) was not exceeded, this recommendation is based upon the first of the qualitative criteria in HIPAP 10, *"All 'avoidable' risks should be avoided"*. Placing vulnerable individuals in close proximity to the pipeline could be avoided and warrant precautionary land use controls. It is noted, Section 6.16 – Development in areas of activity hazard risk of the GRLEP 2021 aims to minimise risk to life and property in the event of any emergency arising near a high-pressure gas pipeline. Any future development for the purpose identified above on land identified as 'High Pressure Gas Pipeline Risk Area' will be subject to the requirements set out in this Section of the GRLEP 2021

Table 6. MSE pipeline recommendations

Recommendation	Details
Population Intensification	Limit the future population density within the measurement length of 200 m from the pipeline to an average density of 65,000 persons/km², with the peak density not exceeding 135,000 persons/km², to ensure compliance with societal risk criteria. For example, in a development that includes an apartment complex and a large garden area, the density within the complex itself may reach up to 135,000 persons/km², while the average density across the entire development including the garden area should be limited to 65,000 persons/km².
Consultation with Pipeline Operator	Following any changes to land zoning, participate in required land use change safety management studies in consultation with APA (the pipeline operator).
Future Developments Meeting Societal Risk Criteria	Allow development applications with population densities less than those specified in Recommendation 2 to rely upon this report as evidence that the proposal complies with Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning (refer Planning Circular PS 24-005).
Future Developments where Societal Risk is Unknown	Should a development exceed the population density limits specified in Recommendation 2, the basis of recommendation 4 will be undermined, and all future developments within 200m of both the pipeline and the development exceeding the limit will need to independently demonstrate compliance with the risk criteria in HIPAP 4 and 10.

4.2.6 Housing Targets

Item	Description
Author	Department of Planning, Housing and Infrastructure
Date	August 2023
Status under EP&A Act 1979	N/A
Focus	Housing

The housing targets are 5-year housing completion targets for 43 councils across Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter and Greater Newcastle to deliver 377,000 homes across NSW by 2029. Prioritising diverse and well-located homes in areas with existing infrastructure capacity, these targets form part of the NSW Government's commitment under the National Housing Accord to respond to the national housing crisis. Under Georges River Council's housing snapshot, the target is 6,300 new homes completed by 2029. These are developed to account for planned growth (ie, the number of homes in the pipeline for delivery with existing approvals) and projected growth (ie, the expected delivery of homes to occur in the next 5 years based on the NSW Government's planning reforms).

4.2.7 Local Housing Strategy

Item	Description
Author	Georges River Council
Date	August 2020
Status under EP&A Act 1979	N/A
Focus	Housing

The Georges River Local Housing Strategy sets out the strategic direction for housing in the LGA over the next 20 years, identifying housing demand, gaps, issues and objectives to manage future growth. It is a mandated strategy in response to the Greater Sydney Region Plan and South District Plan requirements.

The Strategy intends to guide the provision of a range of diverse housing types to cater different populations, needs and lifestyles, ensuring support through access to infrastructure, services and amenities. As future population forecasts indicate an uneven balance in comparison to housing provision, meeting housing targets will present an issue for Georges River Council. This will require planning frameworks to be updated accordingly to meet demand. Housing must also be supported by transport, centres, services and open space to align with the needs of the residents and regional strategic directions. Inclusive and affordable housing, and choice and diversity require consideration to accommodate for populations with diverse needs and preferences. The Strategy identifies competing objectives of providing greater housing supply, while retaining the distinct local character of the centres and suburbs of the LGA. There is risk new development and renewal will diminish the local character that makes the centres and suburbs desirable and great places to live. It is critical a balance between new development and retention of existing character is achieved through design excellence provisions, revisions to residential zoning controls, and community consultation.

The overarching objectives of the strategy to mitigate gaps in housing, and aligning with the Regional and South District Plans, are to:

- Accommodate additional housing growth
- Coordinate growth with infrastructure
- Provide affordable and inclusive housing
- Provide greater housing choice and diversity
- Have consistent LEP zones and controls across the LGA
- Enhance and protect the local character
- Facilitate good design and sustainable development practices.

The objectives and accompanying actions recommended in the strategy were formulated in response to the Evidence Base for the Local Housing Strategy.

The Georges River Council – Evidence Base for Local Housing Strategy identifies the current and future demographic profile of the LGA, the current housing demand and supply, any gaps in current housing supply, and what type of housing is required for the projected demand. This evidence base highlights a number of challenges for Council in future policy and planning activities.

Challenge	Description
Supporting ageing in place	· Estimated population of 185,000 people forecast for 2036, with the largest increase in residents over 60 years and older. · Support services aiding the elderly to stay in their own homes longer is particularly important as ageing in place is a main trend.
Encouraging housing choices	· Mismatch in demand and supply of housing. · Limited choice for small dwellings that suit ageing populations. · Different forms of medium density are needed throughout LGA to allow for transition from mature families to empty nesters and older lone person households.
Need age diversification	· Supply of larger detached dwellings are being retained by smaller households and are not becoming available for younger households. · Diversification of housing will free up stock of three or more bedroom dwellings.
Addressing housing affordability	· The rate of housing stress in the LGA is higher than the Greater Sydney average. · Diverse dwelling stock means a wider variety of price points within the housing market.
Continue to encourage development along transport corridors	· Provides residents with easy access to amenities, services and public transport. · Ensure dwelling mix is correct for emerging households to enable residents to stay in the area.

Table 7. Evidence Base for Local Housing Strategy challenges

4.2.8 Future Transport Strategy

Item	Description
Author	Transport for NSW
Date	2022
Status under EP&A Act 1979	N/A
Focus	Traffic, transport and parking

The Future Transport Strategy sets the direction for connecting people, communities and businesses in NSW to create successful places and enable economic activity. The vision to deliver safe, healthy, sustainable, accessible and integrated passenger and freight journeys is intended to form the basis for localised planning across the state. The strategy was adopted in 2022 replacing the 2018 Future Transport 2056 strategy to respond to the social and economic changes brought about by the impacts of the COVID-19 pandemic, bushfires, floods and droughts.

As a framework for government, councils and industry partners to identify planning, delivery and investment objectives, the strategy is part of a broader suite of strategies and plans to guide integrated land use and infrastructure planning across NSW. This is presented through three high-level outcomes: connecting customers' whole lives, successful places for communities, and enabling economic activity (refer below table).

Outcome	Outline
Connecting our customers' whole lives	Recognising the reliance that people have of transport to access health services, employment, education, social and leisure activities, the strategy seeks to promote the accessibility, equity and security of public transport. Adopting the 30-minute city vision, the strategy provides more 24/7 travel choices and connections between transport modes by extending existing connections and supporting multi-modal trips. Digital connectivity is also sought to be enhanced to integrate new ways of planning, booking and paying for transport, which will support safety and ease of travel.
Successful places for communities	Successful places for communities are vibrant, liveable, sustainable and protect biodiversity. Transport facilitates this through connecting communities to the amenities and resources they need, bringing economic opportunities, improving the resilience of communities and reducing the impact of climate change. This is framed around the vision for a 15-minute neighbourhood, which provides independent mobility for all residents. Sustainable materials will be used to deliver and run transport, and transport systems will proactively plan and monitor shocks and stresses.
Enabling economic activity	A 24/7 transport system is regarded as the bedrock of a thriving community and enabler of economic success. Through creating jobs, connecting people with opportunities and accommodating for population growth, transport will support safe, reliable and efficient travel options for both residents and visitors.. Financial viability of the transport system is also important to allow the maintenance and upgrade of transport systems to meet customers' changing needs and accommodate growth.

Table 8. Future Transport Strategy

4.2.9 Georges River Transport Strategy

Item	Description
Author	Cardno Pty Ltd
Date	October 2021
Status under EP&A Act 1979	N/A
Focus	Traffic, transport and parking

The Georges River Transport Strategy provides policy and directions for Council to enhance the existing transport network and plan for increased demand, aligning with state and local plans. The strategy's vision revolves around sustainability, safety, connectivity, and access to jobs, services and great places. This will be achieved through a focus on integrating land use with the transport network, improving multi-modal integration, supporting urban access and equity, and facilitating economic productivity (refer below table).

Transport strategy	Description	Action item/s
Integrated land use and transport planning and travel demand management strategy	Land use and transport networks must be planned simultaneously to create efficient communities and enable future growth needs to be met by infrastructure. Efficient and reliable public transport interchanges are important for higher density populations, and improved connectivity to these nodes will promote a shift towards more sustainable modes, reducing reliance on private vehicles.	Land use Travel demand management Sustainable transport
Active transport strategy	Infrastructure and initiatives should be implemented to promote active transport as the first choice for shorter trips, and to support people of all ages and abilities. Routes should be well connected, safe and lead people to popular and essential services and public transport stops. Signature active transport projects such as Salt Pan Creek and Illawarra Rail Line are identified as having great benefit to the LGA. Key parts of the strategy include: • Strategic active transport network plans • Pedestrian networks focus on connecting high demand and strategic locations (including centres, schools and recreation areas) to residents. • Cycling networks connect key attractors to appropriate streets avoiding high vehicle volumes and speeds for safety. • Infrastructure standards and recommendations • Shared pathways, on-road mixed cycling routes and footpath construction improvements to networks.	Active transport Pedestrian Pedestrian crossings Bike
Public transport strategy	Managed by NSW Government but Georges River Council should continue to work with them to maintain and improve access including increasing train frequencies along both T4 and T8 lines with increased interchanges, moving towards the 30-minute city and exploration of water transport such as ferry routes.	Public transport Rail Bus Bus stop Ferry/boat
Road network and freight strategy	Roads are important for residents, workers and visitors. Considerations must be made to improve congestion, pollution, noise and parking. The strategic roads network identifies the importance of key roads such as King Georges Road, Henry Lawson Drive/Forest Road/ Queens Road, and Princes Highway. These are likely to remains at a similar level of strategic importance into the future. The Movement and Place framework should be used when considering changes to the movement function of roads. Key planning principles for freight include place making objectives, prioritise freight in the planning stage, improve off-street loading zones and optimise kerbside provisions. Georges River centres and industrial precincts generally have the largest freight and servicing needs.	Roads Road safety Freight and servicing
Car parking strategy	An oversupply of parking can result in higher private vehicle mode share, occupying land that could be used to transport higher numbers of people and increase congestion. It is recommended that an updated car parking strategy be completed to replace the Car Parking Strategy reported in this document.	Car parking
Centres transport strategy	Centres service their employees, visitors, commuters and residents. Riverwood is a local centre that is primely located to benefit from the completion of the Salt Pan Creek Sydney Green Grid priority corridor.	Riverwood specific actions

Table 9. Georges River Transport Strategy strategies

4.2.10 Georges River Car Parking Strategy

Item	Description
Author	PTC Consultants and Georges River Council
Date	Dated July 2018, Approved by Council April 2020
Status under EP&A Act 1979	N/A
Focus	Traffic, transport and parking

The purpose of the Georges River Car Parking Strategy (CPS) was to assess parking supply, demand, and possible locations for future additional parking in town centres and business zoned land. The strategy intended to set a direction for car parking in the LGA to maintain and increase economic activity within business centres. The study generally uncovered that there is a large portion of unrestricted parking in the elected study areas, a majority of which were below 85% occupancy at peak. It was also determined that technological solutions should be considered to improve the efficiency of parking management (i.e. access control, enforcement, wayfinding etc.).

For Riverwood specifically, findings included:

- 80% of surveyed spaces were on-street; 71% unrestricted at all times.
- Peak occupancy of 68% occurred 12pm-1pm on the weekday and 59% from 1pm-2pm on the weekend.
- Occupancy of unrestricted on-street spaces remained consistent on the weekday and lower on the weekend.
- On the weekday and weekend, the occupancy of 1P off-street parking remained at a high level throughout the survey period (between 80%-100%). The occupancy of off-street 3P parking peaked at 12pm-1pm (approximately 70% on the weekday, 65% on the weekend).
- The off-street car parks to the north of the railway line were well utilised whilst the car parks south of the railway line, Webb Street South in particular had lower levels of occupancy.
- For on-street spaces, 54% of vehicles surveyed stayed for 1 hour or less on the weekday (67% on the weekend), 10% for 1-2 hours (17% on the weekend), and 14% for 9-10 hours (only 2% on the weekend).
- For off-street spaces, 86% stayed for 3 hours or less on the weekday (90% on the weekend). However, of the vehicles which stayed 7+ hours on the weekday 92% parked in the car parks to the north of the railway line which are also the car parks with the highest utilisation. Similar results were observed on the weekend.
- Analysis of overstays indicated a lower level of non-compliance compared to other centres for on-street spaces (weekday 7%-8%, weekend 8%-13%). For off- street spaces non-compliance was similar to other centres (weekday 9%-27%, weekend 6%-21%).

Further findings suggest that if current mode share trends continue in Riverwood there will likely be sufficient parking available at peak times to meet future needs. Assuming a decrease in car usage of 5% every 5 years will result in consistent peak demands over a 20 year period.

4.2.11 Riverwood Town Centre High Pedestrian Activity Area

Item	Description
Author	Traffic and Safety Solutions Pty Ltd and Georges River Council
Date	June 2021
Status under EP&A Act 1979	N/A
Focus	Traffic, transport and parking

The Riverwood Town Centre High Pedestrian Activity Area project aims to create a safer road environment for vehicles and pedestrians through the installation of various traffic calming devices. Works relating to the proposed changes have been completed around the north and south of the railway line including Belmore Road North and Belmore Road/Thurlow Street. These changes include gateways, raised pedestrian crossings, continuous footpath treatment, raised thresholds, refuge island reconstruction, traffic signal modifications, pedestrian fence and median, road pavement 40km/h patch, and edge line marking. These alterations will be made for traffic flow adjustments, channelisation, parking lane adjustments and pedestrian safety ultimately improving traffic and pedestrian conditions.

4.2.12 State Infrastructure Strategy 2022-2042

Item	Description
Author	Infrastructure NSW
Date	May 2022
Status under EP&A Act 1979	State Infrastructure Strategy
Focus	Infrastructure

The State Infrastructure Strategy sets out Infrastructure NSW's independent advice to the NSW Government concerning NSW's needs and strategic priorities for long-term infrastructure. Recommending the NSW Government be prepared to sustain high levels of infrastructure funding, the strategy considers the importance of diversifying the existing infrastructure investment pipeline, maintaining service reliability in the existing asset base, embedding resilience, harnessing digital technology and growing partnerships with the private sector. The strategy makes 57 recommendations framed around 9 long-term objectives to the NSW Government aimed at improving outcomes and living standards for residents of NSW. The objectives relevant to Riverwood are summarised in the table below.

Challenge	Description
Boost economy-wide productivity and competitiveness	This objective emphasises the importance of infrastructure investment to meet the needs of a growing population and economy, to attract the jobs of the future, and to enhance the liveability of cities and regions. In addition to new investment, this objective encourages the NSW Government to also optimise use of existing assets to improve efficiency and competitivity.
Service growing communities	Better access to essential services is required to match population growth and the evolving needs of residents, particularly for vulnerable and disadvantaged communities. Delivery of homes should occur in convenient locations and involve early community engagement to attract and retain skilled people and encouraging private investment from global sources.
Embed reliability and resilience	Infrastructure assets must be resilient from shocks that compromise performance, including but not limited to natural hazards, public health crises and cyber security threats. Infrastructure policies must proactively assess and reduce the impact of shocks on communities and the economy.
Protect our natural environments	Infrastructure can be used to improve the natural environment and ensure the sustainable use of natural resources. This requires managing all assets across the infrastructure lifecycle, from construction to operations.
Harness the power of data and digital technology	Technology is increasingly necessary to increase the productivity, efficiency and safety of physical infrastructure assets and networks. Digital connectivity must be incorporated in key precincts, and application and use of data and technology across all aspects of service delivery should be adopted.
Integrate infrastructure, land use and service planning	Collaboration between stakeholders must occur to ensure the government understands private interests and is able to meet market demand accordingly. This will optimise coordination of infrastructure, land use and service planning to meet housing, employment and community needs.

Table 10. State Infrastructure Strategy 2022-2042

4.2.13 Georges River Council Local Infrastructure Contributions Plan 2021

Item	Description
Author	SGS Economics & Planning, Certified B Corporation and Georges River Council
Date	October 2021
Status under EP&A Act 1979	Section 7.11 and 7.12
Focus	Infrastructure

The Georges River Council Local Infrastructure Contributions Plan authorises consent authorities and accredited certifiers to impose conditions of consent on Development Applications (DA) and complying development certificates (CDC) for development contributions under sections 7.11 and 7.12 of the EP&A Act 1979. This plan applies to residential accommodation development that would result in a net increase in residents on the land or non-residential development that would result in a net increase in workers on the land or develop types, other than those preceding, where the proposed cost is more than $100,000. It excludes development for the purpose of affordable/social housing by a social housing provider, development for the purposes of any form of senior housing provided by a social housing provider, development undertaken by or on behalf of a charity or non-for profit, public infrastructure by a public authority, develop exempt by a ministerial direction or adaptive reuse of heritage items.

The local contributions collected will be used to provide open space facilities, community and recreational facilities, public domain works, traffic and transport facilities, and car parking facilities

4.2.14 South District – Sydney Green Grid

Item	Description
Author	Office of the Government Architect
Date	March 2017
Status under EP&A Act 1979	N/A
Focus	Open space, social infrastructure and public domain

Underpinning the Greener Places framework, Sydney Green Grid is a green infrastructure policy which seeks to deliver an interconnected network of open space to keep the city cool, encourage healthy living, enhance biodiversity and ensure ecological resilience. In recognising open space as one of Sydney's greatest assets, the policy makes recommendations to address the challenge that population growth will present in protecting and enhancing Sydney's green grid of natural parks, harbour, beaches and coastal walks. The South District contains a large expanse of defence land, national parks and water facilities. The policy recognises these natural resources as opportunities to improve the green grid and promote healthy and active living. In doing so, sites in the South District have been identified as 'Green Grid projects' and assessed against priority criteria to determine a level of priority in the Green Grid network. These sites are encouraged to be utilised to create a network of high quality open spaces which connect strategic and local centres, public transport hubs and residential areas. The Study Area includes the Salt Pan Creek, Green Grid project which seeks to deliver improved links along the creek corridor and connecting them to nearby centres.

4.2.15 Open Space, Recreation and Community Facilities Strategy

Item	Description
Author	Elton Consulting, Otium Planning Group and Georges River Council
Date	2019
Status under EP&A Act 1979	N/A
Focus	Open space, social infrastructure and public domain

The Open Space, Recreation and Community Facilities Strategy provides high-level direction for community centres, libraries, open space, sport and recreation facilities in the Georges River area and involves the build-up of community hubs as focal points for community activity. The strategy also provides a strong analysis of the key issues for each facility type in the LGA. The guiding principles for the strategic direction in Riverwood are informed by its context as a district hub with a high-quality community centre network and facilities serviced by both Georges River Council and City of Canterbury-Bankstown.

A district hub provides services and facilities that are more specialised and operate on a broader district catchment of about 20,000 – 50,000 people, and include libraries, larger sport and recreation facilities, district parks, high schools, community health and higher order medical facilities, and emergency services. It is anticipated that Riverwood will experience significant development and take on the role of key urban centres like Hurstville and Kogarah, characterised by a higher density centre and highly accessible public transport, shops and services.

Recommendations for the Riverwood District Hub include engaging with City of Canterbury-Bankstown to develop an agreement for Council to contribute towards ongoing costs associated with Canterbury-Bankstown facilities in Riverwood to acknowledge that many residents use facilities. This approach would avoid duplicating services on both sides of the local government boundary. It is also a recommendation to develop a partnership with City of Canterbury-Bankstown on new joint use sports fields at Salt Pan Reserve. It refers to the potential for an athletics facility being established at Riverwood Park and therefore potential to relocate cricket, soccer, rugby league and Oztag to the Salt Pan Reserve site.

Lastly, the Strategy also recommends improving active walking and cycling connections between the station, Canterbury Bankstown facilities, Riverwood Park and Riverwood Public School.

Principle	Description
Flexible and multipurpose	Facilities that are adaptable and can be reconfigured in design and function to accommodate various needs are important to serve changing populations and target a range of uses to ensure the facility remains relevant.
Clustered with complementary uses	Co-location of different types of facilities will create lively hubs and a focal point for community activity. Community facilities in urban centres enhance accessibility and connectivity, furthered by proximity to public transport.
Equitably distributed across and within catchment areas	Provide an even spread of facilities across the LGA to improve participation rates and access for community members in underprovided catchments.
Activated and safe	Designed in accordance with Crime prevention Through Environmental Design (CPTED) principles and should provide a high degree of personal safety for people engaging with the facility.
Inclusive and reflective of the whole community	Community facilities and open space should be civic places that reflect local culture helping to develop a profile within the community and promoting levels of use. Facilities should be welcoming and accessible to people of all ages, gender identities, cultural backgrounds, abilities, income levels and interests.
Part of a connected network	Facilities and spaces should ideally be located within 400m walking distance of a regular public transport stop, linking to pedestrian and cycling networks to promote further accessibility.
High quality and sustainable	Facilities and spaces should embody sustainability principles wherever possible including the protection/conservation of waterways and natural areas and use of sustainable building materials. Financial sustainability should also be considered in relation to users, owners and operators.
Proactively managed	Proactive management enables Council, and the community get the most out of open space, recreation and other community facilities.

Table 11. Open Space, Recreation and Community Facilities Strategy principles

4.2.16 Salt Pan Creek Corridor Spatial Framework 2021

Item	Description
Author	Georges River Council and City of Canterbury-Bankstown
Date	2021
Status under EP&A Act 1979	N/A
Focus	Open space, social infrastructure and public domain

The Salt Pan Creek Corridor Spatial Framework is a partnership study between Georges River Council and City of Canterbury-Bankstown. The plan supports strategic decision making and establishes a long-term vision/implementation strategy to deliver the Salt Pan Creek green grid corridor as part of the wider Green Grid network. The project aims to strengthen the connection between Bankstown CBD and Salt Pan Creek, improve trails and recreational opportunities surrounding adjacent development uplift, improved bridge crossings and connections to urban centres including Bankstown, Punchbowl, Riverwood, Padstow, Peakhurst and Lugarno.

Three projects from the framework have been identified as important to deliver first as they will allow access across the creek and new pathways around Salt Pan Creek Reserve & Riverwood Park.

Project	Description
Ruse Park Reuse	New open space uses are proposed for the park to complement existing uses
Creek Crossing	New pedestrian and cyclist bridge crossing at a narrow creek width adjacent to existing sewer aqueduct with opportunity to incorporate gardens, signage and heritage interpretation.
Eastern Shareway	Shareway connections linking McLaughlin Oval, Salt Pan Reserve and Riverwood Park along the eastern bank of Salt Pan Creek Corridor.

Table 12. Salt Pan Creek Corridor Spatial Framework 2021 catalyst projects

4.2.17 Community Infrastructure Needs Assessment and Acquisition Area Strategy

Item	Description
Author	SGS Economics & Planning and Georges River Council
Date	November 2023
Status under EP&A Act 1979	N/A
Focus	Open space, social infrastructure and public domain

The Community Infrastructure Needs Assessment and Acquisition Area Strategy provides strategic guidance around open space and community facility provision with a focus on the identification of gaps in provision at an LGA level and local areas that should be a focus for future provision. The study builds on the 2019 Open Space, Recreation and Community Facilities Strategy to weigh up population pressures and distribution patterns to understand areas of greatest need.

Recommendations for Riverwood revolved around a portion of the suburb becoming a high focus area for open space, driven by pockets of low accessibility due to households being more than 400m walking distance to open space.

The plan also outlines existing community facilities with Georges River and the neighbouring LGAs of Bayside, Canterbury-Bankstown and Sutherland Shire and compares to forecast population growth to produce gap analysis. The table below summaries the demand assessment for each facility type across the LGA.

Facility type	Current provision	2036 forecast provision
Athletics track	Sufficient	Sufficient
Aquatic facilities	Sufficient	Sufficient
Community centres	Gap in provision	Gap in provision
Libraries	Additional considerations/ suitability for facilities despite benchmark	Additional considerations/ suitability for facilities despite benchmark
Open space	Sufficient	Gap in provision
Sport and recreation – sports fields	Sufficient	Additional considerations/ suitability for facilities despite benchmark
Sport and recreation – courts	Gap in provision	Gap in provision

Table 13. Georges River summary of projected demand

Area targeting uses comparative analysis to identify areas for potential repurpose or acquisition to address forecast needs and/or gaps in provision. Areas were analysed for poor access, high demand and suitability.

Riverwood ranked highly (high need) for community centres, libraries, open space and ranked moderately (moderate need) for sport and recreation.

A summary of actions to address social infrastructure needs across the LGA was prepared and summarised below. This provides a good indication of Council's preferences for addressing demand, such as expanding existing facilities and promoting other mechanisms for deliver such as incorporating community centres in mixed use buildings in high density areas.

Facility Type	Actions	Expected Impact
General	G1: Monitor population changes and benchmark provision.	Low
	G2: Expand existing facilities where possible.	High
	G3: Complete 'fitness for purpose' analysis of existing assets.	High
	G4: Design flexible space.	High
	G5: Co-locate new facilities.	High
	G6: Create a centralised system.	High
	G7: Advocate for repurposing/declaration of well-positioned and surplus State Government assets for community use.	Medium
Athletic Facilities	At1: Investigate expansion of Olds Park athletics track.	Low
Community Centres and Libraries	CL1: Create new asset cluster in the west to improve equitable distribution.	High
Community Centres	C1: Promote incorporation of community centres in mixed use buildings in high density areas.	Medium
	C2: Review community hall hire agreements.	Low
Open Space	O1: Complete quality audit of open space.	High
	O2: Promote open space provision as part of developer contributions.	High
	O3: Explore partial reclamation of golf courses for active open space.	Low
	O4: Explore repurpose/acquisition of carparks for community facilities and/or open space.	Medium
Sport and Recreation	S1: Remediate/provide stormwater management upgrades for existing sports fields.	Medium
	S2: Upgrade lighting at competition grade sporting fields.	Medium
	S3: Explore viability of repurposing one of the existing athletics fields or more diverse field usage.	Low
	S4: Cluster new sport and recreation assets with existing facilities.	Medium
	S5: Identify new proposed school infrastructure.	Low
	S6: Explore partial reclamation of golf courses.	Low
	S7: Explore options for 'informal' recreation through management of open space.	High
	S8: Re-position Jubilee Stadium as a multiuse asset.	Low

Table 14. Community Infrastructure Needs and Acquisition strategies

4.2.18 Create Georges River Cultural Strategy

Item	Description
Author	Studio TCS and Georges River Council
Date	2018
Status under EP&A Act 1979	N/A
Focus	Open space, social infrastructure and public domain

The Create Georges River Cultural Strategy sets out the foundations for creating places that reflect the area's dynamism and that will enhance cultural life, suggesting ways to strengthen and embed culture and creativity within the urban and social fabric.

Some key insights from the Strategy of relevance are:

- There is a gap within the LGA for sites of cultural production and presentation – making spaces and exhibition/performance space. Many small to medium cultural organisations operate without set venues, or in venues that are not fit for purpose.
- The community hub model (identified in the Open Space, Recreation and Community Facilities Strategy summarised above) should incorporate cultural spaces and facilities.
- Council will look at improving access to existing cultural facilities, consider accessibility in all new builds, and develop access to shared facility opportunities.
- Need accessible studio spaces with short, medium and long-term leases and flexible fit-outs for emerging and established artists.
- Need affordable, hireable, fit for purpose, creative production spaces to meet the needs of art professionals and the community.
- Hurstville as the Cultural and Civic Precinct. The redevelopment of the Hurstville Entertainment Centre has potential to be a flagship performing arts space for the region. Note: the Planning Proposal for the Hurstville Civic Precinct was gazetted on 27 October 2023.
- Action to undertake a Cultural Needs/Facilities Assessment for the LGA was recommended (this was undertaken in 2020 and is summarised below).
- Develop a Public Art Policy for the LGA, which should have guidelines for public and private developer commissions; and provide a detailed focus for Hurstville, Kogarah and Riverwood.

The plan provides 4 high level strategic directions with 28 sub-themes to achieve their vision and guide Georges River towards becoming a culturally rich area.

4.2.19 Cultural Infrastructure Needs Assessment

Item	Description
Author	Cred Consulting and Georges River Council
Date	2020
Status under EP&A Act 1979	N/A
Focus	Open space, social infrastructure and public domain

The Cultural Infrastructure Needs Assessment was prepared as a commitment in the Create Georges River (Cultural Strategy).

The Cultural Infrastructure Needs Assessment provides an evaluation of projected community needs for cultural infrastructure and identifies opportunities and recommendations for improvements/additional facilities.

The Assessment adopts a hierarchy of facilities for cultural infrastructure as follows:

- Metro (whole of metropolis): metro scale for Sydney such as the Powerhouse
- Regional (1:100,000): Purpose built, stand-alone or co-located facility that is for entertainment or performance.
- District (1: 20,000 – 50,000): Multi-purpose cultural space that could include art workshop spaces, artist studios, small performance spaces. Could be co-located with other district facilities like library/ community centre.
- Local (1:5,000 – 20,000): Local creative, cultural and arts spaces should either be community or arts organisation led. Such spaces do not need to be purpose built.

Riverwood is in Catchment 1 which only has two cultural infrastructure facilities: Kingswood Community Centre and Riverwood Library and Knowledge Centre (not located within the LGA and managed by City of Canterbury Bankstown).

Opportunities for cultural infrastructure identified for this catchment include:

- Need for one district level cultural facility
- New or repurposed Cultural Infrastructure near train stations.
- Cultural infrastructure to be flexible and multi-wpurpose to support participation by highly culturally diverse community.
- Opportunity for increased cultural activity in Riverwood public domain.

4.2.20 Create Georges River Cultural Strategy

Item	Description
Author	Georges River Council
Date	N/A
Status under EP&A Act 1979	N/A
Focus	Open space, social infrastructure and public domain

The Libraries Strategy is a document to guide the development of Council's public library services to 2030.

Georges River currently has five libraries, two large libraries at Hurstville and Kogarah and three small branch libraries at Oatley, Penshurst and South Hurstville, that serve the population.

Key relevant actions from the Strategy include:

- Refurbishing Hurstville Library to create more space for a range of other uses like studying, group work, programs, sensory spaces.
- Conduct and implement results of feasibility study for Kogarah Library to increase its size to 3,900sqm and investigate co-location with Children's Services and/or co-working/innovation spaces
- Conduct and implement results of a feasibility study toward locating and building a new large 2,500sqm library to serve the western half of the LGA.
- Conduct and implement results of a feasibility to implement standalone self-service and all-hours pick-up points in key transport and population centres.
- Contribute to the development of the Hurstville Civic Precinct Master Plan to include a new 6,000sqm library.

4.2.21 Riverwood Park Spatial Framework

Item	Description
Author	Georges River Council
Date	January 2025
Status under EP&A Act 1979	N/A
Focus	Open space, social infrastructure and public domain

The Riverwood Park Spatial Framework aims to plan for the future management of Riverwood Park. The 19-hectare multipurpose facility at the north-western part of Riverwood provides the community with open space. The park is proximate to Salt Pan Creek and the neighbouring Canterbury-Bankstown LGA. Specifically, the framework sets out future development for the park, including opportunities to:

- Improve connection to Salt Pan Creek Reserve.
- Improve/upgrade the Dog park including fence and gates.
- Continue ongoing bush regeneration activities, including planting and weed removal to improve habitat and biodiversity.
- Include a perimeter footpath around the park.
- Consolidate amenities in future for universal use, including storage.
- Include a fitness hub.
- Upgrade/replace future inclusive playground.
- Improve entry points to the park, incorporating way finding signage, public art and mapping system.
- Continue regular ongoing maintenance. Future opportunities for sports field improvement including resurfacing, installation of irrigation and

drainage system. Investigate potential optimisation of sports field layout.

- Install vehicles mitigation measures along the road to prevent access to sports fields.
- Improve/upgrade water sensitive urban design devices, including re-planting and weed removal.
- Upgrade/include footpaths.

4.2.22 Economic Development Strategy

Item	Description
Author	Georges River Council
Date	2018
Status under EP&A Act 1979	N/A

The Georges River Economic Development Strategy intends to enable economic growth in a way that responds to and respects the character of the local government area's centres. The strategy's vision is to deliver responsive and progressive places for investment, working and lifestyle.

Riverwood is recognised as an emerging centre with opportunities including potential for business investment as major urban renewal projects are planned and delivered, existing green spaces and affordable housing through the planned precinct process for key workers employed across the LGA.

The table below outlines the key themes and relevant actions to guide place-based economic development.

Theme	Description and measures to achieve
Building on local jobs for local people for a local lifestyle	• Improve opportunities for local people to work locally through partnering with relevant groups, engaging with local businesses, developing strategic partnerships with sector stakeholders. • Ensure Council services support local businesses to help protect jobs and create employment opportunities through clear regulatory requirements, updates, monitoring of development. • Ensure there is appropriately zoned land and development controls to accommodate future employment growth through employment lands study, preparation of guidelines for assessing rezoning proposals, reviewing employment land needs. • Better understand and influence the provision of local housing to reflect the range of incomes and the needs of all workers through surveys, policies that encourage diverse and affordable housing supply. • Build on a *"local community lifestyle"* through surveys, promoting cultural spaces and activities.
Attractive and healthy places to work, live and invest in – day and night	• Understand and review the diversity and values of individual centres and take actions to improve their attractiveness through surveys, providing opportunities for people to contribute to local culture. • Provide people with access to active and passive recreation facilities, and greener places in each centre through delivery of open space near residential areas including near the Local Centre Core. • Plan for suitable centres to have night-time entertainment, dining and other recreational opportunities through night-time economy studies. • Create and support events and initiatives to bolster the local economy, promote each centre's unique identity and support local residents, workers and students through facilitation of events and implementation of programs. • Centres are viewed and are valued for being safe, clean and healthy through management of public spaces, compliance with legislation.
Growing a progressive, innovative, diverse and productive economy	• Build a diverse and robust local economy through relationships with multiplier agencies, supporting local businesses. • Better promote the LGA's attractiveness for investment, including its excellent access to the CBD, Airport and Port Botany. • Celebrate, promote and explore diversity and innovation to distinguish Georges River's place in the regional economy through fostering links between Council and emerging communities, providing diverse services to the community, facilitating employment and local economies. • Help identify and fill local workforce skill gaps through connections to education providers and business groups, build a culture of learning. • The LGA has a range of transport options to connect people, goods and businesses through updated parking provision, improve transport links with state agencies.

Table 15. Economic Development Strategy themes

4.2.23 Commercial Centres Strategy

Item	Description
Author	Georges River Council
Date	February 2020
Status under EP&A Act 1979	N/A
Focus	Economics

The Commercial Centres Strategy is being prepared in two parts to support the staged approach to preparing the updated LEP. Part 1 has been prepared to address the immediate issue concerning the loss of employment space through infill development. Its role was to inform the preparation of the Georges River LEP (gazetted as the Georges River LEP 2021). Part 2 of the strategy is currently being prepared but will adopt a place-based planning approach to explore opportunities for providing housing growth in the LGA's commercial centres in the forms of mixed-use development and shop top housing.

Part 1 involves the analysis of the LGA's centres to determine the approximate mixes of employment and residential floorspaces in mixed use zones to ensure the viability of commercial centres, prepare recommendations that inform future planning controls, harmonisation of existing land uses in response to emerging demographic and economic trends, and to support other local and regional strategies to deliver economic and employment growth. The Georges River Commercial Centres Strategy outlines the Riverwood local centre core's role as the LGA's third largest commercial centre and largest local centre. To strengthen its capacity in providing essential services to the local community, the strategy recommends a minimum non-residential FSR requirement of 0.5:1 in the centre. It is found that employment floor space demand in the local centre core is going to increase from 30,674sqm to 43,279sqm (an increase of 41% or 12,605sqm). Existing LEP controls will undersupply non-residential floorspace in Riverwood's commercial centre by 30,681sqm.

Recommendation	Description
Harmonisation of existing LEPs	The former Hurstville and Kogarah LEPs have been combined into the Georges River LEP 2021 which allowed for the harmonisation of many controls. Preceding inconsistencies in development standards for business-zoned land were reviewed at a centre-specific level.
Land use permissibility	Intends to harmonise the permissible land uses in each business zone and consider land uses that will promote employment in response to the emerging economic trends and drivers at both the local and regional level.
Schedule 1 additional permitted uses	Revision of existing additional permitted use properties. Retain and remove where appropriate.
Non-residential floor space ratio	Previous non-residential FSR requirements would result in a net loss in non-residential floor space as redevelopment occurs. The existing provisions would require higher amounts of residential FSR which will not accommodate for meeting future non-residential demands. Increasing minimum non-residential FSRs will be implemented in response.
Expansion of centres	Where out-of-centre employment uses development exist on the periphery or outside of a centre, it is recommended that the centre is expanded to include the other infrastructure. This will be further explored in Part 2.
Development control plan	A comprehensive DCP accompanied the new LEP to ensure a harmonised planning framework for the area.

Table 16. Commercial Centres Strategy issues and responses

4.3 Statutory planning framework

Statutory planning controls are imposed in a hierarchical structure, with controls imposed by the State Government (SEPPs) overriding local EPIs (LEPs) and supporting local polices (DCPs.) Where objectives of these instruments conflict each other, the higher order instrument takes precedence.

4.3.1 State Environmental Planning Policy (Housing) 2021

The State Environmental Planning Policy (Housing) 2021 – also known as the Housing SEPP – facilitates development of diverse housing types and housing in well-located areas. It aims to encourage housing development for vulnerable members of the community, including very low to moderate income households, seniors and people with a disability. It also seeks to promote well-located homes close to existing infrastructure and services, with a reasonable level of amenity whilst minimising adverse environmental impacts of development.

In December 2023, the NSW Government announced three housing reforms that affect the Georges River LGA, more specifically the Study Area These include the following:

- in-fill affordable housing bonus: amendment to Housing SEPP that allows for greater height and floor space ratio (20 – 30%) where providing affordable housing (10 – 15%).
- transport oriented development (TOD) program: amendment to the Housing SEPP to introduce Chapter 5 'Transport oriented development' allowing apartment buildings of up to 6 storeys within. walking distance (400 metres) of 31 railway stations. Although Riverwood is not an identified transport hub, its close proximity to Bankstown, an accelerated precinct, means that it may experience secondary effects of increased population growth in the local area.
- low and mid-rise housing (LMR) program: Stage 1 which was amendment to the Housing SEPP to allow dual occupancies and semi-detached homes in the R2 Low-density residential zone, and stage 2 amendment to allow low and mid-rise housing within 400 metres and 800 metres of railway stations and commercial/local centres in a gradated approach. This applies to the Study Area, as land is within 400m and 800m of Riverwood Station.

4.3.2 Low and Mid-Rise Housing Policy

The Low and Mid-Rise (LMR) Housing Policy is a planning reform which allows for increased density around 171 identified transport hubs and town centres across NSW. The policy seeks to improve housing diversity by filling the gap between freestanding homes and high-rise apartment buildings.

Stage 1 of the policy commenced 1 July 2024 and permitted dual occupancies and semi-detached homes in the R2 low-density residential zone across the state. Stage 2 commenced on 28 February 2025 and introduced new planning controls under Chapter 6 of the Housing SEPP to encourage dual occupancies, terraces, townhouses, apartments and shop top housing in well-located areas close to infrastructure and services. Stage 2 applies to residential areas within 800m walking distance from nominated town centres and train/light rail stations. For some controls, this is split into LMR housing inner areas (within 400m walking distance) and LMR housing outer areas (between 400m and 800m walking distance).

Notably, the LMR prescribes new non-discretionary development standards which prevail over equivalent standards in R1, R2, R3 and R4 zones (where permitted). These controls are set out in Table 17 using residential flat buildings as an example.

Riverwood is identified as a LMR housing area station listed in Schedule 11 of the Housing SEPP, meaning the permissibility changes and non-discretionary development standards outlined in Chapter 6 prevail over the related controls in the GRLEP 2021.

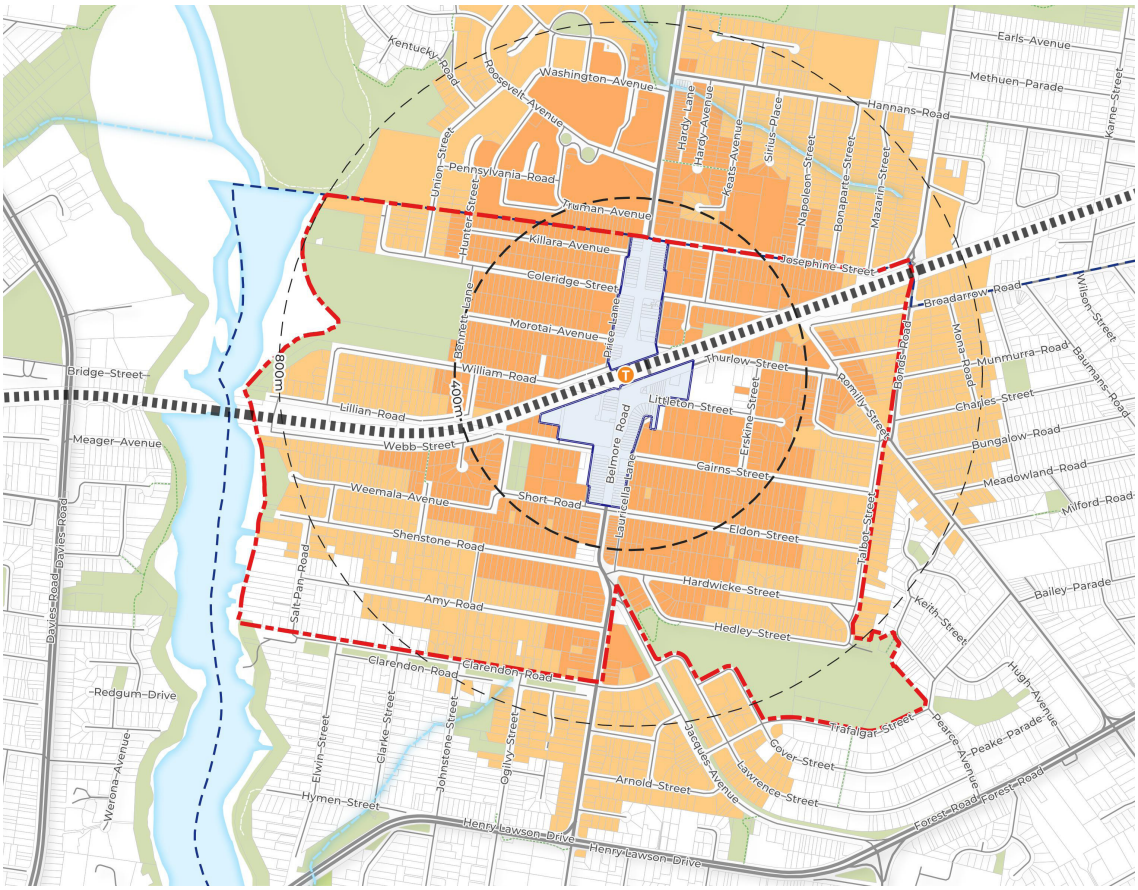


Figure 6. Land covered by the NSW Government's Low and Mid-Rise Housing Policy
Source: Colliers Urban Planning

Land Use Zone	Permissibility	Development Standard	Control
R2	Yes	Lot size	Minimum 500m2
		Lot width	Minimum 12m
		Floor space ratio	Maximum 0.8:1
		Height of building	Maximum 9.5m
		Car parking	0.5 space per dwelling
Within 400m of a nominated station/centre			
R3, R4	Yes	Floor space ratio	Maximum 2.2:1
		Height of building	Maximum 22m
		Storeys	Maximum 6 storeys
		No minimum lot size or width (LEP provisions switched off)	
400-800m from a nominated station/centre			
R3, R4	Yes	Floor space ratio	Maximum 1.5:1
		Height of building	Maximum 17.5m
		Storeys	Maximum 4 storeys
		No minimum lot size or width (LEP provisions switched off)	

Table 17. LMR – New non-discretionary development standards for residential flat buildings



Figure 7. Example of residential flat building (4 storeys)
Image credit: Simon Whitebread. Image source: Squillace Architects



Figure 8. Example of medium density housing (multi-dwelling housing)
Image credit: Brett Boardman. Image source: NSW Government



Figure 9. Example of residential flat building (4 storeys)
Image credit: Simon Whitebread. Image source: Squillace Architects

4.3.3 Apartment Design Guide

The Apartment Design Guide (ADG) provides consistent planning and design standards for apartments across the state. It provides design criteria and general guidance about how development proposals can achieve the 9 design quality principles identified in Schedule 9 of the Housing SEPP. These relate to context and neighbourhood character, built form and scale, density, sustainability, landscape, amenity, safety, housing diversity and aesthetics. Consideration of these principles outlined in the ADG is a mandatory procedure in all developments containing apartments in NSW. Some development types in the Housing SEPP make specific reference to particular sections of the ADG, for example, built-to-rent developments have to consider the objectives set out in the ADG Part 4, relating to tenant amenities and dwelling configuration best fit for rental use.

New apartments constructed in the Riverwood Local Centre will be required to respond to design criteria and objectives of the ADG. Development that aligns with the guidance of the ADG will ensure positive amenity outcomes for the local community, produce a built form that is appropriate to the desired character of the area and provide a diverse housing choice that suits existing and future social mix.

4.3.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

Division 12A of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP) relates to development for the purpose of pipelines or development adjacent to pipeline corridors. The Study Area contains the Moomba to Sydney Ethane (MSE) Gas Pipeline which is located within the rail corridor. The MSE is licensed as pipeline 8 under the Pipelines Act 1967 and as such is a relevant pipeline for the purposes of the Transport and Infrastructure SEPP. Development within the Study Area is required to consider the following:

Subdivision 2 Development adjacent to pipeline corridors

2.77 Determination of development applications

- (1) Before determining a development application for development adjacent to land in a pipeline corridor, the consent authority must –
  - a) be satisfied that the potential safety risks or risks to the integrity of the pipeline that are associated with the development to which the application relates have been identified, and
  - (b) take those risks into consideration, and
  - (c) give written notice of the application to the pipeline operator concerned within 7 days after the application is made, and
  - (d) take into consideration any response to the notice that is received from the pipeline operator within 21 days after the notice is given.
- (2) Land is in a pipeline corridor for the purposes of this section if the land is located—
  - (a) within the licence area of a pipeline for gas, or for petroleum or other liquid fuels, licensed under the Pipelines Act 1967, or
  - (b) within 20m of the centreline (measured radially) of a relevant pipeline, or
  - (c) within 20m of land the subject of an easement for a relevant pipeline.
- (3) The following pipelines for gas, or for petroleum or other liquid fuels, are relevant pipelines for the purposes of this section—
  - (a) the pipelines with licence numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 33, 35 and 42 licensed under the Pipelines Act 1967,
  - (b) the Clyde to Gore Bay pipeline.

Any future development within the Study Area that is adjacent to the MSE pipeline will be subject to the requirements outlined above and contained within Section 2.77 of the Transport and Infrastructure SEPP.

4.3.5 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 2 of the State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP) relates to the promotion of an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the Coastal Management Act 2016, including the management objectives for each coastal management area by:

- managing development in the coastal zone and protecting the environmental assets of the coast, and
- establishing a framework for land use planning to guide decision-making in the coastal zone, and
- mapping the 4 coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the Coastal Management Act 2016.

Land in the Study Area generally adjoining Salt Pan Creek is identified under the Coastal Environment Area Map, Coastal Use Area Map and the Coastal Wetlands Area Map.

Development within the Coastal Environment Area must not cause an adverse impact on the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment, including coastal environmental values and natural coastal processes, and Aboriginal cultural heritage, practices and places.

Development within the Coastal Use area must not have an adverse impact on existing, safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability, overshadowing, wind funnelling and the loss of views from public places to foreshores, and the visual amenity and scenic qualities of the coast.

Development in the Coastal Wetland area must include sufficient measures to protect, and where possible enhance, the biophysical, hydrological and ecological integrity of the coastal wetland. Development on land in proximity to coastal wetlands must not significantly impact the biophysical, hydrological or ecological integrity of the adjacent coastal wetland or the quantity and quality of surface and ground water flows to and from the adjacent coastal wetland.

4.3.6 Ministerial Direction (Section 9.1 Direction) 1.1 Implementation of Regional Plans

The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans. This direction applies to a relevant planning authority when preparing a planning proposal for land to which a Regional Plan has been released by the Minister for Planning.

Any new planning proposal associated with the Riverwood Local Centre Masterplan will have to demonstrate consistency with the Greater Sydney Region Plan as the regional plan applicable to land in Greater Sydney.

4.3.7 Ministerial Direction (Section 9.1 Direction) 4.1 Flooding

The objectives of this direction are to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (now superseded by the Flood Risk Management Manual 2023), and ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land. This direction applies to all relevant planning authorities that are responsible for flood prone land when preparing a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.

Any new planning proposal associated with the Riverwood Local Centre Masterplan must demonstrate consistency with the Overland Flow Floodplain Risk Management Study and Plan for the Peakhurst Ward as the adopted plan for the Riverwood area of the Georges River LGA. Notably, development that results in a significant increase in dwelling density on flood prone land is not permitted

4.3.8 Ministerial Direction (Section 9.1 Direction) 5.1 Integrating Land Use and Transport

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts are considerate of active and public transport options. This direction applies to all relevant planning authorities when preparing a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, employment, village or tourist purposes.

Any new planning proposal associated with the Riverwood Local Centre Masterplan must include provisions that give effect to and are consistent with the aims, objectives and principles of 'Improving Transport Choice – Guidelines for planning and development', and 'The Right Place for Business and Services – Planning Policy'.

4.3.9 Ministerial Direction (Section 9.1 Direction) 5.5 High Pressure Dangerous Goods Pipelines

The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring high pressure dangerous goods pipelines (relevant pipelines) are considered by planning proposal authorities. This direction applies when a planning proposal authority prepares a planning proposal that would permit development for one or more of the specified uses (sensitive land uses and/or development that may result in a significant population increase) in the application area (within 140m) of relevant pipelines (e.g. an Ethane pipeline).

The MSE gas pipeline follows the alignment of the rail corridor located in the centre of the Study Area. In regard to the Riverwood Local Centre Masterplan, Council must consider risks to the integrity of the MSE pipeline, human health and the environment when preparing a planning proposal that would permit development for one or more of the specified uses in the application area of the MSE pipeline. When considering these risks, the Council must consider the pipeline guidelines (Guideline for planning proposals near High Pressure Dangerous Goods pipelines).

A planning proposal may be inconsistent with the terms of this direction only if the Council can satisfy the Planning Secretary (or their nominee) that the provisions of the planning proposal (that are inconsistent) are justified by a study or strategy prepared in support of the planning proposal which gives consideration to the objective of this direction.

4.3.10 Ministerial Direction (Section 9.1 Direction) 6.1 Residential Zones

The objectives of this direction are to encourage a variety and choice of housing types to provide for existing and future housing needs, make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and minimise the impact of residential development on the environment and resource lands.

This direction applies to all relevant planning authorities when preparing a planning proposal that will affect land within an existing or proposed residential zone (including the alteration of any existing residential zone boundary), or any other zone in which significant residential development is permitted or proposed to be permitted.

Any new planning proposal associated with the Riverwood Local Centre Masterplan must include provisions that broaden housing choice and location, be well-located with existing infrastructure and services and be of good design. Additionally, planning proposals must not contain provisions which will reduce the permissible residential density of land.

4.3.11 Ministerial Direction (Section 9.1 Direction) 7.1 Business and Industrial Zones

The objectives of this direction are to encourage employment growth in suitable locations, protect employment land in employment zones, and support the viability of identified centres.

This direction applies to all relevant planning authorities when preparing a planning proposal that will affect land within an existing or proposed Employment zone (including the alteration of any existing Employment zone boundary). Employment zones can include any E zone (e.g. E1 Local Centre),

MU1 Mixed Use, W4 Working Waterfront, SP4 Enterprise or SP5 Metropolitan Centre.

Any new planning proposal associated with the Riverwood Local Centre Masterplan must achieve the objectives of the direction, retain areas and locations of Employment zones (i.e. E1 Local Centre zoning around Riverwood Station), not reduce the total potential floor space area for employment uses and related public services and ensure that proposed employment areas are in accordance with a strategy that is approved by the Planning Secretary.

4.3.12 Georges River Local Environmental Plan 2021

The principal environmental planning instrument that applies to the Study Area is the Georges River Local Environmental Plan (GRLEP 2021). The key provisions for the Study Area are summarised below.

Section 1.2: Aims of the Plan

In general the aims of the GRLEP 2021 are to:

- protect and promote the use and development of land for arts and cultural activity;
- provide for housing choices to cater for changing demographics and population needs;
- provide for a range of business uses which promote employment and economic growth and contribute to the viability and vibrancy of centres;
- promote and facilitate an ecologically and economically sustainable and vegetated urban environment in which the needs and aspirations of the community are realised;
- provide for a range of recreational, social, cultural and community service opportunities to meet the needs of the Georges River community;
- protect and preserve the natural, built, cultural and Aboriginal heritage of Georges River and to build upon and enhance the character of local areas;
- promote a high standard of urban design and built form;
- protect, preserve and enhance the natural landform, vegetation and open space, especially foreshores or bushland, in order to maintain landscape amenity and public access and use;
- protect, maintain and improve waterway health to achieve the environmental values of the community and uses for waterways;
- facilitate infrastructure to support new development; and
- promote and facilitate transit-oriented development that encourages the use of public transport, cycling and walking.

Section 2.1: Land use zones

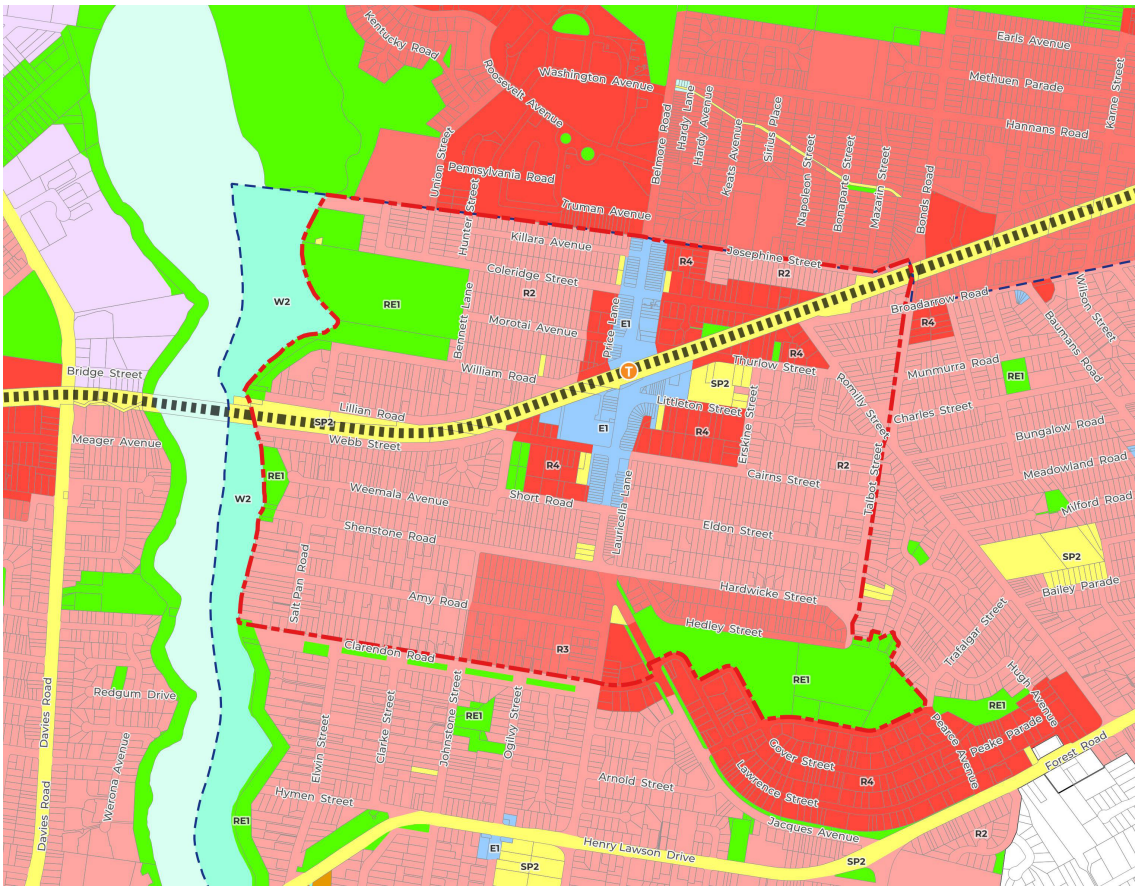
The Study Area contains a variety of land use zones, including E1 Local Centre, R4 High Density Residential, R3 Medium Density Residential, R2 Low Density Residential, RE1 Public Recreation and SP2 Infrastructure (refer below figure). The objectives and permissible uses of each relevant zone are outlined in the following table. There are no additional uses pertaining to the use of certain land within the Riverwood Local Centre, or local area.

Zone	Objectives	Land use permissibility	Permissibility changes under LMR
E1 Local Centre	• To provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area. • To encourage investment in local commercial development that generates employment opportunities and economic growth. • To enable residential development that contributes to a vibrant and active Local Centre and is consistent with the Council's strategic planning for residential development in the area. • To encourage business, retail, community and other non-residential land uses on the ground floor of buildings. • To maximise public transport patronage and encourage walking and cycling. • To encourage development that is compatible with the centre's position on the centres hierarchy.	Permitted without consent Home occupations Permitted with consent Amusement centres; Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation facilities (indoor); Respite day care centres; Service stations; Serviced apartments; Shop top housing; Tank-based aquaculture; Veterinary hospitals; Any other development not specified in item 2 or 4 Prohibited Agriculture; Air transport facilities; Airstrips; Attached dwellings; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; General industries; Heavy industrial storage establishments; Heavy industries; Helipads; High technology industries; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Jetties; Marinas; Mooring pens; Moorings; Multi dwelling housing; Open cut mining; Pond-based aquaculture; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential flat buildings; Rural industries; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewerage systems; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies	N/A

Zone	Objectives	Land use permissibility	Permissibility changes under LMR
R4 High Density Residential	• To provide for the housing needs of the community within a high density residential environment. • To provide a variety of housing types within a high density residential environment. • To enable other land uses that provide facilities or services to meet the day to day needs of residents. • To enable other land uses that contribute to the vibrancy of the neighbourhood while ensuring that business centres remain the focus for business and retail activity. • To encourage development that maximises public transport patronage and promotes walking and cycling.	Permitted without consent Home occupations Permitted with consent Attached dwellings; Bed and breakfast accommodation; Boarding houses; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Early education and care facilities; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Group homes; Health services facilities; Home businesses; Hostels; Hotel or motel accommodation; Jetties; Local distribution premises; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Residential flat buildings; Respite day care centres; Restaurants or cafes; Roads; Secondary dwellings; Semi-detached dwellings; Seniors housing; Serviced apartments; Shops; Shop top housing; Small bars Prohibited Any other development not specified in item 2 or 3	N/A
R3 Medium Density Residential	• To provide for the housing needs of the community within a medium density residential environment. • To provide a variety of housing types within a medium density residential environment. • To enable other land uses that provide facilities or services to meet the day to day needs of residents. • To enable other land uses that contribute to the vibrancy of the neighbourhood • To promote a high standard of urban design and built form that enhances the local character of the suburb and achieves a high level of residential amenity. • To provide for housing within a landscaped setting that enhances the existing environmental character of the Georges River local government area.	Permitted without consent Home occupations Permitted with consent Attached dwellings; Bed and breakfast accommodation; Boarding houses; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Early education and care facilities; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Group homes; Health services facilities; Home businesses; Home industries; Jetties; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Respite day care centres; Roads; Secondary dwellings; Semi-detached dwellings; Seniors housing; Tank-based aquaculture Prohibited Any other development not specified in item 2 or 3	Permitted with consent: Residential flat buildings

Zone	Objectives	Land use permissibility	Permissibility changes under LMR
R2 Low Density Residential	• To provide for the housing needs of the community within a low density residential environment. • To enable other land uses that provide facilities or services to meet the day to day needs of residents. • To promote a high standard of urban design and built form that enhances the local character of the suburb and achieves a high level of residential amenity. • To provide for housing within a landscaped setting that enhances the existing environmental character of the Georges River local government area.	Permitted without consent Home occupations Permitted with consent Bed and breakfast accommodation; Boat sheds; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Early education and care facilities; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Group homes; Health services facilities; Home businesses; Home industries; Jetties; Oyster aquaculture; Pond-based aquaculture; Public administration buildings; Recreation areas; Respite day care centres; Roads; Secondary dwellings; Semi-detached dwellings; Seniors housing; Tank-based aquaculture Prohibited Any development not specified in item 2 or 3	Permitted with consent: Residential flat buildings, Multi-dwelling housing
RE1 Public Recreation	• To enable land to be used for public open space or recreational purposes. • To provide a range of recreational settings and activities and compatible land uses. • To protect and enhance the natural environment for recreational purposes.	Permitted without consent Environmental facilities; Environmental protection works Permitted with consent Aquaculture; Boat launching ramps; Centre-based child care facilities; Community facilities; Emergency services facilities; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Signage; Take away food and drink premises; Water recreation structures; Water storage facilities Prohibited Any development not specified in item 2 or 3	N/A
SP2 Infrastructure	• To provide for infrastructure and related uses. • To prevent development that is not compatible with or that may detract from the provision of infrastructure. • To protect and provide for land used for community purposes and public infrastructure.	Permitted without consent Nil Permitted with consent Aquaculture; Car parks; Community facilities; Markets; Public administration buildings; Recreation areas; Respite day care centres; Roads; Signage; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose Prohibited Any development not specified in item 2 or 3	N/A

Table 18. Objectives and permissibility of land use zoning in Riverwood Local Centre



LEGEND

- Study area
- LGA boundary
- Cadastre
- Riverwood Train station
- Railway corridor

Land Zoning

E1	E1 Local Centre	R4	R4 High Density Residential
IN2	IN2 Light Industrial	R5	R5 Large Lot Residential
R1	R1 General Residential	RE1	RE1 Public Recreation
R2	R2 Low Density Residential	SP2	SP2 Infrastructure
R3	R3 Medium Density Residential	W2	W2 Recreational Waterways

100 200 500m
1:10,000 @ A3

Figure 10. Land use zoning
Source: Nearmap and Colliers Urban Planning

Section 4.1: Minimum subdivision lot size

The Riverwood Local Centre is characterised by a 1000m2 minimum subdivision lot size control for all R4 zoned land, 800m2 for all R3 zoned land and 450m2 for all R2 zoned land with the exception of lots adjoining Salt Pan Creek, where it is 700m2.

The current minimum subdivision lot size controls within 800m of Riverwood Station have been superseded by the controls of the Low and Mid-rise Housing Policy. This places a constraint on any intended minimum lot size changes in certain zones are overridden by the LMR Policy. Therefore, any changes to minimum lot size can only have effect if they mirror or extend upon the controls outlined in the LMR Policy.

The objectives of a minimum subdivision lot size control are to:

- ensure that lots created by a subdivision have sufficient area to accommodate development on the lots that complies with relevant development standards and controls for the development; and
- ensure that subdivisions reflect and reinforce the predominant subdivision pattern of the area;

Section 4.1A: Minimum subdivision lot size for dual occupancies

The objective of this clause is to ensure that the lot sizes for dual occupancies are appropriate for the environmental capability of the land, having regard to the land's topography and other natural features.

This Clause allows the subdivision of land for the purpose of a dual occupancy for the following land:

- In the R2 – Low Density Residential Zone, R3 – Medium Density Residential Zone and R4 – High Density Residential Zone if –
  - there is a dual occupancy on the land that was lawfully erected or a dual occupancy is proposed on the land, and
  - the lot size for each resulting lot will be at least 300 square metres, or
- In the Foreshore Scenic Protection Area if –
  - there is a dual occupancy on the land that was lawfully erected or a dual occupancy is proposed on the land, and
  - the lot size for each resulting lot will be at least 430 square metres, or

Section 4.1B: Minimum subdivision lot sizes and special provisions for certain dwellings

The objectives of this clause are as follows:

- to ensure that lots for residential accommodation are of sufficient size to accommodate proposed dwellings, setbacks to adjoining residential land, private open space and landscaped areas, driveways and vehicle manoeuvring areas;
- to ensure that dual occupancies in Zone R2 Low Density Residential retain the general low-density scale and character of existing single dwelling development;
- to ensure that multi dwelling housing in Zone R3 Medium Density Residential retain the general medium-density scale and character of existing multi dwelling development;
- to minimise any likely adverse impact of the development on the amenity of the area; and
- where an existing lot is inadequate in terms of its area or width—to require the consolidation of 2 or more lots.

Minimum subdivision lot size and width for certain dwelling types in different land use zones in the Study Area are outlined in the table on the following page.

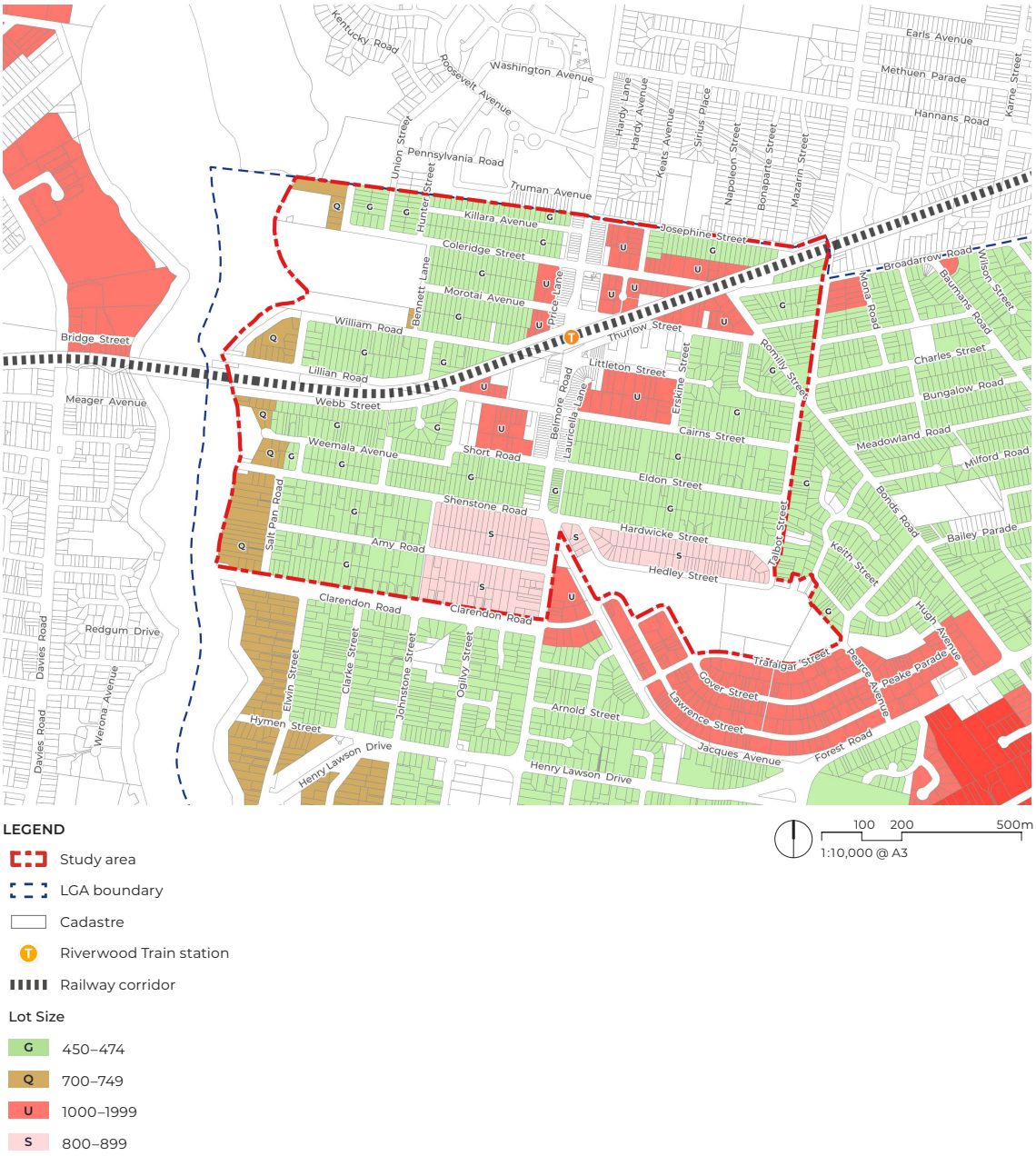


Figure 11. Minimum subdivision lot size
Source: Colliers Urban Planning

Dwelling type	Zone	Minimum subdivision lot size (m2)	Minimum lot width at the front building line (m)
Attached dwellings	Zone R3 Medium Density Residential	800	21
	Zone R4 High Density Residential	800	21
Dual occupancies	Zone R2 Low Density Residential	650	15
	Zone R2 Low Density Residential (in a Foreshore Scenic Protection Area)	1000	15
	Zone R3 Medium Density Residential	650	15
	Zone R4 High Density Residential	650	15
Manor houses	Zone R3 Medium Density Residential	800	18
	Zone R4 High Density Residential	800	18
Multi dwelling housing	Zone R3 Medium Density Residential	800	18
	Zone R4 High Density Residential	800	18
Multi dwelling housing (terraces)	Zone R3 Medium Density Residential	800	21
	Zone R4 High Density Residential	800	21

Table 19. Minimum subdivision lot size for dual occupancies

It is noted the LMR policy overrides these controls with the following:

Land Use Zone	Land Use	Minimum Lot Size (m2)	Minimum Lot Width (m)
R2	Dual Occupancies	450	12
	Multi-dwelling housing	600	12
	Multi-dwelling housing (terraces)	500	18m
	Residential flat buildings	500	12
R3	Dual Occupancies	450	12
	Multi-dwelling housing	600	12
	Multi-dwelling housing (terraces)	500	18
	Residential flat buildings (0-400m from station)	No minimum lot size or width (LEP provisions switched off)	
	Residential flat buildings (400-800m from station)		
R4	Dual Occupancies	450	12
	Multi-dwelling housing	600	12
	Multi-dwelling housing (terraces)	500	18
	Residential flat buildings (0-400m from station)	No minimum lot size or width (LEP provisions switched off	
	Residential flat buildings (400-800m from station)		

Table 20.Minimum lot size under the LMR Policy

Section 4.3: Height of buildings

The objectives of this clause are as follows:

- to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality;
- to minimise the impact of overshadowing, visual impact, disruption of views and loss of privacy on adjoining properties and open space areas; and
- to ensure an appropriate height transition between new buildings and—
- adjoining land uses, or
- heritage items, heritage conservation areas or Aboriginal places of heritage significance.

The height of a building on any land is not to exceed the maximum height shown for land on the Height of Buildings Map. In the Study Area, the maximum height of buildings is 9m in the R2 Low Density Residential and R3 Medium Density Residential zones, and 12m in the R4 High Density Residential zone. The E1 Local Centre zone generally has a maximum height control of 18m, with some site-specific exceptions of 13m and 28m.

Clause 4.3A establishes exceptions to the height of buildings map to provide for building heights that establish the appropriate height for street frontages, buildings or groups of buildings, and to achieve well-proportioned buildings with articulated design and massing. The maximum height of a dual occupancy on land in R3 or R4 zones is 9 metres above ground level (existing), and the maximum height of a building that forms part of multi dwelling housing is 5 metres above ground level (existing) if the building is adjacent to the rear boundary of the lot.

The maximum height of buildings is 9m in the R2 Low Density Residential and R3 Medium Density Residential zones, and 12m in the R4 High Density Residential zone. The E1 Local Centre zone generally has a maximum height control of 18m, with some site-specific exceptions of 13m and 28m.

The current maximum building height controls within 800m of Riverwood Station have been superseded by the controls of the Low and Mid-rise Housing Policy. This places a constraint on any intended HOB changes as height controls in certain zones within 400m and 800m walking distance catchments are overridden by the LMR Policy. Therefore, any changes to maximum HOB can only have effect if they mirror or extend upon the controls outlined in the LMR Policy.

The LMR policy overrides these controls with the following:

Land Use Zone	Land Use	Maximum Building Height (m)	Maximum no. of storeys
R2	Dual Occupancies	9.5	N/A
	Multi-dwelling housing		
	Multi-dwelling housing (terraces)		
	Residential flat buildings		
R3	Dual Occupancies	9.5	N/A
	Multi-dwelling housing		
	Multi-dwelling housing (terraces)		
	Residential flat buildings (0-400m from station)	22	6
	Residential flat buildings (400-800m from station)	17.5	4
R4	Dual Occupancies	9.5	N/A
	Multi-dwelling housing		
	Multi-dwelling housing (terraces)		
	Residential flat buildings (0-400m from station)	22	6
	Residential flat buildings (400-800m from station)	17.5	4

Table 21. Maximum building height under the LMR Policy

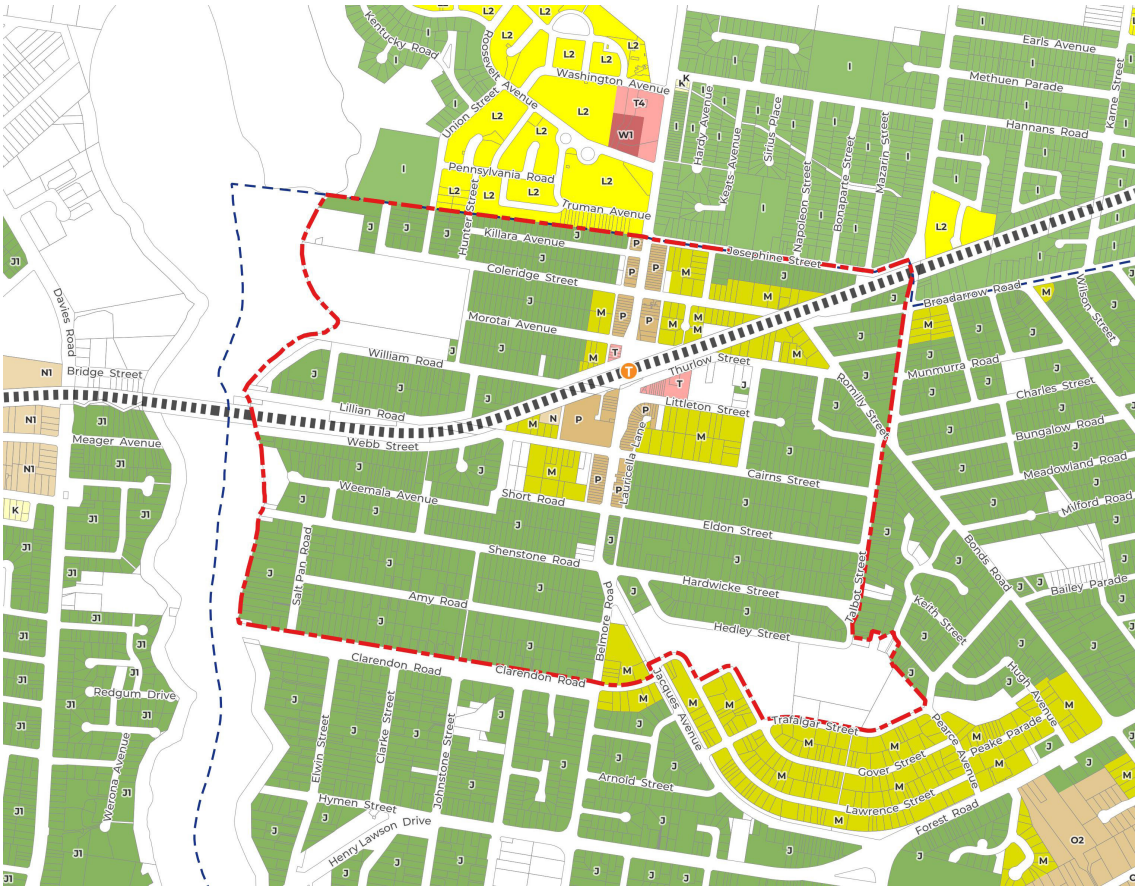


Figure 12. Height of buildings (maximum)
Source: Colliers Urban Planning

Section 4.4: Floor space ratio

The objectives of this clause are as follows:

- to ensure that buildings are compatible with the bulk and scale of the existing and desired future character of the locality;
- to ensure that development provides appropriate built form transition between new buildings and
  - adjoining land uses, or
  - heritage items, heritage conservation areas or Aboriginal places of heritage significance; and
- to control development density and intensity of land use, taking into account –
  - the environmental constraints and values of the site, including retaining the scenic, visual, and landscape qualities of the area, and
  - the amenity of adjoining land and the public domain, and
  - the availability of infrastructure to service the site, and
  - the capacity of the road network to accommodate the vehicular and pedestrian traffic that a development will generate.

The maximum floor space ratio (FSR) for a building on any land is not to exceed the maximum floor space ratio shown for land on the Floor Space Ratio Map. In the Study Area, the maximum FSR is 0.55:1 in the R2 Low Density Residential zone, 0.7:1 in the R3 Medium Density Residential zone and 1:1 in the R4 High Density Residential zone. The E1 – Local Centre zone generally has a maximum FSR control of 2:1, with some site-specific exceptions of 3:1.

The LMR policy overrides these controls with the following:

Land Use Zone	Land Use	Maximum floor space ratio
R2	Dual Occupancies	0.65:1
	Multi-dwelling housing	0.7:1
	Multi-dwelling housing (terraces)	
	Residential flat buildings	0.8:1
R3	Dual Occupancies	0.65:1
	Multi-dwelling housing	0.7:1
	Multi-dwelling housing (terraces)	
	Residential flat buildings (0-400m from station)	2.2:1
	Residential flat buildings (400-800m from station)	1.5:1
R4	Dual Occupancies	0.65
	Multi-dwelling housing	0.7
	Multi-dwelling housing (terraces)	
	Residential flat buildings (0-400m from station)	2.2:1
	Residential flat buildings (400-800m from station)	1.5:1

Table 22. Maximum floor space ratio under the LMR Policy

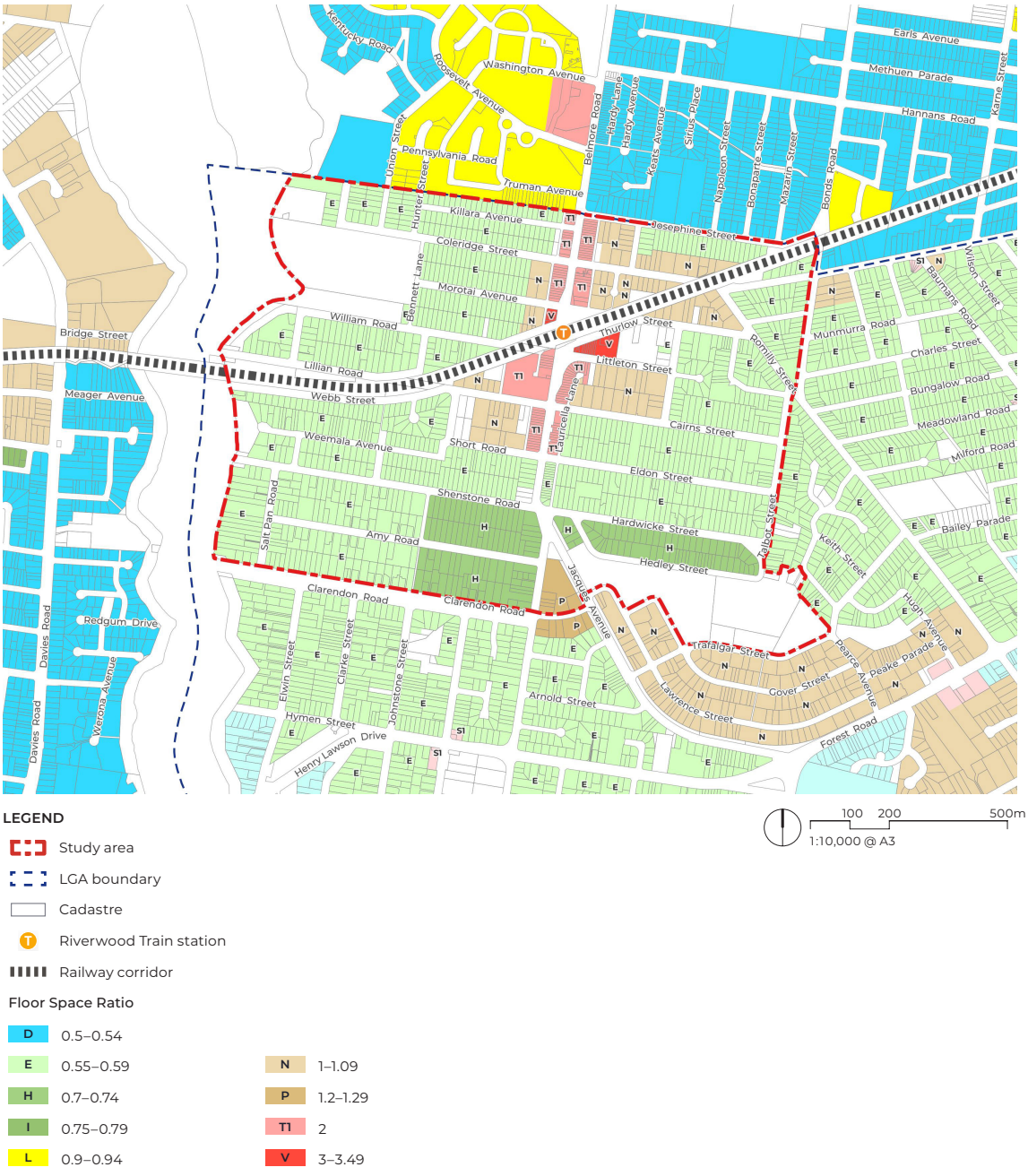


Figure 13. Floor space ratio (maximum)
Source: Colliers Urban Planning

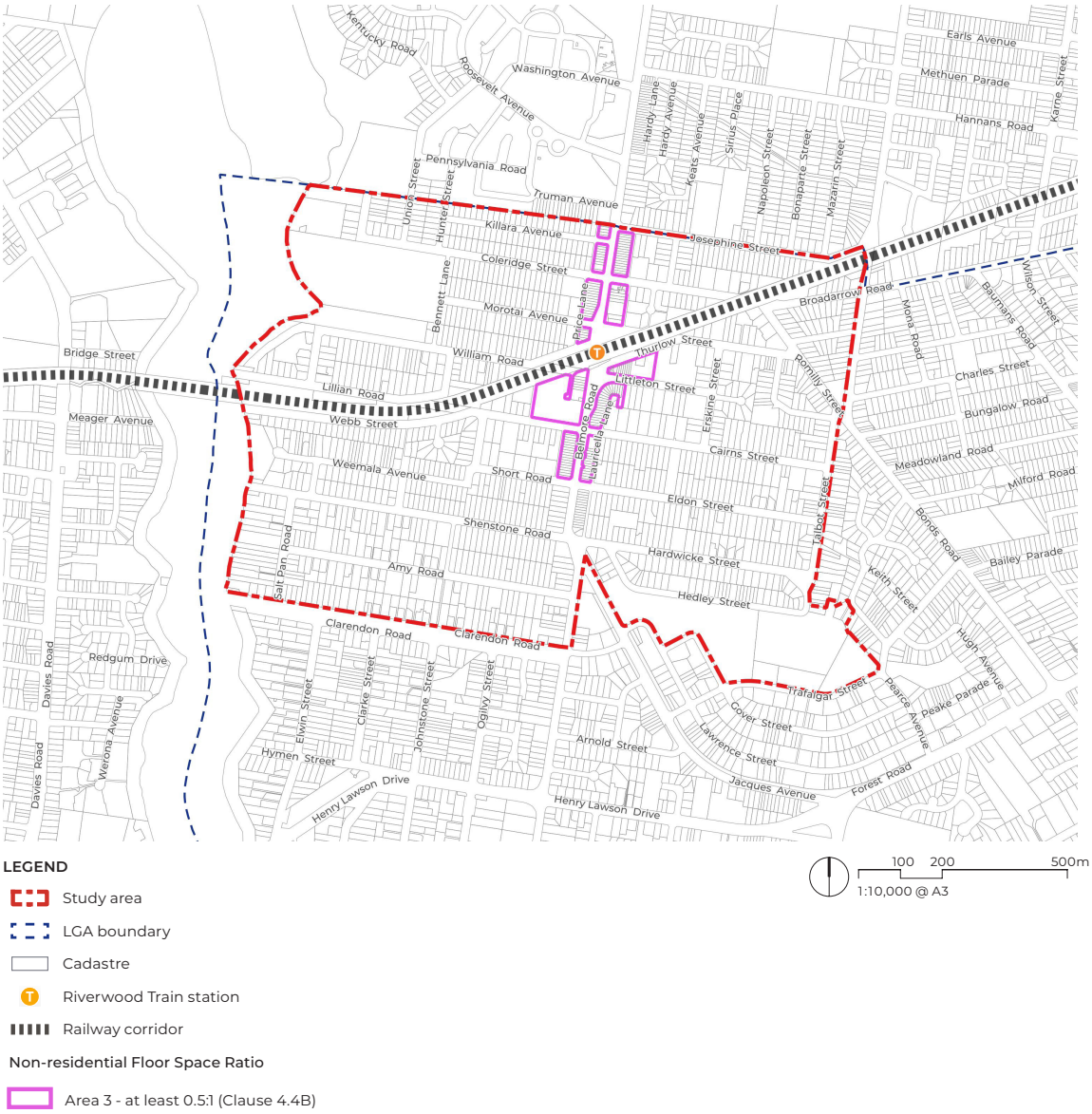


Figure 14. Non-residential floor space ratio
Source: Colliers Urban Planning

Section 4.4A – Exceptions to floor space ratio – certain residential accommodation

The objectives of this clause are as follows—

- to ensure that the bulk and scale of development are compatible with the size of the lot; and
- to promote good residential amenity.

In the Study Area, all R2 Low Density Residential zoned land is identified as *"Area 1"* on the Floor Space Ratio Map. The maximum FSR for a dwelling house on land identified as *"Area 1"* on the Floor Space Ratio Map must not exceed the maximum floor space ratio specified in the table below:

Site area	Maximum floor space ratio
Not more than 650 square metres	0.55:1
More than 650 square metres but not more than 1,000 square metres	[(site area - 650) × 0.3 + 357.5] ÷ site area:1
More than 1,000 square metres but not more than 1,500 square metres	[(site area - 1000) × 0.2 + 462.5] ÷ site area:1
More than 1,500 square metres	[(site area - 1,500) × 0.1 + 562.5] ÷ site area:1

Table 23. Exceptions to floor space ratio – dwelling houses

The maximum floor space ratio for a dual occupancy in all residential zones must not exceed the maximum floor space ratio specified in the table below:

Site area	Maximum floor space ratio
Not more than 1,000 square metres	0.6:1
More than 1,000 square metres but not more than 1,500 square metres	[(site area - 1000) × 0.3 + 600] ÷ site area:1
More than 1,500 square metres but not more than 2,000 square metres	[(site area - 1500) × 0.2 + 750] ÷ site area:1
More than 2,000 square metres	[(site area - 2000) × 0.1 + 850] ÷ site area:1

Table 24. Exceptions to floor space ratio – dual occupancies

Section 4.4B: Exceptions to floor space ratio – non-residential uses

The objective of this clause is to encourage an appropriate mix of residential and non-residential uses in order to ensure a suitable level of non-residential floor space is provided to promote employment and reflect the hierarchy of Zone E1 Local Centre and Zone MU1 Mixed Use.

In the Study Area, all E1 zoned land is identified as *"Area 3"* on the Floor Space Ratio Map. Development consent must not be granted for development on land identified as *"Area 3"* on the Floor Space Ratio Map unless the non-residential floor space is at least 0.5:1.

Section 5.1 Relevant acquisition authority

The objective of this clause is to identify, for the purposes of section 3.15 of the Act, the authority of the State that will be the relevant authority to acquire land reserved for certain public purposes if the land is required to be acquired under Division 3 of Part 2 of the Land Acquisition (Just Terms Compensation) Act 1991 (the owner-initiated acquisition provisions).

There is currently no land reserved for acquisition in the Study Area. However, Council has the authority of the State to acquire land in Zone RE1 Public Recreation and marked *"Local open space"* and Zone MU1 Mixed Use and marked *"Local road widening"*. Any new planning proposal that amends the land use zoning map to include these zones in the Local Centre will grant Council the ability to acquire lots within the zone.

Section 5.10 Heritage conservation

The objectives of this clause are as follows:

- to conserve the environmental heritage of the Georges River local government area;
- to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views;
- to conserve archaeological sites; and
- to conserve Aboriginal objects and Aboriginal places of heritage significance.

The Study Area does not contain any heritage items nor does it contain any heritage conservation areas, of either local or State significance.

Clause 6.1 Acid sulfate soils

The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.

Land in the Study Area, generally west of Belmore Road is classified as Class 5 Acid sulfate soils. Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the water table is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land requires development consent.

Section 6.4 Foreshore area and coastal hazards and risk

The objectives of this clause are as follows:

- to protect people and property from unacceptable risk from coastal hazards associated with climate change;
- to ensure that development in the foreshore area will not impact on natural foreshore processes or affect the amenity of the area; and
- to facilitate opportunities for public access to and along the foreshore.

Lots generally adjoining Salt Pan Creek in the Study Area are identified on the Coastal Hazard and Risk Map. Lots on Salt Pan Road that are adjacent to Salt Pan Creek are identified on the Foreshore Building Line Map and have a building line of 30m from the mean high water mark.

Development consent must not be granted for development on such land unless the alteration, or demolition and rebuilding, of an existing building if the footprint of the building will not extend further forward than the footprint of the existing building.

Section 6.5 Riparian lands and waterways

The objective of this clause is to protect and maintain the following:

- water quality within waterways;
- the stability of the bed and banks of waterways;
- aquatic and riparian species, communities, populations and their habitats;
- ecological processes within waterways and riparian areas; and
- Aboriginal cultural heritage values of riparian land and waterways.

Lots generally adjoining Salt Pan Creek in the Study Area are identified as *"Sensitive land"* on the Riparian Lands and Waterways Map. In deciding whether to grant development consent for development on such land, the consent authority must consider the likelihood of adverse environmental impacts to the waterway and riparian areas.

Section 6.6 Foreshore scenic protection area

The objectives of this clause are:

- to protect, maintain and improve the scenic amenity of the Georges River foreshore;
- to protect, maintain and improve significant views of and from the Georges River;
- to protect, maintain and improve the diversity and condition of native vegetation and habitats;
- to reinforce and improve the dominance of landscape over built form, hard surfaces and cut and fill;
- to encourage the recovery of threatened species and their communities, populations and habitats; and
- to enhance existing environmental, cultural and built character values of the foreshore.

Lots generally adjoining Salt Pan Creek in the Study Area are identified as *"Foreshore scenic protection area"* on the Foreshore Scenic Protection Area Map. In deciding whether to grant development consent for development on such land, the consent authority must consider the protection of the natural environment including both flora and fauna, avoidance of clearing steep slopes and facilitation of the stability of the land, and the minimisation of the impact on the views and visual environment, including views to and from the Georges River, foreshore reserves, residential areas and public places.

Section 6.10 Design excellence

The objective of this clause is to deliver the highest standard of sustainable architecture and urban design. This design excellence provision applies to development that involves the erection of a new building or additions or external alterations to an existing building that in the opinion of the consent

authority are significant that is on the following land and purpose:

- Foreshore Protection Area that involves development for the purpose of:
  - Bed and breakfast accommodation;
  - Health service facilities;
  - Marina;
  - Residential accommodation, except for secondary dwellings
- Land in the following zones if the building concerned is 3 or more storeys or has a height of 12 metres or greater above ground level (existing), or both, not including levels below ground level (existing) or levels that are less than 1.2 metres above ground level (existing) that provide for car parking—
  - Zone R4 High Density Residential,
  - Zone E1 Local Centre,
  - Zone E2 Commercial Centre,
  - Zone E4 General Industrial,
  - Zone MU1 Mixed Use.

Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence. In considering whether the development exhibits design excellence, the matters the consent authority must have regard to include:

- whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
- whether the form and external appearance of the development will improve the quality and amenity of the public domain,
- whether the development detrimentally impacts on view corridors,
- how the development addresses the following matters—
  - the suitability of the land for development,
  - existing and proposed uses and use mix,
  - heritage issues and streetscape constraints,
  - the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,
  - bulk, massing and modulation of buildings,
  - street frontage heights,
  - environmental impacts such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,
  - pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of pedestrian networks,
  - the impact on, and proposed improvements to, the public domain,
  - achieving appropriate interfaces at ground level between the building and the public domain,
  - excellence and integration of landscape design,
  - the provision of communal spaces and meeting places,
  - the provision of public art in the public domain,
  - the provision of on-site integrated waste and recycling infrastructure,
  - the promotion of safety through the application of the principles of crime prevention through environmental design.

Section 6.11: Environmental sustainability

The objective of this clause is to ensure that development to which this clause applies is consistent with principles of best practice environmentally sensitive design. This clause applies to the R4 High Density Residential and E1 Local Centre zones within the Study Area. This clause will be a matter for consideration for any future development within these zones that involve the erection of a new building or additions or external alterations to an existing building that in the opinion of the consent authority are significant.

Development consent must not be granted to development on land to which this clause applies if the building is 1,500 square metres in gross floor area or greater unless adequate consideration has been given to the following in the design of the building—

- water demand reduction, including water efficiency, water recycling and minimisation of potable water usage,
- energy demand reduction, including energy generation, use of renewable energy and reduced reliance on mains power,
- indoor environmental quality, including daylight provision, glare control, cross ventilation and thermal comfort,
- the minimisation of surfaces that absorb and retain heat and the use of surfaces that reflect heat where possible,
- a reduction in new materials consumption and use of sustainable materials, including recycled content in concrete, sustainable timber and PVC minimisation,
- transport initiatives to reduce car dependence such as providing cycle facilities, car share and small vehicle parking spaces.

Section 6.12 Landscaped areas in certain residential and conservation zones

The objectives of this clause are to:

- to ensure adequate opportunities exist for the retention or provision of vegetation that contributes to biodiversity and enhances the tree canopy of the Georges River local government area,
- to minimise urban run-off by maximising permeable areas on the sites of development,
- to ensure that the visual impact of development is minimised by sufficient and appropriately located landscaping that complements the scale of buildings,
- to ensure that the use of surfaces that absorb and retain heat are minimised.

This clause applies to the R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential zones within the Study Area. This clause will be a matter for consideration for any future development within these zones that involve the erection of a new building or additions or external alterations to an existing building, resulting in an increased building footprint. It is noted this clause does not apply to residential apartment development within the meaning of the Housing SEPP.

Development consent must not be granted to development on land to which the clause applies unless the consent authority is satisfied that the development—

- allows for the establishment of appropriate plantings—
- that are of a scale and density commensurate with the height, bulk and scale of the buildings to which the development relates, and
- that will maintain and enhance the streetscape and the desired future character of the locality, and
- maintains privacy between dwellings, and
- does not adversely impact the health, condition or structure of existing trees, tree canopies or tree root systems that are to be retained as part of the development on the land or adjacent land, and
- enables the establishment of indigenous vegetation and habitat for native fauna, and
- integrates with the existing vegetation to protect existing trees and natural landscape features such as rock outcrops, remnant bushland, habitats and natural watercourses.

Development consent must not be granted to development on land to which this clause applies unless at least the following percentages of the site area consists of landscaped areas or natural rock outcrops—

- for a dwelling house located on land outside the Foreshore Scenic Protection Area—20% of the site area, or
- for a dwelling house located on land within the Foreshore Scenic Protection Area—25% of the site area, or
- for a dual occupancy or semi-detached dwelling located on land outside the Foreshore Scenic Protection Area—25% of the site area, or
- for a dual occupancy or semi-detached dwelling located on land within the Foreshore Scenic Protection Area—30% of the site area, or
- for development in Zone R3 Medium Density Residential—20% of the site area, or
- for development in Zone R4 High Density Residential—10% of the site area, or
- for development in Zone C2 Environmental Conservation—70% of the site area.

It is noted if a lot is a battle-axe lot or other lot with an access handle, the area of the access handle and any right of carriageway is not to be included in calculating the site area for the purposes of landscaped area.

Section 6.13: Development in Zones E1, E2 and MU!

The objectives of this clause are to:

- to promote uses that attract pedestrian traffic along ground floor street frontages,
- to maintain existing, and encourage additional, non-residential uses along ground floor street frontages,
- to strengthen the viability of existing established centres,
- to maintain opportunities for business and retail development that is suited to high exposure locations.

This clause applies to the E1 Local Centre zone within the Study Area. This purpose of this clause is to ensure any future development within the E1 zone does not cause part of the ground floor to be used for the purpose of residential accommodation or tourist and visitor accommodation. This clause does not apply to a part of the building that is used for the following purposes:

- entrances and lobbies, including as part of a mixed use development,
- access for fire services,
- essential services.

Section 6.16: Development in areas of activity hazard risk

The objective of this clause is to minimise risk to life and property in the event of an emergency arising near a high-pressure gas pipeline. This clause applies to development for one or more of the following purposes on land identified as *"High Pressure Gas Pipeline Risk Area"* on the Activity Hazard Risk Map—

- centre-based childcare facilities,
- early education and care facilities,
- educational establishments,
- health services facilities,
- seniors housing.

The consent authority must not determine a development application for development to which this clause applies, unless the consent authority has—

- consulted the Planning Secretary on the application, and
- taken into consideration the Planning Secretary's submissions, if any.

The Study Area contains the MSE Gas Pipeline which is generally aligned and contained within the rail corridor, as such any future development for the purposes identified above will be subject to the requirements under this clause.

4.3.13 Georges River Development Control Plan 2021

The Georges River Development Control Plan 2021 (GRDCP 2021) provides detailed guidance in relation to development matters beyond those standards contained within the GRLEP 2021. Under the Environmental Planning and Assessment Act 1979, development control plans are non-statutory and are not to be inconsistent or incompatible with SEPPs or LEPs.

Part 5.1: Riverwood Locality Statement

Part 5.1:Riverwood Locality Statement is as follows:

Riverwood is a predominately low density suburban area with pockets of residential flat building development mostly located around the Riverwood commercial centre and railway station. Due to the various stages of development that occurred in this locality, there is a diverse range of subdivision patterns. Salt Pan Creek and the bordering bushland at the western edge of this locality provide a leafy character to the surrounding low density areas.

The streets, although inconsistent in width throughout the locality, are generally tree-lined and present as a 'green corridor' through the provision of generous landscaping within the front setback space. However, the larger building footprints occupied by the more recent residential flat buildings, multi dwelling housing and dual occupancy developments are accompanied by a significant reduction in the amount of landscaped area provided compared to the post-war dwelling houses.

The future desired character of the locality is as follows:

- Low density residential suburban, transitioning to a mix of medium and high-density residential character towards Riverwood commercial centre.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage the retention of treetop bushland views towards the west of the locality, overlooking Salt Pan Creek.

Part 5.4 Peakhurst Locality Statement

Part 5.4 Peakhurst Locality Statement is as follows:

Peakhurst is a predominately low density suburban area with a precinct of residential flat buildings to the south of Peakhurst Park and some medium density developments between Forest Road, Belmore Road and Bonds Road. Due to the gradual trickle of housing development in Peakhurst up until the mid-1940s, there is a lack of uniform subdivision pattern throughout the locality.

The streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. The front setbacks are also inconsistent in many streets. However, most dwellings provide trees and/or landscaping in the front yard.

The future desired character of the locality is as follows:

- Encourage tree planting and landscaping within the front setback space to create a treelined streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.
- Encourage the retention of treetop bushland views towards the west of the locality, overlooking Georges River.

Part 7.2.7 Riverwood Local Centre (Belmore Road)

Part 7.2.7 Riverwood Local Centre (Belmore Road) is as follows:

Belmore Road Riverwood is considered the strongest local centre in Georges River, particularly in terms of providing local retail services to meet the daily and weekly needs of its residential catchment. The major asset in the Local Centre is the Riverwood Plaza Shopping Centre, anchored by Coles, Woolworths and Aldi supermarkets.

Riverwood precinct provides the greatest employment provision of any of the E1 Local Centres. Considering its size the precinct provides a moderate level of residential attributable to mixed use developments and some shop top housing.

The centre generally consists of one and two storey older building stock with a recent 5 storey shop top development. The majority of shops are built on narrow lots but there are some larger sites such as Riverwood Plaza Shopping Centre. There is good pedestrian amenity and comfort with wide footpaths, consistent paving, and street landscaping.

The centre offers good exposure from passing foot and vehicle traffic from within the local centre core. In line with a number of other centres, car parking is an important issue impacting the development of additional retail. Residential densification in the broader area would support greater retail demand.

Generally high demand for residential uses exists. Additionally, some reasonable development potential exists within large sites (including council car parks). Permitting greater residential yields leverages off the existing rail infrastructure and provides the opportunity and incentive for landowners to provide developments that provide greater amenity while maintaining, and likely improving the retail offering.

The desired future character of the business precinct aims to:

- Integrate appropriate retail and commercial development with housing, improving street surveillance and after hour activity.
- Improve the public domain and the public/private interface with awnings, active uses, street tree planting and furniture and paving upgrades, creating a vibrant centre.

- Provide mixed-use development for passive surveillance and resident interaction.
- Encourage site consolidation and redevelopment to provide through-site pedestrian links or arcades that provide rear access to laneways and public car parking areas.

General controls to achieve these objectives include:

- Maximum street frontage for individual commercial sites along Belmore Road is 25m.
- Setbacks: Development along Belmore Road that has dual access to rear laneway is required to provide a 1m setback to the laneway. This 1m setback is required to be dedicated to Council to allow for lane widening to improve pedestrian amenity and traffic management.
- Belmore Road is not to be used to provide vehicular access to the site.

Key directions for the masterplan

- A large amount and range of NSW Government and council planning policy will shape the masterplan.
- In particular, the masterplan must align in-principle with the vision set for the Georges River community by the Georges River Local Strategic Planning Statement (the LSPS), which is a 'A productive place to live, work and enjoy – with diverse, active, green, well designed and connected places'.
- It also needs to be consistent with the large number and range of NSW Government planning policy, including the 'criteria to guide growth' established by the LSPS.
- However, it will seek to align with this policy in a way that is tailored to the needs of the Riverwood Local Centre community.
- Elements that will need to be considered comprise housing, jobs and employment, transport, the environment and open space, and facilities and infrastructure

5 DEVELOPMENT ACTIVITY

This part summarises key, recent development applications and planning proposals in the Study Area, and identifies their directions for the masterplan.

Development activity is an important indicator in determining the future context of an area. Understanding this is essential to inform a practical masterplan that is aligned with the long-term vision of both the community and the LGA. As such, this part of the Background Report provides an overview of recent and notable rezonings (planning proposals) and development applications within the Study Area and immediate surrounds. This includes the adjacent Riverwood Estate, and the potential implications it may have on the masterplan.

It is important to note that due to the many development pathways available in NSW, not all development activity is recorded in publicly available sources and is therefore not captured in this section. In particular, this will include complying development such as houses under the Housing Code part of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (the Codes SEPP) and dual occupancies, manor houses, and terraces under the Low Rise Housing Diversity Code of the Codes SEPP.

Map ID	Reference	Address	Lodgement date	Status/Approval date	Description
State Significant Development					
1	MP10_0181	Washington Avenue and Kentucky Road, Riverwood	01/10/2010	Approved 22/11/2011	Riverwood North Estate – Stage 1 – Phase 1 Project Application for first phase of planned renewal of Riverwood North, including super-lot subdivision, construction and strata subdivision of three residential flat buildings comprising 150 social housing dwellings, ancillary car parking, communal open space, landscaping and site works, including garden square on Kentucky Road and other public domain improvements.
State Significant Precinct					
2	-	Riverwood Estate	Declared SSP 05/03/2021	Rezoning finalised July 2024	Amendment of planning controls within the Canterbury-Bankstown Local Environmental Plan 2023 enabling the delivery of 420 new homes of which 50% will be social and affordable housing.
Planning Proposals					
3	PP-2020-85	Georges River Local Government Area	Commenced	Approved and published 08/10/2021	A new comprehensive Local Environmental Plan (LEP) for the amalgamated Georges River LGA, including: · Preservation of Foreshore Scenic Protection Area in Riverwood · Rezoning from R3 to R4 for lots around Riverwood Station
4	PP-2021-1674	28-42 Josephine Street, Riverwood	Commenced 07/03/2014	Approved and published 08/05/2014	Canterbury LEP 2012 - implementing the Residential Development Strategy – Changes to Land Zoning (from RE2 to R3), height of building (from NA to 8.5), FSR (from NA to 0.5:1), lot size (from NA to min 460sqm).

Map ID	Reference	Address	Lodgement date	Status/Approval date	Description
Development Applications					
5	DA2014/0164	63 Cairns Street, Riverwood	28/03/2014	Approved 02/07/2014	Demolition of existing structures; construct multiple dwelling development comprising 5 x dwellings
6	DA2015/0160	28 Clarendon Road, Peakhurst	15/05/2015	Approved 21/09/2015	Demolition of existing structures; new multiple dwelling development comprising 3 x dwellings
7	DA2016/0177	42 Clarendon Road, Peakhurst	8/07/2016	Approved 21/07/2017	Demolition of existing structures, and construction of new multi dwelling development comprising four (4) x dwellings with basement parking
8	DA2016/0219	279-281 Belmore Road, Riverwood	15/08/2016	Determined (Approved by LEC) 30/04/2019	Demolition of existing structures and construction of a mixed retail and residential development with 33 apartments
9	DA2016/0294	10-12 Amy Road, Peakhurst	1/11/2016	Approved 04/01/2018	Demolition of existing structures and construction of new multi dwelling development with five (5) dwellings
10	DA2016/0343	345 Belmore Road, Riverwood	13/12/2016	Determined (Approved)	Demolition of existing structures and construction of a five (5) storey mixed use development with 9 apartments and basement parking
11	DA2017/0022	27 and 29 Cairns Street and 28 and 30 Eldon Street, Riverwood	3/02/2017	Approved by JRPP 21/12/2017	Demolition of existing structures and construction of a multiple dwelling development comprising 12 x dwellings with 4 dwellings being affordable housing under the provisions of State Environment Planning Policy - Affordable Rental Housing 2009
12	DA2017/0265	16 Thurlow Street, Riverwood	21/07/2017	Approved 30/04/2018	Demolition of existing structures and construction of a new multi dwelling housing development including strata subdivision (SEPP Affordable Rental Housing 2009)
13	DA2017/0489	38 Cairns Street, Riverwood	17/10/2017	Approved 24/01/2019	Demolition of existing structures and construction of multi dwelling housing development and front fence
14	DA2018/0258	2 Lillian Road, Riverwood	28/06/2018	Approved 24/06/2019	Demolition works, construction of a multi dwelling housing development containing 4 units
15	DA2021/0016	762-764 Forest Road and 21 Prospect Road, Peakhurst	18/01/2021	Refused by South Sydney Planning Panel 29/09/2021	Demolition works, construction of a hostel for use as seniors housing
16	DA-61/2023	31 Earls Avenue, Riverwood	31/01/2023	Approved 30/03/2023	Construction of a two storey dwelling.
17	DA-313/2023	4 Bell Street, Riverwood	28/03/2023	Approved 10/05/2023	Construction of a secondary dwelling.
18	DA-458/2024	10-12 Wiggs Road, Riverwood	23/05/2024	Approved 14/11/2024	Construction of a warehouse building and use for the storage and distribution of wholesale goods
19	DA-680/2024	15A Union Street, Riverwood	18/07/2024	Approved 22/10/2024	Demolition of existing structures and construction of a two storey child care centre with at grade parking

Map ID	Reference	Address	Lodgement date	Status/Approval date	Description
20	DA2024/0342	17 Romilly Street, Riverwood	22/07/2024	Determined (Approved) 19/05/2025	Construction of a two storey dwelling house, landscaping and site works
21	DA2024/0378	16 Peake Parade, Peakhurst	8/08/2024	Under Assessment	Demolition, construction of an attached two storey dual occupancy, swimming pools, landscaping and site works including subdivision
22	DA2024/0383	8 Clarendon Road, Peakhurst	13/08/2024	Withdrawn (11/04/2025)	Construction of a multi dwellings and strata subdivision
23	DA2024/0506	49 William Road ,Riverwood	22/10/2024	Determined (Approved) 15/05/2025	Demolition, construction of an attached two storey dual occupancy, landscaping and site works including Torrens title subdivision
24	DA2024/0514	45 Trafalgar Street, Peakhurst	29/10/2024	Under Assessment	Demolition of the dwelling house and associated outbuildings, alterations and additions to a child care centre to increase the number of children and construction of a new outdoor play area
25	DA2024/0532	11 Elwin Street, Peakhurst	8/11/2024	Under Assessment	Construction of a secondary dwelling
26	DA2024/0587	68 Clarendon Road, Peakhurst	6/12/2024	Under Assessment	Demolition of existing buildings, construction of dwelling house, swimming pool and associated landscaping
27	DA2024/0612	1-13 Coleridge Street, Riverwood	19/12/2024	Under Assessment by SSPP	Affordable Housing Residential Flat Building - (Homes NSW site) Removal of trees and construction of a 4 storey affordable housing residential flat building containing 42 units over basement car parking, including landscaping, site works and dedication of land.
28	DA-278/2025	7, 9 & 11 Sofala Street, Riverwood	26/03/2025	Withdrawn 29/04/2025	Demolition of existing structures, tree removal, and Torrens title subdivision of three existing lots into two new lots.
29	P5-2024-167	17-27 Hardwicke Street, Riverwood	31/03/2025	Determined (Approved by under Part 5 Assessment)	Seniors Housing under Housing SEPP (LAHC site) Demolition of 6 dwellings and construction of a seniors housing building containing 29 dwellings, comprising 17 x 1 bedroom and 12 x 2 bedroom units, parking for 14 vehicles, associated site works and landscaping, and consolidation of 6 lots into single lot.
30	DA2024/0214	160 Broadarrow Road, Riverwood	22/05/2025	Determined (Approved) (09/04/2025)	Demolition and construction of a single storey dwelling, landscaping and site works

Table 25. Planning proposals and development applications

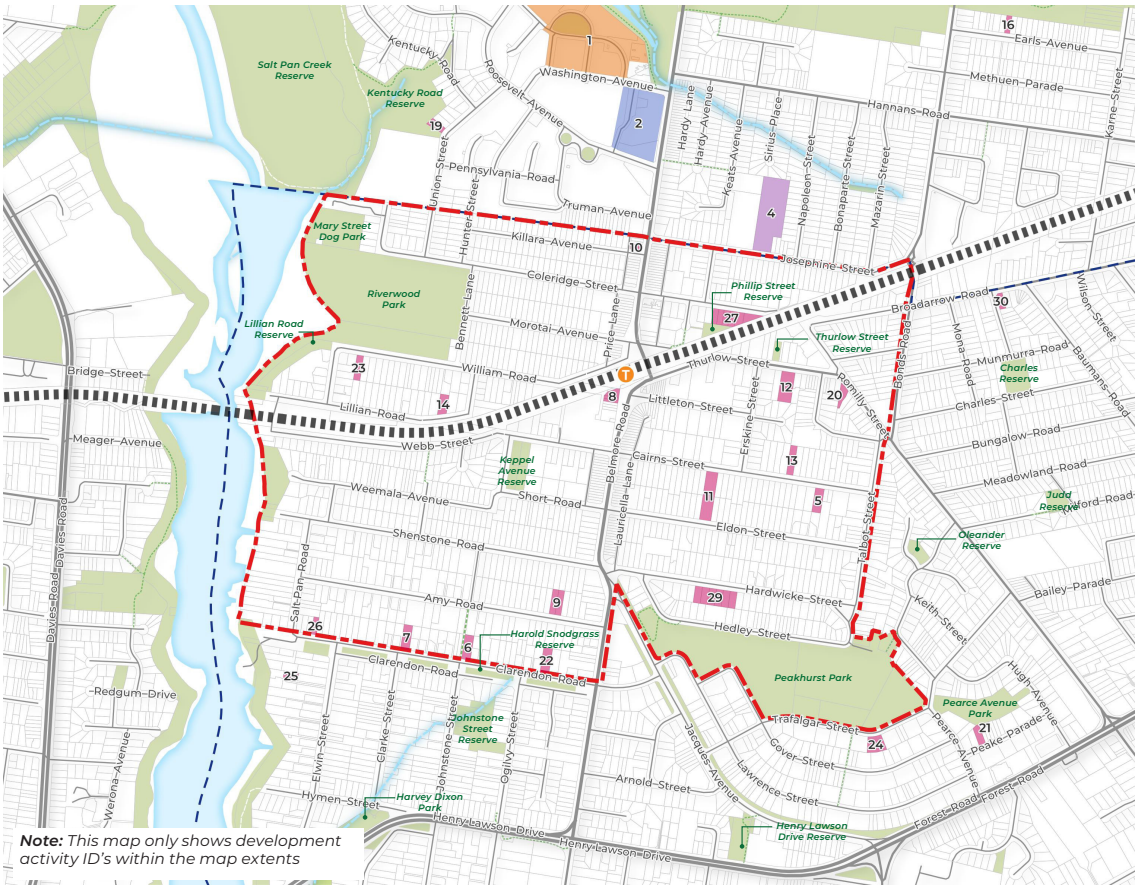


Figure 15. Development Activity Map
Source: Colliers Urban Planning

5.1 Riverwood Estate

The Riverwood Estate is located in the Canterbury-Bankstown LGA, immediately north of the Study Area. The Estate includes approximately 1,100 dwellings, however, due to its ageing infrastructure, is proposed to undergo renewal. The site presents an opportunity to increase housing supply, diversity and affordability in a strategic location near existing infrastructure and intends to deliver better social and economic outcomes for social housing tenants.

A more recent, revised scope of the Riverwood Estate renewal focuses on a staged approach to development. This is in response to changing market conditions and an adapted response to improve delivery. The first stage will comprise approximately 420 new dwellings with an anticipated mix of 50% social and affordable housing and 50% market housing, and a new childcare centre. This revised scope will lessen immediate impacts on local infrastructure and will provide a precedent for what can be achieved, incentivising future stages.

The Riverwood Estate will increase the population in the area and may lead to the subsequent use of Georges River and the Study Area's infrastructure including roads, employment uses and community facilities. Conversely, the anticipated establishment of multiple public facilities accessible to the wider community will become available to residents in the Georges River LGA. Specific considerations in relation to housing, environment, infrastructure, community, movement and employment are explored below.

Housing

- The proposed development replaces 60 existing dwellings with 420 new dwellings, 50% of which will be social and affordable housing and 50% private market housing.
- Maximum building heights within Riverwood Estate include 29m for 8-storey buildings and 42m for 12-storey buildings. This forms part of a height strategy which ensures a suitable transition to the surrounding buildings to the east and higher built form to the north, south and west.
- The development seeks to support local amenity for existing and new residents through an additional permitted use enabling a neighbourhood supermarket, neighbourhood shops and food and drink premises to operate on the site.
- Based on an average occupancy rate of 2.91 people per dwelling across the 360 additional dwellings to be delivered, this would result in an increase of 1,047 residents. On this basis, TfNSW determined that the impacts of increased density on the local environment (transport, infrastructure) would be minor. This suggests that the local area is able to support the increase in residential density proposed under in Riverwood Estate.

Jobs and the economy

- The rezoning is expected to generate approximately 59 on site jobs from 2,800sqm retail floor space in the Study Area.
- Impact modelling in the Demographics and Retail Study prepared by SGS suggested that developing a retail destination along Belmore Road detached from the existing local centre core would stretch commercial activity leading to persistent vacancies.
- The final rezoning does not include any commercial land other than that supplementary to the immediate needs of residents in the estate (e.g. shop-top housing).
- Strategic planning guidance points towards nurturing and growing the existing Riverwood local centre core.

Transport

- The proposed development is estimated to generate approximately 1,182 trips in the morning peak hour and 1,353 trips in the evening peak hour when it is fully operational (2041).
- Belmore Road provides primary access to the existing local streets in the Study Area and will function as a gateway to the proposed development. The plan emphasises the enabling pedestrian and cyclist movements to the surrounding land uses as well as vehicle movements to the wider road network.
- Belmore Road would service as the main vibrant street providing important north-south connections across the rail line, into the local

centre core and to the arterial road network including the M5 Motorway, Canterbury Road and King Georges Road. However, Belmore Road will also fulfil its function to cater for pedestrian and cyclist movements to Riverwood railway station and other points-of interest.

- The assessment concluded that due to the low traffic generating nature of the proposal, no network or transport improvements were required. However, the cumulative impact of smaller scale developments was noted to potentially trigger required transport improvements outlined as part of the precinct wide traffic assessment.

Environment and open space

- Where high retention trees must be removed to enable the development, they would be offset with replacement planting which would contribute to the 30% tree canopy target of the proposed development. This is supported by deep soil areas which are proposed along Belmore Road and courtyards incorporated into the building footprint.
- Whilst the site is not identified as flood prone, land adjacent to the Salt Pan Creek to the west of the site is identified in the flood planning area.

Facilities and infrastructure

- The proposal aims to ensure supporting infrastructure provided through state and local contributions. However, these contributions are to be paid to Canterbury-Bankstown LGA and not Georges River LGA. The Department notes that the additional housing and population will be adequately serviced by existing infrastructure in the Georges River.
- The proposal was supported by an Infrastructure Services Addendum which noted the following;
  - Water: Upgrades to Roosevelt Avenue will require changes to existing lines. Preferred options for effected asset/s discussed with Sydney Water.
  - Sewer: The subject area is serviced by smaller sewer mains that connect to a main trunk. These will likely be utilised for any future connections required.
  - Electricity: The site is likely to receive power from Bankstown Sub-Transmission Substation.
  - Gas: The site is located outside of the Moomba to Sydney Liquide Ethane pipeline hazard area and therefore suitable for its intended uses.
  - Telecommunications: New telecommunication infrastructure will be erected in response to the decommission and removal of existing infrastructure.
- The proposal was supported by a Social Infrastructure Study that concluded the Study Area (Riverwood Estate Precinct) is well serviced with access to existing social infrastructure. The study notes the following:
  - Riverwood Community Centre is ageing and needs upgrades to serve the expanding community.
  - Riverwood Men's Shed and other community rooms will need to be replaced as these will be removed for new development.
  - Lack of arts and cultural facilities in the area and will need to be provided.
  - School infrastructure will need to be monitored as new stages are delivered.
  - Early education and care facilities will need to be provided in addition to replacing existing SDN early education and care centre to be removed for new development.
  - Health and hospitals will need to be monitored as new stages are delivered.
  - Other communal spaces are dependent on the Community Housing Provider needs.
  - 3.3ha to 4.5ha are anticipated to be needed in the Study Area to ensure access for all residents and should be embellished with infrastructure to support community wellbeing (eg shading, seating, exercise equipment).
  - Increase capacity of existing sports fields and provide a multipurpose outdoor court.

Key directions for the masterplan

- Review suggests that there is relatively subdued development activity in the Study Area at present.
- Where it has been approved or proposed, it is mainly limited to low-rise, low- density and medium density housing.
- The largest approved development is for parts of the Riverwood Estate rezoned by DPHI in 2024.
- Of note, maximum building heights allowed within Riverwood Estate include 29m for 8-storey buildings and 42m for 12-storey buildings. This forms part of a height strategy which ensures a suitable transition to the surrounding buildings to the east and higher built form to the north, south and west.



Figure 16. Riverwood Local Centre
Source: Colliers Urban Planning

6 PLACE ANALYSIS

This part analyses key physical attributes of the Study Area, and identifies their directions for the masterplan.

The following elements are considered in this section:

- natural environment
- transport
- open space, social infrastructure and public domain
- land use
- infrastructure, hazards and risks.

6.1 Natural environment

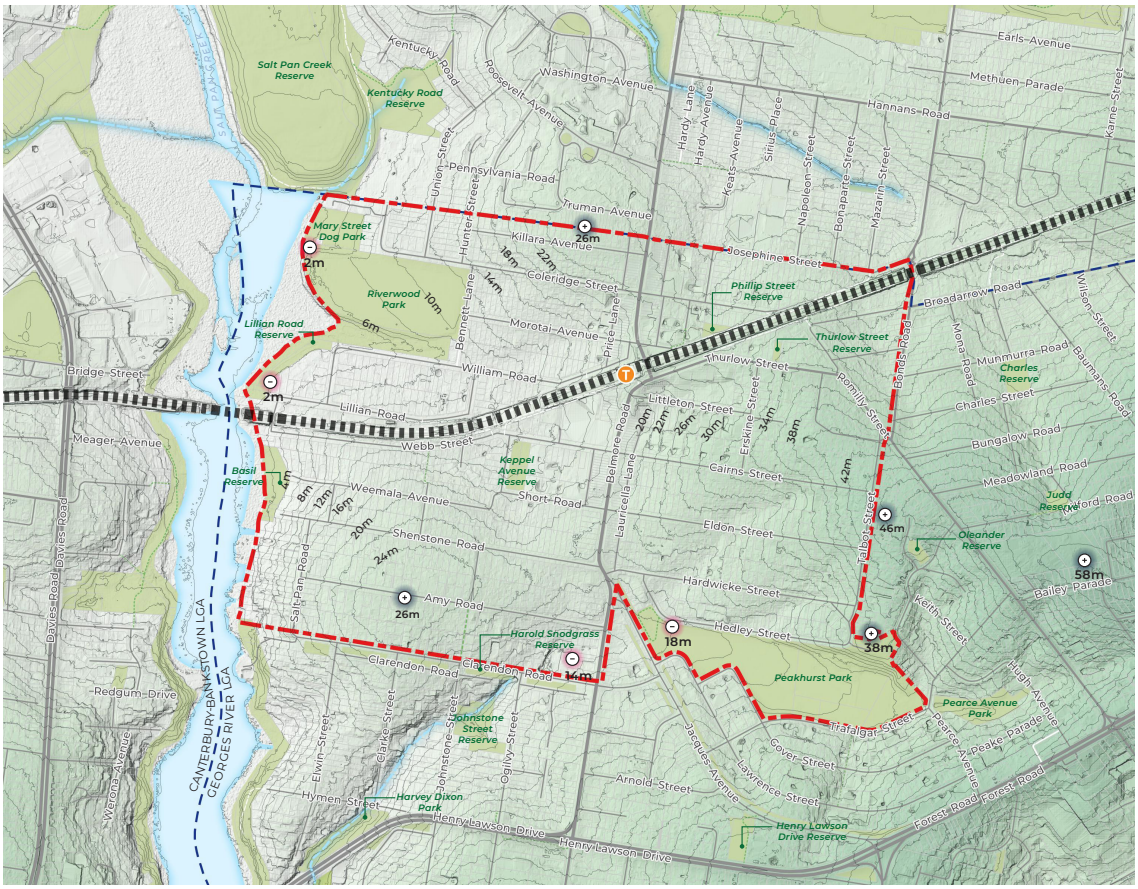
The following matters are considered in this section:

- topography
- geology and soils
- waterways and riparian land
- coastal area
- foreshore area
- flooding and projected sea level rise
- flood impacted lots.

6.1.1 Topography

The low point of the Study Area is Salt Pan Creek at its western boundary. From here, land rises relatively gently to high points of 26m around Killara Avenue at the northern boundary of the Study Area, 26m around Amy Road in the southern part of the study area, and 46m around Talbot Street to the east of the Study Area. While Belmore Road has a general elevation of between 18m - 20m, it slopes noticeably downward from Riverwood Station to its southern part. The overall arrangement of topography creates a shallow, semi-circular bowl to the west of Belmore Road within which the T8 Airport and South Line traverses. Most open spaces are located in lower-lying areas, particularly the Study Area's largest open spaces at Riverwood Park and Peakhurst Park.

Development in the Study Area will only be inhibited by steep blocks adjacent to Salt Pan Creek around Salt Pan Road that would require substantial cut/fill on ground to accommodate new development. Otherwise, the topography of the Study Area is not a major constraint to new development.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Existing roads
- Open space
- Water body
- Creekline

Topography

- 2m contours
- High point
- Low point

Figure 17. Topography
Source: Colliers Urban Planning

6.1.2 Geology and soils

The geology of much of the Study Area, in particular more elevated parts, comprises Ashfield Shale of the Wianamatta Group. Lower lying area adjoining and close to Salt Pan Creek have a geology comprising estuarine and river sands and gravels laid down by flood or wind during the current Quaternary period. While this geology has attributes that need to be managed, it does not represent a major constraint to development.

The Study Area's proximity to Salt Pan Creek means that land generally between Belmore Road and Salt Pan Creek contains acid sulfate soils. These soils are often found in coastal areas, wetlands and other waterlogged environments. Acid sulfate soils are harmless when not disturbed. However, development that lowers the water table can expose the soils to the air, releasing acids that can remove oxygen from water, harming fish and other aquatic organisms.

Land containing acid sulfate soils can be distributed into five (5) classes dependent on likelihood of their presence and depth in the soil profile, as well as the proximity to other areas with acid sulfate soils.

Land of classes 1-4 almost certainly contain acid sulfate soils and have varying triggers for development requiring the preparation of an acid sulfate soils management plan, as stipulated in the GRLEP 2021. Salt Pan Creek itself contains Class 1 acid sulfate soils, while parts of the foreshore including a large portion of Riverwood Park contains Class 2 and 3 acid sulfate soils. This presents a constraint for development associated with the Salt Pan Creek Corridor and green grid connections as works must consider potential environmental impacts of disturbing the water table.

Land within 500m of Class 1-4 acid sulfate soils land is classified as Class 5 land. This generally represents most land east of Belmore Road. Works undertaken on Class 5 land is only constrained by acid sulfate soils management if works are expected to lower the water table on adjacent Class 1-4 land.

Therefore, land east of Belmore Road presents a clear opportunity for redevelopment without risk of negative environmental impact. Notwithstanding this, works on land west of Belmore Road are not completely constrained by the disturbance of acid sulfate soils, and can be undertaken with appropriate management plans if required.

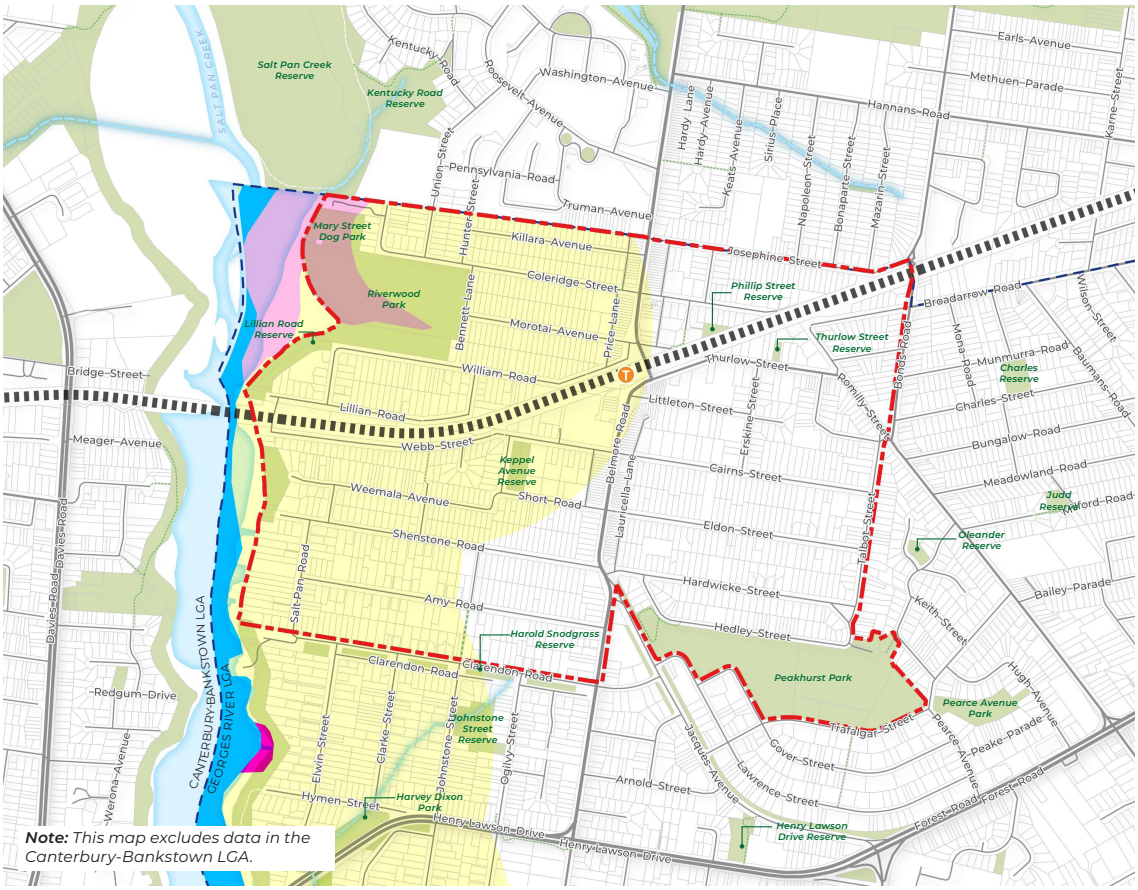


Figure 18. Geology and soils
Source: Colliers Urban Planning

6.1.3 Riparian land and waterways

Clause 6.5 of the GRLEP 2021 recognises the importance of riparian land and waterways to environmental functions in the LGA. The objective of this clause is to protect and maintain the following:

- water quality within waterways;
- the stability of the bed and banks of waterways;
- aquatic and riparian species, communities, populations and their habitats;
- ecological processes within waterways and riparian areas; and
- Aboriginal cultural heritage values of riparian land and waterways.

Lots generally adjoining Salt Pan Creek in the Riverwood Local Centre are identified as "*Sensitive land*". Development on such land must consider the likelihood of adverse environmental impacts to the waterway and riparian areas. This includes the water quality and flow, stability of the river banks, any future rehabilitation of the waterway and riparian areas and the biophysical, hydrological or ecological integrity of adjacent coastal wetlands.

The map also includes a draft 40m terrestrial biodiversity buffer. This area intends to protect the ecological systems present in the Salt Pan Creek corridor, as new development in this zone will have stricter development standards relating to potential impacts on ecological processes and other environmental impacts.

The 40m buffer can support improved amenity outcomes for new residential development along the Salt Pan Creek corridor with new opportunities for urban renewal focused around environmental values. The biodiversity corridor will restore vegetation gaps, incentivising active transport usage and liveability outcomes.

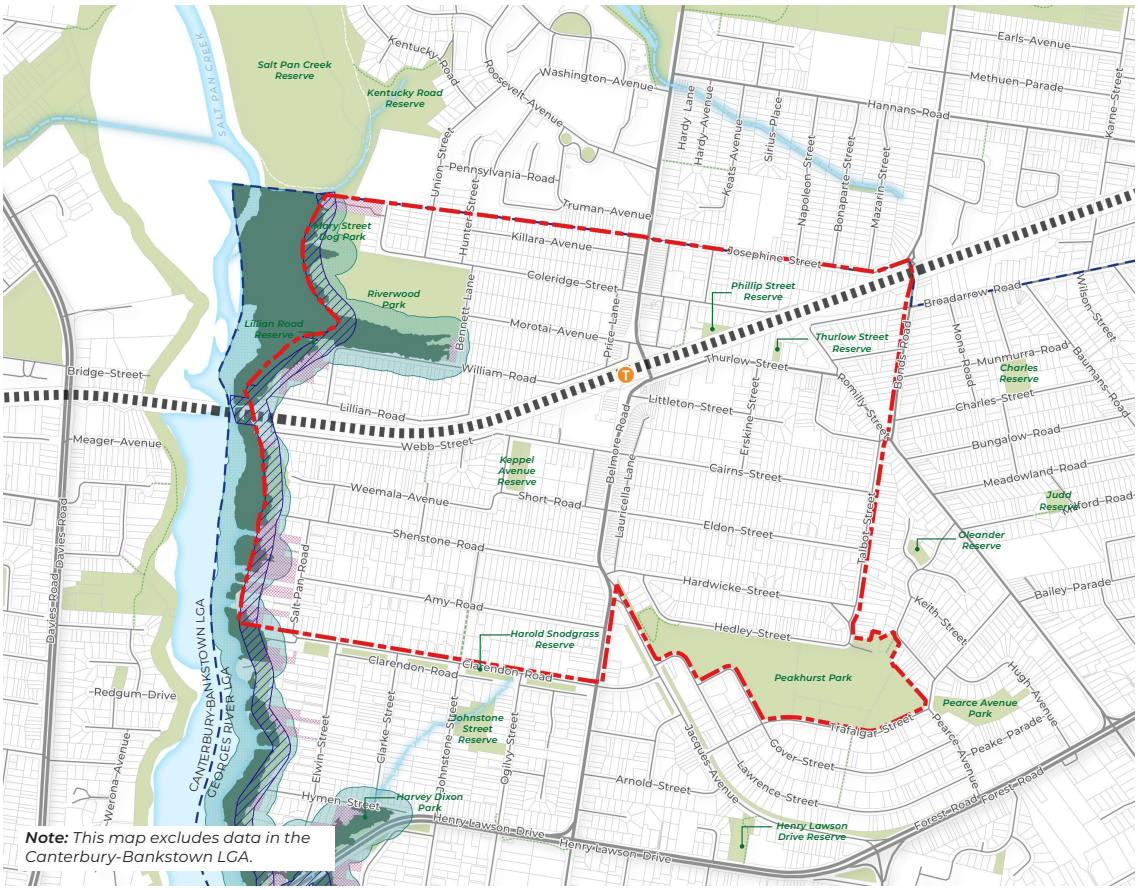


Figure 19. Riparian land and waterways
Source: Colliers Urban Planning

6.1.4 Coastal area

Chapter 2 of the State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP) relates to the promotion of an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the Coastal Management Act 2016, including the management objectives for each coastal management area, by:

- managing development in the coastal zone and protecting the environmental assets of the coast, and
- establishing a framework for land use planning to guide decision-making in the coastal zone, and
- mapping the 4 coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the Coastal Management Act 2016.

Land in the Riverwood Local Centre generally adjoining Salt Pan Creek is identified under the Coastal Environment Area Map, Coastal Use Area Map and the Coastal Wetlands Area Map.

Development within the Coastal Environment area must not cause an adverse impact on the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment, including coastal environmental values and natural coastal processes, and Aboriginal cultural heritage, practices and places.

Development within the Coastal Use area must not have an adverse impact on existing, safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability, overshadowing, wind funnelling and the loss of views from public places to foreshores, and the visual amenity and scenic qualities of the coast.

Development in the Coastal Wetland area must include sufficient measures to protect, and where possible enhance, the biophysical, hydrological and ecological integrity of the coastal wetland. Development on land in proximity to coastal wetlands must not significantly impact the biophysical, hydrological or ecological integrity of the adjacent coastal wetland or the quantity and quality of surface and ground water flows to and from the adjacent coastal wetland.

The Coastal Area can support new residential development while also retaining the coastal environmental values of Salt Pan Creek. Development considerate of coastal values can uncover the positive amenity outcomes associated with marine and native vegetation by providing greater public access. This in turn will incentivise walking and cycling for transport and leisure activities along the corridor.

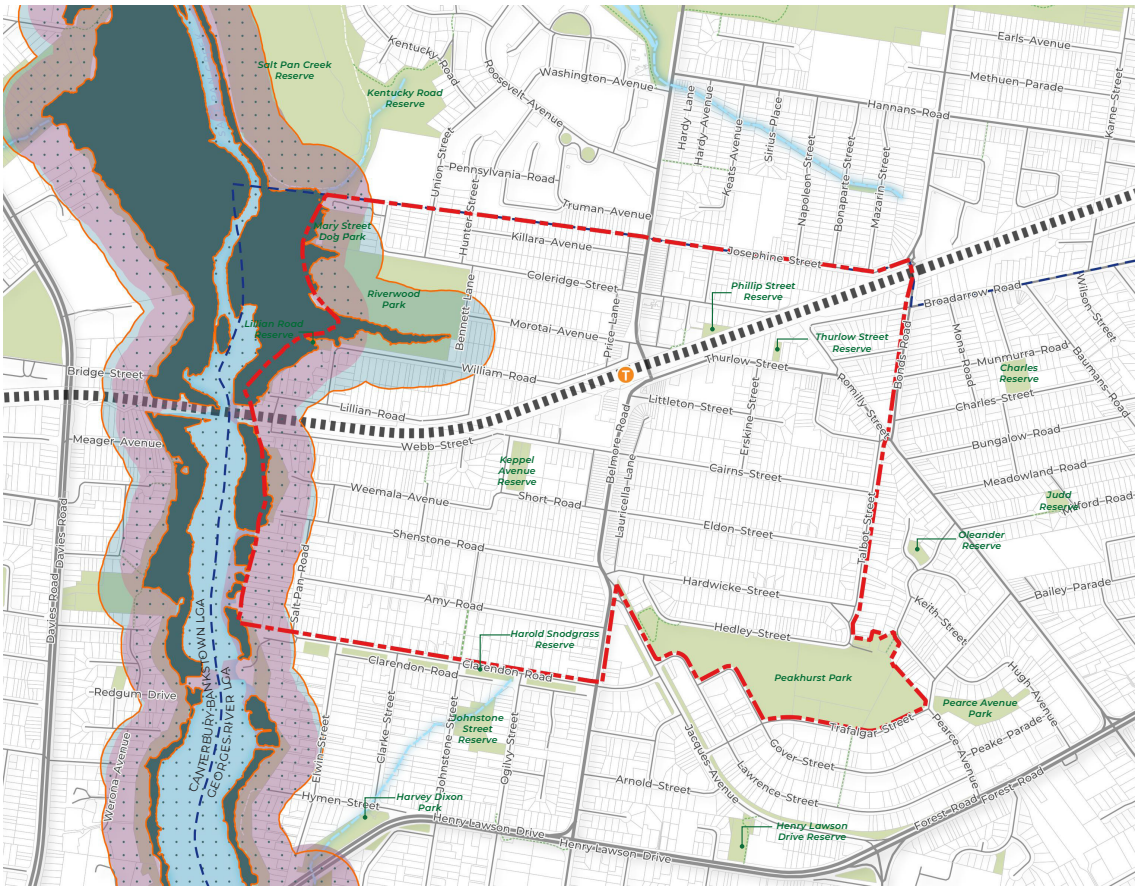


Figure 20. Coastal Area
Source: Colliers Urban Planning

6.1.5 Foreshore area

Clauses 6.4 and 6.6 of the GRLEP 2021 recognise the scenic amenity of foreshore areas and their risk posed to developments in coastal areas. The objectives of clause 6.4 are as follows:

- to protect people and property from unacceptable risk from coastal hazards associated with climate change;
- to ensure that development in the foreshore area will not impact on natural foreshore processes or affect the amenity of the area; and
- to facilitate opportunities for public access to and along the foreshore.

Lots generally adjoining Salt Pan Creek are identified on the Coastal Hazard and Risk Map. Lots on Salt Pan Road that are adjacent to Salt Pan Creek are identified on the Foreshore Building Line Map and have a building line of 30m from the mean high water mark. Development on such land must consider any exposure to coastal hazards, impacts of sea level rise, potential environmental harm and potential conflicts with people using open space areas or the waterway, and provide opportunities for continuous public access along the foreshore.

The objectives of clause 6.6 are:

- to protect, maintain and improve the scenic amenity of the Georges River foreshore;
- to protect, maintain and improve significant views of and from the Georges River;
- to protect, maintain and improve the diversity and condition of native vegetation and habitats;
- to reinforce and improve the dominance of landscape over built form, hard surfaces and cut and fill;
- to encourage the recovery of threatened species and their communities, populations and habitats; and
- to enhance existing environmental, cultural and built character values of the foreshore.

Lots generally adjoining Salt Pan Creek are identified as being within the *"Foreshore scenic protection area"*. Development on such land must consider the protection of the natural environment including both flora and fauna, avoidance of clearing steep slopes and facilitation of the stability of the land, and the minimisation of the impact on the views and visual environment, including views to and from the Georges River, foreshore reserves, residential areas and public places.

Similar to the Coastal Area, the Foreshore Area can support new residential development while also retaining the foreshore environmental values of Salt Pan Creek. Development considerate of foreshore values will preserve the scenic values and amenity offered by Salt Pan Creek, thereby encouraging active transport options and improving liveability outcomes.

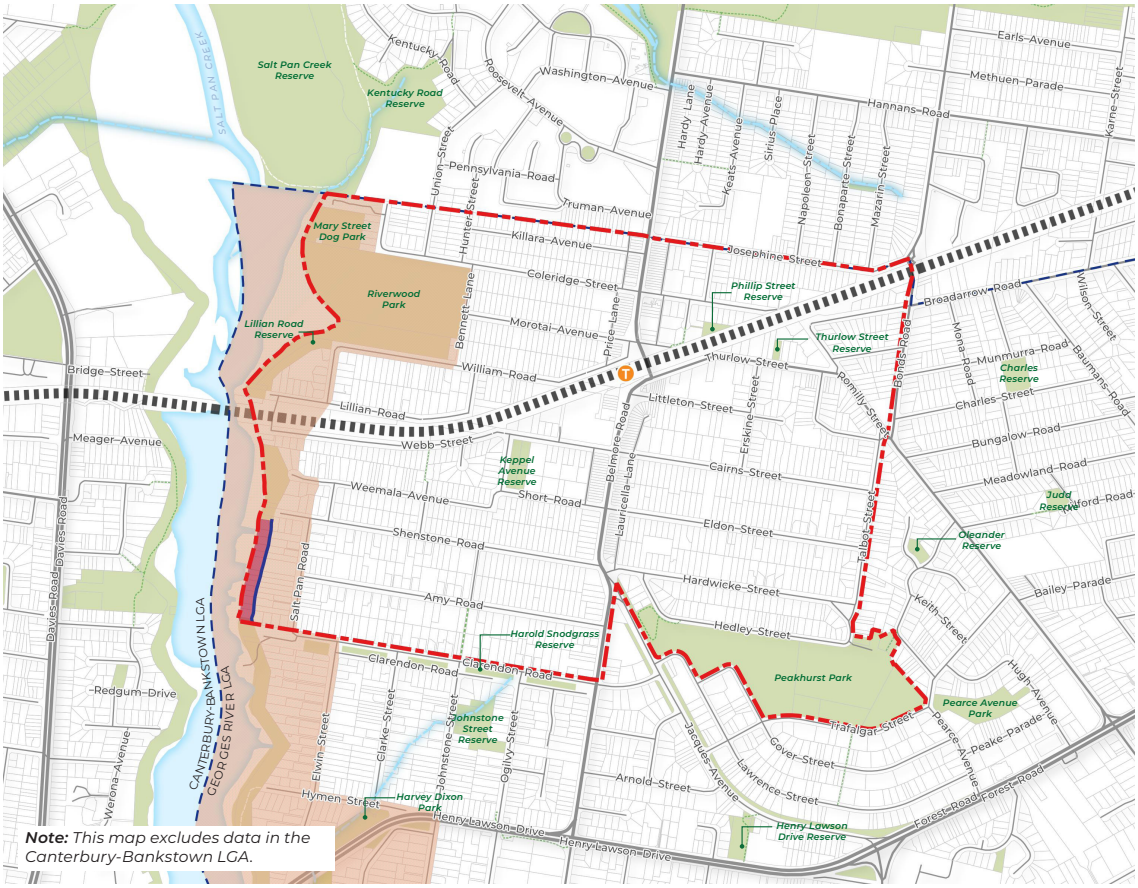


Figure 21. Foreshore Area
Source: Colliers Urban Planning

ENV012-26 Attachment 2

6.1.6 Flooding and projected sea level rise

Salt Pan Creek is at risk of sea level rise by 2100, particularly around Lillian Road Reserve and Riverwood Park. Projected sea level rise extents are limited to the land adjacent to Salt Pan Creek and generally overlaps with land that already sits within the PMF level. Development around the Salt Pan Creek corridor should be cognisant of the expected sea level rise and undertake countermeasures to protect new development, for example, by raising the land level of lots to be developed.

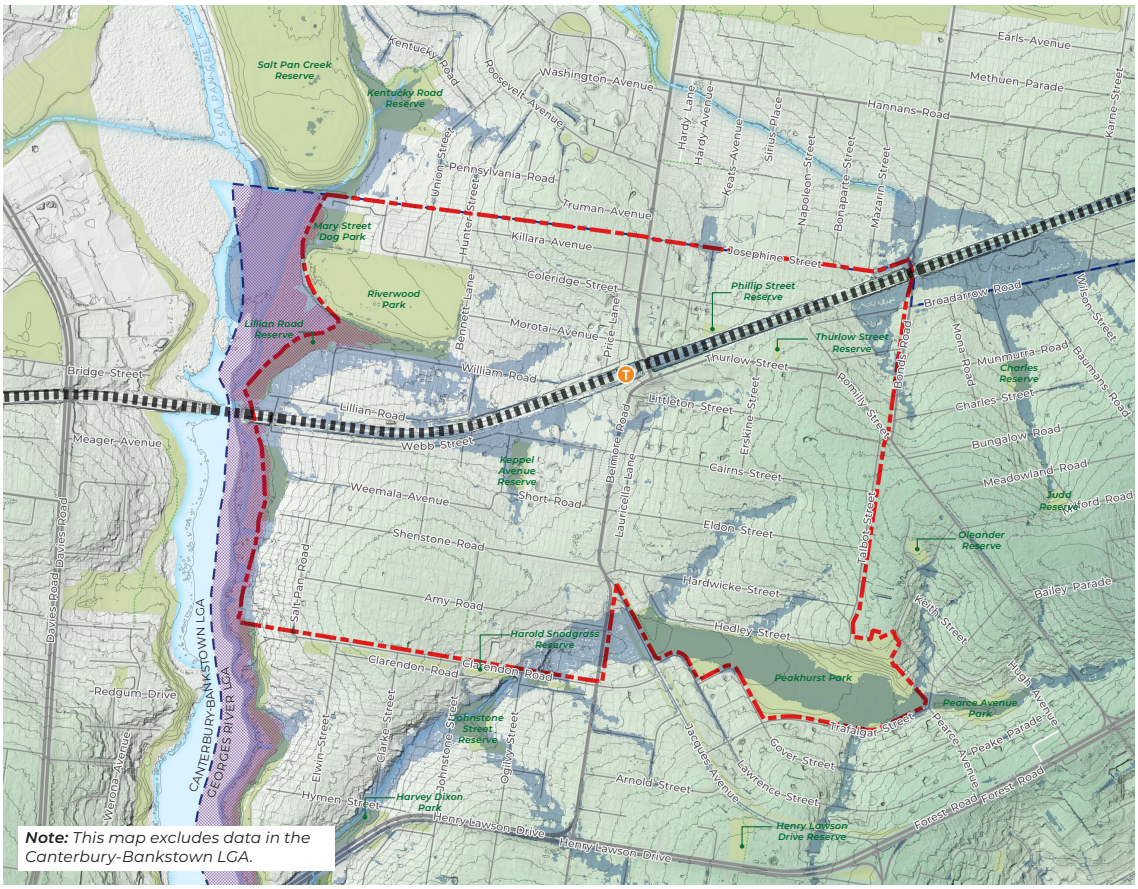


Figure 22. Flooding and Predicted Sea Level Rise
Source: Colliers Urban Planning

6.1.7 Flood impacted lots

A small number of residential lots have the potential to be flood affected. New development on these lots must demonstrate consistency with the Overland Flow Floodplain Risk Management Study and Plan for the Peakhurst Ward as the adopted plan for the Riverwood area of the Georges River LGA. The plan stipulates that development resulting in a significant increase in dwelling density on flood prone land is not permitted.

To enable flood resilient development on these lots, land could be raised above the relevant flood level. Alternatively, habitable rooms could only be developed above the relevant flood level.

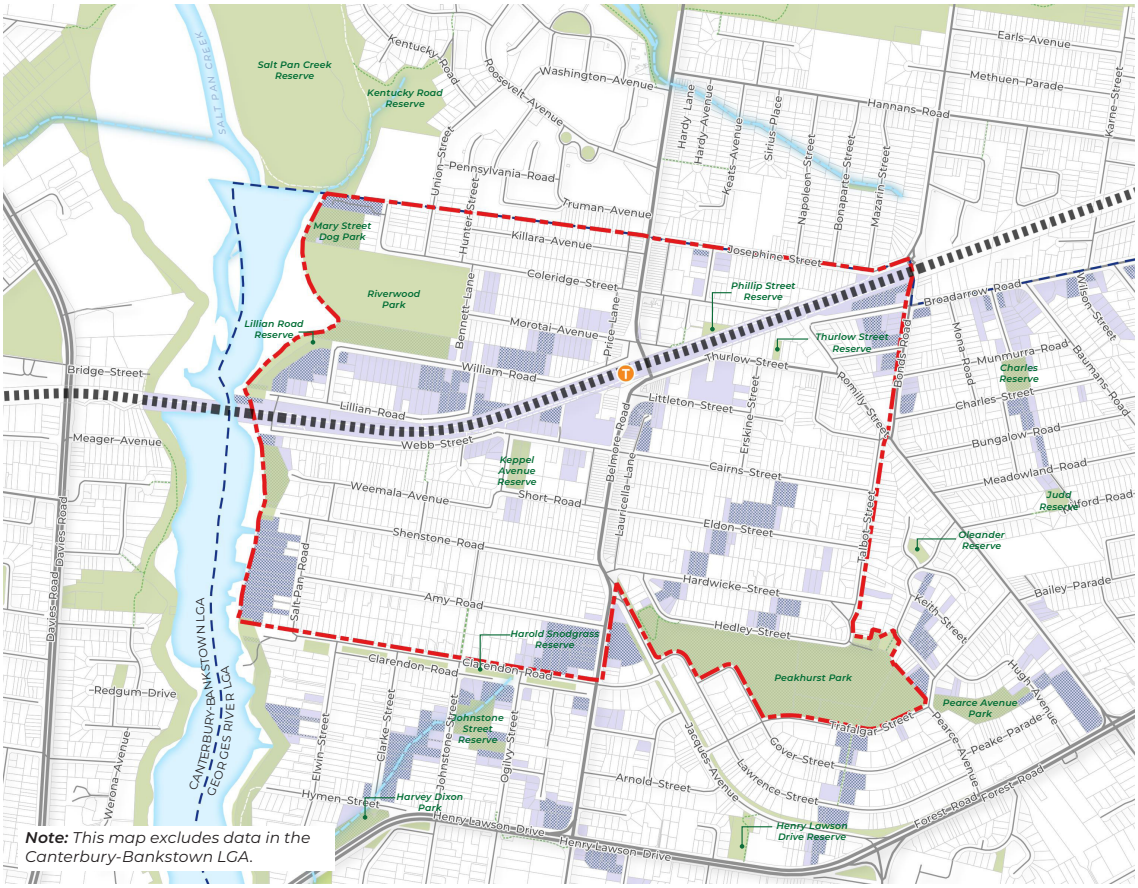


Figure 23. Flood affected lots
Source: Colliers Urban Planning

6.1.8 Trees, vegetation and bushland

The Study Area contains a moderate amount of tree canopy coverage with a majority of the tree canopy coverage along the Salt Pan Creek corridor. There is a strong amount of canopy-providing street trees, especially along the Cairns/Webb Street and Hardwicke Street corridors. Limited tree canopy is provided on residential lots.

Existing overhead power lines and narrow medians and footpaths limit the Study Area's potential for an increased provision of street trees. There is also a limited ability to improve canopy coverage on private land as landowners cannot be forced to plant trees on their property. The retention of significant tree growth, particularly with those on private land, may constrain future development as the already low canopy coverage within residential blocks could be further worsened resulting in negative liveability and amenity outcomes.

Otherwise, the existing street trees in the Study Area should be preserved and reinforced with new canopy-providing trees. These corridors provide a high-amenity location for enhancing the area's public domain structure with the opportunity to create green-links for active transport usage to open spaces and public transport services.



Figure 24. Street tree planting
Source: Colliers Urban Planning

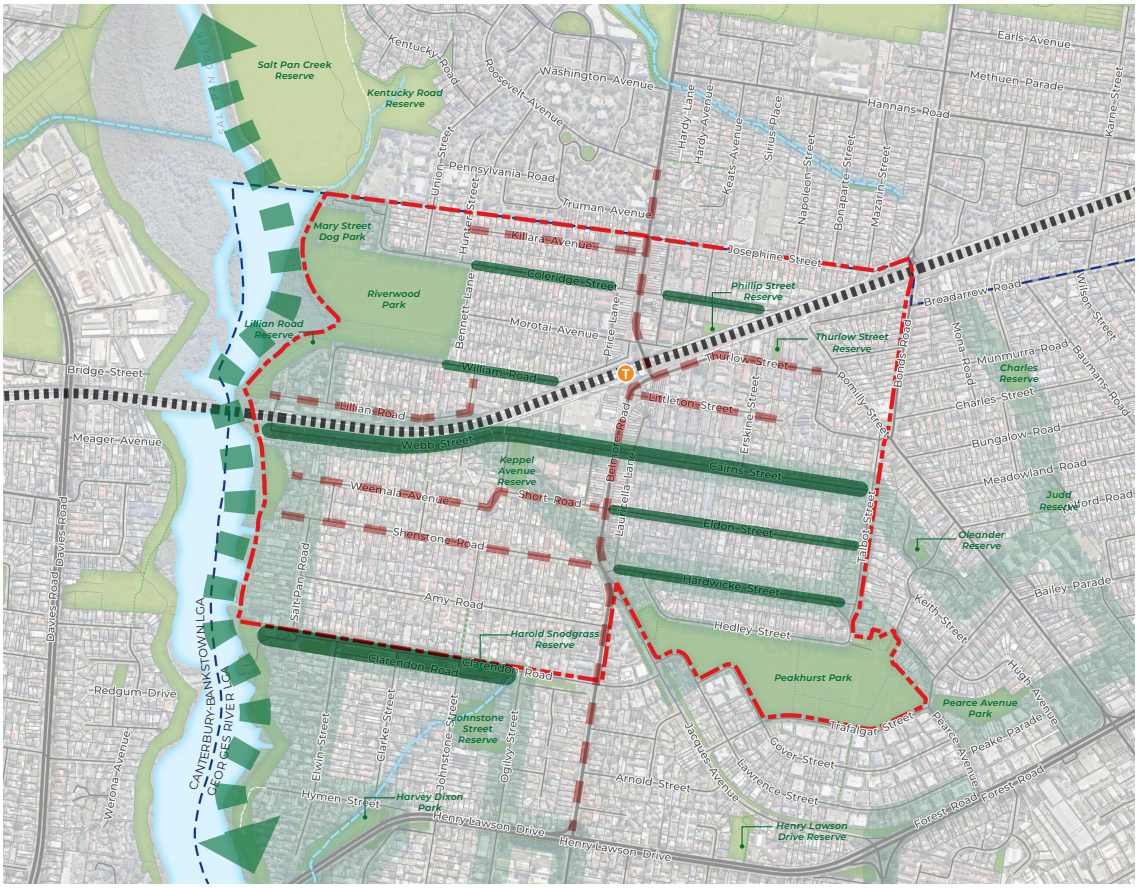


Figure 25. Trees, vegetation and bushland
Source: Colliers Urban Planning

6.2 Transport

The following matters are considered in this section:

- streets
- carparking
- public transport
- active transport
- pedestrian amenity.

6.2.1 Streets

The Study Area's street network operates as a rectangular grid, separated by the railway line running east-west through the town centre. This results in the requirement for railway crossings in the form of over and underpasses. These are Belmore Road overpass – located above Riverwood Railway Station, Bonds Road underpass, and Webb Street to Lilian Road shared underpass (no designated pathways for pedestrians though designated as a shared zone with lower speed limit). The need for these railway crossings results in increased congestion during peak periods, with a majority of vehicle traffic utilising the Belmore Road overpass for northbound and southbound travel.

Classified roads in the form of Belmore Road and Bonds Road are regional roads under the NSW road network hierarchy and provide the only continuous north-south street connections through the Study Area. Both of these roads connect to state roads to the north and south. Belmore Road meets Henry Lawson Drive to the south and the M5 Motorway to the north while Bonds Road extends to meet Forest Road to the south.

Local roads in the Study Area have a strong east-west orientation and are long and straight.

While some areas of the street network such as close to Riverwood Station are subject to traffic congestion at certain times of the day and under certain conditions, in general the Study Area does not experience notable traffic congestion. This is in part due to the presence of major roads close to but outside the Study area such as King Georges Road to the east, and Forest Road to the south.

However, with planned future growth, further consideration of the road network will be required.



Figure 26. Street amenity
Source: Colliers Urban Planning



Figure 27. Street network
Source: Colliers Urban Planning

6.2.2 Carparking

Central to the Study Area are multiple at-grade and multi-storey car parks. Three at-grade car parking lots, situated near the train station, allow commuters to drive to the station and travel the remainder of their journey by train. A multi-storey carpark located to the southwest of the train station services the Riverwood Plaza, a heavily trafficked area by both vehicles and pedestrians. Additional at-grade parking for other retail uses are found off Webb Street, Killara Avenue, and Josephine Street. At-grade parking for the primary school and recreation uses are found on Littleton Street, Erskine Street and around Riverwood Park.

There are limited designated parking areas outside of the town centre.



Figure 28. Car Parking in Riverwood
Source: Colliers Urban Planning

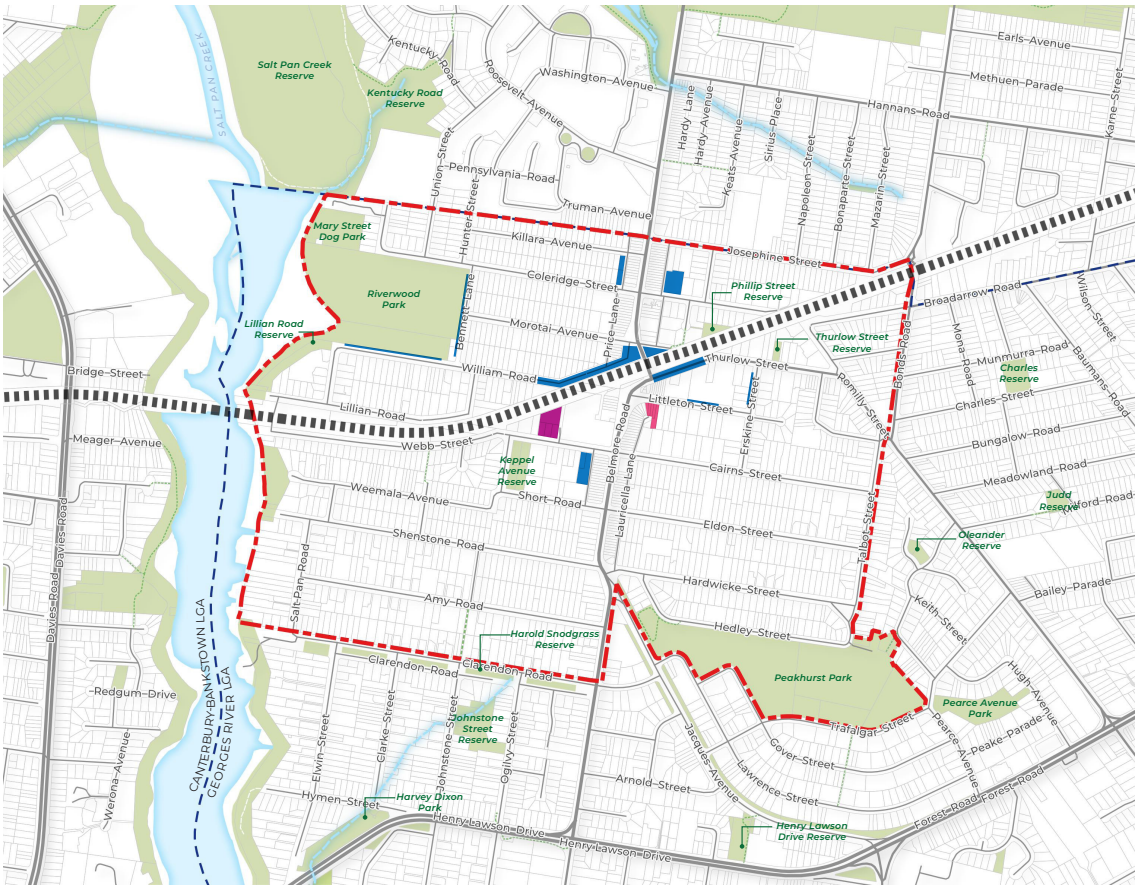


Figure 29. Carparking
Source: Colliers Urban Planning

6.2.3 Public transport

Public transport is essential to maintain the function of an area, allowing residents and travellers to travel for a range of purposes. Connecting people to their jobs, shops, recreation areas and other significant places is important to reduce car dependency, promote health and enable equal access.

The Study Area is generally well serviced by public transport. The T8 railway Airport and South Line runs east-west through the Study Area, connecting Riverwood to Sydney CBD to the northeast and Campbelltown to the southwest. Train services are frequent, with timetabled services occurring roughly every 15-20 minutes in both directions from Monday to Sunday. During morning peak periods this frequency increases to every 4-10 minutes for those travelling towards the city.

The Study Area is also serviced by an array of buses that occur every 10-30 minutes and are as follows:

- 940 – Hurstville to Bankstown via Riverwood / Bankstown to Hurstville via Riverwood
- 942 – Lugarno to Campsie / Campsie to Lugarno
- 944 – Bankstown to Mortdale via Peakhurst Heights / Mortdale to Bankstown via Peakhurst Heights
- 945 – Hurstville to Bankstown via Mortdale / Bankstown to Hurstville via Mortdale

And special services including:

- N20 – Riverwood to City Town Hall via Airport (Night Service)
- S102 – Riverwood to Oatley PS
- S117 – Peakhurst HS to Roselands Shopping Centre
- S118 – Penshurst to Rose St & Punchbowl Rd
- S121 – Cullens Rd & Canterbury Rd to Penshurst Girls HS
- S124 – Bonds Rd & Hannans Rd to Menai HS
- S133 – Riverwood to Peakhurst South PS
- S138 – Penshurst Station to Lugarno.

Council has identified an interest in investigating the feasibility of a Georges River ferry route, employing the Georges River for water-based transport connections. A strategic east-west ferry route has been detailed in the Georges River Council Transport Strategy (2021). However, due to Riverwood's location set back from the Georges River, no stop is proposed to directly service the Study Area nor the suburb as a whole.

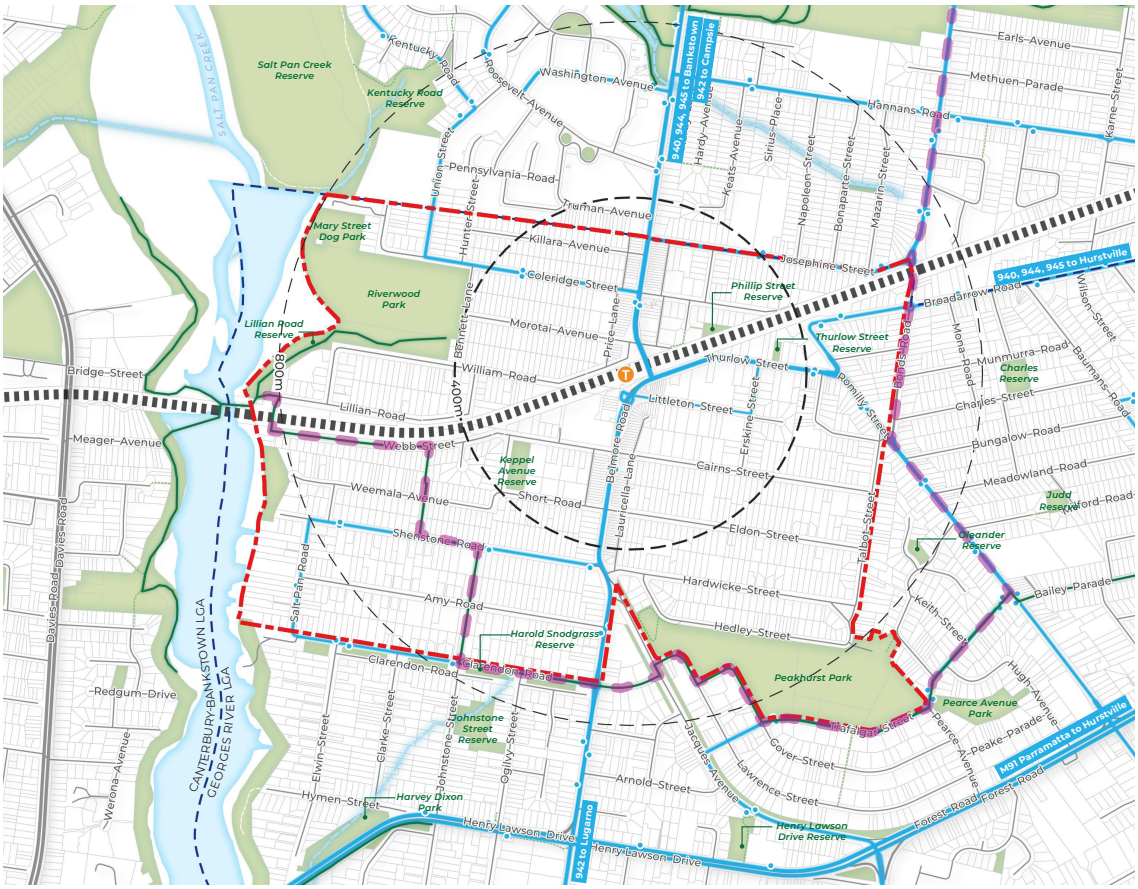


Figure 30. Public and Active transport
Source: Colliers Urban Planning

6.2.4 Active transport

Active transport is an important component of urban areas, allowing residents to travel for a range of purposes. Active transport promotes health, reduces car dependency and has a plethora of environmental benefits. By linking people to their jobs, shops, recreation areas and other significant places through active transport, social and economic values can be improved.

Riverwood has relatively poor access to active transport. There are limited dedicated cycling routes throughout the Study Area with informal bike routes running adjacent to the railway line, diverting south around Peakhurst Park, and rejoining to Bonds Road. A lack of designated bike routes results in an overreliance on existing roadways. A lack of cycling infrastructure also translates to mixed traffic roads which can create inefficient networks and safety issues. The Georges River Council Transport Strategy (2021) details a strategic cycling network to provide on-road mixed route and off-road routes through the LGA, including local, regional and centre access routes in the Study Area.

Pedestrians are provided with generously wide footpaths throughout the relatively flat town centre providing ample space for pedestrian activity, public outdoor seating, and display of goods, acting as an inviting setting for active transport. However, Belmore Road significantly hinders east-west movements. The high-speed main road impacts crossing patterns of pedestrians, however, a series of new pedestrian crossings and traffic calming devices intend to rectify this issue, as detailed in the Riverwood Town Centre High Pedestrian Activity Area plan. These pedestrian crossings throughout the Study Area also provide amenity for pedestrians by increasing safety and providing designated junctions for crossing. A series of proposed pedestrian crossings along Belmore Road will contribute to improving pedestrian experience.

The Study Area is also serviced by the Salt Pan Creek and Riverwood Wetlands walkway which connects to the Canterbury-Bankstown LGA. This track is predominately used for recreational purposes as opposed to utility/travel.

Active transport routes throughout the Study Area are disconnected by the railway line, with pedestrian links only provided at three over and underpasses in the Study Area. These are Belmore Road overpass – located above Riverwood Railway Station, Bonds Road underpass, and Webb Street to Lilian Road shared underpass (no designated pathways for pedestrians though designated as a shared zone with lower speed limit). The active transport network is also hindered by the length of blocks in the Study Area which can span up to almost 400m.





Figure 31. Existing Active Transport
Source: Colliers Urban Planning

6.2.5 Pedestrian amenity

Pedestrian amenity is generally good throughout the Study Area. In particular, Belmore Road has wide pedestrian areas that have recently undergone enhancement. There is opportunity to consider further pedestrian amenity in the form of co-ordinated street tree planting to offset the amount if hard surfaces and provide shade during warmer summer months. The main challenge for pedestrians is the ability to safely and conveniently cross Belmore Road east-west. This is further considered in the transport section of this Background Report.



Figure 32. Road Infrastructure and amenity
Source: Colliers Urban Planning

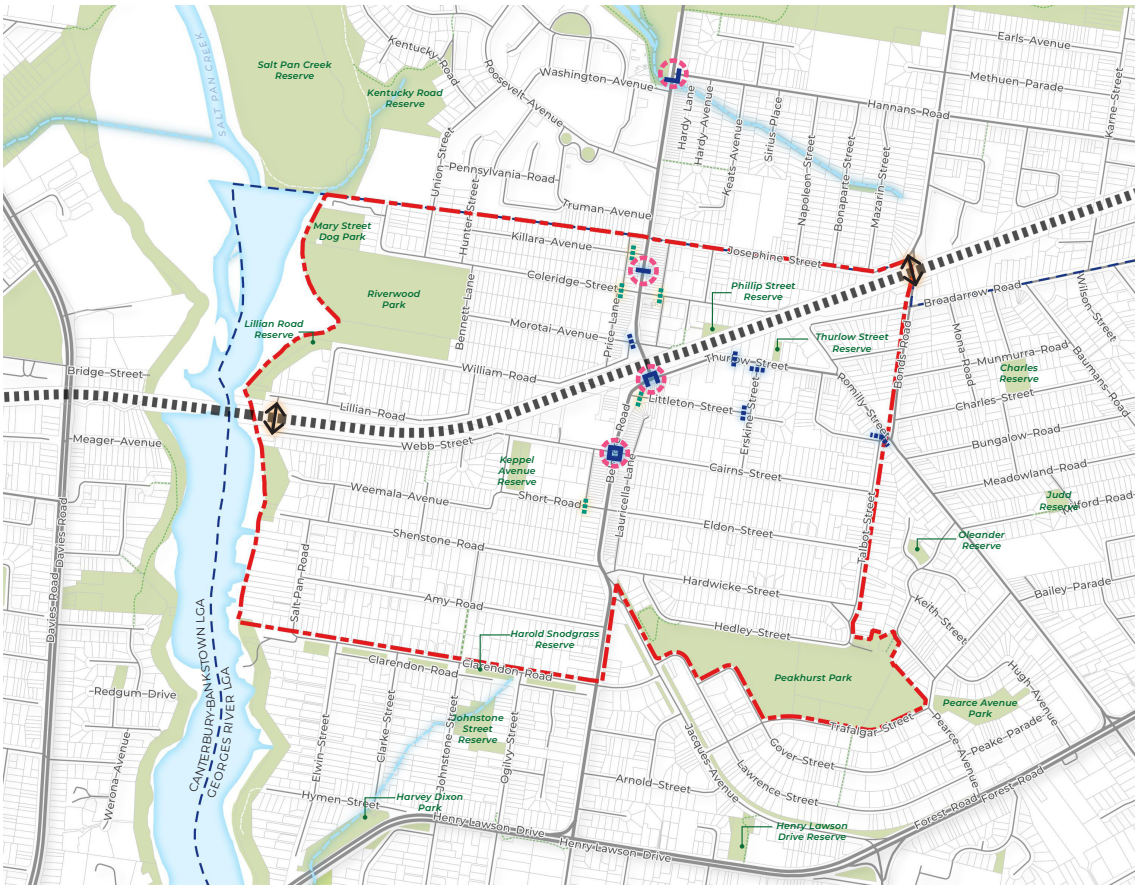


Figure 33. Pedestrian amenity
Source: Colliers Urban Planning

6.3 Open space, social infrastructure and public domain

The following matters are considered in this section:

- Open space
- Social and community infrastructure.

6.3.1 Open space

Open spaces are important for providing recreational opportunities and community services. The presence and use of open spaces promote wellbeing and local activity by offering social interactions and places for recreation.

The Study Area is served by a range of open space typologies in the form of parks, reserves and plazas. The Study Area consists of two large, flagship open spaces – Riverwood Park in the northwestern quadrant of the Study Area (north of the railway station) and Peakhurst Park in the southeastern quadrant (south of the railway station).

Riverwood Park is subject to a spatial framework that intends to revitalise the site through the provision of playgrounds, amenities building, fitness hub and sports fields. The park is also supported by existing natural bushland and wetland areas which provide important natural amenity to Riverwood.

Peakhurst Park is located in the adjoining suburb of Peakhurst, however, still falls within the Study Area. The park consists of sports fields, a newly upgraded synthetic football field, playground and other amenities such as public barbeques and picnic areas.

Both notable open spaces are located on the periphery of the Study Area meaning much of the area is left without adequate access to large parks. However, small pocket parks such as Phillip Street Reserve, Thurlow Street Reserve, Keppel Avenue Reserve and Basil Reserve are all located through the Study Area and provide supplementary green spaces. Connections between these parks are weak and green corridors between them are largely non-existent.

In general:

- the Study Area generally contains an adequate amount of public open space for its current population
- most parts of the Study Areas are accessible to a public open space
- most public open spaces are usable for this intended purpose.

A planned increase in population, may require additional public open space to be considered.

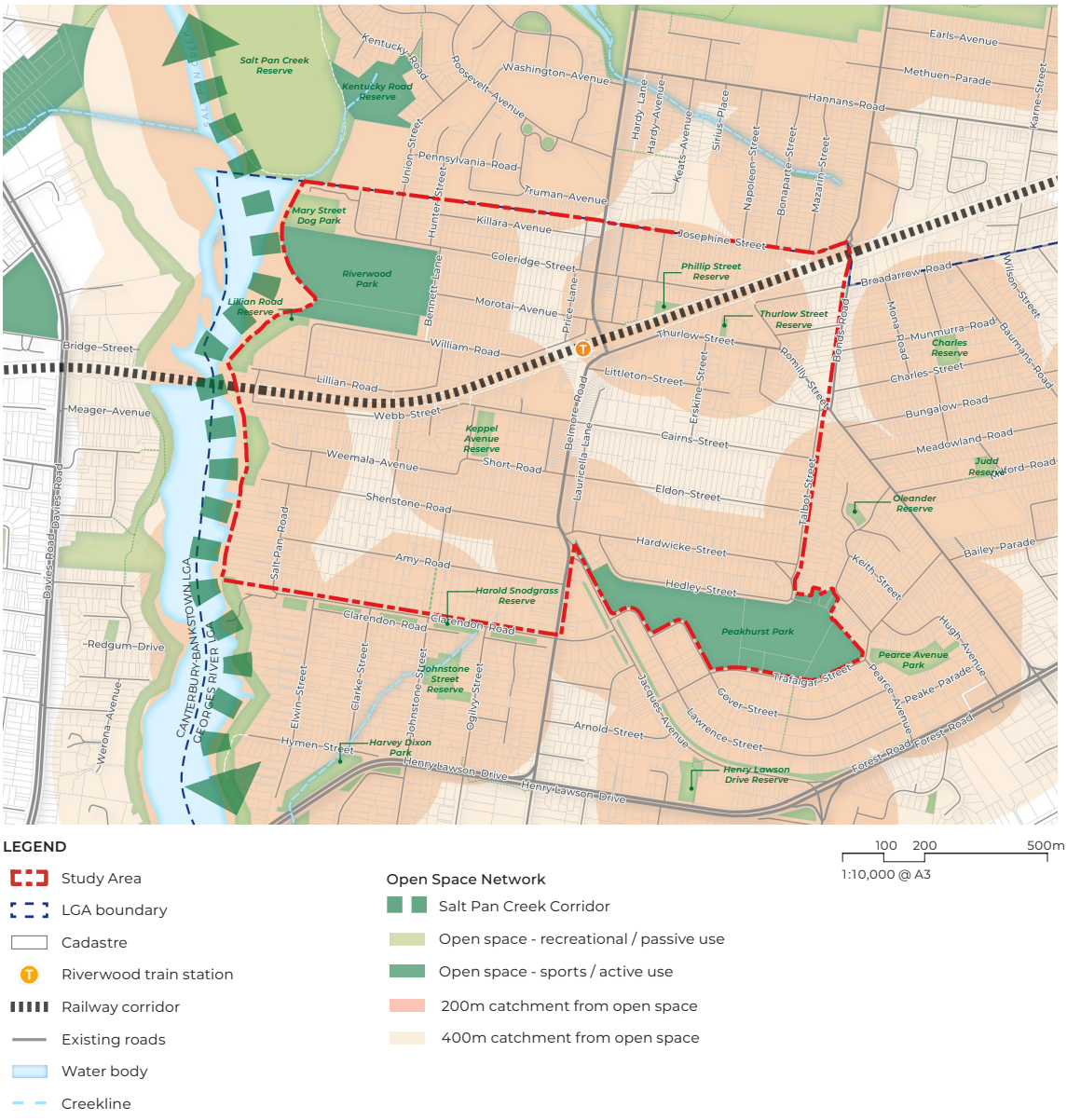


Figure 34. Open space
Source: Colliers Urban Planning

6.3.2 Social and community infrastructure

Social infrastructure is important to encourage community participation and provide residents with important services.

The Study Area has access to a range of social infrastructure including education and health facilities. These are accessible both within the Study Area and just outside the boundary.

Internally, the Study Area has three childcare centres, a community health centre, St Joesph's Catholic Primary School, and Southside Montessori School. Additionally, four schools are located outside of the Study Area including Riverwood Public School (to the north), Hannans Road Public School (to the north), Peakhurst Public School (to the east) and Peakhurst West Public School (to the south). High School catchments for Riverwood include Georges River College – Peakhurst Campus, Beverly Hills Girls High School, Punchbowl Boys High School, Georges River College – Oatley Senior Campus, and Kingsgrove High School, all within approximately 8km of the Study Area.

The Study Area also includes clubs, entertainment and recreation assets in the form of the Riverwood Plaza which is a centrally located community shopping centre proximate to the train station; Conca D'oro Function Centre which provides versatile event spaces; Club Rivers pub and restaurant; and Riverwood Sports and Recreation Club on Belmore Road. Additionally, the Riverwood Hotel adjoins the boundary of the Study Area and provides a newly renovated venue featuring a bistro, function areas, lounges, outdoor courtyard and bottle shop.

6.3.3 Public domain

Belmore Road anchors the Riverwood Local Centre and the Study Area. Belmore Road is characterised by its retail, commercial and shop top housing uses. Active frontages contribute to a generally vibrant and lively public domain. The public domain is also benefited by wide footpaths which provide generous space for landscaping, community seating in the form of 'chillOut' hubs which feature bench seating, café tables, shading and a ChillOut Tree which provides lighting and device charging, and retail uses. Belmore Road itself is also quite wide, capable of accommodating on-street parking. However, this section of the Study Area lacks mature tree canopy, instead relying on awnings from retail businesses for shading.

Extending further east and west of Belmore Road, the public domain includes increased tree canopy. This is especially prominent along Cairns Street, Hardwicke Street, and Coleridge Street. To the north and southeast of the railway line, narrow paths line most local roads, However, a large proportion of roads to the southwest do not have adjoining pathways.

Belmore Road appears to be well lit with street lighting consistent along the road. Street lighting becomes less frequent along local streets as would be expected, with a focus on lighting roads while avoiding pedestrian pathways.



Figure 35. Social and community infrastructure
Source: Colliers Urban Planning

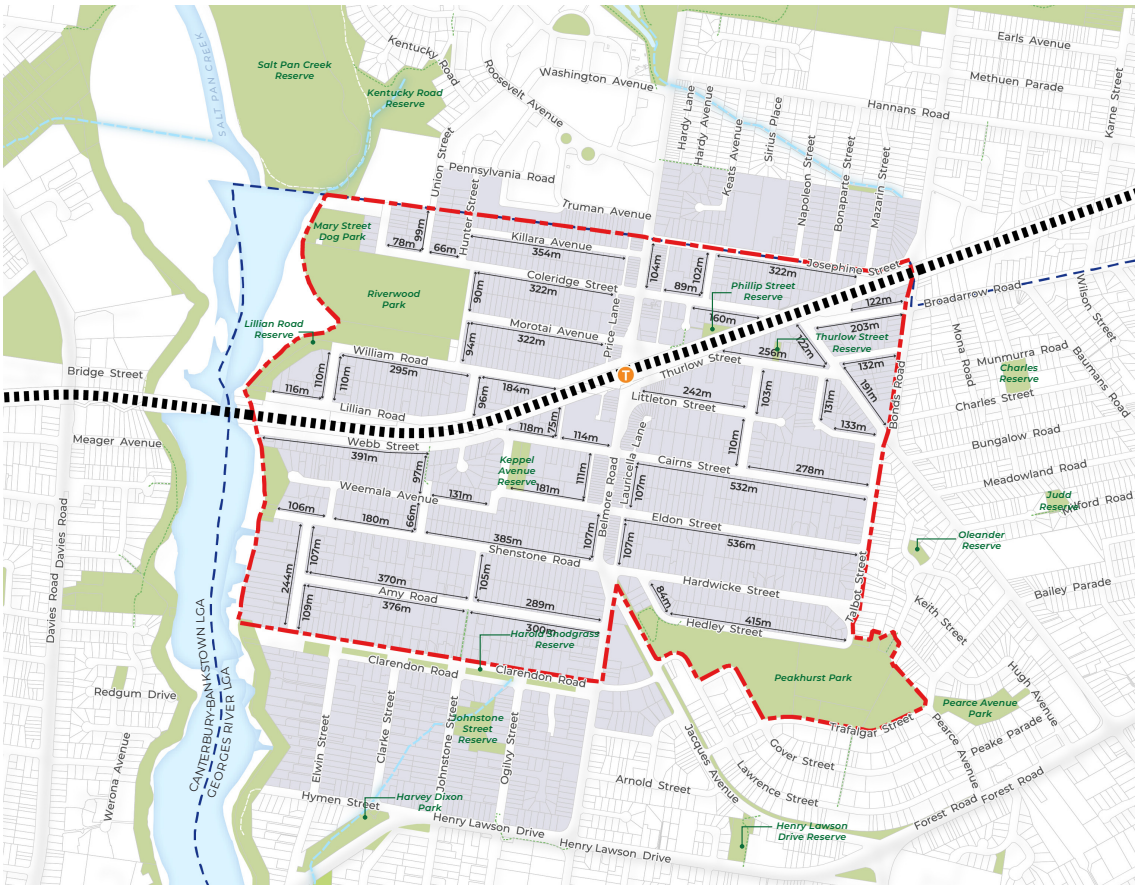
6.4 Urban structure, land use and built form

The following matters are considered in this section:

- block size
- lot size
- lot width
- road widths
- land ownership
- land use
- building typology
- land reservation acquisition
- heritage.

6.4.1 Block size

Blocks within the Study Area are generally rectangular in configuration with strong east-west connection along local streets. In the north-western quadrant, blocks are typically greater than 300m in length. In the south-western quadrant blocks are typically greater than 350m and in the south-eastern quadrant, greater than 500m. North-south permeability across blocks are limited, particularly towards the southern portion of the Study Area with the presence of larger blocks and individual lot sizes. However, as block depths are generally greater than 100m across the Study Area, there is sufficient depth to support residential flat building developments and improve permeability of the Study Area, such as through provision of through-site links or provision of public walkways.



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Existing roads
- Open space
- Water body
- Creekline
- Blocks

100 200 500m

1:10,000 @ A3

Figure 36. Block size
Source: Colliers Urban Planning

6.4.2 Lot size

Lot sizes in the Study Area demonstrate a general consistency with those expected for low density residential suburbs. Within the north-western quadrant, lots are largely consistent in size at either 500-700sqm or 700-900sqm, with a few larger lots towards the train station and town centre. Larger lots present a greater potential for redevelopment due to decreased physical and economic challenges associated with site amalgamation. Narrow, finer grain lots of under 300sqm are located along Belmore Road, reflective of typical retail/commercial strips around train stations.

In the eastern and south-western portions of the Study Area, the median lot size is 900-1,500sqm in size, although larger lots of >1,500sqm are also dispersed throughout these portions of the Study Area. Particularly in the eastern side of the Study Area around Littleton Street and Cairns Street, these larger lots are attributed to existing residential flat buildings and smaller lots under 300sqm represent dual occupancies. Notably, there are two sites >1ha in size located proximate to the Riverwood Local Centre and train station, being Riverwood Plaza along Belmore Road and St Joseph's Catholic Primary School which is bound by Thurlow Street and Littleton Street.

It is noted that when combined with other attributes such as long depth, while potentially suitable for increased residential densities, narrow lots can result in compromised design and amenity outcomes. For example, long rows of housing aligned along one side or on both sides of an equally long internal access driveway can create challenges with landscaping provision, dominance of hardstand, and visual amenity. This is not a preferred development outcome for the future of the Study Area.

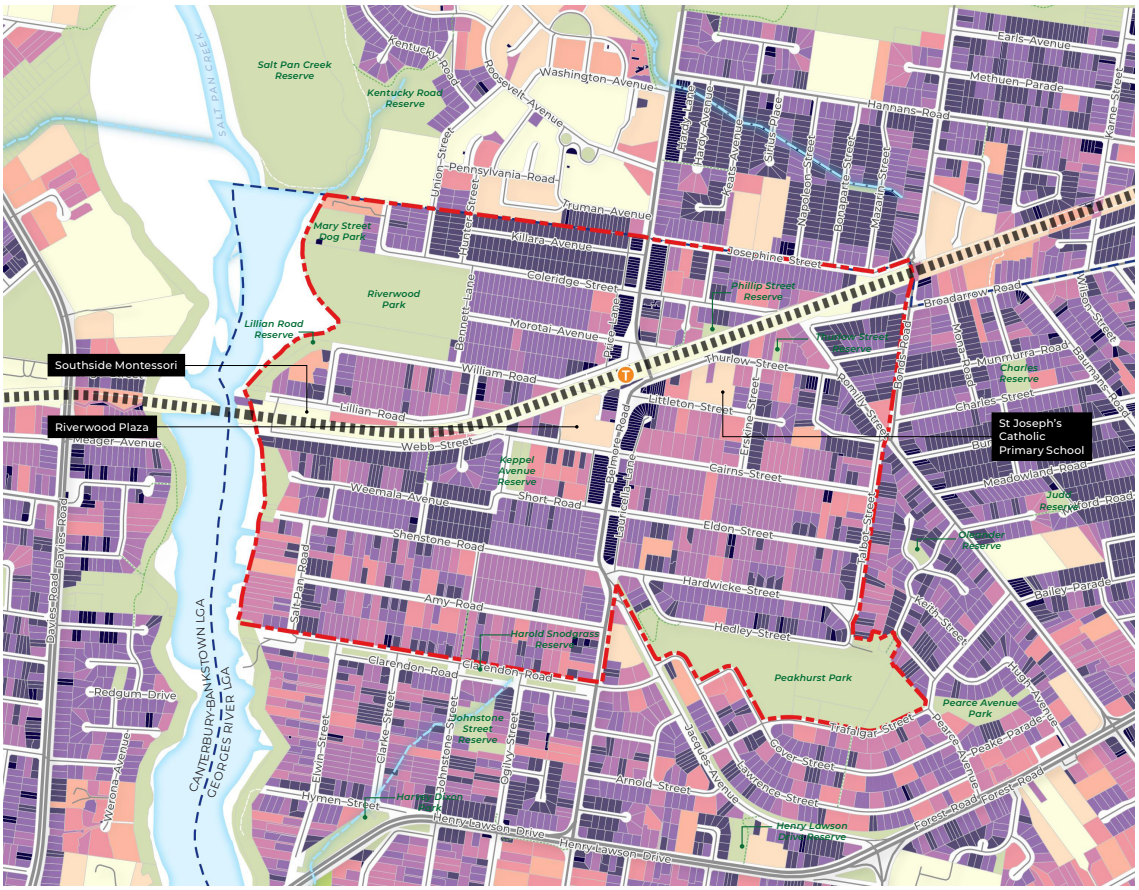


Figure 37. Lot size
Source: Colliers Urban Planning

6.4.3 Lot width

Lots within the Study Area have typical minimum width of 12m, reflective of the predominant detached housing typology in the area. A large proportion of lots along Belmore Road are generally narrower (up to 8m) with a few exceptions, reflective of the fine grain retail/commercial/shop top housing development along this road. Other lots with narrower frontages are typically representative of battle axe lots, which is reflective of the residential subdivision pattern in the area. Larger lots present in the southern and eastern fringes of the Study Area lend to greater lot widths of around 20m, though fewer of these lots are of an even, rectangular arrangement and are more generally battle-axe or gun barrel configuration.



Figure 38. Private open space in wide lots
Source: Colliers Urban Planning

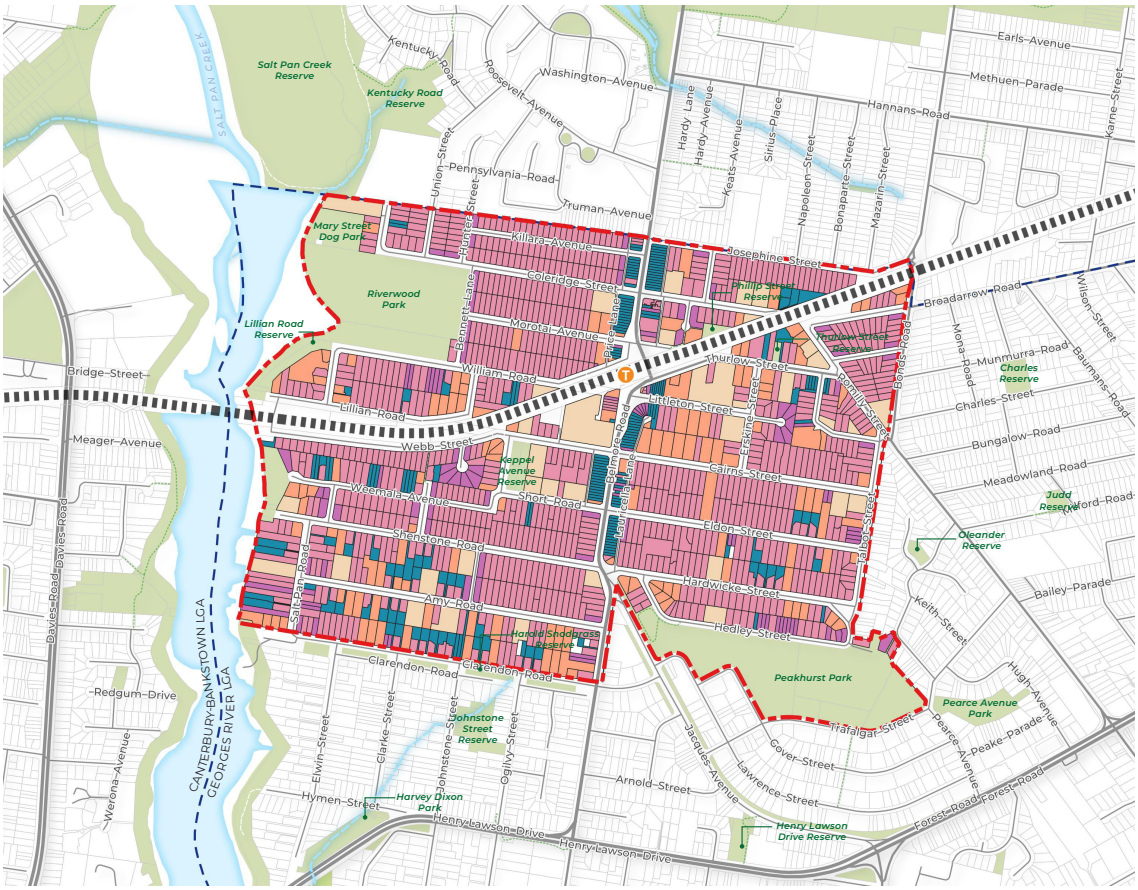


Figure 39. Lot widths
Source: Colliers Urban Planning

6.4.4 Road widths

Apart from Belmore Road, road widths throughout the Study Area are generally between 16-24m. The most prevalent road width is 20-24m, especially for east-west roads, though a few residential streets concentrated in the west of the Study Area around the railway line are narrower at 16-20m.

Main intersections along Belmore Road are wider to facilitate connections to smaller streets, including those outside of the Study Area. Notably, Belmore Road has uniquely generous footpaths which are 10m wide – an urban design characteristic not typically found in suburban centres. Some narrow laneways between 2-4m and 5-10m are located towards the town centre core, improving pedestrian permeability between blocks.



Figure 40. Belmore Road
Source: Colliers Urban Planning

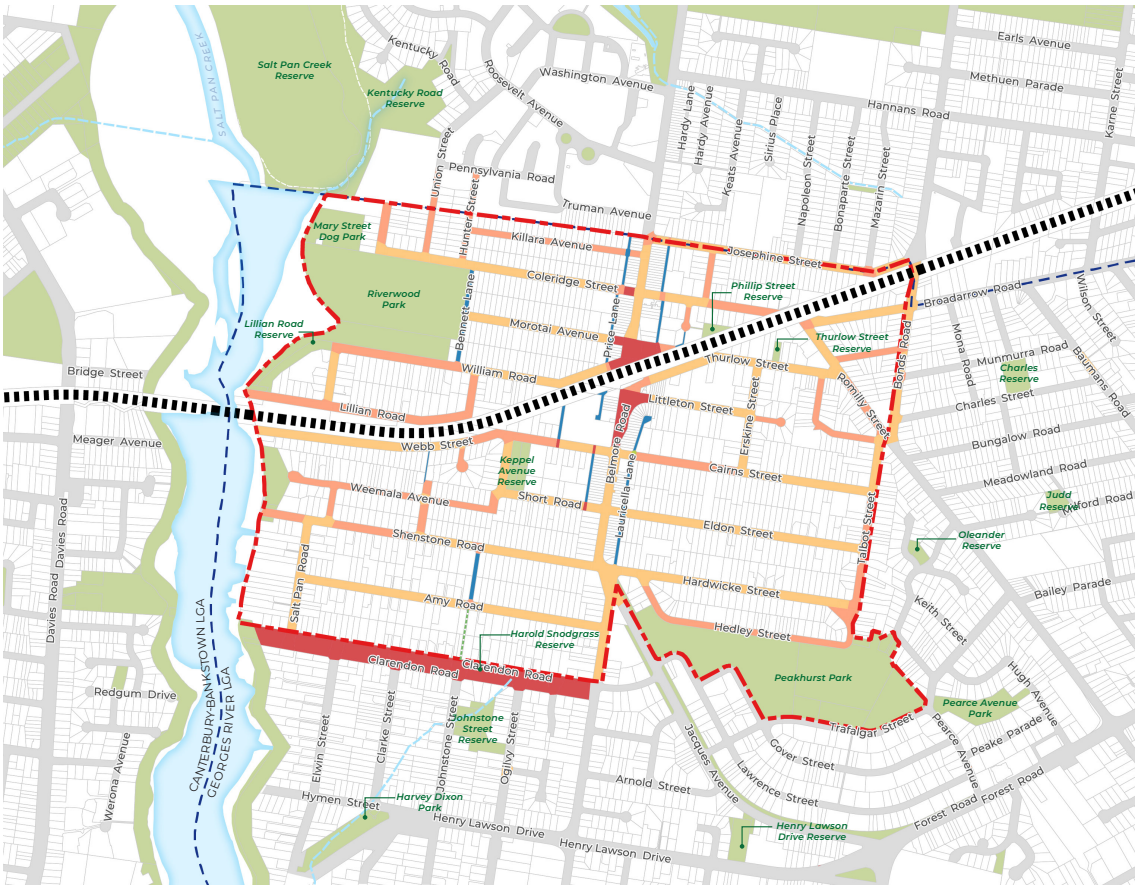


Figure 41. Road widths
Source: Colliers Urban Planning

6.4.5 Land ownership

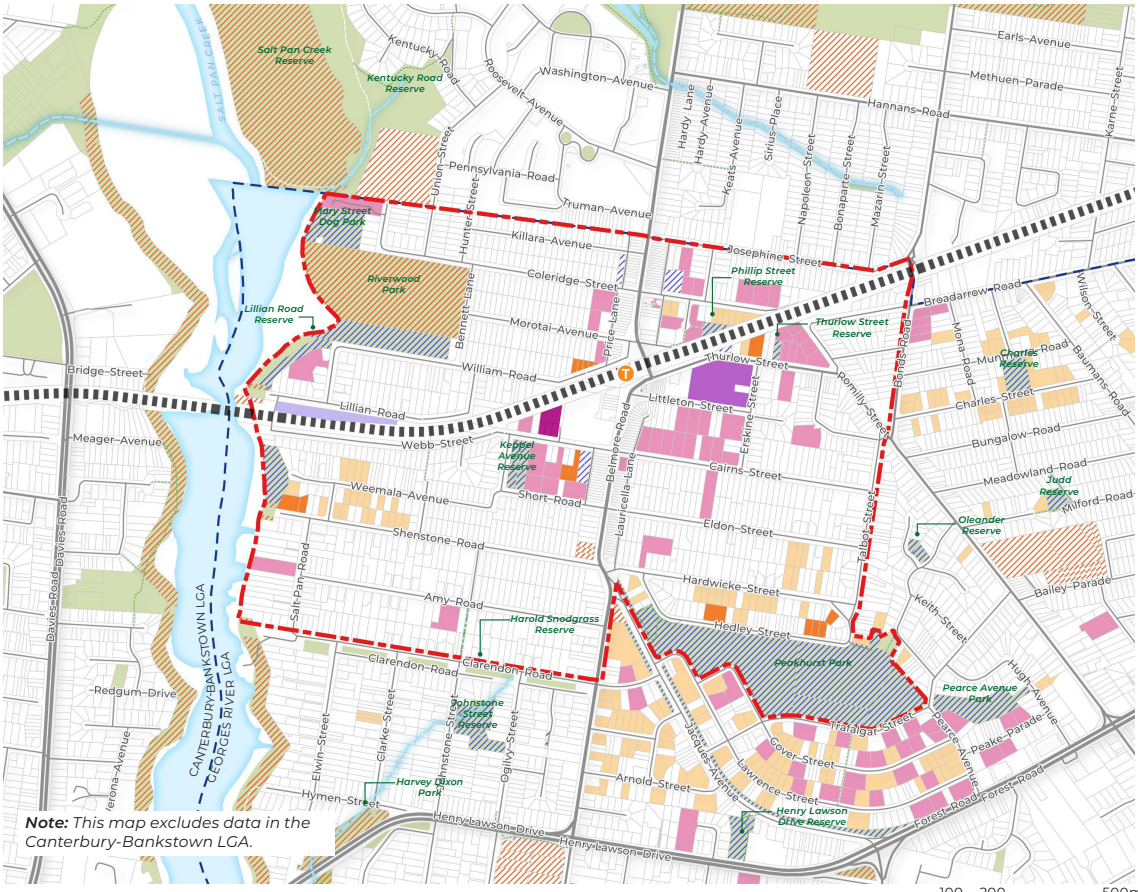
While majority of the land within the Study Area is under private ownership, there is a significant number of lots that are owned either by the Crown or NSW Government, including the NSW Department of Housing. Strata-titled developments are scattered through the Study Area with a larger concentration around the station, reflective of public transport amenity, especially as majority of these are older building stock.

The majority of Crown owned lands are public open space located on the fringe of, or extending beyond the Study Area. Many of the NSW Department of Housing land parcels are clustered towards the western side and south-eastern portion of the site, potentially providing an opportunity for consolidated redevelopment.

It should be noted that strata-titled developments with fewer than 8 strata landholdings are not illustrated in the map.



Figure 42. Strata Ownership
Source: Colliers Urban Planning



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Existing roads
- Open space
- Water body
- Creekline

Land Ownership

- Crown / State of NSW
- Homes NSW
- Homes NSW (8 or more dwellings)
- Georges River Council
- Strata-titled (8 or more dwellings)
- Southside Montessori (Railcorp)
- Sydney Catholic Schools (private)
- Commuter Car Park (TfNSW)

Figure 43. Land ownership
Source: Colliers Urban Planning

6.4.6 Land use

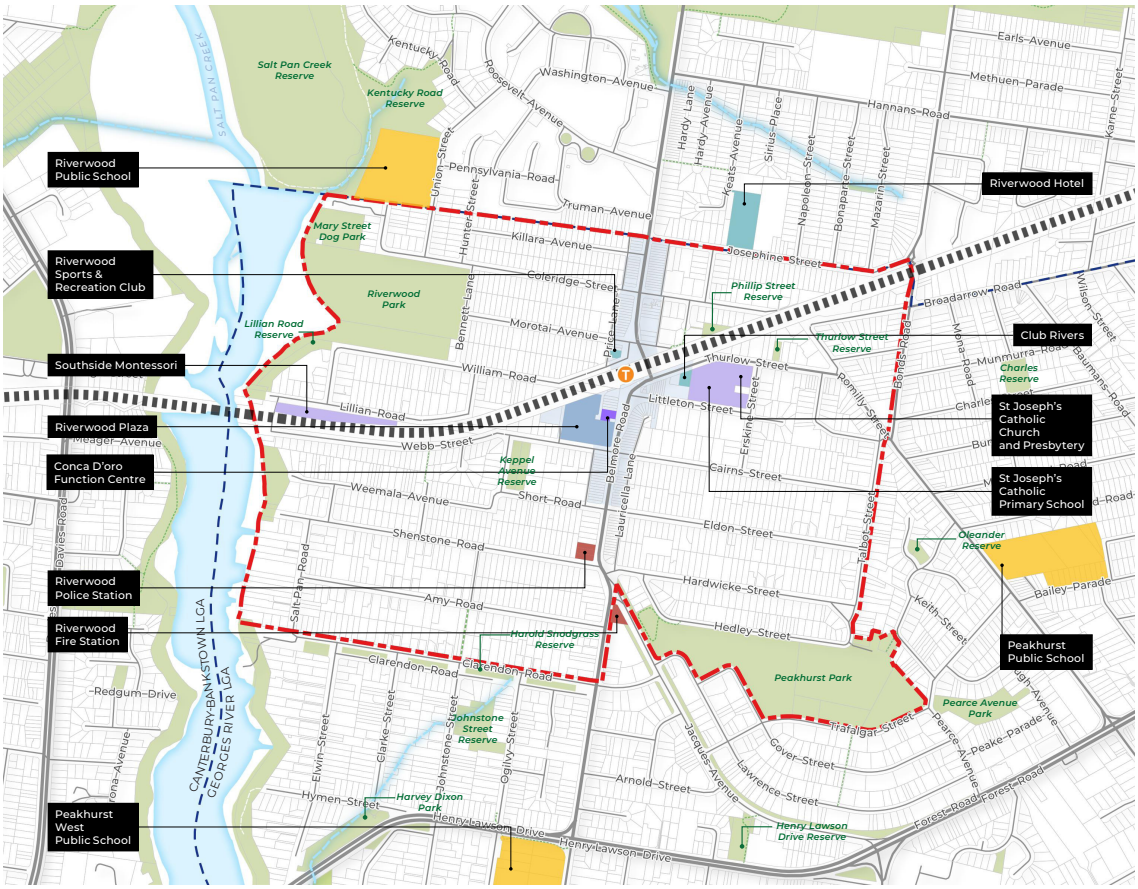
The following table provides a breakdown of land uses in the Study Area.

Land use zone	Area (sqm)	Area (ha)	Percentage
E1 - Local Centre	43,683	4.37	3.15%
R2 - Low Density Residential	601,446	60.14	43.31%
R3 - Medium Density Residential	103,208	10.32	7.43%
R4 - High Density Residential	91,583	9.16	6.60%
SP2 - Car Park	4,202	0.42	0.30%
SP2 - Educational Establishment and Place of Public Worship	11,894	1.19	0.86%
SP2 - Emergency Services	1,552	0.16	0.11%
SP2 - Railway	68,894	6.89	4.96%
SP2 - Sewerage System	215	0.02	0.02%
SP2 - Water Supply System	602	0.06	0.04%
RE1 - Public Recreation	192,292	19.23	13.85%
Subtotal	**1,119,570**	**111.96**	**80.62%**
Road Reserves	269,070	26.91	19.38%
Subtotal	**269,070**	**26.91**	**19.38%**
Total Study Area	**1,388,640**	**138.86**	**100.00%**

Table 26.Land use

The predominant land use within the Study Area is residential (R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential). The Riverwood local centre core is zoned E1 Local Centre and runs along Belmore Road. It comprises a mix of retail, commercial and shoptop housing, providing locals with a range of amenities that include cafes, restaurants, medical and allied health facilities and other local services. Notable tenants in the centre include Riverwood Plaza, Conca D'oro Function Centre, Riverwood Sports and Recreation Club and Club Rivers. Riverwood Hotel sits just north of the Study Area. There are two private schools within the Study Area (St Joseph's Catholic Primary School and Southside Montessori). Public schools around the Study Area include Riverwood, Peakhurst and Peakhurst West Public Schools. Civic uses in and around the Study Area include the Riverwood Police Station and Fire and Rescue NSW Riverwood Fire Station.


Belmore Road
Pennycuick Road
Tasman Avenue
Kilpha Avenue
Colendgo Street
Moreta Avenue
William Road
Lilian Road
Weeroona Avenue
Shenstone Road
Amy Road
Warrendi Road
Clarke Street
Somerset Street
Derby Street
Hymen Street
Arnold Street
Henry Lawson Dr
Eldon Street
Cairns Street
Thurlow Street
Chisholm Street
Fraser Street
Short Road
Bardwicke Street
Hartley Street
Oliver Street
Lawrence Street
Jacques Avenue
Monmurra
Charles Street
Belmore Rd
Hurst Street
Wilson Street
Pennycuick Avenue
Mallard Road
Hyde Avenue
Hyde Road
Napoleon Street
Bismarck Street
Marshall Street
Bardwell Street
Bardwell Avenue
Bardwell Road
Mallard Street
Mallard Avenue
Belmore Rd
Short Road
Eldon Street
Cairns Street
Thurlow Street
Chisholm Street
Fraser Street



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Existing roads
- Open space
- Water body
- Creekline

Key Non-residential Uses

- Riverwood local centre core
- Riverwood Plaza
- Conca D'oro Function Centre
- Club/Hotel
- Public schools
- Private schools / church and presbytery
- Civic uses

100 200 500m
1:10,000 @ A3

Figure 45. Key non-residential land uses
Source: Colliers Urban Planning

6.4.7 Building typology

Existing buildings within the Study Area are primarily 1-2 storey residential dwellings comprised of a mix of detached dwellings and dual occupancies. There is a small concentration of 3-4 storey residential flat buildings around the train station and town centre, though notably this building typology is more concentrated to the east of Belmore Road than the west. These residential flat buildings surround 1-3 storey retail, commercial and shop top housing land uses located along Belmore Road.

The limited height of existing developments mean that overshadowing may be a large concern of existing residents for future proposed developments.

The age and condition of buildings varies in Riverwood, with a mix of older and contemporary styles which reflect its historic transition away from post-war military uses, to public housing and private residential development.

Typology	Description
Belmore Road/High street/town centre	Belmore Road reflects a typical high street, with a fine grain shop top housing typology, and exhibits characteristics from the 20th Century. Along this corridor, there are pockets of contemporary buildings such as Riverwood Plaza, Conca D'ora, Club Rivers and a 5-storey shop top housing development.
Low-density detached housing	Low-density detached housing comprises the predominant local character of the Study Area. A mix of freestanding post-war, brick veneer and Californian bungalows are evident and are typically from the mid-20th Century when the main development of the suburb occurred.
Residential flat buildings	Given Riverwood's development history, several Mid-late 20th Century walk-up residential flat buildings for public housing contribute to the residential character of the Study Area. Clusters of these developments are evident along streets adjacent to the railway line, including Phillip and Coleridge Streets to the north and Cairns, Littleton, and Thurlow Streets to the south.
Contemporary low-medium density in-fill development	More recent in-fill development is evident throughout the Study Area, and exhibits a contemporary architectural style, with typical typologies including dual-occupancies and multi-dwelling housing such as villas. These in-fill developments also reflect the evolving built-form character of the area.
Contemporary apartments	Contemporary apartments have also emerged in a few key areas in and around the study area. These are predominantly located close to amenity including adjacent to Riverwood station and to the south of Peakhurst Park.

Table 27. Built form typologies

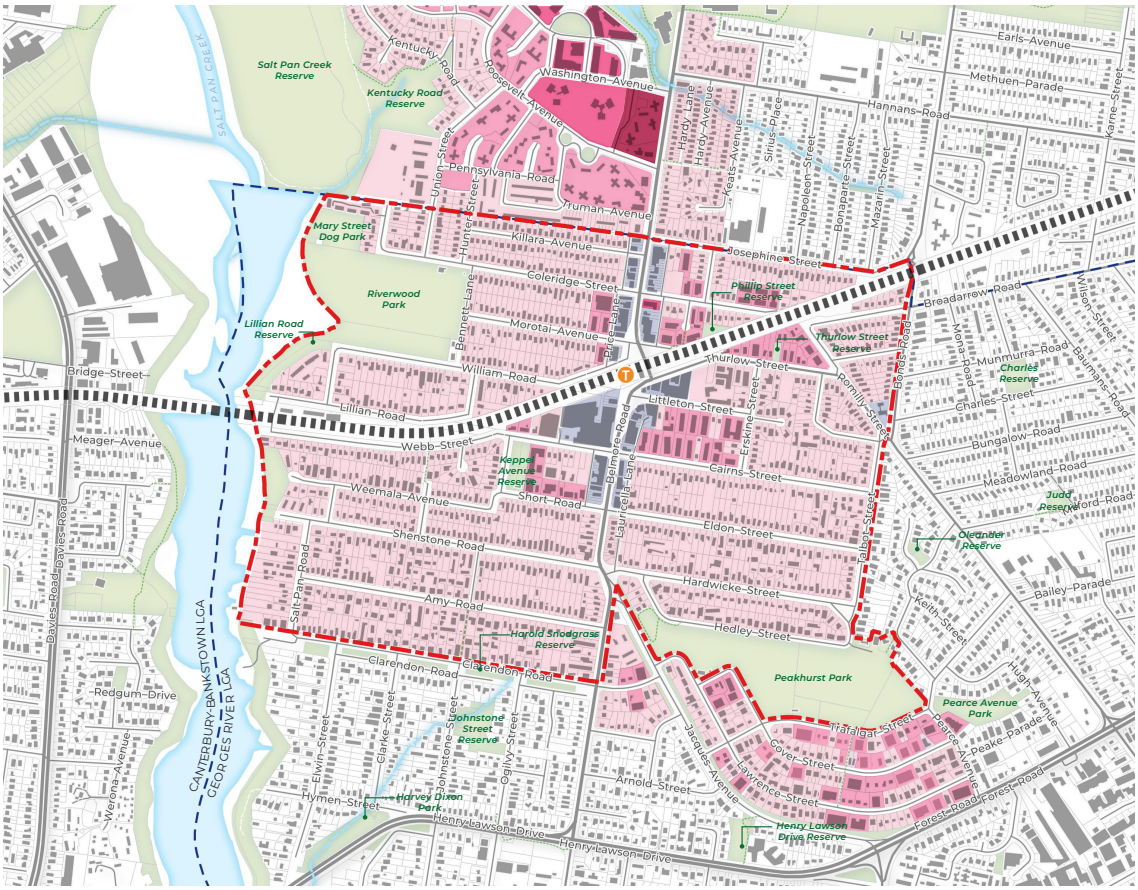


Figure 46. Building typologies
Source: Colliers Urban Planning

6.4.8 Land reservation acquisition

Land reservation acquisition maps show land that is to be acquired for a public purpose. Within the Study Area there are very limited lots designated for this purpose.

In the southeastern quadrant of the Study Area, bordering Peakhurst Park, three lots identified as 7 Hedley Street, 15 Keith Street and 13 Keith Street are identified for acquisition. These lots were earmarked for local open space, and pursuant to section 5.1 of the GRLEP 2021, acquirable through local Council powers. Under the current LEP maps within the Georges River LEP 2021, these three lots are now zoned RE1 Public Recreation.

To the immediate south of the Study Area, 6 Johnstone Street is also a land reservation acquisition lot bound to Johnstone Reserve. Similarly, this lot was identified for local open space, and pursuant to section 5.1 of the GRLEP 2021, acquirable through local Council powers. Under the current LEP maps within the Georges River LEP 2021, this lot is now zoned RE1 Public Recreation.



Figure 47. Land Reservation Acquisition
Source: Colliers Urban Planning

6.4.9 Heritage

The Study Area does not contain any statutory items of European heritage of local or state significance, nor does it contain any items of Aboriginal heritage based on a basic AHIMS search. However, the ACHAR Report prepared for the Riverwood Estate SSP by Artefact Heritage provides a detailed assessment of Aboriginal heritage in the Riverwood area (outside of the Study Area). It observed that land on the eastern banks of Salt Pan Creek in the vicinity of Riverwood Estate has been identified as playing an important role in early Aboriginal struggles for self-determination and equal rights. Salt Pan Creek was also identified as the location of potentially the first recorded appeal for Aboriginal equality by an Aboriginal person, with a 1933 recording from local Aboriginal leader Joe Anderson addressed to King George. This short film aimed to extend Parliamentary representation rights to Aboriginal people.

Otherwise, the Study Area is unconstrained by potential heritage impacts. Any new development will not have an adverse impact on heritage items or heritage conservation areas.

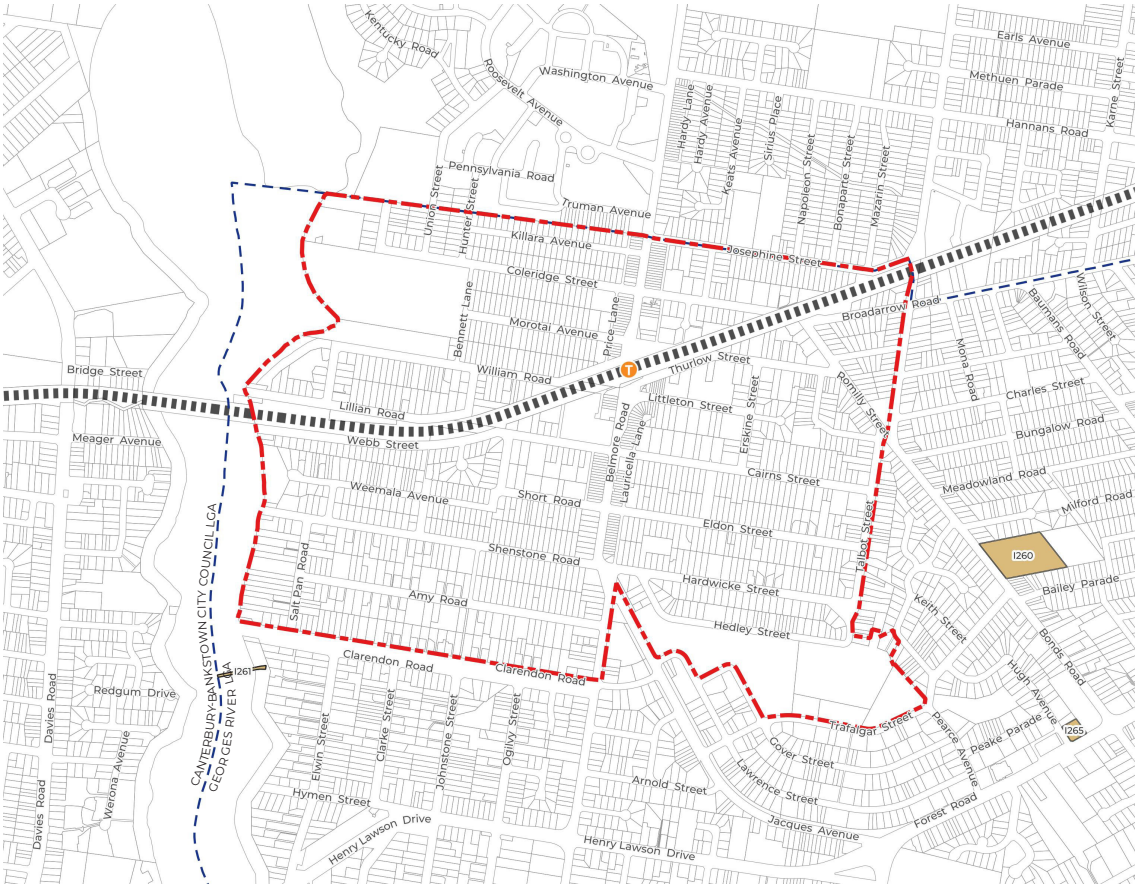


Figure 48. Heritage
Source: Colliers Urban Planning

6.5 Infrastructure, hazards and risks

The following matters are considered in this section:

- Moomba to Sydney Ethane (MSE) pipeline
- water, sewer and stormwater
- electrical infrastructure
- airport obstacle limitation surfaces.

6.5.1 Moomba to Sydney Ethane (MSE) pipeline

The alignment of the Moomba to Sydney Ethane Pipeline (MSEP) is generally aligned to the existing railway corridor. While it presents restrictions for the type and scale of future development, there is existing residential development within the proximity of the pipeline. It is understood Council have been notified by the Department of Planning Housing and Infrastructure (DPHI) Hazards Team that the MSEP has recently been repurposed and approved to carry natural gas. An updated Hazard Analysis has been prepared by Ariscarr in August 2025 to reassess the risk of the MSEP based on the new risk profile. The updated study was endorsed by Council on 10 November 2025.

The updated study concludes the repurposed MSEP will not impede on future sensitive, residential, commercial, active open space or industrial development. The revised societal risk analysis has recommended land within 200m of the pipeline can be considered for population intensification to a threshold of to an average density of 65,000 persons/km2. Various reference zones determine the level of restrictions which apply to development, measured in ‘location specific individual risk (LSIR) of fatality contours’. Consideration should be had to sensitive uses such as seniors housing, schools, child care facilities and hospitals, which are recommended to be restricted from being located within 200m from the pipeline.

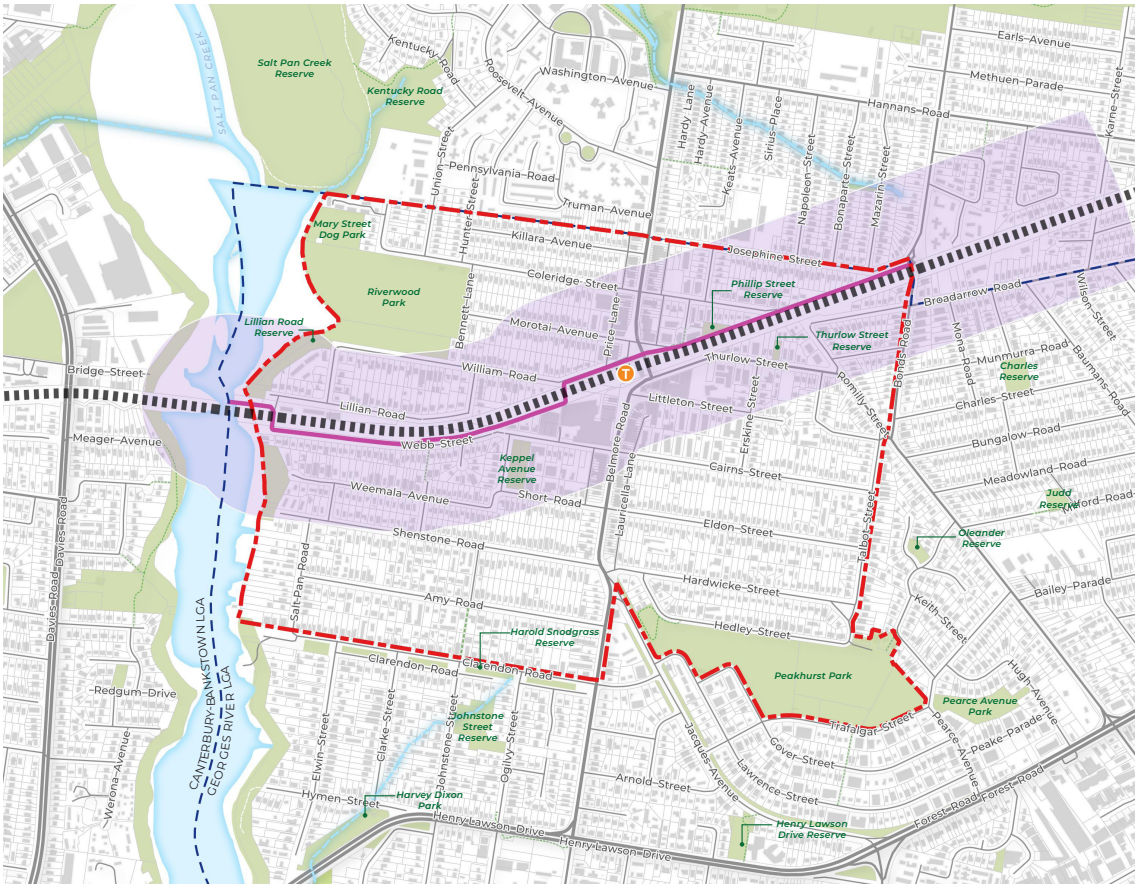


Figure 49. Moomba to Sydney Ethane (MSE) Pipeline
Source: Colliers Urban Planning

6.5.2 Water, sewer and stormwater

Water

The Study Area is within Sydney Water jurisdiction and sits within the Wiley Park Elevated Water Supply Zone within the Potts Hill Water delivery system.

Sydney Water's Water Delivery Network Capacity Report published 30 June 2023 identifies the Wiley Park Elevated Water Supply Zone catchment as having adequate capacity.

The system is interconnected with the Woronora Water Delivery System and can draw from the Sydney desalination plant.

The water supply network in the study area contains smaller reticulation pipes 100, 125, 150, or 200 dia. The network is primarily fed from a larger 300mm diameter trunk main in Bond Street, outside of the study area.

Consultation with Sydney Water has commenced and will require advice from their network team to confirm adequate capacity for any proposed increase in dwellings (Equivalent Tenement).

Sydney Water typically won't accept building over existing assets unless unavoidable. In that instance, and only if endorsed by Sydney Water, replacement or protection of the affected asset is required. Consideration should be given to existing water assets when developing masterplan footprint to try and avoid conflicts where possible.

Sewer Network

The study area is within Sydney Water jurisdiction and sits within the Upper NGRS Catchment, part of the Malabar Wastewater Network. Wastewater is pumped to Malabar Water Resource Recovery Facility.

Sydney Water Wastewater Network Capacity Report published 30 June 2023 identifies the Upper NGRS catchment as having no available capacity.

Consultation with Sydney Water has commenced and will require advice from their network team to identify upgrades that would be required to unlock capacity.

Riverwood is not currently listed in Sydney Waters Growth Servicing Plan 2024-2029.

The study area can be split into 3 separate sewer catchments, that all end up in the same 1350 RC trunk sewer main. North of the railway, the local centre core drains north into the 1350 RC trunk sewer line. The western extent of the study area drains to pump station SP0211 which appears to be pumped into the 1350 RC trunk sewer main. The remaining catchment drains via gravity network to the 1350 RC trunk main. It is noted that some of the sewer pipes are older VC pipes, which are known to be brittle so works around this main could require replacement if damage occurs.

Sydney Water typically won't accept building over existing assets unless unavoidable. In that instance, and only if endorsed by Sydney Water, replacement or protection of the affected asset is required. Consideration should be given to existing sewer assets when developing masterplan footprint to try and avoid conflicts where possible.

Stormwater

This study area predominantly falls towards Salt Pan Creek via pit and pipework. The NSW Government's Flood Prone Land Policy makes Council responsible for managing flood-prone lands in its area. To address this, Council have prepared Flood Studies and Floodplain Risk Management Studies and Plans. The site is covered by the Hurstville, Mortdale and Peakhurst Wards Catchment flood study which provides flood extents and flood levels for the 1% AEP and PMF.

The NSW State Government Flood Policy, Flood Prone Lane Policy and 2023 Flood Risk Management Manual provide guidance on managing flood risks. Floodplain risk management in the Georges River LGA is overseen by Council's Floodplain Risk Management Committee and includes representatives from Council, NSW Government and the community.

Any new development will need to achieve an immunity to flooding commensurate with the land use. Similarly, and new development will need to comply with Council DCP achieving suitable detention and water quality treatment objectives. Assuming adequate on site detention is provided, maintaining post develop peak discharge flow rates to pre development conditions, there should not be any impact to Councils existing drainage network.

The majority of the existing stormwater drainage network consists of stormwater pit and pipe network as well as overland flow in roadways.

It is unlikely that flooding within the study area can be mitigated without further investigation, infrastructure upgrade and expense, however opportunity could be sought to address local flooding issues within the study area as part of any associated works.

6.5.3 Electrical infrastructure

There are 2 x underground 33kV feeders (FR778 & FR779) that supply the 33kV zone substation ZN.10995 RIVERWOOD. One feeder acts as the primary supply and the alternate acts as the backup supply/ interconnection. Within the study area, Ausgrid's network primarily consists of 11kV assets supplied via panels 5, 7, 12 & 13 from the nearby zone substation and comprise of kiosk substations, underground and overhead mains. These panels are part of the broader network and provides power to adjacent suburbs. Consultation has commenced and their advice will be required to determine available network capacity or constraints depending on the proposed increase in demand.

Transgrid have identified cable assets within the study area. They consist of underground cable network traversing east – west along Clarendon Road and Belmore Road, not near the Riverwood local centre core.

6.5.4 Telecommunications

Fibre optic networks exist within the study area. Key infrastructure is the AARNet Fibre optic.

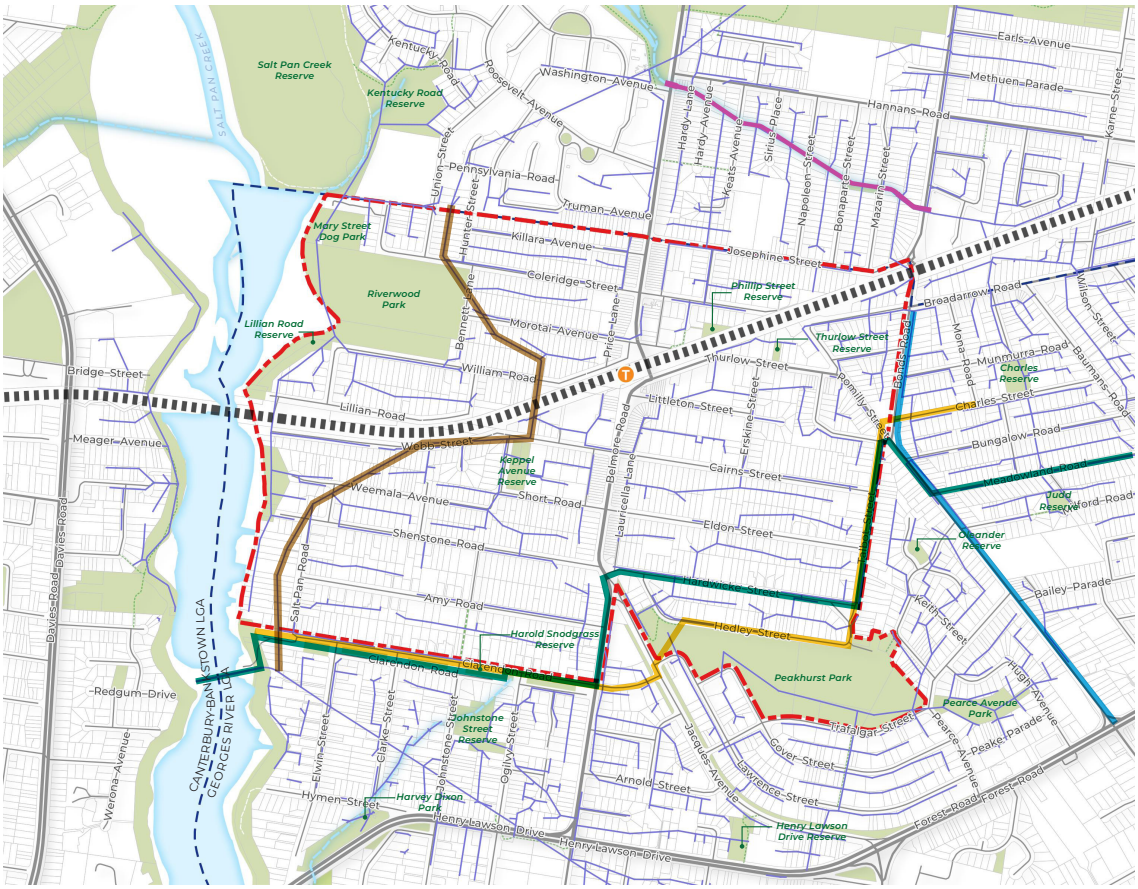


Figure 50. Services Infrastructure
Source: Colliers Urban Planning

6.5.5 Airport obstacle limitation surfaces

The Sydney and Bankstown Airport Obstacle Limitation Surfaces (OLS) apply to the Study Area and its immediate surrounds. This requires that maximum building heights within the Study Area are to be capped at RL156, which is equivalent to a maximum building height of 154m (approximately 47 residential levels) at the lowest point (approximately RL2 at the western edge), and a maximum building height of 112m (approximately 34 residential levels) at the highest point (approximately RL44 at the eastern edge). This reflects of the topography of the Study Area, whereby there is a generally steeper decline between the eastern edge of the Study Area and Belmore Road, and a gentle undulation between Belmore Road and then western edge of the Study Area.

Key directions for the masterplan

- The Study Area is a complex urban environment impacted by a large number and varied range of elements and matters relevant to masterplanning.
- These cover the natural and built environment, and a number of specific matters such as flooding.
- The following section analyses these elements and matter to identify key directions for the masterplan, including constraints, opportunities and key issues.

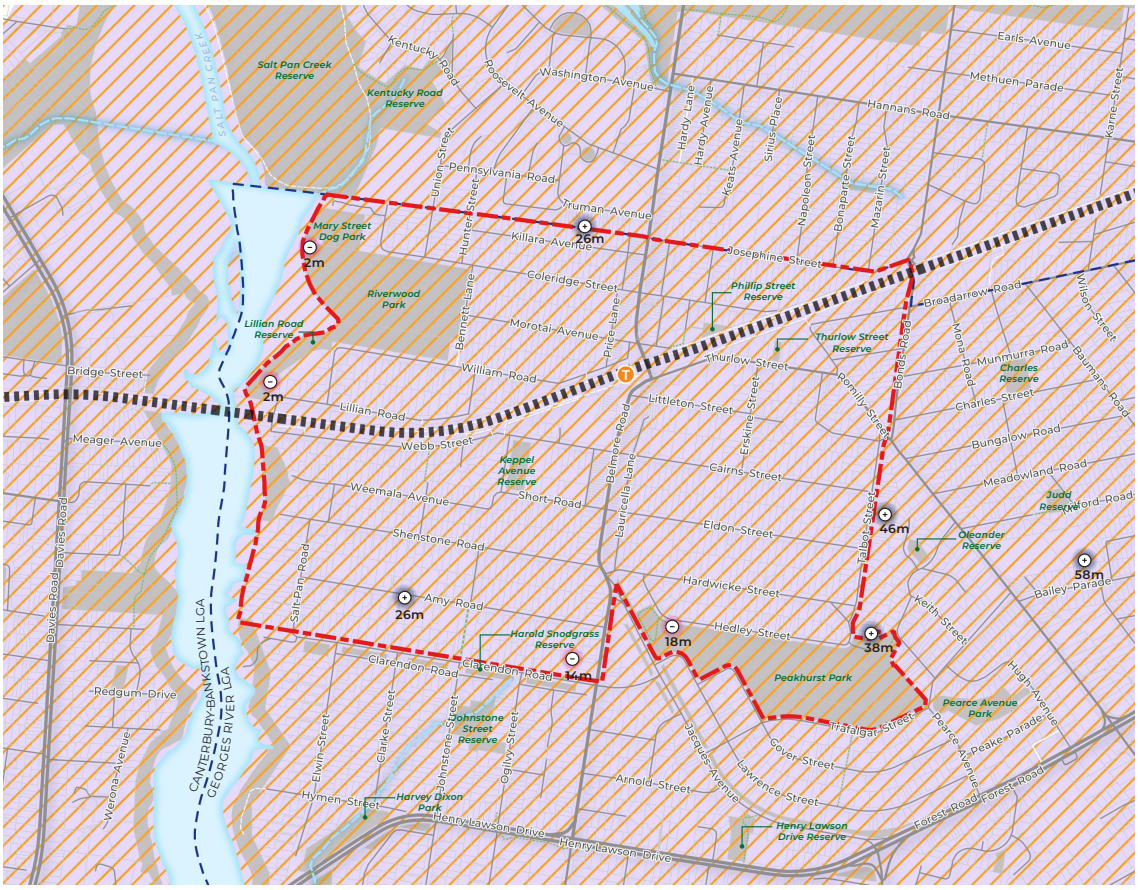


Figure 51. Airport obstacle limitation surfaces map
Source: Colliers Urban Planning

7 CONSTRAINTS & OPPORTUNITIES

This part considers the planning policy review, development review and place analysis to identify key constraints and opportunities for the master plan, the relative capability of parts of the Study Area to accommodate growth, and key issues which are to be considered by the masterplan.

As has been noted, the masterplan will aim to:

- provide opportunities for a greater amount and choice of new well located, well designed medium and higher density homes, including affordable homes
- support these homes with new jobs and new and upgraded infrastructure, including green open spaces, and walking and cycling infrastructure.

Influencing the ability of the masterplan to achieve these aims are physical weaknesses and constraints, and strengths and opportunities.

While there is no universal definition for what is meant by these terms, they can generally be:

- **Weakness or constraint:** a physical factor that will generally inhibit achievement of the masterplan aims.
- **Strength or opportunity:** a physical factor that will generally promote achievement of the masterplan aims.

The value of constraints and opportunities are not always inherently positive or negative. Rather, they are relative to the achievement of the aims. For example, a large area of ecologically valuable bushland is a constraint to the aims of the masterplan, but overall its impact on the community is likely to be positive.

Taken together, weaknesses and constraints, and strengths and opportunities shape issues. Issues are the key matters that the masterplan needs to focus on to deliver on its aims.

7.1 Key weaknesses and constraints

The following table and figure identifies key weaknesses and constraints that will shape growth in the Study Area over the longer term.

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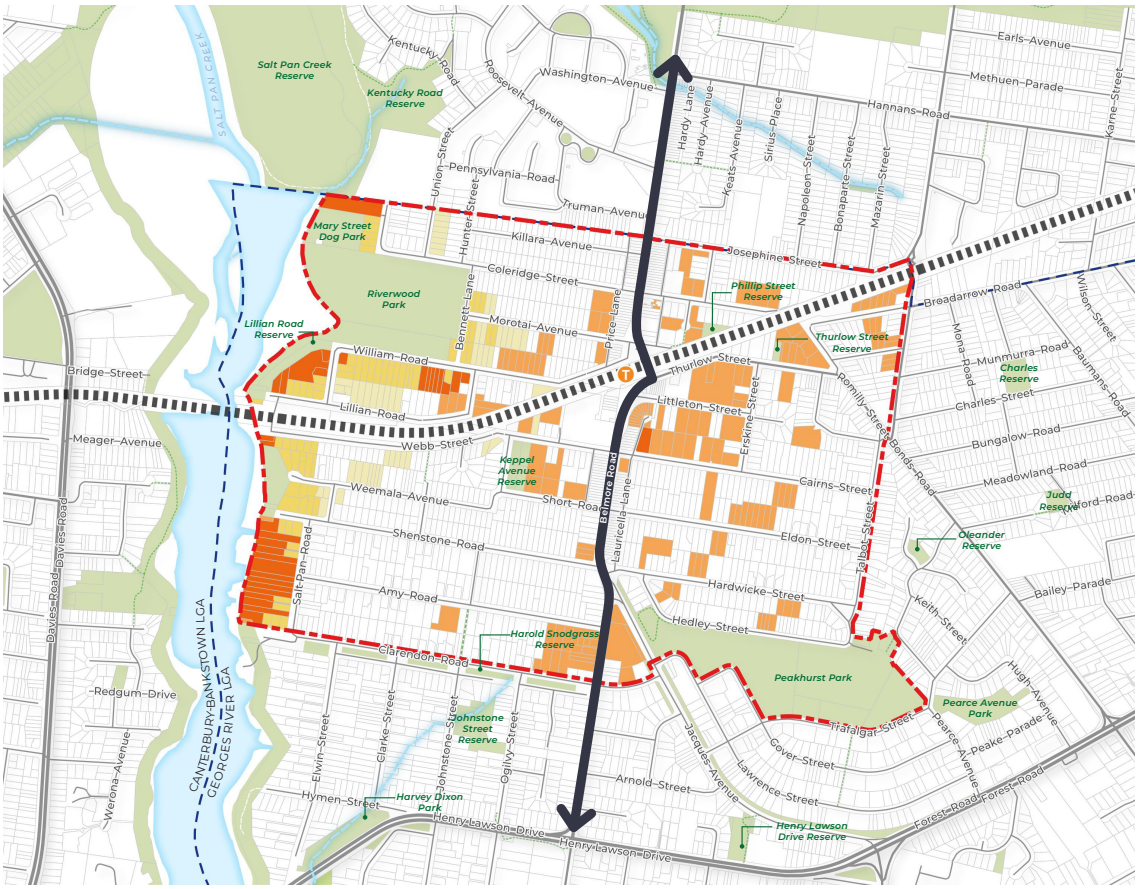
Element	Key weaknesses and constraints
Housing	• **Lot size and shape:** Some areas are dominated by smaller lots or have other attributes which make it challenging to renew for well designed, higher density residential development • **Strata titling:** Land that is strata titled is generally more challenging to renew. The exceptions to this may include where the development contains 8 or less titles, is reaching the end of its useful lifespan, is in single ownership, and is subject to planning controls that provide for significant uplift in yield that makes renewal both feasible and attractive • **Low density residential areas:** There is a need to retain acceptable levels of amenity for established low density residential areas not suitable for renewal through appropriate built scale transitions will shape renewal • **Sun access to public open space:** There is a need to ensure appropriate levels of sun access to key public open spaces such as Riverwood Park and Peakhurst Park will constrain development scale, in particular height • **Land use zoning:** While the NSW Government's LMR policy unlocks the capability of land to deliver a greater amount and choice of new homes, current land use zoning under the GRLEP 2021 was established prior to its introduction and requires review through the masterplan to ensure its aligns with this potential • **Development standards:** The NSW Government's LMR policy sets new development standards for apartments and shop top housing, and also overrides certain existing provisions in council's planning controls. This conflict has the potential to cause policy confusion, which may impede the efficient delivery of the right types of new homes
Jobs and the economy	• **Jobs floorspace:** The Belmore Road local centre does not contain sufficient jobs floorspace to meet current demand • **Development costs:** The high cost of inputs to the development process, including land, materials, and labour can make certain forms of renewal neither feasible or attractive under current market conditions
Transport	• **The T8 Airport and South line:** The T8 Airport and South line creates a barrier to north-south movement in the Study Area • **Belmore Road:** Belmore Road creates a barrier to east-west pedestrian movements, particularly to the south of the railway line • **Traffic congestion:** Traffic congestion can be an issue at certain times of the day along Belmore Road in the vicinity of Riverwood train station • **Traffic speeds:** Traffic speeds on Belmore Road can limits pedestrian amenity and safety • **Trains:** There is limited capacity on trains running on the T8 Airport and South Line at certain times of the day • **Connectivity to Parramatta:** There is an absence of a direct rail link to the Parramatta CBD, which limits transport choice and can influence people's decisions on where they want to work • **Active transport:** Parts of the active transport network are not well connected, making walking and cycling less attractive as a transport mode of choice • **Cycling infrastructure:** there are no dedicated cycle routes in the Study Area, with cyclists reliant on existing roadways or informal paths • **Permeability:** Apart from Belmore Road, much of the Study Area generally has long east-west oriented blocks with limited north-south connections

Element	Key weaknesses and constraints
Natural environment and open space	• **Topography:** Steeply sloping land in the south-west of the Study adjoining Salt Pan Creek will challenge renewal • **Soils and geology:** While soils can support development, some will require management as part of development • **Acid sulphate soils:** Acid sulphate soils are present in the western part of the Study Area, and will require appropriate mitigation as part of development • **Coastal hazards:** Lower lying land in the western parts of the adjoining Salt Pan Creek is potentially susceptible to increased coastal hazard risks associated with climate change, including sea level rise and tidal inundation • **Foreshore area:** Land adjoining and close to Salt Pan Creek is subject to a range of controls under the GRLEP 2021 that will limit the extent and nature of renewal, including the coastal environment area under the Resilience and Hazards SEPP, and the Foreshore Area and Foreshore Scenic Protection Area under the GRLEP 2021 • **Flooding:** Some lots, in particular near T8 Airport and South line, are subject to flooding as part of heavy rainfall events. Flooding also impacts key public open spaces including Riverwood Park • **Contaminated land:** While there is no recorded history of widespread former industrial uses in the Study Area, some lots may have supported uses that can pose a contamination risk • **Moomba to Sydney Ethane Pipeline:** The Moomba to Sydney Ethane Pipeline traverses east-west along the rail corridor and will require sensitive uses to located outside of the 200m buffer zone**Aircraft operations:** While not overly restrictive, the entirety of the Study Area is subject to height controls intended to ensure the continued safe operation of airports • **Public open space in the centre:** There is a shortage of usable public open space such as plazas in the Belmore Road local centre • **Public open space in residential neighbourhoods**: Some parts of the Study Area are located further than 400m (5 minute walk) to a public open space • **Capacity of road reserves:** Narrow nature strips and existing overhead power lines may limit the ability to strengthen the urban forest and tree canopy which can make renewal more attractive and offset any loss of trees in private property • **Significant trees:** Protection of significant trees may constrain renewal
Facilities and infrastructure	• **Sewer network:** The existing sewer network is at capacity, with any planned future growth generating the need for upgrade to the network • **Community facilities:** Most community facilities are not located central to the Study Area, being located to the north in the Canterbury Bankstown LGA

Table 28.Key weaknesses and constraints



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Existing roads
- Open space
- Water body
- Creekline

Constraints

- Belmore Road - physical north-south barrier
- Lots with multiple constraints (Categories A+B)
- Lots with one constraint only (Category A)
- Lots with multiple constraints (Category B)
- Lots with one constraint only (Category B)

100 200 500m
1:10,000 @ A3

Category A - Constrained

- Development possible but unlikely.
  - Strata-titled lots (8 or more)
  - 1% AEP Flood-affected lots
  - SP2 Lots (not owned by Council)

Category B - Somewhat Constrained

- Development possible but with manageable constraints.
  - Lots affected by trunk sewer mains
  - Lots affected by draft terrestrial biodiversity 40m buffer
  - Lots within coastal use area and coastal zone
  - Lots within foreshore scenic protection area

Figure 52. Consolidated weaknesses and constraints
Source: Colliers Urban Planning

7.2 Key strengths and opportunities

The following table identifies and describes and the following figure maps the key opportunities that will shape growth in the Study Area over the lifespan of the masterplan (20 years).

Element	Key strengths and opportunities
Housing	• **Accessibility to Riverwood Station and Belmore Road:** Land within an easy walking distance (up to 800m, or 10 minute walk) is generally well suited to TOD renewal, and provides an opportunity for a greater amount and choice of well-designed new homes • **Accessibility to parks:** Land adjoining and close to high quality parks such as Riverwood Park and Peakhurst Park has relatively higher level of amenity, and also may represent an opportunity for renewal that can also activate and better define these parks • **Government land ownership:** Large, relatively unconstrained sites owned by the NSW Government or council may be suitable for renewal • **Large, well located sites:** There are a number of large, well locates sites along Belmore Road in commercial ownership which present opportunities for larger scale and / or catalyst renewal, which may also be able to deliver tangible community benefit such as new public or publicly accessible spaces • **Land use zoning:** There is opportunity to consider changing land use zoning to enable greater diversity of appropriate residential and supporting land uses • **Building height:** There is potential to explore scope for increased building height in some locations, including taller buildings on well-located sites that provide scope for great design that contributes to the quality of the Study Area • **NSW Government's LMR policy:** The NSW Government's LMR policy unlocks the capability of land to deliver a greater amount and choice of new homes, including up to 6 storeys within 400m of Riverwood Station • **Development standards:** The Housing SEPP and the NSW Government's LMR policy sets relatively permissive new development standards for apartments and shop top housing
Jobs and the economy	• **Belmore Road:** Belmore Road is a vibrant main street that acts as the heart of the community, provides for jobs, and generates considerable economic activity. There is opportunity to further strengthen the centres offering to the community by planning for additional jobs floorspace
Transport	• **Belmore Road:** Belmore Road is a strong, legible anchor for the Study Area, and provides capability for transport enhancements that better integrate road transport, public transport, and active transport • **Traffic management:** To better manage traffic and pedestrian flows, there are opportunities to consider introducing improved traffic management such as signalisation at key intersections such as Morotai Avenue / Belmore Road • **Parking rates:** There is opportunity to review existing on-site carparking rates to encourage more sustainable modes of transport, including consideration of the potential for introducing maximum parking rates for future development • **Pedestrian connectivity:** Building on council's recent program of public space improvements, there is potential to enhance pedestrian connectivity across Belmore Road in particular to the south of the T8 Airport and South line • **Traffic speeds:** There is opportunity to consider reducing traffic speeds along Belmore Road as part of a broader public spaces improvement strategy through appropriate traffic calming measures. • **On-street car parking along Belmore Road:** This parking should be retained where practical to provide a diversity of transport activities and encourage reduced vehicle speeds

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Element	Key strengths and opportunities
Transport	• **Local area traffic management:** There is opportunity to consider reducing through traffic intrusion into local residential neighbourhoods through measures such as pedestrian crossings, and raised thresholds • **Improved cycling links:** Establishment of formal cycling links linking Riverwood with other local centres such as Peakhurst, Narwee and Mortdale. • **Enhanced train capacity:** With extension of the Sydney Metro network to Bankstown scheduled for opening in 2026 there may be opportunities to collaborate with Transport for NSW for additional capacity on the T8 Airport and South line • **Through-site links:** There is opportunity through larger scale renewal to improve north-south pedestrian and potentially cyclist permeability with through-site links. • **On-road cycle paths:** While acknowledging that they can generate debate in communities there is potential to reallocate road space on wider roads for on-road cycle paths • **Connecting destinations:** There is opportunity to explore improved active transport connections linking destinations such as Riverwood Station, Riverwood Park and Riverwood Public School
Natural environment and open space	• **Salt Pan Creek and foreshore areas:** While constraining renewal, Salt Pan Creek and foreshore areas can also stimulate renewal of adjoining and nearby land due to its provision of high levels of amenity • **Street trees:** A number of streets such as Cairns Street have mature, cohesive street tree plantings that create a canopy formation and can increase their attractiveness for renewal • **Environmental assets:** Renewal can help stimulate delivery of enhancements to environmental assets, including strengthening of the urban forest and tree canopy in the public domain • **Water management:** Renewal can present opportunities to explore water management solutions, potentially including address of any local catchment ponding issues and new or enhanced water quality treatment infrastructure • **Belmore Road:** There is opportunity to retain and enhance the generous 10m wide footpaths along parts of Belmore Road • **Tree canopy cover and urban green infrastructure:** There is opportunity to introduce new or additional tree canopy cover and urban green infrastructure • **Connectivity and wayfinding:** There is opportunity to enhance local connectivity and wayfinding to local reserves and parks. • **Existing significant trees:** There is opportunity to better protect existing significant trees in the public domain, including along Cairns Street, Eldon Street, and Hardwicke Street • **Linking open space:** There is opportunity to better connect existing and any planned future open spaces • **Lighting and safety:** There is potential to consider improved local street lighting to support safer pedestrian movement at night, including the consideration of SMART lighting • **Salt Pan Creek and its foreshore:** Subject to environmental and other relevant considerations such as safety, there is opportunity to consider increase connectivity to and along the Salt Pan Creek parklands through sensitive measures such as boardwalks • **Accessible open space:** While noting challenges in securing such land, there is potential to ensure all residents are located within 400m walking distance through exploring creation of new public or publicly accessible open space • **Enhanced open space:** There is potential to improve the quality and useability of existing open spaces

Element	Key strengths and opportunities
Natural environment and open space	• **Connected open space:** There is potential to explore opportunities to consider improved connections between open space, in particular to the Salt Pan Creek foreshore, through an expanded and focussed local green grid along key streets • **Small open spaces:** There is scope for delivery of small, high quality and centrally located public or publicly accessible public plazas along Belmore Road that can accommodate playgrounds and other community assets • **New sports fields at Salt Pan Reserve:** There is opportunity to create new playing fields at Salt Pan Reserve in partnership with Canterbury Bankstown council
Facilities and infrastructure	• **Community facilities:** There is opportunity to enhance accessibility to community facilities located to the north of the Study Area in the Canterbury Bankstown LGA • **Education facilities:** While no public schools are located in the Study Area, Riverwood, Hannans Road, Peakhurst and Peakhurst West public schools are located just outside the Study Area • **Health facilities**: the Study Area is accessible to tertiary health facilities, including the Bankstown-Lidcombe Hospital

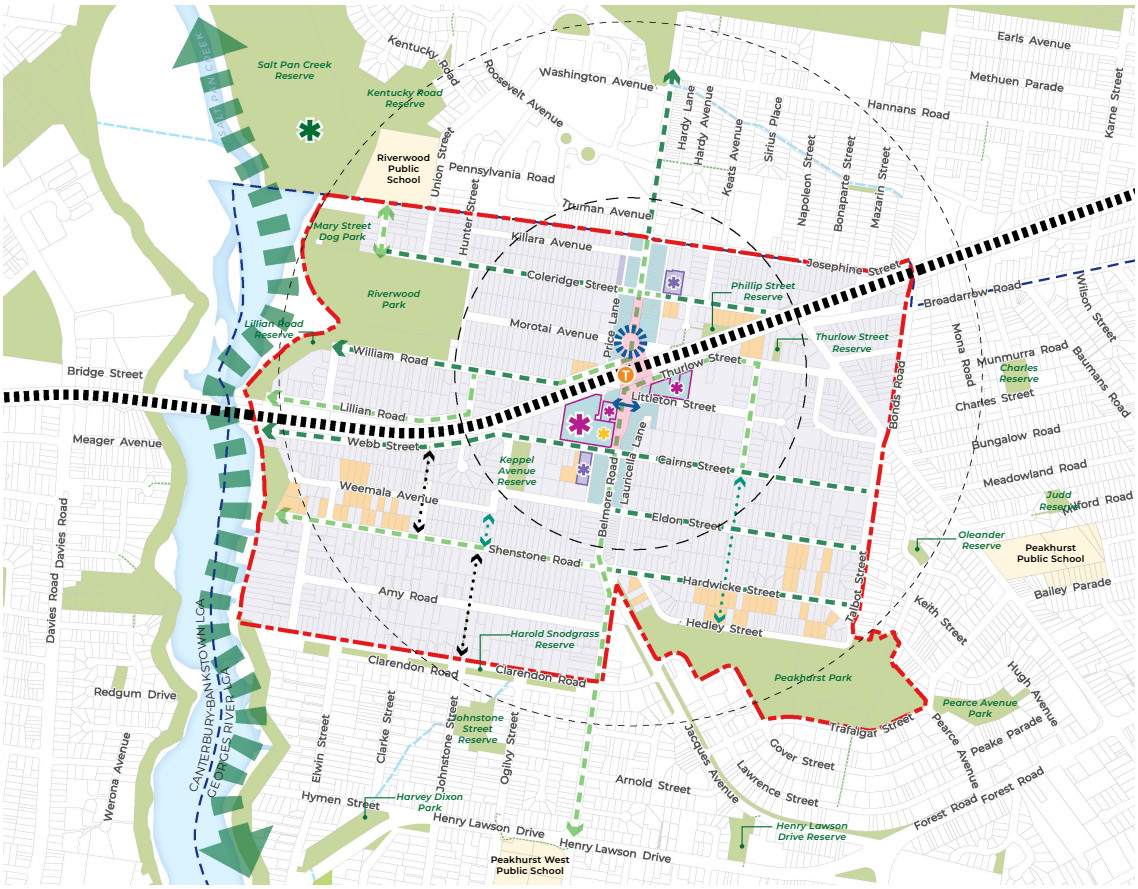
Table 29.Key strengths and opportunities

7.3 Key issues

Key issues are particularly important weaknesses, constraints, strengths and opportunities impacting the Study Area and shaping the masterplan. The following table identifies these key issues.

Element	Key strengths and opportunities
Housing	· The impact of the Moomba to Sydney ethane pipeline on growth, in particular sensitive uses · The appropriateness of lot size, width and depth to accommodate high quality housing outcomes · Planning for delivery of a greater amount and choice of homes that are well located and well designed, and consider the valued characteristics of the Riverwood Local Centre and its neighbourhoods · The location, scale and height of new buildings, considering the existing permissibility of development of up to 6 storeys
Jobs and the economy	· The need to address shortage of jobs floorspace, in particular along Belmore Road, while maintaining the local centre role of Riverwood
Transport	· Capacity constraints of the T8 Airport and South line · The potential need for road enhancements to cater for planned future growth · Planning for choice of movement, and in particular more sustainable forms of transport such as walking and cycling
Natural environment and open space	· The need to balance protection of Salt Pan Creek and its foreshore open space with opportunities to provide enhanced public access · Providing an adequate amount, distribution and useability of public open space for planned future growth
Facilities and infrastructure	· Ensuring accessibility to community facilities

Table 30.Key issues



LEGEND

- Study Area
- LGA boundary
- Cadastre
- Riverwood train station
- Railway corridor
- Existing roads
- Open space
- Water body
- Creekline

Opportunities (locations are indicative only)

- 400/800m catchment from Riverwood train station
- Local Centre Core
- Belmore Road improvements
- Council-owned lots
- Homes NSW-owned lots
- Potential for density on key sites under single commercial ownership
- Potential for density on key sites under Council ownership
- Potential for new sports field
- Potential for new small open space
- Potential signalised intersection
- Potential pedestrian crossing
- Improve connections to Salt Pan Creek Corridor
- Protect existing tree canopy cover, potential active transport links
- Improve tree canopy cover, potential active transport links
- Enhance existing through-site links
- Potential for new through-site links

Figure 53. Consolidated opportunities
Source: Colliers Urban Planning

7.4 Study Area boundary

Council has established a preliminary Study Area boundary to help guide investigations undertaken by this Background Report.

The investigations, in particular review of planning policy and the place analysis, support this boundary being carried forward for the next stages of the masterplanning process subject to the inclusion of additional land at Richards Avenue, Peakhurst.

In particular, the boundary:

- noting the inclusion of a small part of Peakhurst, is generally aligned with the extent of the suburb of Riverwood in the Georges River LGA
- captures most land located within 800 (10 minute walk) of Riverwood Station
- does not include large areas near its boundary that are subject to 'hard' constraints, or other constraints that have a high significance of impact on the potential for TOD focussed renewal
- is generally bound by clear, logical physical boundaries such as waterways, and roads

It is recommended that the Study Area boundary be amended slightly to include additional land at Richards Avenue, Peakhurst comprises a triangle of land bound by Belmore Road to the west, Jacques Avenue to the east, and Richards Avenue to the south. While this land is in part occupied by uses that are unlikely to be redeveloped (a fire station and 2 recently constructed apartment buildings), it has other attributes that present as opportunities for renewal. These are:

- contains a relatively large area of land occupied by an older social housing in the ownership of Homes NSW
- is in part adjacent to Peakhurst Park, which provides for increased amenity
- creates a more regular shaped Study Area.

Any proposals developed as part of the masterplan for renewal of the social housing will need to consider the views of both Homes NSW and existing residents.

7.5 Land capability

Land within 400m of Riverwood Station and located outside the MSEP area generally has the highest capability to accommodate further growth. This includes land at the northern and southern end of Belmore Road.

Land between 400m – 800m of Riverwood Station also has capability to accommodate growth.

While this will be subject to further study as part of the masterplanning process, land adjoining Riverwood Park and Peakhurst Park has particular capability to accommodate growth due to its enhanced amenity.

As has been noted, the capability of land impacted by the MSEP to accommodate TOD focussed renewal involving a greater amount of homes as well as sensitive uses such as childcare centres is severely limited. However, It may be appropriate for other uses such as shops and offices.



Figure 54. Revised Study Area boundary
Source: Nearmap and Colliers Urban Planning

Key directions for the masterplan

- The main strength and opportunity for TOD renewal in the Study Area is accessibility to Riverwood Station, and the presence of the Belmore Road local centre. Other key strengths and opportunities include a prevailing grid street layout, and a range of open spaces and social infrastructure including health, education and community facilities.
- The key weaknesses and constraint is the Moomba Sydney ethane pipeline (MSEP). Until an alternative future can be determined and committed to, the MSEP is the only 'hard' constraint impacting the Study Areas that severely limits TOD focussed renewal. Other key weaknesses and constraints include limited jobs floorspace, small and / or narrow and deep lots, coastal hazard and other planning considerations, and flooding.
- These form the basis of key issues to be addressed by the masterplan. Key issues include the MSEP, the amount of jobs floorspace, and the capacity of the T8 Airport and South line.
- The preliminary Study Area boundary established by council is supported being carried forward for the next stages of the masterplanning process, subject to the inclusion of additional land at Richards Avenue, Peakhurst.
- Within this area, land within 400m of Riverwood Station and located outside the MSEP area generally has the highest capability to accommodate further growth. Land between 400m – 800m of Riverwood Station also has capability to accommodate growth. While this will be subject to further study as part of the masterplanning process, land adjoining Riverwood Park and Peakhurst Park has particular capability to accommodate growth due to its enhanced amenity.

8 TOWARDS A SHARED VISION

This part provides preliminary directions for development of a vision to help guide future growth of the study area in collaboration with stakeholders and the community.

8.1 Towards a shared vision

The vision for the future of the Study Area need to give effect to other NSW Government and council planning policy. It needs to align with the vision for the future of the Georges River LGA established by the LSPS in collaboration with the community as follows:

- 'A productive place to live, work and enjoy - with diverse, active, green, well designed and connected places'.

It also needs to align with the planning priorities in the LSPS and its criteria to guide growth.

To assist in starting the conversation with the community, council has developed a preliminary set of objectives to help guide the early stages of the masterplan process. These preliminary objectives are:

- provide housing diversity that adapts to the population needs of the future
- encourage the delivery of affordable housing in accordance with the Georges River Affordable Housing Policy.
- introduce additional employment generating floorspace to strengthen the Centre's economy and provide essential services to support the future population, including the renewal of Riverwood Estate
- leverage opportunities for transit-oriented development to improve walkability and increased use of public transport
- enhance the quality and amenity of Riverwood's public domain
- enhance access to public spaces, including Salt Pan Creek and increase the urban tree canopy
- ensure new development in Riverwood is associated with the provision of local, community and state infrastructure.

The masterplan also need to seek to ensure it supports growth that is responds to the key, valued characteristics of the Study Area.

8.2 Key matters

Key to developing a shared vision is consideration of key elements. These key elements are:

- housing
- jobs and the economy
- transport
- the environment and open space
- facilities and infrastructure.

These will form a key focus of the masterplan, and will be used as a key structuring device to help shape and organise the vision, objectives, strategies and measures.

The following table provides an example of matters that may be considered by the masterplan under each of these elements.

Element	Example matter
Housing	Housing supply, housing choice and diversity, housing location, housing design, housing affordability and affordable housing, special housing types (eg build to rent), housing for people with different needs (eg, adaptable housing, older persons), land use zoning, building height, building floor space ratio (FSR), high quality design and design excellence, engagement between buildings and public spaces
Jobs and the economy	The role and function of the study area, provision of sufficient jobs floorspace, types of floorspace, vibrancy of Belmore Road, resilience to a changing market
Transport	Roads, carparking, public transport (rail, bus), active transport (eg, walking, cycling)
The environment and open space	Topography, geology and soils, waterways, biodiversity, trees, vegetation and bushland, urban forest and urban canopy, Salt Pan Creek green grid, parks, reserves, plazas, environmental performance of buildings, Connecting with Country, Aboriginal heritage, non-Aboriginal heritage, archaeology, built heritage, cultural heritage
Facilities and infrastructure	Quality and capacity of infrastructure, sustainability and innovation in infrastructure, health facilities, education facilities sports and recreation, community gathering and interaction

Table 31. Elements and example matters covered by this masterplan

8.3 Emerging directions

The following section provides an outline of some emerging directions arising from the Background Report. These will need to be tested and validated by the community through masterplanning process. As such, there are likely to evolve, with some being changed, removed, or added.

8.3.1 Housing

State planning policies have recognised that the growing demand for housing must be addressed through provision of well-located, well designed housing which is diverse and affordable. This is evidenced through strategic plans such as the Greater Sydney Region Plan, the South District Plan, and implementation of housing targets through the National Housing Accord under which 6,300 new homes are targeted to be completed by 2029 within the Georges River LGA. These broad objectives are informed by local strategic plans, such as Georges River's Local Housing Strategy which identifies housing gaps, challenges and objectives specific to the projected growth in the local area. Notably, these include the need to support ageing in place, provide increased choice for small dwellings that suit ageing populations, address housing affordability, and encourage development along transport corridors. Various statutory planning frameworks, Ministerial Directions and guidelines such as the Apartment Design Guide apply to create consistency with the Greater Sydney Region Plan. However, in doing so, competing housing delivery objectives arise. Whilst the Transport Oriented Development program seeks to increase density around transport hubs, the Low and Mid-Rise (LMR) Housing Policy targets increasing housing diversity through filling the gap between freestanding homes and high-density developments. As such, the Riverwood Local Centre Master Plan should clearly define the demand for housing supply and provide directions as to how diversity of density will assist in achieving this.

Notably, the theoretical capacity of the Georges River LGA to deliver the LMR policy currently equates to 2,855 dwellings between R2, R3 and R4 zones. A proposed uptake of 20% is anticipated, equating to 571 dwellings. Compared to the projected uptake rate of 254 dwellings under the existing GRLEP 2021 controls, this represents an additional 317 dwellings delivered through the LMR policy.

Housing delivery is also to occur in line with the established centre hierarchy. In this regard, Riverwood is identified as a local centre amongst other town centres, being Hurstville as a strategic centre, and Kogarah as a health and education precinct.

8.3.2 Jobs and the economy

A productive economy in Greater Sydney is a key objective outlined across comprehensive state-led strategic plans. This includes the co-location of complementary services i.e. health and education, protection of industrial lands and delivering affordable housing close to employment centres. The GRLEP 2021 expresses similar objectives for preserving employment lands and locating affordable homes close to jobs, as stated in the objectives of the E1 Local Centre zone and R4 High Density Residential zone. Local strategic plans for the Georges River LGA corroborate these directives, notably identifying Riverwood as an emerging centre for economic growth in the LGA with *"local jobs for local people for a local lifestyle"* (Georges River Economics Development Strategy). This mirrors the existing population-serving commercial land uses in the Riverwood local centre core including food and beverage premises, shops and supermarkets.

The Georges River Commercial Centres Strategy outlines the Riverwood Local Centre's role as the LGA's third largest commercial centre and largest in the local area. As the centre continues to function as a key focal point for the surrounding area, Riverwood is expected to maintain and strengthen its role in delivering essential services to the local community. Therefore, Riverwood is currently positioned to retain locally significant employment lands along Belmore Road.

8.3.3 Transport

The current statewide planning philosophy for delivering housing is focussed around transport oriented development (TOD). The Riverwood local centre core is currently moderately well-serviced by public transport with reasonably frequent train services to the Sydney CBD. State Government directives urge the importance of well-located homes

close to public and active transport options, and to essential services. This idea is reflected in local strategic plans for Riverwood, including designating the Riverwood local centre core as a high pedestrian activity area. Moreover, statutory controls including Ministerial Direction 5.1 and Chapter 6 of the Housing SEPP (LMR policy) require public and active transport accessibility as an integral component of future housing development.

In certain aspects, active transport connectivity within the local centre core and Study Area is strong in its current state. Wide paths with streets trees along the Belmore Road commercial corridor provide an amiable environment for pedestrians, and standard footpaths along tree-lined streets connect to the surrounding residential areas. This is directly supported by the Riverwood Town Centre High Pedestrian Activity Area project.

Comparatively, the railway corridor presents a moderate challenge for active transport as pedestrians and cyclists navigate narrow pathways along Belmore Road with no alternative crossing in the town centre.

Additionally, there are no dedicated cycling paths in the commercial corridor or into residential areas, despite Salt Pan Creek being identified as an active transport project of significant value in the Georges River Active Transport Strategy.

Belmore Road, in addition to its commercial-serving land use, is a major local road for north-south connections to the M5 Motorway (north) and Henry Lawson Drive (south). Commercial premises along Belmore Road require substantial freight and servicing needs which is provided by rear laneways, ensuring Belmore Road remains clear of unloading and loading activity and preserves pedestrian amenity, aligning with the Georges River Road Network and Freight strategy. There is generally an ample supply of unrestricted parking in the town centre, with wide local streets and carparks, including the Riverwood Commuter Carpark, providing unrestricted parking on the periphery of the Belmore Road corridor.

8.3.4 The environment and open space

An important element of place-based strategic planning is building resilience to environmental conditions and changes. This is delivered in part through protecting and leveraging natural resources, whilst recognising the constraints that these resources present. The Georges River Local Strategic Planning Statement gives effect to these objectives by ensuring existing open spaces are utilised and new open spaces are provided for residents. This requires enhancing greenspaces, particularly those which form part of the Green Grid network by strengthening use and protection of public open spaces such as Riverwood Park, and waterways such as the Salt Pan Creek. The GRLEP 2021 promotes this through the zoning of public recreation areas and provisions regulating use of foreshore risk and protection areas around the Georges River. Given Salt Pan Creek forms the western boundary of the Study Area, flooding controls and considerations are applicable to the Study Area and potential flood risk should be effectively minimised and managed as part of the masterplan.

8.3.5 Facilities and infrastructure

The cultural and social life of the local centre core is an essential driver for establishing itself as a quality place. Provision of community infrastructure and open space is fundamental to allow for interactions and connection between members of the community, contributing to a vibrant and social place to live. Notably upgrades to Riverwood Park and Salt Pan Creek Corridor will provide the area with high quality community facilities and open space, becoming central components to support the population.

A focus on creative industries is also prescribed through the Georges River Cultural Strategy that aims to foster cultural life and embed creativity into the urban and social fabric. Supported by the GRLEP's aim of protecting the limited creative industries in the LGA and promoting the use and development of land for arts and cultural activity, and local centre core's existing zoning of E1 Local Centre that promotes a range of community uses, the Study Area is positioned to encourage the creation of a range of community uses to serve the area. The masterplan should actively utilise the Study Area's existing green

spaces as a community resource by providing density close to amenity. Cultural and social practices should also be fostered through zoning that provides for such uses.

Social and community infrastructure within the suburb of Riverwood include Riverwood Public School, Riverwood Community Centre, Riverwood Library and Knowledge Centre. While these serve the Georges River portion of Riverwood, they are located in the Canterbury-Bankstown LGA. Significant education and medical facilities are also located closely such as Western Sydney University (Bankstown Campus), South-Western Sydney TAFE Campus and Bankstown-Lidcombe Hospital, however again, these are situated outside of the Georges River LGA. Further investigations are required to determine the capacity of existing community infrastructure as new development occurs. In the interim, improved connections to existing infrastructure will provide current and prospective residents with better access.

State strategic and legislative documents place a strong emphasis on long-term infrastructure provision to support large-scale population growth, encourage resilience through diversity and improve government-private partnerships. The local centre core fosters diverse land uses as a local centre, however currently operates as a low-density hub. Large-scale intensification on some of this land however may not be feasible.

The repurpose of the Moomba to Sydney Ethane (MSE) Pipeline to natural gas was determined to have negligible impact on future growth within the Study Area The updated study concluded, any location within 200m of the pipeline can be considered for population intensification. However, sensitive land uses, such as seniors housing, schools, child care facilities and hospitals are recommended to be restricted from being within 200m from the pipeline.

Digital infrastructure is identified as an important component for Riverwood to support the changing nature of employment and education. This includes continued rollout of public Wi-Fi within the public domain and upgrade of services in libraries, establishing a data exchange and dashboard, and installation of smart sensor technology for bins and parking. Improvements to enabling infrastructure such as energy and water will need to be explored in partnership with providers, State Government and other South District Councils. To promote the Riverwood local centre core's sustainable growth, infrastructure must improve alongside population growth.

8.4 Preliminary recommendations

The following table supports these emerging directions by making preliminary recommendations for the masterplan. Their preliminary nature is emphasised. As with the emerging directions, it is noted that they will evolve over time through engagement with council, stakeholders and the community, and through consideration of advice from experts involved in helping advise on the masterplan.

Element	Key recommendation
Housing	• Given the low projected uptake of the LMR policy, the Local Centre Master Plan should consider mechanisms to increase policy uptake to deliver housing volumes which are closer to the LGA's capacity and the local housing targets. Alternatively, the Local Centre Master Plan should deliver a tailored approach that encourages uptake in intensification of housing within the Study Area, for example, controls allowing greater yield than under existing state housing policies. • The Local Centre Master Plan should clearly define demand for housing in line with the needs and challenges of existing and future residents within the Study Area. This should reflect the role of Riverwood as a local centre within the wider LGA in line with the criteria to guide growth established under the GRLSPS. • To optimise uptake of TOD and LMR policies, the Local Centre Master Plan should provide guidance framing how these policies should be adopted within the Study Area, such as by prioritising TOD in the Study Area centre and LMR policies around the Study Area centre. • To align development in Riverwood with the objectives of TOD outlined in state and local strategic plans, the masterplan should encourage local statutory control changes that facilitate densification within 800m walking distance of Riverwood Station. This will ensure consistency with Chapter 6 of the Housing SEPP and stimulate the delivery of well-located housing. • Explore the economic feasibility of development within the Moomba to Sydney Ethane Gas Pipeline exclusionary zones, including both residential and non-residential land uses.
Jobs and the economy	• The masterplan should support the continued function of Belmore Road as a population-serving economic corridor by facilitating appropriate non-residential uses and enabling mixed-use development that reinforces the centre's role within the commercial hierarchy.
Transport	• The masterplan should reinforce its existing strong pedestrian links to and within the Belmore Road corridor and investigate potential cycling connections along the corridor, and how they service residential lands and public open space. • The prevalence of restricted parking along Belmore Road should be investigated in the masterplan, potentially looking towards its removal and replacement with active transport infrastructure.
Natural environment and open space	• In accordance with the Green Grid Strategy, design of pedestrian walkways and cycle paths in and around the Local Centre Master Plan should leverage the opportunities that natural resources such as the Salt Pan Creek present to increase residential amenity. • Development should recognise natural limitations such as flood-prone areas within and around the Study Area to ensure the long-term resilience of development delivered in accordance with the Local Centre Master Plan. This may require development to be located a certain distance from the Creek, or that flood-prevention infrastructure be adopted within the study area. Such controls will particularly impact the western boundary of the Study Area.
Community facilities	• Explore the potential for residential density close to community assets such as Riverwood Park and Salt Pan Creek which are positioned for upgrades. Locating residents close to open space amenity should be investigated as this also lays outside of MSE Pipeline exclusion zones. • Further investigations are required to determine the capacity of existing community infrastructure as new development occurs to understand shared capacity between Georges River and Canterbury-Bankstown. In the interim, improved connections to existing infrastructure will provide current and prospective residents with better access.
Infrastructure	• Improvements to services infrastructure such as energy and water to be explored in tandem with providers, state government and other relevant LGAs.

Table 32 Preliminary recommendations

8.5 Next steps

The next step in the masterplanning process is development of a vision in collaboration with representatives of the local community. As part of this process, input will be sought on what are considered to be key community issues and aspirations, as well as early ideas for strategies and measures for the future of the Study Area. Further investigation of the MSEP will also be undertaken to consider the potential for its repurposing to reduce its impact on the potential for future growth in the Study Area.

Key directions for the masterplan

- The vision for the future of the Study Area needs to give effect to other NSW Government and council planning policy, including the vision for the future of the Georges River LGA and the criteria to guide growth established by the LSPS in collaboration with the community.
- To assist in starting the conversation with the community, council has developed a preliminary set of objectives to help guide the early stages of the masterplan process. These preliminary objectives include 'provide housing diversity that adapts to the population needs of the future', and 'enhance the quality and amenity of Riverwood's public domain'.
- Key to developing a shared vision is consideration of key elements. These key elements are housing, jobs and the economy, transport, the environment and open space, and facilities and infrastructure.
- Emerging directions arising from the Background Report to help guide the next stages of the masterplan include the need to clearly define the demand for housing supply and provide directions as to how diversity of density will assist in achieving this, and enhancing greenspaces, particularly those which form part of the Green Grid network by strengthening use and protection of public open spaces such as Riverwood Park, and waterways such as the Salt Pan Creek.
- Supporting these emerging directions are a number of preliminary recommendations. This includes that the masterplan should clearly define demand for housing in line with the needs and challenges of existing and future residents within the Study Area, reflecting the role of Riverwood as a local centre within the wider LGA in line with the criteria to guide growth established under the GRLSPS.
- The next step in the masterplanning process is development of a vision in collaboration with representatives of the local community. As part of this process, input will be sought on what are considered to be key community issues and aspirations, as well as early ideas for strategies and measures for the future of the Study Area. Further investigation of the MSEP will also be undertaken to consider the potential for its repurposing to reduce its impact on the potential for future growth in the Study Area.

APPENDIX A: PLANNING POLICY DOCUMENTS

The following table identifies all planning policy documents that have been considered in preparing the Background Report.

Type	Document
Planning policy	Legislative framework • Environmental Planning and Assessment Regulation 2021 Strategic planning framework • Biodiversity in Place • Connecting with Country • Greener Places • Georges River Community Strategic Plan 2018-2028 • Georges River Tidal Inundation Study • Inclusive Housing Strategy And Delivery Program • Affordable Housing Policy and Draft Affordable Housing Contributions Scheme • Early learning services strategy • Libraries strategy • Employment Lands Study • Industrial and Commercial Lands Strategy Statutory planning framework • State Environmental Planning Policy (Biodiversity and Conservation) 2021 • State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 • State Environmental Planning Policy (Industry and Employment) 2021 • State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development • State Environmental Planning Policy (Planning Systems) 2021 • State Environmental Planning Policy (Resilience and Hazards) 2021 • State Environmental Planning Policy (Resources and Energy) 2021 • State Environmental Planning Policy (Sustainable Buildings) 2022 • State Environmental Planning Policy (Transport and Infrastructure) 2021 • Apartment Design Guide • Ministerial Direction (Section 9.1 Direction) 3.1 Conservation Zones • Ministerial Direction (Section 9.1 Direction) 3.2 Heritage Conservation • Ministerial Direction (Section 9.1 Direction) 3.3 Sydney Drinking Water Catchments • Ministerial Direction (Section 9.1 Direction) 3.6 Strategic Conservation Planning • Ministerial Direction (Section 9.1 Direction) 3.7 Public Bushland • Ministerial Direction (Section 9.1 Direction) 3.10 Water Catchment Protection • Ministerial Direction (Section 9.1 Direction). 4.2 Coastal Management • Ministerial Direction (Section 9.1 Direction) 4.3 Planning for Bushfire Protection • Ministerial Direction (Section 9.1 Direction) 4.5 Acid Sulfate Soils • Ministerial Direction (Section 9.1 Direction) 5.3 Development Near Regulated Airports and Defence Airfields

Table 33. Planning policy documents that have been considered in preparing the Background Report

APPENDIX B: APPROACHES TO MANAGING THE MOOMBA TO SYDNEY ETHANE PIPELINE

This appendix provides a high level review of approaches to managing the Moomba to Sydney ethane pipeline adopted for other areas.

8.5.1 Broadmeadow

In December 2022, Broadmeadow was announced as a regionally significant growth area in the Hunter Regional Plan 2041 which sets the strategic direction for land use planning to help create vibrant and connected communities. The Broadmeadow Place Strategy prepared by City of Newcastle was adopted on 25 March 2025. The Department of Planning, Housing and Infrastructure has finalised the Broadmeadow Precinct Rezoning Proposal in August 2025. The finalised rezoning proposal will rezone land in four Government-owned areas and will deliver approximately 3,200 new dwellings and 2,350 new jobs.

The Broadmeadow precinct contains a liquid fuel (petroleum) pipeline owned by Ampol, and a high-pressure gas pipeline owned by Jemena. DPHI issued a Draft Guideline for planning proposals near High Pressure Dangerous Goods pipelines in April 2022 and is applicable to licenced pipelines. The Ampol fuel pipeline is a licenced pipeline, but the Jemena secondary main is not, meaning the guidelines are not applicable.

As outlined in the masterplan exhibition report for the rezoning, developments within 140m of the pipeline are feasible but will require supplementary consultation with DPHI. All development within 26m is prohibited. Sensitive uses such as schools, daycare and aged care will be prohibited within 40m of the pipeline. These quantitative measures follow guidance in the NSW Multi-Level Risk Assessment Guideline (MLRA) 2011, Level 3 assessment.

8.5.2 Camellia-Rosehill

The Camellia-Rosehill Place Strategy is a 20-year plan for the renewal of Camellia-Rosehill which seeks to rezoned employment zoned land to deliver a new town centre and enhanced entertainment precinct, new urban services precinct and land retained for heavy industry – all supported by improved transport connections and new public open spaces. It intends to deliver approximately 10,000 new homes and up to 15,400 jobs. No rezoning proposal has been exhibited as of May 2025. It is noted the Camelia-Rosehill Place Strategy was not reliant on the Australian Turf Club (ATC) proposal for Rosehill Racecourse, the place strategy was focussed on establishing a new town centre located further north of the racecourse.

The Camellia-Rosehill precinct contains an Ampol fuel pipeline following Grand Avenue and north along the light rail corridor, Jemena gas pipeline, and Viva Energy fuel storage facilities in the east of the precinct. The Qualitative Risk Assessment (Land Use Safety) Report used Hazardous Industry Planning Advisory Paper 10 (HIPAP 10) for its risk criteria relating to separation distances from pipelines and any associated 'consequence affected zone', as the Draft Guideline for planning proposals near High Pressure Dangerous Goods pipelines was not exhibited as the time the Place Strategy was prepared.

The following planning considerations were recommended:

- Developments proposed with 'sensitive' uses, such as childcare centres, hospitals and aged care facilities in the consequence affected zone need to be referred to DPE (hazards) for comment to ensure that they comply with the qualitative risk criteria in HIPAP 10.
- The population used to define the master plan has been optimised and therefore further population intensification would not meet the risk criteria in HIPAP 10. The consent authority must therefore consult DPHI if a development is proposed with a population greater than that allowable for any location, particularly those defined as Town Centre (medium) in the master plan prior to submission of a Preliminary Hazard Analysis. A review of land use safety considerations and compliance with HIPAP 10 will be required.
- All development applications must refer to the pipeline operator for comment as per the State Environmental Planning Policy (Transport and Infrastructure) 2021, subdivision 2 'development adjacent to pipeline corridors'.

8.5.3 Melrose Park

The Melrose Park Precinct spans approximately 55 hectares and is divided into Northern and Southern Growth Precincts, with Hope Street marking the boundary between the two. The urban renewal area is divided into five areas, with each area subject to a different planning proposal. Overall, the proposal will facilitate the delivery of approximately 11,000 dwellings and over 2,000 jobs.

The Melrose Park precinct contains the Viva Energy Clyde to Gore Bay high pressure oil pipeline, and secondary Natural Gas Mains operated by Jemena.

Council prepared a Hazard Analysis Report to determine the appropriateness of the proposed land uses in the vicinity of the pipeline. The analysis concluded that the proposal satisfies the individual fatality risk criteria. DPHI noted that further analysis will be undertaken at the development application stage to determine the level of risk and the SEPP provides matters to be addressed.

The pipeline owner, Viva energy, has advised that as part of the detailed design and further future development applications on the site that a Safety Management Study (SMS) shall be undertaken in accordance with AS2885 to ensure the safety of the surrounding environment and people regarding the maintenance, operation and integrity of the pipeline.

Sensitive uses, such as hospitals, schools, childcare facilities, and old age housing developments, should not be located within the extent of the 0.5 x 10-6 p.a. contour. As the maximum individual fatality risk adjacent to the Gore Bay Pipeline is approximately 0.3 x 10-6 p.a., it may also be appropriate to exclude any new sensitive uses from the lots fronting the Gore Bay Pipeline easement in Hope Street and Waratah Street.

New, or modified, occupied buildings should be constructed with due regard of the fire and explosion hazards posed by the pipelines (Particularly for lots adjacent to the Gore Bay Pipeline). The landowner / proponent should demonstrate how protection of the building occupants has been incorporated into the building design (e.g. through use of appropriate non-combustible materials (cladding etc.), fire-rated walls, sizing and location of windows and balconies, measures to minimise smoke ingress, use of impermeable barriers to prevent ingress of gas / liquid / vapour into underground basements / car parks, etc.).

Emergency refuge and/or egress arrangements should be provided for all new, or modified, buildings in lots adjacent to the Gore Bay Pipeline or 1050 kPa Secondary Gas Mains. This is to ensure the safety of building occupants in the event of an incident involving a pipeline. The landowner / proponent should demonstrate how this has been incorporated into the building design (e.g. through the use of fire rated emergency egress stairwells, egress to a safe location on the far side of the building away from the pipelines, shelter-in-place facilities, etc.) and should prepare appropriate emergency response plan/s for use by the building occupants.

colliers.com

Sydney

(02) 9956 6962
Level 4, 180 George Street, Sydney
(Gadigal Land)
NSW 2000

sydney@colliers.com

Melbourne

(03) 9419 7226
Level 8, 30 Collins Street, Melbourne
(Wurundjeri Woi Wurrung Land)
VIC 3000

melbourne@ethosurban.com

Brisbane

(07) 3852 1822
Level 4, 215 Adelaide Street, Brisbane
(Turrbal, Jagera and Yugara peoples)
QLD 4000

brisbane@ethosurban.com

Colliers | Ethos Urban

Prepared by Colliers Urban Planning

NORTHROP

PRELIMINARY ENGINEERING ASSESSMENT

Riverwood Local Centre Master Plan

Prepared for Georges River Council

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Northrop Consulting Engineers Pty Ltd

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1 Introduction

Northrop Consulting Engineers have been engaged by Georges River Council to prepare a Preliminary Engineering Assessment to investigate risks and opportunities associated with Flooding, Stormwater and Utility Servicing to support a master plan for Riverwood Local Centre developed by Georges River Council. The aim of the masterplan is to manage future growth, to encourage urban renewal and improve the quality of the built environment and public domain. Riverwood Local Centre is located within Georges River Local Government Area and is centred along Belmore Road and the Riverwood Train Station. This report aids and informs development of the masterplan and ultimately amendments to the Georges River Local Environmental Plan (GRLEP) 2021 and Georges River Development Control Plan (GRDCP) 2021.

This report is intended to provide:

- An assessment of flooding constraints and requirements for development within the masterplan area.
- Stormwater management requirements for new development within the masterplan area.
- As assessment of existing utility infrastructure within the masterplan area.
- Expected infrastructure upgrades to support the proposed uplift in land use and density based on preliminary advice from service authorities.

It is noted this assessment is preliminary in nature and further detailed investigations will be required as the design progresses.

1.1. Reference Documents

This assessment references and should be read in conjunction with the following previous report prepared for the subdivision:

- NSW Government 2023 Flood Risk Management Manual.
- Georges River Council's Stormwater Management Policy.
- Hurstville, Mortdale and Peakhurst Wards Catchment Overland Flow Floodplain Risk Management Study.
- Riverwood Local Centre Draft Concept Master Plan, Ethos Urban, dated January 2026.
- Riverwood Local Centre Concept Master Plan – Background Report, dated September 2025.
- Potts Hill Water Delivery Network Capacity Report, Sydney Water, dated 30 June 2023.
- Potts Hill Wastewater Delivery Network Capacity Report, Sydney Water, dated 30 June 2023.
- Section 64 Determination of Equivalent Tenements Guidelines, Water Directorate, 2017.

Where appropriate, the findings of these documents have been utilised in preparation of this more detailed infrastructure servicing assessment.

1.2. Study Area Description

The study area has a total area of approximately 146 hectares, comprising of most of the Riverwood suburb located in the Georges River LGA and a small section of the suburb Peakhurst, hereby referred to as the 'masterplan area'. The masterplan area is bounded to the west by the Georges River and the existing Riverwood Park. The southern part encroaches the suburb Peakhurst with the southern boundary running along Clarendon Road. The masterplan area is bound by Peakhurst Park at the southeastern corner and to the east by Talbot Street. Figure 1 shows the extent of the masterplan area.

The masterplan area consists of mostly developed local commercial and residential buildings surrounding the Riverwood Train Station and centred on Belmore Rd. Belmore Rd runs north-south and consists of mostly retail developments. The rail corridor runs roughly northeast-southwest through the middle. The remainder is made up of existing residential areas with varying densities and comprises mostly 2-3 storey apartment buildings.

The masterplan area is currently zoned E1 Local Centre Zone centred around the train station and Belmore Rd, R4 High Density Residential in the surrounding residential areas, SP2 Railway Infrastructure Facilities, RE1 Public Recreation (Riverwood Park), R3 Medium Density Residential and R2 Low Density Residential.

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Figure 1 - Masterplan Area (Source: Draft Master Plan – Colliers Urban Planning, 2025)

The highest point in the site is the along the eastern boundary and Talbot Street at approx. RL 44 AHD. The site on average grades at 3% east to west-southwest from Talbot Street towards Georges River to RL 2m AHD. The site is split into three catchment areas. The northwestern catchment drains west towards Georges River. There are two local high points at approx. RL 26 AHD in Amy Road and Killara Avenue. From the Killara Avenue highpoint, a second catchment drains northeast. The remaining central catchment generally drains southwest to Henry Lawson Drive and eventually to Georges River. The highest point reaches RL44m AHD while the lowest is 2m AHD.

1.3. Proposed Development

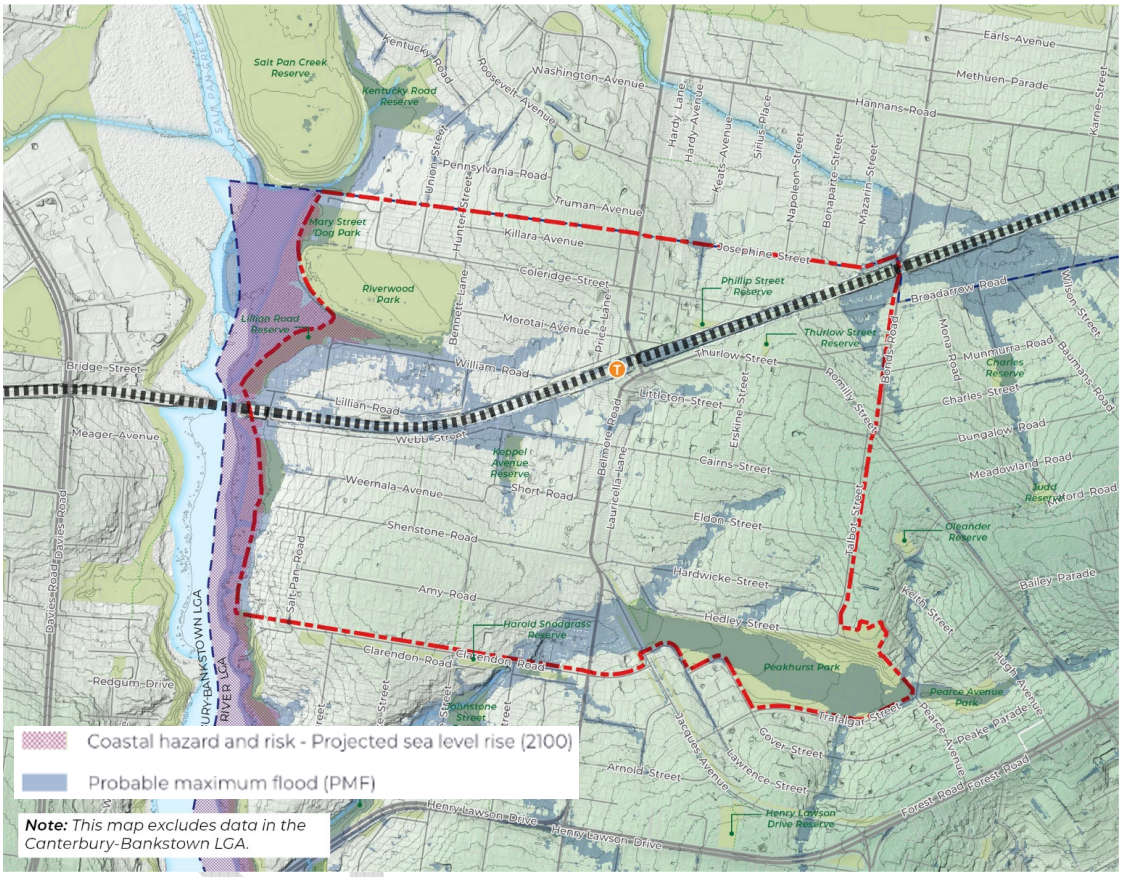
Figure 2 below shows the proposed uplift in land use and density within the masterplan area.



Figure 2 – Study Area and Masterplan (Source: Draft Master Plan – Colliers Urban Planning, 2026)

2 Flooding

The masterplan area sits largely within the Belmore Road Catchment identified by Sydney Water, falling predominantly towards Salt Pan Creek via overland flow and pit and pipework. The site is covered by the Hurstville, Mortdale and Peakhurst Wards Catchment flood study which provides flood extents and flood levels for the 1% AEP and PMF flooding events. The extent of the PMF flood event is included in Figure 3. In addition, lots adjacent Salt Pan Creek are identified as being affected by 2100 projected see level rise.



1. Figure 3 – Flood and Sea Level Rise Impact Area

Key terms from NSW Government 2023 Flood Risk Management Manual are provided below:

- 1% AEP – Flood event with 1% chance of occurring in any given year.
- Probable maximum flood (PMF) - The largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation (PMP), coupled with the worst flood-producing catchment conditions This is equivalent to the probable maximum precipitation flood in Australian Rainfall and Runoff (ARR).
- Flood risk management (FRM) - The management of flood risk to communities.
- Flood prone land - Land susceptible to flooding by the PMF event. Flood prone land is also known as the floodplain, flood liable land and flood affected land.
- Defined flood event (DFE) - The flood event selected as a general standard for the management of flooding to development. It is selected to reduce the frequency of flooding, while keeping feasibility into consideration and therefore does not always remove all flood risk, for example, in selecting a 1% AEP flood as a DFE you are accepting that there is a 1 in 100 chance that a larger event will occur in any year. This risk is being built into the decision.

- Flood planning level (FPL) - The combination of the flood level from the DFE and freeboard selected for FRM purposes Different FPLs may apply to different types of development Determining the FPL for typical residential development should generally start with a DFE of the 1% AEP flood plus an appropriate freeboard (typically 0.5 m). This assists in determining the FPA.
- Flood planning area (FPA) - The area of land below the FPL The FPA is generally developed based on the FPL for typical residential development. Different types of development may have different FPLs applied within the FPA. In addition, development controls will vary across the FPA due to varying flood constraints.

The Hurstville, Mortdale and Peakhurst Wards Catchment Overland Flow Floodplain Risk Management Study identifies parts of the masterplan area as being affected by PMF and 1% AEP flooding events and are therefore deemed Flood Prone Land. The Governing legislation for development in Flood Prone Land will be Clause 5.21 and 5.22 of the Georges River LEP, Council's DCP Part 3 and Chapter 6 of Council's Stormwater Management Policy.

The criteria for determining the relevant flood controls for a development proposal is structured in recognition that different controls are applicable to different land uses and levels of potential flood inundation and hazard. Clause 6.5 of Council's Stormwater Management Policy identify the land use categories. The majority of the proposed development within the masterplan area is residential or commercial.

Clause 6.6 of Council's Stormwater Management Policy identifies the flood risk precinct. The different levels identify the potential flood risk in relation to the 1%AEP and PMF. These are summarised below.

Flood Risk Precinct 1 – High Flood Risk - Flood Risk Precinct 1 is the area of land below the 1% annual exceedance probability (AEP) flood that is either subject to a high hydraulic hazard or where there are significant evacuation difficulties. Most development should be restricted in this precinct as development in high flood risk precinct is associated with higher risk to life and evacuation difficulties during the event of flood. In this precinct, there would be a significant risk of flood damages without compliance with flood related building and planning controls.

Flood Risk Precinct 2 – Low Flood Risk - Flood Risk Precinct 2 is land below the 1% AEP flood that is not subject to a high hydraulic hazard and where there are no significant evacuation difficulties. There would still be a significant risk of flood damage in this precinct. However, these damages can be minimised by the application of appropriate development controls.

Flood Risk Precinct 3 – Outside the 1% AEP flood extents but within the PMF - Flood Risk Precinct 3 is defined as all other land within the floodplain (within the extent of the probable maximum flood) but not identified within either the High Flood Risk or the Low Flood Risk Precinct. The risk of damages due to flood event in low flood risk precinct is low for most of the land uses.

The flood risk precinct level within the masterplan area is identified in Figure 3 below. All areas not identified as Flood Precinct Level 1 but below the PMF level (purple hatch) are identified as level 3

Clause 6.8.1 provides a matrix of what land use development is permissible in which flood risk precinct level and what conditions of consent are applicable. Matrix 1 identifies residential and commercial development as potentially unsuitable land use within Flood Risk Precinct 1. Matrix 3 identifies critical uses and facilities as potentially unsuitable land use within Flood Risk Precinct 1. Critical land use is identified as community facilities including places that provide an important contribution to the notification or evacuation of the community during flood events, typically places of public worship such as Churches or Mosques.

Clause 6.8.2 lists the consent conditions applied to flood affected land that is permissible.

Filling in flood prone areas is not permitted unless an Overland Flow Path Assessment or Local Flood Study is submitted and approved by Council that certifies that the development will not increase flood affectation elsewhere. Therefore the development application for each site will need to be supplemented with a flood impact assessment. Alternatively, Council may commission their own flood impact assessment for development within the masterplan area. On the assumption that that the proposed development does not cause unacceptable impact to existing flood behaviour, having flood impacts already determined and therefore removing this as a development risk may encourage private development.

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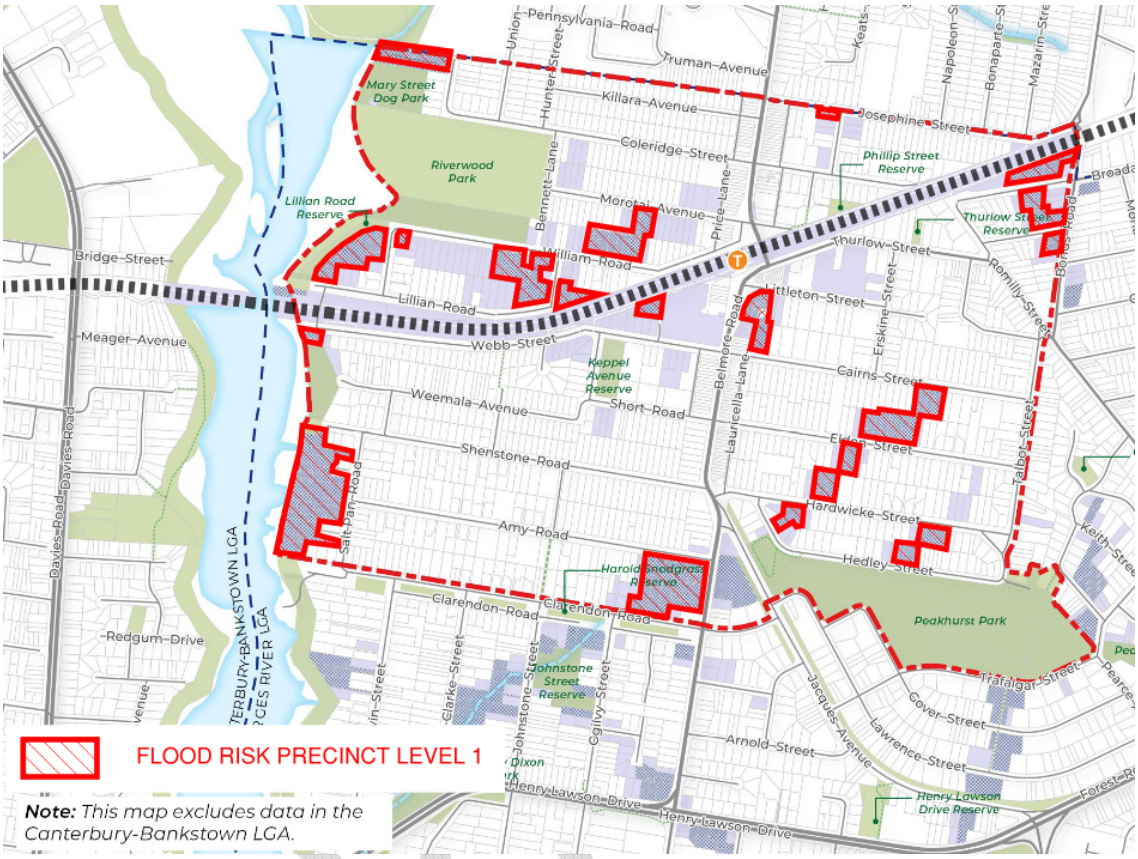

Figure 4 – Flood Risk Level

Development within Flood Prone Land is to be constructed of flood compatible materials. Details of flood compatible materials are included in Appendix 10 of Council's Stormwater Management Policy.

It is noted that a Local Flood study is required for sites with an upstream catchment larger than 5Ha. This may identify additional Flood Prone Sites affected by local catchment flooding. The assessment of these will apply to each individual development.

3 Stormwater

The majority of the existing stormwater drainage network within the masterplan area consists of stormwater pit and pipe network as well as overland flow in roadways. While not mapped on NSW hydroline mapping, Before You Dig Australia (BYDA) has identified a significant drainage channel commencing in Bond St near Iluka Street, drainage northwest under the South Western Motorway to Wiggs Road before discharging into Salt Pan Creek. At its largest point, it consists of a 6320 x 1830 open concrete channel.

In accordance with Council's Stormwater Management Policy, any new development will need to comply with Council DCP achieving suitable detention and water quality treatment objectives. This will consist of onsite detention and water treatment systems.

Assuming adequate on-site detention is provided, maintaining post develop peak discharge flow rates to predevelopment conditions, there should not be any impact to Councils existing drainage network.

It appears no adjustment of existing road reserves are required. We are not aware of significant stormwater infrastructure outside of the road reserve within the study area and therefore major infrastructure is not expected to be affected.

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4 Increase in Sewer and Water Demand

An assessment of increase sewer and water demand due to increased density has been undertaken. The assumptions and definitions used in all calculations are outlined below. This information has been provided to Syndey Water to assist in their assessment of the impacts of the proposed increase in density and what upgrades, if any, to existing infrastructure may be required to support the development.

- Equivalent Tenement (ET) – the water demand (consumption) or sewer loading (discharge) a development will have for an average residential dwelling.
- Equivalent Population or Equivalent Persons (EP) – the water demand (consumption) or sewer loading (discharge) a development will have for an average person. Typically EP = 3 x ET (assuming an average of 3 persons in an average dwelling). Note that George River Council utilised a rate of 2.75 people per dwelling based on a 2021 census. In this report Northrop shall use the assumptions EP = 3 x ET and 1 household = 3 people.
- ET is more commonly used however the Sydney Water versions of the Water Services Association of Australia (WSAA) codes for Water (WSA03) and Sewer (WSA02) use EPs for demand and loading estimation, and therefore both ET and EP values have been estimated for convenience.
- The average number of rooms in an apartment unit has been assumed to be 2.5. As such, the average water and sewer ETs have been calculated by averaging the ET for 2 bedroom and 3 bedroom units (Section 64 Determination of Equivalent Tenements Guidelines, Water Directorate, 2017). See Table 1 for ET assumptions and results based on the advice provided by the Water Directorate.
- Based on the Yields and Densities, most of the developments will be multi-storey residential flat buildings, with a minor number of single and dual occupancy dwellings. For simplicity it has been assumed that single and dual occupancy dwellings will be included in the medium density category. For a conservative estimate it has been assumed that on average 50% of the developments will be medium density (1 - 2 storey) and 50% of the developments will be high density. This allows the ET rates to again be averaged out.

Table 1 – Water and Sewer ET assumptions for apartment units

TYPE OF DWELLING	2 BEDROOM WATER ET/ UNIT	3 BEDROOM WATER ET/ UNIT	2.5 BEDROOM WATER ET/ UNIT	2 BEDROOM SEWER ET/ UNIT	3 BEDROOM SEWER ET/ UNIT	2.5 BEDROOM SEWER ET/ UNIT
Medium Density Units (1-2 storey)	0.6	0.8	0.7	0.75	1.0	0.875
High Density (multi-storey apartments)	0.5	0.67	0.585	0.75	1.0	0.875
Average ET for demand and loading calcs	-	-	0.6425	-	-	0.875

Table 2 – Comparison between existing and proposed number of dwellings

SCENARIO	NO OF DWELLINGS	POPULATION	WATER ET	SEWER ET	WATER EP	SEWER EP
Existing Dwellings	2,144	6,432	1,378	1,876	4,133	5,628
Total Proposed and Existing Dwellings	10,289	28,296	6611	9003	19832	27008
Total Proposed and Existing Dwellings (20% take up rates applied)	4445	12224	2856	3889	8568	11,668
Net Increase in Dwellings (20% take up rate applied)	2,301	6,903	1,478	2,013	4,435	6,040

Table 3 – Theoretical Net Increase in Proposed Development Yields from Subdivision (Colliers Urban Planning Draft Masterplan – January 2026)

LAND USE AND ZONING	NO. OF STORIES	NO OF DWELLINGS	TAKE-UP RATES	DWELLINGS AFTER TAKE-UP	SEWER ET/ DWELLING	SEWER ET AFTER TAKE-UP	WATER ET/ DWELLING	WATER ET AFTER TAKE-UP
R2 Low Density Resi (dwellings)	2 ST	2,123	20%	425	0.875	372	0.6425	273
R3 Med. Density Resi (dwellings)	4 and 6 ST	3,795	20%	759	0.875	664	0.6425	488
R4 High Density Resi (dwellings)	8 ST	2,046	20%	409	0.875	358	0.6425	263
E1 Local Centre (dwellings)	8 ST (283 - 291 Belmore Rd and 2C William Rd)	25	20%	5	0.875	4	0.6425	3
E1 Local Centre (dwellings)	8 ST	484	20%	97	0.875	85	0.6425	62
E1 Local Centre (dwellings)	8 ST (Southern E1 zone)	139	20%	28	0.875	24	0.6425	18
E1 Local Centre (dwellings)	12 ST (Opportunity Sites)	701	100%	701	0.875	613	0.6425	450
R4 High Density Resi (dwellings)	12 ST (Opportunity Sites – Webb St)	75	100%	75	0.875	66	0.6425	48
R4 High Density Resi (dwellings)	12 ST (Opportunity Sites – Coleridge St)	68	100%	68	0.875	60	0.6425	44
TOTAL		9,456		2,566		2,246		1,649

5 Sewer Servicing

5.1. Existing and Planned Infrastructure

The local wastewater authority is Sydney Water. The study area is in the Upper North Georges River Sub Main (NGRS) Catchment, part of the Malabar Wastewater Network. Wastewater appears to be pumped to Malabar Water Resource Recovery Facility in Malabar. Existing SWC sewer infrastructure mainly consists of a DN1350 reinforced concrete trunk sewer main gravitating generally south-southwest towards Georges River. The sewer reticulation network is split into three catchments based on DBYD plan provided by SWC, refer to Figure 5 below. The northwestern catchment drains to pump station SP0211 located northwest of the study area, which then pumps sewerage via a DN200 CICL rising main running in Coleridge St to the DN 1350 RC trunk main. The DN1350 trunk main generally drains southeast and after passing through the railway corridor changes direction to southwest toward Georges River. When changing direction, the main also increases in size to DN 1500 and then subsequently to 1219 x 1574 RC and finally to 2578 x 1829 RC. The 2578 x 1829 RC trunk main has a significant portion undergoing rehabilitation works. According to the SWC-provided water and sewer DBYD plan, the 2578 x 1829 RC trunk main drains east-southeast and due to the size of the catchment likely drains to a large pump station. From there it likely gets pumped east and eventually reaches Malabar for treatment works.

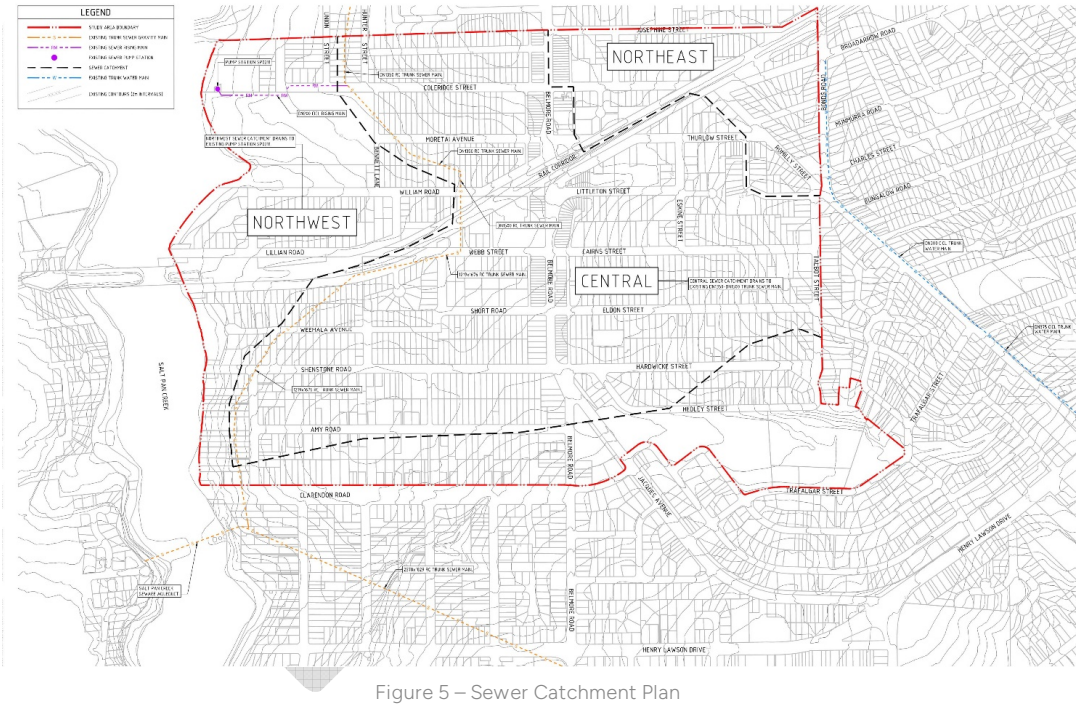

Figure 5 – Sewer Catchment Plan

The Salt Pan Creek Sewage Aqueduct crosses the Georges River (Salt Pan Creek section) and receives the sewerage catchment on the western side of the river from a reticulation network and pump station SP0138. The remaining third gravity sewer catchment in the study area all drain into the DN1350-1500 trunk line. The existing gravity sewer reticulation network mostly consists of DN150 and DN225 pipes made of Salt Glazed Ware (SGW) and Vitrified Clay (VC). These materials are brittle and may require replacement. The upper NGRS catchment is noted to have no available capacity in the Malabar Wastewater Network Capacity Report. It is assumed that the system needs to be upgraded to cater to the 2026 projected average dry weather flow (ADWJ) of 523.93 ML/d. As outlined in Table 3, the number of existing dwellings in the study area has been estimated to be 2144 corresponding to a sewer EP of 5628 and sewer ET of 1876. As the system is known to be at its maximum capacity, this may be used as an estimate, refer to Table 4 – Indicative Available Wastewater Capacity below.

Table 4 – Indicative Available Wastewater Capacity

WWPS	EXISTING CAPACITY (NO OF DWELLINGS)	EXISTING CAPACITY (AT 100%) (EP)	2026 PROJECTED ADWJ (L/S)
SPS0211	2,144	5628 EP TBC by Sydney Water	523.93 ML/d

5.2. Estimated Sewer Loadings

Preliminary sewer loadings for the rezoning extent have been estimated in accordance with the Gravity Sewerage Code of Australia Sydney Water Edition (WSA02). Where ET values are not found in WSA02, the Section 64 Determination of Equivalent Tenements Guidelines (Water Directorate, 2017) was used as a supplement. Where possible the ET for each precinct has been estimated based on the approximate number of lots as proposed in the Draft Master Plan (Ethos Urban, 2026). Where not available, area-based wastewater loading rates were adopted.

The primary parameters used to determine EP are set out as follows:

- For medium density residential/ multiple occupancy lots, EP = 3 x dwelling unit.

Loading calculations utilise the following formulae from Appendix C Section C2 of WSA02 Gravity Sewerage Code of Australia:

- Average Dry Weather Flow (ADWF) = EP x 0.0021 L/s/EP.
- Peak Dry Weather Flow (PDWF) = ADWF x 'd'.
- Peaking factor 'd' where EP is total EP for the whole catchment:

$$d = 0.01(\log_{10}EP)^4 - 0.259(\log_{10}EP)^3 + 2.56(\log_{10}EP)^2 - 11.37(\log_{10}EP) + 20.78$$

- Design flow (peak flow to be contained within the sewer system) = PDWF + GWI + RDI.
- Groundwater Infiltration (GWI) = 0.025 x A where A is gross plan area of development's catchment in hectares x $Portion_{Wet}$ (portion of the planned pipe network estimated to have groundwater table levels in excess of pipe inverts).
- GWI = 0 for this development as PortionWet has been assumed to be 0 as no geotechnical information has been provided. If groundwater is encountered in the provided Geotech report this will need to be updated.
- Rainfall Dependent Infiltration (RDI) also known as Stormwater Allowance (SA) in certain versions of the WSAA = 0.028 x Aeff x C (leakage severity coefficient) x I1,2 (function of rainfall intensity).
- Residential Aeff (effective area capable of contributing rainfall dependent infiltration = A if Density > 150, Aeff = A x (Density / 150)0.5 if Density <150 EP/Ha. Density is the residential development's EP density per gross ha.
- Leakage Severity Coefficient C = 1.6 (maximum conservative value), unless directed otherwise by Council.
- Riverwood design rainfall (I1,2) – 1 hour duration rainfall intensity for an Average Recurrence Interval of 2 years = 28.8 mm (BOM database).
- Design Peak Wet Weather Flow (PWWF) = PDWF + GWI + RDI.

A comparison between the estimated sewer loadings of the proposed masterplan and the existing developments is presented in Table 5 – Comparison of Estimated Sewer Loading Between Proposed Masterplan and Existing Scenarios.

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Table 5 – Comparison of Estimated Sewer Loading Between Proposed Masterplan and Existing Scenarios

CASE	DWELLINGS	ET	EP	ADWF (L/S)	D (PEAKING FACTOR)	PDWF (L/S)	GWI (L/S)	RDI (L/S)	PWWF (L/S)	PWWF (ML/DAY)
Existing Dwellings	2,144	1,876	5,628	118	1.67	220	0	99	323	27.9
Total Proposed and Existing Dwellings	10,289	9003	19832	567	1.67	945	0	201	1447	99.7
Total Proposed theoretical capacity and Existing Dwellings (With Take-up rates)	4,445	3,889	11,668	245	1.67	456	0	142	605	52.3
Net increase in dwellings (No of proposed dwellings)	2301	6328	6,040	127	1.67	236	0	107	343	29.7

Table 6 includes a breakdown of the provided number of dwellings and therefore ET by land zoning type. The resultant ETs have been compared against the maximum capacity of a DN150 sewer main as the majority of the sewer reticulation pipes are DN150 with fewer DN225 mains. Areas with medium to high density residential and local centres are centred around Belmore Rd and therefore the mains along Belmore Rd may require upgrades. The final pipe sizing will require longitudinal design of the reticulation network, which is dependent on the exact type, size and loadings of each development which will require more information from Sydney Water and cannot be confirmed at this stage.

Table 6 – Comparison between Pipe Sizes Required and Existing Pipe Sizes

LAND USE AND ZONING	NO. OF STORIES	NO OF DWELLINGS	TAKE-UP RATES	DWELLINGS AFTER TAKE-UP	SEWER ET/ DWELLING	SEWER ET AFTER TAKE-UP	EXISTING PIPE SIZE IN AREA	ET CAPACITY OF EXISTING PIPE SIZE	PIPE SIZE REQUIRED
R2 Low Density Resi (dwellings)	2 ST	2123	20%	425	0.875	372	DN150	135	DN225
R3 Med. Density Resi (dwellings)	4 and 6 ST	3,795	20%	759	0.875	664	DN150	135	DN225
R4 High Density Resi (dwellings)	8 ST	2046	20%	409	0.875	358	DN150	135	DN225
E1 Local Centre (dwellings)	8 ST (Belmore Rd and William Rd)	25	20%	5	0.875	4.4	DN150	135	DN150
E1 Local Centre (dwellings)	8 ST	484	20%	97	0.875	85	DN150	135	DN150

LAND USE AND ZONING	NO. OF STORIES	NO OF DWELLINGS	TAKE-UP RATES	DWELLINGS AFTER TAKE-UP	SEWER ET/ DWELLING	SEWER ET AFTER TAKE-UP	EXISTING PIPE SIZE IN AREA	ET CAPACITY OF EXISTING PIPE SIZE	PIPE SIZE REQUIRED
E1 Local Centre (dwellings)	8 ST (Southern E1 zone)	139	20%	28	0.875	24	DN150	135	DN150
E1 Local Centre (dwellings)	12 ST (Opportunity Sites)	701	100%	701	0.875	613	DN150	135	DN300
R4 High Density Resi (dwellings)	12 ST (Opportunity Sites – Webb St)	75	100%	75	0.875	66	DN150	135	DN150
R4 High Density Resi (dwellings)	12 ST (Opportunity Sites – Coleridge St)	68	100%	68	0.875	60	DN150	135	DN150
TOTAL		9456		2566		2246	DN1350 – DN1500 trunk	TBC by SWC	One size up or additional mains

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5.3. Proposed Sewer Servicing

Consultation has commenced with Sydney Water and their advice will be required to determine available network capacity or constraints and upgrade requirements. This section will be further updated pending advice from Sydney Water.

A preliminary assessment of the trunk sewer main and the existing wastewater pump station was undertaken utilising the natural topography and the preliminary lot layout and proximity to existing infrastructure. Table 4 discusses the overall increase in number of dwellings and therefore ET and flows, which can be used to assess the capacity of the existing pump station pending pump station WAE and advice from Sydney Water. This information will also be required to assess if any pump upgrades and or additional pump stations are required.

As noted above in Table 4 – Indicative Available Wastewater Capacity, the net increase in ADWF is 127 L/s. This is equivalent to an ADWF of 11 ML/day once all the developments have been built and are in operation. Assuming that the 2026 projected ADWF of 523.93 ML/day is the current capacity, the ADWF capacity of the system will need to be increased to a minimum of 535.12 ML/day ADWF and the equivalent PWWF of roughly 350.0 L/s x (86400 seconds/ day) / (1000000 L/ML) = 30.24 ML/day to allow the system to have capacity for the worst-case wet days.

The peak ET capacity of the DN1350 trunk main at a minimum grade of 0.4% can be interpolated from a DN600's capacity at the same grade of 5511 ET. Using a ratio of the diameter of 2.25, the equivalent ratio in capacity would be 2.25 ^ 2 = 5.0625.

The capacity of the DN1350 at 0.4% grade and K = 0.06mm is approximately 27900 ET via interpolation. A net increase of 2013 ET is a 7% increase and potentially a second trunk sewer main will need to be constructed to cater for increased flows being proposed in this masterplan.

This loading table will be updated following feedback from Sydney Water regarding capacity and longitudinal section of the existing DN1350 trunk main and sewer pump station.

Table 6 above shows the sewer ET and number of dwellings by land zoning and compare these to the maximum capacity of a DN150 (135 ET), DN225 (422 ET) and DN300 (936 ET) sewer at a typical minimum reticulation grade of 0.5% for sewer self-cleansing requirements. This gives an indication of which areas of zoning / development will need additional sewer mains constructed to provide the additional required capacity. As the vast majority of the sewer reticulation network consists of DN150 pipes, areas surrounding high density residential areas (R4) and the E1 local centre (Riverwood CB and Belmore Road) will be short of capacity as shown in Table 6.

Additionally, Table 7 below compiled from the Sydney Water version of the WSAA and above estimation provides an indication of the maximum allowable loadings for reticulation sewers.

Table 7 – EP Capacity Limitations for Reticulation Sewers

GRAVITY SEWER MAIN SIZE	MAX ALLOWABLE ET AT 0.5% GRADE	MAX ALLOWABLE EP AT 0.5% GRADE	MAX ALLOWABLE EP (ANY GRADE)	MAX ALLOWABLE ET (EP/3, ANY GRADE)
DN150	135	405	600	200
DN225	422	1,266	1,600	533
DN300	936	2,808	3,200	1,067
DN1350 (approx. interpolation)	-	-	27,900	9,300
TOTAL SEWER LOADING AFTER TAKE-UP	-	-	6,792	2,264

Based on Table 7's comparison between the maximum theoretical sewer loadings and the approximated DN1350 capacities above, the DN1350 appears to have sufficient capacity as only 24.3% (6792 EP / 27900 EP) of its maximum capacity has been reached even without applying any take-up rates to the loadings.

Further assessment of pipe sizes, a draft reticulation layout (DRL) and capacity can be undertaken if DWG files are provided for the sewer reticulation network, the proposed masterplan and indicative locations of buildings and proposed lots. This is out of the scope of this report and can be undertaken at a later servicing/ design stage as required as the masterplan progresses. More information from Sydney Water is required to confirm capacities of existing pump station and trunk sewer mains.

6 Water Servicing

6.1. Existing and Proposed Infrastructure

The potable water authority is Sydney Water. The site lies within the Wiley Park Elevated Water Supply Zone which is part of the Potts Hill Water Delivery System. It is understood that the system is interconnected with the Woronora Water Delivery System and can draw from the Sydney desalination plant. Sydney Water published the Potts Hill Water Delivery Network Capacity Report on 30 June 2023 indicated that the Wiley Park Elevated Water Supply Zone catchment has adequate capacity for projected Demands MDD of 84.1 ML/d until 2051.

The existing study area is serviced by a network of looped water mains with dead-ends at the outer areas. A DN 300 CICL watermain runs along Bonds Rd east but not part of the study area. South of Bailey Street the DN 300 main upsizes to DN375 and continues running southeast. The water reticulation network includes DN 100, 125, 150 and 200 pipes, mostly made from PVC-O material.

Wiley Park Reservoir (WPR) is located on Canarys Rd and Nicoll St, Roselands NSW, 2km northeast of the site. The reservoir sits at an approximate RL of 60m AHD. In conjunction with this report, a Growth Data Form will be submitted to SWC to confirm adequate capacity for any proposed increase in dwellings and Equivalent Tenements (ET). More information from Sydney Water is required regarding any booster pumps and boosted zones within the area.

6.2. Estimated Water Demand

Water demands for the proposed development have been estimated in accordance with the Water Supply Code of Australia (WSA03) Sydney Water Edition. Where demand values are not found in WSA03, the Section 64 Determination of Equivalent Tenements Guidelines (Water Directorate, 2017) was used. The estimated flow demands are summarised in Table 8.

The adopted load rates are as follows:

- Average Day Demand for Medium Density Dwellings (Multi Story 61 – 100 dwellings / net ha) = 80 kL / Net Ha / Day.
- Peak Hour Factor (Max hour / Max day ratio) = 2.0
- Peak Day Demand Factor (Max day / Average day ratio) = 1.9
- Total study area of 156 ha.
- GFAs (net ha) and take-up-rates provided by Ethos Urban.

The estimated water demands are summarised in Table 8.

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Table 8 - Estimated Water Demands by Land Zoning

LAND USE AND ZONING	NO. OF STORIES	NO OF DWELLINGS	GFA (NET HA)	TAKE-UP RATES	GFA AFTER TAKE-UP (NET HA)	ADD (KL/DAY)	PDD (KL/DAY)	PDD (L/S)	PDD + 10 L/S FIRE FLOWS
R2 Low Density Resi (dwellings)	2 ST	2,123	14.38	20%	2.88	230	437.1	5.1	15.1
R3 Med. Density Resi (dwellings)	4 and 6 ST	3,795	34.16	20%	6.83	547	1,061.6	12.0	22.0
R4 High Density Resi (dwellings)	8 ST	2,046	18.41	20%	3.68	295	559.7	6.5	16.5
E1 Local Centre (dwellings)	8 ST (Belmore Rd and William Rd)	25	0.27	20%	0.05	4.3	8.2	0.1	10.1
E1 Local Centre (dwellings)	8 ST	484	4.15	20%	4.15	332	631	7.3	17.3
E1 Local Centre (dwellings)	8 ST (Southern E1 zone)	139	1.55	20%	1.55	124	235	2.7	12.7
E1 Local Centre (dwellings)	12 ST (Opportunity Sites)	701	7.45	100%	7.45	596	1,132	13.1	23.1
R4 High Density Resi (dwellings)	12 ST (Opportunity Sites – Coleridge St)	75	0.67	100%	0.67	54	102.1	1.2	11.2
R4 High Density Resi (dwellings)	12 ST (6 x Opportunity Sites)	68	0.61	100%	0.61	49	93.3	1.0	11.0
TOTAL		9.456	81.64		27.87	2,230	4,260.2	49.0	NA

6.3. Proposed Water Servicing

Consultation has commenced Sydney Water and their advice will be required to determine available network capacity or constraints and upgrade requirements. This section will be further updated pending advice from Sydney Water.

Detailed water modelling and confirmation of pipe sizes is out of the scope of this report. A detailed servicing strategy will be required to accurately size the mains and internal reticulation network to identify any upgrades required based on future proposed development layouts.

It is likely due to the levels of the study area being similar to those currently serviced by the Wiley Park Reservoir, a separate pressure zone or an additional reservoir will not be required to service the proposed development. It is understood that the system is interconnected with the Woronora Water Delivery System and can draw from the Sydney desalination plant.

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7 Electricity

A preliminary review and summary of electrical infrastructure was completed. There are 2 x underground 33kV feeders (FR778 & FR779) that supply the 33kV zone substation ZN.10995 RIVERWOOD. One feeder acts as the primary supply and the alternate acts as the backup supply/interconnection. Within the study area, Ausgrid's network primarily consists of 11kV assets supplied via panels 5, 7, 12 & 13 from the nearby zone substation and comprise of kiosk substations, underground and overhead mains. These panels are part of the broader network and provides power to adjacent suburbs. Consultation has commenced WITH Ausgrid and their advice will be required to determine available network capacity or constraints depending on the proposed increase in demand. This section will be further updated pending consultation with Ausgrid regarding any electrical infrastructure upgrades required."

Further liaison with Ausgrid, Transgrid and Endeavor Energy will be required.

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8 Telecommunications

Based on information obtained from Dial Before You Dig (DBYD), fibre optic networks exist within the study area. Key infrastructure is the AARNet Fibre optic. There is existing NBN in the area. A significant part of the study area is supplied via Fibre to the Curb (FTTC) and Fibre to the Premises (FTTP). Power Solutions advised that developments that change from single dwelling houses to multi-dwelling apartments and units may require upgrades in NBN infrastructure including addition pits and ducks to service the increased residential density.

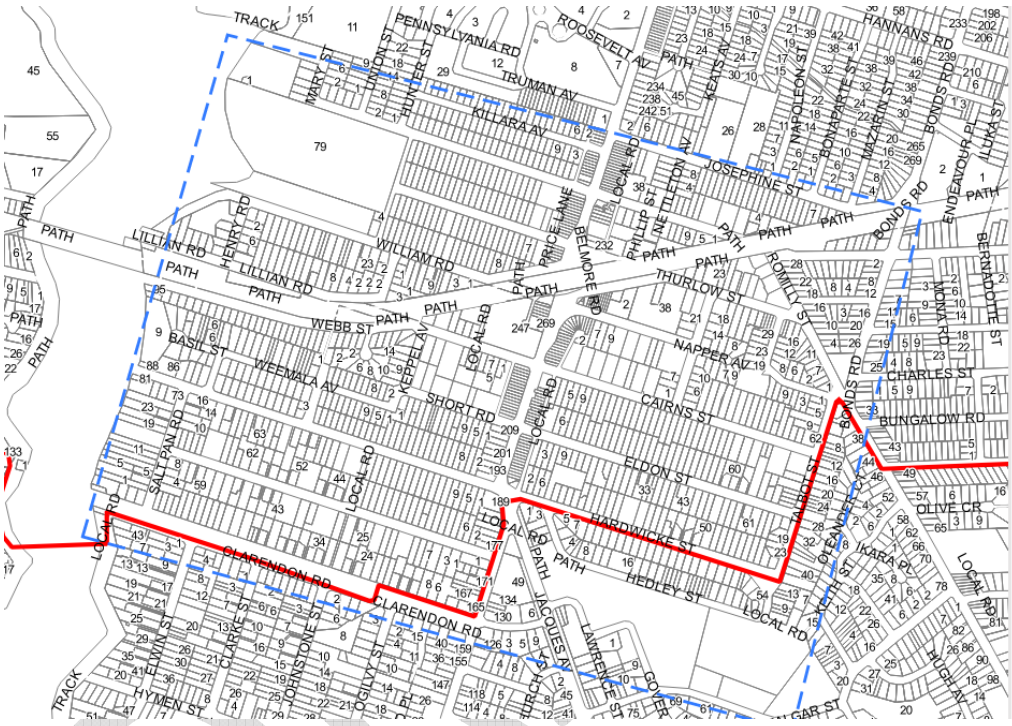

Figure 6 – Telecommunications network (source: BYDA)

9 Conclusion

Based on the preliminary assessment undertaken, development within the masterplan area will be controlled by flooding and stormwater management controls within Council's LEP and DCP.

Development likely requires service infrastructure upgrades, which will be identified once advice from each service provider is received.

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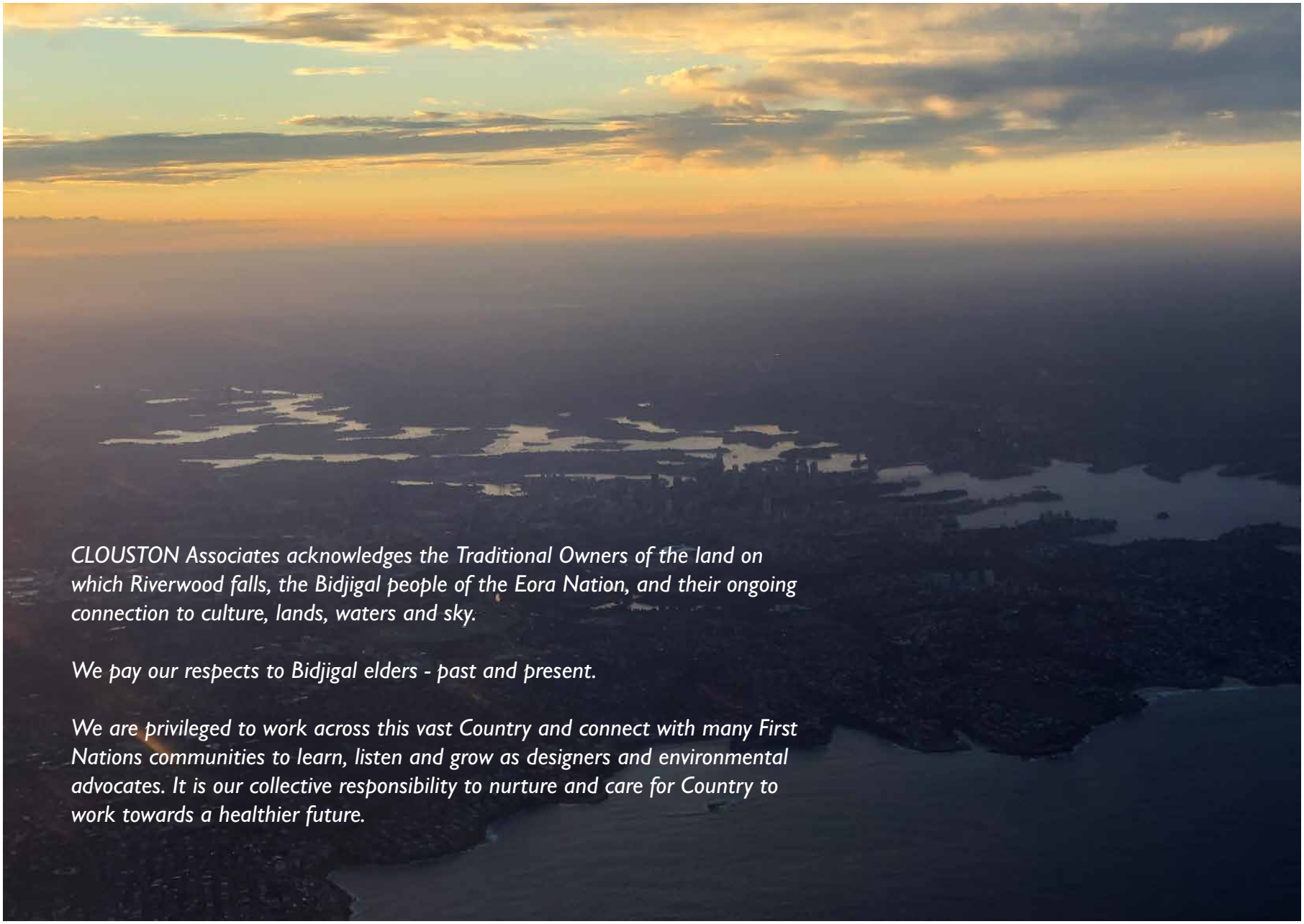

CLOUSTON Associates acknowledges the Traditional Owners of the land on which Riverwood falls, the Bidjigal people of the Eora Nation, and their ongoing connection to culture, lands, waters and sky.

We pay our respects to Bidjigal elders - past and present.

We are privileged to work across this vast Country and connect with many First Nations communities to learn, listen and grow as designers and environmental advocates. It is our collective responsibility to nurture and care for Country to work towards a healthier future.



IMAGE: Peakhurst Park.

Riverwood Local Centre Masterplan

Public Domain Plan Package for Draft Masterplan

Prepared for:

Georges River council
24 Macmahon St, Hurstville NSW 2220

T +(61) 02 9330 6400
E mail@georgesriver.nsw.gov.au
W www.georgesriver.nsw.gov.au

Prepared by:

CLOUSTON associates
Landscape Architects, Urban Designers, Landscape Planners
A Division of Beveridge Williams
65–69 Kent Street, Sydney. NSW 2000 • Gadi Country
PO Box R1388, Royal Exchange. NSW 1225 • Australia
T +(61) 02 8272 4999
E sydney@clouston.com.au
W www.clouston.com.au

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S25-00094	D	09/01/2026	Draft. Revised following Council Comments	MOD	MOD	
S25-00094	C	07/10/2025	Draft	MOD	BZ	
S25-00094	B	03/10/2025	Draft	MOD	BZ	
S25-00094	A	30/09/2025	Draft	MOD	BZ	

Note: this document is preliminary unless validated.

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1 INTRODUCTION

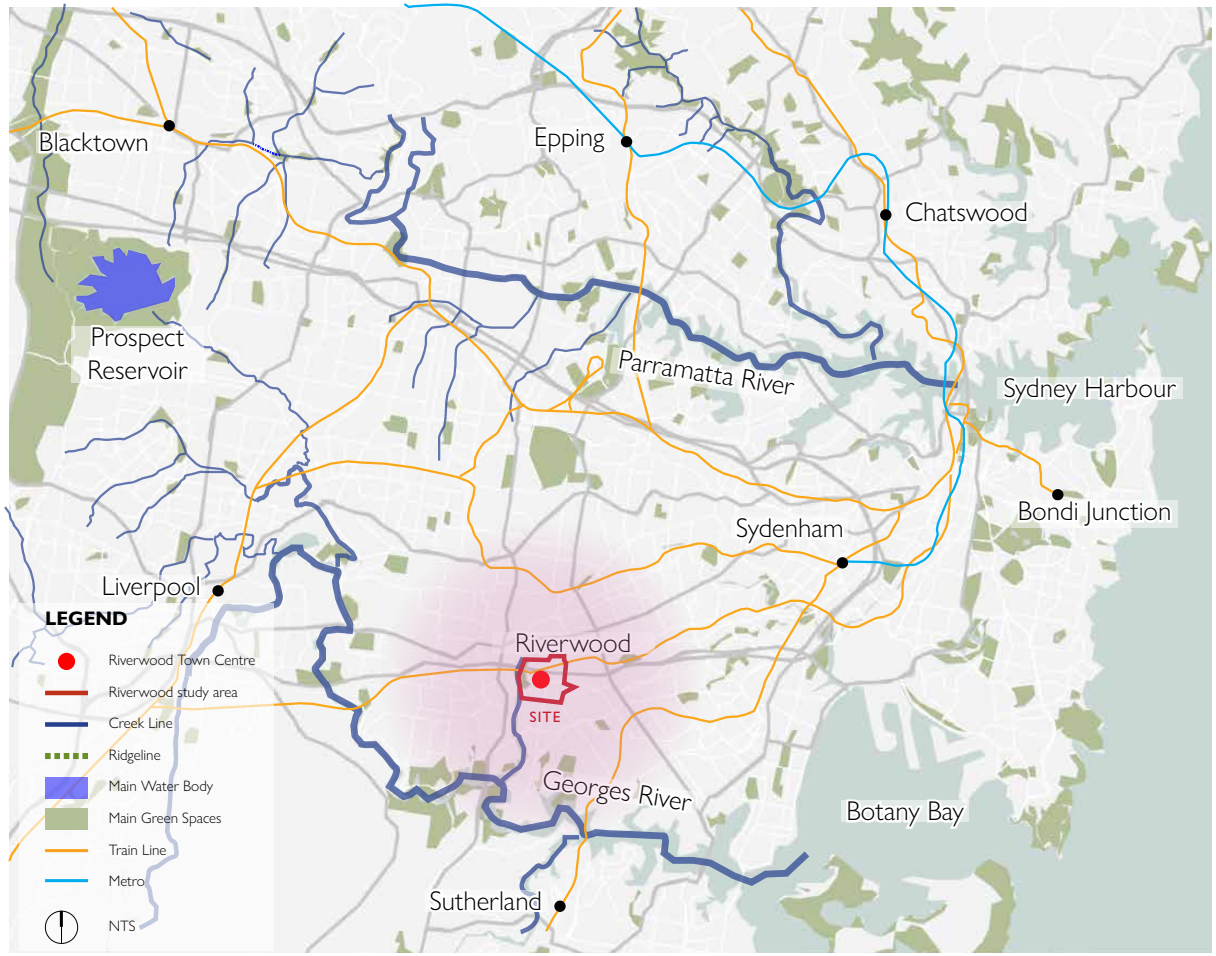
Project Background

Following the 2022 National Housing Accord, the NSW Government committed to increasing housing supply, through the Low and Mid-Rise Housing Policy. This is intended to provide well-designed and sustainable homes in well-located areas within walking distance of shops, services and frequent public transport

As part of this program, Riverwood has been identified for Low and Mid-Rise housing, recognising its potential to accommodate new housing and employment opportunities. Medium-density development is already underway north of the study area, notably at Riverwood Estate, with the town centre identified as the next focus for renewal.

The study area is located on Bidjigal Country, the traditional lands of the Bidjigal people and sits within the Georges River Council LGA. The area is well connected via the T8 Airport and South Railway Line and Belmore Road, which provides easy access to the Sydney CBD, the airport and the M5 South-West Motorway.

Georges River Council has been tasked with preparing a master plan to guide this growth, with CLOUSTON Associates engaged to prepare a Public Domain Plan that provides best-practice guidance for the renewal of public spaces to support the area's future growth.





2 SITE CONTEXT

The Sydney Green Grid Opportunities

The Sydney Green Grid (SGG) is a spatial framework that outlines a visionary, long-term plan for Sydney's open space network.

The SGG highlights opportunities in the form of priority projects to enhance connectivity across Greater Sydney. It outlines a range of recommendations specific to improving the amenity and accessibility to open space and waterways. A key opportunity for Riverwood Local Centre (Highlighted in Red adjacent) is its connection to Salt Pan Creek and opportunities for longer loop walks. Key opportunities include:

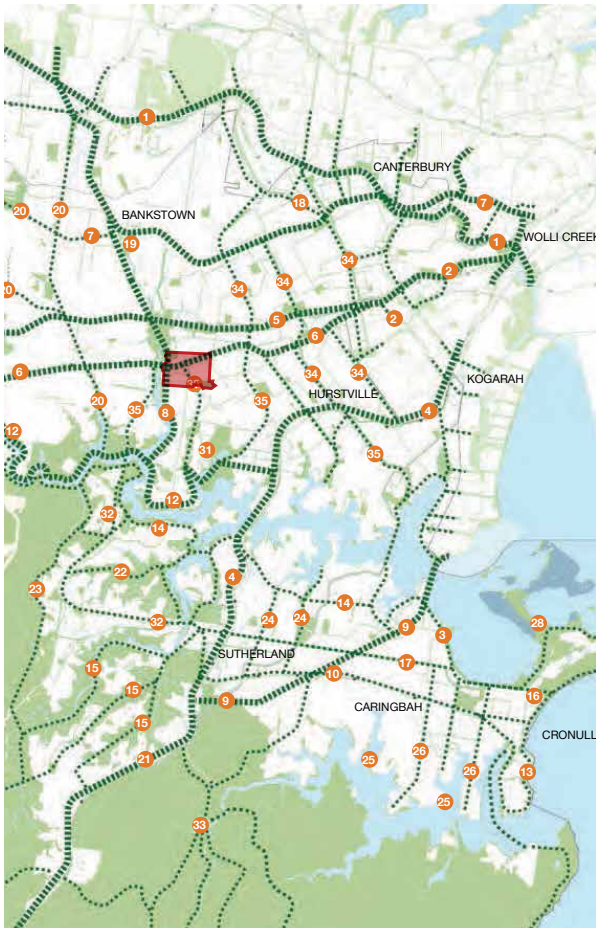
8. Salt Pan Creek Open Space Corridor
35. Georges River Green Links to Stations and Centres

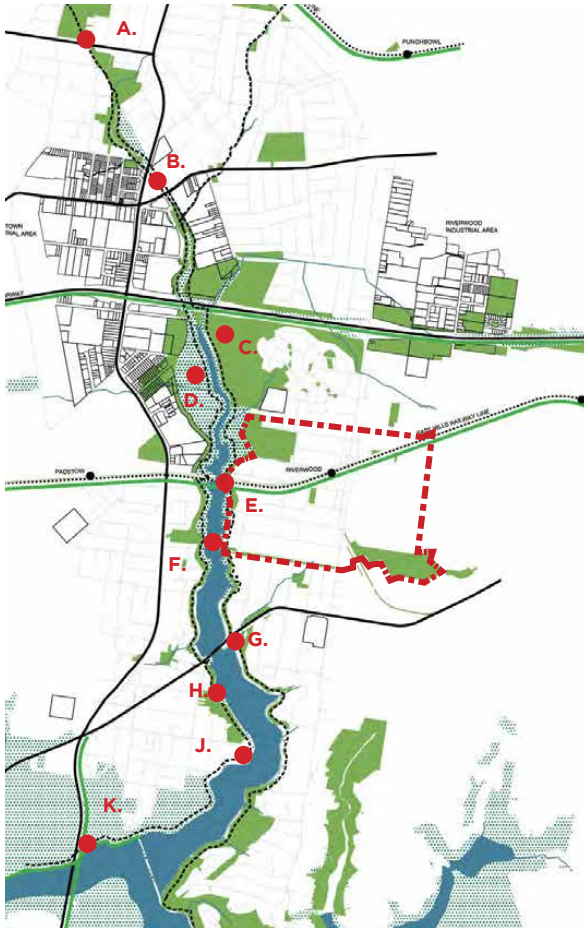
LEGEND

- Site Location
- Project opportunities near the site
- Green Grid Connections (Higher Priority)
- Green Grid Connections (Lower Priority)
- Existing Roads
- Existing Rail Lines
- Local Streets
- Waterways
- Green Grid Projects
- Existing Open Spaces
- High Environmental Lands
- Key opportunity Sites
- Potential Open space

Potencial Focus Areas

D. Stuart Street Reserve Wetlands
E. East Hills Rail Line, Riverwood and Padstow
F. Water pipeline, Clarendon Road, Riverwood





Open Space Issues and Considerations

Provision of Open Space

While there is a reasonable provision of open space in the study area, it is not well distributed and is primarily made up of two large parks on the periphery. These are Riverwood Park and Peakhurst park and carter for active recreation.

The Georges River LSPS 2040 Local Strategic Planning Statement, identifies that having access to high quality green spaces within walking distance to homes and workplaces encourages healthy activity and connectivity.

However within the town centre site there is a lack of easily accessible open space. This will only become more acute with the increased future population.

It will be challenging for developers and Council to deliver new open space within development lots given economic constraints. The key opportunity is to use public streets to provide new open space opportunities.

Connections to larger regional open spaces including Salt Pan Creek will be important in providing residents opportunities to get outdoors.

There are two major parkland spaces, the 6.6Ha Riverwood Park and the 8Ha Peakhurst Park Both of these are focussed on active recreation with sports fields and some small areas of play.

There are two small neighbourhood parks, Keppel Avenue Reserve which has children's play and is nominally 0.44 Ha in size and Phillip Street Reserve which is about half this size, but is awkwardly located. The railway line is a significant barrier to access north and south.

The NSW Government Greener Places – open space and recreation guidelines identifies the following typical requirements:

- Nominal open space is 0.5Ha and higher
- Minimum open space is 0.3Ha
- 200m walking distance for high rise
- 400m walking distance for low rise

Other than *Keppel Avenue Reserve*, at present there is no existing open space meeting the minimum requirements within 200m.

The new development will generate the need for small open spaces in the town centre within 200m walking radius of new development.

The provision of new open spaces within the development is likely to be economically challenging for developers and council given the NSW Government guide of minimum of 0.3Ha (3000m2) and preferable 0.5ha (5000m2).

Any new open spaces should be provided with public facing frontages to streets so they are clearly "public". They should be located on the north of the blocks to maximise solar access. Strategies to cater for open space would include the following:

- Provision of private open spaces on podium levels to cater for the immediate needs of the new residents - including children's play.
- Provision of safe shaded access to the existing Parks, using existing shaded streets.
- Continuation of those pedestrian linkages to *Riverwood Park* and *Peakhurst Park*.

Existing Public Open Space



Public Realm Canopy Cover Issues and Considerations

Canopy targets

The existing streets provide the primary green grid movement corridors for new residents. The Georges River LSPS 2040 Local Strategic Planning Statement dated February 2020 identifies the need for increased canopy cover and climate resilience including reducing urban heat island effect.

The plan identifies that across the LGA, canopy cover including mangroves is 38%. The target is to increase tree canopy cover (including mangroves) to 40% by 2038. This is broadly in line with recommendations by the NSW Government for canopy targets.

The Plan highlights that "Increased temperatures and hot days are the two highest identified climate change impacts, particularly in and around higher density areas."

Given the development density requirements, it will be challenging to retain existing trees on development sites, other than those on the boundaries of sites, which will likely lead to a reduction in existing tree canopy.

The NSW Government Greener neighbourhood guide, recommends that new apartments over 3000m2 have an on site canopy target of 35%, with at least 25% deep soil target.

To that end the primary opportunities for increasing canopy cover will be within the public realm, and in any boundary offsets to the developments.

To meet an overall 40% target, existing street trees need to be retained and protected and new trees planted in existing streets and well as development offsets areas. These will need to have a relatively high density of trees from building to building face to help meet the target.

Climate change resilience

Rising global temperatures exacerbated by urban heat will lead to long term impacts for Western Sydney. It is estimated that Sydney will have a climate closer to that of Grafton by 2100 under current projections. That means that some of the cooler climate species in Council's Street tree masterplan may be unsuitable in the long term. We would recommend that the plan be updated to consider this. One option is to apply the 70-20-10 planting rule; 70% proven adaptable species, 20% experimental, 10% aspirational species. We have added *Corymbia torreliana* from the northern rivers region as a canopy tree to the list as part of the 20% experimental mix.

Street Trees

Most of the streets in the site area are nominally 20m wide reserves. The NSW Government Greener neighborhood guide, recommends, targets of minimum 40% for existing road reserves with powerlines, 50% for those without. It recommends that new build residential streets aim for 70% canopy target.

Verge Trees

Where sufficient spaces with a 3.6m verge, street trees could be planted in these areas as well.

Existing Canopy Coverage





3 DESIGN PRINCIPLES

Design Principles

These five design principles form the guiding framework for the final design which underpins and guides the design process. Design principles act as a touchstone over the course of a project to ensure the underlying core of the scheme remains connected to the original intent.



Easy to get around

Provide for safe easily accessible spaces with limited step barriers.

Provide an inclusive environment that provides for visitors with a range of abilities.

Connect the public spaces across the entire site into a seamless public realm.

Prioritise pedestrians and cyclists along key routes through clear, legible paths, crossings, lighting, and signage.



Places to socialise

Provide a range of opportunities to for socialisation within the Public realm.

Provide a range of social spaces and activated street frontage from quiet areas for individuals and small groups to space for larger groups to congregate.

Provide for the range of different uses in the urban spaces.

Provide opportunities for outdoor dining and night time activation in the public realm.



Safe and memorable

Design spaces with clear sightlines to enable passive surveillance.

Provide adequate lighting for high usage areas that is balanced and not too intense.

Reflect its importance for sharing and gathering as cultural communities and a broader multicultural community.

Provide distinctive and memorable places and experiences to help build memories of the place.



Sustainable and green

Increase tree canopy cover across the public domain to improve amenity, reduce the urban heat island effect and support biodiversity.

Utilise passive irrigation where possible to capture rainwater where it falls for sustained tree growth.

Reduce embodied and operational carbon emissions in the public realm through good design and material choices.

Establish a green network of trees that connects to the broader Green Grid.



Keeping it looking good

Provide opportunities for local employment in Caring for Country and the site.

Provide a robust and easy to maintain landscape that balances biodiversity needs with recreation and maintenance needs.



4 PUBLIC DOMAIN PLAN

Public Domain Plan

A unified public domain

The focus of the public domain plan the consolidation of a unified public domain centred around Belmore Road. Extending from Truman Avenue in the north to Shenstone Road in the south.

This builds upon on the existing wide footpaths and includes:

- Provision of more street tree canopy coverage along Belmore Road.
- Providing opportunities for businesses to create active and lively street frontages facing onto Belmore Road
- A lighting strategy that makes the pedestrian spaces feel safe and convenient but not overly lit and glary.
- A consistent suite of paving, furniture and fixtures.

Catering for an increased population

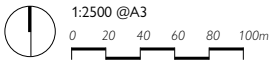
One of the core moves is the provision of a new public open space north of the railway line. Refer to the following pages.

Provision of private realm open space on ground level podium slabs. The intention of these spaces, is to take the pressure off local public open space, particularly if you need to get the kids out of the apartment and down into the open space and playgrounds.

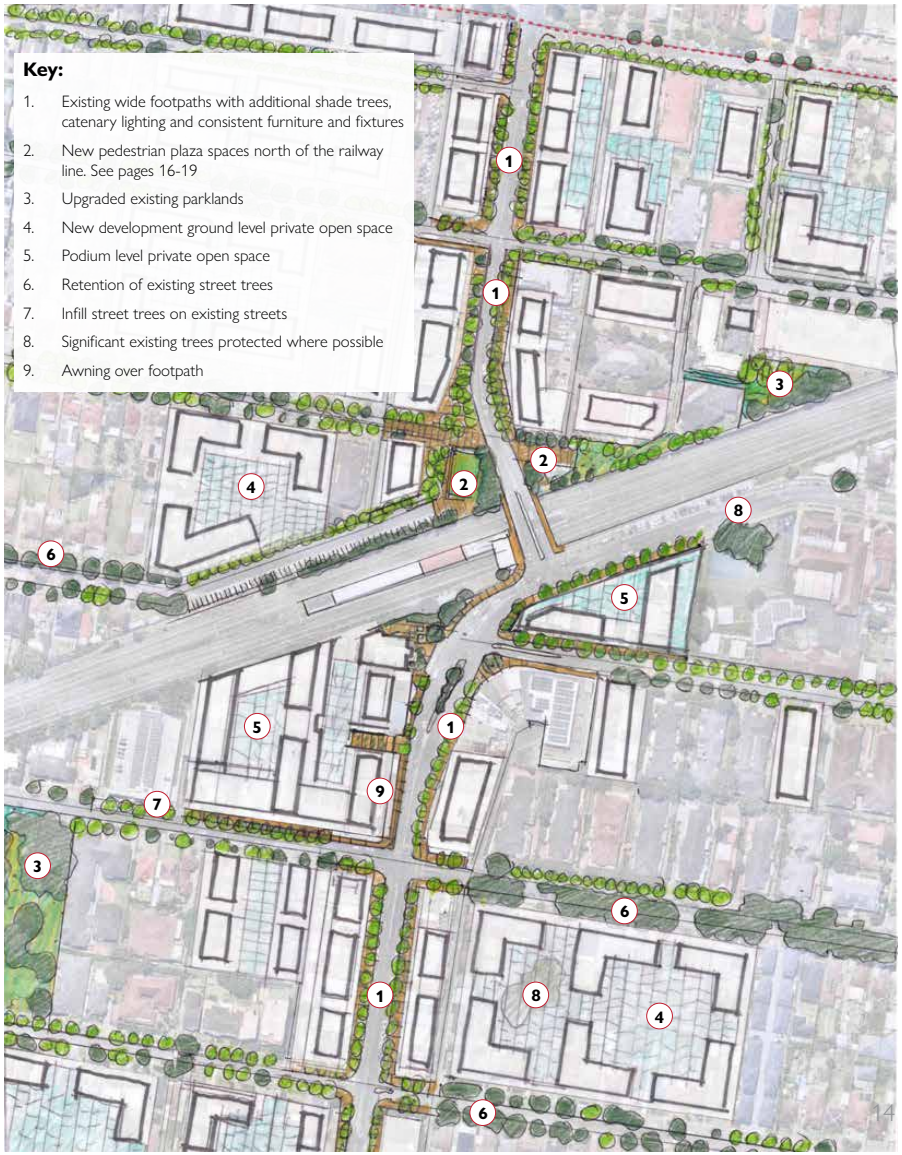
These spaces may include rooftop gardens and ground level courtyards which would controlled private spaces for the use of adjoining residences.

Beyond the core

Reinforced connectivity between the urban core and the surrounding landscape through footpaths along existing streets, and shareway connections. Key objectives include the retention and protection of existing tree canopy cover, particularly along Cairns Street, William Road, and Coleridge Street. These will be supplemented with additional street tree canopy to infill gaps in existing canopy coverage.







CLOUSTON associates

Public Open Space Opportunities

Public plaza opportunity

As part of the redevelopment of Riverwood, there is an opportunity for a central public open space in the heart of Riverwood. The options presented here convert publicly owned land to higher and better uses than roadway and parking.

A centralised open space located near the Riverwood Train Station offers an opportunity to provide a number of functions to support the expected increased population and building density. The open space should aim to achieve the following:

- Create an active heart for Riverwood as a cool green oasis from the new density of the Transport Orientated Development
- Provide a mix of soft landscape and hard pavement to cater to the passive recreational needs visitors, reducing the extent of existing asphalt roadway
- Create a green natural canopy which protects visitors from the sun in summer and provides solar access in winter
- Ensure a balance of turf for informal kickabout and high quality pavement to support activities such as outdoor dining and small events such as weekend markets
- Activate edges along new developments to promote ground floor commercial opportunities such as cafe's, restaurants, etc so that the open space is busy across the day and evening.
- Explore opportunities to integrate spaces such as play spaces or event zones to ensure the space is flexible for all users.
- Ensure the open space caters to the needs of the current population and the future following the increased density of built form.

Staged plaza approach

The following pages outline a staged approach to developing the new public realm open space / plaza space as development proceeds. This allows building upon the previous options in a staged a progressive manner. See pages

Shared way options

The stage three option maintains roadway connections but as a slow speed traffic environment that prioritises pedestrians while accommodating low-speed traffic. This vehicular traffic may include residents, courier deliveries, garbage collection, fire and ambulance access and so forth.

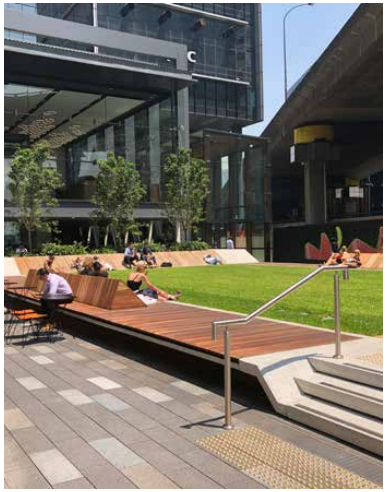
Shared ways integrate vehicles into a pedestrian-focused environment by encouraging slow driving through subtle physical and visual cues. These are self explaining street environments that make it difficult to go much faster than 10kmhr. Elements such as narrow carriageways, high quality pedestrian paving, tree planting, furniture fixtures, lighting and bollards help guide vehicular movement. Examples of successful similar spaces include Kiora Lane in Double Bay, and the Maitland Levee.

Beyond the town centre - shareway pedestian connections

To maximise the investment in Peakhurst Park, a mid block shareway is proposed to link between Cairns Street, Eldon Street and Hardwicke Street. Council are liaising with Homes NSW for the final connection from Hardwicke Street to Hedley Street. This will provide pedestrian and cycling connectivity including rest stops and seating, to link new residents to existing upgraded recreation parkland amenity. It will have the option for slow speed (10km/hr) vehicle movements - similar to the Maitland levee image.



Historic high street precinct at Maitland Levee. Design by McGregor Coxall. Note narrow width of carriageway,
Image Source: Simon Wood.



Raised lawn with seating edge. Westpac plaza - Aspect Studios
Image Source: CLOUSTON Associates.



Pedestrian and cycling Shareway through site parkland link. Macarthur Heights - CLOUSTON Associates. *Image Source: - Google Earth. streetview*

Plaza and Open Space - Stage 1. 850m2

Stage one provides for a new open space on the North Western side of the railway. This option converts 15 all day spaces to 1hr time limited parking spaces to the southern side of William Road (See note 7). This allows the main part of the carriageway to be converted to a terraced lawn space of about 850m2



Plaza and Open Space - Stage 2. 2500m2

Stage 2 provides for a new parkland with lawn and children's playground on the eastern side of Belmore Road, by using the carparking and roadway space. Some timed parking is retained and access provided for deliveries and garbage collection to Belmore lane. All day parking and timed parking are moved to new 90 degree spaces in William Road.



Plaza and Open Space Stage 3. 3000m2

Stage 3 extends the plaza space to approximately 3000m2 by making the links off Belmore Road into Moratai Street and Belmore Lane 10km/hr Shared zone. Williams road is closed to make a connected plaza space on the eastern side. Access to the 35 houses in William Road would be by Moratai Avenue and Bennett lane, subject to further traffic studies.



Plaza and Open Space Stage 3. 3000m2 - Functional diagram



Street Tree Planting Strategies

Public realm canopy cover

Given the new masterplan development density requirements, it will be important to protect and retain existing coverage within Riverwood Town Centre area. To that end the primary opportunities for increasing canopy cover are within the public realm, and in the 5m offsets to development. Given the existing verges and streets condition there is an opportunity to plant in the street verge and fill the possible gaps between existing trees.

Private realm canopy cover

The NSW Government Greener neighbourhood guide, recommends that new apartments over 3000m2 have an on site canopy target of 35%, with at least 25% deep soil target. Approximately 10% of this canopy cover will likely need to be on slab, which given typical slab loadings on podiums may limit new tree canopy cover on building podiums.

Building offset trees

The proposed 5m building offset provides additional tree canopy cover where it will be required at ground level. This will only be possible with either existing natural ground, or a minimum of 1.5m depth of planting medium over any underground car parks that might extend to the property boundary.

Planting medium should consist of a nominal 450mm depth of A horizon topsoil with a higher organic content soil. Below this should be alow organic content subsoil, and adequate drainage systems, waterproofing and roof slab falls to meet best practice building requirements.

Slabs will need to be designed to cover sufficient loading of the imported topsoil mix and the mature weight of the trees.



Riverwood Street Tree Species List

The Georges River Street Tree Masterplan 2024 identifies 44 different tree species to ensure appropriate tree species are selected, planted and maintained.

The masterplan also allocates species to streets and the species within the study area is on the table adjacent. We have also noted trees from the overall Riverwood list that could be planted in development setbacks and other locations.

For Climate resilience we would also recommend to Council consideration of trees from areas north of Sydney such as *Corymbia torelliana* (Gadaghi) from the northern rivers and QLD.



Lophostemon confertus
Brush Box



Largerstroemia indica
Crepe Mytrle



Tristaniopsis laurina
Water Gum



Corymbia eximia
Yellow Bloodwood

Botanic Name	Common Name	Height	Streets
Alloxylon flammeum	Tree Waratah	6m	Development setbacks
Arbutus unedo	Irish Strawberry Tree	5m	Keppel Avenue
Buckinghamia celsissima	Ivory Curl Tree	8m	Eldon Street
Caesalpinia ferrea	Leopard Tree	10m	Thurlow Street
Callistemon citrinus	Crimson Bottlebrush	3-4m	William Road
Corymbia eximia	Yellow Bloodwood	15m	Thurlow Street, development setbacks
Corymbia ficifolia	Red Flowering Gum	8m	Erskine Street, development setbacks
*Corymbia torelliana**	*Cadaghi*	15m	Amy Road, development setbacks, + wider streets
Cupaniopsis anacardioides	Tuckeroo	10m	Webb Street
Elaeocarpus reticulatus	Blueberry Ash	10m	Laneways, linear parks, development setbacks
Eucalyptus cinerea	Argyle Apple	8-18m	Cairns Street, Killara Avenue
Eucalyptus microcorys	Tallowwood	20m	Cairns Street
Eucalyptus piperita	Sydney Peppermint Gum	10-18m	Parklands
Eucalyptus punctata	Grey Gum	18-25m	Parklands
Eucalyptus sideroxylon	Red ironbark, Ironbark, Mugga	15m	Josephine Street, Short Road
Fraxinus pennsylvanica 'Cimmzam'	Green Ash	13m	Morotai Avenue
Glochidion ferdinandi	Cheese Tree	8m	Laneways and linear parks
Gordonia axillaris	Fried Egg Plant	6m	Laneways and linear parks
Harpullia pendula	Tulipwood	8m	Shenstone Road
Lagerstroemia indica	Crepe Myrtle	6m	Cairns Street
Lophostemon confertus	Brush Box	15m	Hardwicke Street. Coleridge Street, Erskine Street
Magnolia 'Little Gem'	Dwarf Southern Magnolia	6m	Laneways and linear parks
Melaleuca decora	white feather honey myrtle	7m	Josephine Street, Short Road, William Road
Pistacia chinensis	Chinese Pistachio	10m	Shenstone Road
Syncarpia glomulifera	Turpentine	25m	Eldon Street
Tristaniopsis laurina 'Luscious'	Water Gum	10m	Belmore Road, Killara Avenue
Ulmus parvifolia 'Yarralumla'	Chinese Elm	10m	Morotai Avenue

* Species added for climate resilience

High Level Lighting Guidelines

Indicative lighting concept

Overall the aim of the lighting design is to create an environment which feels safe, secure. That provides the right level of lighting in the right places considering the likely night time economy and to cater for people walking during the evening.

The town centre core is to utilise high intensity lighting along Belmore Road, where evening activations such as restaurants combine with built form density focus pedestrian and public realm movement. This higher intensity core is offset by lower intensity lighting in surrounding residential streets where connectivity is a focus. A mix of low intensity lighting in surrounding parks and high intensity lighting in sport facilities is also considered.

Safety and Amenity

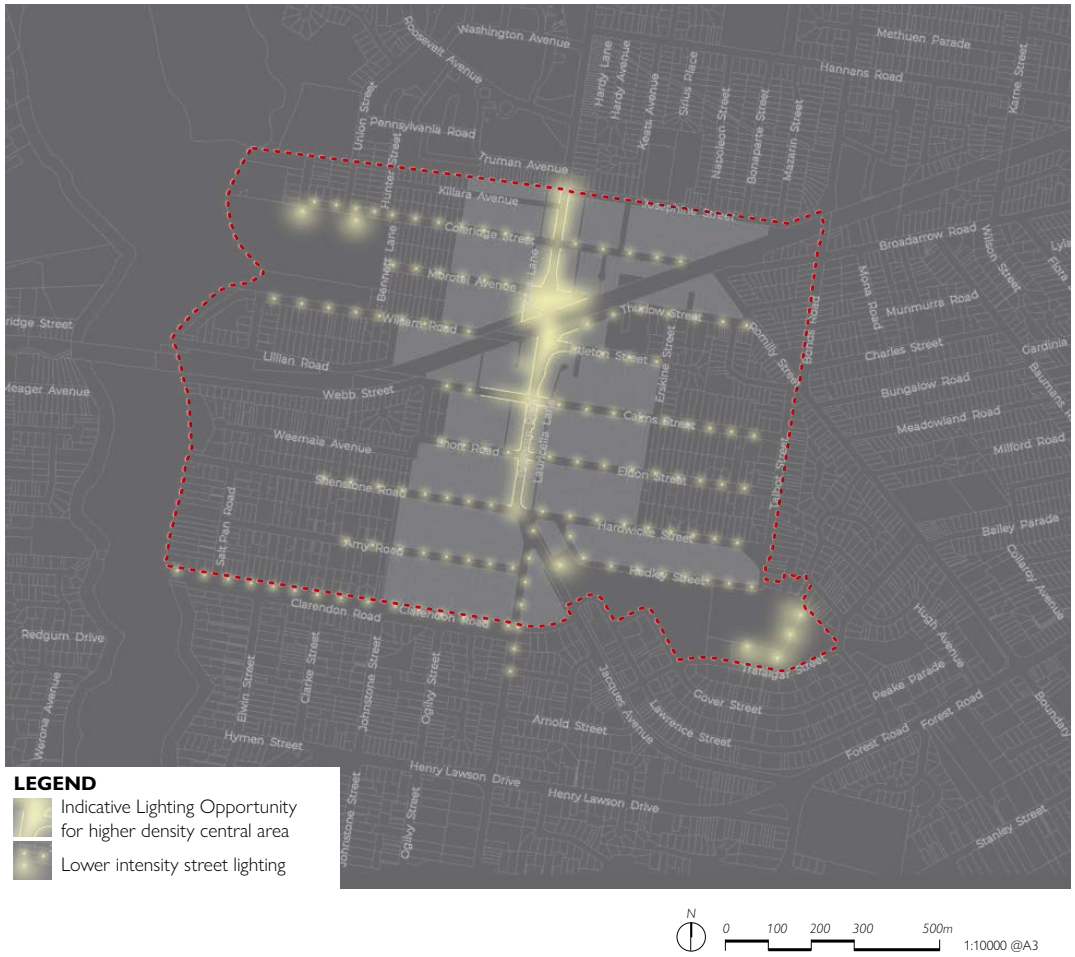
Well lit pedestrian zone along Belmore Road may use lighting solutions such as catenary or awning lights to help provide a well lit pedestrian zone that is subtle and of pedestrian scale. Alternatively if pole lighting is required, the use of multifunction poles is recommended to reduce overall furniture clutter in the public domain. Public domain lighting should not be glary or too intense. The edge of lit areas should fade into darkness rather than form a sudden transition so that walking along the edge of the pedestrian zones feel safe.

Sustainability

Opportunities for sustainable lighting should be explored including:

- Provide night / dark sky protection to reduce sky glow and light spill upward into the sky.
- Make use of warm colour light instead of cool or blue colour light to minimise impacts to nocturnal animals.
- Utilise smart lighting systems so that lights dim between midnight and 5 am and temporarily brighten with the movement of pedestrians.
- Ensure the use of energy efficient or LED light fixtures which use less energy and require less maintenance and replacement.

Note: To Future Lighting Design Study



Materials and Furniture Palette

A consistent suite of materials and furniture palette helps ensure the public domain has a unified character.
The materials and furniture palette is to align with Council's Public Domain Guidelines (currently being updated).

Paving / Ground Plane



Unit Paving
Primary streetscape and urban plaza



Oxide Coloured Broom Finished Concrete
Secondary footpaths to match existing



Broom Finished Concrete
Secondary footpaths to match existing



Gravel Paving
Informal pathways and paving within parklands

Furniture and Fixtures



Landscape Seating
Botton + Gardiner urban post seat or approved equivalent to match existing



Table and Seat cluster
Street Furniture Australia Linea & Piatto furniture series or approved equivalent to match existing



Bike Rack
Street Furniture Australia Semi Hoop bike rack or approved equivalent to match existing



Bin
to match existing council standard



Seating wall
Spatial organisation within shared urban environments



Large Planter Pot
For flexible space division



Bus Shelter



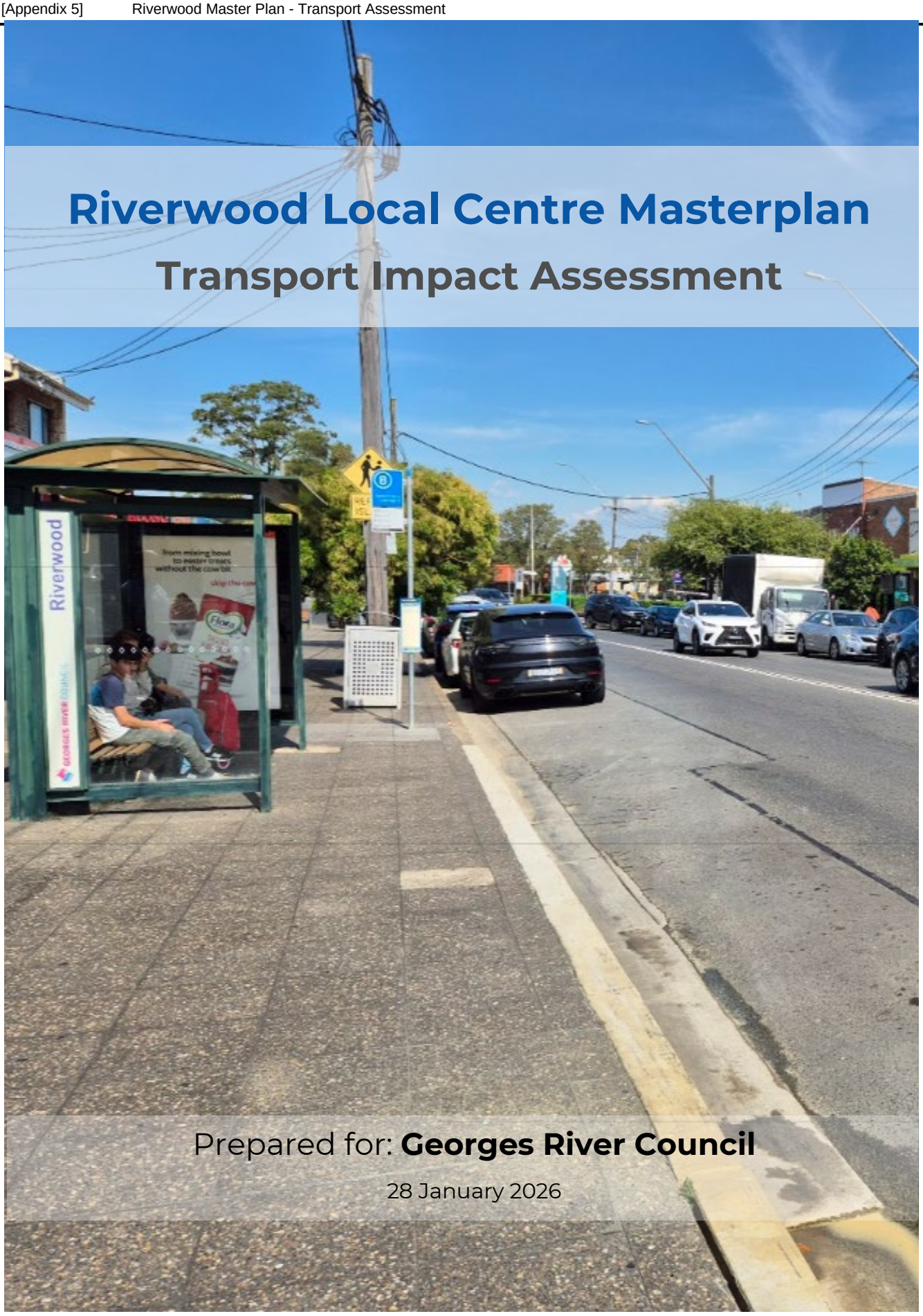
Chillout Hub
Street Furniture Australia shade system or approved equivalent to match existing



CLOUSTON Associates
A division of Beveridge Williams
65-69 Kent Street • Sydney NSW 2000
PO Box R1388 • Royal Exchange NSW 1225 • Australia
Telephone • +61 2 8272 4999
Email • sydney@clouston.com.au
Website • www.clouston.com.au

Riverwood Local Centre Masterplan

Transport Impact Assessment



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1 Introduction

1.1 Background

Georges River Council (council) is preparing a master plan to help guide future growth in the Riverwood local centre (the Study Area). The master plan will establish a vision, objectives, strategies and measures to shape the physical form of the Study Area. The master plan will help guide future growth in the Riverwood local centre and will form a key part of council's larger planning framework. This transport assessment has been prepared to inform the master plan.

1.2 Study Area

The study area (see Figure 1) comprises most of the suburb of Riverwood located in the Georges River LGA, as well as a small part of the suburb of Peakhurst. It is generally bound by the border of the Canterbury Bankstown LGA to the north, Bonds Road and Talbot Street to the east, Peakhurst Park and Clarendon Road to the south, and Salt Pan Creek to the west. The study area is anchored by Belmore Road which runs north-south, providing connectivity between major roads includes Henry Lawson Drive and the M5 Motorway. Belmore Road is both a traditional, retail dominated high street and regional road. The remainder of the study area primarily consists of established residential areas



Figure 1 Masterplan study area

Source: Colliers Urban Planning

1.3 Report Purpose

The purpose of this transport assessment is to support the master plan from a transport perspective by providing commentary on any impacts arising from the potential development of the Riverwood Local Centre. The report discusses potential opportunities to improve facilities for all modes of transport and manage travel demands arising from the future population of the study area.

This report has been structured into the following sections:

- **Section 1** introduces this report, its context and its purpose.
- **Section 2** reviews the relevant strategic planning and transport planning context.
- **Section 3** describes the existing transport conditions in and around the site for all modes of transport.
- **Section 4** outlines the proposed master plan, including the development yield and transport network changes.
- **Section 5** discusses the potential road network impacts of the potential development yields and any suggested mitigation measures.
- **Section 6** provides a summary of the assessment.

2 Strategic Context

2.1 NSW Government Guidelines

The NSW Government has published a suite of guidelines including to inform planning for precincts and local areas. Relevant documents include:

- **Practitioner's guide to Movement and Place Framework**: provides guidance to implement Movement and Place to achieve successful streets which balance movement and place functions
- **Design of Roads and Streets**: supports the Movement and Place Framework by providing design guidance to roads/streets in relation to their function.
- **Road User Space Allocation Policy:** requires that road space is balanced between different users with pedestrians and bicycle riders considered first
- **Network Planning in Precincts Guide:** provides a network approach to land use integration in precincts to encourage multi-modal transport outcomes including better walking, cycling and public transport access.

Relevance to Riverwood Local Centre Masterplan

The development of the transport strategies in the Riverwood Local Centre masterplan should align with the vision / objectives of these relevant guidelines – specifically noting the objective of prioritising safe and convenient pedestrian / cyclist movements, with private vehicles generally considered last.

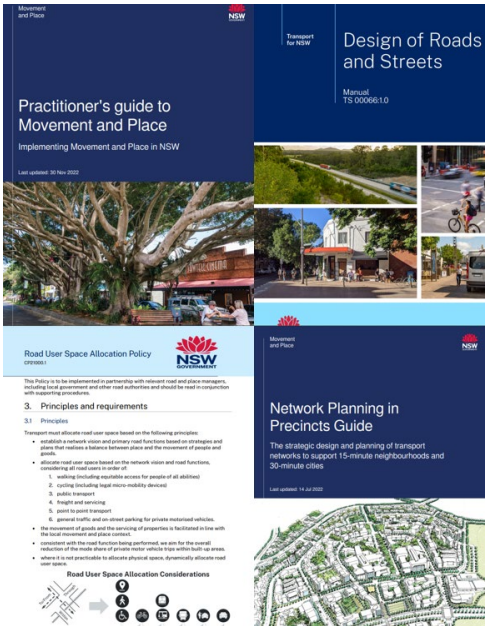

Figure 2 NSW Government Guidelines

2.2 Future Transport Strategy

Transport for NSW (TfNSW) released Future Transport Strategy: Our vision for transport in NSW in September 2022, as an update to their previous strategy Future Transport 2056: Shaping the Future. The strategy outlines the direction for improving the transport network to benefit the community and economy of New South Wales and to support the network's growing demand.

A main focus of the strategy is to facilitate 30-minute cities, a concept where all individuals are able to access their nearest metropolitan centre or cluster, strategic and local centres within 30 minutes via public transport and/or walking. Key centres or hubs are presented in Figure 3, with Hurstville and Bankstown being the nearest strategic centres to Riverwood.

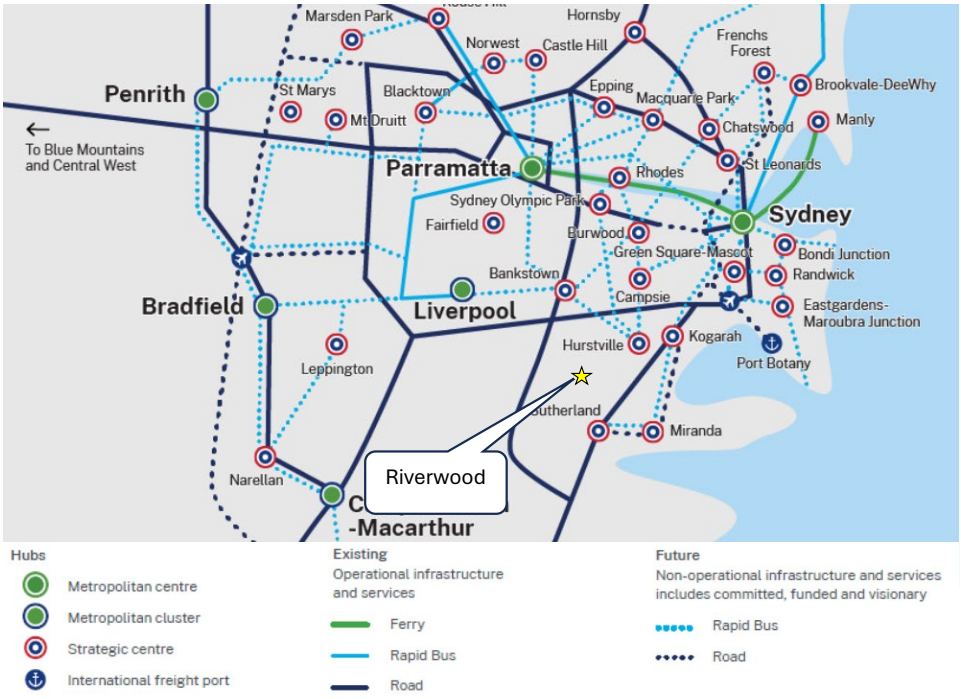

Figure 3 Existing and future transport network

Source: Future Transport Strategy, Transport for NSW, 2022

Relevance to Riverwood Local Centre Masterplan

Existing and future public transport connections to Bankstown and Hurstville will support the future growth of the Riverwood Local Centre. The strategy identifies a future rapid bus connection between Bankstown and Hurstville which has the potential to also service the Riverwood Local Centre.

2.3 Georges River Transport Strategy

The Georges River Transport Strategy provides policy and directions for Council to enhance the existing transport network and plan for increased demand, aligning with state and local plans.

The Georges River Transport Strategy outlines the future vision for the transport network in the Georges River LGA. A key component of the strategy is the support of active and public transport networks by providing infrastructure that will enable users to safely walk and cycle throughout the LGA and travel to their desired destinations.

The strategy proposes several strategies and actions to achieve the objectives and targets for the Georges River LGA informed by the needs and aspirations of Council and the community. These strategies primarily revolve around:

- Supporting pedestrians and cyclists by providing safe walking and cycling infrastructure, such as footpaths, cycleways, and crossing opportunities.
- Advocating for public transport improvements and initiatives to increase frequency, connectivity and customer experience.
- Revising existing parking strategy to incentivise sustainable transport modes and ensuring parking is utilised for the intended purpose and by those who need to drive.

Relevance to Riverwood Local Centre Masterplan

Six specific action items were identified for the Riverwood Local Centre:

1. Prepare a Riverwood Local Centre Masterplan and work with DPIE for its implementation
2. Collaborate with the City of Canterbury Bankstown to improve active transport links between the Riverwood planned precinct and Riverwood Station.
3. Advocate for the completion of the Salt Pan Creek Corridor as part of the Sydney Green Grid and the Principal Bicycle network.
4. Consolidate bus stops to key locations outside of the Riverwood Plaza and north of Riverwood Station.
5. Investigate the feasibility of a 40km/h or lower High Pedestrian Activity Area for streets in the centre.
6. Investigate continuous footpath treatments on both sides of: > Belmore Road at Coleridge Street > Belmore Road at Eldon Street > across Killara Avenue at Belmore Road North.

2.4 Georges River Parking Strategy

The purpose of the Georges River Car Parking Strategy (CPS) was to assess parking supply, demand, and possible locations for future additional parking in town centres and business zoned land. The strategy intended to set a direction for car parking in the LGA to maintain and increase economic activity within business centres. The study generally uncovered that there is a large portion of unrestricted parking in the elected study areas, a majority of which were below 85% occupancy at peak (see Figure 4). It was also determined that technological solutions should be considered to improve the efficiency of parking management (i.e. access control, enforcement, wayfinding etc.)

Relevance to Riverwood Local Centre Masterplan

- Key recommendations for the Riverwood Local Centre noted in the parking strategy were as follows:
- Convert Loading Zones to additional on-street accessible spaces (2) and public parking due to low utilisation (subject to business consultation).
- Convert 3P spaces in Belmore Lane car park to 2P to increase turnover and install in ground sensors to help manage time compliance.
- Install in ground sensors in Belmore Road car park to help manage time compliance.
- Webb Street North car park is a potential redevelopment site for Riverwood Plaza car park; displaced parkers can be relocated to Webb Street South car park and/or incorporated into the plaza car park if enlarged.



Figure 4 Peak weekday parking demands

Source: Georges River Parking Strategy, Cardno 2018

2.5 Riverwood High Pedestrian Activity Area Study

The Riverwood Town Centre High Pedestrian Activity Area project aims to create a safer road environment for vehicles and pedestrians through the installation of various traffic calming devices.

Works relating to the proposed changes have commenced around the north and south of the railway line including Belmore Road North and Belmore Road/Thurlow Street. These changes include gateways, raised pedestrian crossings, continuous footpath treatment, raised thresholds, refuge island reconstruction, traffic signal modifications, pedestrian fence and median, road pavement 40km/h patch, and edge line marking. These alterations will be made for traffic flow adjustments, channelisation, parking lane adjustments and pedestrian safety ultimately improving traffic and pedestrian conditions.

Relevance to Riverwood Local Centre Masterplan

The recommended (and now completed) works noted in the study will support the growth of the Riverwood Local Centre by prioritising pedestrian and cycling movements and facilitating a calmer traffic environment. The improved walking and cycling facilities will provide for a safer environment for future residents and promote the use of existing public transport facilities.



Figure 5 Location of works within the Riverwood centre

Source: Riverwood Town Centre 40km/h High Pedestrian Activity Area Study, Traffic and Safety Solutions, 2021

3 Existing Transport Environment

3.1 Existing Travel Patterns

Travel behaviours for residents in Riverwood have been analysed using Journey to Work Census data. The data demonstrates the majority of trips made to and from the Riverwood Local Centre are made by private vehicle, with this mode of travel comprising approximately 70% of total trips. By comparison, across the whole Georges River LGA, approximately 73% of work related trips are made by private vehicle and 20% of trips are by public transport. Walking and cycling make up only a small proportion (approximately 5%) of trips from Riverwood.

By comparison the Hurstville strategic centre (closest strategic centre to Riverwood) has a private car mode share of less than 50% with a significantly higher walking and public transport mode share in comparison to Riverwood.

With the advent of improved public transport, walking and cycling facilities there is the opportunity to increase the proportion of trips made by sustainable travel modes – thereby reducing traffic impacts of future development in the centre.

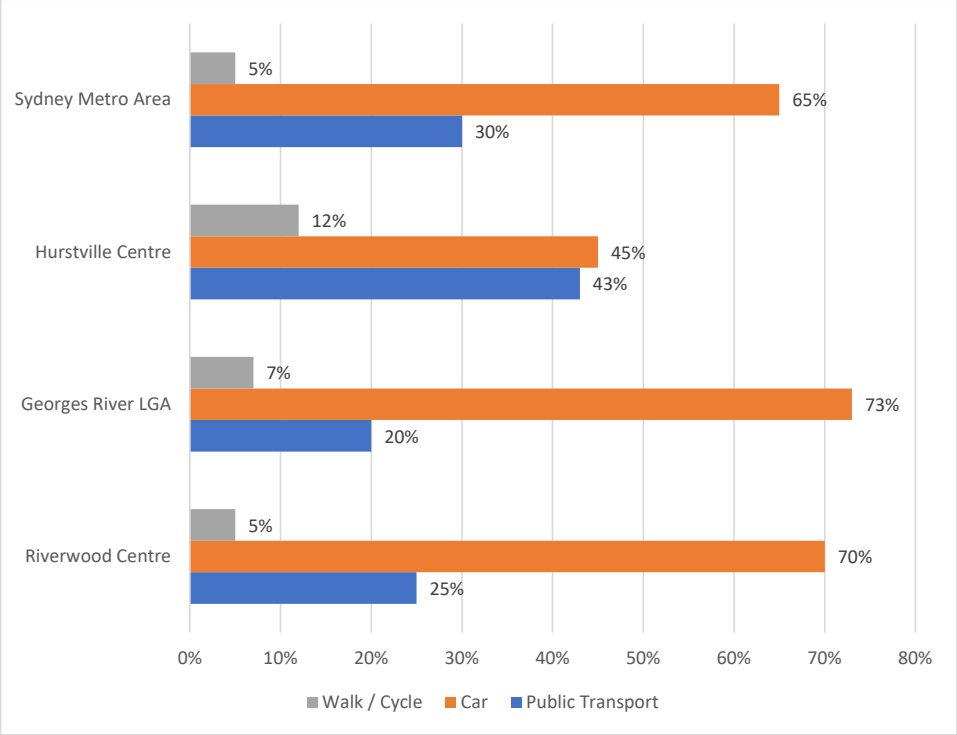

Figure 6 Existing journey to work mode share - Riverwood

** Excludes people working from home or not going to work on the date of the Census*

3.2 Road Network

The road network serving the Riverwood Local Centre is presented in Figure 8 highlighting the key road connectors within the area including Belmore Road and Bonds Road. These regional classified roads act as the primary carriers of traffic to and around the centre.

Belmore Road is a regional road connecting the M5 Motorway and Henry Lawson Drive. Through Riverwood it is a 50 km/h two-way distributor road with free, timed, short-term parking available along a majority of this road. It crosses the T8 Line at Riverwood Station via a road bridge.

Most cross streets in the Riverwood area are local roads with 50 km/h speed limits and parking on either side of the street.

Beyond the Riverwood Local Centre various State and Regional roads provide connection to other strategic centres. Stoney Creek Road and Forest Road are collector roads that connects to Hurstville, the closest strategic centre to Riverwood. The M5 Motorway is north of the Riverwood Local Centre and provides connectivity to the broader Sydney arterial road network.

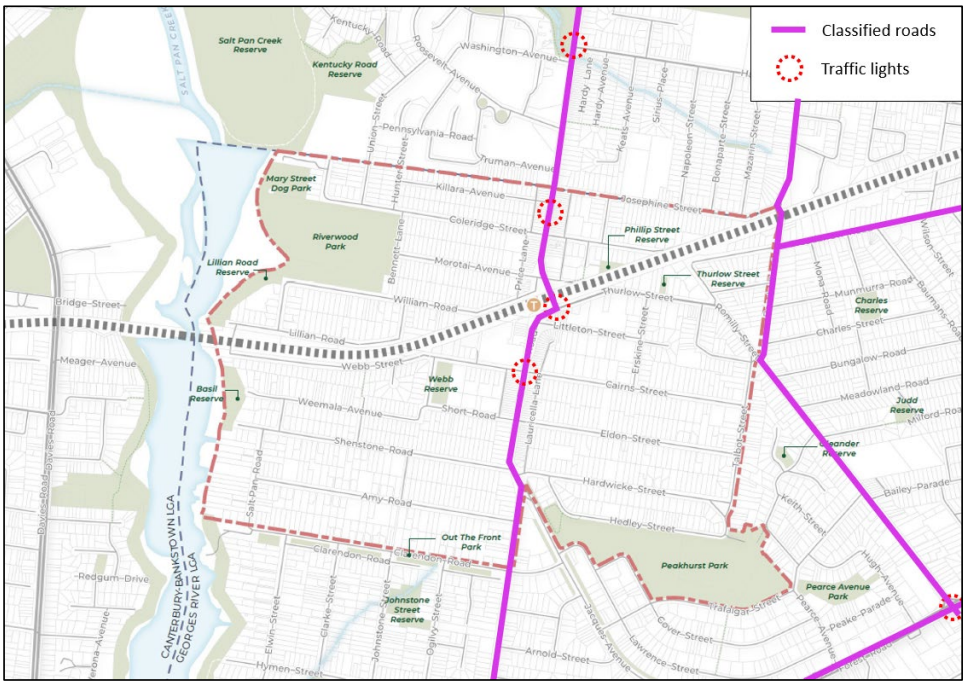

Figure 7 Surrounding road network

3.3 Traffic Volumes

Traffic data through the Riverwood Local Centre was collected in July 2025 to inform the transport assessment supporting the Riverwood Local Centre. The extent of existing traffic movements along Belmore Road through the centre is shown in Figure 8, indicating Belmore Road carries in the order of 23,000 vehicles per day – reflecting its status as a key regional road in the locality. Hourly traffic movements can reach approximately 900 vehicles per hour in a single direction.

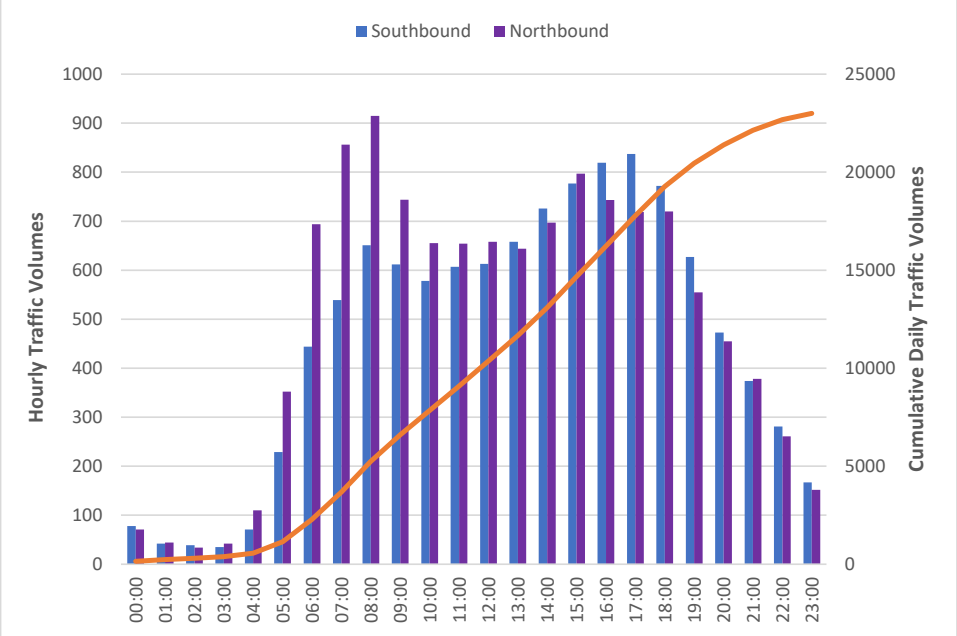

Figure 8 Existing traffic volumes – Belmore Road

Austroads Guide to Traffic Management (Part 3) provides guidance in relation to typical traffic lane capacities – i.e. how many vehicles per hour a traffic lane can accommodate in different environments. For 'Urban Arterial Roads with Interrupted Flow' Austroads notes that a traffic lane has the capacity for up to 1,000 vehicles per hour, with a kerbside traffic lane having capacity of 900 vehicles per hour.

Belmore Road north of the railway line currently comprises of one traffic lane in each direction plus one full time parking lane – therefore having the capacity to carry 1,000 vehicles per hour in each direction.

As shown in Figure 9 Belmore Road currently operates below it's theoretical capacity, however during the AM peak hour the traffic demands represent approximately 90% of its capacity.

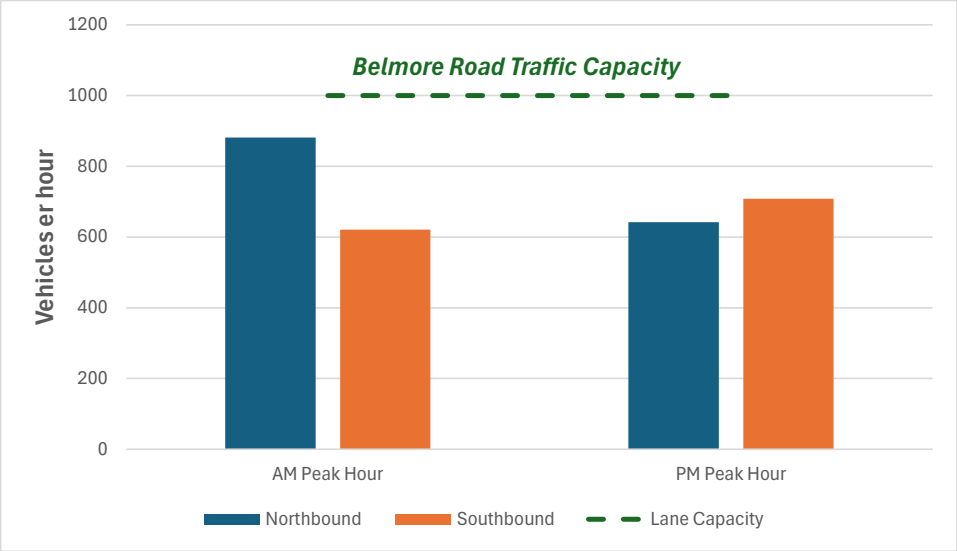

Figure 9 Existing traffic capacity – Belmore Road

The extent of traffic movements at various intersections throughout the Riverwood Local Centre based on recently collected traffic data is indicated in Figure 10.

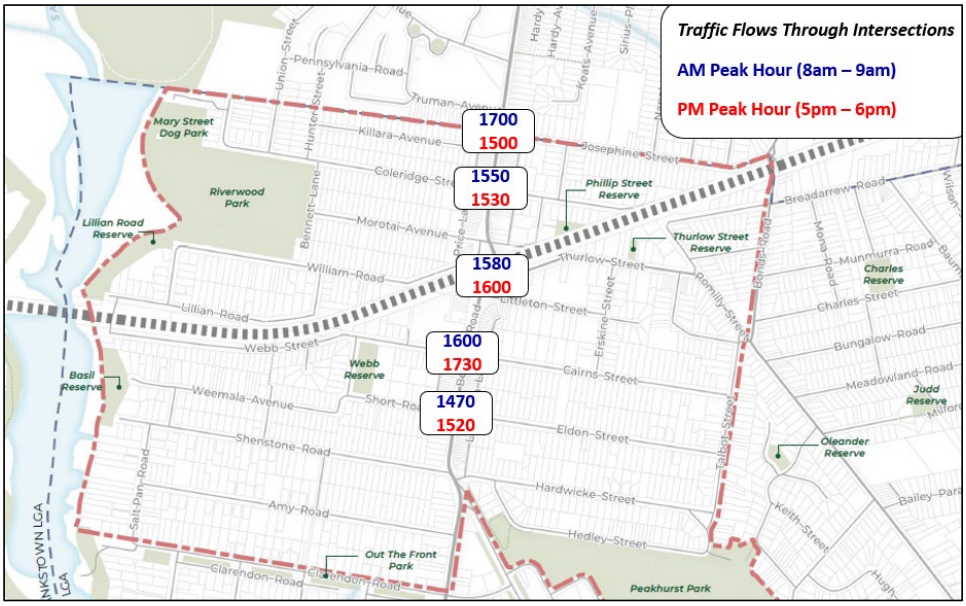

Figure 10 Existing traffic volumes through Riverwood

3.4 Walking and Cycling Network

The footpath network in and around Riverwood Local Centre is extensive and continuous, with footpaths on one or both sides of most streets. Footpaths within the centre and particularly along Belmore Road are typically wide and paved from the boundary (building line) to the road kerb – see Figure 11 as an example. As shown in Figure 12 there are a number of existing pedestrian crossing points throughout the centre, however the cycling network is more limited in comparison.



Figure 11 Footpath condition on Belmore Road near Riverwood station

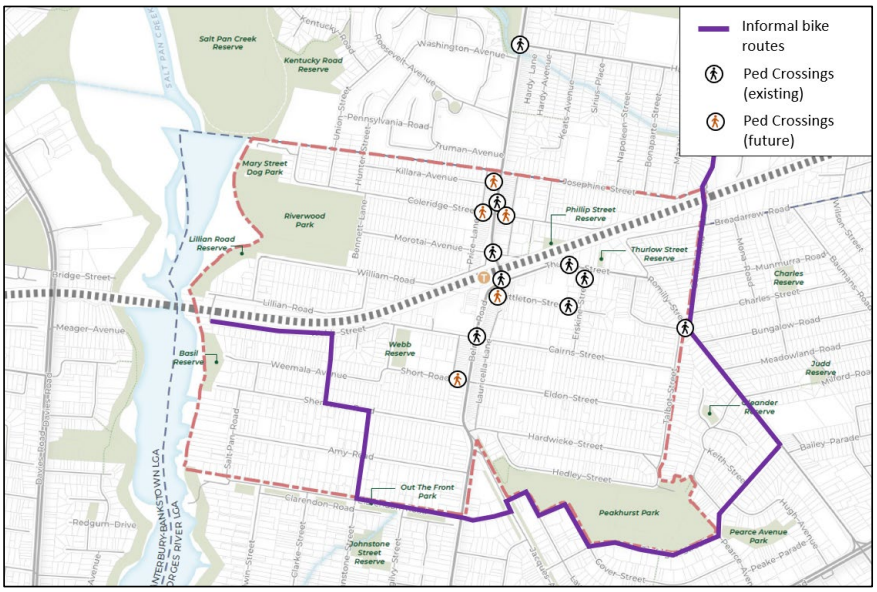

Figure 12 Existing walking and cycling facilities

Georges River Council has recently completed a suite of pedestrian upgrade works in the Riverwood Local Centre as part of the Riverwood High Pedestrian Activity Area (see Section 2.5). These works include new pedestrian crossing points, continuous footpath treatments and gateway treatments to calm traffic and provide for improved pedestrian amenity in the centre.



Figure 13 Example of gateway treatment – Josephine Street

As previously noted the cycling network serving Riverwood is limited to informal on-street cycleways. Although the roads are identified as cycleways, there is no cycleway infrastructure and cyclists are likely to be travelling in mixed traffic. Off-street cycleways are located in green spaces, such as Riverwood Park and Lillian Road Reserve connecting to Salt Pan Creek which are used by recreational cyclists and are shared paths with pedestrians.

3.5 Public transport

Public transport services in the Riverwood Centre are focused around the Riverwood train station, located on Belmore Road at Thurlow Street. The location of Riverwood train station and various bus routes serving the centre are indicated in Figure 14 below.

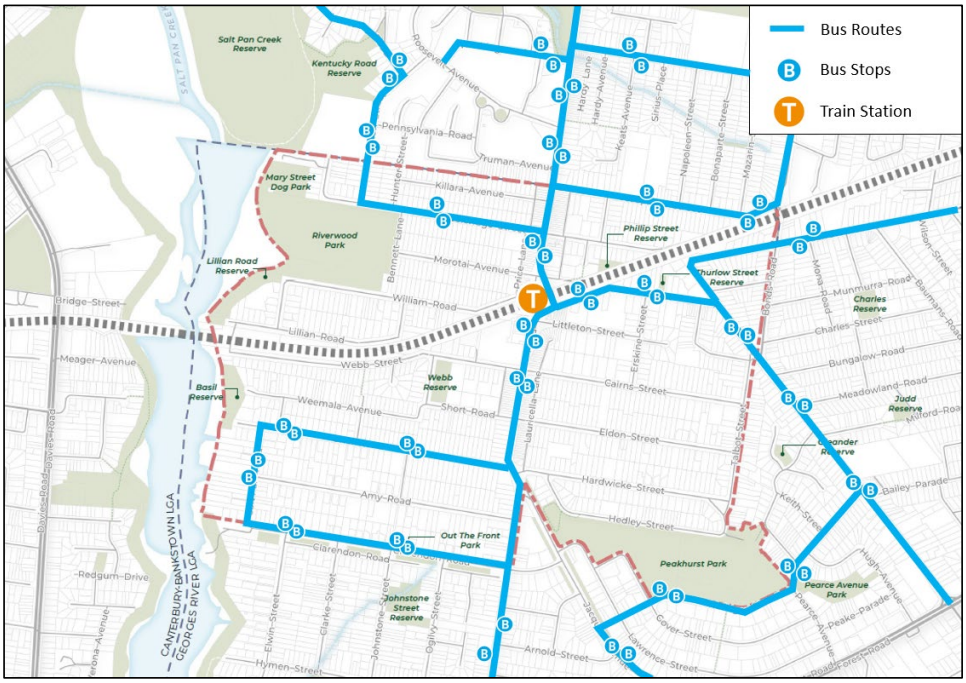

Figure 14 Public transport environment

Riverwood Station provides interchange facilities including bus stops, taxi ranks, kiss-and-ride area, and bicycle parking. The station is also staffed 24 hours a day, seven days a week and provides bicycle parking. The platform is also sheltered and provides access for mobility impaired users. Riverwood Station is located on the T8 Airport and South Line, with typical train frequencies indicated in Table 1.

Table 1 Existing train service frequencies at Riverwood Station

Direction of Travel	Train Service Frequency				
	Prior to 7am	*7am - 9am*	*9am - 4pm*	*4pm - 7pm*	*After 7pm*
Towards Wolli Creek & Sydney CBD	Every 17 minutes	4 to 10 minutes	Every 15 minutes	Every 15-18 minutes	Every 15 minutes
Towards Campbelltown	Every 17 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes

The following bus routes service the locations closest to Riverwood Station on weekdays:

- 940 Bankstown to Hurstville via Riverwood, Hurstville to Bankstown via Riverwood
- 942 Campsie to Lugarno, Lugarno to Campsie
- 944 Mortdale to Bankstown via Peakhurst Heights, Bankstown to Mortdale via Peakhurst Heights
- 945 Bankstown to Hurstville via Mortdale, Hurstville to Bankstown via Mortdale

Existing frequencies of bus services throughout the day serving the Riverwood Local Centre are indicated in the table below. While buses can operate at reasonable frequencies during peak periods of the day, outside of these peaks buses only typically operate every 30 minutes. These infrequent off-peak services limit public transport access to the centre.

Table 2 Existing bus service frequencies

Bus Route	*Bus Departures (one direction)*				
	Prior to 7am	***7am - 9am***	***9am - 4pm***	***4pm - 7pm***	***After 7pm***
940	Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 30 minutes
942	Every 30 minutes	Every 10 to 20 minutes	Every 30 minutes	Every 10 to 20 minutes	Every 30 minutes
944	Every 30 minutes	Every 15 to 20 minutes	Every 30 minutes	Every 15 to 20 minutes	Every 30 minutes
945	Every 30 minutes	Every 15 minutes	Every 30 minutes	Every 15 minutes	Every 30 minutes

3.6 Car Parking

The Riverwood Centre benefits from a range of on and off street parking options as indicated in the following maps. A new commuter car park with 140 spaces was recently constructed by TfNSW and is located on Webb Street immediately south of Riverwood train station. Over 1,000 parking spaces are available in the centre, with approximately 70% of these spaces not subject to any parking restrictions throughout the day[1].

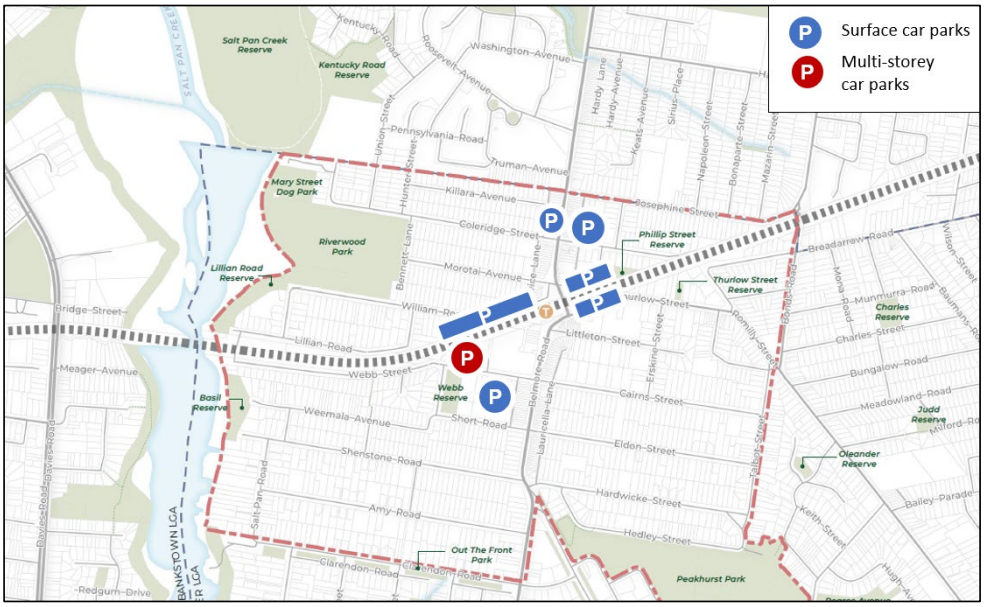

Figure 15 Off-street parking opportunities

[1] As per findings of Georges River Car Parking Strategy

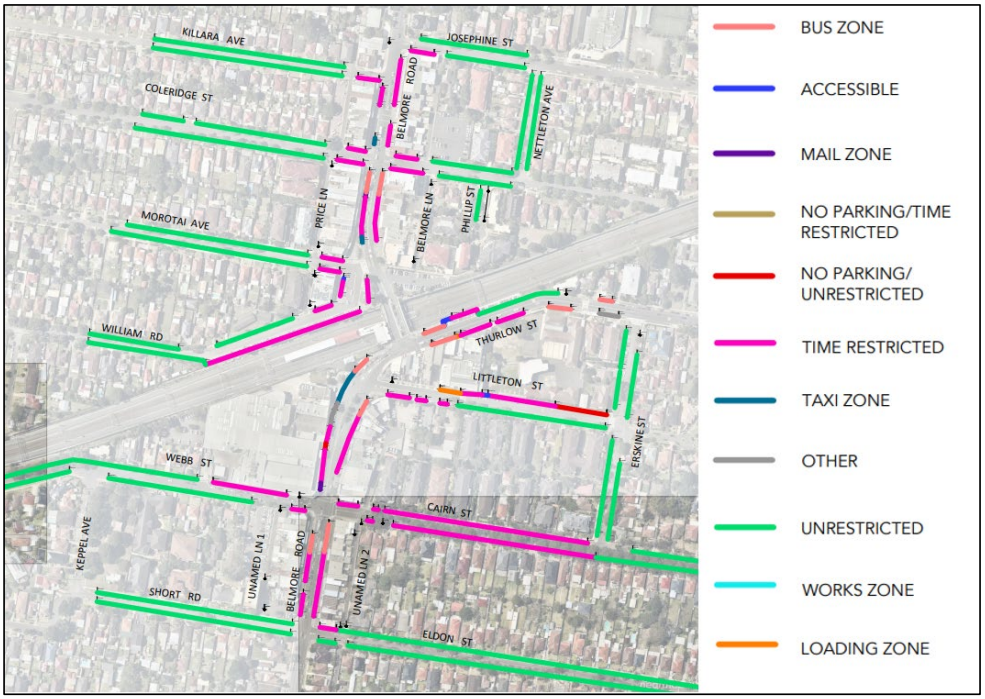

Figure 16 On-street parking opportunities

Source: Georges River Car Parking Strategy

4 Proposed Master Plan

4.1 Draft Master Plan and Development Yields

An overview of the draft master plan as prepared by Colliers Urban Planning is illustrated in Figure 17 below – indicating the majority of future development to be focused along the Belmore Road corridor. The greatest level of density would be focused around Riverwood train station which aligns with the principles of Transit Oriented Development – ensuring future residents in the centre have strong access to public transport services.

Based on the masterplan controls the theoretical net increase in dwellings across the Riverwood centre is 8,145 dwellings and 4,800m^2 of non-residential floor space. However after applying assumed take-up rate of 20% the net increase in dwellings is approximately 2,301 dwellings and 2,423sqm of non-residential floor space



Figure 17 Draft master plan

Source: Colliers Urban Planning

4.2 Road Network Changes

The master plan does not propose any changes to the road network within the Riverwood local centre. Public domain and streetscape enhancements are contemplated however these do not alter the ability for vehicles to circulate on local streets as per current conditions. The proposed urban plaza on the corner of Morotai Avenue, William Road and Belmore Road will not affect the ability for traffic to circulate as per current conditions, with a minimum 6m road width to be maintained to allow for two-way traffic movements along William Road. This arrangement is indicated in Figure 18.

This roadway width and design would be subject to further investigations and development occurs in the immediate area. Turning movements restrictions for larger vehicles may be considered to provide for an improved public open space outcome while not compromising traffic safety, for example no left turn into William Road from Morotai Avenue for vehicles 6m or over.

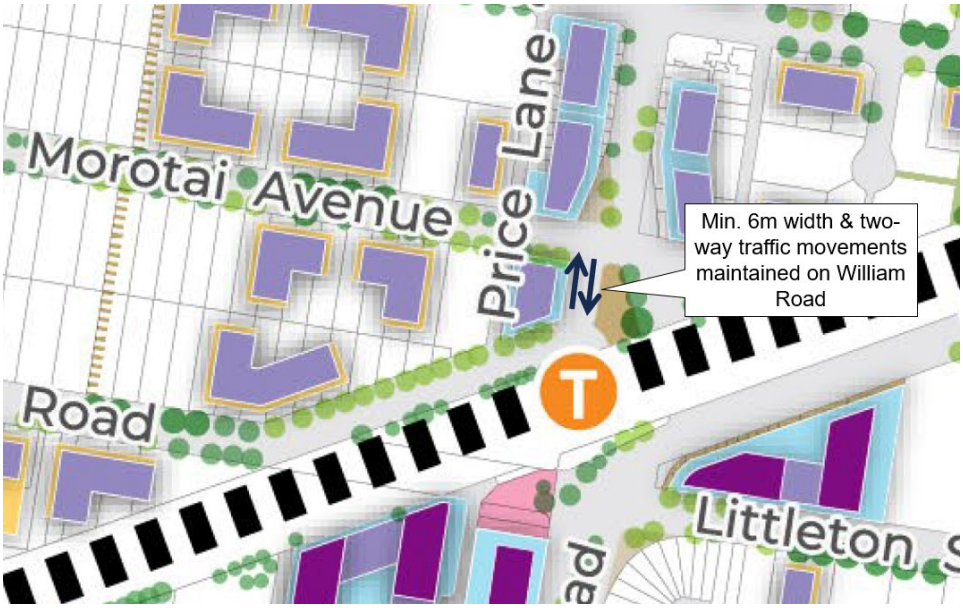

Figure 18 Potential traffic arrangements on William Road near Morotai Avenue

In the longer term there is the potential to expand the public plaza and close off the north-south section of roadway on William Road south of Morotai Avenue as indicated in Figure 19. Traffic movements to and from Belmore Road along Morotai Avenue would be maintained, however an alternative pavement / surface treatment may be introduced to reinforce a low speed traffic environment. As a result of the closure of the north-south section of William Road traffic would instead redivert along either Price Lane or Bennett Lane further west. As part of any future development of the sites on the western side of William Road consideration could be given to introducing a requirement for land dedication for the purposes of road widening along Price Lane to facilitate two-way traffic movements to enable this long term plaza expansion.

The masterplan also envisages an expanded public plaza on the western side of Belmore Road. This expanded public plaza would remove existing at-grade car parking however maintain vehicular access to Belmore Lane, primarily for the purposes of deliveries and waste collection. It is envisaged that this section of existing roadway between Belmore Road and Belmore Road would ultimately be converted to a 10km/h shared zone given the relatively low traffic movements expected through this area.

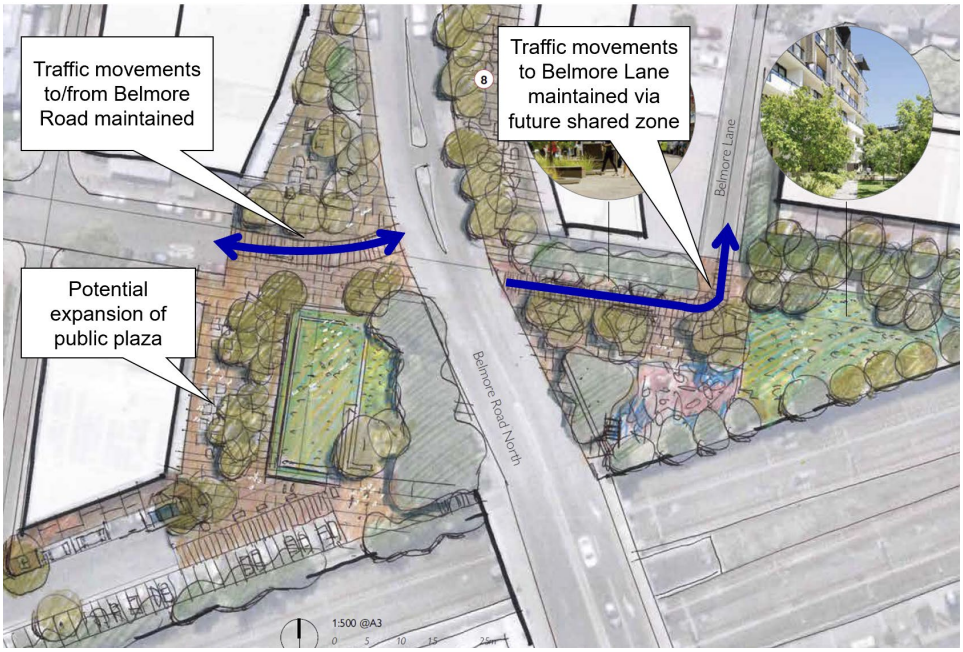

Figure 19 Potential long term public plaza expansion

4.3 Walking and Cycling Measures

The master plan proposes a suite of upgrades to improve walking and cycling within the Riverwood local centre. Primary and secondary cycle connections are identified on local streets such as Coleridge Street, Cairns Street and Shenstone Road which will take the form of 'quiet streets' where cyclists can safely share the road with vehicles. Improved pedestrian linkages including through site links are also identified to support improved access and permeability within the centre.

New mid-block connections are included within the masterplan, including the following new north-south connections:

- Between Truman Avenue and William Road, connecting with Killara Avenue, Coleridge Street, Morotai Avenue and William Road.
- Between Cairns Street and Peakhurst Park, connecting with Eldon Street, Hardwick Street and Hedley Street.

The intent of these new connections are to improve north-south permeability and support pedestrian / cycling movement whilst also facilitating vehicular traffic at low speeds. This may be through the introduction of a 10km/h shared zone subject to future analysis and consideration of traffic flows. New zebra / wombat crossings may be introduced at intersecting east-west roadways to support movement along these future connections.

As part of the potential traffic improvement works identified in Section 5 of this study new signalised pedestrian crossing points would also be provided across Belmore Road to support improved pedestrian access and safety. These measures will support walking and cycling as a mode of transport and reduce the traffic related impacts of future development in the study area.

The proposed walking and cycling connections considered in the master plan are presented in Figure 20.



Figure 20 Proposed walking and cycling connections

Source: Colliers Urban Planning

4.4 Car Parking

4.4.1 On-street car parking

The master plan for the most part does not impact existing on-street or public car parking facilities within the Riverwood Local Centre. The primary impacts to car parking are associated with the proposed public plazas on the eastern and western sides of Belmore Road just north of Riverwood train station. These public plazas may collectively impact approximately 25 to 50 existing public parking spaces.

Analysis has been undertaken to identify potential locations to partly or fully offset the loss of these parking spaces as summarised below, noting location 3 (Thurlow Street) will require consultation with Sydney Trains and Transport for NSW. Opportunities were considered to introduce angled parking on streets surrounding the town centre, with consideration to the minimum requirements for on-street parking as noted in AS2890.5. This review identified the eastern end of Coleridge Street as potentially suitable to introduce 90 degree parking spaces.

The intent of the potential parking locations is to offset existing spaces lost in the short term due to increased public open space identified in the master plan. These locations would be subject to further design investigations and are indicative only, subject to consultation with relevant stakeholders. In the long term the intent is that additional public parking would be provided in the redeveloped Council owned sites.



1. Additional angled parking on Morotai Avenue – 4 spaces gained



Figure 21 On-street car parking opportunities

Note: Layouts indicative only, not to scale and subject to further investigations

4.4.2 Off-street car parking

To manage the impacts of future development in the Riverwood local centre and support travel by public transport maximum car parking rates for future development are proposed as outlined in Table 3. The proposed parking rates for residential uses are consistent with those recommended in the Transport for NSW Guide to Transport Impact Assessment document released in 2024 for 'Category 2' access areas which is the case for the Riverwood local centre. Parking rates can be reduced over time (as determined by Council) to reflect improved public / active transport infrastructure and encourage a mode shift away from private vehicles to mitigate traffic impacts of future development.

Parking rates for retail and commercial uses are proposed to be consistent with the current Georges River DCP for development located within 800m of a railway station.

Opportunities for shared car parking in mixed use developments should also be considered to factor in 'multi-purpose' trips.

Table 3 Potential car parking rates for future development

Use		Current DCP rate	Potential parking rate
Residential	1 bed	1 per unit	0.6 per unit
	2 bed	1 per unit	0.9 per unit
	3 bed	2 per unit	1.4 per unit
	Visitor	1 per 5 units	1 per 5 units
Retail		1 / 60m^2 GFA	1 / 60m^2 GFA
Commercial		1 / 60m^2 GFA	1 / 60m^2 GFA

4.5 Public Transport

The master plan would not impact existing public transport services through the Riverwood local centre, with all existing traffic movements to be maintained. No street closures are proposed that would impact on-road public transport services.

With the increase in development associated with the master plan there would be greater demands for existing public transport services. Based on the existing mode share (see Section 3.1) the master plan is estimated to generate an increase of up to 500 public transport trips during peak hour periods.

Given the limited frequencies of existing train and bus services, along with the increased public transport demands generated by the uplift in development within the local centre, there is the opportunity collaborate with Transport for NSW to improve public transport capacity to Riverwood as the local population grows. With the extension of the Sydney Metro network to Bankstown scheduled for opening in 2026 there may be opportunities for additional capacity on the T8 rail line to accommodate more train services throughout the day.

5 Road Network Impacts

5.1 Traffic Generation

The expected level of traffic generation arising from future development in the Riverwood Local Centre has been based on recently published guidance contained in the Transport for NSW Guide to Transport Impact Assessment (GTIA) document, published in October 2024.

For high density residential developments (i.e. developments with more than 20 apartments) in locations with high public transport accessibility the GTIA recommends the following traffic generation rates:

- AM peak hour: 0.19 trips / dwelling
- PM peak hour: 0.15 trips / dwelling

Given the proposed master plan focuses new residential development within close walking distance of Riverwood Train Station, along with the car parking rates proposed for new development as part of the master plan, it is considered appropriate to adopt the above traffic generation rates in the analysis.

For the proposed non-residential floor space traffic generation rates of approximately 1.5 and 3.0 trips per 100sqm GFA were applied in the AM and PM peak hours respectively. This takes into consideration the largely ancillary nature of these uses along with the prevalence of multi-purpose trips expected given the range of services available all within close proximity to one another.

Traffic generation calculations have contemplated two scenarios, those being:

1. Assumed / likely take up rates of future residential development as contemplated under the master plan
2. Theoretical net increase in dwellings based on proposed planning controls, representing a worst case scenario

The resultant level of traffic generation, with consideration of vehicle movements into and out of the centre during the peak hours, is summarised in Table 4 and Table 5 on the following pages of this document.

Table 4 Forecast traffic generation (likely take up rates)

Land Use	Quantum	Units	Generation Rate		Directionality				Forecast Peak Hour Traffic Generation					
			AM	PM	AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
					IN	*OUT*	*IN*	*OUT*	*IN*	*OUT*	*TOTAL*	*IN*	*OUT*	*TOTAL*
Residential	2,301	Dwellings	0.19	0.15	30%	70%	70%	30%	131	306	437	242	104	346
Non-Residential	2,423	sqm GFA	0.015	0.03	60%	40%	40%	60%	22	15	37	29	44	73
Net Traffic Generation (Increase Compared to Existing)									**153**	**321**	**474**	**271**	**148**	**419**

Table 5 Forecast traffic generation (theoretical net increase in dwellings)

Land Use	Quantum	Units	Generation Rate		Directionality				Forecast Peak Hour Traffic Generation					
			AM	PM	AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
					IN	*OUT*	*IN*	*OUT*	*IN*	*OUT*	*TOTAL*	*IN*	*OUT*	*TOTAL*
Residential	8,234	Dwellings	0.19	0.15	30%	70%	70%	30%	469	1095	1564	865	371	1236
Non-Residential	4,798	sqm GFA	0.015	0.03	60%	40%	40%	60%	22	15	37	29	44	73
Net Traffic Generation (Increase Compared to Existing)									**491**	**1110**	**1601**	**894**	**415**	**1309**

5.2 Forecast Traffic Distribution

The development proposed in the master plan is split into several areas across the local centre and therefore traffic movements will be distributed across various intersections.

Vehicle trip distribution has been determined through a mix of survey volumes and likely destinations in the local area. The assumed traffic distribution is as follows:

- North towards M5 Motorway: 40%
- South towards Henry Lawson Drive / Forest Road: 35%
- East towards Bonds Road: 25%

5.3 Background Traffic Growth

This master plan is expected to be the primary source of traffic uplift in the area. However a background traffic growth rate of 0.5% per annum was assumed for through traffic movements along Belmore Road. This was done to mimic any residual growth not associated with the master plan to reflect broader development across the LGA. Over a 10 year period this equates to a growth of 5% which is reasonable for a local centre in a residential area where traffic growth is likely to be minimal. This growth factor was applied to the 2025 surveyed traffic volumes along Belmore Road to provide 2035 background traffic volumes as a base to test the master plan.

5.4 Traffic Modelling Scenarios

The following scenarios have been considered in the traffic modelling undertaken for the project.

- Scenario 1: Existing conditions
- Scenario 2: Existing conditions + Background traffic growth + master plan (assuming likely take up rate of residential development as contemplated under the master plan)

5.5 Traffic Modelling Process

5.5.1 Traffic model setup

The traffic modelling undertaken to support the proposal has been conducted using the TfNSW approved 'SIDRA' modelling package (Version 10).

5.5.2 Traffic model calibration

The SIDRA traffic model was calibrated via the use of video footage of the intersection – with this video footage corresponding to the date of the original traffic surveys. The video footage was used to calibrate the model in the following ways:

- Traffic light phasing arrangements
- Typical phase and cycle times of the traffic lights (including actuation of pedestrian signals)
- Queue lengths and typical delays for vehicles on local streets

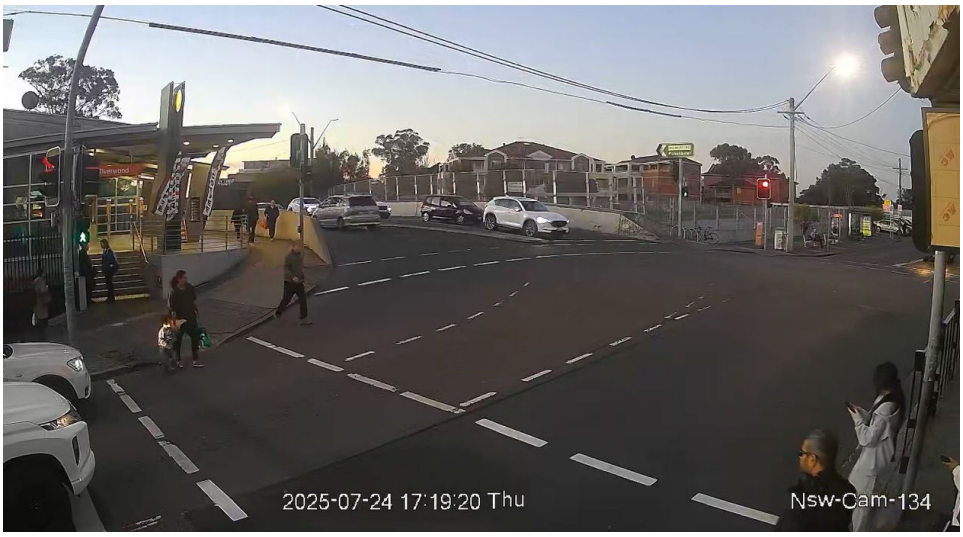

Figure 22 Belmore Road / Thurlow Street – PM peak hour

5.5.3 Traffic modelling metrics

The modelling parameters used to analyse the performance of the intersections are as follows:

Level of Service (LoS) - a measure that uses the average delay experienced by vehicles to categorically assign each approach and movement with a qualitative ordinal grade (A through F, with A being the best and F being the worst). RMS Traffic Modelling Guidelines indicate the average delay relating to each grade, this is outlined in Table 6. In typical urban environments it is typical for intersections to operate at Level of Service D or E and still remain within acceptable performance levels.

Table 6 Level of service grades / description

Level of service grade	Average delay (seconds)	Description
A	Less than 14	Good operation
B	15 to 28	Good with acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Operating near capacity
E	57 to 70	At capacity. At signals, incidents will cause excessive delays. Roundabouts require other control mode
F	Greater than 71	Unsatisfactory with excessive queuing

Degree of Saturation (DoS) - Another common measure of intersection performance is the degree of saturation, which provides an overall measure of the capability of the intersection to accommodate additional traffic. A DOS of 1.0 indicates that an intersection is operating at capacity.

5.6 Road Network Performance

The following section of this report summaries the outcomes of the traffic modelling undertaken to assess the traffic related impacts of the master plan. Detailed traffic modelling outputs are provided in Appendix A of this document.

5.6.1 Existing intersection performance

Traffic modelling for existing 2025 conditions indicates that the road network in the Riverwood Local Centre currently operate at an acceptable level of service in both the morning and afternoon peak hours, however some intersections are approaching their operational capacity. Intersections without traffic lights (e.g. at Short Street and Coleridge Street) often experience delays for vehicles turning right out onto Belmore Road from the local side street during peak hours given the high vehicle flows along Belmore Road, limiting opportunities for safe turning movements.

These traffic modelling outputs for existing conditions are summarised in Table 7.

Table 7 Existing intersection performance

Intersection	Intersection Performance – AM Peak Hour		Intersection Performance – PM Peak Hour	
	Level of Service*	Degree of Saturation	Level of Service*	Degree of Saturation
Belmore Road / Short Road / Eldon Street	C	0.63	F	0.82
Belmore Road / Webb Street / Cairns Street	C	0.82	E	0.94
Belmore Road / Thurlow Street	D	0.83	D	0.92
Belmore Road / Coleridge Street	F	0.86	B	0.72
Belmore Road / Josephine Street	C	0.90	B	0.34

* Level of service taken for the worst approach for priority control intersections

5.6.2 Future intersection performance

Table 8 outlines the forecast future intersection performance within the Riverwood Local Centre, with consideration of the expected traffic movements arising from development of the master plan (assuming expected take up rates) along with 10 years background traffic growth along Belmore Road. Any traffic modelling undertaken for a scenario considering the theoretical net increase in dwellings based on proposed planning controls (i.e. as per Table 5 of this report) would only indicate further deterioration in intersection performance compared to that presented below.

Table 8 Forecast future intersection performance

Intersection	Intersection Performance – AM Peak Hour		Intersection Performance – PM Peak Hour	
	Level of Service*	Degree of Saturation	Level of Service*	Degree of Saturation
Belmore Road / Short Road / Eldon Street	F	1.15	F	1.67
Belmore Road / Webb Street / Cairns Street	D	0.92	F	1.00
Belmore Road / Thurlow Street	E	0.95	F	1.01
Belmore Road / Coleridge Street	F	1.80	F	0.99
Belmore Road / Josephine Street	F	1.74	B	0.45

* Level of service taken for the worst approach for priority control intersections

The modelling indicates that most intersections would operate either at or above their operational capacity and therefore measures would need to be implemented to mitigate traffic impacts. These potential measures are described in the following section of this document.

5.7 Potential Traffic Mitigation Measures

The traffic modelling undertaken to support the master plan has identified significant future capacity constraints at key intersections within the Riverwood local centre. The key constraints relate to the ability for vehicles to turn onto Belmore Road from side streets where traffic lights are not currently provided. The high vehicle flows along Belmore Road provide for limited opportunities for vehicle turning movements across traffic - resulting in long delays and queue lengths.

Another constraint to future traffic movements is the presence of on-street car parking on Belmore Road during peak hours. This on-street car parking limits potential throughput along Belmore Road and adds to delays at signalised intersections.

To mitigate these future traffic impacts the following potential traffic measures have been identified:

Belmore Road clearway restrictions

If desired, clearway restrictions during peak hours could be implemented on one or both sides of Belmore Road to remove the existing parking lane and therefore provide for additional traffic capacity (see Figure 23). These clearway restrictions would be in place during the hours of 7am-9am and 4pm-6pm on weekdays, with parking on Belmore Road permissible outside of these peak periods. The existing wombat (zebra) crossing across Belmore Road just north of Moratai Avenue would need to be removed should clearway restrictions be supported by Council.



Figure 23 Potential peak hour clearway – Belmore Road

Revised intersection controls

To resolve the identified issues in relation to lengthy delays for vehicles turning onto Belmore Road from local side streets there is the potential to implement revised intersection controls as illustrated in Figure 24. These measures are indicative only and subject to further consultation with relevant stakeholders including Transport for NSW, local businesses and the local community.

This would involve the following:

- New traffic light intersections at the following locations – subject to further discussions with Transport for NSW:
  - Belmore Road / Shenstone Road / Hardwicke Street (noting that the western end of Hardwicke Street would require minor realignment works)
  - Belmore Road / Coleridge Street (existing mid-block pedestrian crossing removed to accommodate this upgrade)
  - Belmore Road / Josephine Street
- Implementation of left in / left out only restrictions (i.e. no right turns permitted) at the following intersections:
  - Belmore Road / Short Road / Eldon Street
  - Belmore Road / Littleton Street
  - Belmore Road / Morotai Avenue (restrictions already in place here)

The implementation of these amended traffic controls, in particular new traffic light controlled intersections, would provide greater opportunities for safe turning movements to and from Belmore Road into local side streets. Although the implementation of left in / left out only restrictions would impact some existing and future residents, drivers will have the ability to access nearby future traffic lights if desired in order to turn right across Belmore Road.

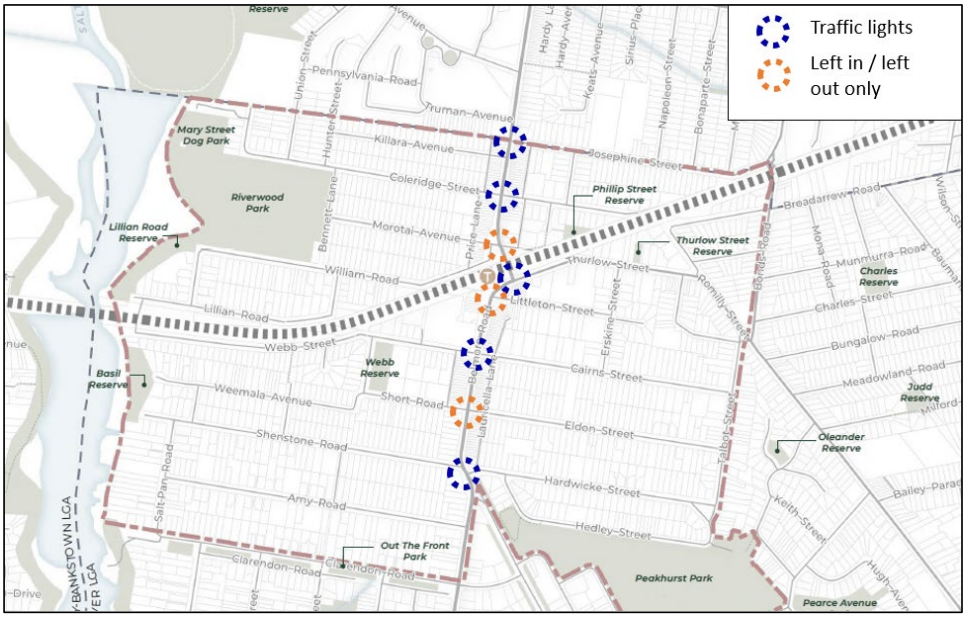

Figure 24 Potential future intersection controls

5.8 Sensitivity Assessment and Future Traffic Analysis

The traffic modelling and associated traffic mitigation measures have been developed on the basis of a total development yield of approximately 2,300 new residential dwellings and 2,400m^2 floor space of non-residential uses.

A sensitivity assessment has been undertaken to consider the potential trigger point or development threshold below which the road network can continue to function acceptably in its current form without requiring the implementation of traffic upgrades. The sensitivity analysis indicates that the trigger point for road upgrades would be approximately 1,200 dwellings and 2,400m^2 of non-residential floor space. Below this figure the road network may still function acceptably, noting the existing constraints outlined in Section 5.6.1 of this document.

It should be noted that this sensitivity analysis assumes that development will be evenly distributed across the local centre. Should development be focused around certain areas then intersection upgrades surrounding the new development may need to be delivered earlier than assumed in this sensitivity assessment – the need for these upgrades would ultimately be determined as part of traffic analysis undertaken in support of the proposed development.

Should new traffic lights be required to support development, as indicated in this transport study, consultation with Transport for NSW will be required.

6 Summary

This transport assessment has been prepared to inform the master plan for the Riverwood local centre – guiding future growth and forming a key part of council's larger planning framework. The transport assessment has been developed with consideration of the following:

- The existing strategic planning context;
- Existing transport conditions in the Riverwood local centre including traffic volumes, public transport provision, car parking and walking / cycling infrastructure;
- Anticipated levels of uplift in residential dwellings and non-residential floor space as anticipated under the master plan; and
- A detailed assessment of the existing and future road network with consideration of additional traffic movements generated by the anticipated development uplift in the centre.

Key outcomes of the transport assessment with respect to different modes of transport are as follows:

Public transport:

The increased development yields within Riverwood as contemplated under the master plan are focused around existing public transport services, particularly Riverwood station. Given the limited frequencies of existing train and bus services, along with the increased public transport demands generated by the uplift in development within the local centre, there is the opportunity collaborate with Transport for NSW to improve public transport capacity to Riverwood as the local population grows.

Walking and cycling:

The master plan proposes a suite of upgrades to improve walking and cycling within the Riverwood local centre – including new pedestrian through site links and on-road cycling corridors. These measures will support walking and cycling as a mode of transport and reduce the traffic related impacts of future development in the study area.

Car parking:

The primary impacts to car parking are associated with the proposed public plazas on the eastern and western sides of Belmore Road just north of Riverwood train station. These public plazas may collectively impact approximately 25 to 50 existing public parking spaces. Potential opportunities to offset this loss of parking has been identified at four locations, noting that these locations would be subject to further design investigations and are indicative only, subject to consultation with relevant stakeholders. In the long term the intent is that additional public parking would be provided in the redeveloped Council owned sites.

To manage the impacts of future development in the Riverwood local centre and support travel by public transport maximum car parking rates for future development sites have been identified. Parking rates can be reduced over time (as determined by Council) to reflect improved public / active transport infrastructure and encourage a mode shift away from private vehicles to mitigate traffic impacts of future development.

Road network:

The traffic impacts arising from the potential development uplift associated from the master plan has been analysed. This analysis indicates that most intersections in the study area would operate either at or above their operational capacity in future years and therefore measures would need to be implemented to mitigate traffic impacts.

Potential measures include the implementation of clearways during peak periods on Belmore Road as well as the introduction of new traffic light intersections. These measures will require further consideration and analysis as development within the study area occurs with consideration of the location and scale of development proposed.

These infrastructure measures, complemented by improved public and active transport infrastructure as well as reduced car parking rates, should be considered over time to manage the increased traffic movements associated with development in the Riverwood Centre.

Appendix A: Traffic Modelling Outputs

ENV012-26 Attachment 5

MOVEMENT SUMMARY

Site: [3] AM Peak Existing (Belmore - Short)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	27	3.8	27	3.8	0.127	5.8	LOS A	0.2	1.5	0.05	0.08	0.05	56.5
2	T1	All MCs	977	2.6	977	2.6	0.633	0.6	LOS A	0.7	5.3	0.05	0.06	0.09	59.3
3	R2	All MCs	20	5.3	20	5.3	0.633	9.9	LOS A	0.7	5.3	0.05	0.06	0.10	56.5
Approach			1024	2.7	1024	2.7	0.633	0.9	NA	0.7	5.3	0.05	0.06	0.09	59.1
East: Eldon Street (E)															
4	L2	All MCs	33	3.2	33	3.2	0.066	6.0	LOS A	0.2	1.5	0.35	0.53	0.35	49.5
5	T1	All MCs	1	0.0	1	0.0	0.066	68.8	LOS E	0.2	1.5	0.35	0.53	0.35	50.0
6	R2	All MCs	1	0.0	1	0.0	0.066	81.9	LOS F	0.2	1.5	0.35	0.53	0.35	49.5
Approach			35	3.0	35	3.0	0.066	10.2	LOS A	0.2	1.5	0.35	0.53	0.35	49.5
North: Belmore Road (N)															
7	L2	All MCs	1	0.0	1	0.0	0.047	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.4
8	T1	All MCs	449	4.9	449	4.9	0.236	1.4	LOS A	0.6	4.5	0.10	0.12	0.10	58.3
9	R2	All MCs	13	8.3	13	8.3	0.236	18.7	LOS B	0.6	4.5	0.13	0.14	0.13	55.0
Approach			463	5.0	463	5.0	0.236	1.9	NA	0.6	4.5	0.10	0.12	0.10	58.2
West: Short Road (W)															
10	L2	All MCs	20	0.0	20	0.0	0.417	10.7	LOS A	0.9	6.5	1.00	0.89	1.19	35.2
11	T1	All MCs	1	0.0	1	0.0	0.417	74.5	LOS F	0.9	6.5	1.00	0.89	1.19	35.3
12	R2	All MCs	6	16.7	6	16.7	0.417	130.6	LOS F	0.9	6.5	1.00	0.89	1.19	34.8
Approach			27	3.8	27	3.8	0.417	40.8	LOS C	0.9	6.5	1.00	0.89	1.19	35.1
All Vehicles			1549	3.4	1549	3.4	0.633	2.1	NA	0.9	6.5	0.09	0.11	0.12	57.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (7)] AM Peak Future (Belmore - Short)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	34	3.1	34	3.1	0.176	6.0	LOS A	0.3	1.9	0.04	0.07	0.04	56.7
2	T1	All MCs	1068	2.4	1068	2.4	0.878	1.9	LOS A	2.4	17.4	0.08	0.10	0.29	58.2
3	R2	All MCs	26	4.0	26	4.0	0.878	13.7	LOS A	2.4	17.4	0.09	0.11	0.38	55.2
Approach			1128	2.4	1128	2.4	0.878	2.3	NA	2.4	17.4	0.08	0.10	0.29	57.8
East: Eldon Street (E)															
4	L2	All MCs	44	2.4	44	2.4	0.556	18.0	LOS B	2.4	17.0	1.00	1.03	1.55	30.6
5	T1	All MCs	1	0.0	1	0.0	0.556	145.1	LOS F	2.4	17.0	1.00	1.03	1.55	30.8
6	R2	All MCs	13	0.0	13	0.0	0.556	180.8	LOS F	2.4	17.0	1.00	1.03	1.55	30.6
Approach			58	1.8	58	1.8	0.556	55.9	LOS D	2.4	17.0	1.00	1.03	1.55	30.6
North: Belmore Road (N)															
7	L2	All MCs	7	0.0	7	0.0	0.131	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.3
8	T1	All MCs	582	3.8	582	3.8	0.656	5.3	LOS A	2.4	17.5	0.13	0.16	0.33	55.1
9	R2	All MCs	19	5.6	19	5.6	0.656	27.2	LOS B	2.4	17.5	0.23	0.26	0.56	49.9
Approach			608	3.8	608	3.8	0.656	6.3	NA	2.4	17.5	0.14	0.16	0.33	54.3
West: Short Road (W)															
10	L2	All MCs	32	0.0	32	0.0	1.148	206.9	LOS F	7.9	56.2	1.00	1.76	3.32	11.4
11	T1	All MCs	1	0.0	1	0.0	1.148	319.5	LOS F	7.9	56.2	1.00	1.76	3.32	11.4
12	R2	All MCs	18	5.9	18	5.9	1.148	387.3	LOS F	7.9	56.2	1.00	1.76	3.32	11.4
Approach			51	2.1	51	2.1	1.148	273.2	LOS F	7.9	56.2	1.00	1.76	3.32	11.4
All Vehicles			1845	2.9	1845	2.9	1.148	12.6	NA	7.9	56.2	0.15	0.19	0.42	49.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (2)] PM Peak Existing (Belmore - Short)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	54	0.0	54	0.0	0.062	5.8	LOS A	0.3	1.9	0.16	0.33	0.16	54.3
2	T1	All MCs	560	2.1	560	2.1	0.309	0.6	LOS A	0.5	3.5	0.10	0.13	0.10	58.8
3	R2	All MCs	22	0.0	22	0.0	0.309	11.6	LOS A	0.5	3.5	0.10	0.12	0.10	56.4
Approach			636	1.8	636	1.8	0.309	1.4	NA	0.5	3.5	0.11	0.15	0.11	58.3
East: Eldon Street (E)															
4	L2	All MCs	44	0.0	44	0.0	0.130	6.3	LOS A	0.4	3.0	0.53	0.56	0.53	47.6
5	T1	All MCs	2	0.0	2	0.0	0.130	53.1	LOS D	0.4	3.0	0.53	0.56	0.53	47.9
6	R2	All MCs	4	0.0	4	0.0	0.130	69.7	LOS E	0.4	3.0	0.53	0.56	0.53	47.5
Approach			51	0.0	51	0.0	0.130	13.5	LOS A	0.4	3.0	0.53	0.56	0.53	47.6
North: Belmore Road (N)															
7	L2	All MCs	34	3.1	34	3.1	0.081	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	56.3
8	T1	All MCs	752	1.8	752	1.8	0.406	1.0	LOS A	1.2	8.7	0.13	0.18	0.16	58.3
9	R2	All MCs	49	2.1	49	2.1	0.406	11.1	LOS A	1.2	8.7	0.16	0.19	0.19	55.7
Approach			835	1.9	835	1.9	0.406	1.8	NA	1.2	8.7	0.13	0.18	0.16	58.1
West: Short Road (W)															
10	L2	All MCs	37	0.0	37	0.0	0.824	45.6	LOS D	5.7	39.8	1.00	1.36	2.41	23.0
11	T1	All MCs	7	0.0	7	0.0	0.824	113.5	LOS F	5.7	39.8	1.00	1.36	2.41	23.1
12	R2	All MCs	34	0.0	34	0.0	0.824	146.0	LOS F	5.7	39.8	1.00	1.36	2.41	23.0
Approach			78	0.0	78	0.0	0.824	95.4	LOS F	5.7	39.8	1.00	1.36	2.41	23.0
All Vehicles			1599	1.7	1599	1.7	0.824	6.6	NA	5.7	39.8	0.17	0.24	0.26	53.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (8)] PM Peak Future (Belmore - Short)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	64	0.0	64	0.0	0.086	5.8	LOS A	0.4	2.6	0.15	0.28	0.15	54.8
2	T1	All MCs	686	1.7	686	1.7	0.430	1.4	LOS A	1.3	9.5	0.14	0.18	0.19	57.9
3	R2	All MCs	33	0.0	33	0.0	0.430	13.7	LOS A	1.3	9.5	0.14	0.17	0.20	55.5
Approach			783	1.5	783	1.5	0.430	2.3	NA	1.3	9.5	0.14	0.19	0.19	57.5
East: Eldon Street (E)															
4	L2	All MCs	51	0.0	51	0.0	0.390	10.7	LOS A	1.6	11.5	1.00	0.81	1.31	37.3
5	T1	All MCs	2	0.0	2	0.0	0.390	100.6	LOS F	1.6	11.5	1.00	0.81	1.31	37.6
6	R2	All MCs	11	0.0	11	0.0	0.390	135.4	LOS F	1.6	11.5	1.00	0.81	1.31	37.3
Approach			63	0.0	63	0.0	0.390	34.5	LOS C	1.6	11.5	1.00	0.81	1.31	37.3
North: Belmore Road (N)															
7	L2	All MCs	44	2.4	44	2.4	0.148	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.6
8	T1	All MCs	843	1.6	843	1.6	0.742	4.1	LOS A	4.4	30.9	0.19	0.25	0.55	55.6
9	R2	All MCs	60	1.8	60	1.8	0.742	17.4	LOS B	4.4	30.9	0.26	0.31	0.77	52.1
Approach			947	1.7	947	1.7	0.742	5.1	NA	4.4	30.9	0.18	0.25	0.54	55.2
West: Short Road (W)															
10	L2	All MCs	43	0.0	43	0.0	1.673	634.0	LOS F	26.7	186.9	1.00	2.61	6.26	5.9
11	T1	All MCs	7	0.0	7	0.0	1.673	737.9	LOS F	26.7	186.9	1.00	2.61	6.26	5.9
12	R2	All MCs	40	0.0	40	0.0	1.673	794.1	LOS F	26.7	186.9	1.00	2.61	6.26	5.9
Approach			91	0.0	91	0.0	1.673	713.2	LOS F	26.7	186.9	1.00	2.61	6.26	5.9
All Vehicles			1884	1.5	1884	1.5	1.673	38.9	NA	26.7	186.9	0.23	0.36	0.69	39.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2] AM Peak Existing (Belmore - Webb)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	73	2.9	73	2.9	0.172	27.0	LOS B	4.7	33.6	0.45	0.50	0.45	48.4
2	T1	All MCs	925	2.5	925	2.5	*0.799	28.2	LOS B	33.4	238.5	0.77	0.72	0.77	47.1
Approach			998	2.5	998	2.5	0.799	28.1	LOS B	33.4	238.5	0.74	0.70	0.74	41.0
East: Cairns Street															
4	L2	All MCs	46	2.3	46	2.3	0.164	49.8	LOS D	2.5	17.8	0.89	0.73	0.89	32.4
5	T1	All MCs	27	0.0	27	0.0	0.820	53.0	LOS D	3.9	27.3	0.98	0.86	1.27	28.6
6	R2	All MCs	40	0.0	40	0.0	*0.820	80.5	LOS F	3.9	27.3	1.00	0.89	1.36	27.1
Approach			114	0.9	114	0.9	0.820	61.4	LOS E	3.9	27.3	0.95	0.82	1.15	29.4
North: Belmore Road (N)															
7	L2	All MCs	23	9.1	23	9.1	0.146	10.8	LOS A	3.3	24.5	0.33	0.33	0.33	52.3
8	T1	All MCs	363	6.1	363	6.1	0.547	9.4	LOS A	10.9	79.0	0.61	0.64	0.61	39.9
9	R2	All MCs	64	0.0	64	0.0	*0.547	79.1	LOS F	10.9	79.0	0.87	0.93	0.87	31.2
Approach			451	5.4	451	5.4	0.547	19.4	LOS B	10.9	79.0	0.63	0.66	0.63	38.8
West: Webb Street															
10	L2	All MCs	44	0.0	44	0.0	0.153	43.0	LOS D	2.8	19.5	0.85	0.72	0.85	34.0
11	T1	All MCs	17	0.0	17	0.0	0.765	48.3	LOS D	3.4	23.5	0.86	0.72	0.86	34.6
12	R2	All MCs	54	0.0	54	0.0	0.765	72.7	LOS F	3.4	23.5	1.00	0.83	1.27	26.9
Approach			115	0.0	115	0.0	0.765	57.7	LOS E	3.4	23.5	0.92	0.77	1.05	30.3
All Vehicles			1677	3.0	1677	3.0	0.820	30.1	LOS C	33.4	238.5	0.74	0.70	0.76	38.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Belmore Road (S)												
P1	Full	15	16	51.7	LOS E	0.0	0.0	0.95	0.95	205.5	200.0	0.97

East: Cairns Street												
P2	Full	19	20	51.7	LOS E	0.1	0.1	0.95	0.95	205.5	200.0	0.97
North: Belmore Road (N)												
P3	Full	30	32	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97
West: Webb Street												
P4	Full	92	97	51.9	LOS E	0.3	0.3	0.95	0.95	205.7	200.0	0.97
All Pedestrians		156	164	51.8	LOS E	0.3	0.3	0.95	0.95	205.6	200.0	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [2 (3)] AM Peak Future (Belmore - Webb)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	80	2.6	80	2.6	0.199	33.2	LOS C	5.7	40.4	0.49	0.53	0.49	47.4
2	T1	All MCs	1009	2.3	1009	2.3	*0.924	52.4	LOS D	54.1	386.4	0.91	0.97	1.06	37.6
Approach			1089	2.3	1089	2.3	0.924	51.0	LOS D	54.1	386.4	0.88	0.93	1.02	32.7
East: Cairns Street															
4	L2	All MCs	60	1.8	60	1.8	0.164	46.8	LOS D	2.8	19.9	0.86	0.74	0.86	33.1
5	T1	All MCs	27	0.0	27	0.0	0.300	43.3	LOS D	4.1	28.6	0.92	0.75	0.92	33.0
6	R2	All MCs	54	0.0	54	0.0	0.300	53.3	LOS D	4.1	28.6	0.92	0.75	0.92	32.2
Approach			141	0.7	141	0.7	0.300	48.6	LOS D	4.1	28.6	0.90	0.75	0.90	32.8
North: Belmore Road (N)															
7	L2	All MCs	31	6.9	31	6.9	0.231	12.3	LOS A	6.0	43.7	0.39	0.37	0.39	51.4
8	T1	All MCs	465	4.8	465	4.8	0.864	15.1	LOS B	15.5	111.6	0.64	0.71	0.75	36.5
9	R2	All MCs	72	0.0	72	0.0	*0.864	134.5	LOS F	15.5	111.6	1.00	1.17	1.25	24.8
Approach			567	4.3	567	4.3	0.864	30.0	LOS C	15.5	111.6	0.67	0.75	0.79	34.9
West: Webb Street															
10	L2	All MCs	58	0.0	58	0.0	0.105	37.0	LOS C	2.3	16.2	0.75	0.73	0.75	36.6
11	T1	All MCs	17	0.0	17	0.0	*0.339	43.4	LOS D	4.3	29.9	0.92	0.76	0.92	32.7
12	R2	All MCs	67	0.0	67	0.0	0.339	53.0	LOS D	4.3	29.9	0.92	0.76	0.92	31.9
Approach			142	0.0	142	0.0	0.339	45.3	LOS D	4.3	29.9	0.85	0.75	0.85	33.8
All Vehicles			1940	2.6	1940	2.6	0.924	44.3	LOS D	54.1	386.4	0.82	0.85	0.93	33.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Belmore Road (S)												
P1	Full	15	16	51.7	LOS E	0.0	0.0	0.95	0.95	205.5	200.0	0.97

East: Cairns Street												
P2	Full	19	20	51.7	LOS E	0.1	0.1	0.95	0.95	205.5	200.0	0.97
North: Belmore Road (N)												
P3	Full	30	32	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97
West: Webb Street												
P4	Full	92	97	51.9	LOS E	0.3	0.3	0.95	0.95	205.7	200.0	0.97
All Pedestrians		156	164	51.8	LOS E	0.3	0.3	0.95	0.95	205.6	200.0	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [2 (2)] PM Peak Existing (Belmore - Webb)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	105	1.0	105	1.0	0.198	60.1	LOS E	4.8	33.8	0.76	0.74	0.76	37.1
2	T1	All MCs	502	1.7	502	1.7	0.918	81.9	LOS F	32.4	230.3	0.99	1.10	1.25	30.9
Approach			607	1.6	607	1.6	0.918	78.1	LOS F	32.4	230.3	0.95	1.04	1.17	26.2
East: Cairns Street															
4	L2	All MCs	41	2.6	41	2.6	0.070	34.5	LOS C	1.6	11.3	0.72	0.71	0.72	37.3
5	T1	All MCs	44	0.0	44	0.0	0.287	36.4	LOS C	4.0	28.3	0.91	0.74	0.91	33.5
6	R2	All MCs	37	0.0	37	0.0	0.287	62.3	LOS E	4.0	28.3	0.91	0.74	0.91	32.7
Approach			122	0.9	122	0.9	0.287	43.6	LOS D	4.0	28.3	0.85	0.73	0.85	34.4
North: Belmore Road (N)															
7	L2	All MCs	63	0.0	63	0.0	0.246	18.4	LOS B	7.4	52.2	0.53	0.52	0.53	47.1
8	T1	All MCs	597	2.1	597	2.1	*0.922	34.3	LOS C	27.1	193.0	0.84	1.06	1.01	29.5
9	R2	All MCs	116	0.9	116	0.9	0.922	103.2	LOS F	27.1	193.0	1.00	1.35	1.26	23.9
Approach			776	1.8	776	1.8	0.922	43.3	LOS D	27.1	193.0	0.84	1.06	1.01	29.3
West: Webb Street															
10	L2	All MCs	126	0.0	126	0.0	0.187	40.1	LOS C	5.1	35.8	0.67	0.72	0.67	40.2
11	T1	All MCs	25	4.2	25	4.2	*0.936	65.3	LOS E	12.4	87.0	0.74	0.80	0.86	36.2
12	R2	All MCs	167	0.0	167	0.0	0.936	99.0	LOS F	12.4	87.0	1.00	1.08	1.52	25.1
Approach			319	0.3	319	0.3	0.936	73.0	LOS F	12.4	87.0	0.85	0.91	1.13	26.8
All Vehicles			1824	1.4	1824	1.4	0.936	60.1	LOS E	32.4	230.3	0.88	1.00	1.07	28.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Belmore Road (S)												
P1	Full	58	61	51.8	LOS E	0.2	0.2	0.95	0.95	205.6	200.0	0.97

East: Cairns Street												
P2	Full	58	61	51.8	LOS E	0.2	0.2	0.95	0.95	205.6	200.0	0.97
North: Belmore Road (N)												
P3	Full	103	108	51.9	LOS E	0.3	0.3	0.95	0.95	205.7	200.0	0.97
West: Webb Street												
P4	Full	183	193	52.1	LOS E	0.6	0.6	0.96	0.96	205.9	200.0	0.97
All Pedestrians		402	423	51.9	LOS E	0.6	0.6	0.95	0.95	205.8	200.0	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [2 (4)] PM Peak Future (Belmore - Webb)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	118	0.9	118	0.9	0.217	59.8	LOS E	5.6	39.3	0.74	0.73	0.74	38.1
2	T1	All MCs	603	1.4	603	1.4	1.006	114.8	LOS F	48.3	342.3	0.99	1.36	1.50	24.5
Approach			721	1.3	721	1.3	1.006	105.8	LOS F	48.3	342.3	0.95	1.26	1.38	21.9
East: Cairns Street															
4	L2	All MCs	48	2.2	48	2.2	0.097	39.1	LOS C	2.0	14.4	0.78	0.72	0.78	35.7
5	T1	All MCs	44	0.0	44	0.0	0.284	37.5	LOS C	4.2	29.7	0.88	0.73	0.88	34.6
6	R2	All MCs	44	0.0	44	0.0	0.284	52.0	LOS D	4.2	29.7	0.88	0.73	0.88	33.8
Approach			137	0.8	137	0.8	0.284	42.7	LOS D	4.2	29.7	0.85	0.73	0.85	34.7
North: Belmore Road (N)															
7	L2	All MCs	76	0.0	76	0.0	0.267	15.9	LOS B	7.9	55.9	0.49	0.50	0.49	48.5
8	T1	All MCs	678	1.9	678	1.9	*0.999	49.2	LOS D	37.0	262.4	0.82	1.14	1.14	25.8
9	R2	All MCs	128	0.8	128	0.8	0.999	142.9	LOS F	37.0	262.4	1.00	1.49	1.50	20.0
Approach			882	1.6	882	1.6	0.999	60.0	LOS E	37.0	262.4	0.82	1.14	1.14	25.7
West: Webb Street															
10	L2	All MCs	134	0.0	134	0.0	0.189	43.6	LOS D	5.0	34.7	0.66	0.73	0.66	40.4
11	T1	All MCs	25	4.2	25	4.2	*0.947	77.3	LOS F	13.9	97.8	0.86	0.95	1.18	29.7
12	R2	All MCs	174	0.0	174	0.0	0.947	105.8	LOS F	13.9	97.8	1.00	1.11	1.53	24.5
Approach			333	0.3	333	0.3	0.947	78.6	LOS F	13.9	97.8	0.85	0.94	1.15	25.8
All Vehicles			2073	1.2	2073	1.2	1.006	77.8	LOS F	48.3	342.3	0.87	1.12	1.20	24.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Belmore Road (S)												
P1	Full	58	61	51.8	LOS E	0.2	0.2	0.95	0.95	205.6	200.0	0.97

East: Cairns Street												
P2	Full	58	61	51.8	LOS E	0.2	0.2	0.95	0.95	205.6	200.0	0.97
North: Belmore Road (N)												
P3	Full	103	108	51.9	LOS E	0.3	0.3	0.95	0.95	205.7	200.0	0.97
West: Webb Street												
P4	Full	183	193	52.1	LOS E	0.6	0.6	0.96	0.96	205.9	200.0	0.97
All Pedestrians		402	423	51.9	LOS E	0.6	0.6	0.95	0.95	205.8	200.0	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [1] AM Peak Existing (Belmore-Thurlow)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Thurlow Street															
5	T1	All MCs	88	1.2	88	1.2	0.115	28.4	LOS B	3.2	22.7	0.66	0.53	0.66	43.0
6	R2	All MCs	171	15.4	171	15.4	*0.832	73.2	LOS F	10.9	86.3	1.00	0.94	1.24	27.5
Approach			259	10.6	259	10.6	0.832	57.9	LOS E	10.9	86.3	0.89	0.80	1.04	30.3
North: Belmore Road (N)															
7	L2	All MCs	167	9.4	167	9.4	0.219	29.0	LOS C	3.4	25.6	0.66	1.20	0.66	34.5
9	R2	All MCs	399	6.1	399	6.1	*0.833	66.0	LOS E	24.0	176.4	1.00	0.92	1.12	31.1
Approach			566	7.1	566	7.1	0.833	55.1	LOS D	24.0	176.4	0.90	1.00	0.98	29.0
West: Belmore Road (W)															
10	L2	All MCs	768	2.5	768	2.5	0.822	30.2	LOS C	26.2	187.7	0.78	0.83	0.83	36.9
11	T1	All MCs	74	4.3	74	4.3	*0.822	107.6	LOS F	26.2	187.7	1.00	0.92	1.08	32.6
Approach			842	2.6	842	2.6	0.822	37.0	LOS C	26.2	187.7	0.80	0.84	0.85	36.5
All Vehicles			1667	5.4	1667	5.4	0.833	46.4	LOS D	26.2	187.7	0.85	0.89	0.93	32.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Qued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Thurlow Street												
P2	Full	16	17	54.2	LOS E	0.1	0.1	0.95	0.95	208.0	200.0	0.96
North: Belmore Road (N)												
P3	Full	130	137	54.5	LOS E	0.4	0.4	0.96	0.96	208.3	200.0	0.96
West: Belmore Road (W)												
P4	Full	190	200	54.6	LOS E	0.7	0.7	0.96	0.96	208.5	200.0	0.96
All Pedestrians		336	354	54.5	LOS E	0.7	0.7	0.96	0.96	208.4	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [1 (2)] AM Peak Future (Belmore-Thurlow)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Thurlow Street															
5	T1	All MCs	98	1.1	98	1.1	0.124	30.7	LOS C	3.5	24.9	0.66	0.53	0.66	43.3
6	R2	All MCs	180	14.6	180	14.6	* 0.945	93.2	LOS F	13.2	104.0	1.00	1.07	1.51	24.4
Approach			278	9.8	278	9.8	0.945	71.2	LOS F	13.2	104.0	0.88	0.88	1.21	27.3
North: Belmore Road (N)															
7	L2	All MCs	31	51.7	31	51.7	0.053	36.5	LOS C	0.6	6.1	0.62	1.16	0.62	34.3
9	R2	All MCs	484	5.0	484	5.0	0.938	91.0	LOS F	34.7	253.1	1.00	1.05	1.31	27.0
Approach			515	7.8	515	7.8	0.938	87.8	LOS F	34.7	253.1	0.98	1.06	1.26	23.9
West: Belmore Road (W)															
10	L2	All MCs	848	2.2	848	2.2	* 0.937	40.0	LOS C	33.9	242.6	0.79	0.90	0.93	34.1
11	T1	All MCs	79	4.0	79	4.0	0.937	128.5	LOS F	33.9	242.6	1.00	1.06	1.31	27.8
Approach			927	2.4	927	2.4	0.937	47.5	LOS D	33.9	242.6	0.80	0.92	0.96	33.0
All Vehicles			1720	5.2	1720	5.2	0.945	63.4	LOS E	34.7	253.1	0.87	0.95	1.09	28.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Queued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Thurlow Street												
P2	Full	16	17	54.2	LOS E	0.1	0.1	0.95	0.95	208.0	200.0	0.96
North: Belmore Road (N)												
P3	Full	130	137	54.5	LOS E	0.4	0.4	0.96	0.96	208.3	200.0	0.96
West: Belmore Road (W)												
P4	Full	190	200	54.6	LOS E	0.7	0.7	0.96	0.96	208.5	200.0	0.96
All Pedestrians		336	354	54.5	LOS E	0.7	0.7	0.96	0.96	208.4	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [1 (5)] PM Peak Existing (Belmore-Thurlow)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Thurlow Street															
5	T1	All MCs	119	0.9	119	0.9	0.228	42.9	LOS D	5.4	38.1	0.82	0.66	0.82	37.5
6	R2	All MCs	188	7.3	188	7.3	*0.913	84.5	LOS F	13.1	97.2	1.00	1.02	1.40	25.8
Approach			307	4.8	307	4.8	0.913	68.4	LOS E	13.1	97.2	0.93	0.88	1.18	27.9
North: Belmore Road (N)															
7	L2	All MCs	152	7.6	152	7.6	0.152	29.5	LOS C	2.3	17.3	0.50	1.19	0.50	37.1
9	R2	All MCs	641	2.0	641	2.0	*0.915	73.8	LOS F	42.8	304.5	1.00	1.00	1.20	30.5
Approach			793	3.1	793	3.1	0.915	65.4	LOS E	42.8	304.5	0.91	1.04	1.07	27.5
West: Belmore Road (W)															
10	L2	All MCs	492	1.9	492	1.9	0.878	22.2	LOS B	13.4	95.2	0.65	0.79	0.69	40.2
11	T1	All MCs	99	0.0	99	0.0	*0.878	96.4	LOS F	11.0	77.8	1.00	1.00	1.33	27.9
Approach			591	1.6	591	1.6	0.878	34.6	LOS C	13.4	95.2	0.71	0.83	0.80	37.4
All Vehicles			1691	2.9	1691	2.9	0.915	55.2	LOS D	42.8	304.5	0.84	0.94	0.99	30.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Queued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Thurlow Street												
P2	Full	41	43	54.2	LOS E	0.1	0.1	0.95	0.95	208.1	200.0	0.96
North: Belmore Road (N)												
P3	Full	87	92	54.4	LOS E	0.3	0.3	0.95	0.95	208.2	200.0	0.96
West: Belmore Road (W)												
P4	Full	161	169	54.5	LOS E	0.6	0.6	0.96	0.96	208.4	200.0	0.96
All Pedestrians		289	304	54.4	LOS E	0.6	0.6	0.96	0.96	208.3	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [1 (6)] PM Peak Future (Belmore-Thurlow)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Thurlow Street															
5	T1	All MCs	124	0.8	124	0.8	0.232	44.4	LOS D	5.6	39.5	0.82	0.66	0.82	37.7
6	R2	All MCs	194	7.1	194	7.1	* 1.014	121.8	LOS F	16.4	121.4	1.00	1.17	1.73	20.7
Approach			318	4.6	318	4.6	1.014	91.6	LOS F	16.4	121.4	0.93	0.97	1.37	23.7
North: Belmore Road (N)															
7	L2	All MCs	228	5.1	228	5.1	0.233	32.2	LOS C	3.7	26.9	0.55	1.26	0.55	36.1
9	R2	All MCs	649	1.9	649	1.9	* 1.005	113.8	LOS F	56.4	401.5	1.00	1.20	1.49	23.2
Approach			878	2.8	878	2.8	1.005	92.5	LOS F	56.4	401.5	0.88	1.21	1.25	22.5
West: Belmore Road (W)															
10	L2	All MCs	573	1.7	573	1.7	0.935	24.7	LOS B	15.6	109.7	0.67	0.83	0.76	38.5
11	T1	All MCs	107	0.0	107	0.0	* 0.935	114.3	LOS F	15.6	109.7	1.00	1.10	1.43	26.4
Approach			680	1.4	680	1.4	0.935	38.8	LOS C	15.6	109.7	0.72	0.87	0.86	35.9
All Vehicles			1876	2.6	1876	2.6	1.014	72.9	LOS F	56.4	401.5	0.83	1.05	1.13	26.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Queued	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Thurlow Street												
P2	Full	41	43	54.2	LOS E	0.1	0.1	0.95	0.95	208.1	200.0	0.96
North: Belmore Road (N)												
P3	Full	87	92	54.4	LOS E	0.3	0.3	0.95	0.95	208.2	200.0	0.96
West: Belmore Road (W)												
P4	Full	161	169	54.5	LOS E	0.6	0.6	0.96	0.96	208.4	200.0	0.96
All Pedestrians		289	304	54.4	LOS E	0.6	0.6	0.96	0.96	208.3	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [3 (3)] AM Peak Existing (Belmore - Coleridge)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	20	15.8	20	15.8	0.160	6.9	LOS A	0.2	1.5	0.07	0.08	0.07	56.2
2	T1	All MCs	865	4.5	865	4.5	0.613	1.0	LOS A	1.4	9.8	0.12	0.13	0.19	58.7
3	R2	All MCs	42	2.5	42	2.5	0.613	10.2	LOS A	1.4	9.8	0.14	0.16	0.25	55.8
Approach			927	4.7	927	4.7	0.613	1.5	NA	1.4	9.8	0.12	0.13	0.19	58.4
East: Coleridge Street (E)															
4	L2	All MCs	51	6.2	51	6.2	0.633	20.3	LOS B	3.5	25.6	1.00	1.08	1.79	31.0
5	T1	All MCs	5	0.0	5	0.0	0.633	117.2	LOS F	3.5	25.6	1.00	1.08	1.79	31.2
6	R2	All MCs	26	0.0	26	0.0	0.633	106.8	LOS F	3.5	25.6	1.00	1.08	1.79	31.0
Approach			82	3.8	82	3.8	0.633	54.3	LOS D	3.5	25.6	1.00	1.08	1.79	31.0
North: Belmore Road (N)															
7	L2	All MCs	26	4.0	26	4.0	0.081	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	56.4
8	T1	All MCs	464	7.7	464	7.7	0.405	4.8	LOS A	2.7	19.9	0.29	0.36	0.41	54.4
9	R2	All MCs	49	0.0	49	0.0	0.405	18.9	LOS B	2.7	19.9	0.40	0.45	0.56	50.9
Approach			540	6.8	540	6.8	0.405	6.1	NA	2.7	19.9	0.29	0.35	0.41	54.2
West: Coleridge Street (W)															
10	L2	All MCs	41	2.6	41	2.6	0.864	37.8	LOS C	3.1	22.7	0.97	1.41	2.37	26.0
11	T1	All MCs	2	0.0	2	0.0	0.864	64.7	LOS E	3.1	22.7	0.97	1.41	2.37	26.1
12	R2	All MCs	34	12.5	34	12.5	0.864	126.1	LOS F	3.1	22.7	0.97	1.41	2.37	25.8
Approach			77	6.8	77	6.8	0.864	77.2	LOS F	3.1	22.7	0.97	1.41	2.37	25.9
All Vehicles			1626	5.4	1626	5.4	0.864	9.3	NA	3.5	25.6	0.26	0.31	0.45	51.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (9)] AM Peak Future (Belmore - Coleridge)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	27	11.5	27	11.5	0.207	7.2	LOS A	0.3	2.0	0.07	0.08	0.07	56.3
2	T1	All MCs	968	4.0	968	4.0	0.793	2.2	LOS A	2.6	18.8	0.15	0.17	0.35	57.9
3	R2	All MCs	49	2.1	49	2.1	0.793	13.1	LOS A	2.6	18.8	0.19	0.22	0.50	54.6
Approach			1045	4.1	1045	4.1	0.793	2.8	NA	2.6	18.8	0.15	0.17	0.35	57.3
East: Coleridge Street (E)															
4	L2	All MCs	64	4.9	64	4.9	1.802	743.0	LOS F	36.6	261.8	1.00	3.30	8.28	6.5
5	T1	All MCs	5	0.0	5	0.0	1.802	888.7	LOS F	36.6	261.8	1.00	3.30	8.28	6.6
6	R2	All MCs	49	0.0	49	0.0	1.802	871.3	LOS F	36.6	261.8	1.00	3.30	8.28	6.6
Approach			119	2.7	119	2.7	1.802	802.8	LOS F	36.6	261.8	1.00	3.30	8.28	6.6
North: Belmore Road (N)															
7	L2	All MCs	38	2.8	38	2.8	0.177	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	56.7
8	T1	All MCs	539	6.6	539	6.6	0.886	14.3	LOS A	6.8	49.6	0.29	0.39	1.05	47.7
9	R2	All MCs	57	0.0	57	0.0	0.886	43.0	LOS D	6.8	49.6	0.64	0.77	2.30	37.6
Approach			634	5.8	634	5.8	0.886	16.5	NA	6.8	49.6	0.31	0.40	1.10	46.9
West: Coleridge Street (W)															
10	L2	All MCs	44	2.4	44	2.4	1.576	536.5	LOS F	23.6	172.9	1.00	3.25	9.17	8.3
11	T1	All MCs	2	0.0	2	0.0	1.576	575.2	LOS F	23.6	172.9	1.00	3.25	9.17	8.3
12	R2	All MCs	47	8.9	47	8.9	1.576	626.2	LOS F	23.6	172.9	1.00	3.25	9.17	8.3
Approach			94	5.6	94	5.6	1.576	582.7	LOS F	23.6	172.9	1.00	3.25	9.17	8.3
All Vehicles			1892	4.7	1892	4.7	1.802	86.4	NA	36.6	261.8	0.30	0.60	1.54	30.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (4)] PM Peak Existing (Belmore - Coleridge)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	51	14.6	51	14.6	0.091	7.2	LOS A	0.4	3.0	0.34	0.37	0.34	53.8
2	T1	All MCs	558	3.0	558	3.0	0.349	1.2	LOS A	1.1	7.9	0.24	0.28	0.24	57.7
3	R2	All MCs	67	0.0	67	0.0	0.349	9.9	LOS A	1.1	7.9	0.23	0.27	0.23	55.4
Approach			676	3.6	676	3.6	0.349	2.5	NA	1.1	7.9	0.25	0.29	0.25	57.2
East: Coleridge Street (E)															
4	L2	All MCs	96	0.0	96	0.0	0.495	11.4	LOS A	2.6	18.5	0.92	0.92	1.40	40.5
5	T1	All MCs	6	0.0	6	0.0	0.495	99.3	LOS F	2.6	18.5	0.92	0.92	1.40	40.8
6	R2	All MCs	22	0.0	22	0.0	0.495	72.6	LOS F	2.6	18.5	0.92	0.92	1.40	40.4
Approach			124	0.0	124	0.0	0.495	26.8	LOS B	2.6	18.5	0.92	0.92	1.40	40.5
North: Belmore Road (N)															
7	L2	All MCs	23	0.0	23	0.0	0.144	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.0
8	T1	All MCs	614	3.6	614	3.6	0.719	5.1	LOS A	3.9	28.3	0.27	0.34	0.65	54.4
9	R2	All MCs	69	0.0	69	0.0	0.719	19.2	LOS B	3.9	28.3	0.45	0.54	1.09	49.5
Approach			706	3.1	706	3.1	0.719	6.5	NA	3.9	28.3	0.28	0.35	0.67	53.9
West: Coleridge Street (W)															
10	L2	All MCs	66	0.0	66	0.0	0.465	10.2	LOS A	1.7	12.5	0.93	0.97	1.35	40.6
11	T1	All MCs	3	0.0	3	0.0	0.465	34.7	LOS C	1.7	12.5	0.93	0.97	1.35	40.9
12	R2	All MCs	36	11.8	36	11.8	0.465	56.0	LOS D	1.7	12.5	0.93	0.97	1.35	40.3
Approach			105	4.0	105	4.0	0.465	26.5	LOS B	1.7	12.5	0.93	0.97	1.35	40.5
All Vehicles			1612	3.1	1612	3.1	0.719	7.7	NA	3.9	28.3	0.36	0.41	0.59	52.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (10)] PM Peak Future (Belmore - Coleridge)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
1	L2	All MCs	63	11.7	63	11.7	0.173	7.6	LOS A	0.6	4.5	0.25	0.27	0.25	54.9
2	T1	All MCs	633	2.7	633	2.7	0.662	3.6	LOS A	3.2	22.9	0.33	0.38	0.61	55.7
3	R2	All MCs	80	0.0	80	0.0	0.662	14.3	LOS A	3.2	22.9	0.37	0.43	0.77	52.6
Approach			776	3.1	776	3.1	0.662	5.0	NA	3.2	22.9	0.33	0.38	0.60	55.0
East: Coleridge Street (E)															
4	L2	All MCs	103	0.0	103	0.0	0.984	74.2	LOS F	10.4	73.0	1.00	2.02	3.90	21.8
5	T1	All MCs	6	0.0	6	0.0	0.984	214.2	LOS F	10.4	73.0	1.00	2.02	3.90	21.9
6	R2	All MCs	35	0.0	35	0.0	0.984	172.8	LOS F	10.4	73.0	1.00	2.02	3.90	21.8
Approach			144	0.0	144	0.0	0.984	104.1	LOS F	10.4	73.0	1.00	2.02	3.90	21.8
North: Belmore Road (N)															
7	L2	All MCs	44	0.0	44	0.0	0.199	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	56.8
8	T1	All MCs	702	3.1	702	3.1	0.994	22.3	LOS B	14.9	106.8	0.30	0.46	2.17	43.4
9	R2	All MCs	82	0.0	82	0.0	0.994	53.4	LOS D	14.9	106.8	0.58	0.81	4.15	34.0
Approach			828	2.7	828	2.7	0.994	24.8	NA	14.9	106.8	0.32	0.47	2.25	42.4
West: Coleridge Street (W)															
10	L2	All MCs	74	0.0	74	0.0	0.740	20.4	LOS B	3.1	22.0	0.99	1.27	2.00	34.1
11	T1	All MCs	3	0.0	3	0.0	0.740	54.9	LOS D	3.1	22.0	0.99	1.27	2.00	34.2
12	R2	All MCs	43	9.8	43	9.8	0.740	83.1	LOS F	3.1	22.0	0.99	1.27	2.00	33.9
Approach			120	3.5	120	3.5	0.740	43.9	LOS D	3.1	22.0	0.99	1.27	2.00	34.0
All Vehicles			1868	2.7	1868	2.7	0.994	23.8	NA	14.9	106.8	0.42	0.61	1.68	42.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (5)] AM Peak Existing (Belmore - Josephine)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
2	T1	All MCs	909	4.2	909	4.2	0.505	2.1	LOS A	3.0	21.5	0.17	0.21	0.29	57.5
3	R2	All MCs	75	5.6	75	5.6	0.505	12.8	LOS A	3.0	21.5	0.21	0.26	0.37	54.2
Approach			984	4.3	984	4.3	0.505	2.9	NA	3.0	21.5	0.17	0.21	0.30	57.2
East: Josephine Street (E)															
4	L2	All MCs	23	9.1	23	9.1	0.898	5.8	LOS A	18.2	136.4	0.41	0.37	0.41	37.2
6	R2	All MCs	105	8.0	105	8.0	0.898	40.6	LOS C	18.2	136.4	0.41	0.37	0.41	37.2
Approach			128	8.2	128	8.2	0.898	34.3	LOS C	18.2	136.4	0.41	0.37	0.41	37.2
North: Belmore Road (N)															
7	L2	All MCs	140	3.8	140	3.8	0.077	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.7
8	T1	All MCs	545	6.4	545	6.4	0.291	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			685	5.8	685	5.8	0.291	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.2
All Vehicles			1798	5.2	1798	5.2	0.898	4.5	NA	18.2	136.4	0.12	0.19	0.19	55.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (11)] AM Peak Future (Belmore - Josephine)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
2	T1	All MCs	1046	3.6	1046	3.6	0.597	3.6	LOS A	5.5	39.4	0.19	0.24	0.45	56.1
3	R2	All MCs	86	4.9	86	4.9	0.597	15.8	LOS B	5.5	39.4	0.25	0.30	0.58	52.7
Approach			1133	3.7	1133	3.7	0.597	4.5	NA	5.5	39.4	0.20	0.24	0.46	55.8
East: Josephine Street (E)															
4	L2	All MCs	46	4.5	46	4.5	1.738	712.0	LOS F	132.3	974.3	1.00	1.01	1.04	4.7
6	R2	All MCs	128	6.6	128	6.6	1.738	711.9	LOS F	132.3	974.3	1.00	1.01	1.04	4.7
Approach			175	6.0	175	6.0	1.738	711.9	LOS F	132.3	974.3	1.00	1.01	1.04	4.7
North: Belmore Road (N)															
7	L2	All MCs	152	3.5	152	3.5	0.084	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.7
8	T1	All MCs	621	5.6	621	5.6	0.330	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			773	5.2	773	5.2	0.330	1.2	NA	0.0	0.0	0.00	0.11	0.00	58.3
All Vehicles			2080	4.5	2080	4.5	1.738	62.7	NA	132.3	974.3	0.19	0.26	0.34	29.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (6)] PM Peak Existing (Belmore - Josephine)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
2	T1	All MCs	612	2.4	612	2.4	0.381	2.1	LOS A	2.0	14.5	0.23	0.28	0.28	57.1
3	R2	All MCs	75	4.2	75	4.2	0.381	12.6	LOS A	2.0	14.5	0.31	0.37	0.37	53.7
Approach			686	2.6	686	2.6	0.381	3.2	NA	2.0	14.5	0.24	0.29	0.29	56.7
East: Josephine Street (E)															
4	L2	All MCs	71	3.0	71	3.0	0.344	5.9	LOS A	1.3	9.2	0.45	0.50	0.45	45.4
6	R2	All MCs	51	0.0	51	0.0	0.344	32.2	LOS C	1.3	9.2	0.45	0.50	0.45	45.4
Approach			121	1.7	121	1.7	0.344	16.9	LOS B	1.3	9.2	0.45	0.50	0.45	45.4
North: Belmore Road (N)															
7	L2	All MCs	91	2.3	91	2.3	0.067	5.6	LOS A	0.0	0.0	0.00	0.43	0.00	53.9
8	T1	All MCs	675	3.1	675	3.1	0.335	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			765	3.0	765	3.0	0.335	0.8	NA	0.0	0.0	0.00	0.07	0.00	58.9
All Vehicles			1573	2.7	1573	2.7	0.381	3.1	NA	2.0	14.5	0.14	0.20	0.16	56.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [3 (12)] PM Peak Future (Belmore - Josephine)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Belmore Road (S)															
2	T1	All MCs	692	2.1	692	2.1	0.485	5.0	LOS A	4.8	34.6	0.31	0.36	0.54	54.5
3	R2	All MCs	96	3.3	96	3.3	0.485	17.5	LOS B	4.8	34.6	0.42	0.49	0.74	50.5
Approach			787	2.3	787	2.3	0.485	6.5	NA	4.8	34.6	0.32	0.37	0.57	53.9
East: Josephine Street (E)															
4	L2	All MCs	83	2.5	83	2.5	0.473	9.9	LOS A	3.7	25.9	0.58	0.54	0.76	41.6
6	R2	All MCs	63	0.0	63	0.0	0.473	43.6	LOS D	3.7	25.9	0.58	0.54	0.76	41.6
Approach			146	1.4	146	1.4	0.473	24.5	LOS B	3.7	25.9	0.58	0.54	0.76	41.6
North: Belmore Road (N)															
7	L2	All MCs	112	1.9	112	1.9	0.079	5.6	LOS A	0.0	0.0	0.00	0.45	0.00	53.8
8	T1	All MCs	791	2.7	791	2.7	0.394	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			902	2.6	902	2.6	0.394	0.9	NA	0.0	0.0	0.00	0.07	0.00	58.8
All Vehicles			1836	2.4	1836	2.4	0.485	5.2	NA	4.8	34.6	0.18	0.24	0.30	54.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Organisation: JMT CONSULTING | Licence: NETWORK / 1PC | Processed: Monday, 22 December 2025 6:02:49 AM
Project: C:\Users\JoshMilston\OneDrive - JMT Consulting\JMT Consulting Projects\2525 - Riverwood Local Centre\Internal\Riverwood SIDRA_Dec25.sipx

Riverwood Master Plan Early community engagement activities and outcomes

June 2025



Engagement Approach

Objectives

- **Stage 1:** Inform the vision and design principles for the draft Master Plan *(this stage)*
- **Stage 2:** Gather feedback on the draft Local Centre Master Plan



Engagement communications and activities summary

Communications	Target audience	Participation / reach
Your Say page	• General community • Interested stakeholders	• **901** page visits
Letters to residents	Residents and businesses within the Study Area	• **6,000** letters distributed
Stakeholder emails and **5** newsletters	• Local schools • Lugarno Lions Association • eNews subscribers • Your Say Newsletter subscribers • Advisory Committee Council representatives	• **22,607** newsletter recipients • **519** emails to stakeholders, schools and businesses in and surrounding the study area
2 social media posts	• General community • Interested stakeholders	• **11.3k** combined reach / • **30** positive reactions total
2 newspaper adverts and **1** media release	• General community • Interested stakeholders	• **50k** copies of newspaper ad
Activities		
3 Community workshops	General community	• **25** attendees
1 Survey	• General community • Interested stakeholders	• **145** submissions from **138** participants

Community workshop findings

Key Theme	Issues	Solutions
Housing	• Building height concerns • Density location concerns • Insufficient on-site parking • Overcrowding and amenity pressures	• Limit building height impact • Manage where density goes • Improve parking provision • Design for liveability
Transport	• Severe traffic congestion • Poor pedestrian safety • Limited active transport infrastructure • Inadequate public transport connections	• Ease congestion and improve parking • Improve pedestrian safety and amenity • Enhance active transport • Strengthen public transport access
Belmore Road	• Poor pedestrian safety and access • Run-down shopfronts and plaza • Disconnected and unattractive streetscape • Limited retail offering and evening activity	• Improve pedestrian safety • Revitalise shopfronts and the plaza • Enhance the public domain • Support a vibrant retail and dining scene
Community Infrastructure and Open Space	• Poor-quality and underused parks • Safety and access concerns • Lack of inclusive infrastructure • Low integration of open space with density	• Upgrade and expand parks • Enhance safety and connectivity • Deliver inclusive community infrastructure • Link open space to new development

Community survey findings

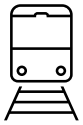
What do you like most about Riverwood that you want to see retained?



Vibrant local centre
"Keep the town centre active and lively."

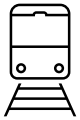


Inclusive, welcoming community
"No one feels out of place here."



Reliable public transport and convenient access
"I would like to ensure accessibility to the train station is retained."

What would you like to see improved in Riverwood?



Parking, traffic and access to public transport
"Parking is priority around residences and reducing traffic."



A revitalised Riverwood Plaza
"Upgrade the local plaza to help modernise it, and draw in more business."



Green spaces and connectivity
"Clean the creek and have nice walk and cycle paths."

Community survey findings

What would you like Riverwood to look like in the next 20 years?

More accessible and sustainable transport options

"More frequent and accessible public transport options and better cycling paths would make getting around without a car much easier."

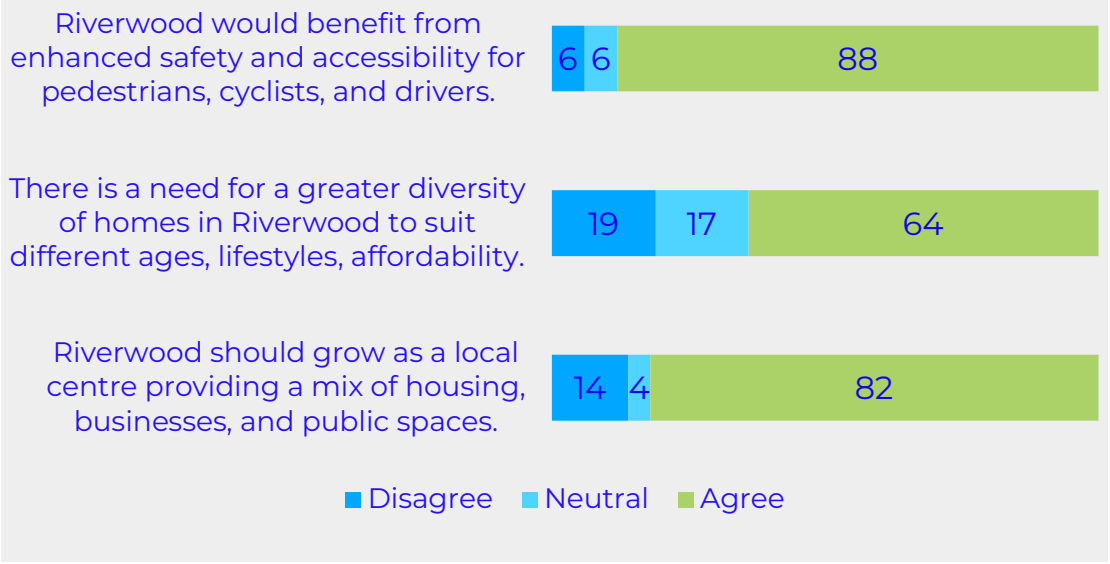
A quiet, safer community

"A friendly, safe and welcoming neighbourhood where families feel at home and people look out for one another."

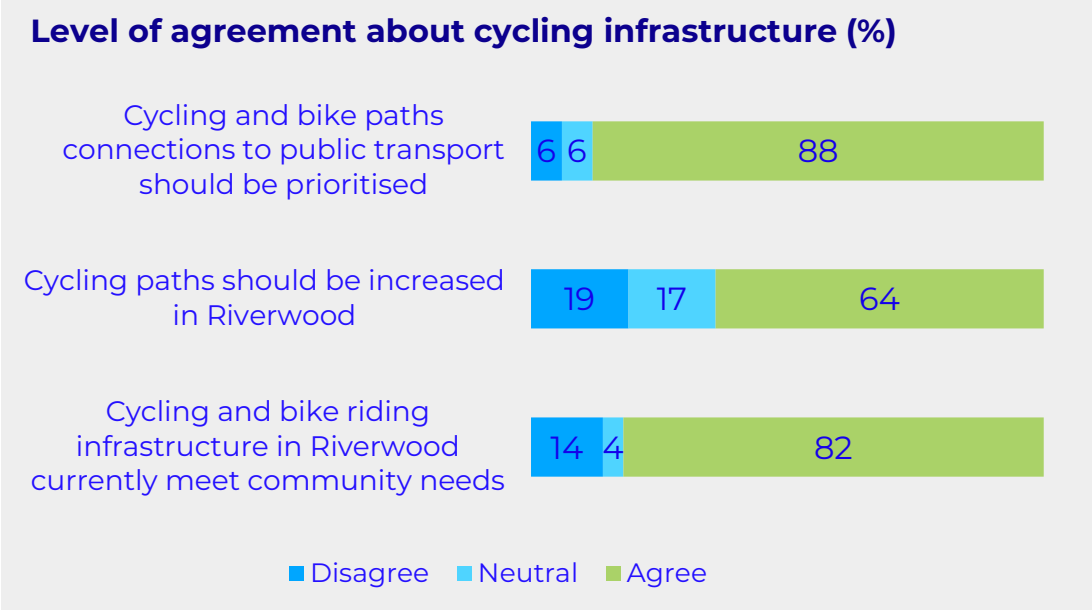
A vibrant local centre

"... that supports small businesses and creates a lively atmosphere where people want to stop, shop and connect."

Level of agreement with the following statements about Riverwood's future (%)



Community survey findings



Visitation Frequency

Most respondents visit Riverwood daily or every few days, with fewer visiting weekly or monthly, and only a small number rarely or never.

Mode of transport

Most respondents travel to Riverwood by private vehicle, with some opting for walking, jogging or public transport, and few choosing to cycle or not visit at all.

Pedestrian Infrastructure

Most respondents felt that Riverwood's pedestrian infrastructure needs improvement, particularly around safety, connectivity, and shaded walking areas.

Cycling Infrastructure

Most respondents supported improved cycling infrastructure in Riverwood, with 64% agreeing that more cycling paths are needed and 88% agreeing that bike path connections to public transport should be prioritised.

Consultation Outcomes

- Riverwood is important to residents, who enjoy a convenient, well-connected neighborhood, with valued shops, services and public spaces. Long-term residents have a strong sense of belonging, connection to place, and local social networks.

- Riverwood's natural environment is highly valued, especially Salt Pan Creek and surrounding greenery, with many calls to protect and enhance these green open spaces.

- Residents are concerned about the traffic impacts that may be associated with future growth, particularly worsening the existing congestion from through-traffic on Belmore Road. Many could not see how growth could be accommodated without resolving this issue.

- Public transport connections were seen as a key asset, and the community supports further improvements to pedestrian access, footpaths, traffic flow, and cycling infrastructure – while retaining car parking access especially for shopping.

Consultation Outcomes

- Riverwood's cultural diversity and sense of community are seen as major strengths, and residents support places and events that foster social interaction and cultural connection.

- Local businesses and retail are vital to the area's character and economy, and community members are open to opportunities for the area's commercial appeal to be enhanced.

- There is a need for more diverse and affordable housing options, with a focus on quality housing stock compatible with future community needs

- Community members would like to see better urban design outcomes, including more unified and attractive shopfronts and developments that complement the area's character.

Riverwood Local Centre Master Plan Engagement Report

Who's leading?	**Community Engagement Lead** Communications and Engagement **Senior Strategic Planner** Strategic Planning
Report date:	22 June 2025

Project Description:	Council is seeking community input to help develop a Master Plan to guide how Riverwood grows and changes over the coming years. This plan will help create a roadmap for the future of Riverwood and for the creation of new homes, jobs, and public spaces.
Aim of consultation:	Seek community feedback on their ideas and aspirations for Riverwood to contribute to a draft Master Plan through a blend of informing and consulting on key topics that will factor into long term planning.
Project date:	The consultation was open between 28 May to 22 June 2025.
Engagement methodology:	*Georges River is a member of IAP2 and incorporates the Engagement Framework and Spectrum into its consultations. This is also recognised in Council's Community Engagement Policy and Community Engagement Strategy.* For this consultation, a blend of inform, consult and collaborate methods were used. Riverwood Local Centre has recently seen the delivery of the High Pedestrian Activity Area program, which underwent numerous stages of consultation in 2024. Consideration for this was built into the engagement approach, particularly workshops where questions could be asked. After review by the Community Engagement Lead, the following engagement and communication practices were recommended: - Your Say project page with information on the project, what a Master Plan is, how Council defines aLocal vs Strategic Centre, and its relationship to the LSPS. - Online and print collateral, consistent with Your Say branding, to go across appropriate channels - Information supplied to Council's Advisory Committees, with representation at Committee meetings where possible - Targeted communication to businesses, schools and community organisations in the study area - Two workshops designed to unpack the Master Plan with engaged community members - One workshop dedicated to Council's Advisory Committee members In addition to the above engagement and communication practices, Strategic Planning also provided: - Letters to residents within the study area

Promotion and Communication:

Action	Date	Result (where recordable)
Your Say page live	26/5	901 page visits 145 submissions
Letters to residents	26/5	6,000 letters distributed
Posters and feedback form delivered to Libraries	28/5	Posters, information and feedback forms provided to each library branch and Customer Experience
Email and collateral to Advisory Committee Council reps	28/5	Instructions, links, collateral and assets provided to each of Council's Advisory Committees
Seniors Advisory Committee in-person promotion	28/5	

Email to schools in and surrounding the study area	29/5	5 schools contacted
Email to Lugarno Lions Association	29/5	Information, assets and collateral to share with networks
Community eNews	30/5	18,768 recipients
Your Say Newsletter	30/5	3,832 recipients
Libraries newsletter	30/5	Inclusion in library newsletter
Email to businesses in and around study area	2/6	511 recipients
First Social Media Post	2/6	10k+ reach, 22 positive reactions
Signage on site	2/6	6 locations, including Riverwood train station, Peakhurst Park, and Riverwood Plaza
Riverwood Community Centre	2/6	Met with site manager to promote consultation
Riverwood Library and Knowledge Centre	2/6	Posters on site
Leader ad insert	4/6	Approximately 50k copies
River Round-up insert	5/6	All staff email
Workshop 1	14/6	Approx 12 attendees
Reminder email to Advisory Committee Council reps	12/6	Instructions, links, collateral and assets provided to each of Council's Advisory Committees
Your Say Newsletter	13/6	3,839 recipients
Community eNews	13/6	18,754 recipients
Media release	17/6	Published on Council website
Second social post	16/6	1.3k reach, 8 positive reactions
Workshop 2	17/6	Approx 12 attendees
Leader ad	18/6	Approximately 50k copies
Advisory Committee Meeting	25/6	1 attendee



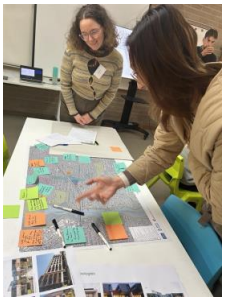




Leader ad insert, enews insert and social media inclusion







Poster at Customer Experience, onsite Poster and community workshop

Engagement Results:

During the feedback period, the project page received **900** visits, converting **670** aware participants to **138** engaged participants.

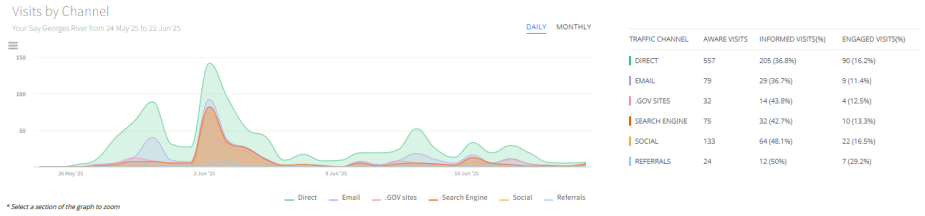


Graph of page visitation and interaction across the consultation page

An aware participant is someone who logs a visit to the page, whereas an engaged participant is someone who commits to submitting feedback using an engagement tool, such as a survey.

This equalled an engaged rate of 20.6%. Although there is not a universal acceptance of engagement performance, it is generally accepted that public sector engagement is around 10%.

Direct visitation (such as QR code or independent link) and social media were the primary drivers of traffic to the site. It is likely direct visitation was largely attributed to letters and signage. All site traffic sources achieved a 10%+ engagement rate from visitation.

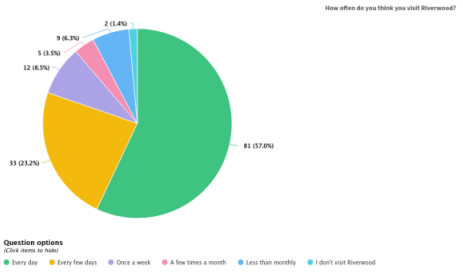


Page visitation traffic dissection

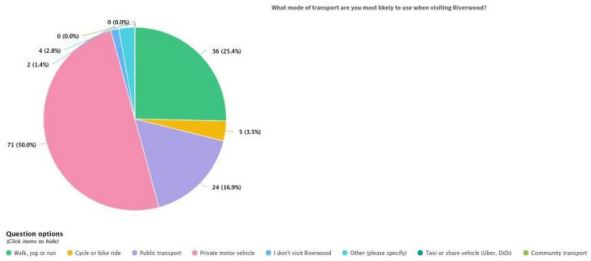
The Riverwood Local Centre Study Area map was downloaded 105 times. The FAQ was accessed 65 times.

The feedback form received **145 submissions from 138 participants.**

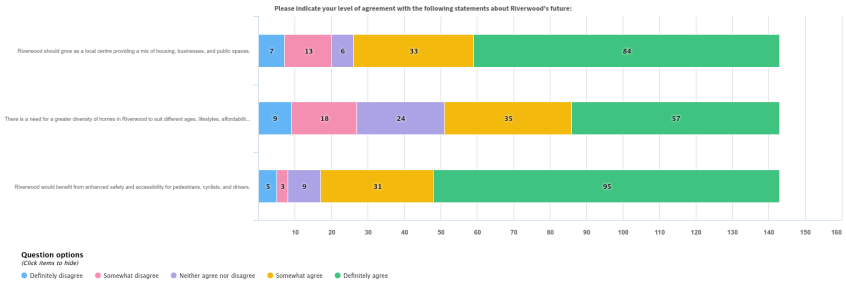
When asked how often participants visit Riverwood, over 80% selected they visited daily/every few days, indicating survey participants were regular users of the area.



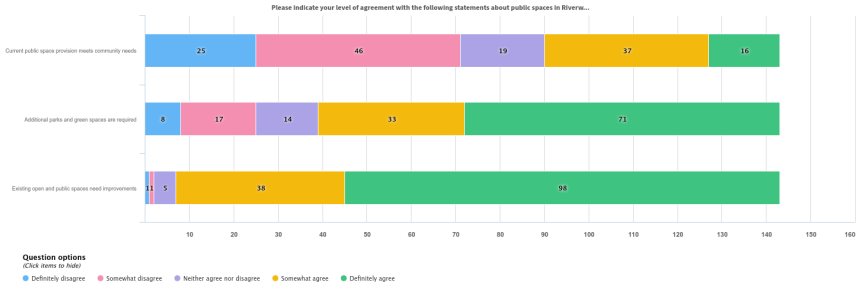
Transport mode was popularised with private vehicle at 50%, followed by walking, jogging and running at 25%. Public transport was also strong with 17%.



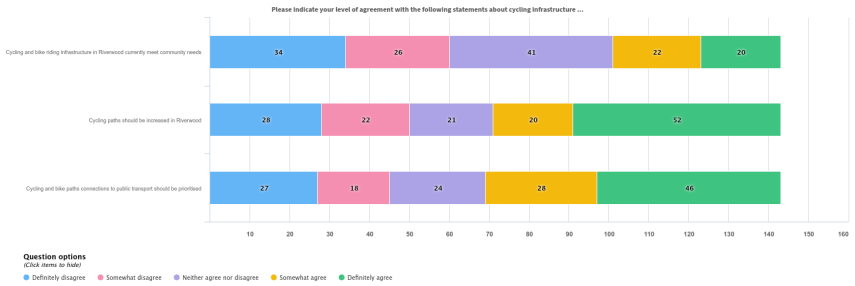
Agreement on Riverwood's future was largely favourable, with most indicating they are open to mixed use, housing diversity and greater pedestrian facilities.



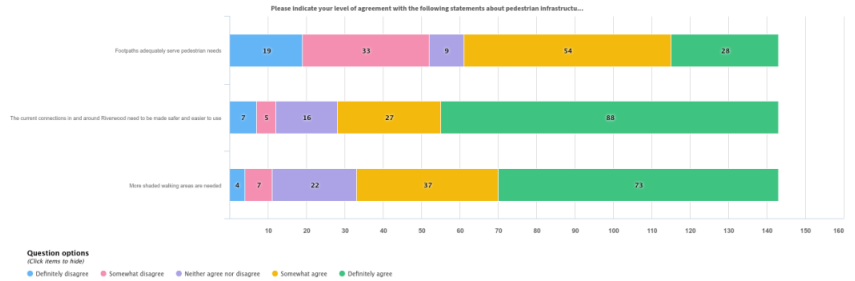
When asked about public space provisions, respondents appeared less definitive, with responses sitting in the somewhat agree to somewhat disagree. A stronger sense of agreement came through with additional and improvements to open spaces receiving a majority of strong agreement.



Cycling infrastructure was largely mixed across the whole question set, with increasing and prioritisation to public transport skewing slightly more toward agreement.



A majority of respondents indicated that footpaths are meeting pedestrian needs, but also strongly agreed that they should be increased and also factor in shared walking areas.



Demographically, the survey achieved a 7.7% response rate from people aged under 25, 52.4% response from those identifying as female, 2.8% who identified as Aboriginal and Torres Strait Islander, 11% who identified as living with a disability, and 40 respondents selected they spoke a language other than English at home.

Full feedback on the consultation is attached to this report, and should be used to consider community consultation in planning next steps for the delivery of the project.

Recommendations:

Community Engagement Lead can assist with the following next steps:

- Review of feedback for consideration and inclusion on ongoing reporting
- Report on outcomes when a decision is made to Council and close the loop

Provide your feedback

SURVEY RESPONSE REPORT

13 March 2018 - 25 June 2025

PROJECT NAME:
Riverwood Local Centre Master Plan

GRANICUS

SURVEY QUESTIONS

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q1 What do you like most about Riverwood that you want to see retained?

Anonymous
5/27/2025 08:54 PM

It has enough of everything without being too congested or busy like Hurstville, but isn't as limited to village-like shopping like Mortdale or Penshurst. Having large grocery chains, a train station on a priority line, bus and taxi interchanges, and lots of eateries and cafes make this useful place for day-to-day and the important things. I know there is a need to balance pedestrian, cycling, public and private transport, which is evident by the recent High Pedestrian Activity Area, but I would like to see the Master Plan recognise Riverwood's unique shopping hub that does require private vehicle access. Unlike the smaller local areas like Mortdale or Penshurst, being able to tackle weekly shopping with choice between different suppliers is fantastic, but should infrastructure prioritise too much shared/active transport this might make access difficult.

Anonymous
5/28/2025 01:40 PM

It's smaller community feel, it's bushland and walking areas along Salt Pan Creek, it's diversity of people and cultures, the fantastic opens spaces of Peakhurst Park and Riverwood Park and it's low rise development.

Anonymous
5/28/2025 01:51 PM

Greenary

Anonymous
5/28/2025 02:00 PM

Village atmosphere. Wide Boulevard type roads. Accessible Open Spaces, playing fields.

Anonymous
5/28/2025 04:56 PM

The low rise, single level, housing areas should be retained with only multi level buildings in existing area with such buildings. There are significant traffic and parking issues during peak periods which would only be worse if significant increases in multi level dwellings are allowed.

Anonymous
5/28/2025 05:01 PM

Keep Riverwood green and not put any more new development of high rise apartments. The ones on Washington and Vermont are enough.

Anonymous
5/28/2025 07:10 PM

Quietness and bushland

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 5/28/2025 10:09 PM	The mangroves area and the library area. I currently go out of my way to avoid Belmore Rd because it is a hot mess.
Anonymous 5/28/2025 10:09 PM	The restaurant and cafe culture that is slowly starting to build.
Anonymous 5/28/2025 10:34 PM	Parks, shopping areas, railway, bus Service, library, RSL club restaurants and cafes doctors and dentists
Anonymous 5/29/2025 08:24 AM	The tree scape and local community involvement
Anonymous 5/29/2025 11:08 AM	The many small businesses serving the community
Anonymous 5/29/2025 12:36 PM	Love the plaza and all the restaurant options .
Anonymous 5/29/2025 04:29 PM	The abundance of local restaurants, the local parks and connection to the creek, and that it feels like a "quiet" suburb.
Anonymous 5/29/2025 04:39 PM	All good
Anonymous 5/29/2025 05:58 PM	Shopping centre
Anonymous 5/29/2025 06:07 PM	shopping center, hospitals, Post office
Anonymous 5/29/2025 06:51 PM	Riverwood plaza. Small businesses. Parks
Anonymous 5/29/2025 08:42 PM	Parks, walkways, access to public transportation and freeways
Anonymous 5/29/2025 09:26 PM	Playgrounds and Parks.
Anonymous	The local shops surrounding the station

5/29/2025 09:57 PM	
Anonymous 5/29/2025 10:19 PM	i like the small community feel of Riverwood
Anonymous 5/30/2025 08:26 AM	The verity of culture present in the area
Anonymous 5/30/2025 08:34 AM	Not too busy, quiet and safe place
Anonymous 5/30/2025 10:08 AM	Multicultural restaurants, pedestrian friendly footpaths, free car parks, Aldi, op shops. Improved appearance with new trees and seating on footpaths.
Anonymous 5/30/2025 10:59 AM	I would like to ensure accessibility to the train station by retaining quick drop-off parking zones, and keeping bus and taxi stops as close to the station as possible. Additionally, the wide footpaths and overall connectivity should meet the needs of both current and future populations.
Anonymous 5/30/2025 01:36 PM	To encourage and support more quality restaurants, cafe, specialty shops, medical, healtcare & professional services (bank, legal and accountants)
Anonymous 5/30/2025 02:58 PM	Roads that don’t have speed humps
Anonymous 5/30/2025 06:36 PM	The location would be the only thing
Anonymous 5/31/2025 03:45 AM	Seating
Anonymous 5/31/2025 06:33 AM	The recent pedestrian and shop frontage upgrades to the southern precinct around the train station have improved the street scape
Anonymous 5/31/2025 09:53 AM	Great food culture and sporting grounds.

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 5/31/2025 11:16 AM	Multi cultural
Anonymous 5/31/2025 11:31 AM	Parks and Green spaces
Anonymous 5/31/2025 02:52 PM	Single-storey bungalows with well-tended front yards. I often see homeowners gardening or sitting on porches, which makes the streets feel safer and friendlier, especially for women and kids walking alone. Having low-rise houses with nice front yards makes it feel like a neighbourhood, not a faceless city block. It makes the area feel sunny, walkable and prosocial. We feel safe letting the kids walk home from school.
Anonymous 6/01/2025 08:43 AM	It's not over developed its at capacity now
Anonymous 6/01/2025 09:01 AM	- Family friendly parks (i.e. peakhurst park) and the sports activity that occurs.
Anonymous 6/01/2025 10:24 AM	NA
Anonymous 6/01/2025 01:17 PM	I lived in Riverwood for over 40 years and know there are 2 entirely sides to this community. The Plaza side is kept relatively clean and tidy by the shopkeepers there.
Anonymous 6/01/2025 02:03 PM	Trees, parks and green space
Anonymous 6/01/2025 07:39 PM	Small but vibrant and functional shopping district. Affordable groceries. Low rise residential area except around Washington street. Library. Improved pavements. Greenery in Salt pan creek.
Anonymous 6/02/2025 09:13 AM	My house
Anonymous 6/02/2025 11:26 AM	The diversity of cultures and retail facilities (not just full of big chains)
Anonymous	Parks, community areas, small businesses, wide walking areas,

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

6/02/2025 04:20 PM	natural vegetation
Anonymous 6/02/2025 05:31 PM	Shops on both sides of the station
Anonymous 6/02/2025 05:35 PM	The train station, woolworths, police station
Anonymous 6/02/2025 05:37 PM	Recent work that was done like the benches and seating areas are good.
Anonymous 6/02/2025 05:53 PM	Nothing really - not much has changed in the last 10 - 20 years. Housing prices going up in the area but the local centre and Riverwood plaza has not really changed.
Anonymous 6/02/2025 06:15 PM	Nothing
Anonymous 6/02/2025 06:20 PM	Club rivers Tree around the area
Anonymous 6/02/2025 07:00 PM	Diverse range of businesses and cultural cuisines. Proximity of key services from train station.
Anonymous 6/02/2025 07:08 PM	Trees, open space
Anonymous 6/02/2025 07:45 PM	Village feel, just need more trees and gardens, too much concrete.
Anonymous 6/02/2025 08:48 PM	Peakhurst park
Anonymous 6/02/2025 08:51 PM	The diversity a good mix of businesses.
Anonymous 6/02/2025 09:34 PM	Access to shops

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/02/2025 09:38 PM	Accessibility in parking
Anonymous 6/02/2025 09:44 PM	Nothing. The train station
Anonymous 6/02/2025 10:42 PM	Woolworths and more grocery shops.
Anonymous 6/03/2025 04:42 AM	Its multiculturalism and variety of restaurants.
Anonymous 6/03/2025 06:39 AM	The village feel and focus on dining and possibly extending hours of operation for venues.
Anonymous 6/03/2025 07:03 AM	Can see many older generations go to the shopping on their own, which is lovely to see them move around and shopping on their own.
Anonymous 6/03/2025 09:22 AM	The restaurant culture
Anonymous 6/03/2025 11:16 AM	The local Community Centre and the wetlands its connected to.
Anonymous 6/03/2025 11:28 AM	The array of restaurants and the supermarkets
Anonymous 6/03/2025 11:58 AM	Literally none of it it feels dodgy BC of the junkies and indian male shop keepers harassing women
Anonymous 6/03/2025 12:57 PM	Is a shopping resources for surrounding areas, such as Peakhurst and padstow.
Anonymous 6/03/2025 02:32 PM	Families in houses and small unit blocks.
Anonymous 6/03/2025 02:42 PM	bus routes to mortdale, penshurst, hurstville

Anonymous 6/03/2025 04:13 PM	Parks remain clean, and the condition facilities
Anonymous 6/03/2025 04:44 PM	Restaurant and cafes open spaces
Anonymous 6/03/2025 07:49 PM	Independent shops; “village” feel.
Anonymous 6/04/2025 08:41 AM	Community spirit. Locals who recognise each other and support each other. Relatively safe for elderly residents.
Anonymous 6/04/2025 02:23 PM	Tree lined streets
Anonymous 6/04/2025 04:29 PM	Nothing
Anonymous 6/04/2025 09:20 PM	Easy walkability and parking, plenty of services, safe to walk in most areas
Anonymous 6/04/2025 09:50 PM	A high street with lots of small businesses
Anonymous 6/04/2025 11:02 PM	The recent pedestrian friendly speed humps and crossings have been helpful.
Anonymous 6/05/2025 09:29 AM	Everything in walking distance
Anonymous 6/05/2025 09:52 AM	Low density housing. Public services not being overwhelmed by too much population. Green spaces maintained. Multicultural community not dominated by one ethnic group.
Anonymous 6/05/2025 11:20 AM	a lot of improvement needed
Anonymous 6/05/2025 12:25 PM	Community existing in harmony together from all walks of life

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/05/2025 02:33 PM	Definitely The community is a big one I'm gonna stress this RIVERWOOD COMMUNITY CENTRE needs a upgrade there bottom level is so rundown with out the staff they have Maha and Salma that place would look even more rundown
Anonymous 6/05/2025 08:24 PM	The plaza...blast from the past however more needs to be done with empty shops. Recent tree planting and benches
Anonymous 6/06/2025 09:12 AM	The parks and other natural areas including the Salt Pan Reserve, Riverwood Park.
Anonymous 6/06/2025 10:08 AM	Open easy to get around
Anonymous 6/06/2025 02:42 PM	Quiet atmosphere
Anonymous 6/06/2025 10:59 PM	It's authenticity and character: variety of shops that spill onto the footpath, the wide footpaths (opportunity for planting/raingardens/climate resilient infrastructure), multicultural atmosphere,
Anonymous 6/07/2025 07:17 AM	Diversity and plenty of green space
Anonymous 6/07/2025 01:56 PM	Asian stores
Anonymous 6/07/2025 03:10 PM	Accessibility to the train station and commuter car park. Individual shops and cafes. Reliable bus services. Short term open air car parking on both sides of Riverwood Parks and playing fields.
Anonymous 6/07/2025 04:55 PM	The recent benches and trees are nice.
Anonymous 6/07/2025 08:42 PM	Shopping mall, restaurants and cafes
Anonymous 6/09/2025 11:35 AM	Shopping districts, shops and cafe

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/09/2025 02:36 PM	What I like most about Riverwood is the vibrant shops, restaurants, chemist, dental, Dr surgery etc all in close proximity.
Anonymous 6/09/2025 09:42 PM	Low rise residential housing, good traffic flow and local small businesses
Anonymous 6/11/2025 02:22 PM	Accessibility to shopping precinct with numerous car parks
Anonymous 6/11/2025 04:35 PM	The mix of shops and eateries
Anonymous 6/13/2025 09:15 AM	I like the diversity of different smaller speciality shops. There's Lebanese, Chinese, Indian, Polish, Italian. The planting has been good. The park is close by to the street with a big dog park.
Anonymous 6/13/2025 10:34 AM	the community feel - no high-rise buildings fronting the main street
Anonymous 6/13/2025 10:44 AM	There are supermarkets, variety of shops, restaurants, places to park
Anonymous 6/13/2025 12:23 PM	houses.. the increase in units and housing has seen increase in traffic, speeding, crime and we dont feel safe going for a walk. the plaza is handy
Anonymous 6/13/2025 12:55 PM	Multicultural community
Anonymous 6/13/2025 01:07 PM	It's open
Anonymous 6/13/2025 05:01 PM	Diverse food options.
Anonymous 6/13/2025 05:08 PM	The wetlands.
Anonymous	The city centre is ok. It could do with more restaurants and decorated

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

6/14/2025 12:51 PM	a little nicer.
Anonymous 6/14/2025 03:49 PM	Used to come here and now living in it.
Anonymous 6/15/2025 07:50 AM	Public transport access and a variety of businesses
Anonymous 6/15/2025 11:16 AM	Various ethnic restaurants, grocery shops
Anonymous 6/15/2025 01:30 PM	Community feel in the thriving family-owner stores and busy pedestrian areas
Anonymous 6/15/2025 06:05 PM	wide footpaths approved new tree planting restaurant strip Landscaping around new developments.
Anonymous 6/16/2025 07:21 AM	Parking
Anonymous 6/16/2025 11:18 AM	Not much
Anonymous 6/16/2025 11:47 AM	Parks and bike paths (need more of this)
Anonymous 6/16/2025 12:49 PM	Happy with the recent multi story level parking Lots of nice eateries
Anonymous 6/17/2025 04:31 PM	the new seating areas are a nice addition to Belmore Rd shopping precinct
Anonymous 6/17/2025 11:23 PM	Diverse cultural eateries and shops
Anonymous 6/18/2025 01:42 PM	Nothing it is looking very tired
Anonymous 6/18/2025 01:59 PM	Diversity in shops and restaurants. We enjoy the Chinese groceries and restaurants and would like to see that retain. We like the cafe

	Roman and somewhat easy parking.
Anonymous 6/18/2025 05:44 PM	Train station and shopping centre and club access
Anonymous 6/19/2025 02:38 PM	Peakhurst park
Anonymous 6/19/2025 08:41 PM	The shopping centre is very critical and has good shops but needs to be much larger just like Roselands
Anonymous 6/20/2025 11:36 PM	Homes and parks
Anonymous 6/21/2025 10:49 AM	The whole suburb needs a serious makeover.
Anonymous 6/22/2025 03:21 PM	The parks and library, also the main streets with the stores next to the station.
Anonymous 6/22/2025 03:31 PM	Some parks

Optional question (127 response(s), 18 skipped)
Question type: Essay Question

Q2 What would you like to see improved in Riverwood?

Anonymous 5/27/2025 08:54 PM	I would like to see more streetscape appeal along Belmore road. There was work done a few years back to add benches are planters - would be good to see Council advocate for future funding opportunities. These also add to reducing perception of danger and risk, which is another area I would like to see Riverwood improve in. It has so much to offer, culturally and commercially, it would be fantastic to see Council use the Master Plan to partner with state bodies to fund programs and activations for Riverwood that make it safer, cleaner and more attractive.
Anonymous 5/28/2025 01:40 PM	Footpaths, there are a number of missing pieces that prevent it from being complete, and can cause very dangerous situations for

	pedestrians. Traffic congestion, the area around Thurlow St and Burwood Rd can get ridiculously clogged up, as well as Belmore Rd between the train station and the M5. Garbage dumping is also a BIG ISSUE, there are constantly piles of rubbish dumped in front of the units on Cairns street. Less closed shops, especially in Riverwood Plaza, which needs a complete redevelopment or restoration.
Anonymous 5/28/2025 01:51 PM	More parks, Shops, improvement to station
Anonymous 5/28/2025 02:00 PM	Cbd parking.
Anonymous 5/28/2025 03:55 PM	I would like to see more public housing or social housing in the area, at least some coliving or something that is for medium density residency and the improvement of speeds to review DA application to encourage local growth and creating more economy locally
Anonymous 5/28/2025 04:56 PM	The variety of shopping. There seems to be a disproportionate number of chemists, massage shops and nail salons. I would like to see more (both number and variety) cafes and restaurants, clothing stores, gift shops, etc.
Anonymous 5/28/2025 05:01 PM	Upgrade the local plaza to help modernise it, so it can keep up with modern times. Add a modern childrens playground/water area in one of the parks in the area so it'll be more family friendly.
Anonymous 5/28/2025 07:10 PM	Traffic flow. The new pedestrian safety project has had a negative impact. This view is held by many local residents and needs to be addressed as soon as possible.. Speed humps along belmore road should be removedz
Anonymous 5/28/2025 10:09 PM	The seediness, the amount of same services like pharmacies and “massage parlours” that we all know are brothels. Also all the traffic from Peakhurst west public school to m5, especially where people jump between lanes to cut in, causing daily bottlenecks (e.g not allow street parking in those sections to allow greater flow of traffic)
Anonymous 5/28/2025 10:09 PM	Clean the creek and have nice walk and cycle paths alongside. Quality foot paths and safe cycle paths along the roads. Upgrade of peakhurst park to actually happen including a walking/cycle path and

	new playground. Plaza upgrade to attract more quality stores and cafes.
Anonymous 5/28/2025 10:34 PM	Riverwood Plaza, surrounding shopping areas library, parks, community centres and events, upgrades to some housing developments, housing development projects of some of the older blocks of units
Anonymous 5/29/2025 08:24 AM	Parking is priority around residences and reduced speed in Talbot street
Anonymous 5/29/2025 11:08 AM	The appearance of the area north of the railway line
Anonymous 5/29/2025 12:36 PM	Definitely Belmore rd . One you go over the train station everyone just walks out into street . Maybe more crossings , overpass lights . Especially the corner near Romans cafe . Belmore rd and Claradean rd roundabout just up from fire station also a mess so much congestion and accidents all the time .
Anonymous 5/29/2025 04:29 PM	Too much traffic, places that encourage unsafe people to congregate near common walkways or public transport stops (like at the TAB drinking all hours shouting at strangers, at the club doing pokies, etc.), also a number of trees were removed on the main street and not replaced which is sad.
Anonymous 5/29/2025 04:39 PM	Traffic lights to be installed at Coleridge st and Belmore Road would be fantastic.
Anonymous 5/29/2025 05:58 PM	More shops around Clothing fruit markets etc
Anonymous 5/29/2025 06:07 PM	more businesses and cafe, and bus stops.
Anonymous 5/29/2025 06:51 PM	A safe injecting site so people don’t throw their needles on the floor. More and safer housing. Train station. Considering so many people use it and it looks like it’s falling apart
Anonymous	Reduced traffic on Belmore Rd. Easier access to residential streets

5/29/2025 08:42 PM	off Belmore Rd- including roundabouts. More lighting on new pedestrian crossing Removal of slums, graffiti, loitering around the station areas with “junkies”. More police presence. Nicer streetscape on the North Riverwood side.
Anonymous 5/29/2025 09:26 PM	Social housing residents often sit and drink near TAB next to taxi bay. Sometimes they harassed passers-by. Something needs to be done as local community feel unsafe. Traffic congestion in Belmore road towards Henry Lawson and M5.
Anonymous 5/29/2025 09:57 PM	Bigger and new shopping plaza with additional car parking.
Anonymous 5/29/2025 10:19 PM	more wheelchair access as far a pathway and park are where wheelchair can access the whole park or at least the majority and picnic arear at Peakhurst park it great having a BBQ area but there are no picnic tables for families to enjoy the park and e comfortable sharing a picnic As there is a large aging population in the area it could be great to have an area in the park with tables and benches
Anonymous 5/30/2025 08:26 AM	- Improving the environmental look in the area more green areas - unfortunately need to clean up the affordable housing areas they attract the wrong people and brings down the perspective of the area “ Housing Commission”
Anonymous 5/30/2025 08:34 AM	Not much everything is good right now
Anonymous 5/30/2025 10:08 AM	Direct access so commuters can walk from car park to the train station. Upgraded shopping centre with a better car park, more shops, kids soft play area, better food court. Improved street parking.
Christine D 5/30/2025 10:31 AM	The roads should have been repaired before the speed humps were installed...there are dips & divots along Thurlow Street and on top of Riverwood railway bridge.
Anonymous 5/30/2025 10:59 AM	Riverwood is not just a destination but a gateway for the region, and it must cater to the future population's needs. Accessibility to the train station, taxis, buses, bikes, and e-bikes is crucial. Enhancing the outdoor dining amenities is essential. With wide footpaths, Riverwood has the potential to become an outdoor dining hub with a European

	'piazza' feel. More seating areas will encourage people to stay longer. Riverwood has a notoriously bad reputation that needs to change. Improving safety through better lighting, CCTV, police presence, trees, seating, outdoor dining, and events can transform the area. Riverwood has a long history with the Aboriginal community and its connection to the Georges River (Saltpan Creek, etc.). Future plans must celebrate Aboriginal culture and the river connection. The western end of the study area needs better physical and spiritual connectivity.
Anonymous 5/30/2025 11:28 AM	Please provide us with a public pool in Riverwood.
Anonymous 5/30/2025 01:36 PM	Lots of irresponsible residents in the area misusing the shopping trolley and dump at streets & drains. Also lots of irresponsible pets owner not picking up their pets' poo. Also hope that residents can keep their front yard & lawn tidy to upkeep the suburb overall image.
Anonymous 5/30/2025 02:58 PM	All existing speed humps removed.
Anonymous 5/30/2025 06:36 PM	Everything. Riverwood does not feel like a safe or enjoyable place to visit. It has a bad reputation, run down look and horrible street appeal.
Anonymous 5/31/2025 03:45 AM	More trees and plants in and around shopping centre. More public toilets.0
Anonymous 5/31/2025 06:33 AM	Greater access for bicycles and pedestrians, with controls that reduce the risks of impact between pedestrian, bicycle, motor vehicles. One suggestion would be a dedicated bike lane on Belmore Rd, as the increase in delivery drivers on the streets and footpaths are increasing exponentially. A separated bike path with kerb would be a substantial expense, but would also encourage young families to opt for active transport modes. Long term this path could extend north into Canterbury Bankstown and link up with the M5 linear pathway, and south into Lugarno Town Centre
Anonymous 5/31/2025 09:53 AM	Better walking trails with lights and security
Anonymous	A lot of drugs and drug addicts in the area and theft and crime related

5/31/2025 11:16 AM	to this. Public housing brings a larger element of this. Our building has been a target of this a few times. How can we make it safer ?
Anonymous 5/31/2025 11:31 AM	All the speed humps and crossings that have been installed is an accident waiting to happen. Congestion is worse and people can not tell the difference between a crossing or a speed hump. Absolutely poor planning has made travlinh along Beimore Rd a disaster.
Anonymous 5/31/2025 02:52 PM	I'd like to see more pocket parks, urban forest, rain gardens, comfortable street seating and tables. (I appreciate the street seating near the KFC, but it's surrounded by concrete and steel, and it's right up against a busy road with car exhaust, so it's not a very relaxing place to sit. Landscaping and barrier plantings would really help.) More community spaces, more community/commercial kiosks in parks, more small shops and corner stores on suburban streets outside of the main shopping strip. The more we can encourage prosocial street activity throughout the local centre, the safer it will be for girls and women to walk around the shops, parks etc. A neighbourhood isn't actually walkable if it isn't safe for half the population to walk alone. I'd also love to see a staffed Women's Rest Centre, like they have in Campsie and Lakemba. They're a great place for women to get community information leaflets in multiple languages, especially on topics like domestic violence and women's health. They're also an excellent opportunity to create a local attraction through the exterior design, architecture and artwork. It also demonstrates a commitment to the health and safety of women, especially during an epidemic of domestic violence. Also, the existing single public toilet cubicle near the train station isn't really adequate for the number of visitors Riverwood now gets. I'd also like to see more sustainability infrastructure, more trees and shrubs to combat the urban heat island effect, more water recycling, more rain gardens, more pollinator gardens to encourage biodiversity and make Riverwood a relaxing, green urban space. I'd also like to see a community gallery space which hosts temporary exhibitions of art, design, technology, science, innovation, cultural exhibitions etc. Hurstville, Campsie, Bankstown, Burwood, and Kogarah all have spaces like this. Georges River Council could partner with Riverwood Plaza to lease a small shop space for this purpose. It'd be wonderful for local residents who can't travel far and who miss out on many art and cultural experiences. This would also be a good place to display announcements of upcoming local events, and where locals can pick up copies of the The Leader, which doesn't get delivered to many residents anymore. More First Nations dual-naming of places, parks, streets etc. More First Nations artwork/murals. I also like seeing artwork on street transformer boxes etc. I also want to see better development controls for medium to high-density buildings. Many

	aren't designed with prosocial frontages or welcoming communal spaces, making them magnets for dumping, theft and antisocial behaviour. Many new developments also don't have enough parking, so residents park on the street, and trying to find street parking in Riverwood is a nightmare.
Anonymous 6/01/2025 08:43 AM	Being able to drive down local streets to many cars parked on the roads as the streets are not wide enough for two way traffic ie population is at its peak
Anonymous 6/01/2025 09:01 AM	- Infrastructure such as footpaths, benches, playground renovations for the adjoining Peakhurst Park, as well as a footpath connection from Peakhurst Park to Riverwood Plaza and the transportation node of Riverwood station. If you observe the intersection of Belmore Rd and Jaques Ave near the park - you will see consistent pedestrians using the road to walk since there is no footpath near the park. In combination with the development of more medium density housing south of peakhurst park - it is vital to develop the public infastructure to handle an increase in housing. - Riverwood plaza needs an investment in small business to support the growing population and improve the interconnectivity of north Riverwood and south Riverwood. Currently it feels like the north side (from Riverwood Train Station) and the south feel disconnected.
Anonymous 6/01/2025 10:24 AM	Riverwood plaza needs significant upgrades. The main strip needs to be improved. Both aesthetically and commercially. More banks (there are no banks), services (service nsw).
Anonymous 6/01/2025 10:42 AM	Riverwood plaza needs work. Convert it to a shopping village to cater for growth over the next decade. It will need to happen sooner or later.
Anonymous 6/01/2025 10:45 AM	Upgrade of the shopping area, renovate the old shop fronts and additional parking.
Anonymous 6/01/2025 01:17 PM	The cleanliness on the Northern side of the railway station leaves a lot to be desired and I try to avoid the shopping centre on that side of the railway because of how untidy and dirty ithe footpath and shops looks. I now live elsewhere but still attend the medical centre so now can make this comparison.

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Anonymous 6/01/2025 02:03 PM	Better traffic management on Belmore Rd Particularly getting in/out from Washington Ave
Anonymous 6/01/2025 07:39 PM	Less rubbish in Salt pan creek (including shopping trolley). Better incentive for residents to seperate rubbish especially recycling bins perhaps using social pressure or penalty along side education. Less large tree cutting down. Less burglars, inappropriate behaviour in public space and vandalism. Working public BBQ areas. Community gardens on the South side of the LGA.
Anonymous 6/02/2025 09:13 AM	Council clean out storm water drains. Councils make people adding granny flats have off street parking for extra residents
Anonymous 6/02/2025 09:36 AM	Parking is very bad now due to residents parking on roads
Anonymous 6/02/2025 11:26 AM	More tree lined streets, better bike lanes, safer road crossings, more density near the train station
Anonymous 6/02/2025 04:20 PM	the support for bikes i.e bike paths and cycle ways. Conegestion and speed bumps recently implemented makes running for groceries a large time sink. As only have to travel 1km to the shops, it'd be wasteful driving a car and sitting in traffic.given that a dense majority of riverwood residence live in Washington Park, their only reliable means to get to the cbd is via bus/car. Making the now 'traffic calmed' Belmore Road more inclusive of bikes would significantly reduce the reliance on motorvehicle transport through the already congested road. dedicated lanes for bikes would make it all the more easy- and reduce traffic congestion. I also thoroughly enjoy the nature walks around salt pan creek- it also allows me a path to travel to padstow and bankstown whilst avoiding heavy traffic- it is already constructed, but more an upgrade or simply a frefresh of this trail would make it far more enjoyable for people to utilise as opposed to driving. Graffiti is certainly on the rise and i would personally like to see that managed better- whether it be more cleaning or reduction or more regular patrols.
Anonymous 6/02/2025 04:43 PM	Road safety. Cleanliness. Parking
Anonymous 6/02/2025 05:31 PM	An increase in mixed use, high rise developments to encourage further investment and commerce to the suburb.

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Anonymous 6/02/2025 05:35 PM	Safety, there are always individuals loitering around who are unsettling, on both sides of the station.
Anonymous 6/02/2025 05:37 PM	More greenery, trees, more family friendly spaces to gather for bbq's. Riverwood plaza needs a revamp with more shops, similar to Revesby village. It makes the whole town centre feel old and outdated. V
Anonymous 6/02/2025 05:53 PM	More variety of shops, restaurants and cafes. Shopfronts need to be improved - the area looks so old and weathered. Riverwood plaza needs massive improvement - so much potential. Take a look at Southgate at Sylvania, such a better complex.
Anonymous 6/02/2025 06:15 PM	The road signs need to be repainted more often, and more tree pruning is required. Additional palms and trees would also improve the area.
Anonymous 6/02/2025 06:20 PM	Get rid of the speed bumps you've just installed- makes it more unsafe with people slamming on their breaks. More parking More lighting (unsafe if back parking areas- especially walking at night as a single female).
Anonymous 6/02/2025 07:00 PM	Pedestrian safety. Double lane traffic combined with the hilly area makes visibility poor for both pedestrians and drivers, especially at night.
Anonymous 6/02/2025 07:08 PM	Add footpaths/cyclepaths and pram ramps to both sides of every street
Anonymous 6/02/2025 07:45 PM	Can we do something about the new speed humps throughout Riverwood and pedestrians just walking out on them, treating them like crossings? SO dangerous, they even go around the ones with barriers because to them it must appear to be a pedestrian crossing with the stripes on the sloped parts. The one just before Coleridge St. is even worse if a bus is at the bus stop and you can't see them until they appear when you're on top of them. Seen at all times of day and into the evening.
Anonymous	Remove all the "massage" places which offer additional services.

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6/02/2025 08:37 PM	Clean the place up from junkies and drugs.
Anonymous 6/02/2025 08:41 PM	Pedestrian safety and cleanliness.
Anonymous 6/02/2025 08:48 PM	More development, close to station, under utilised
Anonymous 6/02/2025 08:51 PM	The shopping centre and more eaterys/ cafes restaurants and safer crossings.
Anonymous 6/02/2025 09:34 PM	Beautification of the area. More younger people. Activation of spaces and night economy
Anonymous 6/02/2025 09:38 PM	A Shopping centre, similar to roselands.
Anonymous 6/02/2025 09:44 PM	Loads. Better management of parking Better parks toilet facilities Parkland for kids maintained Add a splash park for kids
Anonymous 6/02/2025 09:45 PM	The road quality fix the roads
Anonymous 6/02/2025 10:42 PM	Different kinds of food, parking, reonovate and upgrade plaza
Anonymous 6/03/2025 04:42 AM	Better walking paths and cleaner streets. I would also like more exercise options in the area. It’s very difficult to find classes (Pilates, outdoor group exercise, more gyms etc).
Anonymous 6/03/2025 06:39 AM	The current shopping strip and town centre feel a little dated.
Anonymous 6/03/2025 07:03 AM	Streets and shops look old, the car park for public transport is far away from the station. The 2 sides of the train tracks are very separated.
Anonymous 6/03/2025 09:22 AM	Wider roads on Belmore Road More artworks and murals in the area Cleaner streets and shop fronts

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Anonymous 6/03/2025 11:16 AM	Affordable housing developments, CCTV on roads,
Anonymous 6/03/2025 11:28 AM	More fruit shops and delicatessens close to the plaza
Anonymous 6/03/2025 11:58 AM	Get rid of the brothels! It's putrid and attracts crime and violence so over it. One on Belmore road near the tutoring centre ! As a male it's degreasing to women we dot want it near kids or in public areas. It's not good for shop jeepers either .you will never updo Riverwood with that filthy there. Get rid of it cleanse and renovate unt o restator or anything legit to families ! Provide funding to shop keepers like the bakery and variety store to repaint their signage looks trashy and cheap . Flowers ! For goodness sake and better transport like signs with timetables for the buses . Put 942 back on half hourly service . Retraon the bus drivers are pretty culturally ignorant to Aussies and say bad things u. Their language about us .yes 942 drivers putrid . We understand you
Anonymous 6/03/2025 12:57 PM	Shopping centre improvement. Traffic flow is poor. Near car crashes. Uogrades some parked for kids
Anonymous 6/03/2025 02:32 PM	Free parking for local residents and less through traffic from more affluent suburbs. ie; Lugarno
Anonymous 6/03/2025 02:42 PM	clearly marked pedestrian crossings along belmore rd, tree cover over belmore road, support for those struggling with homelessness/addiction/mental health issues in the area
Anonymous 6/03/2025 04:13 PM	1) Ideally, to have a concrete footpath along all the streets. 2) Increasing the road signs, especially the No Stopping sign near every corner, to avoid traffic blind spots.
Anonymous 6/03/2025 04:44 PM	Lights on corner Belmore road and Coleridge St
Anonymous 6/03/2025 07:26 PM	Traffic flows around Riverwood Plaza. Preventing U turns outside Riverwood Plaza. Better policing of parking restrictions and limits. Remove the ability for the wedding venues to adjust parking restrictions to suit their preferences

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Anonymous 6/03/2025 07:49 PM	Better access for pedestrians. A rail on the median strip on Belmore Road (opposite Monte Carlo pizza) to prevent pedestrians crossing illegally and causing a risk to themselves and drivers, The new traffic-calming device in the area (which is marked in a similar manner to a pedestrian crossing) only confuses the matter - put up a barrier that people cannot cross!
Anonymous 6/04/2025 08:41 AM	Variety in shops . A bank. Ibis removed.
Anonymous 6/04/2025 02:23 PM	The shopping centre to provide modern, and multicultural amenities and shops. Better traffic throughput at peak times with more lanes free of parking More off street parking facilities
Anonymous 6/04/2025 04:29 PM	Get rid of all these new speed bumps for a start, place a roundabout at the kfc side street and get rid of the drunks that sit next to the TAB and leave all their empty cans and bottles on the ground.
Anonymous 6/04/2025 09:20 PM	Quality of road surfaces, fewer traffic jams in shopping areas, lighting and feeling of safety in some areas
Anonymous 6/04/2025 09:50 PM	Traffic flow, upgraded shopping centre
Anonymous 6/04/2025 11:02 PM	More bicycle infrastructure. Undercover bicycle racks or storage. More racks to encourage less car use for short trips. Segregated protected bicycle lane down belmore road to ensure trips to shops can be done by bicycle. Removing signal light between Killara ave and Coleridge st and create 2 new traffic lights at Josephine and belmore junction and at Coleridge and belmore junction. This would flow easily. Block left turn from belmore road to Morotai avenue. And also block right turn from Morotai avenue to belmore road. Causes unnecessary traffic.
Anonymous 6/05/2025 09:29 AM	Red Light on intersection at Belomre Road and Josephine Street
Anonymous 6/05/2025 09:52 AM	Traffic. Since opening the off ramp on Belmore Rd HGV trucks are slowing traffic, putting public in danger and at times block the railway bridge when turning. The grassy area at the end of Coleridge Street

	turned into a community green space not more high rise public housing.
Anonymous 6/05/2025 11:20 AM	New bike tracks that lead from the shopping strip, right down to salt pan creek. Walking tracks to connect salt pan creek to the rest of Riverwood would be nice. BBQ areas and family areas where kids can play. A new shopping plaza is needed.
Anonymous 6/05/2025 12:25 PM	A whole facelift. Most of Riverwood looks dilapidated, particularly the shopping centre and the main street on the other side of the train station where Riverwood Sports Club is. The shops and its interior and exterior facade need an update, as does the shopfronts on the main strip. The centre has potential to deliver many services to those in the area and needs to be a bigger drawcard to the area to appeal to more people and add more life to the area. This would also expand job opportunities for the area as more businesses would desire to open up. It could even be redeveloped to include housing at the top and shops in the bottom levels with parking to create more housing supply considering the lack of housing options in the greater Sydney area. A multipurpose building would have great potential given its location to all amenities and public transportation already available. The main road is too tight for Riverwood's growing demands. The main road Belmore Road is only one lane through most of the main strip due to the parked cars which means large traffic build ups. We need more lanes or to remove parking to allow for smoother traffic flow. Of course this would mean more parking elsewhere would need to be made to support businesses. There are so many opportunities in Riverwood Plaza and as part of Club Rivers to expand their parking options and give more options to the community. The car parks opposite the train station near Belmore Lane and on Coleridge St could be redeveloped as these are fully utilised most of the train and difficult to find parking even when wanting to support local businesses in the area. Roundabouts or lights or no right turn signs would help more cars coming out from side streets where this is a dangerous endeavour and have seen many near misses, particularly turning from Coleridge St, Killara Ave, Josephine St, Morotai Ave, Eldon St, Short Rd and Hardwicke St.
Anonymous 6/05/2025 02:33 PM	Riverwood is so lucky to have Riverwood community centre it's where community members make memories it's a safe and welcoming centre that helps the less privileged with so much they hold events initiatives and so much more to build a connection with there clients I go there every Thursday morning for art workshop there is just one thing that I'm surprised hasn't happened there building is so old it's a 50 year old building that needs renovations

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/05/2025 02:34 PM	More greenery. Riverwood currently feels like a concrete wasteland. Large trees along Belmore Rd would provide shade and encourage pedestrian activity.
Anonymous 6/05/2025 08:24 PM	More plants and trees. Get rid of TAB as it attracts unfavourable characters. Safety Cleanliness Use fairy lights to decorate the main road. Hire local artists to paint electric boxes etc
Anonymous 6/06/2025 09:12 AM	Removal of rubbish and more bins around parks. Removal of graffiti around Riverwood shops near train station. Better lighting and security cameras around the train station. Development of shops around the existing shops near Riverwood Station.
Anonymous 6/06/2025 10:08 AM	Remove the speed bumps and move the pedestrian crossing further back from intersection Half of the crossing are in blind spots and if you are turning into streets you can’t see the footpath where pedestrians are entering the crossing
Anonymous 6/06/2025 02:42 PM	More pedestrian crossings
Anonymous 6/06/2025 10:59 PM	Wide footpaths present a great opportunity for a bike path, outdoor seating, trees and landscaping, making for a more pleasant experience and improved thermal comfort along the Main Street. The pedestrian path from the park and ride to the station could be better demarcated with signage and lighting. Connection to the river could be improved.
Anonymous 6/07/2025 07:17 AM	Riverwood has good potential with the main streets in and around the station however we need to do something about the drug addicts and mentally unstable people walking around which is not conducive to improving evening trade and more restaurants and cafes.
Anonymous 6/07/2025 01:56 PM	More traffic lights to smooth out the trafgic
Anonymous 6/07/2025 03:10 PM	Less high density housing to enable more street parking and less congestion in streets surrounding Riverwood. Street parking is getting harder and reversing out of a driveway onto the street is impaired by the number of vehicles especially vans and trucks. Safe space for

	teenagers, local skate parks. More roundabouts for easier car entry for those vehicles turning onto Belmore Rd from streets running directly off Belmore Rd. Lights or roundabout at the intersection of Belmore and Jacques Ave. Fast trains to stop at Riverwood, not only all station trains to East Hills. Timetable change years ago was appalling.
Anonymous 6/07/2025 04:55 PM	Bring similar parks like Rotary park closer to the main strip for kids to play and families to enjoy. There is a lot of illegal dumping which needs to be stopped and monitored. Possibly more security cameras and lighting? We need more retail and restaurant options in the plaza - perhaps a facelift? Promote more businesses to open up in Riverwood - cafes, restaurants, banks. A service nsw would be great. Express trains to the city via Sydenham and Redfern.
Anonymous 6/07/2025 08:42 PM	Australia post - the parcel locker service is meant to be open 24/7 but the cleaner and some security staff without uniform were always aggressive and prevented residents' access from around 8pm! Horrible and that affects the parcel locker service for people working long hours.
Anonymous 6/08/2025 03:56 PM	Traffic light
Anonymous 6/09/2025 11:35 AM	Pavements on the main street need to berefurbished, and cleanliness esp next around riverwood KFC area should be improved. Also less smoking at the bus stops
Anonymous 6/09/2025 02:36 PM	I would like to see the road off Josephine Street and Belmore Road improved. As it is difficult to make a right turn off Josephine Street onto Belmore Rd.
Anonymous 6/09/2025 09:42 PM	Traffic flow, more native plants, perhaps a community garden at various parts of the suburb. A refreshed face lift and look and feel, less tired if that makes sense?
Anonymous 6/11/2025 02:22 PM	Put a roundabout at intersection of Belmore rd and Jacques avenue at the fire station to ease congestion at Richard’s avenue, Peakhurst. More lighting and security cctv in carpark areas Redevelop housing commission,make it privately owned. Public housing attracts undesirable persons to the area

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/11/2025 04:35 PM	Traffic flow
Anonymous 6/12/2025 09:14 AM	Riverwood has a good natural environment whereby the streets on either side of the train station are flat. Council should further develop the town centre by building high quality residential apartment blocks to attract more people to the area and at the same time increase the local amenities of the area i.e shopping centre with a wider variety of stores, improved public transport links beyond what is currently available, improved health services.
Anonymous 6/13/2025 09:15 AM	There isn't a good park area and is only good for very small children. The baby clinic is so far away from the main area it's not easy to get to and also doesn't feel very connected or visible which can be intimidating for new parents. When the shops close up the security doors make everything feel intimidating. I've seen places where whilst it's not a socially well off area, that they've painted them with different graffiti artists so at least there is some kind of intervention. The pathways are wide which is nice. It would be good to see more outdoor dining.
Anonymous 6/13/2025 10:34 AM	traffic flow better parking off the main street in Riverwood Better parking for rail commuters- railway access needs to be addressed
Anonymous 6/13/2025 10:44 AM	The cleanliness, Would be great if the alcoholics and druggies could be encouraged to move on from their spot in between the Riverwood Plaza and the train line. I don't always feel safe walking around there. Better lighting for safety.
Anonymous 6/13/2025 12:23 PM	Police presence - we cant go for walks at night, there are drug affected and alcoholics walking around the train station, and my children who get off at Riverwood train station, see arrests, hear yelling and receive abuse from these people who are brought into the area from the housing. improve the housing and allow for less housing to be approved. In side streets such as Talbot street, Eldon, Cairns there is speeding - can we please have speed humps and cameras installed. also, in these streets, its becoming a Newtown where you cant get through with your car and it takes forever because noone stops to make way. Please make one side a No Parking side and let the traffic flow correctly.
Anonymous	Play area in the Riverwood park in a more sunlit area. Everytime we

6/13/2025 12:55 PM	visit in the winters the kids get sick. Also there is a lot of wind at the cricket oval, which contributes to the kids getting a cold.
Anonymous 6/13/2025 01:07 PM	Traffic lights at Coleridge Street and Josephine Street as there have been close misses in car accidents.Get rid of the lights in between.Also move bus stop on Thurlow Street back.Fix up roads around
Anonymous 6/13/2025 05:01 PM	Provisions made for non-car transport options e.g. electric scooter, bicycle, e-bikes, mopeds etc. This could take the form of wider footpaths with defined motorised and walking areas.
Anonymous 6/13/2025 05:08 PM	Separated cyclepaths, more trees, more outdoor cafes. Make pedestrian access to the station more pleasant.
Anonymous 6/14/2025 12:51 PM	Prevent people from dumping rubbish and large items. This is a huge problem. Since Riverwood has a history with the US (Washington park and areas) make the area seem like a US suburb, large parks, cleaner side walks, tall palm trees, more family orientated areas for bbq's. Promote more foot traffic, remove graffiti, more street lighting , better maintained sidewalks. More walking trails would be nice and also cycling lanes. The plaza needs an facelift, turn it into a small shopping centre with more parking.
Anonymous 6/14/2025 03:49 PM	The crossings and pedestrians able to get quickly to the other side.
Anonymous 6/15/2025 07:50 AM	Reduce crime and increase safety. Too many junkies in the area loitering, intimidating women and children, assaulting people and making the neighborhood unsafe for locals and visitors. Stop expanding public housing to those who are unemployed or criminals, and instead focus on employed low income earners or housing aimed at nurses, teachers. Police etc. Riverwood has more public housing than private. Expand private housing so more working class families can afford to live in the area who aren't on benefits. Improve accessibility such as build and maintain sidewalks as many streets lack sidewalks, more buses and more green spaces such as parks with playgrounds and BBQ/ picnic facilities. Cleaner streets especially near the station.
Anonymous 6/15/2025 11:16 AM	Parking is very hard

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Anonymous 6/15/2025 01:30 PM	Reduced or Free flow of traffic as it is a bottleneck during morning and evening commute
Anonymous 6/15/2025 06:05 PM	nore tall tree street planting. Use of wildflowers on plantar boxes. No colistamons. use of footpath (concrete indent like Arncliffe and Newtown have) to grow plants or tidy grasses. It looks dishevelled or untidy. Needs a clean up - no fruit or drink boxes on footpaths.
Anonymous 6/16/2025 07:21 AM	Pedestrian crossings across Belmore Rd.
Anonymous 6/16/2025 11:18 AM	Street beautification. Need better lighting when walking from the train station to the car park at night time. Where I can you legally drop off friends and family to go on the train and where is the quick collection point.
Anonymous 6/16/2025 11:47 AM	Derelict housing commission around ‘the presidents’ area needs addressing. Addition of a splash park in the area would be great. Greater monitoring of illegal parking (particularly since HPAA works have begun). Salt Pan creek board walk needs updating, this council needs to collaborate more with Canterbury, particular for the sake of those on the border who can’t get things done due to jurisdictional arguing. Better management of local sporting fields, illegal parking around riverwood park is a nightmare on weekends or during big sporting events. Driveways get blocked and visibility pulling out from side streets is poor due to people parking in no stopping zones, this needs to be policed and fined consistently and immediately. Footpaths need to be fixed. Shopping trolleys need to be controlled, fine the shopping centre for letting get consistently dumped in the streets.
Anonymous 6/16/2025 12:49 PM	More trees planted on streets such as Shenstone rd, and streets towards peakhurst side similarly to cairns and Eldon st.
Anonymous 6/16/2025 01:29 PM	The traffic lights at Belmore & Webb St coming from Riverwood Plaza. They don’t stay green long enough and it takes minimum two rounds of lights to get out in the afternoon.
Anonymous 6/17/2025 04:31 PM	Parking for residents. I live in units where there is 2 hr limits and have received parking fines for parking where I live. For me to park without

	a limit I have to park a block away. With an elderly relative, this is not always possible. Consider removing the 2 hr limits on residential streets or providing parking permits like in other areas. Also the new traffic lights on cnr Webb and Belmore are terrible. In peak hour you have trouble turning Right from Cairns St into Belmore Rd. An arrow to turn right whilst the Right arrow from Webb street would be a great option. I personally have sat through 3 sets of lights unable to turn because of pedestrians and cars turning L from Webb Street.
Anonymous 6/17/2025 11:23 PM	Traffic. Alcoholics loitering around the bus stop and station. Increased police presence. More parking.
Anonymous 6/18/2025 01:42 PM	New buildings a better shopping centre.
Anonymous 6/18/2025 01:59 PM	Belmore Street traffic. Less adult massage shops and red light district. More family oriented and kids friendly. Another plaza on the other side of the bridge. Less pharmacy and chemist. More varieties in cafe or food like that of mortdale.
Anonymous 6/18/2025 05:44 PM	More housing along the railway. Riverwood is now such a popular and main train station. It makes no sense why roads like Williams road are not all units. It’s an accessible area to the city. It is so well serviced with shops and schools and public transport. Let’s see more growth in the area and put riverwood on the map. Why make people move out west when they can have housing close to the city in an established area. With great families around them.
Anonymous 6/19/2025 02:38 PM	Shop awnings. Any shop that isn't the bakery on the corner should have clean awnings.
Anonymous 6/19/2025 08:41 PM	Removal of the shops on Belmore causing major congestion especially KFC causes Short road and Belmore road to be frequently blocked. Make traffic flow better through turning left on Belmore road by removing on street parking as cars just stay parked there and cause major stopping
Anonymous 6/20/2025 11:36 PM	Reliable frequent buses and making Riverwood an express train stop to City and one direct train to Macarthur. Having more fast food eg. Mc Donnald’s ,Oporto, Hungry Jacks, Zeus Greek food and retail stores eg. Coles, The Reject Shop and clothing. Adding a swimming aquatic Centre also making wider streets.

Anonymous 6/21/2025 10:49 AM	Why has the council neglected Riverwood plaza for years? It's run down and needs a serious rennovation.
Anonymous 6/22/2025 03:21 PM	Please move the traffic light on belmore road, to the intersection with Coleridge street.
Anonymous 6/22/2025 03:31 PM	More outdoor and sport facilities. Basketball courts and tennis courts for kids to play. Even an outdoor gym area would be great. I think baseball courts would be more widely used.

Optional question (142 response(s), 3 skipped)
Question type: Essay Question

Q3 What would you like Riverwood to look like in the next 20 years?

Anonymous 5/27/2025 08:54 PM	Greater unification of buildings and shop fronts, perhaps through a DCP. An increased tree canopy and social/street activations. I want Riverwood to be positively thought of, based on an improvement in safety and convenience. It has the pieces and potential, and with the right future-focussed plan it would be great to see these realised.
Anonymous 5/28/2025 01:40 PM	The maintaining of it's green and open spaces, cleaner streets and a brand new, or at the very minimum completely restored Riverwood Plaza. Plus a pub/hotel that's central and not a club like Club Rivers or the Sports and Rec Club, but open without membership. The Riverwood Hotel is too off the beaten path and is far from a nice place.
Anonymous 5/28/2025 01:51 PM	Well established town with greenary, parks, walk tracks Reduce social housing as space can be utilized for business development or other developments so that all people can use the facilities
Anonymous 5/28/2025 02:00 PM	Ofderly development.
Anonymous 5/28/2025 03:55 PM	I want to see modern buildings, that should be influenced by approving developments quicker. Demolishing redundant council facilities that aren't maintained such as that car park at Josephine

	street.
Anonymous 5/28/2025 04:56 PM	Retain the current village vibe.
Anonymous 5/28/2025 05:01 PM	Keep Riverwood the same without adding high rise apartments.
Anonymous 5/28/2025 07:10 PM	Not built up (no high rise buildings) Quiet and retaining bush lands.
Anonymous 5/28/2025 10:09 PM	A place with better traffic flow and more variety of shops, and a big crackdown of crime around the riverwood library area. A bigger celebration of Aboriginal local stories, e.g. work with Shannon Foster, a Legend in our area.
Anonymous 5/28/2025 10:09 PM	Clean and renovated, lots of cafes, restaurants and street life.
Anonymous 5/28/2025 10:34 PM	More modern, with a nightlife modern and save public transport, safe for families, restaurants and music with restaurants and clubs playing live music upgraded library and study facilities for students of all ages community buildings hosting events like Christmas, Easter, Chinese New Year, etc
Anonymous 5/29/2025 08:24 AM	No more development and better access to parking
Anonymous 5/29/2025 11:08 AM	A vibrant community and restaurant hub that attracts people from around the St George and Canterbury area
Anonymous 5/29/2025 12:36 PM	Modern looking suburb
Anonymous 5/29/2025 04:29 PM	More trees, gardens and green spaces. Nice community spaces, like restaurants and cafes, but also encouraging more libraries and community centres and shared gardens/playgrounds. Keep the same quiet suburb character with not too many large apartments and still houses with yards to garden in. A better belmore rd with less crazy traffic and better parking in the suburb near the main road.

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Anonymous 5/29/2025 04:39 PM	Very multi cultural
Anonymous 5/29/2025 06:07 PM	improved train station - make Riverwood station as one of major stop for limited or express trains.
Anonymous 5/29/2025 06:51 PM	Safer to walk around. Better access to essentials. Less drug addicts loitering.
Anonymous 5/29/2025 08:42 PM	Efficient transport, traffic flow Removal of the old housing commission area with aesthetically pleasing housing to support elderly and young families. Improved range of cafe, dining and shopping.
Anonymous 5/29/2025 09:26 PM	Has Metro station
Anonymous 5/29/2025 09:57 PM	Something like Kogarah town centre
Anonymous 5/30/2025 08:26 AM	More parking, green and pedestrian areas
Anonymous 5/30/2025 10:08 AM	Family friendly, multicultural area with brand new shops and restaurants. More play areas for kids, maybe a large chess area for the older community. Maybe an area to hold free community events like Hurstville. A metro to connect suburbs without a train line eg. Peakhurst, Lugarno etc and better connect this area to the city, Olympic Park area and to the Shire area.
Anonymous 5/30/2025 10:59 AM	The next 20 years present a phenomenal opportunity to reconcile with Aboriginal people while transforming this area into a world-class destination and an incredible place to live, work, and play. Just as Saltpan Creek was significant for Aboriginal people, this area should reflect the emotional connection to the land, the people, and the place, celebrating the future needs of all Australians. It should continue to be a meeting point and transit hub, as it has been for over a hundred thousand years. An example vision statement could be: Vision Statement Over the next 20 years, we aim to transform this area into a world-class destination that honours its rich history as a vital meeting point and transit hub as it has been for over a hundred thousand years. By reconciling with Aboriginal people and celebrating their deep emotional connection to the land, we will create an

	incredible place to live, work, and play. This area will reflect the needs of all Australians, fostering a sense of community and connectivity while preserving its historical significance and cultural heritage.
Anonymous 5/30/2025 01:36 PM	More quality services, shops and residents
Anonymous 5/30/2025 02:58 PM	A sign saying “Proudly powered by nuclear energy”
Anonymous 5/30/2025 06:36 PM	I’d like to see Riverwood brought into the 21st century. Looking less like a slum where crime thrives and more like a local hub.
Anonymous 5/31/2025 03:45 AM	Green and leafy
Anonymous 5/31/2025 06:33 AM	A refreshed town centre, flourishing with a healthy, diverse demographic of young families, middle age, and elderly groups. All of who feel safe to be out in the town centre at all hours. Improved congestion controls in peak travel times, and a physically active community base
Anonymous 5/31/2025 09:53 AM	Food culture hub, great parks and sporting facilities
Anonymous 5/31/2025 11:16 AM	Greener, more modern, vibrant, safe
Anonymous 5/31/2025 11:31 AM	Green, not congested and clean. I have lived in Riverwood for 20 years and it has gotten worse, over populated, dirty and local drunk community housing hanging around the TAB is not a good look for the community. Clean up Riverwood!!!
Anonymous 5/31/2025 02:52 PM	Relaxing, green, biodiverse, with lots of shade trees, shrubs and pollinator gardens. Lots of comfortable, shaded street seating and tables for families, seniors, and people with disabilities. Healthy, walkable neighbourhoods, with lots of prosocial street activity, intentionally designed with women's safety and wellbeing in mind. A beautifully designed, staffed Women's Rest Centre, known as a local landmark for its wonderful architecture and external artworks. A small community gallery with rotating art and cultural exhibitions, and council information, possibly inside Riverwood Plaza. Well-designed,

	liveable, high quality housing with prosocial frontages, welcoming communal spaces, and enough private parking for residents. Safe, separate, cycling and micromobility lanes, encouraging less car traffic without compromising pedestrian safety. More corner shops on residential streets, more community/commercial kiosks in parks, creating a more prosocial environment and improving safety, especially for girls and women. Wide sidewalks that allow mobility scooters, wheelchairs and prams to pass each other easily. I DON'T want Riverwood to have stressful, looming tower buildings that negatively impact the community's physical and mental health (Hurstville has so many poorly designed, high-density towers, I don't like spending time in Hurstville anymore and avoid it whenever I can.)
Anonymous 6/01/2025 08:43 AM	As it is now.
Anonymous 6/01/2025 09:01 AM	With such a great park space for sports, it would be great to see investment in this space to support the growing medium density housing and rising population.
Anonymous 6/01/2025 10:24 AM	Better looking aesthetically. Palm trees, monuments, areas for families like a skate park, bbq area closer to the main strip.
Anonymous 6/01/2025 10:42 AM	Modern, more shops, more public amenities, bring more young professionals here. Change the stigma of Riverwood.
Anonymous 6/01/2025 10:45 AM	More frequent train routes into larger hubs like hurstville.
Anonymous 6/01/2025 01:17 PM	Cleaner shops and footpaths throughout the whole of the Riverwood Shopping Centre. Drinking of alcohol near the taxi rank needs to be outlawed as any signs to this effect are ignored. It's not a nice look!
Anonymous 6/01/2025 02:03 PM	More shops and restaurants. Faster public transport to the city
Anonymous 6/01/2025 07:39 PM	Retain being a humble but well-rounded suburb. More recreational space for adolescents to safely hangout that’s not specifically sport related especially in the evenings. Not too many high rises. Good quality local High school. We may be doom by unemployment from AI disruption or even worse in the next 5 years so I wouldn’t complain if we get to retain what we have no in the next 20 years.

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/02/2025 09:13 AM	It is wonderful how it is
Anonymous 6/02/2025 09:36 AM	It would be lovely to keep Riverwood as it is.
Anonymous 6/02/2025 11:26 AM	High density above the train station with better shopping facilities in a super center. Places to park bikes, more 'streets as shared spaces' seating facilities
Anonymous 6/02/2025 04:20 PM	I'd like to see the community grow sustainably, investments into moderately dense housing makes sense i.e 3-4 story apartment blocks close to the train station is very sound as opposed to previous 12 story high rises that abruptly sits against single story homes. Train frequency has become quite the inconvenience- after Riverwood was removed from the express line as one of it's stops. I have felt the need to rely on cars as the frequency of services may cost me running 30 minutes late to appointments in other suburbs. Increasing foot traffic by improving the attractiveness and convenience of Riverwood would certainly see a healthy economical growth that would compound very easily as Riverwood serves as a popular thoroughfare to the south east and west- there is much much more potential for growth.
Anonymous 6/02/2025 04:43 PM	Clean, friendly, safe Things for kids to do
Anonymous 6/02/2025 05:31 PM	A vibrant mixed use community, which utilises the existing rail network infrastructure in much the same way that Burwood has been developed over the past 10-20 years.
Anonymous 6/02/2025 05:35 PM	Improved streetscape, more cafes and entertainment options. New plaza with more shopping options. Better lighting on William rd side of station. Just a more vibrant and a safe, welcoming area. Improvement to streetscape on belmore rd (William st side)
Anonymous 6/02/2025 05:37 PM	Similar to other more developed areas. Like en more, Newtown, Burwood, Brighton. Make more people come here as it’s in a good location, close to the station.

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/02/2025 05:53 PM	Less chaotic and more variety of shops, cafes and restaurants. I avoid the area, the traffic is a nightmare and the shops aren't that great so I go elsewhere.
Anonymous 6/02/2025 06:15 PM	With different kind of trees, clean, no people drunk in the streets With bike paths around all Riverwood
Anonymous 6/02/2025 06:20 PM	A safe, aesthetically pleasing place to be with a hub of shops and restaurants to access.
Anonymous 6/02/2025 07:00 PM	Unsure
Anonymous 6/02/2025 07:08 PM	People looking after their yards. Less empty shops in the plaza
Anonymous 6/02/2025 07:45 PM	Urban village feel
Anonymous 6/02/2025 08:37 PM	Clean, liveable area with less drugs and junkies
Anonymous 6/02/2025 08:41 PM	A clean, green, safe, thriving multicultural centre with a distinct local identity. Modern medium density housing clustered around the station (not high rise!). Green spaces, low pollution. I'd love to see the through traffic from the m5 diverted around the shopping strip rather than through it. It would be great to have a metro or ought rail connecting Riverwood to peakhurst and lugarno and other surrounding suburbs to increase connectivity.
Anonymous 6/02/2025 08:48 PM	More rezoning and more development
Anonymous 6/02/2025 08:51 PM	Hurstville . Less drug addicts and welfare abusers , more hard working people who care about community. More parking spots.
Anonymous 6/02/2025 09:34 PM	Vibrant little hub. But not commercial. A place that people would like to make the effort to drive 20 mins to go out for a coffee or restaurant.

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Anonymous 6/02/2025 09:38 PM	Like hurstville
Anonymous 6/02/2025 09:44 PM	Better facilities. Less homeless
Anonymous 6/02/2025 09:45 PM	Less high rise apartments
Anonymous 6/02/2025 10:42 PM	With more stores that fulfills daily needs. Eg clothing stores
Anonymous 6/03/2025 04:42 AM	I hope Riverwood will have more usable outdoor green spaces.
Anonymous 6/03/2025 06:39 AM	I think there's potential for it to be a foodies hub, a real mix of people and experiences. A place that's safe for families to enjoy without feeling fear to get outside.
Anonymous 6/03/2025 07:03 AM	Modern and clear streets, where people can sit around for coffees, easy accessible for old people. Maybe a bridge from the car park to the station.
Anonymous 6/03/2025 09:22 AM	The new Enmore! Bustling, a cool place to live
Anonymous 6/03/2025 11:16 AM	Safe and affordable housing, additional mental health facilities, addiction facilities, additional Police patrols to ensure safety aspect
Anonymous 6/03/2025 11:28 AM	Less housing commission
Anonymous 6/03/2025 11:58 AM	No brothels. Sell off half the public housing the junkies are in . Male them go to rehab . No job no pay
Anonymous 6/03/2025 02:32 PM	Staying a reasonable small suburb with less public housing.
Anonymous 6/03/2025 02:42 PM	multicultural, accepting

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/03/2025 04:13 PM	A better shopping centre and road management.
Anonymous 6/03/2025 04:44 PM	Not too much change
Anonymous 6/03/2025 07:26 PM	Bringing banking back to the area
Anonymous 6/03/2025 07:49 PM	Much the same as it does now. Many of the streets around Killara Avenue/Hunter Street etc are very narrow to start with. Add to this, vehicles parking on both sides of the road and the streets become one-way goat tracks.
Anonymous 6/04/2025 08:41 AM	Very similar to today but with more vibrancy along Belmore road. More free community events that all can share.
Anonymous 6/04/2025 02:23 PM	Modern, village like atmosphere with more tree lined streets and less traffic congestion.
Anonymous 6/04/2025 04:29 PM	Less crowded
Anonymous 6/04/2025 09:20 PM	Ethnically and culturally diverse, safe and engaging area with green space and good services
Anonymous 6/04/2025 09:50 PM	Marrickville
Anonymous 6/04/2025 11:02 PM	A much dense residential area with 10 floor apartments next to station with ground businesses with supermarket and other amenities.
Anonymous 6/05/2025 09:29 AM	More parking spots
Anonymous 6/05/2025 09:52 AM	Still keeping a sense of community not a concrete jungle like Hurstville with over development. Heavy traffic diverted away from high pedestrian areas.

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Anonymous 6/05/2025 11:20 AM	Modern, green, more shops (or shopping village), water features/fountains. More lighting around the TAB area near the station.
Anonymous 6/05/2025 12:25 PM	Riverwood needs an entire uplift. We need better flowing roads that allow for the high number of cars for the number of people that live in the area. An uplift would make Riverwood a destination for people to visit, eat, shop and call home. This would create a great community feel and bring job opportunities to create a lively and peaceful place for all to enjoy.
Anonymous 6/05/2025 02:33 PM	Riverwood is such a perfect place I would just say renovation on old buildings that look like they will blow away with the wind
Anonymous 6/05/2025 02:34 PM	I would like to see increased housing density and type in Riverwood, as well as a revitalised and mixed use Belmore Rd. A Riverwood dominated by terraces, townhouses, mixed use and low-rise apartments with plenty of greenery and an effective active and public transport network is what I would like to see.
Anonymous 6/05/2025 08:24 PM	Cultural hub..suburb people want to live and visit Harmonious with necessities balancing of infrastructure, nature and culture
Anonymous 6/06/2025 09:12 AM	A safe, multicultural community bustling with busy shops, lots of pedestrian walking areas. Apartment development needs to be supported by sufficient parking and roads otherwise it becomes impossible and congested like other suburbs that had rapid apartment development without that latter. Eg: Liverpool.
Anonymous 6/06/2025 02:42 PM	More wheelchair accessible units
Anonymous 6/06/2025 10:59 PM	See above
Anonymous 6/07/2025 07:17 AM	If planning allows, no doubt we will see more apartments in Riverwood with the retail and services to support the growth in population.

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/07/2025 01:56 PM	More community services for the Asian community, more elderly community services a local public hospital, a shopping centre
Anonymous 6/07/2025 03:10 PM	Definitely not high density housing. Less public and shared housing. Transformation of the shopping centre on the Punchbowl side of Belmore Rd. More pedestrian footpaths in surrounding streets
Anonymous 6/07/2025 04:55 PM	All of my above points to ensure the population has access to amenities and services.
Anonymous 6/07/2025 08:42 PM	Vibrant vibe like Marrickville, with more developments and attracting young professionals and families. More bars and shops in the area.
Anonymous 6/09/2025 11:35 AM	Clean and family friendly, with safe environment
Anonymous 6/09/2025 02:36 PM	Clean and safe streets. Accessible parks,
Anonymous 6/09/2025 09:42 PM	Vibrant hub of activity, local friendly and safe community that supports local businesses.
Anonymous 6/11/2025 02:22 PM	Get rid of public housing and develop it, other than that it’s pretty good.
Anonymous 6/11/2025 04:35 PM	Higher density residential around the train station. More trains stopping at Riverwood. More off-street parking for shops and restaurants.
Anonymous 6/12/2025 09:14 AM	It would be great if Riverwood could be similar to Hurstville to development, where the town centre is lively with high quality residential apartment blocks near the station and ample transport links and corresponding services and amenities for its residents.
Anonymous 6/13/2025 09:15 AM	I would like more services in the areas, I'd like some more connection to salt pan creek. Sometimes it's forgotten and there's a way to access it and go for a walk. There used to be some state agencies there to help service the community.

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Anonymous 6/13/2025 10:34 AM	to maintain the cultural diversity that it currently has Maintain the low-level housing that currently exist in the mains shopping areas Better combination of social and low residential housing but NOT in, on or above the main streets in the shopping areas Maintaining the existing green spaces and improving them
Anonymous 6/13/2025 10:44 AM	a clean, safe suburb with a variety of shops,
Anonymous 6/13/2025 12:23 PM	retaining houses, less traffic in side streets which are thoroughfares currently to avoid the lights at Riverwood train stations and Bonds Rd, joining Forest Rd.
Anonymous 6/13/2025 12:55 PM	Not much different. More cycling tracks maybe.
Anonymous 6/13/2025 01:07 PM	Better
Anonymous 6/13/2025 05:01 PM	More medium rise apartments above the shops. This will create a communal/cosmopolitan environment.
Anonymous 6/13/2025 05:08 PM	Tree lined main street with cycle paths. Updated Riverwood Plaza. Cycle connection from station to Henry Lawson pedestrian overpass. Outdoor seating at cafes. A friendlier community atmosphere so more people will linger there. Less cars, or at least 40 or 50kph speed limit.
Anonymous 6/14/2025 12:51 PM	More like gentrified areas like Sutherland, kirrawee, Burwood. Make the area somewhere where people want to come. Restaurants have already started to move it, now more services are needed, banks, device nsw etc.
Anonymous 6/14/2025 03:49 PM	Probably the same as its still growing with plenty of high-rises and green spaces
Anonymous 6/15/2025 07:50 AM	Oatley. A safe village vibe without dole bludgers and drug users loitering the streets. Diversity the demographics, it's okay to support working Australian familie instead of former Long Bay inmates for a change.

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/15/2025 11:16 AM	Not over populated and traffic is less congested. No more high rising buildings
Anonymous 6/15/2025 01:30 PM	A safe and visually attractive area with unique businesses operating day and night, in a safe and friendly neighbourhood
Anonymous 6/15/2025 06:05 PM	Leafy area both from resident's home and through street planting. Continue with restaurant culture. walking tracks. Public Pool.
Anonymous 6/16/2025 07:21 AM	Rejuvenated shops and residential accommodation.
Anonymous 6/16/2025 11:18 AM	Lots of trees in the main streets.
Anonymous 6/16/2025 11:47 AM	A safe space for my kids to get around and grow up in. Maybe summon your inner Kiama for example.
Anonymous 6/16/2025 12:49 PM	- similarly to Oatley and Mortdale - shopping centre upgrade and have stores that are useful and not just junk stores - hopefully more safer, I have been verbally attacked while walking near the train station a couple of times. Have also had friends attacked near the tab and taxi rank. - hopefully the housing commission cleared or move elsewhere
Anonymous 6/16/2025 01:29 PM	Less crowded and less speed bumps.
Anonymous 6/17/2025 04:31 PM	Inviting. I'd like it to be a food mecca like Beverly Hills once was. Less hairdressers and nail salons and more eateries.
Anonymous 6/17/2025 11:23 PM	A respectable Sydney city, with a nice village feel. Not to be turned into a concrete jungle
Anonymous 6/18/2025 01:42 PM	Great places to shop and a destination... some tall buildings would not be bad if that is what is needed to get better stuff.
Anonymous	A safe place for families to grow young children. A place where i can

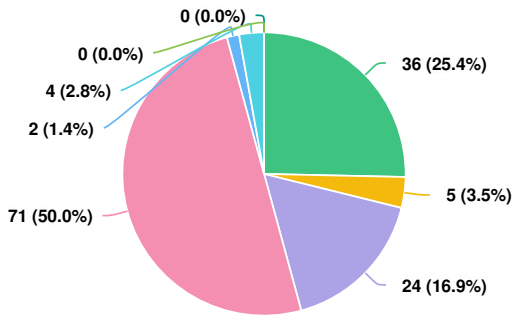
Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

6/18/2025 01:59 PM	feel safe to walk the streets. A place where there are nearby parks where I can take my children to play without worrying about dog attacks or crime.
Anonymous 6/18/2025 05:44 PM	Housing needs to Grow. More units and growth. It has so much to offer. Let's get more families into this area to build growth to local businesses. It is so well established with sporting access to morris iemma as well. Everything is close. More housing needed
Anonymous 6/19/2025 02:38 PM	It must have another two or three very large, multi storey, car parking facilities. Local permit street parking. One way streets spreading traffic away from the main intersection.
Anonymous 6/19/2025 08:41 PM	Have a mall that is suitable to the area bringing people from Penshurst, Mortdale, Peakhurst and Padstow who all don't have one and flowy roads being a connecting suburb
Anonymous 6/20/2025 11:36 PM	Improving the Main Street shops, having better public transport, more fast food options and still retained houses less high rise buildings. Having a swimming aquatic centre.
Anonymous 6/21/2025 10:49 AM	Transport directly to the new metro at Punchbowl. Full make over of the shopping strip and plaza. We need more greenery, and lighting during the night. More retail would be great for jobs, just expand or build the plaza up (something like south village or Revesby shopping village). Access to pathways to lead to parks and walking trails as Riverwood is located near the creek. Bbq facilities for families to visit and enjoy.
Anonymous 6/22/2025 03:21 PM	I don't mind how it looks now, it's just those traffic lights are a bit incontinent.
Anonymous 6/22/2025 03:31 PM	Upgraded shopping centre. More sports facilities, basketball, tennis and gyms. A dog park would be good. Refurb of the plaza and making the whole area more modern.

Optional question (134 response(s), 11 skipped)
Question type: Essay Question

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q4 What mode of transport are you most likely to use when visiting Riverwood?



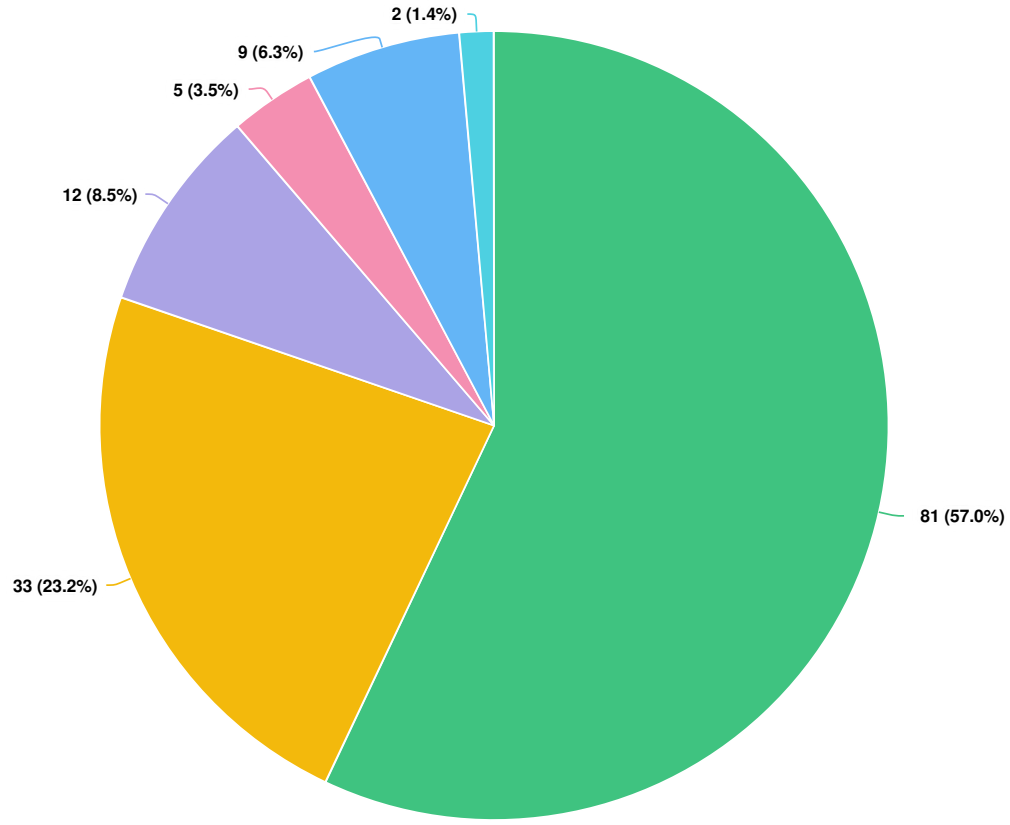
Question options

Walk, jog or run | Cycle or bike ride | Public transport | Private motor vehicle | I don't visit Riverwood | Other (please specify) | Taxi or share vehicle (Uber, DiDi) | Community transport

Optional question (142 response(s), 3 skipped)
Question type: Radio Button Question

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q5 How often do you think you visit Riverwood?



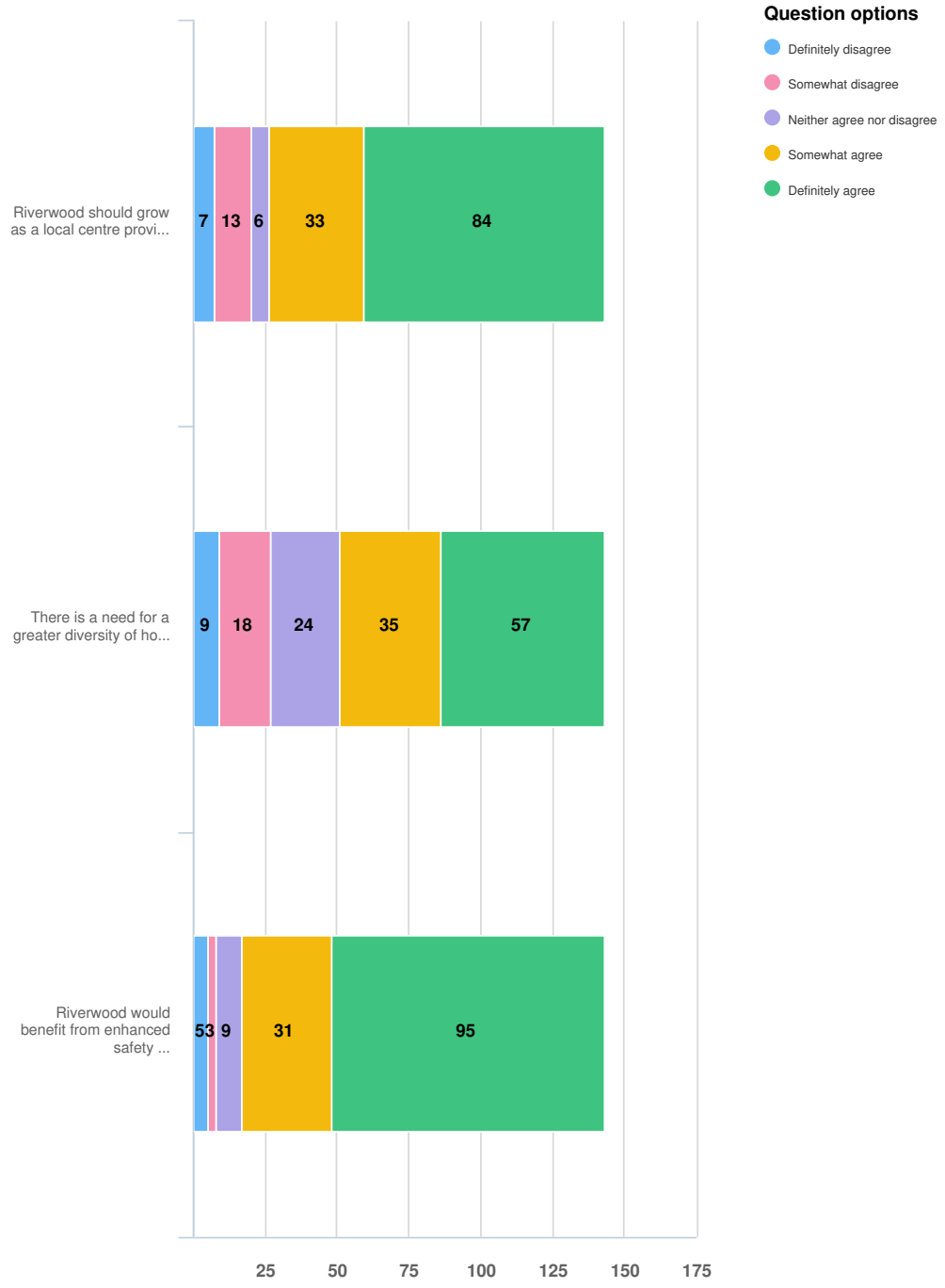
Question options

Every day · Every few days · Once a week · A few times a month · Less than monthly · I don't visit Riverwood

Optional question (142 response(s), 3 skipped)
Question type: Radio Button Question

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q6 Please indicate your level of agreement with the following statements about Riverwood's future:

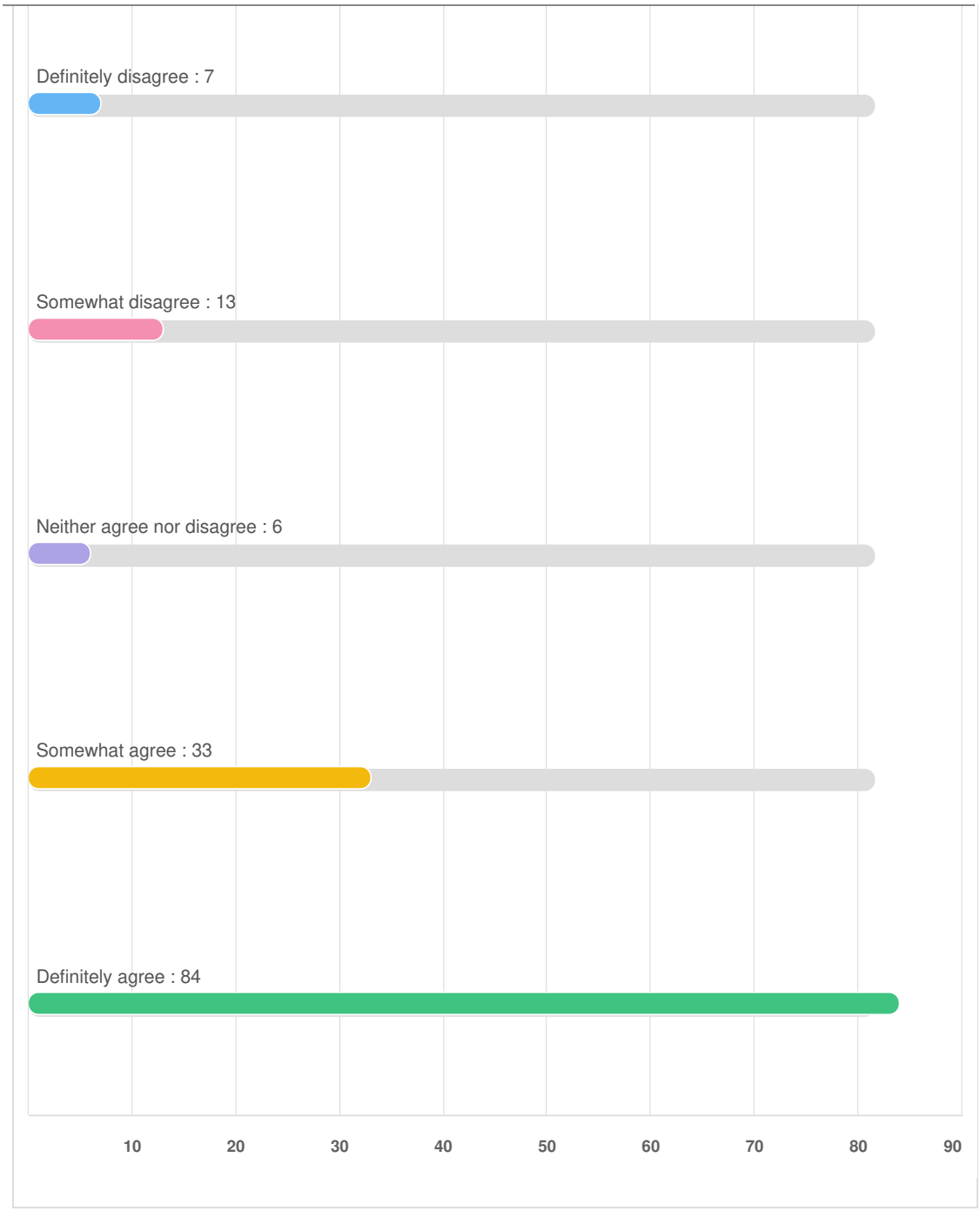


Optional question (143 response(s), 2 skipped)
Question type: Likert Question

Q6 **Please indicate your level of agreement with the following statements about Riverwood's future:**

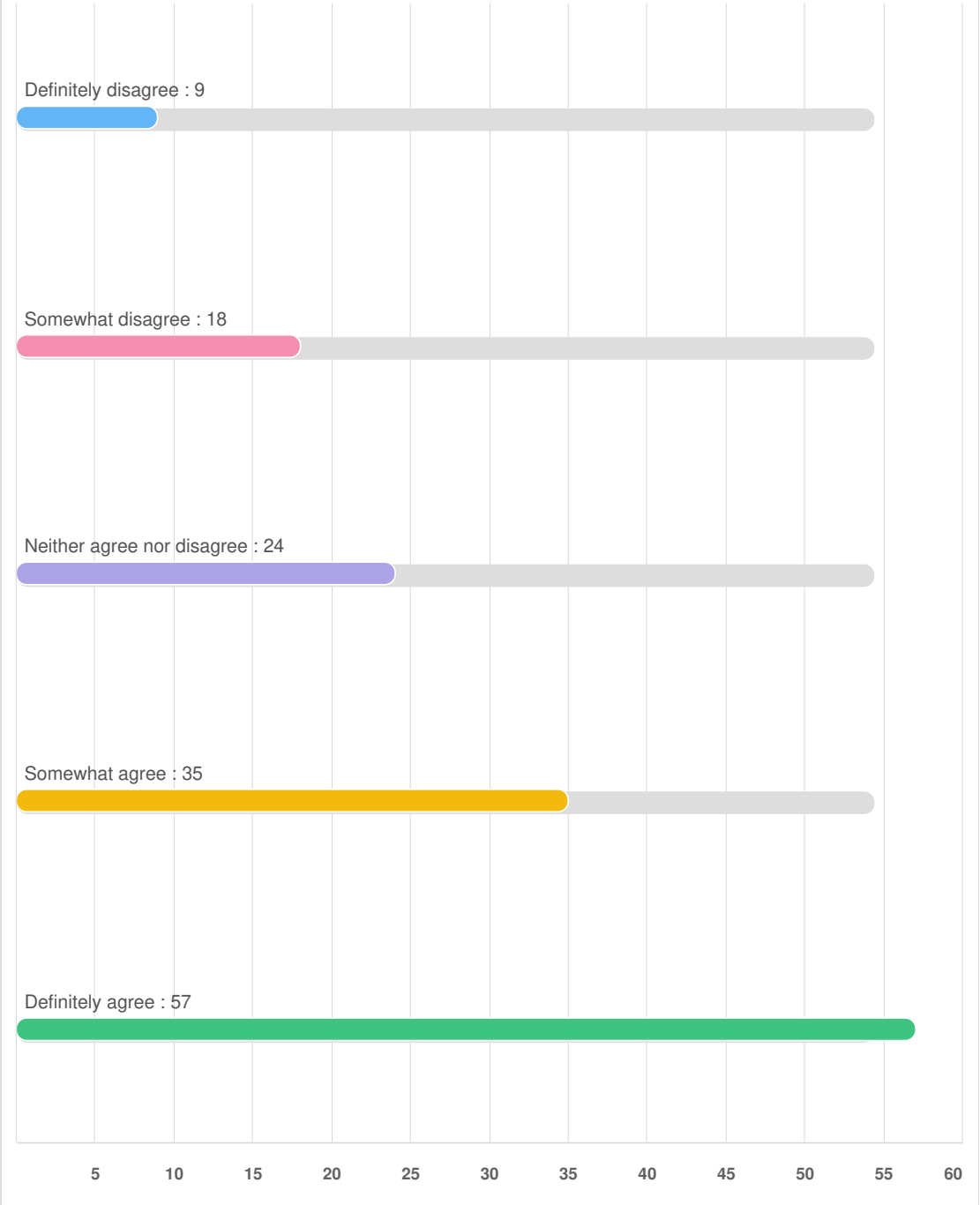
Riverwood should grow as a local centre providing a mix of housing, businesses, and public spaces.

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**



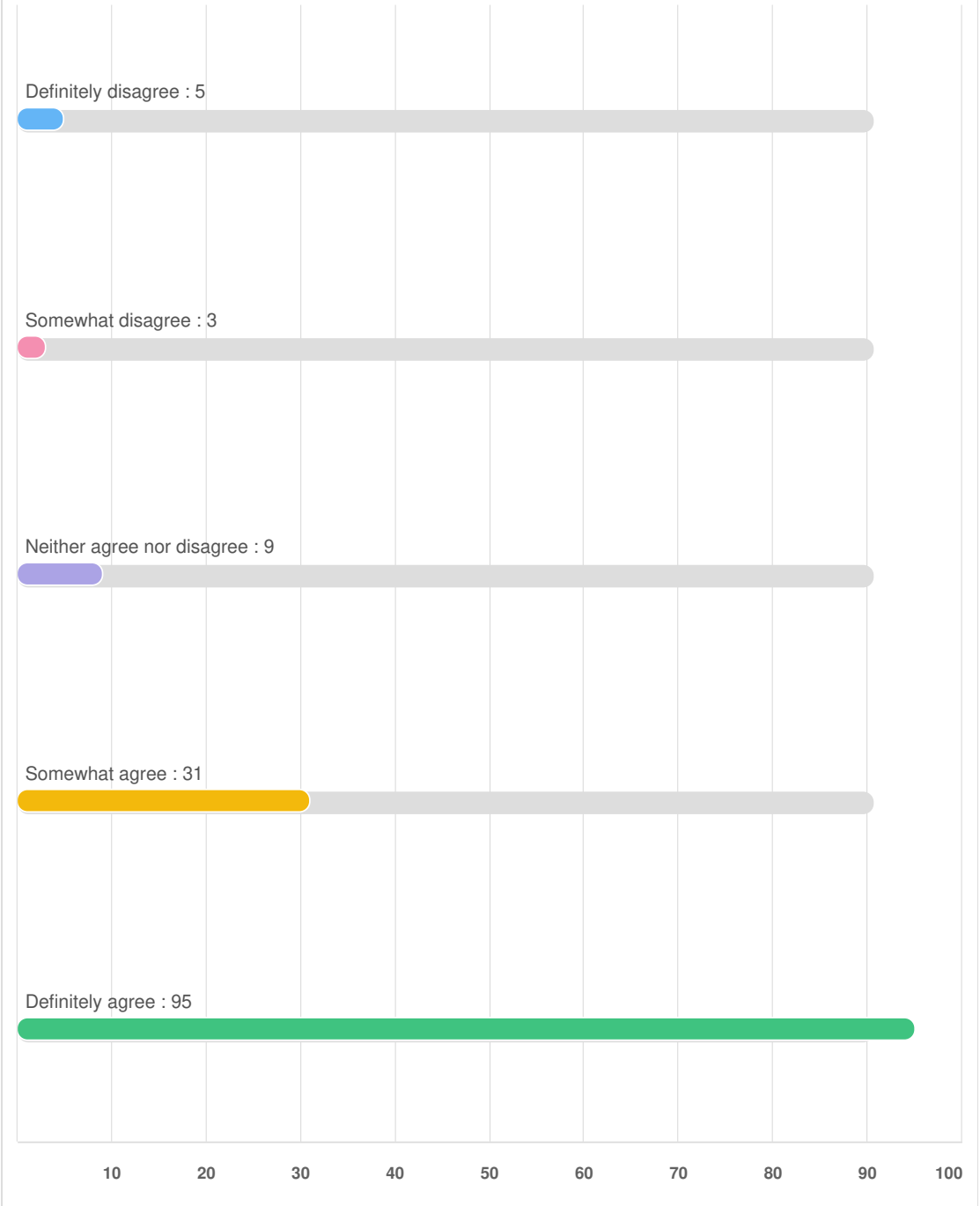
Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

There is a need for a greater diversity of homes in Riverwood to suit different ages, lifestyles, affordability levels, and family sizes.



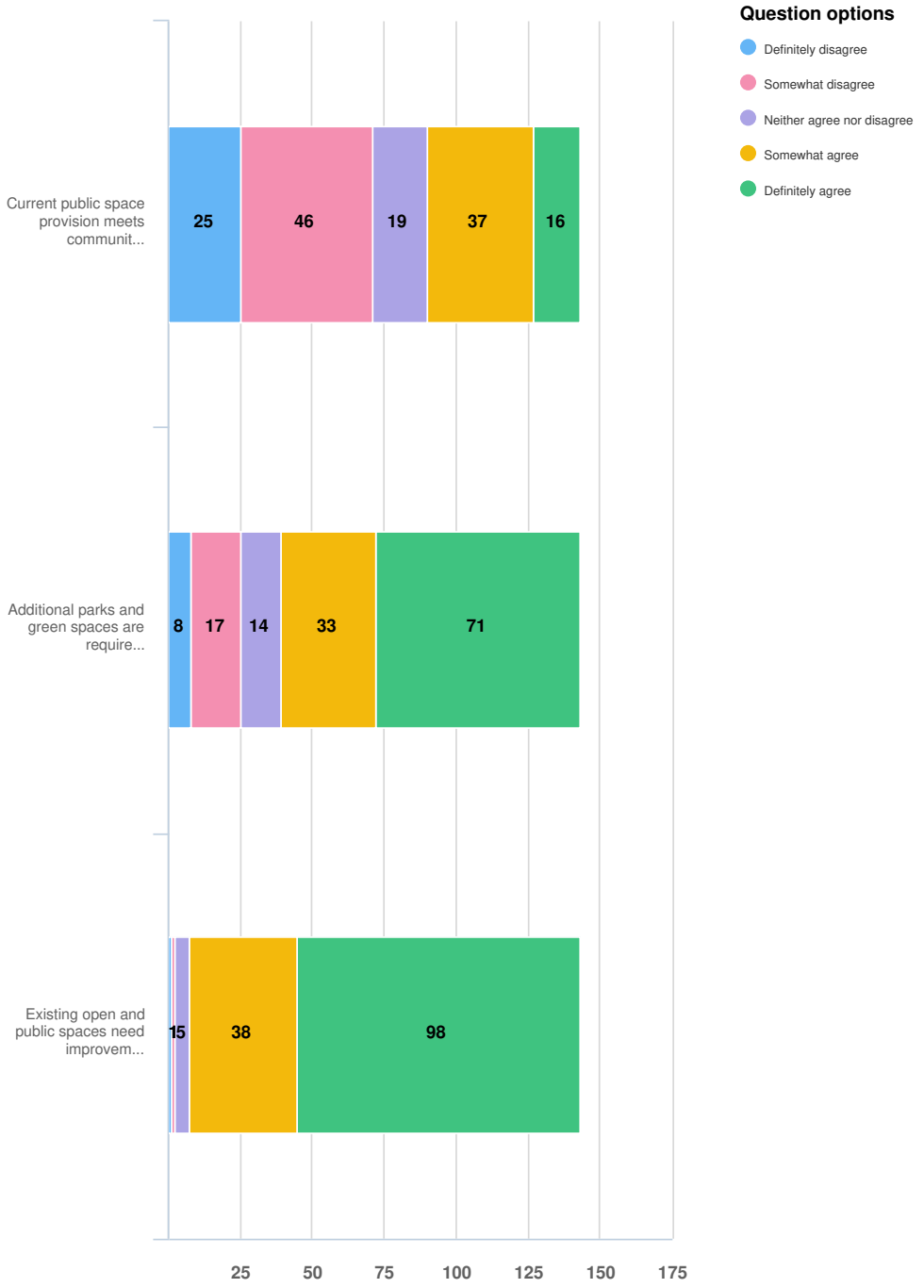
Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Riverwood would benefit from enhanced safety and accessibility for pedestrians, cyclists, and drivers.



Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q7 Please indicate your level of agreement with the following statements about public spaces in Riverwood

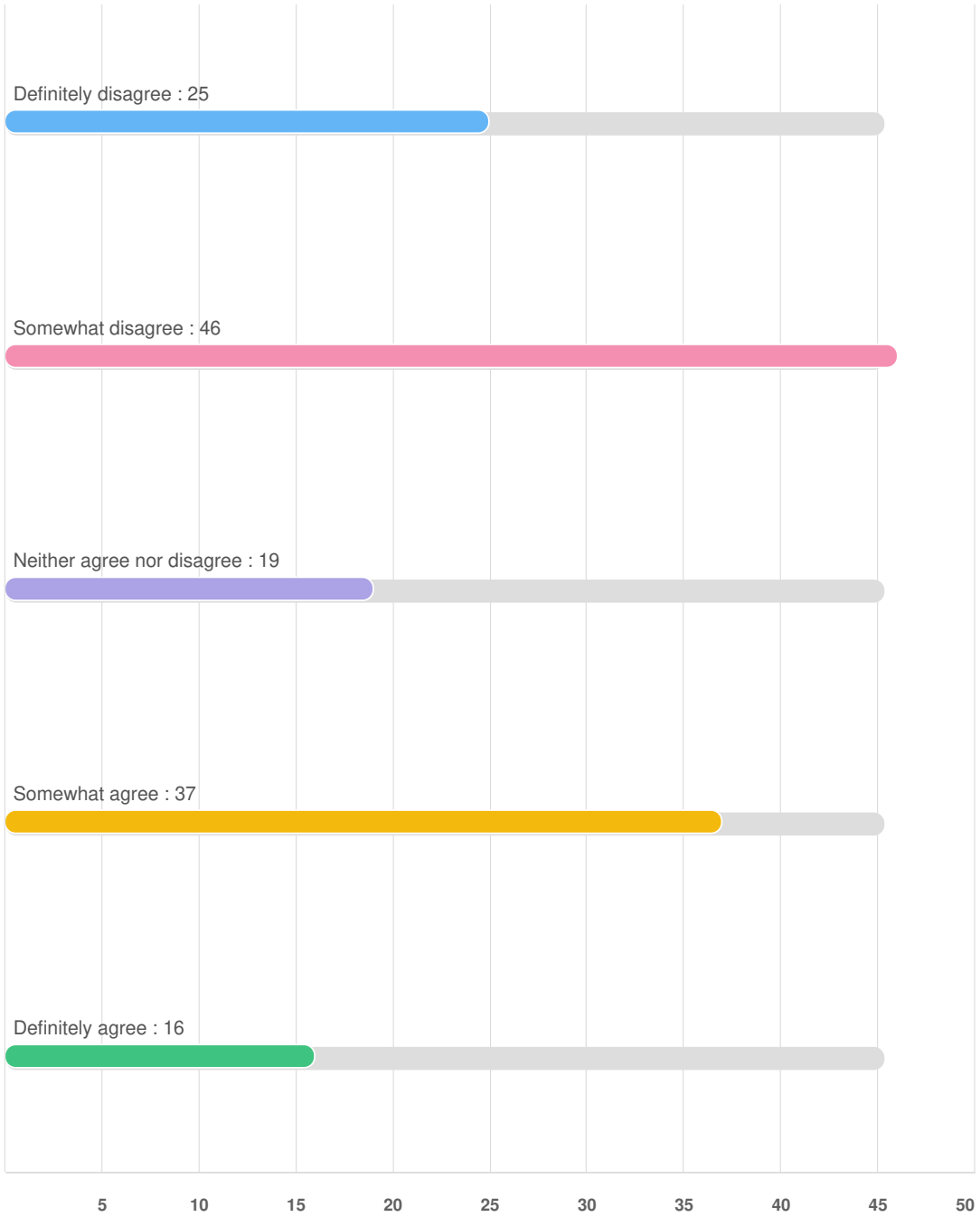


Optional question (143 response(s), 2 skipped)
Question type: Likert Question

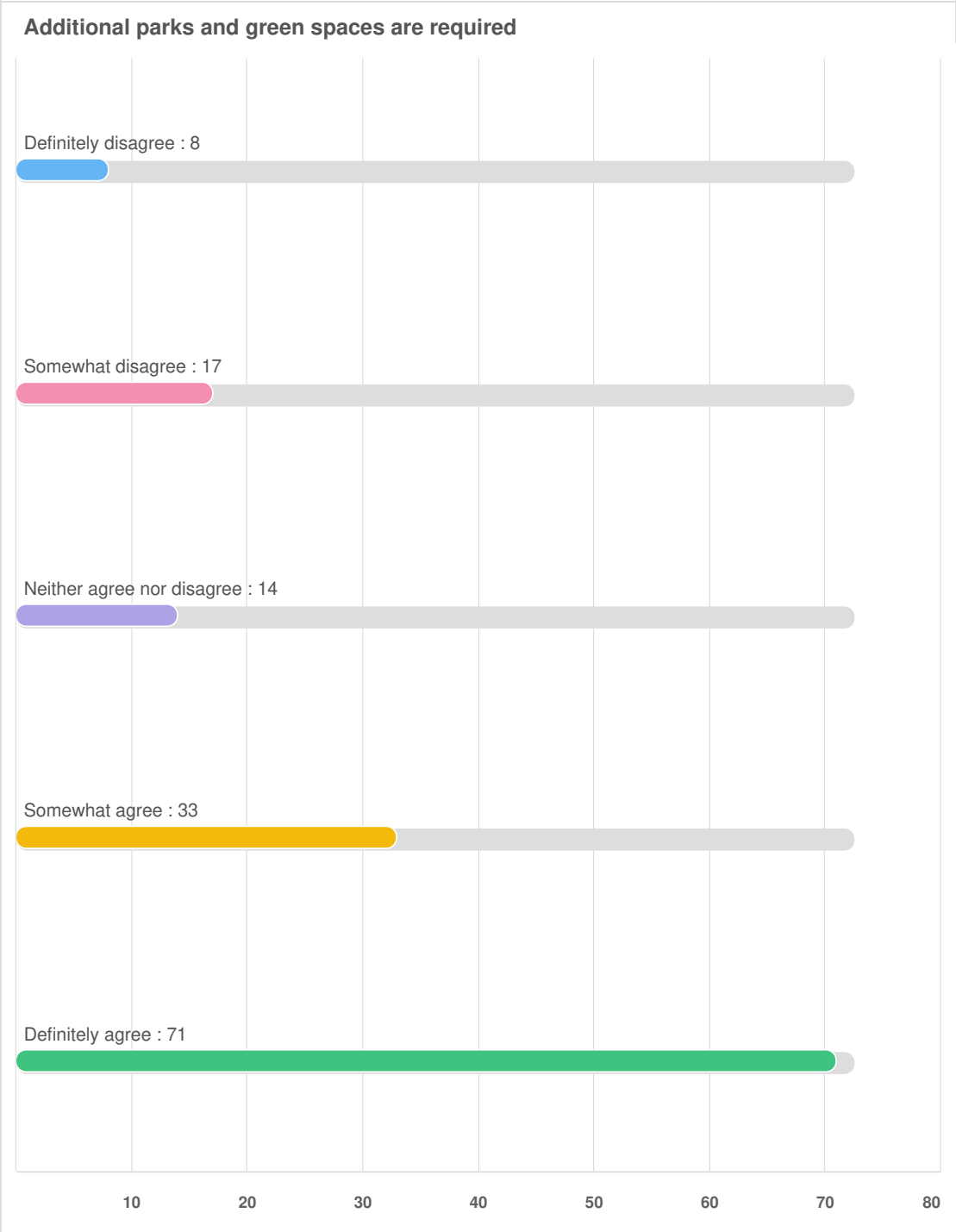
Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q7 **Please indicate your level of agreement with the following statements about public spaces in Riverwood**

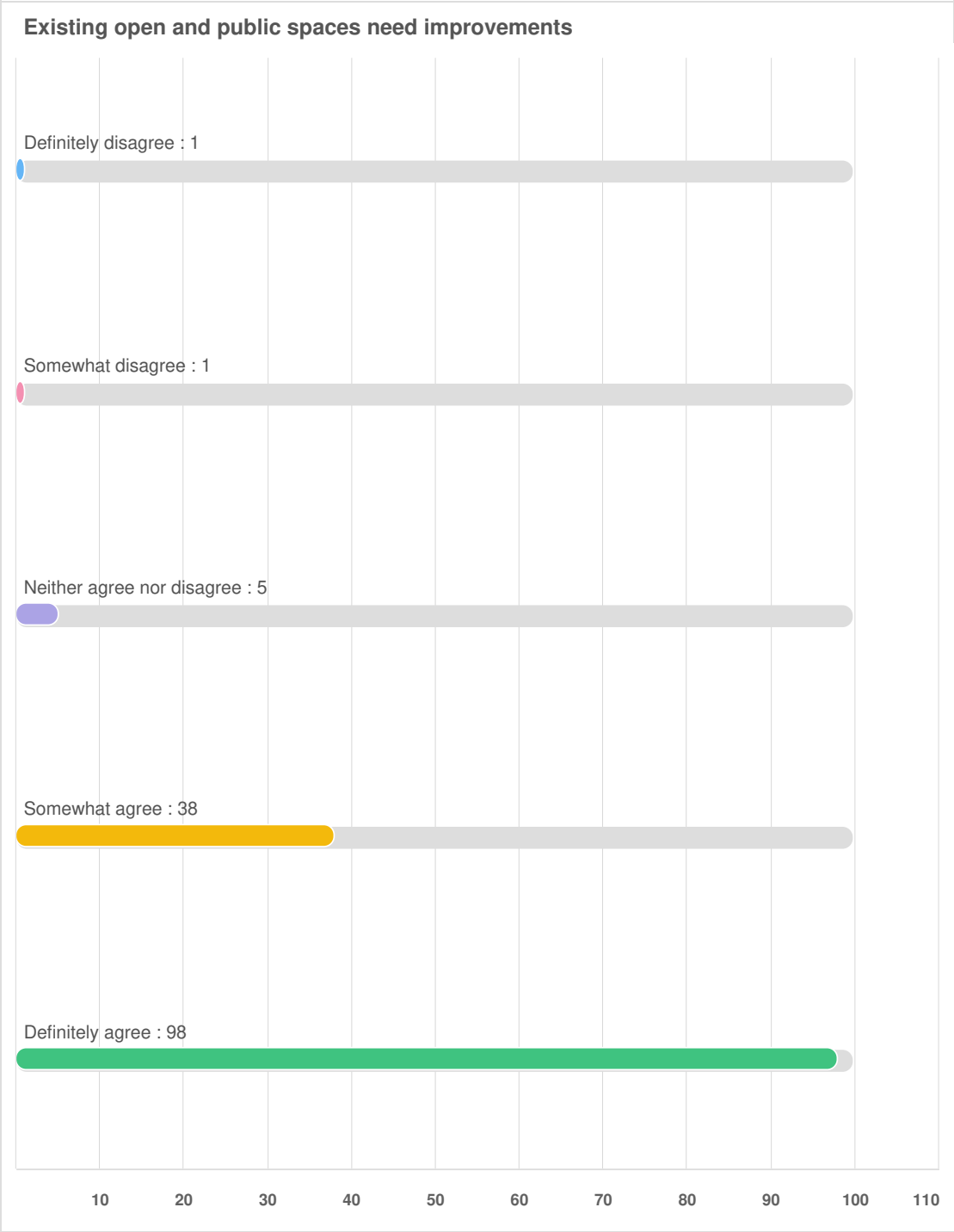
Current public space provision meets community needs



Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**



Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**



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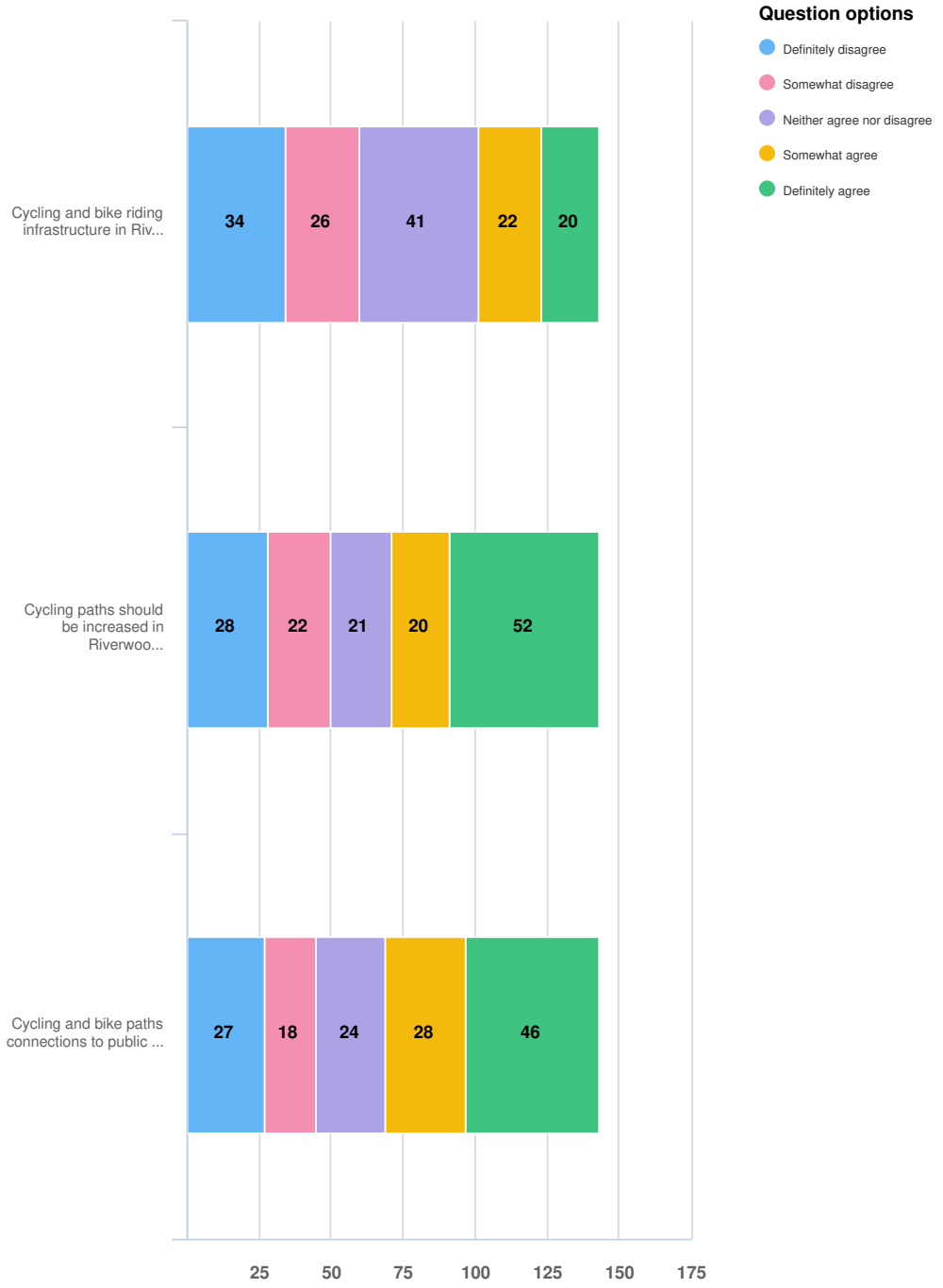
Q8 Please indicate your level of agreement with the following statements about cycling infrastructure in Riverwood:

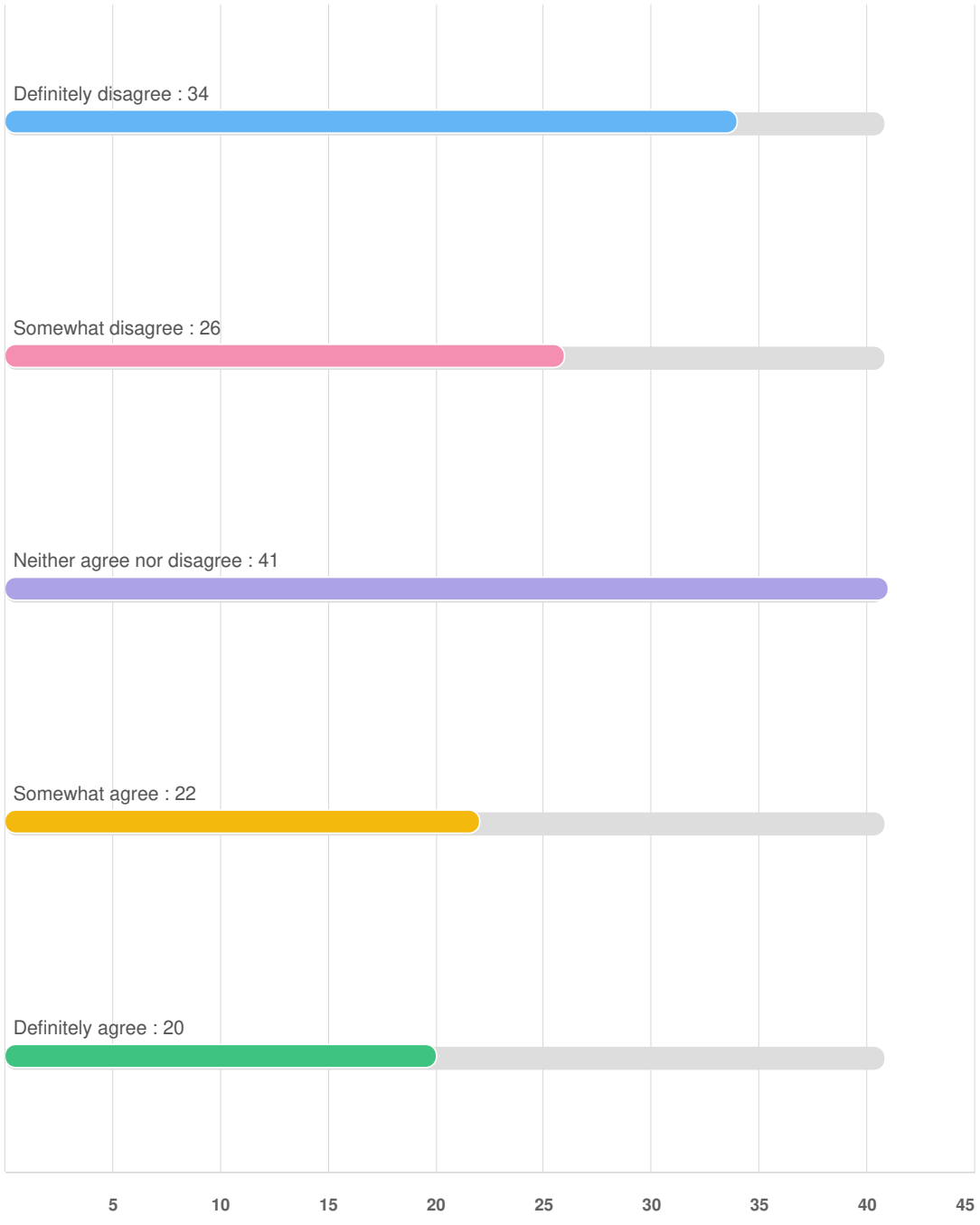


Optional question (143 response(s), 2 skipped)
Question type: Likert Question

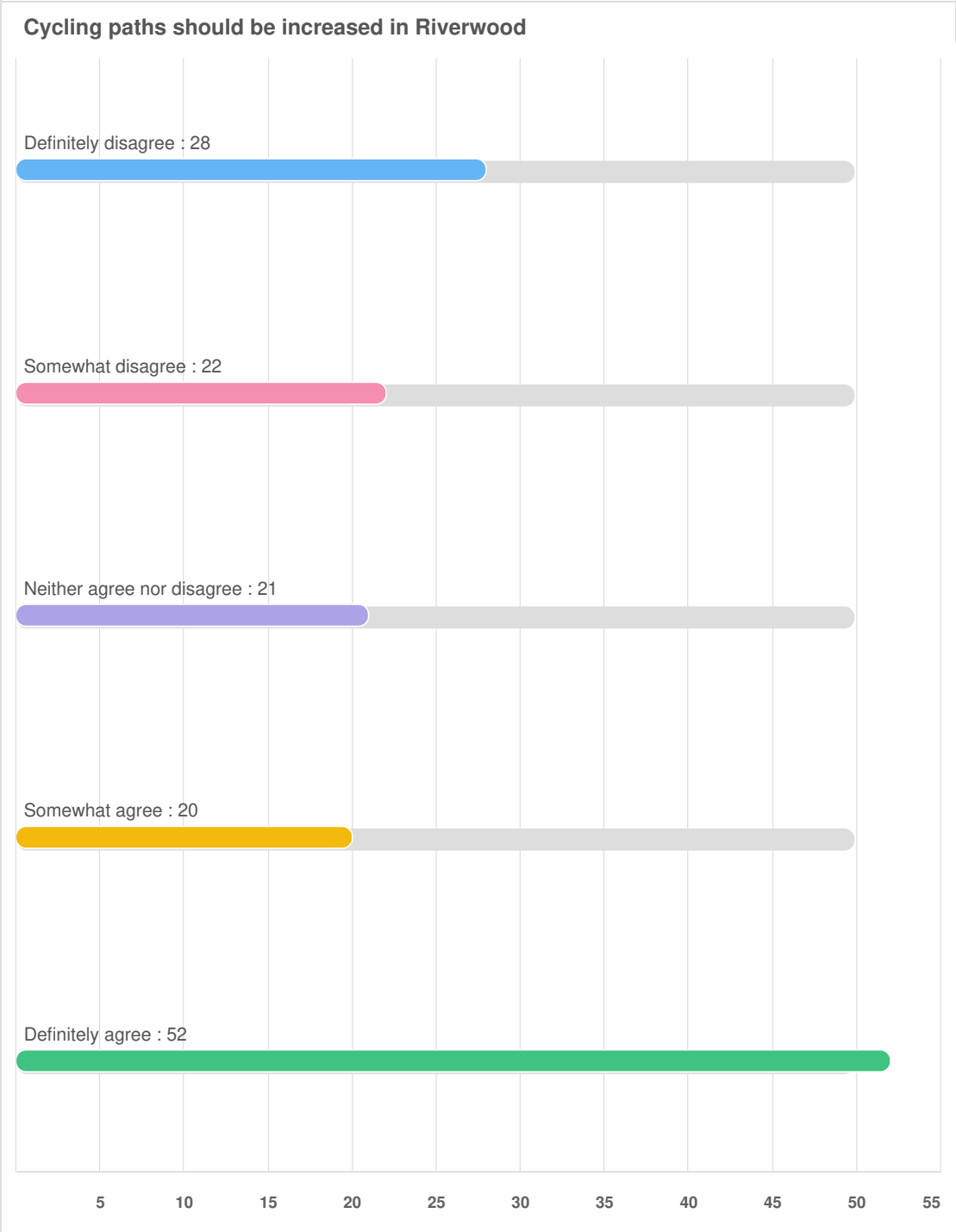
Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q8 **Please indicate your level of agreement with the following statements about cycling infrastructure in Riverwood:**

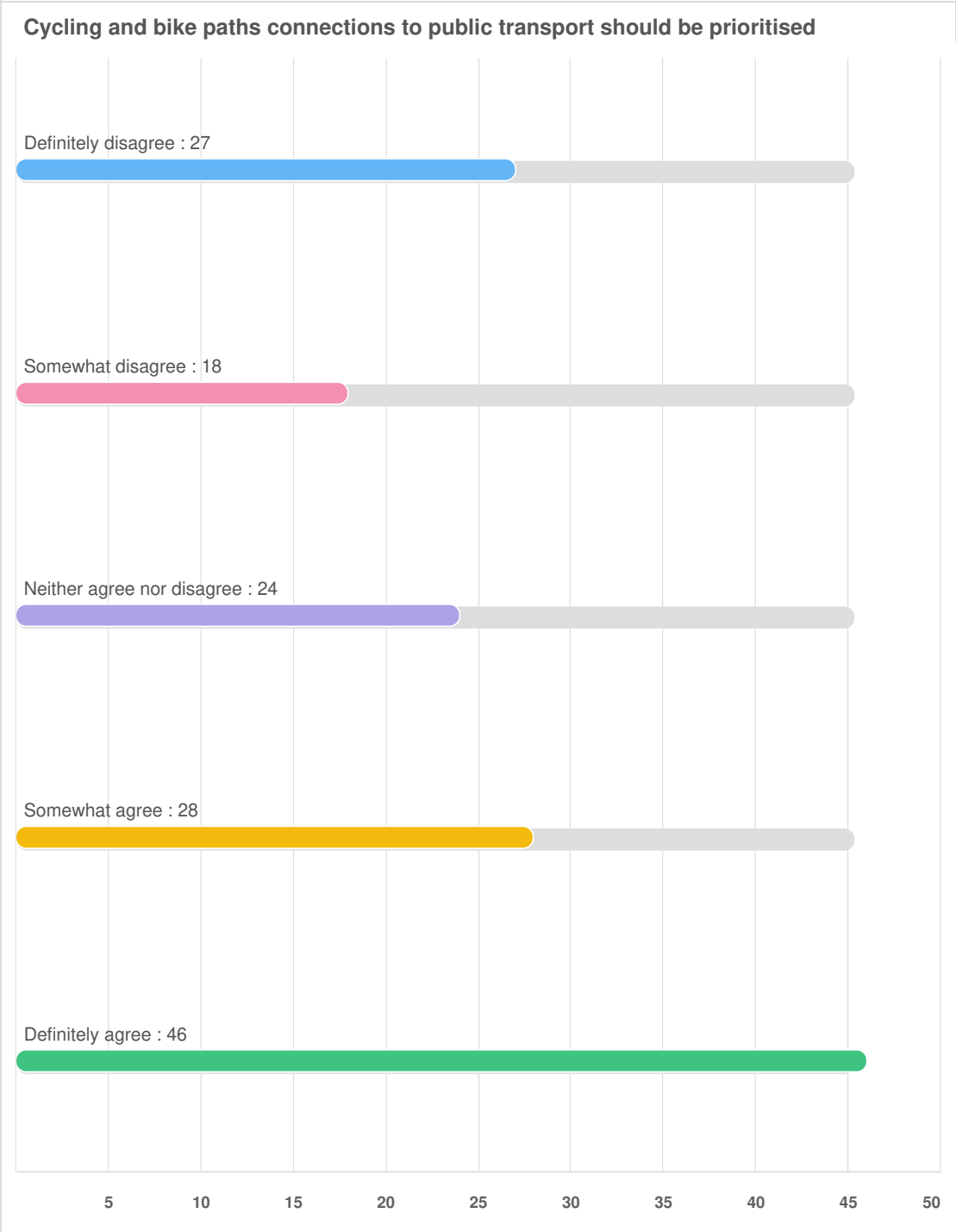
Cycling and bike riding infrastructure in Riverwood currently meet community needs



Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

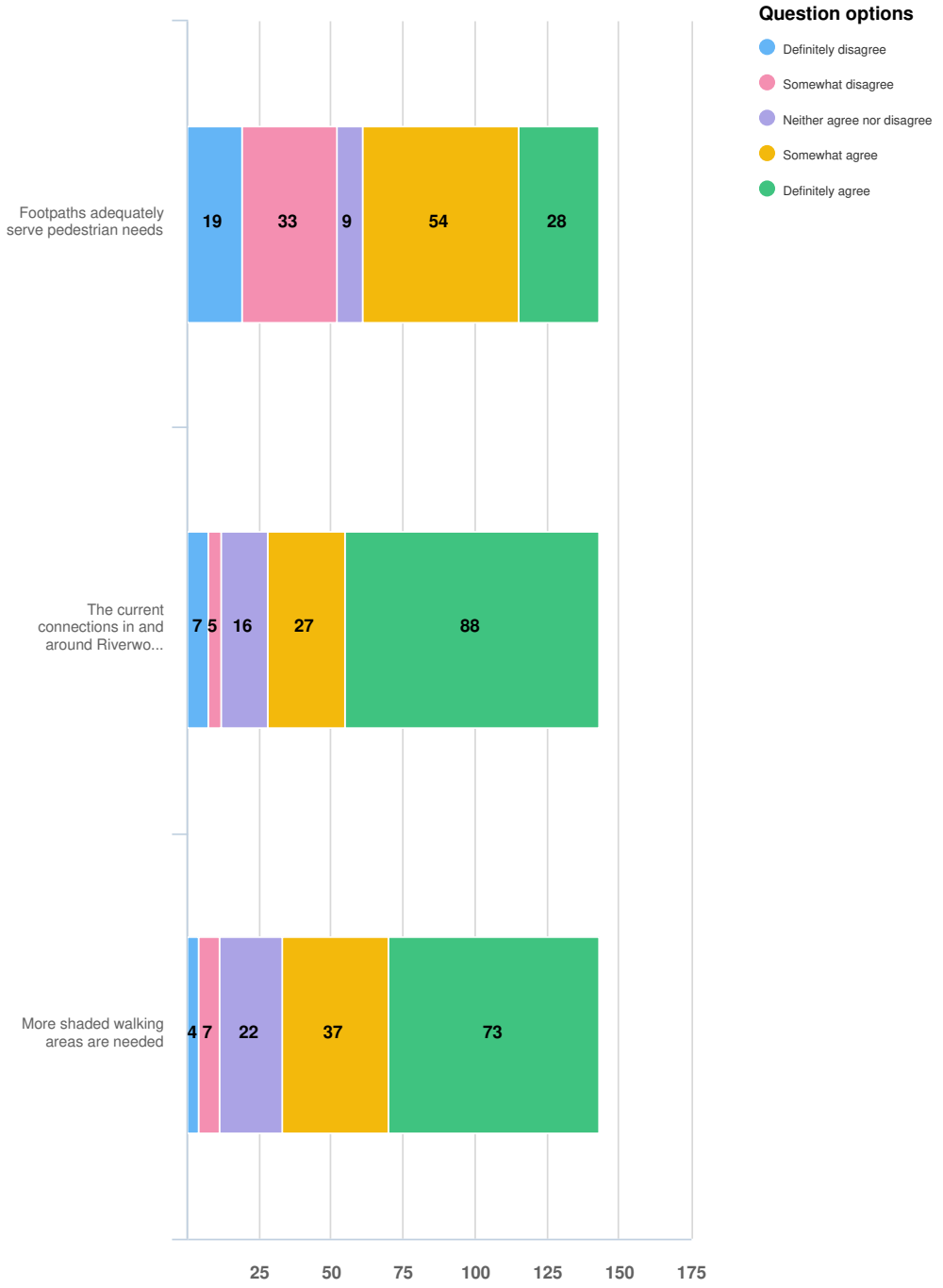


Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**



Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

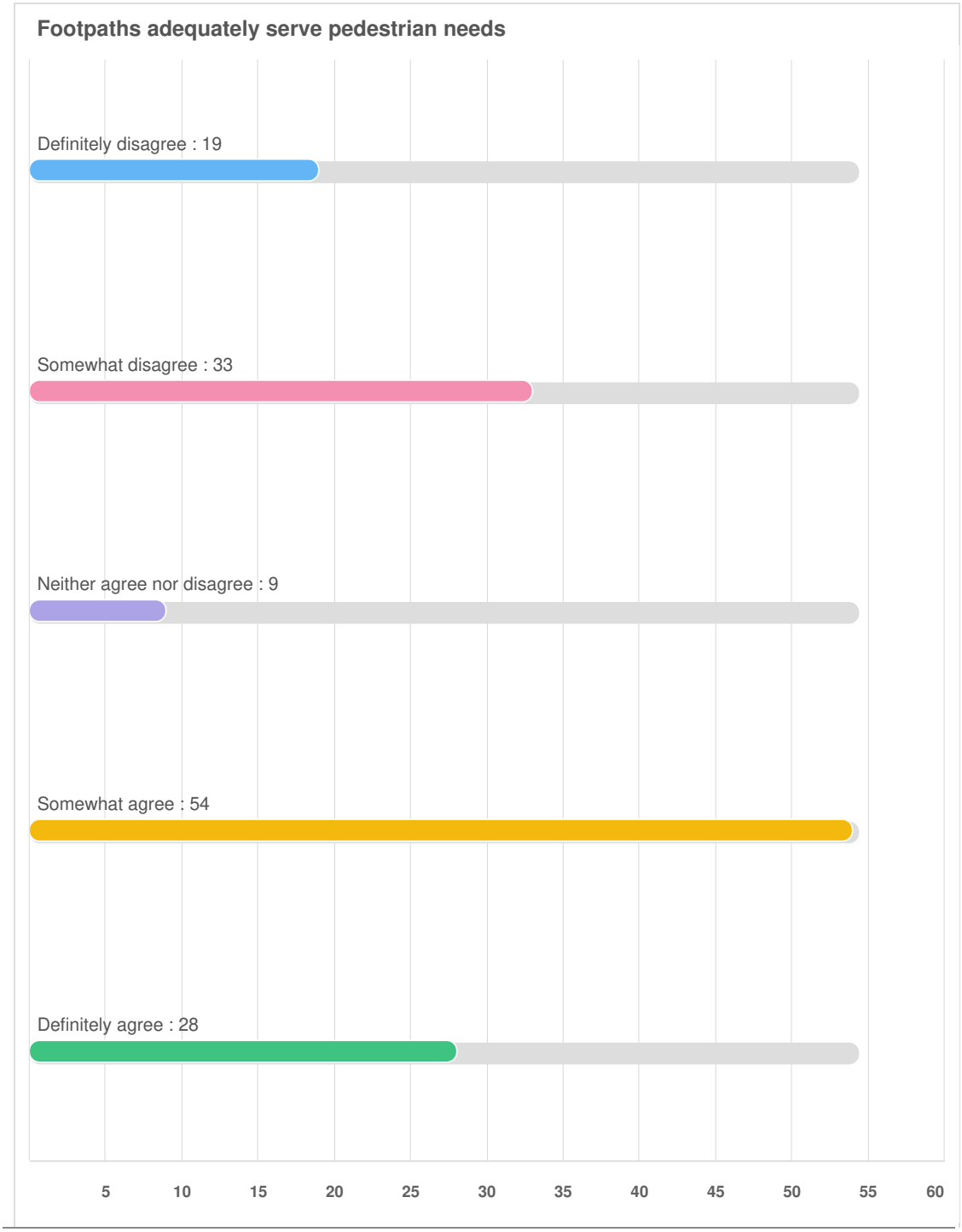
Q9 **Please indicate your level of agreement with the following statements about pedestrian infrastructure Riverwood:**



Optional question (143 response(s), 2 skipped)
Question type: Likert Question

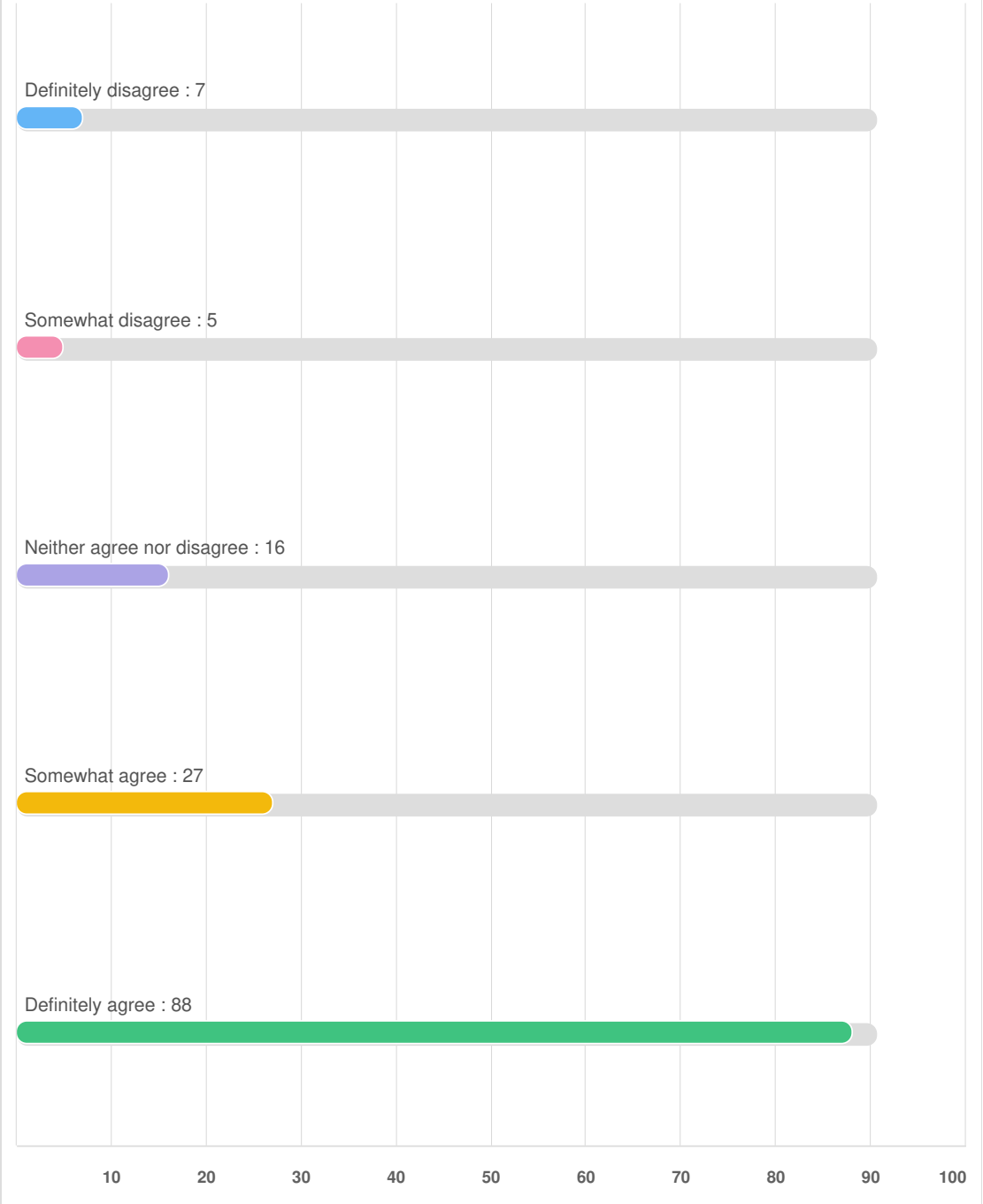
Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q9 **Please indicate your level of agreement with the following statements about pedestrian infrastructure Riverwood:**



Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

The current connections in and around Riverwood need to be made safer and easier to use



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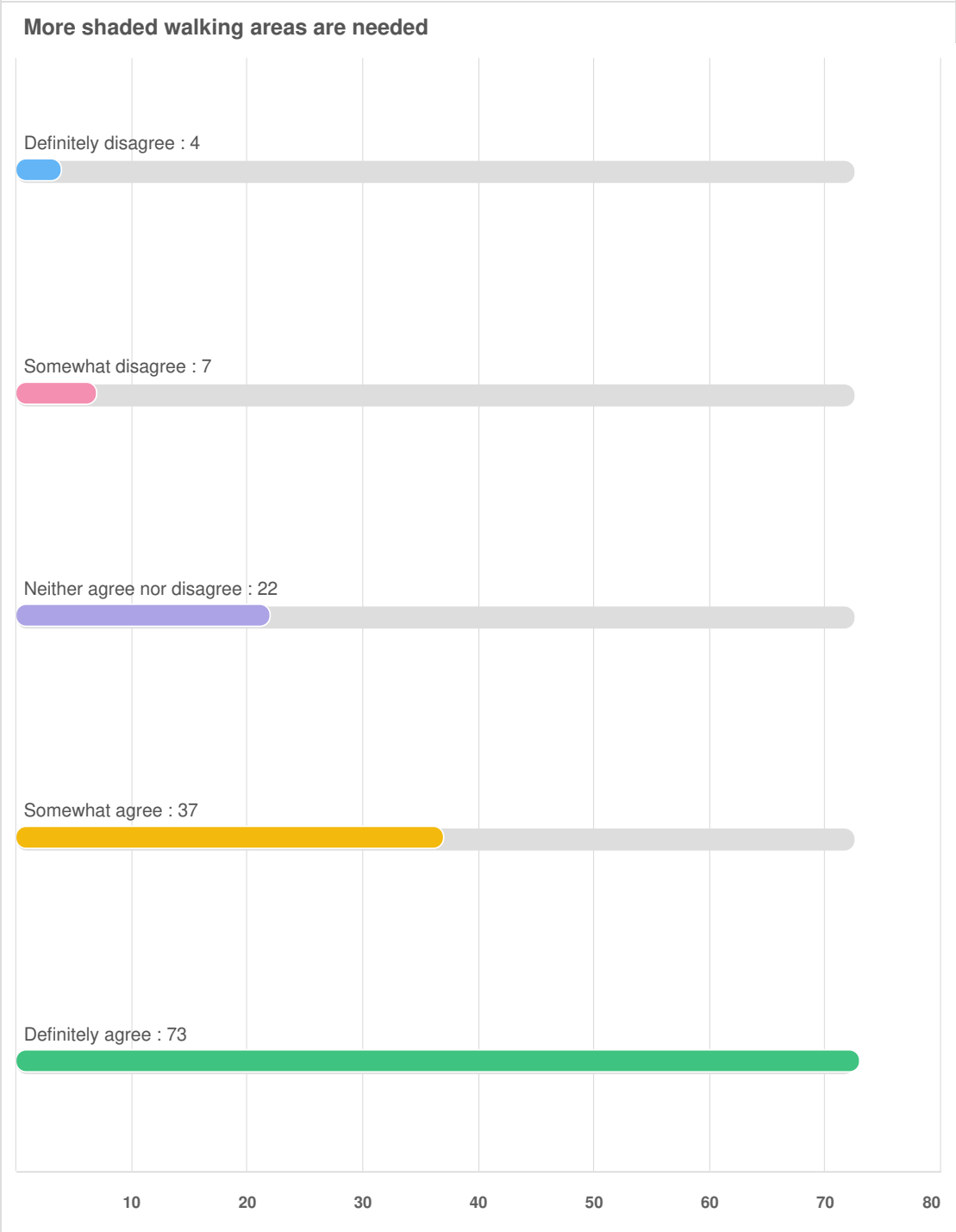

Q10 **Do you have any additional thoughts or ideas you would like to share?**

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Anonymous 5/27/2025 08:54 PM	In terms of diverse and affordable housing - I am in support of affordable housing and would like to see it integrated into broader development (for example, 30% reserved for affordable on an apartment complex) to help those requiring it to be better supported by the community. It would also be good to see support services introduced to help and provide localised assistance.
Anonymous 5/28/2025 01:40 PM	Yes, I live on Talbot Street and the need for footpath is MASSIVE. This road is used as a bypass of the local centre and can get EXTREMELY BUSY during peak periods, yet there is no footpath along it. I've seen countless people, including many seniors, schoolchildren and people on disability scooters have to walk and ride along the road due to the council strips being wet and muddy, as cars ZOOM past them at speeds far above the posted limit. It's only a matter of time before someone is hit and injured...OR WORSE.
Anonymous 5/28/2025 01:51 PM	Reduce social housing
Anonymous 5/28/2025 03:55 PM	If the speed of approving DA PROJECT applications will be quicker, it would provide personal gain and encouragement to develop figure projects. Would be great if council thought of allowing taller buildings in riverwood on R4 zoned land
Anonymous 5/28/2025 04:56 PM	A more modern children's playground would be great!
Anonymous 5/28/2025 05:01 PM	Please do not make public housing on Coleridge St near train tracks as it would cause a lot of disturbance to the people living around that area. Make it into a nice park if you want to utilise the space.
Anonymous 5/28/2025 10:09 PM	Make it safer and easier to drive in riverwood - it’s how many people travel through riverwood and currently it is unsafe and causes serious congestion
Anonymous 5/28/2025 10:09 PM	Many streets don’t have footpaths. Those that do are poorly maintained. Difficult to walk with a pram and unsafe to cycle on the road for children. Together with parking congestion on many side streets it is not very safe.
Anonymous	Round about at the intersection of BroadArrow Rd and Bonds Rd

5/28/2025 10:34 PM	have regular accidents, offer residents tree removal and native tree replacements, more community events
Anonymous 5/29/2025 12:36 PM	Belmore rd always congested from M5 don't know if anything could be done
Anonymous 5/29/2025 04:39 PM	You guys are doing great works
Anonymous 5/29/2025 06:51 PM	Self injecting centre to ensure people who use are safe and don't throw needles on the floor
Anonymous 5/29/2025 08:42 PM	Salt pan creek can be improved with better walkways and green spaces.
Anonymous 5/29/2025 09:57 PM	The streets around the station are crowded, especially during school pick drop or and pick up times causing issues for residents. Need more parking space and perhaps restrict parking for residents only.
Anonymous 5/30/2025 08:34 AM	No thank you
Anonymous 5/30/2025 10:08 AM	I am excited to see improvements in the Riverwood area for the community that live and work here. We want to be proud of the Riverwood area.
Christine D 5/30/2025 10:31 AM	i would have thought fixing road surfaces would have come before new garbage bins and speed humps
Anonymous 5/30/2025 01:36 PM	I believe the CBD area could be made to a much better place for dining and shopping experience from current conditions, so to attract more patrons from the surrounding suburb. Need better foot path and lighting on the main street to facilitate.
Anonymous 5/30/2025 02:58 PM	More fast food outlets
Anonymous 5/31/2025 06:33 AM	The majority of streets within the master plan zone are 1.5 lanes wide, excluding on-street parking provisions. With the prevalence of

	large SUV's and Dual Cab utes in the area, driver visibility is poor and many back street corners are obscured by large vehicles. Potential resolutions include street widening, if infrastructure allows for this. Or layback, lined parking on streets like Clarendon Rd. Additionally, with Belmore Rd being a main thoroughfare to the M5 and Henry Lawson Drive, congestion is an issue throughout peak and fringe travel times. This is largely due to on-street parking through the town centre on Belmore Rd, as well as poorly sequenced pedestrian lights to the north of the train station. While road widening may impact public amenity to the north, adding a lane southbound could ease congestion. Alternatively creating clearways (northbound AM peak, southbound PM peak) would assist traffic, but may have objections from businesses
Anonymous 5/31/2025 11:31 AM	No more public housing
Anonymous 5/31/2025 02:52 PM	Please focus on liveability, prosocial designs, accessibility, sustainability, and how urban design impacts our community's physical and mental health. Don't let developers and unfair housing targets dictate the shape of our city and neighbourhoods, leaving our communities to deal with illegal rubbish dumping, antisocial behaviour, poor social cohesion, and mental health crises. And please make sure you're making decisions and strategies in direct consultation with women and people with disabilities, in accordance with gender-inclusive urban design principles. Urban design needs to proactively and purposefully consider the safety and wellbeing of girls and women in the fundamental design of streets and building developments, not just in less effective add-ons like lighting and CCTV.
Anonymous 6/01/2025 08:43 AM	Riverwood doesn't need anymore high density housing it's at capacity now the traffic and local parking on streets is awful .there is no pre planning for any increase in population belmore road is terrible for traffic in turn making local streets a rat run.
Anonymous 6/01/2025 10:24 AM	Peakhurst looks wildly different, which is only the next suburb over. Riverwood needs a huge uplift. A new and improved plaza with more amenities. Think South village in Kirrawee. Promote more cafes, businesses in the area. More connections to walking tracks from the main strip.
Anonymous 6/01/2025 10:42 AM	Turn the plaza into a shopping centre. Bring more professionals, more family friendly spaces.

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Anonymous 6/01/2025 01:17 PM	There are plenty of green spaces already in the area but many people out of the area avoid shopping at Riverwood and I personally now shop elsewhere.
Anonymous 6/02/2025 09:13 AM	This housing shortage is due to Labor letting much to many people into the country. They should cut immigration. Because Labors stupid ideas to get votes we will all suffer. Riverwood vehicle traffic is already so congested at peak hours & weekends, the roads cannot cope with the traffic. It took me on a Saturday 30 minutes to get from Wiggs Rd (on Belmore Rd) to Riverwood station.
Anonymous 6/02/2025 09:36 AM	I have a 2 storey house two doors away & in winter at 2pm this house completely shades the house next to it & my house. We do not need houses above 1 or 2 stories. Leave housing as is, as I do not wish to leave where I am, until I am ready to leave, as I have lived here all my life. The more houses/flats are crammed in close together, this is what makes the weather hotter due to all the cement, bitumen & glass, as there is not enough room to grow trees or have gardens.
Anonymous 6/02/2025 11:26 AM	paved footpaths needed on the Trafalgar side of Peakhurst park
Anonymous 6/02/2025 04:20 PM	In regard to pedestrian access, there is one particular bottle neck to the station that MANY locals find abhorrent. The north-side of belmore station, station side, has a footpath bottle neck as pedestrians approach Morotai Ave. This causes alot of brushing and inceonvenience to those utilising trains and also those going between the northside and the main shopping center. Many pedestrians resort to talking on the road to avoid others- which is extremely dangerous for themselves and motorists. A simple solution exists in the nature strip that exists between that footpath and William Rd- said nature strip should be redesigned and widened to accomodate the high number of foot traffic. It's existance has been acceptable in the early 2000's with a small population using trains, but with growing population and foot traffic, this is a very big area of concern and risk to people's safety that many believe need to be addressed.
Anonymous 6/02/2025 04:43 PM	The speed bumps look like pedestrian crossings and someone will die soon

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Anonymous 6/02/2025 05:31 PM	It would be good to see Riverwood develop into a thriving suburb like Burwood which manages to mould good business, high rise living and a thriving community.
Anonymous 6/02/2025 05:35 PM	Riverwood is showing its age and not somewhere exciting to visit. It has a lot of opportunity with having a train station
Anonymous 6/02/2025 05:37 PM	Invest more in Riverwood as it has a lot of potential. Take ideas from Marrickville, and Revesby village.
Anonymous 6/02/2025 06:15 PM	We do not have banks close.
Anonymous 6/02/2025 06:20 PM	Definitely don’t need more cycling paths. Not enough people cycle for this. What is needed is more parking and road space for cars.
Anonymous 6/02/2025 07:08 PM	Remove the new wombat speedhumps on belmore Rd. The side roads are fine, but traffic is already slow enough on belmore Rd without these. All they do is confuse people into thinking they are pedestrian crossing points when they're not.
Anonymous 6/02/2025 08:51 PM	More police presence targeting antisocial behaviour , male parks safer at night
Anonymous 6/02/2025 09:34 PM	Riverwood is rarely given attention by council. Businessses and shops are mixed language and age. Very unlikely to communicate with each other and to council regarding change
Anonymous 6/02/2025 09:44 PM	Get rid of the shops that take up all the footpath spaces. Stupid people cross not at lights making traffic shit
Anonymous 6/03/2025 06:39 AM	I don’t think a focus on Nike tracks in the area will solve a problem. Not sure there was ever a high number of people using bikes in the area unless it’s for deliveries.
Anonymous 6/03/2025 11:28 AM	Heavy fines for dumped rubbish and grass on pavements needs to be maintained

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Anonymous 6/03/2025 11:58 AM	Footpaths !! Level the path correctly first . Bus stops need shade shelter and disabled access. All must have signs to indicate buses that go from there . Stop saying just look it up ! So ignorant ! Footpaths on both sides of every street means ppl walk, walk rheor dogs and are fitter not fatter ! Also they walk their dogs more. Council to introduce a two dog limit on homes - nobody needs four dogs in Riverwood or GRC it's animal horardi g . And affects neighbours and ppl walking. Education about rights of women and girls to ship keepers and male migrants they are pugs towards women going about their day and it's illegal . Over it
Anonymous 6/03/2025 02:32 PM	Resident parking permits.
Anonymous 6/03/2025 04:44 PM	Traffic lights on the corner of Belmore road and Coleridge St
Anonymous 6/03/2025 07:49 PM	Stop the use of Riverwood Park as a venue for fairs, large-scale sporting events etc. the streets nearby are turned into car parks and residents can be trapped in their homes because their driveways are obstructed. I hate to think what would happen if an emergency vehicle such as an ambulance or fire truck needed to access these already narrow streets at these times.
Anonymous 6/04/2025 08:41 AM	There are certain areas where groups of people gather every day around the station . Whilst they generally keep to themselves , they can be quite intimidating to passers by. The traffic flow at peak times requires attention.
Anonymous 6/04/2025 02:23 PM	Traffic management to help congestion at peak times is a must, and off main street parking is sorely needed.
Anonymous 6/04/2025 11:02 PM	The foot path left side foot path on belmore road on the northern side of riverwood station is woefully inadequate. The footpath narrows to a dangerous extent at busy times with cars speed very close. The trees need to be felled and a better solution found.
Anonymous 6/05/2025 11:20 AM	Riverwood needs to be modernised like other suburbs like Sutherland or hurstville. Its very easy to do, just needs some love!
Anonymous	Although pedestrians and cyclists need to be careful for themselves,

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6/05/2025 12:25 PM	more needs to be done to help drivers have better visibility which is difficult when they are prioritising turning out from side streets. This combined with trying to look out for pedestrians and cyclists is very difficult and is often the cause of many near misses. More needs to be done to make it easier for drivers to turn which in effect will keep pedestrians and cyclists and the general public more safe.
Anonymous 6/05/2025 02:33 PM	The day you guys decide to fix up Riverwood can you guys let the community help with the design part of it just like how you guys design the parks
Anonymous 6/05/2025 02:34 PM	Riverwood doesn't have any cycling infrastructure. It is by definition inadequate.
Anonymous 6/05/2025 08:24 PM	There's real potential to have Riverwood as a statement suburb. That other suburbs are truly envious. Hope this feedback is seriously considered and there is a proper action and accountability plan
Anonymous 6/06/2025 09:12 AM	The priority for cycling paths should not come at the expense of pedestrian or roads. Although riverwood does not have the Metro, it has both bus services and train services. Priority should be given to people who need to walk or drive to work.
Anonymous 6/06/2025 02:42 PM	Installation of play equipment for kids in the Roosevelt Avenue Belmore Road park area for young kids
Anonymous 6/07/2025 07:17 AM	more police patrols walking the beat to deter petty crime and move on addicts etc
Anonymous 6/07/2025 01:56 PM	Improve the walking route from train station to Riverwood public school. There is no shaded or covered area
Anonymous 6/07/2025 04:55 PM	Work on the area should start as soon as possible on the above points!!
Anonymous 6/08/2025 03:56 PM	Traffic light or pedestrian crossing should be improved in the intersection between Coleridge St and Belmore road.

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Anonymous 6/09/2025 11:35 AM	More rubbish bins and have clean streets with regular maintenance
Anonymous 6/09/2025 09:42 PM	Thank you for the opportunity
Anonymous 6/11/2025 02:22 PM	Footpath on Jacques avenue near Peakhurst park. It's just grass at the moment
Anonymous 6/12/2025 09:14 AM	Some pedestrian footpaths are in need of uplift. Particularly along Cairns Street some of the nature strips are bare and soil has been lost due to heavy rains exposing pipes and tree roots. There is also a need for increased lighting especially along Cairns Street as footpaths are uneven and result in trip hazards.
Anonymous 6/13/2025 09:15 AM	Riverwood station also services a broader area. If there were increased measures or perceptions of safety to walk or ride then less people would drive to get to the station for the commuter car park.
Anonymous 6/13/2025 10:34 AM	if you truly want opinion from us - then change your survey format-its biased either intentionally or unintentionally to meet the outcomes that the council wants Most people aren't opposed to an increase in housing, but we don't need Riverwood - full of residential towers with shopfronts that butt up to the road Did the council NOT learn its lessons from the suicides that occurred frequently @ the Riverwood Towers one of which was demolished to address this problem. We now call it Washington Park. better access to the railway station @ night would be welcomed Parking behind it is isolated and scary- stops people taking the train
Anonymous 6/13/2025 10:44 AM	Riverwood has a reputation for not being safe due to the high level of housing commission properties in the area and residents with a high incidence of drug and alcohol use. I understand the need for housing commission residences but the safety of all the residents is also important otherwise people will just avoid coming to the suburb. Bicycles on the road cause delays and are not safe for vehicle traffic, so dedicated bike paths away from pedestrians would be great.
Anonymous 6/13/2025 12:23 PM	Govt Housing needs to be limited in this area. The crown it has attracted is not kind. Its making us and our kids feel unsafe in an area we call home for many years. I see crime in the plaza, arrests at the station, and I always see the alcoholics sitting near the taxi rank

	yelling at each other, and the innocent people esp kids after school walking by. Then they walk up to the station and talk to the kids getting off at the station. My son once had an alcoholic go up to him and talk to him scaring him so much he didnt want to utilise the riverwood station anymore. the drug affected people were sitting at the bus stop asking people walking by if they had cocaine. regular occurrance.
Anonymous 6/13/2025 12:55 PM	Any new programs should maintain the green look of Riverwood. There should be no compromise on reducing the greenery of Riverwood while developing it. Riverwood should not become a concrete jungle like Bankstown or Hurstville.
Anonymous 6/13/2025 05:01 PM	The cycling infrastructure should also allow for motorised options such as e-bikes and e-scooters. Not everyone has the physical ability to cycle for several blocks. Think of people with injury, disability, the aged etc. If it's going to work, it needs to be as inclusive as possible.
Anonymous 6/13/2025 05:08 PM	Maybe look at other LGAs and see what works well in them. Like Gymea village (although they do lack bike paths at present). As fatboy bikes and e-scooters usage will rise, you need to take this into account when planning off road paths.
Anonymous 6/14/2025 12:51 PM	Thoughts shared above.
Anonymous 6/14/2025 03:49 PM	more share areas and sitting areas with wider footpaths and lighting in the streets
Anonymous 6/15/2025 07:50 AM	Please, for the love of God. Do not build more public housing for professional dole bludgers, ex -cons or junkies. Riverwood is overflowing with these demographics and could do with more working and middle class people moving to the area instead. It's a mini Mount Fruit and has no real community because it feels so unsafe with all the public housing in the area.
Anonymous 6/15/2025 11:16 AM	There are more humps made in Riverwood area. Some humps with some white stripes on the sides, very confusing and not safe. Some pedestrians thought they were pedestrians crossings and started walking while the drivers did not think the same. I and friends saw a few times. Very dangerous.

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/15/2025 01:30 PM	If cycling on footpaths was allowed it would be safer for cyclists and motorists. Rule to not cycle faster than twice the speed of a person walking within 10 metres.
Anonymous 6/15/2025 06:05 PM	nice place to visit on occasion. dependent on the restaurant. doesn't feel safe around public housing streets.
Anonymous 6/16/2025 07:21 AM	Bikes and cars do not mix. Bikes and pedestrians do not mix either.
Anonymous 6/17/2025 04:31 PM	Residential parking is the biggest issue facing residents of Riverwood. It is great to have this masterplan for the future, but without spaces to park, especially for residents, you hinder the growth of business and residents alike.
Anonymous 6/18/2025 01:42 PM	Taller buildings around the station so that you know you have arrived
Anonymous 6/18/2025 01:59 PM	There are many adult massages that appears unsafe. There are multiple red lights and adult sex business in the area and on the main road which is inappropriate and no longer serve the community being riverwood is now home to young families with children.
Anonymous 6/19/2025 02:38 PM	Stop planting trees under power lines. The mixed coloured seating installations look recycled. Can we paint them one colour so they look planned. Cut into nature strip and add 45 degree parking in streets near the station. This would almost double street parking. And doesn't have the ongoing cost of the trees you planted instead. Under power lines... like a moron would.
Anonymous 6/19/2025 08:41 PM	Parks are so bad in Riverwood. The big standout fixtures like in Oatley will help the kids really enjoy the parks so much better
Anonymous 6/20/2025 11:36 PM	Adding more high schools in the area and creating new jobs
Anonymous 6/21/2025 10:49 AM	The community is crying out for an improved shopping plaza and SAFER area to walk around at night with more lighting. Please make these a priority.

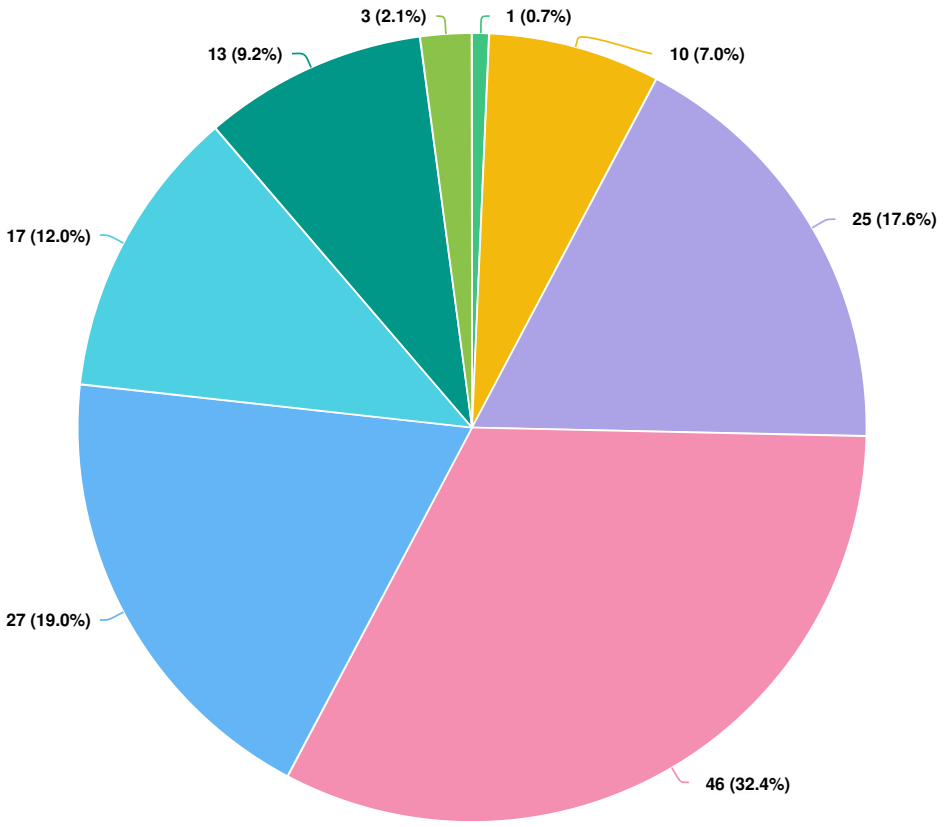
Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Anonymous 6/22/2025 03:31 PM	More parks and a community park area with basketball courts and tennis courts. Walking tracks particularly in south Riverwood,

Optional question (86 response(s), 59 skipped)
Question type: Essay Question

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q11 Your age group

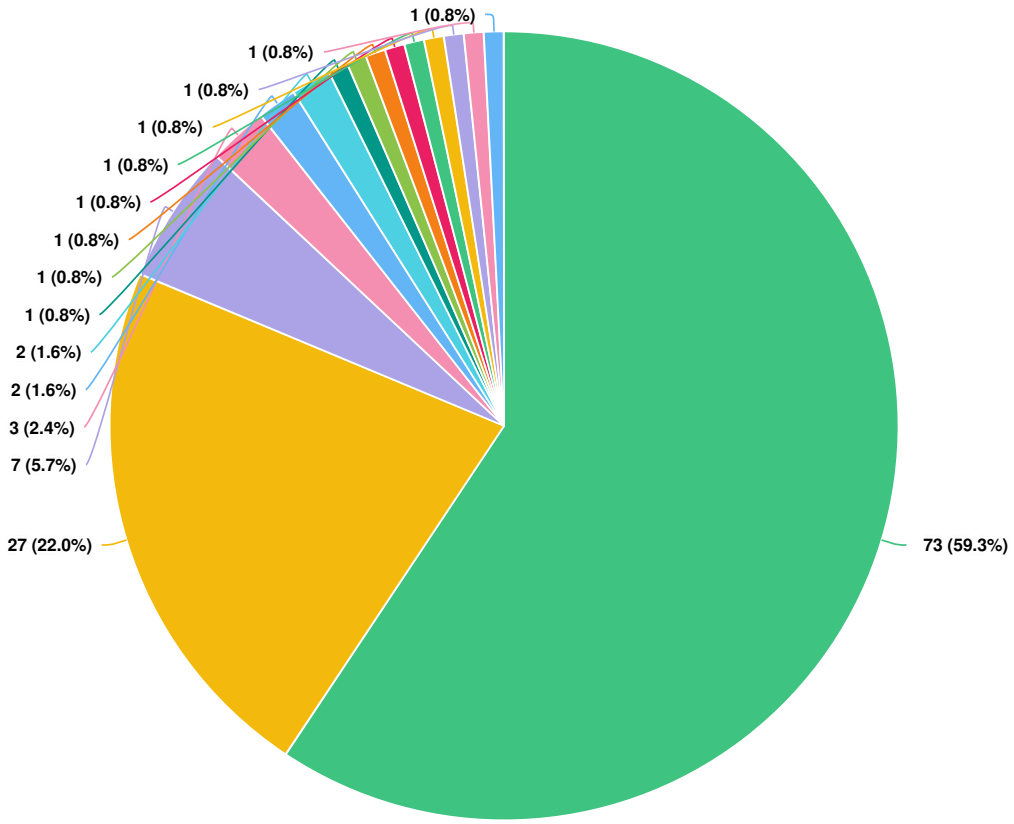


Question options

Prefer not to say | 65 and above | 55 to 64 | 45 to 54 | 34 to 44 | 25 to 34 | 18 to 24 | 17 and under

Optional question (142 response(s), 3 skipped)
Question type: Radio Button Question

Q12 Your suburb



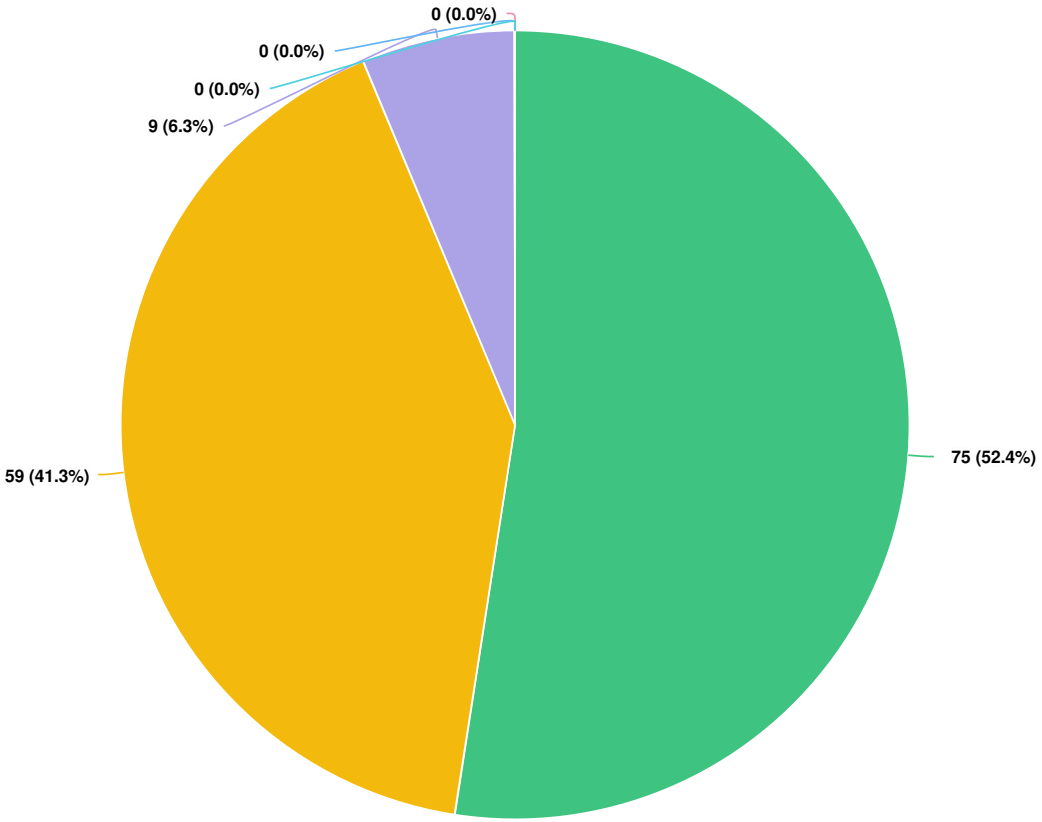
Question options

SOUTH HURSTVILLE, NSW · GYMEA BAY, NSW · BANKSTOWN, NSW · GREENACRE, NSW · KOGARAH, NSW · MORTDALE, NSW · BEVERLY HILLS, NSW · HURSTVILLE, NSW · TELOPEA, NSW · PADSTOW, NSW · NARWEE, NSW · PEAKHURST HEIGHTS, NSW · LUGARNO, NSW · PEAKHURST, NSW · RIVERWOOD, NSW

Optional question (123 response(s), 22 skipped)
Question type: Region Question

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q13 What is your gender identity?



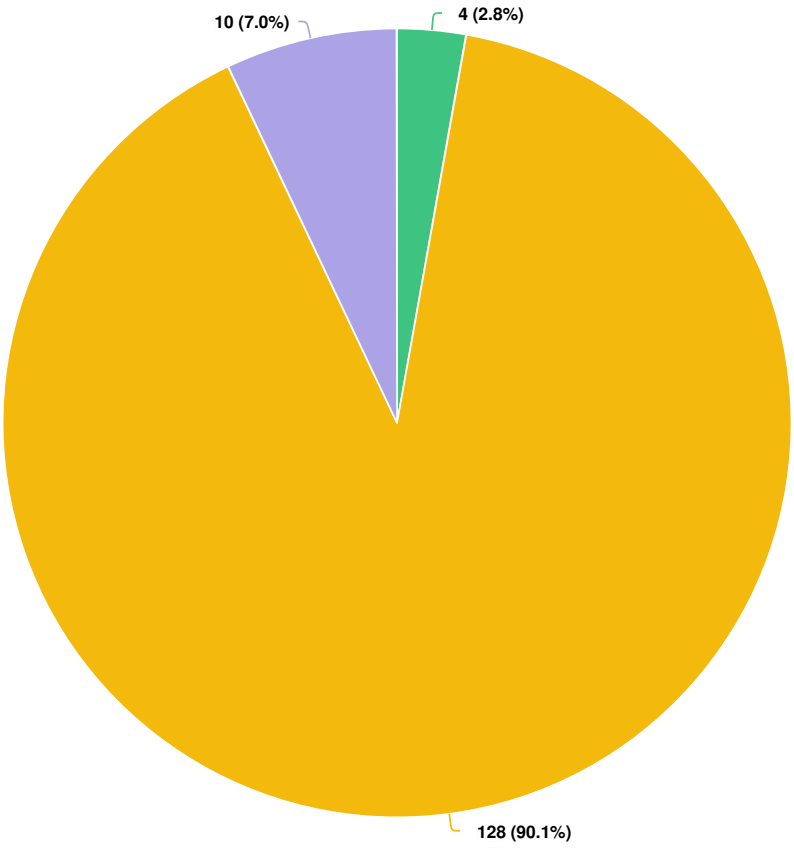
Question options

Prefer to self-describe: Transgender Non-binary Prefer not to say Male Female

Optional question (143 response(s), 2 skipped)
Question type: Radio Button Question

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q14 Do you identify as Aboriginal and/or Torres Strait Islander?

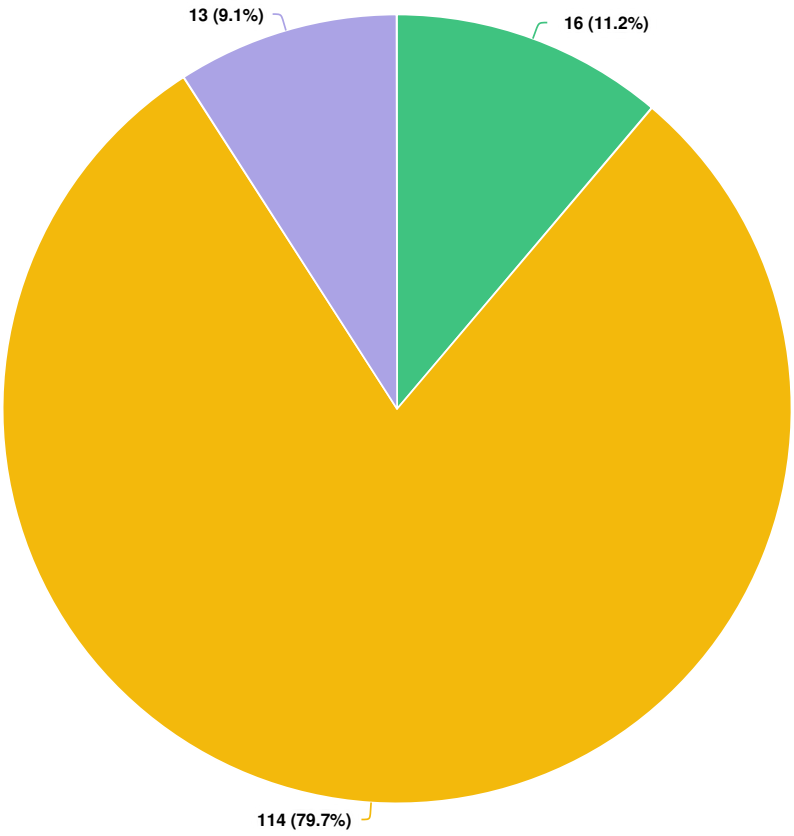


Question options

Prefer not to say No Yes

Optional question (142 response(s), 3 skipped)
Question type: Radio Button Question

Q15 Do you identify as a person with a disability?



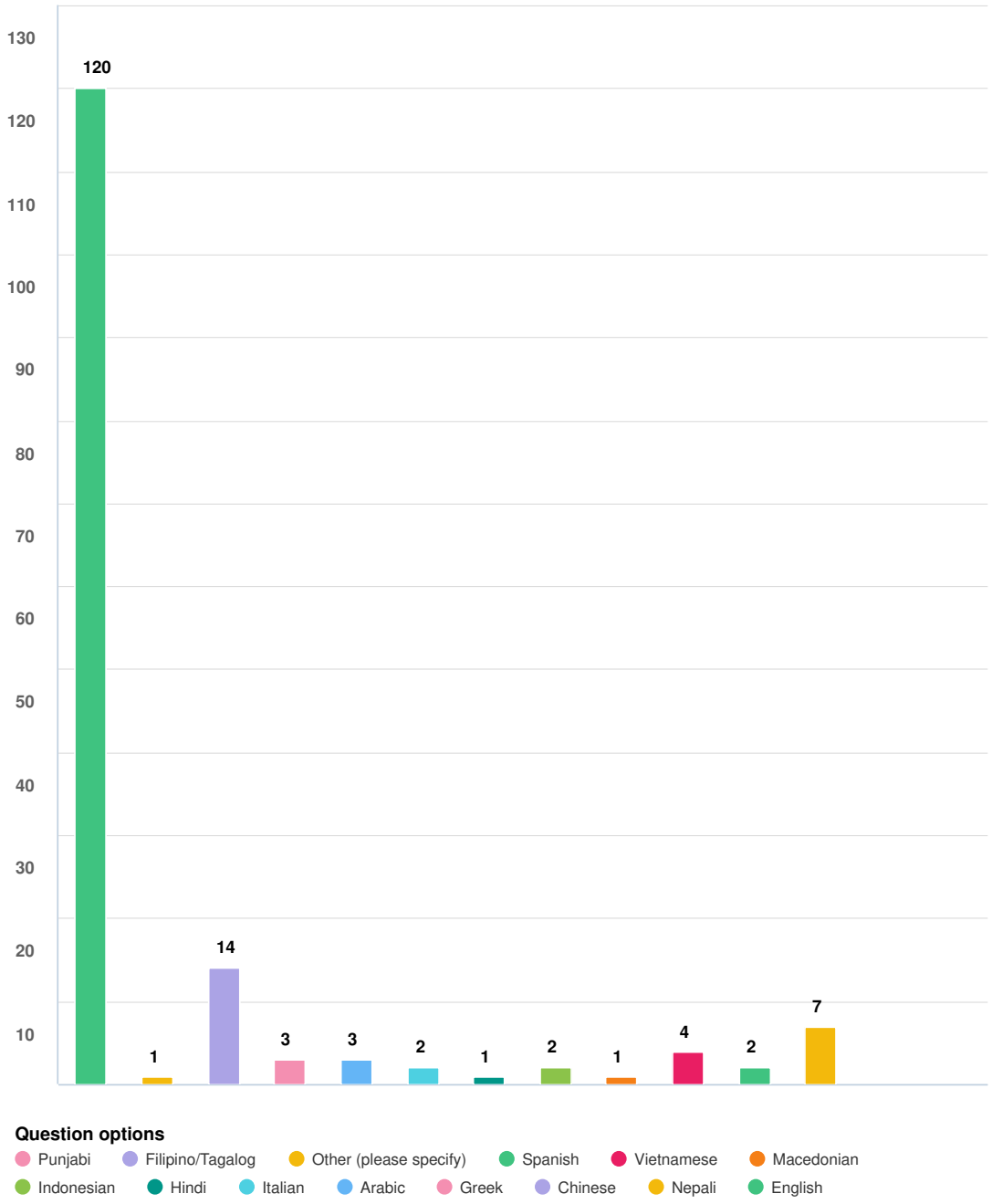
Question options

Prefer not to say No Yes

Optional question (143 response(s), 2 skipped)
Question type: Radio Button Question

Provide your feedback : Survey Report for **13 March 2018** to **25 June 2025**

Q16 What is your primary language(s) spoken at home?



Optional question (141 response(s), 4 skipped)
Question type: Checkbox Question

Planning Proposal Report

Mortdale Centre Master Plan (PP2026/0001)

For Gateway Determination
March 2026

Planning Portal Ref: PP2025-2192
Council Ref: PP2026/0001

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Introduction

This planning proposal (known as the Mortdale Master Plan planning proposal) has been prepared in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), its *Regulation 2021* and the *Local Environmental Plan Making Guideline (August 2023)* released by the NSW Department of Planning, Housing and Infrastructure (DPHI).

This planning proposal relates to Mortdale Local Centre, an area within the Georges River Council local government area about 25km south-west of the Sydney CBD. Mortdale is 2.5km west of Hurstville Strategic Centre and has good access to local and regional parks, sport recreational facilities and educational facilities. Mortdale Centre is well connected by public transport, with multiple bus routes linking it to Bankstown and Hurstville. Mortdale Station, served by the T4 Eastern Suburbs and Illawarra Line, provides direct train access to key strategic and local centres including Hurstville, Kogarah, and the Sydney CBD.

This planning proposal seeks to implement the vision and strategic objectives of the *Mortdale Local Centre Master Plan (*Master Plan) through a range of amendments to the *Georges River Local Environmental Plan 2021* (GRLEP).

The Master Plan (Appendix 1) is a Council endorsed strategy which sets a 20-year vision for Mortdale to assist in managing growth and future development by providing a coordinated approach for the delivery of new buildings, infrastructure, land use and public space within 400m walking distance of Mortdale Station. While the adopted Master Plan originally identified capacity for 578 new dwellings within 400m walking distance of Mortdale Station, this Planning Proposal—through the application of the Low to Mid Rise (LMR) controls—facilitates the creation of 773 new dwellings, and 27,685sqm of non-residential floor space.

The area affected by this GRLEP amendment is shown in Figure 1 below. It gives effect to several planning priorities in the Georges River Local Strategic Planning Statement (LSPS). It is also consistent with other Council-adopted strategies including the *Commercial Centres Strategy Part 1*, *Local Housing Strategy* and *Transport Strategy*.

The Proposal relates only to the proposed amendments to the GRLEP. Supporting amendments to the Georges River Development Control Plan (DCP) have been prepared concurrently with this Planning Proposal.

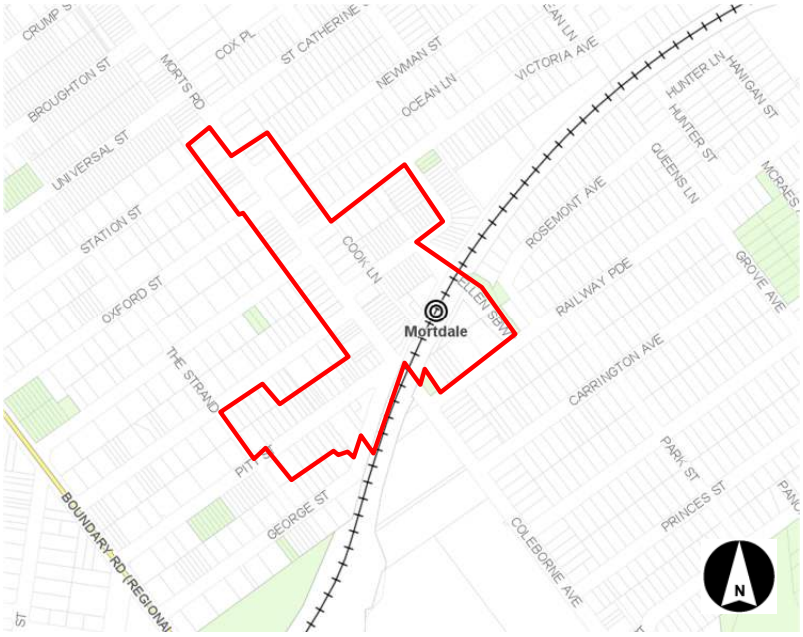


Figure 1: The extent of the land to which the planning proposal applies (outlined in red)

Background

Mortdale Local Centre Master Plan

Mortdale is one of eight Local Centres in the Georges River LGA. Mortdale is identified in the *Georges River Local Strategic Planning Statement (LSPS) 2040* as an appropriate location to be investigated for housing opportunities and potential centre expansion.

Council's vision for Mortdale Local Centre has been developed and informed by extensive community consultations and urban design analysis undertaken throughout the preparation of the Master Plan. The vision forms the basis for this planning proposal.

The Vision for Mortdale Local Centre

"Mortdale Local Centre and the surrounding area will be a vibrant community with a contemporary yet fine grained village centre, well served by active transport and public transit that capitalises on its proximity to natural features through a network of green links and usable parks.

Mortdale will be home for a diverse population, in a variety of housing types integrated to local open spaces, green streets and pedestrian connections. It will provide a mix of retail, social and business activities that define its social life and supports community wellbeing.

Local parks will be connected into a legible network of green spaces that provide links to the regional green network reinforcing Mortdale's prominence within the geography of this part of Sydney."

Community feedback was sought by Council as part of the ongoing engagement on the Master Plan. The draft Master Plan was exhibited between 14 July 2021 to 24 September 2021.

A second community engagement period between 10 May 2023 and 9 July 2023 was undertaken by Council for consideration of two revised options for the draft Master Plan.

The issues raised during the community engagement informed amendments to the Master Plan which was adopted on 23 October 2023. The adopted Master Plan (refer to Figure 2) would result in an additional 578 residential dwellings and 27,685sqm of non-residential floor space in Mortdale Local Centre.

Council at its meeting on 23 October 2023, resolved:

a) That Council note the submissions received during the public exhibition of the two draft Mortdale Local Centre Master Plan options.

b) That Council adopt the Mortdale Local Centre Master Plan Option 1A as exhibited with the following amendments in response to submissions received:

- *a. Amend the heights along Victoria Avenue to be 13m / 4 storeys.*
- *b. Provide additional clarification on dedicated cycleways.*
- *c. State that the proposed Martin Place road closure can be trialled with a temporary closure to test traffic impacts and use before any permanent changes are implemented.*

c) That Council prepare a Planning Proposal, amendment to the Georges River Development Control Plan 2021, and amendment to the Georges River Local Infrastructure Contributions Plan 2021 to implement the Mortdale Local Centre Revised Master Plan Option 1A (Post Exhibition Version), subject to a successful budget bid in the 2024/25 financial year.

d) That Council write to the NSW Department of Planning and Environment requesting the adopted Mortdale Local Centre Revised Master Plan Option 1A (Post Exhibition Version) be endorsed as a strategic study.

e) That all persons who made a submission be advised of Council's decision on this matter.

f) That the General Manager hold a workshop with the Councillors to identify the key parking, traffic and road networks issues that would be considered in a future traffic study of the Mortdale Centre and the surrounding road network.

g) That Council endorse including design excellence principles and controls in the DCP for the Mortdale Centre to ensure building design complements the village atmosphere.



Figure 2 - Structure Plan – Adopted Mortdale Local Centre Master Plan (2023)

Introduction of Low to Mid Rise Housing Policy and amendments to the Master Plan

On 28 February 2025, the Mortdale station and town centre was identified by the NSW Government as an indicative Low to Mid-rise (LMR) Housing Area. At its meeting on 28 April 2025, Council considered a report on the impact of the LMR Housing Policy Stage 2 on the Georges River LGA (Appendix 2).

Council at that meeting resolved the following in relation to Mortdale Master Plan:

(c) That Council acknowledge that Stage 2 of the LMR Policy came into effect on 28 February 2025 and, in response, resolve to proceed with the officer recommendations to address its implications on existing strategic planning work, as follows:

(i) Endorse Scenario 3 of the Mortdale Local Centre Master Plan Implementation, as outlined in this report which proposes the following changes to the adopted Mortdale Local Centre Master Plan:

(ii) The deletion of the proposed R3 Medium Density Residential Zone fronting Newman Street, Cross Street, Victoria Avenue, and Cooks Lane, Mortdale; and

(iii) The alignment of the Floor Space Ratio (FSR) and Height of Building (HOB) to the LMR Policy controls for land zoned R4 High Density Residential.

The amended Master Plan proposes an expanded E1 Local Centre zone, north of the station along Morts Road, Pitt Street and Cook Street to provide for additional employment and living opportunities. An area of R4 Residential High Density zone is proposed around the E1 Local Centre zone to provide greater housing variety for Mortdale. (Refer to Figure 3)

The built form strategy is supported by a Public Domain Plan across the areas of change to build upon the recent streetscape upgrades to Morts Road. The proposed public domain improvements include active transport upgrades, green link upgrades, potential through site links, laneway upgrades and road closure plazas (refer to the Public Domain Plan in Appendix 1).

The changes outlined in the Council Resolution above have been carried across to this planning proposal and would result in capacity for 773 new dwellings and 27,685sqm of non-residential floor space.

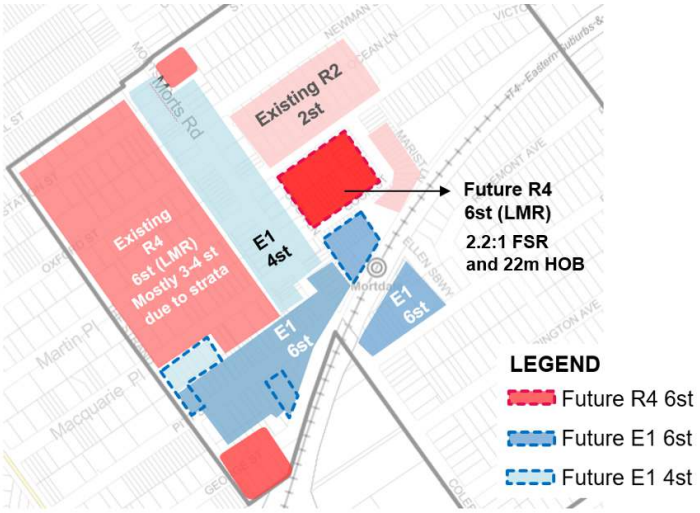


Figure 3 - Adopted amendments to Mortdale Local Centre Master Plan (April 2025)

PLANNING PROPOSAL

1 Objectives and Intended Outcomes

The Planning Proposal seeks to amend the Georges River LEP 2021 to support the urban renewal and growth of Mortdale Local Centre by implementing the vision set out in the Council-endorsed Mortdale Local Centre Master Plan.

The objectives and intended outcomes of the proposed LEP amendments are to:

- Increase supply of housing, while provide greater housing choice to meet State Government directions and local housing targets for more housing close to public transport infrastructure and services.
- Introduce appropriate height limits to the E1 zone to reinforce the local centre core area around the train station and provide certainty for development.
- Increase employment floorspace to meet future demand by expanding the E1 zone and increasing the minimum non-residential floorspace requirement for new development within the E1 zone.
- Encourage a high quality and activated public domain with good solar access
- Unlock Council land within Mortdale Centre for redevelopment, delivering new housing, employment floor space and community infrastructure.
- Enable a variety of land uses (residential and mixed use) within walking distance of Mortdale railway station.

The proposed changes to the Georges River Local Environmental Plan (LEP) for Mortdale Centre aim to deliver a vibrant, transport-oriented hub. These changes are intended to provide a variety of housing options, along with new shops, community facilities, and open spaces—enhancing Mortdale Centre's liveability and supporting the needs of both current and future residents.

2 Explanation of Provisions

To achieve the objectives and intended outcomes, this Planning Proposal seeks to amend the GRLEP. A summary of the existing and proposed GRLEP controls are outlined in Table 1 below. The proposed amendments to built form controls (height of buildings and floor space ratio) have been informed by urban design modelling in the Master Plan to account for setbacks, likely future amalgamation patterns and solar access. These provisions are further detailed in the following sections.

Table 1. Existing and Proposed GRLEP Controls

GRLEP Control	Existing GRLEP Provisions	Proposed Provisions
Clause 2.2 Land Use Zoning (map amendment)	R2 - Low Density Residential R4 - High Density Residential SP2 - Infrastructure (Car Park)	R4 - High Density Residential E1 - Local Centre
Clause 4.1 Minimum subdivision Lot size (map amendment)	450sqm 1000sqm	No minimum lot size (for E1) 1000sqm (for R4)
Clause 4.1A Minimum subdivision lot size for dual occupancies (map amendment)	650sqm (R2 &R4)	No minimum lot size (for E1)
Clause 4.3 Height of building (map amendment)	No Height 9m 21m	15m 22m
Clause 4.4 Floor Space Ratio (map amendment)	No FSR 0.55:1 1.5:1 2.5:1	1.5:1 2.2:1 2.5:1
Clause 4.4B Exceptions to floor space ratio – non-residential uses (map and clause amendments)	Minimum non-residential FSR 0.5:1 for E1 zoned land	Minimum non-residential FSR 0.75:1 for E1 zoned land

2.1 Amendment to Land Use Zoning Map

To amend the *Land Use Zoning Map* for certain sites to:

(i) Rezone R4 High Density Residential to E1 Local Centre
(ii) Rezone SP2 Infrastructure (Car Park) and R2 Low Density Residential to E1 Local Centre
(iii) Rezone R2 Low Density Residential to R4 High Density Residential

Proposed Amendment

Mapping change only – *Land Use Zoning Map:*



Figure 4. Proposed Zoning Map (areas of change outlined in red)

2.1.1. Rezoning from R4 High Density Residential to E1 Local Centre

It is proposed to rezone certain properties located along Macquarie Place and Pitt Street to the north of Mortdale Station from R4 High Density Residential to E1 Local Centre. (Figure 5 below).

The expansion of the E1 zone will provide opportunities for new for residential, retail and commercial development supported by areas identified for community facilities and open space in the proposed amendments to the accompanying Development Control Plan. The proposed E1 zoning of the Mortdale RSL (19-25 Macquarie Place), will formalise the existing use, ensuring alignment with the broader strategic vision for the precinct. The proposed properties are:

Address	Lot details	GRLEP LZN	Proposed LZN
19 Macquarie Place Mortdale	B//DP345208	R4	E1
23 Macquarie Place Mortdale	C//DP345208	R4	E1

25 Macquarie Place Mortdale	27/D/DP2921	R4	E1
25 Macquarie Place Mortdale	28/D/DP2921	R4	E1
25 Macquarie Place Mortdale	26/D/DP2921	R4	E1
25 Macquarie Place Mortdale	29/D/DP2921	R4	E1
9 Pitt Street Mortdale	SP71078	R4	E1
56 Pitt Street Mortdale	SP68533	R4	E1



Current land use zoning **Proposed land use zoning**

Figure 5: Current vs Proposed land use zoning with properties changing from R4 High Density Residential to E1 Local Centre along Macquarie Place and Pitt Street.

2.1.2 Rezoning from SP2 Infrastructure (Car Park) and R2 Low Density Residential to E1 Local Centre

An expansion of the E1 Local Centre zone is proposed to the east of the current E1 zone (Figures 6 and 7). This includes Council owned land currently zoned SP2 Infrastructure (Car Park) and R2 Low Density Residential to be rezoned to E1 Local Centre. This expansion of the E1 zone provides greater local employment opportunities within the centre and increase housing supply and diversity.

No.31 Cook Street is a heritage listed electrical substation and will remain zoned SP2 Infrastructure (Car Park).

Note that lots 21/DP4817 & 22/DP4817 (known as 21R Cook St) are proposed to be split into two zones from R2 Low Density Residential to part E1 Local Centre. These two lots form part of Ellen Subway (road), an adjoining landscaped embankment and footpath access to the car park. The two lots are owned by Transport Asset Manager of New South Wales (TAHE). The proposed split zoning reflects the current GRLEP mapping for Floor Space Ratio and Height of Buildings.



Figure 6. Aerial of carpark and adjoining sites

Address	Lot details	GRLEP LZN	Proposed LZN
21R Cook Street^	22/DP4817 21/DP4817	R2	Part R2 Part E1
23 Cook Street *	20/DP4817 19/DP4817	R2	E1
25 Cook Street *	18/DP4817 17/DP4817	R2	E1
27 Cook Street *	16/DP4817 15/DP4817 14/DP4817 13/DP4817	R2	E1
29 Cook Street *	114/DP1127060 A/DP154171	SP2 – Car Park	E1

^Forms part of Ellen Subway (road and embankment) *Council owned land



Current land use zoning Proposed land use zoning

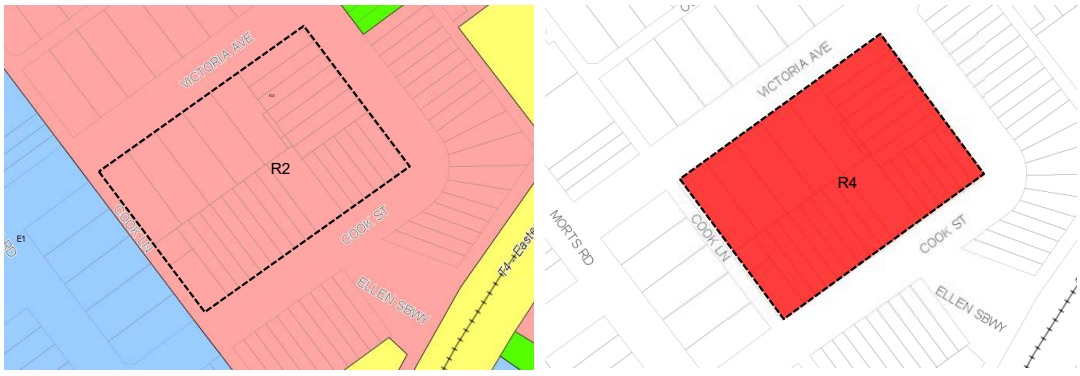
Figure 7: Current vs Proposed land use zoning with properties changing from SP2 Car Park and R2 Low Density Residential to E1 Local Centre along Cook Street and Cook Lane

2.1.3 Rezoning from R2 Low Density Residential to R4 High Density Residential

It is proposed to rezone properties located adjacent to the expanded E1 Local Centre zone, from R2 Low Density Residential to R4 High Density Residential.

This block will provide for a transition between the proposed E1 Local Centre zone and surrounding residential areas. The proposed properties are located:

- Along the south-eastern side of Victoria Avenue between Cook Lane and Cook Street
- Along the north-western side of Cook Street between Cook Lane and the corner of Cook Street. (see Figure 8 below)



Current land use zoning Proposed land use zoning

Figure 8: Current vs Proposed land use zoning with properties changing from R2 Low Density Residential to R4 High Density Residential along Victoria Avenue and Cook Street.

Address	Lot Details	GRLEP LZN	Proposed LZN
105 Victoria Avenue MORTDALE	1//DP1256952	R2	R4
107 Victoria Avenue MORTDALE	7/3/DP2778	R2	R4
109 Victoria Avenue MORTDALE	6/3/DP2778	R2	R4
111 Victoria Avenue MORTDALE	5/3/DP2778	R2	R4
115 Victoria Avenue MORTDALE	4/3/DP2778	R2	R4
2 Cook Street MORTDALE	23//DP12444	R2	R4
2 Cook Street MORTDALE	24/DP12444	R2	R4
2A Cook Street MORTDALE	2/DP1256952	R2	R4
4 Cook Street MORTDALE	26/DP12444 27/DP12444 2/DP590033	R2	R4
6 Cook Street MORTDALE	28/DP12444 29/DP12444 1/DP562214	R2	R4
8 Cook Street MORTDALE	30/DP12444 31/DP12444	R2	R4
10 Cook Street MORTDALE	32/DP1201664	R2	R4
10A Cook Street MORTDALE	33/DP1201664	R2	R4
12 Cook Street MORTDALE	34/DP12444	R2	R4
12 Cook Street MORTDALE	35/DP12444	R2	R4
14 Cook Street MORTDALE	100/DP1227258	R2	R4
16 Cook Street MORTDALE	27/DP4817 28/DP4817	R2	R4
18 Cook Street MORTDALE	29/DP4817 30/DP4817	R2	R4
18 Cook Street MORTDALE	30/DP4817	R2	R4
20 Cook Street MORTDALE	31/DP4817 32/DP4817	R2	R4
22 Cook Street MORTDALE	33/DP4817 34/DP4817	R2	R4
24 Cook Street MORTDALE	1/DP214162	R2	R4
22A Cook Lane MORTDALE	2/DP214162	R2	R4

2.2 Amendment to Floor Space Ratio and exceptions to floor space ratio

To amend the *Floor Space Ratio Map* to:

(i) On certain sites increase the FSR in E1 zone from 1.5:1 to 2.5:1
(ii) On certain sites being rezoned from R4 to E1, increase the FSR from 1:1 to 1.5:1
(iii) On certain sites being rezoned from R2 to R4, increase the FSR from 0.55:1 to 2.2:1

E1 Local Centre zone

To the north of the station, an increased FSR of 2.5:1 is proposed for E1 Local Centre zoned land in close proximity to the station around Morts Road and Pitt Street intersection. This aligns with the current FSR control for the E1 Local Centre zone to the south of the station on Railway Parade. Other E1 Local Centre zoned land in the centre will remain as the existing 1.5:1 FSR to allow density and scale transition to the surrounding residential area.

Currently land zoned E1 Local Centre in the centre is identified as "Area 3" on the FSR map, which requires development to provide a non-residential FSR of 0.5:1 under Clause 4.4B Exceptions to floor space ratio – non-residential uses.

This proposal seeks to require all E1 Local Centre zoned land in the centre to provide a minimum non-residential FSR of 0.75:1, as recommended in the *Commercial Centres Strategy – Part 1.* The FSR map is proposed to be amended to identify the land as "Area 7". Clause 4.4B will be amended to insert the following:

> "(8) Development consent must not be granted for development on land identified as "Area 7" on the *Floor Space Ratio Map* unless the non-residential floor space ratio is at least 0.75:1."

R4 High Density Residential zone

To support increased housing supply in a well-connected location, a new R4 High Density Residential zone is proposed to the east of Morts Road, with a Floor Space Ratio (FSR) of 2.2:1. This uplift will enable the delivery of higher-density housing options within walking distance of public transport, shops, and community facilities. The existing R4 High Density Residential zoned land within the centre to the west of Morts Road is to remain 1:1 FSR. This area is a well-established area with vast majority of land developed for residential flat buildings and under strata title (while having the opportunity to redevelop under the Housing SEPP provisions if desired). This area provides a transition between the E1 Local Centre and the adjoining R2 Low Density Residential areas to the North and South-West.

The current FSR map and proposed changes are shown in Figures 9 and 10 and in the draft maps at Appendix 3.

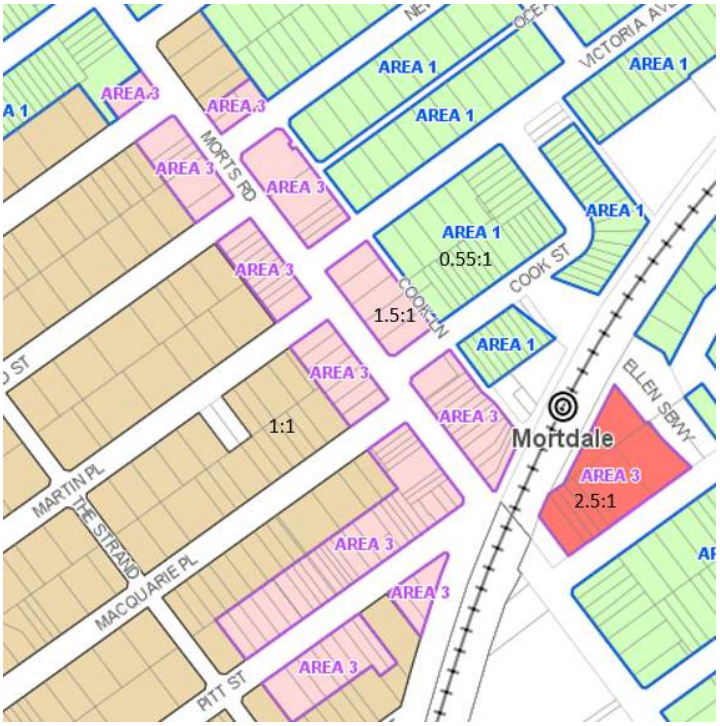


Figure 9: Current FSR Map for Mortdale Centre



Figure 10: Proposed FSR Map for Mortdale Centre (areas of change outlined in red)

2.3 Building Heights

The proposed building heights aims to reinforce the core area within 400m of the station, and support a clear spatial hierarchy within the Centre. The proposed amendments have been informed by urban design modelling in the Master Plan to account for setbacks, likely future amalgamation patterns and solar access. It is proposed to amend the maximum height of buildings (HOB) controls in the Mortdale Centre through map amendments shown in Figures 11 and 12 and in the draft maps at Appendix 3.

E1 Local Centre zone

Currently there are no height control limits in E1 Local Centre for Mortdale on the northern side of the railway line. The existing height limit of the E1 Local Centre zone south of the railway line is 21m. To foster better compliance with the Apartment Design Guide, it is proposed to increase the 21m maximum height by 1m to 22m. The 22m height is proposed for E1 Local Centre areas around

to station and Pitt Street. Other E1 Local Centre areas will have a lower height limit of 15m outside of the 400m core area.

R4 High Density Residential zone

A height limit of 22m is also proposed for the upzoned R4 High Density Residential zone to the east of Morts Road. The proposed height limit has been designed to align with the intended FSR of 2.2:1, ensuring that built form outcomes are achievable while supporting the delivery of high-density housing in a manner consistent with the desired urban scale and character. The existing R4 High Density Residential zone to the west of Morts Road is to remain 12m. This area is a well-established area with vast majority of land developed for residential flat buildings and under strata title (while having the opportunity to redevelop under the Housing SEPP provisions if desired). This area provides a transition between the E1 Local Centre and the adjoining R2 Low Density Residential areas to the North and South-West.

It should be noted that the draft precinct DCP controls provide additional setback and street wall height controls to guide future built form outcomes. The proposed LEP height provisions will need to be considered in conjunction with the proposed DCP provisions.



Figure 11: Current HOB Map for Mortdale Centre in metres



Figure 12: Proposed HOB Map for Mortdale Centre in metres (areas of change outlined in red)

2.4 Minimum subdivision lot size maps

For lots proposed to be rezoned to R4 High Density Residential and E1 Local Centre, the minimum subdivision lot size maps are to be updated to reflect the change in zone. Refer to draft maps at Appendix 4.



Figure 13. Proposed changes to minimum lot size map (LSZ) in sqm (areas of change outlined in red)



Figure 14. Proposed changes to minimum subdivision lot size for dual occupancy map (LSD) in sqm (areas of change outlined in red)

Clause 4.1 Minimum subdivision lot size (LSZ):

- R4 High Density Residential zone = 1000sqm
- E1 Local Centre zone = none

Clause 4.1A Minimum subdivision lot size for dual occupancies (LSD):

- E1 Local Centre zone = none

2.5 Other relevant matters

Precinct Based DCP

Amendments to the Georges River DCP 2021 have been prepared and will be exhibited concurrently with this Planning Proposal. The amendment proposes detailed controls with respect to future built form and to ensure new housing is supported by attractive public spaces and community amenity while respecting local character.

Amendment to the Georges River Local Infrastructure Contributions Plan 2021

An amendment to the contributions plan is underway to ensure the level of growth anticipated under this Planning Proposal and any future proposals across Georges River LGA is supported by appropriate levels of infrastructure.

3 Justification of Strategic and Site-Specific Merit

3.1 Need for the planning proposal

Q1. Is the planning proposal a result of an endorsed LSPS, strategic study or report?

This planning proposal implements the Mortdale Local Centre Master Plan, a strategic study that was adopted by Council on 23 October 2023, with subsequent amendments resolved by Council on 28 April 2025. (Refer to Appendix 2)

The Mortdale Local Centre Master Plan is supported by an Urban Design Analysis, Public Domain Strategy and Traffic and Transport Impact Assessment which reviewed the strategic and local context, current planning controls, the topography, heritage, existing built environment, and community aspirations of the study area. (Appendix 1).

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal is the best means of achieving the objectives of the Mortdale Master Plan, given the required changes to land use, FSR and height to deliver additional housing, and jobs for the study area. The planning proposal and LEP amendments are considered the most appropriate way of achieving the outcomes.

3.2 Relationship to the strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan

Greater Sydney Region Plan – A Metropolis of Three Cities is the Greater Sydney Commission's strategic plan for Greater Sydney. It is a 20-year plan with a 40-year vision, seeking to transform Sydney into a metropolis of three distinct by connected cities. The following Objectives apply to the planning proposal:

Objective	Comment
Objective 4: Infrastructure use is optimised	The Planning Proposal is based on the principle of focusing the intensification of development close to existing public transport infrastructure.
Objective 10: Greater housing supply	This Planning Proposal assists in delivering approximately 773 new dwellings.
Objective 11: Housing is more diverse and affordable	The Planning Proposal includes a diverse range of housing uses, including residential flat buildings, and mixed use developments.

Objective	Comment
Objective 13: Environmental heritage is identified, conserved and enhanced	The planning proposal do not propose any changes to existing heritage items within the centre. Development uplift on existing heritage items has been avoided.
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	The planning proposal will increase housing and employment capacity within the walking catchment of public transport infrastructure. The active transport strategy aims to provide seamless connectivity to regional networks, major open spaces and key public amenities.
Objective 22: Investment and business activity in centres	The planning proposal seeks to increase non-residential floorspace by expanding the E1 Local Centre zone and increasing the minimum non-residential floor space ratio in the centre to address the shortage of employment floorspace identified in Council's Commercial Centres Strategy Part 1.
Objective 30: Urban tree canopy cover is increased	The associated Public Domain Plan provides additional canopy in new public spaces and streets to increase urban tree canopy coverage.
Objective 31: Public open space is accessible, protected and enhanced	The associated Public Domain Plan proposes street closures at Martin Place to provide new activated public open space within the local centre.
Objective 38: Heatwaves and extreme heat are managed	Proposed increase in urban tree canopies can help manage extreme heat. The Planning Proposal seeks to increase development around existing public transport infrastructure which would reduce car dependency.
Objective 39: A collaborative approach to city planning	Extensive engagement has been undertaken throughout the preparation of the master plan.

South District Plan

This South District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the vision of Greater Sydney. The South District covers the Canterbury-Bankstown, Georges River and Sutherland local government areas. The following planning priorities of the South District Plan apply to the planning proposal:

Priority	Comment
S1: Planning for a city supported by infrastructure	The planning proposal aims to facilitate new homes and jobs in an appropriate location near existing transport and community infrastructure.
S5: Providing housing supply, choice and affordability with access to jobs, services and public transport	The planning proposal aims to facilitate new homes and jobs in an appropriate location near existing transport and community infrastructure.
S6: Creating and renewing great places and local centres, and respecting the District's heritage	The planning proposal will provide for the renewal of

Priority	Comment
	Mortdale Local Centre, creating a high-quality built form and with controls developed to respect the heritage of the study area.
S12: Delivering integrated land use and transport planning and a 30-minute city	The planning proposal will enable a variety of land uses around public transport infrastructure.
S15: Increasing urban tree canopy and delivering Green Grid connections	The associated Public Domain Plan and DCP amendments aim to support a high-quality built form by increasing urban tree canopy and improving liveability and accessibility.
S16: Delivering high quality open space	The associated Master Plan and Public Domain plan proposes a street closure and the use of public land to provide additional open space in the centre.
S17: Reducing carbon emissions and managing energy, water and waste efficiently	The planning proposal works with existing GRC and State sustainability policies. Increasing housing and employment capacity within the walking catchment of public transport infrastructure decreases car dependency and improves environmental and sustainability outcomes.
S18: Adapting to the impacts of urban and natural hazards and climate change	The preparation of the master plan considered hazards and risks. All future development is required to consider relevant hazards such as flooding, during the preparation of any development application.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

Georges River Local Strategic Planning Statement 2040

GRC's endorsed Local Strategic Planning Statement 2040 (LSPS) sets out a 20-year land use vision for the LGA to manage future growth and realise the regional/district plans. LSPS 2040 sets out an ideal character for the LGA and a roadmap to deliver the community's vision into the future including the delivery of significant infrastructure. The LSPS and its accompanying Implementation Plan contain over 100 actions. These actions guide our work on the ground and inform other Council plans and policies.

The LSPS structure plan identifies Mortdale Local Centre as a location for future centres expansion for additional jobs and/or housing due to its proximity to the railway corridor.

This planning proposal gives effect to the following planning actions contained in the LSPS:

Action	Comment
A18. Investigate appropriate infrastructure funding options where there is an uplift in density	The associated Public Domain Plan identifies infrastructure to support future growth. A range of funding and delivery mechanisms for infrastructure will be considered by Council. The PP and associated amendments to the DCP and

Action	Comment
	the Infrastructure Contributions Plan intends to deliver community infrastructure, including street upgrades and public open space.
A34. Engage the community on land use, development and infrastructure provision and consider the feedback in decision-making	Extensive community consultation was undertaken during the preparation of the masterplan which was amended to reflect community feedback.
A44. Provide zones and development controls that confine higher density development to centres along public transport corridors in Council's LEPs.	The planning proposal seeks to increase density in a centre within 400m of public transport.
A64. Ensure ongoing review of the zoning and development controls of all centres with the aim of providing sufficient employment floor space to meet future population and employment projections	The master plan and planning proposal seeks to increase the employment floor space capacity of this centre to meet the projected needs of future growth.
A103. When increasing residential density through rezoning, innovative solutions will be required for public open space to be provided in accordance with the South District Plan's standard	The planning proposal and accompanying DCP will create additional capacity for open space in the study area. The planning proposal does not directly give effect to rezoning open space, however, the Public Domain Plan proposes open space on Council-owned land which will be identified in the amendment to the Development Control Plan Council's Local Infrastructure Contributions Plan.

Local Housing Strategy

The Georges River Local Housing Strategy (LHS) sets out the strategic direction for housing in the LGA over the next 20 years, and identifies the housing demand, gaps and issues as well as establishing housing objectives to manage future growth.

There are 7 objectives which underline the LHS. An assessment of the proposal against the relevant actions is provided below:

Objective	Comment
HA2. Investigate opportunities to create additional capacity to meet the 6-10 year housing targets through a comprehensive review of existing LEPs	The planning proposal would increase dwelling capacity to contribute to the LGA's housing targets.
HA3. Investigate the role of commercial centres in providing additional housing in LEP 2022 and beyond	The planning proposal seeks to expand the E1 zone providing capacity for shop top housing within the centre.
HA4. Investigate the potential housing growth areas identified by the LSPS 2040 to inform LEP 2025 and beyond	The planning proposal includes rezoning land that is identified in the LSPS future housing investigation area.

HA6. Investigate areas along existing and planned transport links, centres and services that can accommodate additional housing	The planning proposal would increase dwelling capacity in an existing centre with services and transport links.
HA7. Provide additional open space in residential growth areas (note: including through the DA process and opportunities to purchase land for open space)	The associated Public Domain Plan identifies the provision of additional open space in the centre on council owned land.
HA9. Investigate appropriate infrastructure funding options where there is an uplift in density	The associated Public Domain Plan identifies infrastructure has been costed and reviewed for funding and delivery.

Georges River Commercial Centres Strategy – Part 1

Commercial Centres Strategy - Part 1 Centres Analysis (2020) was undertaken to inform the preparation of Georges River LEP 2021. Part 1 reviews all 48 centres with the LGA with the aim of harmonising their current planning framework for future development. It harmonises permitted land uses and introduces land uses to encourage employment in response to emerging economic trends. It investigates the appropriate mix required between employment and residential floor space in mixed use developments. Part 1 also provides rezoning criteria guidelines to manage proponent initiated rezoning requests to expand centres.

The Commercial Centres Strategy - Part 1 introduces non-residential Floor Space Ratio (FSR) to meet projected 2036 demand. It outlines that Mortdale Local Centre within the Morts Rd employment zone will require a minimum non-residential FSR of 0.98:1 to meet the 2036 demand.

The planning proposal seeks to expand of the E1 Local Centre zone in Mortdale and to increase the minimum non-residential floor space ratio from 0.5:1 to 0.75:1. This would create capacity for a total of 27,685sqm non-residential gross floor area (GFA) which meets the 2036 future demand of 27,014sqm stated in the Georges River Commercial Centres Strategy – Part 1.

Georges River Transport Strategy

The *Georges River Transport Strategy* provides policy and directives for Council to enhance existing transport networks and plan for increased transport demand. Council adopted the *Georges River Transport Strategy* in October 2021.

The aims of the Strategy include:

- Integrating transport planning and land-use planning
- Identification of transport vision and objectives in alignment with State, regional and local planning
- Addressing the challenges of the existing transport network within the Georges River LGA in the context of Sydney
- Addressing the growth and the needs of community, businesses and visitors
- Informing and supporting Council's strategic plans
- Identification of the actions for improvement of infrastructure, services, policy and behaviour.

The Strategy recommends a range of transport actions to improve the network, including the following specific actions for the Mortdale Local Centre outlined in the table below.

Table 5-14 Centre specific actions – Mortdale

	Mortdale specific actions
Mort1	Work with the DPIE to implement the Mortdale Masterplan.
Mort2	Work with TfNSW to optimise bus and train services in Mortdale centre and secure bicycle parking facilities at the Mortdale station.

This planning proposal will be referred to the Department of Planning, Housing and Infrastructure and Transport for NSW for their comments.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

There are no other applicable State and regional studies or strategies.

Q6. Is the planning proposal consistent with applicable SEPPs?

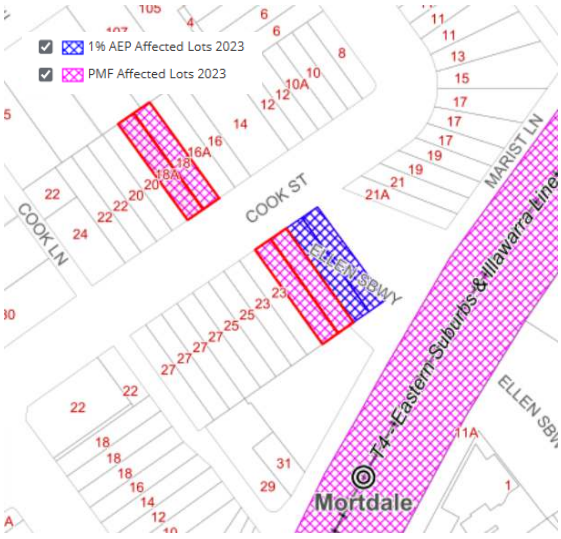
This planning proposal has been considered against the relevant SEPPs and is determined to be consistent with the relevant provisions as set out below.

SEPP	Consistency	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Consistent	This planning proposal is not inconsistent with the SEPP. Mortdale Local Centre is identified in the Georges River Catchment Map. The planning proposal is consistent with the objectives of the SEPP in Chapter 6 Water Catchments.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Consistent	This planning proposal does not seek to introduce any controls that would be inconsistent with the SEPP.
State Environmental Planning Policy (Housing) 2021	Consistent	The Mortdale Local Centre has been identified on the Town Centres Map and therefore contains a Low and Mid-Rise Housing Area. The proposal does not seek to apply planning controls that are inconsistent with the SEPP. The proposed R4 High Density Residential area will have building height and floor space controls that align with the Low and Mid-Rise Housing standards in the SEPP. This planning proposal does not seek to introduce any controls that would be inconsistent with the SEPP.
State Environmental Planning Policy (Industry and Employment) 2021	Consistent	The planning proposal is not inconsistent with the SEPP. It does not seek to introduce any controls in relation to advertising and signage.
State Environmental Planning Policy (Planning Systems) 2021	Consistent	The planning proposal is not inconsistent with the SEPP as it does not affect state infrastructure.
State Environmental Planning Policy	Consistent	The planning proposal seeks to introduce residential land uses to a site at No.29 Cook Street which is currently zoned SP2 Infrastructure (car park). Council commissioned a Preliminary

SEPP	Consistency	Comment
(Resilience and Hazards) 2021		Site Investigation (Appendix 4) which concludes that the site could be made suitable for the proposed use subject to a detailed site investigation and subsequent contamination management/remediation at the development application stage. The application of this SEPP and the *Managing Land Contamination: Planning Guidelines* at the DA stage will ensure that the site is remediated before the land is used for residential purpose.
State Environmental Planning Policy (Resources and Energy) 2021	Consistent	The planning proposal is not inconsistent with the SEPP. The Planning Proposal does not contain any planning provisions relating to development of mineral, petroleum and extractive material resources.
State Environmental Planning Policy (Sustainable Buildings) 2022	Consistent	The planning proposal is not inconsistent with the SEPP in relation to BASIX for residential development or the SEPP's requirements for non-residential development. Compliance with the Sustainable Buildings SEPP 2022 is to be demonstrated at the development application stage.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Consistent	The planning proposal is not inconsistent with the SEPP as the PP does not impact on the effective delivery of infrastructure across the State.

Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions for key government priority?

Local Planning Direction	Consistency	Comment
Focus area 1: Planning Systems		
1.1 Implementation of Regional Plans	Consistent	The planning proposal is consistent with the objectives of the Greater Sydney Region Plan and South District Plan by delivering housing and jobs in appropriate locations. See Q3 and Q4 above.
1.3 Approval and Referral Requirements	Consistent	The planning proposal does not introduce additional requirements for the concurrence, consultation or referral of DAs to a Minister or public authority.
1.4 Site Specific Provisions	Consistent	The planning proposal is for the rezoning of land that will create additional housing or employment floorspace close to public transport and existing services in Mortdale. The proposal does not seek to apply unnecessarily restrictive site-specific planning controls. The proposal's rezoning, FSR and height controls aim to facilitate the implementation of the endorsed Master Plan.
1.4A Exclusion of Development Standards from Variation	Consistent	The planning proposal does not propose to introduce or alter an existing exclusion to Clause 4.6 of a Standard Instrument LEP or an equivalent provision of any other environmental planning instrument.

Local Planning Direction	Consistency	Comment
Focus Area 3: Biodiversity and Conservation		
3.1 Conservation Zones	Consistent	The planning proposal does not affect land within a conservation zone or land otherwise identified for environment conservation/ protection purposes in a LEP.
3.2 Heritage Conservation	Consistent	Two heritage items are located within the planning proposal area, and the impacts from the proposed changes to planning controls have been designed to minimise the impacts on these items. No alteration to existing heritage controls is included with this planning proposal.
3.5 Recreation Vehicle Areas	Consistent	The planning proposal does not enable land to be developed for the purpose of a recreation vehicle area (within the meaning of the *Recreation Vehicles Act 1983*).
3.7 Public Bushland	Consistent	The planning proposal does not propose any changes to existing controls protecting bushland.
3.10 Water Catchment Protection	Consistent	The planning proposal does not propose any changes to controls that would impact on water catchments.
Focus Area 4: Resilience and Hazards		
4.1 Flooding	Consistent	The area subject to this planning proposal is covered by Council's Overland Flow Floodplain Risk Management Study and Plan for Hurstville, Mortdale, and Peakhurst Wards (2023). The planning proposal does not seek to rezone land within the flood planning area, however, four lots identified for uplift are mapped as being within Probable Maximum Flood extents.  Figure 15. Lots identified for rezoning located in the PMF (outlined in red) No.18 and No.18A Cook St are proposed to be rezoned from R2 Low Density Residential zone to R4 High Density Residential with an increase in FSR from 0.5:1 to 2.2:1. The two lots have recently

Local Planning Direction	Consistency	Comment
		constructed dwelling houses (2025) and are unlikely to be redeveloped in the medium to long term. No.21R Cook St consists of two lots that form part of Ellen Subway (road) and a landscaped embankment, as well as a pedestrian access to the carpark. The lots are proposed to be rezoned from R2 Low Density residential to part E1 Local Centre zone with an increase in FSR from 0.5:1 to 2.5:1 on the part lot zoned E1 Local Centre zone. The portion of the lot identified for uplift is not mapped in the PMF extent map (refer to Figures 16 and 17).  Figure 16. 1% AEP and PMF Flood Extent  Figure 17. Current FSR Map indicating part lot for 21R Cook St.

Local Planning Direction	Consistency	Comment
		The planning proposal does not seek to amend the existing flood planning provisions within the GRLEP. Any future development is subject to the requirements of the GRLEP including Clause 5.22 Special Flood Consideration and the requirements of the Georges River Stormwater Management Policy.
4.2 Coastal Management	Consistent	This planning proposal is not located within any Coastal Management Areas.
4.3 Planning for Bushfire Protection	Consistent	The proposed rezoning and uplift that will result in residential intensification under the planning proposal is located in existing urban areas and are not located in areas known to be bushfire affected.
4.4 Remediation of Contaminated Land	Consistent	The planning proposal seeks to introduce residential land uses to land proposed to be rezoned from SP2 zoned land (car park) to E1 Local Centre at No.29 Cook Street. Council has commissioned a Preliminary Site Investigation, which has determined that the site can be made suitable for the proposed use. Refer to Appendix 4.
4.5 Acid Sulfate Soils	Consistent	The area subject to this planning proposal has not been identified in the Acid Sulfate Soils Map in GRLEP. The planning proposal does not seek to introduce or change provisions relating to Acid Sulfate Soils.
Focus Area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Consistent	The planning proposal seeks to rezone land to increase capacity for housing and jobs within 400m of public transport services. The Master Plan and Public Domain Plan identify Active Transport Plan to reduce dependence on cars. The Traffic and Transport Impact Assessment (refer to Appendix 1) found there is existing capacity within the road network and the impact of the uplift proposed under the Master Plan is negligible on the existing road network.
5.2 Reserving Land for Public Purposes	Consistent	The planning proposal does not seek to alter any land reserved for public purposes nor include any reservation of land for a public purpose.
5.3 Development Near Regulated Airports and Defence Airfields	Consistent	The planning proposal is not next to any existing or proposed regulated airport or defence airfields and does not include provisions to permit towers greater than 100m or more above ground.
Focus Area 6: Housing		
6.1 Residential Zones	Consistent	The planning proposal seeks to create additional housing diversity through increased residential density within 400m of Mortdale Railway Station and existing infrastructure and services.
6.2 Caravan Parks and Manufactured Home Estates	Consistent	The planning proposal does not propose to permit development for the purposes of a caravan park or manufactured home estate.
Focus Area 7: Industry and Employment		
7.1 Employment Zones	Consistent	The planning proposal seeks to increase employment land in the centre with the expansion of the E1 Local Centre zone and the increase in non-residential FSR requirement.
Focus Area 8: Resources and Energy		

Local Planning Direction	Consistency	Comment
8.1 Mining, Petroleum Production and Extractive Industries	Consistent	The planning proposal provides additional housing capacity on existing residential-zoned land and will not impact the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials.

3.3 Section C – Environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

This Planning Proposal is unlikely to adversely affect critical habitat, threatened species, populations or ecological communities or their habitats. The proposal to allow increased residential density will occur on land that this urbanised and therefore would have minimal impact on critical habitats or threatened species.

Q9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

Overshadowing on public spaces is one of the environmental impacts that was considered and modelled during the preparation of the master plan. Appropriate height controls and building envelopes were developed to ensure that existing and future public spaces (on Council land) can receive adequate solar access throughout the year. These design controls are conveyed in the proposed amendments to the LEP and DCP.

A preliminary site investigation report was undertaken to investigate the implications of rezoning site of No.29 Cook St (Council car park) to permit sensitive uses. The preliminary site investigation report undertaken concludes this site can be made suitable for the proposes uses subject to appropriate site contamination management and/or remediation at the development application stage. (Refer to Appendix 4).

Any land identified as being flood affected will need to implement flood mitigation measures in future developments in accordance with the GRDCP and Council's Stormwater Management Policy.

No other environmental effects are anticipated to occur as a result of the planning proposal.

Q10. Has the planning proposal adequately addressed any social and economic effects?

The proposed uplift is likely to incentivise greater development take up in the area. There are many positive economic and social benefits associated with increasing capacity for housing and jobs, including more efficient use of existing infrastructure and services, as well as opportunities for improvement of infrastructure, including additional open space in the centre, through the collection of development contributions.

3.4 – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

The planning proposal considers the demand for adequate public infrastructure to support the projected population demand. The planning proposal is informed by the Mortdale Master Plan and technical studies, including the Public Domain Strategy and Traffic and Transport Impact Assessment.

The associated Public Domain Plan identifies a list of public domain upgrades including active transport cycleways, street and lane upgrades and additional open space in the Mortdale Centre. Identified community infrastructure works to be delivered through contributions will be included in the amendment to the *Georges River Local Infrastructure Contributions Plan 2021*.

In terms of transport infrastructure, Mortdale Local Centre is well-serviced by existing public transport including trains and bus services. The Traffic and Transport Impact Assessment (refer to Appendix 1) found there is existing capacity within the road network and the impact of the Master Plan is negligible on the existing road network.

Urban utility services including waste, electricity, telecommunications, water and sewer are currently available in Mortdale. It is expected that these services will be upgraded where required as individual development occurs.

Council will engage with nominated State Agencies as required by any Gateway Determination conditions for the exhibition of the Planning Proposal.

3.5 – State and Commonwealth interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Consultation will be undertaken with relevant NSW Government and public authorities post Gateway determination. Initial consultation has been undertaken during the preparation of the master plan with relevant state authorities including Transport for NSW, Schools Infrastructure NSW, NSW Department of Education and Department of Planning, Housing and Infrastructure.

4 Maps

The figures in Appendix 3 have been prepared to demonstrate the mapping changes. Amended map tiles will be prepared prior to finalisation.

The following map will be amended:

- Land Zoning Map - Sheet LZN_005
- Lot Size Map - Sheet LSZ_005
- Minimum Lot Size for Dual Occupancy Map - Sheet LSD_005
- Height of Buildings Map - Sheet HOB_005
- Floor Space Ratio Map - Sheet FSR_005

5 Community Consultation

Extensive community consultation was undertaken during the preparation and refinement of the Mortdale Master Plan.

Draft Mortdale Local Centre Master Plan 2021/22 version

- Public exhibition from July 2021 to September 2021 with submissions period extended to June 2022
- Three online webinars on 10 August, 11 August and 31 August 2021 (due to NSW Public Health Orders during the COVID-19 pandemic)
- 76 people attended the webinars
- 165 survey responses were received on the YourSay website.
- 185 community members made a total of 236 written submissions.

Draft Mortdale Local Centre Master Plan 2023 version (two options)

- Public exhibition from May 2023 to July 2023
- Two community workshops on 25 May 2023 (Mortdale RSL)
- One online workshop on 8 June 2023
- 83 people attended the workshops
- 968 submissions were received (88% proforma submissions).

It is anticipated that this Planning Proposal will be exhibited for a minimum period of 28 days in accordance with the provisions of the EP&A Act 1979 and the Environmental Planning & Assessment Regulation 2021 and any requirements of the Gateway Determination.

Exhibition material, including plain English explanatory information, fact sheets, description of the objectives and intended outcomes, copy of the Planning Proposal and relevant maps will be available for viewing during the exhibition period on Council's website and hard copies available at Council offices.

Notification of the public exhibition will be through:

- Exhibition notice on Council's website
- Community engagement project on Council's YourSay website
- Notices in Council offices and libraries
- Letters to landowners and occupiers of properties affected by a proposed change in the planning controls, and
- Letters to State and Commonwealth Government agencies identified in the Gateway Determination.

6 Project Timeline

The anticipated project timeline for completion of this Planning Proposal is shown below:

Task	Anticipated Timeframe
Gateway Determination	June 2026
Public exhibition and government agency consultation	July-August 2026
Consideration of submissions	September 2026
Post exhibition consideration of proposal by Council	September 2026
Drafting of LEP provisions	October 2026
Finalisation of LEP and DCP and forwarding to Department of Planning, Housing and Infrastructure for notification	December 2026

7 Appendices

Appendix 1	Mortdale Master Plan and technical studies
Appendix 2	Council reports
Appendix 3	Maps
Appendix 4	Preliminary Site Investigation for 29 Cook St, Mortdale

Mecone

Mortdale Local Centre Development Control Plan

DRAFT

Prepared for
Georges River Council

March 2026

MECONE.COM.AU

Project director

Ann-Maree Carruthers

Contributors

Sean Perry

Jared Phillips of Unique Urban

Angelique Lubomirof

Michael Buckton

Contact

MECONE

Suite 1204b, Level 12, 179 Elizabeth Street
Sydney, New South Wales 2000

info@mecone.com.au
mecone.com.au

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1 Mortdale Local Centre Precinct

1.1 Land to which this part applies

This section forms part of Part 10 – *Precincts* and applies to the Mortdale Local Centre Precinct which incorporates the land outlined in blue in **Figure 1**.

This part needs to be read in conjunction with:

- *Part 1 – Introduction*
- *Part 2 – Application Process for Georges River DCP 2021*
- *Part 3 – General Planning Considerations*
- *Part 4 – General Land Use*
- *Part 6 – Residential Controls*
- *Part 7 – Business Precincts*
- *Appendices*

Development within the Precinct must comply with all other applicable parts of the DCP. If there is a discrepancy between this Section and other parts of the DCP, the controls in this Section will prevail.

This part is to be read in conjunction with the *Georges River Local Environmental Plan 2021*. It contains detailed objectives and controls that will be used by Council when determining development applications under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (the 'Act'). Each application will be considered on the individual circumstances and merits.

This part has also been prepared taking into account Chapter 4 of *State Environmental Planning Policy Housing* (Housing SEPP) and has been formulated to respond to the design quality principles of the Housing SEPP and the NSW Apartment Design Guide 2015 (ADG). The objectives, design criteria and design guidance provisions contained in the ADG apply to design issues not specifically covered within this part of the DCP.

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Figure 1 – Land Application - Mortdale Local Centre

1.2 Local Character

1.2.1 Existing Character

Mortdale is a well-established suburb with a strong sense of community. It is characterised by a diverse built form, including low density residential streetscapes, medium density housing and a compact commercial centre adjacent to the railway station.

Its suburban character is shaped and defined by a typical main street associated with the Mortdale Train Station and residential street grid. Residential streets include historical features from the Federation, and Post War periods with more contemporary architectural styles scattered throughout. New buildings include a mix of single, and two storey detached dwellings that are usually set back from the street, some town houses and higher density residential development associated with Railway Parade and Ellen Subway.

Morts Road is the main street of the local centre and functions as the core commercial activity area for retail and services. This core commercial area contains shopfronts which have retained their original federation facades and detailed brickwork. Whilst these facades are not identified local heritage items, they are important character buildings which contribute to the street and local character. It also provides direct access to Mortdale Station from the south end of the road, and a main bus interchange situated along Pitt Street next to the station. Several pedestrian crossings have been implemented to prioritises pedestrian safety and enhance mobility and connectivity throughout the local centre.

Mortdale is also known for its greenery in the streets adjacent to Morts Road associated with the street grid. These streets contain tree lined streetscapes and an established tree canopy enhancing the street appeal. A mix of residential typologies, including infill developments such as dual occupancies and town houses, add to its diversity.

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Mortdale's existing character reflects a well-established and leafy suburban environment which balances heritage elements with contemporary living. The mix of walkable streets, housing, accessible transport and public open space options creates a strong sense of place, positively contributing to the local character of the Mortdale Local Centre.

1.2.2 Future Character Statement & Key Principles

The future character of the Mortdale Local Centre is guided by the adopted Mortdale Local Centre Master Plan. The Centre is envisioned as a well-connected, sustainable and livable suburb which retains its strong sense of place while also accommodating future growth and new development which is of high quality.

The Mortdale Local Centre will be enhanced to become a more vibrant, pedestrian friendly and well-lit environment, to support its function as a commercial and retail hub. This will be achieved through improved connectivity to transport networks and surrounding residential areas, and a focus on public upgrades to include lighting, seating, outdoor dining areas, widened footpaths and improved streetscaping.

Expansion of outdoor dining options will support the establishment of nighttime trading to promote local economic growth and additionally create a more vibrant nightlife.

Mixed use mid-rise density development will be focused on the commercial and retail areas of Morts Road and Pitt Street, with building heights designed to be human-scaled. Surrounding streets will be



tree lined and retain a village-like character. Key heritage facades will be retained, and green spaces and parking for community and local economic benefit will be enhanced.

The key principles for the Mortdale Local Centre are to:

- Manage growth and development by promoting appropriate development outcomes that reinforce and rejuvenate the centre while generating new living and working opportunities
- Provide appropriate built form and scale responses to sensitive frontages, including heritage items, Heritage Conservation Areas, educational facilities and open spaces
- Facilitate design excellence, sustainability, and housing diversity
- Maintain the fine-grained human scale character as new development opportunities are realised
- Improve public domain amenity, appearance and safety across the area
- Improve accessibility and permeability through active transport initiatives for walking and cycling
- Improve the tree canopy in open spaces and across the public domain areas
- Reinforce the legibility of the centre as new development occurs.

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1.3 The Controls

1.3.1 Lots Adjoining Heritage Items

There are a number of local heritage items within the Precinct, as identified in **Figure 2** below:

- Item I223 – Mortdale Railway Station Group and setting at Lot 101 DP1181296
- Item I222 - Electricity Substation No. 10020 at 31 Cook Street, Mortdale
- Item I225 - Mortdale Uniting Church and Grounds at 18 Morts Road, Mortdale
- Item I226 - Mortdale Fire Station at 38 Morts Road, Mortdale.



LEGEND

- Heritage
- Rail Corridor
- Boundary

1. Item I223 – Mortdale Railway Station Group and setting at Lot 101 DP1181296
2. Item I222 - Electricity Substation No. 10020 at 31 Cook Street, Mortdale
3. Item I225 - Mortdale Uniting Church and Grounds at 18 Morts Road, Mortdale
4. Item I226 - Mortdale Fire Station at 38 Morts Road, Mortdale.

Figure 2 – Heritage Items - Mortdale Local Centre

Objectives

(a) Ensure that development on and adjoining heritage items preserve their local heritage significance, consider alternative uses to promote their protection and preservation, and does not detract from their heritage value.
(b) Ensure that future development adjacent to heritage listed buildings is sympathetic to the heritage item.

Controls

1. Where a development incorporates or is adjacent to a heritage item, the new development is to provide an appropriate transition in scale, height and adequate curtilage and side setbacks from the heritage item.
2. Side and rear setbacks to heritage buildings are to consider the need for an appropriate curtilage and interface which is to be set by a heritage assessment prepared by a qualified heritage consultant.

1.3.2 Local Character Buildings

A local character buildings map applies within the Mortdale Local Centre (Refer **Figure 3** below). There are a number of existing buildings identified as being local character that contribute to the existing and desired future character of the Mortdale Town Centre.

The identification of façades as local character has been developed through the community consultation undertaken as part of the development of this DCP (Refer **Figure 3** below). The map provides guidance to applicants and Council officers on which buildings require consideration for design and character retention.

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Objectives

(a) To identify community-appreciated structures within the Mortdale Local Centre to inform future development and to encourage the emulation of their architectural style, particularly façade design and materiality
(b) Enhance and preserve the historic village atmosphere of Mortdale throughout future development within the precinct.

Controls

1. Where building façades are identified as local character (refer **Figure 3** below), these are to be retained. The new development must align with existing floor levels and fenestration of the retained façade.
2. New development must be sensitive and relate to the specific characteristics of the site within the context of the Mortdale Local Centre and the existing and future character statement of the precinct. External building materials and finishes, in particular for street façades must align with the preferred materiality below.
    i. Masonry-based facades, including brick and rendered brickwork
    ii. Face brick in red, dark red, brown, or earthy tones with matt finishes
    iii. Rendered masonry used selectively for articulation
    iv. Timber or high-quality timber-look window and door framing
    v. Powder-coated metalwork used sparingly to complement the primary masonry character.



3. New development must not include large expanses of reflective glass, lightweight cladding as a primary street-facing material and highly polished stone or synthetic panels.
4. Exemplar building materiality and architectural style is identified in **Figures 4** and **5**. New development is to prioritise robust, low-maintenance materials that reflect the established local character buildings. Contemporary interpretations are supported where they maintain material integrity, proportion and street definition.

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Figure 3 – Local Character Buildings - Mortdale Local Centre



Image 1: 11c Morts Road



Image 2: 5-7 Morts Road



Image 3: Mordale Hotel, 1 Pitt Street



Image 4: 9-11 Morts Road

Figure 4 – Example Building Materiality & Architectural Form - #1



Image 5: 22 Pitt Street

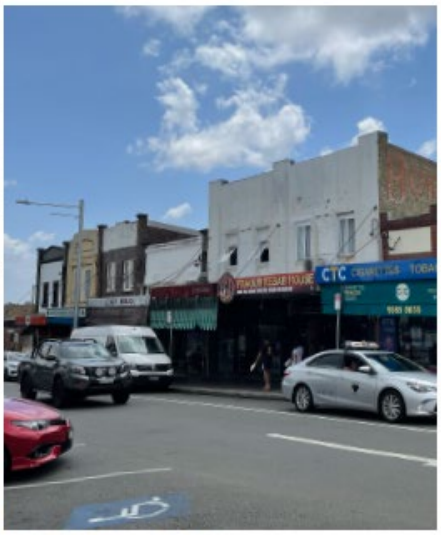

Image 8: 8-16 Morts Road



Image 6: 34 - 40 Pitt Street



Image 9: 17 Pitt Street



Image 7: 2 Pitt Street, Mortdale Charcoal Chickens

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Figure 5 – Example Building Materiality & Architectural Form - #2



Image 10: Arkadia by DKO Architects

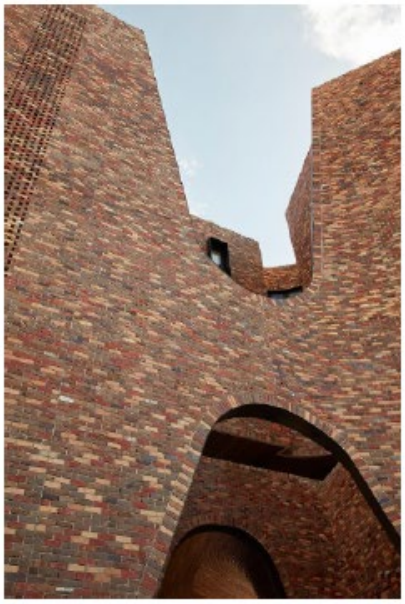





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Image 11: Newcastle East End Stage 1 by SJB Architects





Image 12: Vance Harold Park by PTW Architects

Figure 6 – Example Building Materiality & Architectural Form - #3



Image 13: Vance Harold Park by PTW Architects









Image 14: Surry Hills Village by SJB Architects



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Figure 7 – Example Building Materiality & Architectural Form - #4

1.3.3 Active Street Frontages

Objectives

(a) Ensure ground floor frontages are pedestrian-oriented and of high design quality to create lively, safe, and visually appealing local streets.
(b) Provide fine grain tenancy frontages at ground level to street frontages.
(c) Provide continuity of ground floor shops along Pitt Street and Morts Road.

Controls

1. Frontages labelled 'active required' on **Figure 8** are to contribute to the liveliness and village atmosphere of the Mortdale Local Centre by:
    i. Maximising entries and display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction.
    ii. Minimising blank walls (with no windows or doors), fire escapes, service doors, plant and equipment hatches.
    iii. Not contain vehicular access unless demonstrated to be the only suitable location on the property for such access
    iv. Providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided.
2. Frontages labelled 'active preferred' on **Figure 8** are to contribute to the vibrancy and village atmosphere of the Mortdale Local Centre by:
    i. Providing an attractive, visually engaging interface with the public domain, to break up blank walls, fire escapes, service doors, plant, vehicular access points, and equipment hatches.
    ii. Integrate relevant building entries, services, waste collection, and service areas into the façade design so they do not dominate the street frontage.

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Figure 8 – Active Street Frontages - Mortdale Local Centre

1.3.4 Building envelope controls

The Georges River Local Environmental Plan in combination with the Height of Buildings Map and the Floor Space Ratio Map sets the development standards for height (in metres) and floor space ratio (FSR) on properties within the precinct. This section provides design guidance for future development within a series of desired outcomes across the Precinct.

Objectives

(a) Define the three-dimensional form of buildings and wider neighbourhoods;
(b) Guide appropriate building scale and massing that responds to the site and its surrounding context.

Controls

1. Within land zoned E1 Local Centre, R4 High Density Residential, and R2 Low Density Residential in the precinct, the:
   i. Height
   ii. Massing
   iii. Maximum building depth; and
   iv. Minimum setback

   For redevelopment should be in accordance with the control diagrams in the following figures for the respective scenario(s).

1.3.4.2 Scenario A – Morts Road & Pitt Street

i.	Height	15m
ii.	Floor Space Ratio	1.5:1
iii.	Minimum Non-Residential FSR	0.75:1

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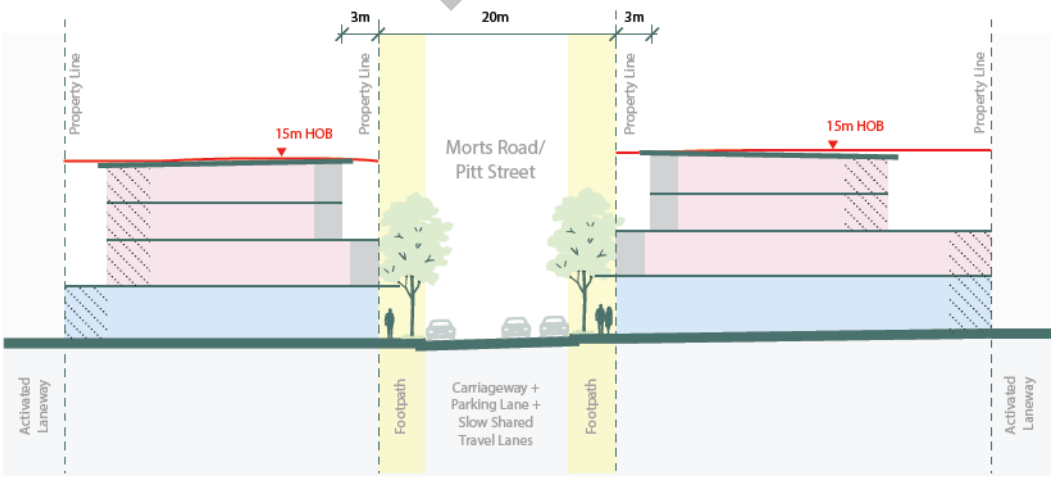

Figure 9 – Scenario A – Morts Road & Pitt Street

1.3.4.3 Scenario B – Morts Road & Pitt Street

i.	Height	22m
ii.	Floor Space Ratio	2.5:1
iii.	Minimum Non-Residential FSR	0.75:1

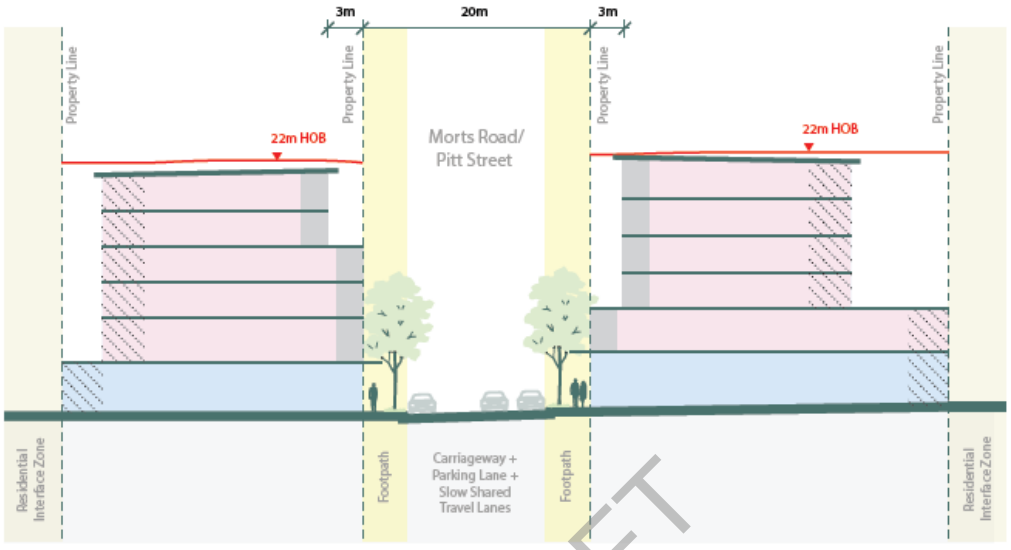

Figure 10 – Scenario B – Morts Road & Pitt Street

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1.3.4.4 Scenario C – Morts Road & Pitt Street

i.	Height	22m
ii.	Floor Space Ratio	2.5:1
iii.	Minimum Non-Residential FSR	0.75:1
iv.	Street fronting retention	Required by Council to be retained

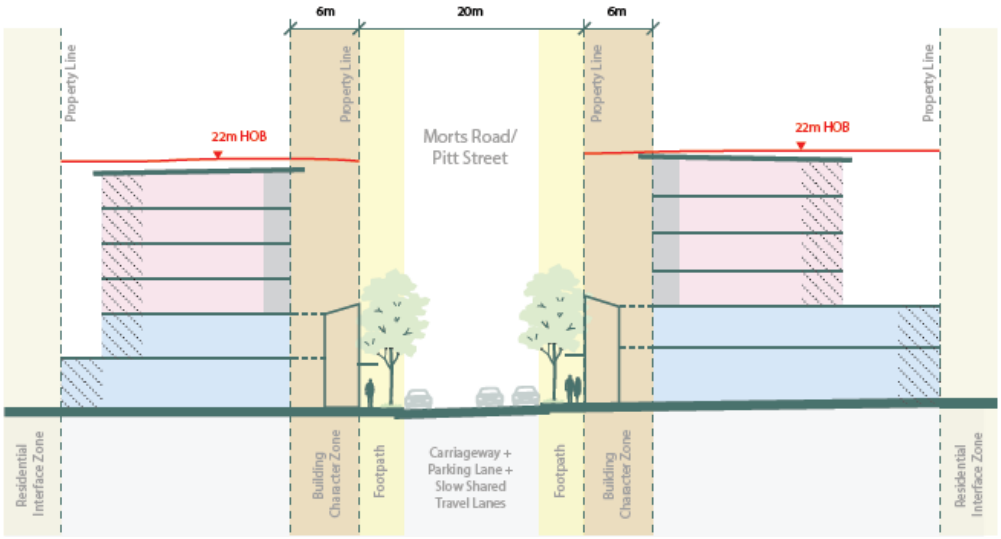

Figure 11 – Scenario C – Morts Road & Pitt Street

1.3.4.5 Scenario D – Victoria Avenue

i.	Height	9m - 22m
ii.	Floor Space Ratio	0.55:1 – 2.2:1
iii.	Site Area of land	Greater than 450m^2

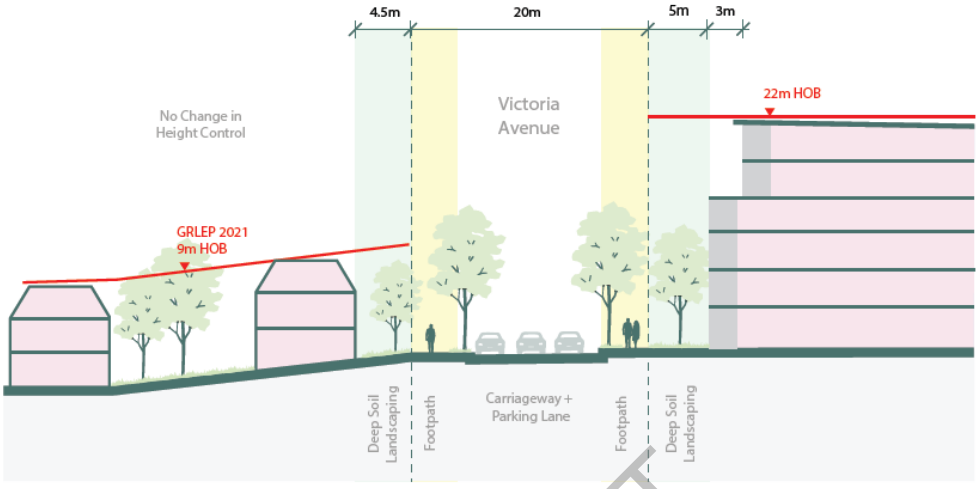

Figure 12 – Scenario D – Victoria Avenue

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1.3.5 Setbacks

Objectives

(a) Define a clear and cohesive street edge that contributes to the desired spatial proportions and character of the street.
(b) Ensure suitable levels of visual amenity and privacy in residential levels.
(c) Enable for enough deep soil planting to occur along street frontages.
(d) Ensure that laneways have the potential to provide active transport connectivity.

Controls

1. The setbacks within the Precinct must provide the minimum setbacks established in Figure 13 below.
2. Demonstrate compliance with the development controls, located in Part 6.3.3 *Building Setbacks and Street Interface* or Part 7.1.2.3 *Setback* of this DCP.
3. Setbacks along laneways, as illustrated in Figure 13, are to be provided to accommodate a future shared laneway that supports safe pedestrian and cyclist movement.



Figure 13 – Setbacks - Mortdale Local Centre

1.3.6 Addressing the Street and Public domain

Objectives

(a) Ensure that development contributes to the activity, safety, amenity and quality of streets and the public domain.

(b) Minimise and ameliorate the effect of blank walls (with no windows or entrances) at the ground level to maintain and enhance the visual interest and retail activation within the village.

(c) Encourage development outcomes that produce a comfortable pedestrian experience throughout the Mortdale Local Centre.

(d) Reinforcing the public domain to produce an attractive destination to residents and visitors to the Mortdale Local Centre.

Controls

1. Demonstrate compliance with the development controls, located in Part 7.1.3 *Design* of this DCP.
2. Buildings are to be designed to positively address the street by providing increased levels of architectural design detail or retail activity to generate visual interest.
3. Development that exposes the blank side of an adjoining building or a party wall, to the public domain must provide a visually engaging, high-quality public art associated with that wall to enhance the public domain.
4. The landscape plan submitted with the Development Application must detail the upgrading works to the public domain area fronting the site boundaries.

Cook Lane is proposed to as a shared slow zone laneway that will provide a safe thoroughfare for pedestrians and cyclists. Additionally, Cook Lane will provide service access to the future development sites and an opportunity for potential public space activation and active frontages.

Applicants for relevant developments must liaise with Georges River Council on the status of the Cook Lane Shared Laneway proposal.

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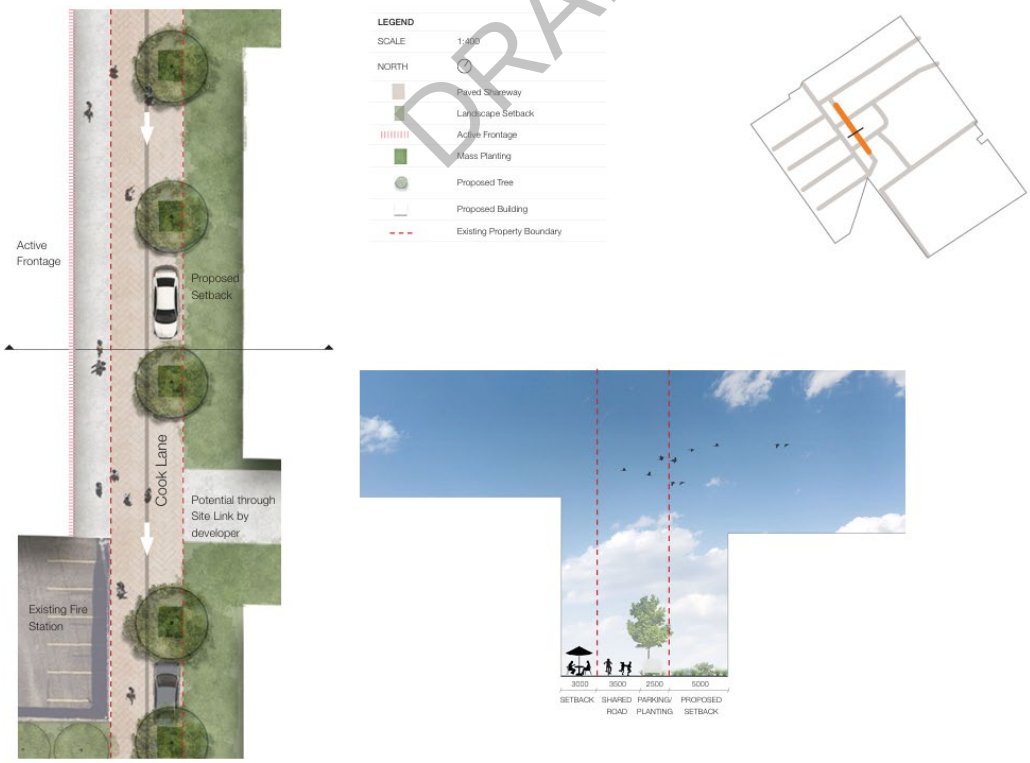

Figure 14 – Mortdale Local Centre Revised Master Plan - Cook Lane Shared Laneway

1.3.7 Trees & Landscaping

Objectives

(a) Retain and increase the existing tree canopy within the Mortdale Local Centre.
(b) Contribute to streetscape character and the amenity of the public domain by using planting and landscape elements appropriate to the desired character of the streetscape and the scale of the development.
(c) Encourage landscape treatments, both deep soil landscaping and planting on podiums, which provide privacy for residents.
(d) Contribute to water and stormwater efficiency by integrating landscape design with water and stormwater management.
(e) Minimise the impact of driveways and parking areas on existing landscaping, landform and streetscape, in terms of siting and choice of materials.
(f) Ensure any planting on podiums, roof tops and in planter boxes is sustainable by providing adequate rainwater storage and water efficient irrigation.

Controls

1. The primary façade (most prominent to the public domain) must integrate elements of landscaping and/or greening alternatives such as green facades, green walls, podium planters and other forms of planting on structures.
2. New residential flat buildings and mixed-use developments must:
   i. Incorporate a combination of green infrastructure comprising of both deep soil planting and planting on structures, and
   ii. Achieve a minimum tree canopy cover of 15% of the total site area.
3. Private landscaped areas are to comprise of Australian native and drought tolerant species where possible.
4. Public landscaped area plantings are to reflect the Street Tree Master Plan 2024 where possible.
5. Any form of planting on structures must provide sufficient soil depth and volume to support the long-term growth of plants.
6. Existing mature trees in good health and condition are to be retained through the appropriate siting of buildings, car parks, basements, pools, ancillary buildings, driveways and hard stand areas.
7. Common open space/courtyards are to be located, designed and landscaped to enhance views from dwellings, be the focal point for residents and achieve good solar amenity and ventilation.
8. Deep soil zones are to be located within ground floor setbacks providing screening/interface to the street where large trees will benefit the maximum number of residents and are to be located where they will contribute to the enhancement of the existing and future character of the area.
9. Landscape design is to be integrated with water and stormwater management. On-site detention tanks must not be located within deep soil zones.
10. Vehicular access points are not to divide public or private open spaces provided on site, resulting in increased conflict between pedestrian and vehicular activity.

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1.3.8 Solar Access

Objectives

(a) Ensure development retains reasonable levels of solar access to the current and planned public open spaces.

Controls

1. To maintain solar access to public open spaces developments must avoid casting shadows on key public spaces (e.g. open spaces and plazas) as well as Cook Lane to maintain 3 hours of sunlight during midwinter. Refer to public open spaces map in **Figure 15** below.



Figure 15 – Public Open Spaces - Mortdale Local Centre

1.3.9 Housing Choice

Objectives

(a) Ensure the provision of a range of housing types and flexibility in building design and dwelling layout to accommodate future changes in use and internal configurations.
(b) Ensure development contains a suitable diversity of dwellings that addresses the housing needs for future residents, and the evolving community.
(c) Encourage future developments to provide dwellings that support multi-generational living arrangements.
(d) Facilitate the delivery of adaptable and accessible housing that enables older residents to remain in their communities as their needs change over time.

Controls

1. Developments that propose more than 10 apartments are to provide a mix of dwellings consistent with the following percentage mix:
   i. Studio and 1 bed apartments – Minimum of 20%
   ii. 2 bed apartments – Maximum of 30%
   iii. 3+ bed apartments – Minimum of 15%
2. Any variations to the apartment mix are to take into consideration the current market demands and projected future demographic trends, community expectations for development within Mortdale and different cultural and socio-economic groups.
3. Dwellings comprising two or more bedrooms may be configured as dual key apartments where feasible to cater to the needs of multi-generational families, provided that:
   i. Both apartments are accessed from a shared private lobby or have dual access
   ii. Where a strata plan exists, both apartments are contained within a single strata unit
   iii. It does not impact on significant fabric or spaces of a heritage item.

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1.3.10 Acoustic Privacy

Objectives

(a) Ensure acoustic privacy for occupants and neighbours.
(b) Ensure future residential development is designed to protect the acoustic amenity and wellbeing of occupants by mitigating noise impacts.
(c) Ensure development is capable of providing diverse entertainment and retail activities without resulting in amenity impacts to existing and future sensitive receivers.

Controls

1. The location of driveways, open space and recreation areas and ancillary facilities external to the dwelling must be carefully planned to ensure minimal noise impact on adjoining residential properties.
2. Bedrooms of one dwelling must not share walls with living rooms or garages of adjacent dwellings, unless provided with appropriate acoustic measures, which are documented.
3. Where party walls are provided, they must be carried to the underside of the roof.
4. All residential development except dwelling houses is to be insulated and to have an Impact Isolation between floors to achieve an Acoustical Star Rating of 5 in accordance with the standards prescribed by the Association of Australian Acoustical Consultations (AAAC).

1.3.11 Impact of Development on the Road & Pedestrian Network

Objectives

(a) Ensure that the demand for transport generated by development is managed in a sustainable manner.

Controls

1. Demonstrate consistency with objectives and controls with *Section 6.3.9 Vehicular Access, Parking and Circulation* where applicable. Where there is inconsistency, justification within either a Traffic and Parking Assessment Study or within the Statement of Environmental Effects is to address the potential impact of the development on surrounding movement systems is required.
2. Development must consider the impact to existing transport services when assessing traffic impact, including access to the Mortdale Train Station and bus services.
3. Where a driveway is proposed across a major pedestrian thoroughfare or footpath, additional safety measures may be required including signals to manage access. The driveway is to cross the footpath at existing levels unless a change in levels is approved by officers in Council's Assets and Infrastructure Directorate.
4. Car parks are to be designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths.
5. Parking and driveway crossovers are to be designed to minimise impact on existing street trees and to maximise opportunities for new street tree plantings.
6. Vehicular access is to be designed to give priority to pedestrians and cyclists by continuing the type of footpath material and grade.
7. Vehicular access and vehicle crossings are to be designed to minimise the loss of on-street parking within the Mortdale Local Centre.

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1.3.12 Creation of Through Site Pedestrian Links and Additional Open Space

Objectives

(a) Ensure that the pedestrian network is well designed, safe, well lit, highly accessible and promotes public use.
(b) Create new links to increase permeability of movements within the Mortdale Local Centre and increase pedestrian movement through the neighbourhood and back into the Mortdale Local Centre.
(c) Provide pedestrian linkages and access routes through the Precinct to offer residents and visitors greater choice of movement, as well as safer and more enjoyable walking or cycling experiences.

Controls

1. A public through site pedestrian link, in the form of the creation of a public right-of-way is to be provided as part of the development sites identified in **Table 1** below. This public through site connection is to form part of the development but is to allow public access through the site.
2. The area of land will be taken into account in calculating the permitted density and built form of development.
3. Council will require the identification of a through-site pedestrian link as part of any Development Application.

4. Refer to **Figure 16** for more information on the desired street hierarchy and location of the desired pedestrian laneway.

Table 1 – Identification of Land Required for Through Site Links

Through-Site Pedestrian Link	Requirement
Through Site Link #1 - *Creation of pedestrian link from Pitt Street to Macquarie Place*	A public through-site pedestrian link – minimum 3m wide is to be provided which creates a pedestrian connection between Pitt Street to Macquarie Place. The preferred location for the through site pedestrian link/shared way is through No 34 Pitt Street. Where development site includes or is adjacent to No 34 Pitt Street, development must consider the provision of the intended through site link.
Through Site Link #2 - *Creation of pedestrian link from Victoria Ave to Cook Street*	A public through-site pedestrian link – minimum 3m wide is to be provided which creates a pedestrian connection between Victoria Avenue to Cook Street. The preferred location for the through site pedestrian link/shared way is through No 107 Victoria Avenue and No 16 Cook Street. Where development site includes or is adjacent to No 107 Victoria Avenue and No 16 Cook Street, development must consider the provision of the intended through site link

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LEGEND

- Main Street
- Local Streets
- Ellen Subway
- Public Space
- Proposed Public Plaza (road closure)
- Existing Laneway
- Pedestrian Laneways
- Shared Laneway
- Rail Corridor
- Boundary

Figure 16 – Street Hierarchy & New Site Pedestrian Link - Mortdale Local Centre

Mecone

Development Control Plan Process Report

Prepared for Georges River Council

August 2025

MECONE.COM.AU

Project director

Ann-Maree Carruthers

Contributors

Sean Perry
Angelique Lubomirof
Michael Buckton

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1	25/08/2025	Draft	Ann-Maree Carruthers	
2				

* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

Contact

MECONE

Suite 1204b, Level 12, 179 Elizabeth Street
Sydney, New South Wales 2000

info@mecone.com.au
mecone.com.au

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Figure 9 – What mode of transport are you most likely to use when visiting Mortdale Local Centre-Survey respondents only 21

Executive Summary

The development of the Mortdale Local Centre Development Control Plan (DCP) has been informed by engagement with key stakeholders and the wider community. Engagement was undertaken to understand community character, needs and values. Incorporating the outcomes from community engagement ensures that the DCP reflects the local community's priorities and aspirations for the future of the Mortdale Local Centre. The engagement approach was designed with the intent to be transparent and inclusive, to gather information to inform the Mortdale Local Centre DCP and the desired future character statement for the precinct alongside tailored design principles to be included into the DCP.

A range of engagement methods were utilised to ensure activities were inclusive, accessible, and meaningful, and encouraged participation from diverse stakeholder groups.

A combination of inform, consult and collaborate methods were used to engage the community. Engagement methods included a community survey and online mapping tool that were open for consultation via Georges River Councils Your Say page on Monday 2 May 2025 and closed on Saturday 31 May 2025. Two face-to-face community workshops were held on 14 and 17 May 2025 and attended by 59 interested community members. The workshops provided an open forum for community members to participate in the creation of the DCP, where residents were able to share their ideas and perspectives. These community workshops were structured to enable a wholistic understanding of the planning process, how the DCP applies, and how it will affect Mortdale's future. The workshop on the 17 May 2025 included a walking tour of the local centre, allowing for on-the-ground understanding of what makes Mortdale special.

The feedback collected included online submissions, 8 emails, 106 pins, 31 interactive map comments and 60 public submissions. At the conclusion of the engagement period, key priority areas and four distinct themes emerged from public feedback, including:

- Preserve and Enhance Mortdale's Village Character
- Create a Green, Welcoming and Accessible Public Space
- Improving Walkability, Cycling and Transport Connectivity
- Ensure Diverse and Sustainable and Inclusive Development

Participants emphasised the importance of design, indicating that the built form should be reflective of the existing characteristics, including materials, facades and architectural style. Participants identified that future improvements to existing parking, footpaths, green spaces and streetscapes would be welcomed.

1 Introduction

The Mortdale Local Centre is located within the Georges River Local Government Area (LGA) and is approximately 17 kilometres south of Sydney's Central Business District (CBD). The local centre closely follows the existing retail high street along Morts Road and Pitt Street and includes sections of the surrounding high and low density lots. Mortdale is well connected to the surrounding suburbs, parks, sport recreational and educational facilities, including Mortdale Community Centre, and Jubilee Park Adventure Playground.

Georges River Council is currently preparing a precinct-specific Development Control Plan (DCP) for the Mortdale Local Centre, which will support the proposed Mortdale Local Centre Master Plan, which will guide future development in Mortdale over the next 20 years.

The Mortdale Local Centre DCP will provide additional development standards, in addition to broader zoning and planning laws, specifically:

- Building design, including facade requirements and amount of setback from the street
- Car parking spaces
- Heritage considerations.

1.1 Project Background

In 2021, Council prepared and exhibited a draft Master Plan for Mortdale Local Centre to provide a strategic and statutory framework to guide future growth and development in the centre. Community feedback received during that exhibition period expressed strong opposition, resulting in Council resolving to not proceed with the 2021 draft Mortdale Master Plan. The proposal was subsequently revised and refined into two distinct options, with supplementary traffic, and parking studies prepared for each. In October 2023, Council adopted an amended version of 'Option 1A' as the Master Plan for Mortdale, as identified in **Figure 1** below.

The Master Plan provides for a gradual redevelopment of Mortdale focused on the potential within 400m walking distance of Mortdale Station, specifically within the Mortdale Local Centre precinct, creating development capacity for an additional 578 residential dwellings. Council resolved to implement the Mortdale Local Centre Master Plan by:

- Preparing a planning proposal to reflect the Master Plan with amendments to land use zones, building heights, floor space ratio and minimum lot size.
- Preparing DCP controls to guide development that includes design excellence principles and controls to ensure building design complements the "village atmosphere" of Mortdale.
- Preparing an amendment to the Georges River Local Infrastructure Contributions Plan 2021 to include the proposed public domain and infrastructure works in the amended Master Plan.

In February 2025, Mortdale station and town centre was identified by the NSW Government as a Low to Mid-rise (LMR) Housing Area. In April 2025, Council considered a report on the impact of the LMR Housing Policy and endorsed the following changes to Mortdale Local Centre Master Plan:

- The deletion of the proposed R3 Medium Density Residential Zone fronting Newman Street, Cross Street, Victoria Avenue, and Cooks Lane, Mortdale
- The alignment of the Floor Space Ratio (FSR) and Height of Building (HOB) to the LMR Policy controls for land zoned R4 High Density Residential.

The endorsed changes to the Master Plan create development capacity for an additional 773 residential dwellings and 27,685sqm of non-residential floor space.

The development of this DCP stands as a critical juncture to the effective delivery of the Mortdale Masterplan and presents significant opportunities, including:

- Generating a local social licence by implementing a strong engagement program that actively involves the community in the design process. Our experience shows that communities who feel their voices are genuinely heard are more likely to engage constructively.
- Defining a clear vision for Mortdale's future character that unites all stakeholders around a shared goal.
- The DCP builds upon the existing work of the Master Plan and is a vehicle for community dialogue allowing Council to further engage with community on key design and development controls to guide future development.
- Enabling high-quality development amid a growing housing crisis and a genuine demand for diverse housing types in Mortdale. This DCP aims to facilitate higher quality development rather than restrict it.



Figure 1 - Adopted Mortdale Local Centre Master Plan (indicative building envelopes)
Source: Georges River Council

1.2 Purpose of this Document

The development of the Mortdale DCP has been informed by a comprehensive and inclusive community and stakeholder engagement process. Engagement activities were designed to be accessible and purposeful involving a diverse range of stakeholders and allowed flexibility to encourage different levels of engagement and participation. A variety of methods were used, including in-person community workshops, a walking tour, a presentation, online submissions, emails, interactive online mapping tool, and survey responses.

The purpose of this document is to:

- Outline the engagement that has been undertaken
- Summarise the issues raised during engagement
- Discuss the next steps in developing the Mortdale DCP.

2 Engagement Process

2.1 Purpose of Engagement

The purpose of the engagement is to ensure that the development of the Mortdale Local Centre DCP is informed by the community's values, priorities and aspirations. The goal is to establish a planning framework which authentically reflects the community's values for the centre and effectively guides future development.

As demonstrated throughout the storied history of the Mortdale Local Centre, there is an established heightened level of community interest in the development of the local masterplan and associated DCP. Consequently, a thorough community engagement program which strives to involve the local community in the decision-making and policy-development processes was necessary. The approach adopted would help address existing anxiety associated with future development within a highly cherished village, whilst reinforcing positive perceptions of local government planning within the community.

The DCP provides detailed planning and design guidelines, such as building design, car parking provisions, and heritage considerations, that work alongside broader zoning laws. By engaging early and providing meaningful engagement with a diverse range of stakeholders, this engagement plan aims to create a shared and balanced plan that supports local character, future growth, and community wellbeing.

2.2 Stakeholder Identification

A wide range of stakeholders were identified to ensure the Mortdale Local Centre DCP responds to the diverse values, needs, and experiences of the local community. Engagement activities were designed to involve both those directly impacted by changes to the planning framework and those with a strategic or long-term interest in Mortdale's future.

Stakeholders included both local homeowners and renters who live within or near the Mortdale Local Centre and are directly impacted by potential future development. Business owners and operators, commercial property owners, and the Mortdale Chamber of Commerce were also engaged to understand the needs and aspirations of the local businesses.

2.3 Engagement Methodology

The engagement process for the Mortdale Local Centre DCP was designed to be inclusive, reflective, and forward planning, ensuring community voices are at the heart of future planning decisions. This included a range of engagement methods which were designed to reach diverse participants and encourage thoughtful and purposeful discussions on the future of Mortdale.

This included a community survey that invited residents, business owners, and other stakeholders to reflect on what makes their community unique and share their aspirations for the years ahead. Participants were encouraged to consider questions such as what kind of spaces make a neighbourhood feel welcoming, how can new development contribute positively to our streets, parks, and gathering places, what is it about Mortdale's local character that you love and believe should be protected or enhanced.

In addition to the survey, two in-person community workshops were hosted to facilitate deeper conversations, allowing for different levels of participation and engagement. This allowed a larger opportunity for community members to share local knowledge, test ideas, and consider the role of the DCP in shaping the look, feel, and function of the centre. These workshops fostered collaborative

reflection and future visioning, helping to surface the values and priorities that matter most to the community.

3 Participation Overview

3.1 Overview of Feedback

The engagement process for the Mortdale Local Centre DCP attracted 159 participants from a broad cross-section of the community, reflecting a range of ages, backgrounds, and experiences. Participants included local councillors, residents, business and property owners, renters, commuters, and visitors who regularly visit the centre.

Overall, there was a desire to preserve the village feel and the heritage aspects of the local centre. Respondents emphasised the importance of maintaining a low-rise, human-scale built form that reflects Mortdale's existing unique identity. There was clear support for enhancing local businesses and improving the visual and functional quality of the centre through upgraded shopfronts, green spaces and streetscapes. Some suggestions included increased tree planting, introduction of garden beds and additional outdoor seating to activate open and public spaces.

Feedback also highlighted the need for new developments to include adequate levels of parking and provide diverse housing options for families. Several participants identified the importance of appropriate building setbacks and prioritise sustainable and quality designs. Feedback also contained concerns for future growth specifically around parking availability and traffic management within the local centre.

Overall, the community envisions Mortdale as a leafy, welcoming, and connected centre that retains its charm while supporting future growth.

3.2 Number of Participants and Submissions Received

Feedback has been categorised into four different themes. These are:

- Preserve and enhance Mortdale's village character
- Green, welcoming, and accessible public spaces
- Improved walkability, cycling, and transport connectivity
- Diverse, sustainable, and inclusive development.

The comments received on each theme are provided in the tables below, with specific comments provided in **Appendix A**.

Theme One: Preserve and Enhance Mortdale's Village Character
Consistency in building awnings over public space to offer continuity, use of minimal simple raw/natural materials and signage to be cohesive in the area to continue the village vibe while modernising the Mortdale area.
Important to add some green canopy and colours back to the streetscape to make it return to a village feel.
We have been residents of Mortdale since January of 2000. What attracted us here was the unique character of this village.

Theme Two: Green, Welcoming, and Accessible Public Spaces
Any addition of greenery would be welcomed as currently Mortdale doesn't have much.
More dog friendly parks, off-leash or on-leash. Several green areas have no dogs allowed signs, and there's no large fenced off off-leash park in Mortdale.
More incorporation of urban green spaces. Including more green infrastructure and urban vegetation.

Theme One: Preserve and Enhance Mortdale's Village Character	Theme Two: Green, Welcoming, and Accessible Public Spaces
We do not want any of the characteristics of Mortdale village to be taken away.	More parking and greenery.
What do you love most about the character of the Mortdale Local Centre? - Village feel.	More greenery, better flow of traffic, no high-rise buildings,
Mortdale is also an extremely sunny village that needs to maintain this as much as possible. It is also a busy village in a sense with trains, buses etc but it doesn't necessarily give that vibe.	Since the recent street refurbishment on Morts Road, it has looked sterile and void of any greenery. Council should plant more local trees, vegetation and add some colour back to Morts Road as it is currently just full of grey, silver and concrete colours.
Mortdale should maintain its village feel, whilst allowing progress re development.	The human-scale layout, fine-grain shopfronts, and heritage facades give the centre a welcoming rhythm that invites people to walk, gather, and connect.
That it is a safe. happy village which thrives on local businesses/connections.	Mortdale is a centre built on connection to its past, its people, and its place. It blends heritage with everyday vibrancy, offering a streetscape that is as visually rich as it is socially welcoming.
Village atmosphere.	Welcoming, clean, safe, suburban for the locals and surrounding areas
Village atmosphere with a variety of eateries and shops. Safe and family friendly.	Village character, great for families, and a safe and welcoming neighbourhood.
Village environment.	Thinking about your current experience of Mortdale Local Centre, what would you say is the main reason for visiting? - Access to public transport.
The village feel, low to medium rise properties, street scape and the community.	We need to consider the parking issues in the residential streets. Many issues are caused by commuters (e.g. from Peakhurst) parking their vehicles daily in the area to access the train from Mortdale Station.
What makes Mortdale so loved is its village like charm, warm streetscape, and strong sense of continuity.	Any shop displays to have open /semi open street accessibility, no closed frontages on main streets or intersections.
Village atmosphere until chemist warehouse turned up with street domination ugly yellow signs get rid of it ruins the whole street scape	More greenery and improved access for elderly.
Village atmosphere colourful with lots of flowers brighten up the exterior of the old shops in a tasteful way no tacky like chemist warehouse which is ugly nadty. Will never ever shop there. Prefer local only chemists. Bus shelters awful let full sun in due to direction and get soaked by rain. Absolutely total useless.	Upgrade pedestrian refuge crossing to make it safe to cross and wait. Ensure there are refuge crossing on Railway Parade.

Theme One: Preserve and Enhance Mortdale's Village Character	Theme Two: Green, Welcoming, and Accessible Public Spaces
Village atmosphere with small local shops. Certain heritage buildings. No tall high rise buildings. No large supermarkets.	Keep as many large trees as possible, including this area. The established greenery is important to protect.
That it is a safe. happy village which thrives on local businesses/connections.	More trees on Pitt St please
Village atmosphere.	Leafy and green, maximise tree hedges.
Village atmosphere with a variety of eateries and shops. Safe and family friendly.	Maximise tree canopy coverage with requirement for native/endemic species.
The village nature of the shops (similar to Oatley).	Retain trees.
The village feel, low to medium rise properties, street scape and the community.	Non slip surface pavements.
I would like visitors to come away from Mortdale feeling that they have had a nice relaxing visit to a small village, without the high rise hustle and bustle of a large shopping precinct like Hurstville, for example.	Accessible ramps.
The friendly village type atmosphere where local residents know almost all shop owners and cafes.	Greenery gardens in common places
It has a village atmosphere.	Rooftop gardens.
Village feel. Low profile buildings.	Keep as many large trees as possible, including this area. The established greenery is important to protect.
Mortdale has such a lovely village feel about it with great cafes and restaurants and close to train network.	More trees on Pitt St please.
Mortdale has a history of brick work, workers cottages, 70's, 80's and 90's apartments. It has a village feel with a cafe culture by day and restaurants by night. It has lovely 100 year old shops, a beautiful pub, and a historic pub.	Leafy and green, maximise tree hedges.
Village feel - heritage facades, fire station, church, small businesses, lots of blue sky!	Retain parking numbers, do not increase the number of spaces. An increase in spaces will increase car traffic to an area which is enjoyable to people because it is low vehicular traffic. Add some native planting to small dead areas which aren't fully utilised.

Theme One: Preserve and Enhance Mortdale's Village Character	Theme Two: Green, Welcoming, and Accessible Public Spaces
Keep the facade of old heritage buildings.	Convert Morts Road into a pedestrian-only street, modelled after Chatswood's main street. Prioritising walkability will enhance accessibility, improve safety, and create a more inviting space for residents, businesses, and visitors. Transforming this area into a vibrant pedestrian zone will support local activity and foster a stronger sense of community.
Maintain/renovate existing shops.	Lots of opportunities for trees and shrubs here.- Cross Street.
What aspects of Mortdale Local Centre do you feel should be enhanced? - The village nature of the shops (similar to Oatley).	Needs a zebra crossing here- Cross Street.
The village feel, low to medium rise properties, street scape and the community.	Offer open spaces/ high density maintained public spaces to meet up and eat assorted take away with family and friends. Increase apartments reduce the in home entertainment of friends and family. Need to increase these open opportunities that are free and not restricted to one restaurants food only. Similar to food courts. Covered open space for all seasons to enjoy the area.- Cooks Street.
Revitalise the Art Deco-style shop frontages along Morts Rd.	

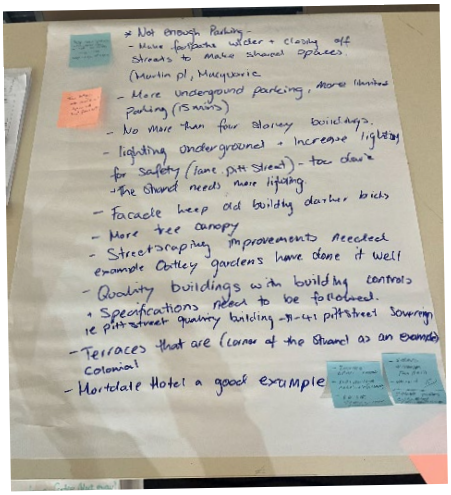

Figure 2 - Focus group engagement

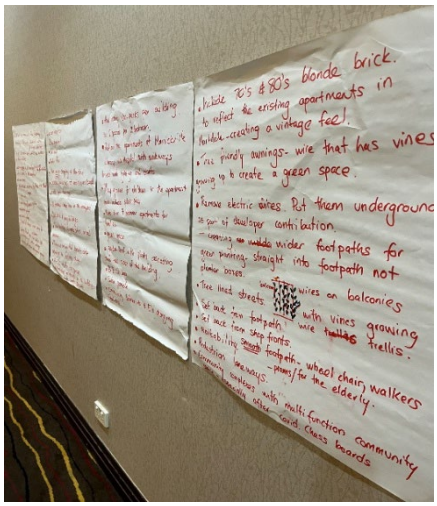

Figure 3 - Focus group engagement

Theme Three: Improved Walkability, Cycling, and Transport Connectivity	Theme Four: Diverse, Sustainable, and Inclusive Development
Pitt St needs an overhaul - it is dark and doesn't have much atmosphere despite some good businesses setting up there. Feels a bit scary walking along Pitt St at night too.	Quaint, charming, diverse, quality, balanced, safe, village, families, inclusive.
Walk, jog or run.	The diverse shops and community feel.
It's walkable with local shops.	This includes more eateries and restaurants in the area so that locals have more diverse options.
Mortdale is a very friendly place where you can expect to walk down the street and see someone you know and say hello. It is also a very safe spot - I have never felt in danger anywhere I have walked in the local area.	Clean streetscape, sunlight not overshadowed and cold, culturally diverse range of quality cafes and stores.
Mortdale's strongest qualities is its character, walkability, and heritage charm should be protected and amplified through thoughtful, consistent design.	Thriving, safe, clean, beautiful village with all the services needed to meet the local diverse community needs.
The wide walkways in some areas.	Lively and diverse. A melting pot of all cultures and demographics.
Improved access to the station and bus interchange. Mortdale station is used by many people from surrounding areas such as Peakhurst, Hurstville Grove and Connell's Point to travel to the city. However, the present access requires vehicles to travel along Morts Road. This impacts the ambience of the town centre (e.g. limits alfresco dining).	Sustainable design, public art and pedestrian-first upgrades should also be explored to ensure Mortdale remains vibrant and functional.
Communal areas around the train station.	Ensure all new developments follow sustainable design principles, from energy efficiency (fittings and appliances to double glazed windows, insulation) through to orientation and aspect in design and set back to optimise winter sun and summer shade.
Mortdale has such a lovely village feel about it with great cafes and restaurants and close to train network.	Investing in public spaces will foster a more inviting and sustainable urban setting.
There should be many more cycle lanes around the Mortdale Local Centre, preferably shared paths and/or off-road cycle lanes.	Closed off streets – green spaces for wellbeing.
Walkability and safe cycling are essential in fostering a true village atmosphere. Prioritising infrastructure for pedestrians and cyclists enhances community connection and accessibility, rather than encouraging car	Family friendly living.

Theme Three: Improved Walkability, Cycling, and Transport Connectivity	Theme Four: Diverse, Sustainable, and Inclusive Development
dependence, which leads to increased pollution and noise.	
Safe active transport routes to Mortdale. Reducing the speed limit to make it safer for all to access.	No glass balconies
Bike lane/shared path- speed limit 10km/hr. To help provide a safe cycling route to the station and shops. Shared zone for bikes, similar to Terry St, Surry Hills between Kippax and Foveaux St. Use Cross Lane and Cross St to create a bike lane network.	More parking
More pedestrian friendliness and make it easier for cars to find parking behind without driving down Morts Road. The frustrated drivers really sour the experience. Also future apartment developments need more 3-bedroom options.	Matching footpaths
Covered pedestrian access from Mortdale station all the way to Mortdale PS / commuter carpark/ Ellen subway for summer shade, winter sun, and rain protection. Wide footpaths and low vegetated separation of pedestrian path to road improvements to encourage walking and improve separation of people and cars.	Ensure enough commercial spaces.
Morts Road should host a separated bike lane.	Allow for provision of affordable housing and community social housing opportunities where larger high density apartments are situated – Marist Lane
Propose to remove parking along this section of Morts Road. Use the new area to enlarge the footpath area (allowing for cafe, outdoor seating, etc) and a dedicated bicycle lane.	
Covered walkways with matching awnings.	
More trains stopping at Mortdale.	
Bike parking.	
There should be many more cycle lanes around the Mortdale Local Centre, preferably shared paths and/or off-road cycle lanes.	
Walkability and safe cycling are essential in fostering a true village atmosphere. Prioritising infrastructure for pedestrians and cyclists enhances community connection and accessibility, rather than encouraging car dependence, which leads to increased pollution and noise.	

Theme Three: Improved Walkability, Cycling, and Transport Connectivity	Theme Four: Diverse, Sustainable, and Inclusive Development
Safe active transport routes to Mortdale. Reducing the speed limit to make it safer for all to access.	
Bike lane/shared path- speed limit 10km/hr. To help provide a safe cycling route to the station and shops. Shared zone for bikes, similar to Terry St, Surry Hills between Kippax and Foveaux St. Use Cross Lane and Cross St to create a bike lane network.	
More pedestrian friendliness and make it easier for cars to find parking behind without driving down Morts Road. The frustrated drivers really sour the experience. Also future apartment developments need more 3-bedroom options.	
Bike lane along the strand. To allow a straight journey for active transport route from Kemp St through to George St.	
Morts Road should host a separated bike lane	
Widen pathway / cycle path to use Martin place to connect Mortdale/Oatley west past open park/recreational space. Parking 90° on side of the road with cycle way on opposite side to limit lost parking spaces for apartments and visitors.	

Maps and Pins

Maps and Pins Summary

There were 106 community comments made on Mortdale's future highlighting a strong desire to enhance green spaces, improve pedestrian and cyclist safety, and retain the suburb's village character. Suggestions include more tree plantings, outdoor dining, public seating, and activation of underutilised spaces for community use, such as a town square or plaza. Residents expressed safety concerns at intersections and crossings, calling for measures like convex mirrors, better signage, pedestrian refuges, and speed calming. There is mixed sentiment around traffic flow, with some advocating for pedestrianisation and others concerned about parking loss and congestion.

Many supported more bike lanes, shared paths, and active transport infrastructure, alongside improved station access and drop-off zones. Residents favour low- to mid-rise development that respects local character, includes sustainable design, varied apartment sizes (particularly family-friendly 3-bed units), and sufficient parking.

Feedback also highlighted the need for affordable housing, public art, local business support, and enhanced public amenities.

The following diagrams illustrate locations where the community have identified matters for consideration in developing the DCP. Individual feedback provided was comprehensively reviewed and incorporated into the development of this DCP.

Mortdale all map pins



North East Mortdale and East Mortdale





North Mortdale Victoria Avenue, Martin Place

North Mortdale (Victoria Avenue, Martin Place)



Central Mortdale (Macquarie Place, Cook Lane)



South Mortdale (Pitt Street, George Street, Railway Parade)



West Mortdale Martin Place, Macquarie Place

West Mortdale (Martin Place, Macquarie Place)



South West Mortdale (Macqurie Place, The Strand, Pitt Street)



	Jubilee Park and McRae Reserve 

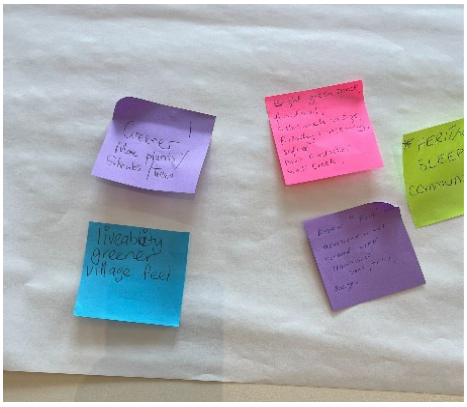

Figure 4 - Focus group engagement

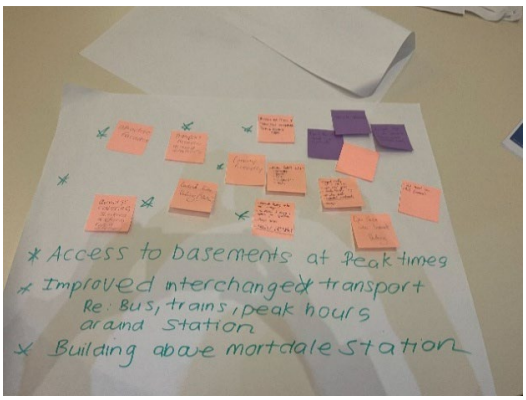

Figure 5 - Focus group engagement

4 Key Themes and Findings

4.1 Theme One: Preserve and Enhance Mortdale's Village Character

There is overwhelming support for retaining Mortdale's distinct "*village feel*," heritage charm, and low-rise built form (see **Figure 6** and **Figure 7**). Community members value the small-town atmosphere, historic facades (especially art deco and 1920s shopfronts), and consistency in design that supports a cohesive identity. Revitalising existing heritage and facade elements, ensuring appropriate setbacks, and avoiding high-rise development with significant bulk and scale are seen as essential to maintaining Mortdale's unique and human-scaled environment.

4.2 Theme Two: Green, Welcoming, and Accessible Public Spaces

Themes of greenery, shade, and attractive streetscapes were highlighted, with strong emphasis on tree canopy, gardens, and visually pleasing facades (see **Figure 8**). Community members want more outdoor dining, public art, and seating in comfortable, well-lit, and landscaped areas. Enhanced public area improvements including pocket parks, widened footpaths, and community gathering spaces are central to the local vision of Mortdale as an inclusive and people-focused place.

4.3 Theme Three: Improved Walkability, Cycling, and Transport Connectivity

While survey results indicate that the majority of people access the town centre by car (see **Figure 9**), there is strong desire for safer and more accessible pedestrian and cycling infrastructure. Suggestions included dedicated bike lanes, improved pedestrian crossings, covered walkways, traffic calming measures, and upgraded connectivity between key destinations like Mortdale Station, the public school, and nearby centres. Community members also wanted to see a balance between active transport and well-managed vehicle access with improved traffic management plans, including appropriate parking provision for residents, visitors, and local businesses.

4.4 Theme Four: Diverse, Sustainable, and Inclusive Development

Community input supports sensitive development that accommodates a mix of household types, with particular focus on family-sized apartments and affordable housing, while aligning with sustainable design principles. This includes energy efficiency, appropriate density near the station, setbacks for light and privacy, and the inclusion of rooftop green spaces and shared community amenities. Residents seek a future that supports population growth without sacrificing character, liveability, or inclusivity.

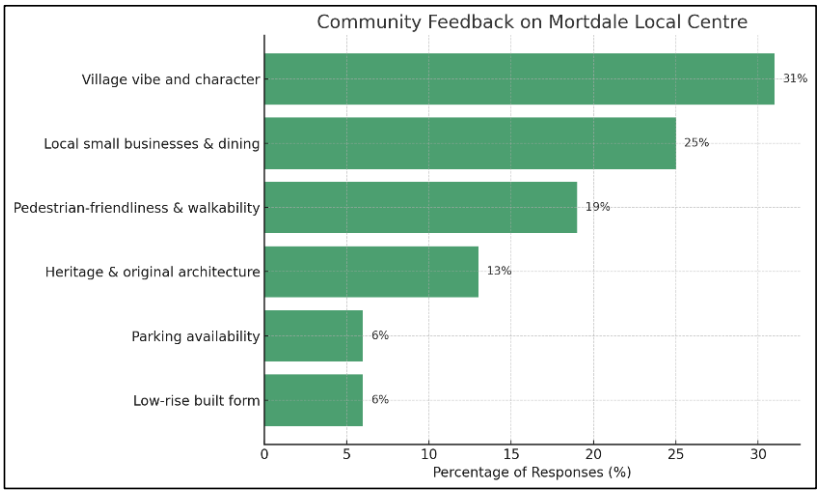

Figure 6 - What do you love most about the character of the Mortdale Local Centre

Image source: Mecone

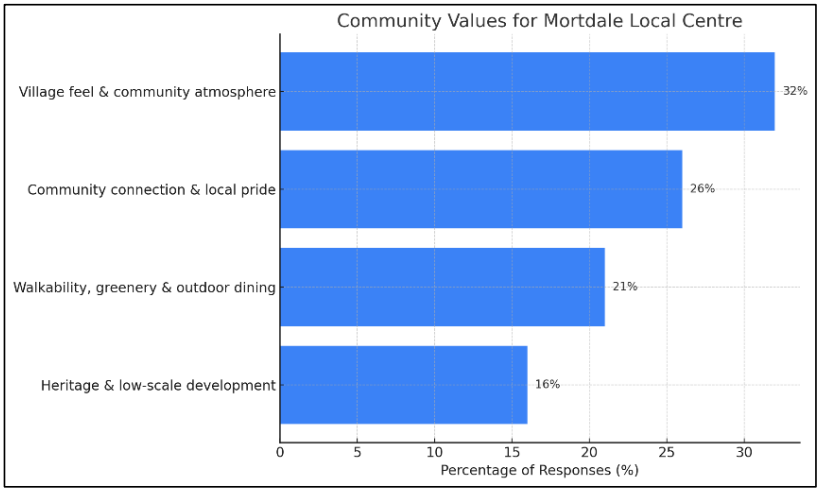

Figure 7 - How would you describe the core message visitors should take away about the Mortdale Local Centre's character and identity

Image source: Mecone

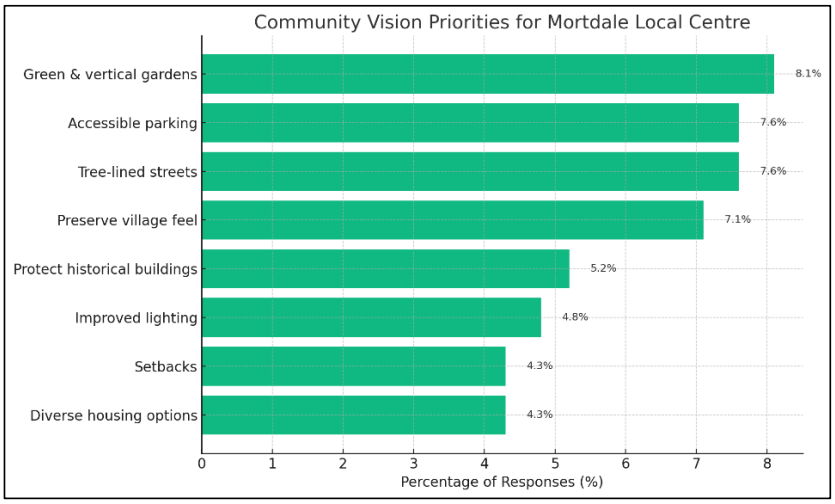

Figure 8 – What priorities would you like to see in future vision of Mortdale Local Centre

Image source: Mecone

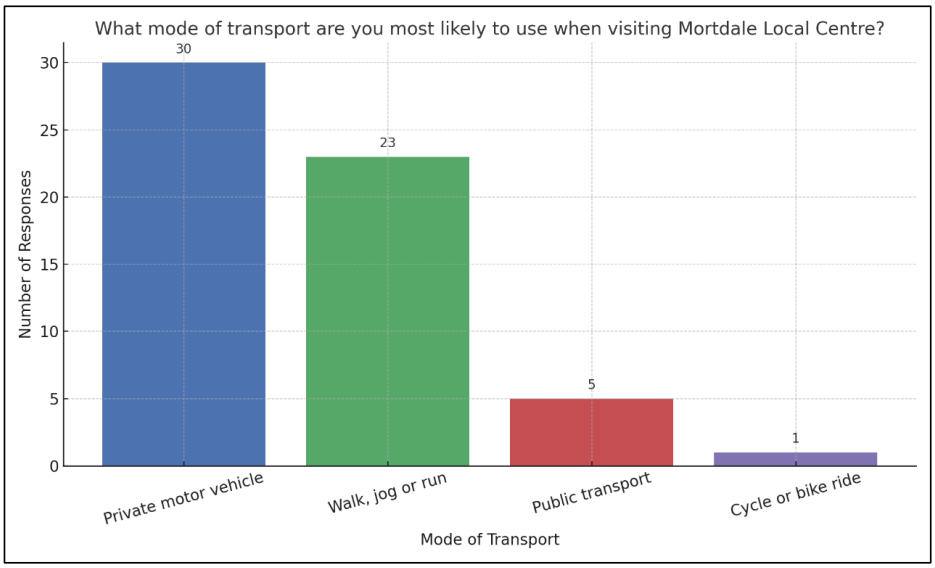

Figure 9 – What mode of transport are you most likely to use when visiting Mortdale Local Centre- Survey respondents only

Image source: Mecone

5 Engagement Outcomes

Engagement for the Mortdale Local Centre DCP revealed strong community support for preserving the village character, walkability, and human-scale built form of the area. Participants consistently emphasised the importance of maintaining heritage features and a cohesive streetscape. There was broad agreement on the need to enhance greenery, with suggestions including more street trees, garden beds, vertical gardens, and shaded outdoor seating. Feedback also highlighted the desire for revitalised shopfronts, consistent awnings, and upgraded façades that reflect Mortdale's unique character.

Parking and accessibility were recurring concerns, particularly for older residents, families, and people with mobility challenges. Respondents called for improvements to pedestrian and cycle infrastructure, better connectivity, and traffic calming. Other priorities included providing more outdoor dining areas, activating underused spaces, and ensuring sustainable, well-designed developments with appropriate setbacks and rooftop open spaces.

Community workshops, written submissions, and the online mapping tool also identified a desire for diverse housing options, especially family-friendly apartments with three bedrooms. There was strong opposition to high-rise development, particularly on side streets, and calls to limit building height transitions to protect adjacent residential areas. The walking tour reinforced themes of tree preservation, improved lighting, and a safer, greener public realm. Overall, the engagement outcomes reflect a clear community vision: to strengthen Mortdale's identity as a leafy, accessible, and heritage-rich local centre with vibrant streetscapes and a strong sense of place.

The proposed DCP objectives and controls have been developed with the foundational objective of incorporating the community engagement inputs, this includes responding to individual public submissions. Incorporating the key feedback and findings, as detailed above, the DCP strives to preserve and enhance the Mortdale village atmosphere,

Responses to individual community submissions have been collated and provided, refer to **Appendix A** for specific community submissions and responses.

6 Next Steps & Conclusions

Through the course of the community engagement program, valuable community feedback, opinions and aspirations were recorded, alongside community-raised design elements for consideration as Georges River Council develops a draft Mortdale Local Centre DCP.

The findings from this report will be used to inform and justify the development controls within the Mortdale Local Centre DCP as well as the accompanying future character statement and design principles. The Mortdale Local Centre DCP will be exhibited for public engagement in late 2025, where the community can see how their input has helped shape the policy.

The engagement process undertaken to inform the Mortdale Local Centre DCP has yielded a comprehensive and diverse range of community insights. The feedback received across multiple engagement channels, including written submissions, online mapping tools, workshops, and a walking tour, demonstrates a clear and consistent vision for the future of Mortdale. Participants strongly advocated for the preservation of the centre’s established village character, heritage features, and low scale, built form, while also identifying opportunities to enhance public domain elements such as green spaces, pedestrian access, shopfront presentation, and sustainable transport infrastructure.

The input received through this process will play a critical role in guiding the preparation of the Draft DCP, ensuring that planning controls respond to the community’s aspirations and reinforce the unique identity of the Mortdale Local Centre.

ENV013-26 Attachment 3

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CARSS BUSH PARK AND TODD PARK MASTER PLAN AND PLAN OF MANAGEMENT

MASTER PLAN

March 2026

ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area.

We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live work and meet on these lands.



INTRODUCTION

9.1 Role of the Master Plan

The Master Plan was prepared in response to consultation with the community, organised sporting users, Council Officers and Councillors across 2023 – 2026. It is intended to be read and implemented in conjunction with the Carss Bush Park and Todd Park PoM 2026.

The Master Plan illustrates some of the key recommendations of the PoM related to facilities, site planning and design but does not provide an exhaustive listing of all required actions. As such, the PoM and Master Plan must continue to be read in conjunction.

9.2 Description of Master Plan

The overall Master Plan is provided on the following page. A description of key recommendations to specific precincts then follows.





MASTER PLAN

1. OFFLEASH DOG PARK
2. CARSS PARK FACILITIES (including Narani Childcare Centre, 3Bridges, Straw Bale Shed and Community Garden)
3. CARLTON CRESCENT PARKING AND ACCESS
4. CARSS PARK FLATS SPORTSFIELDS
5. CARSS PARK FLATS FORESHORE PATH
6. CARSS PARK FLATS AMENITIES AND MEN'S SHED REPLACEMENT BUILDINGS
7. CARWAR AVENUE SHARED ZONE
8. RAMP ACCESS FROM CARWAR AVENUE TO PARK LEVEL
9. CARSS COTTAGE MUSEUM
10. CARSS PARK BATHS EASTERN & NORTHERN FORESHORE
11. CARSS PARK BATHS WESTERN FORESHORE
12. WESTERN GRASSED PICNIC ZONE
13. CARSS PARK LIFESAVING HALL
14. CARSS PARK HILLTOP CARPARK
15. ARTISTS COTTAGE
16. SHARED PATH
17. UPGRADE PATH LINK TO GNARBO AVENUE
18. CAFÉ AND TOILETS
19. PLAYSPACE
20. CREEK CHANNEL
21. SOUTHERN GRASSLANDS
22. BUNYALA STREET CARPARK
23. TODD PARK PREMIUM SPORTING FACILITY
24. TODD PARK
25. FUTURE AQUATIC FACILITY
26. BOAT RAMP

General items applying across site

27. BUSHLAND MANAGEMENT
28. LANDSCAPE MANAGEMENT

MASTER PLAN



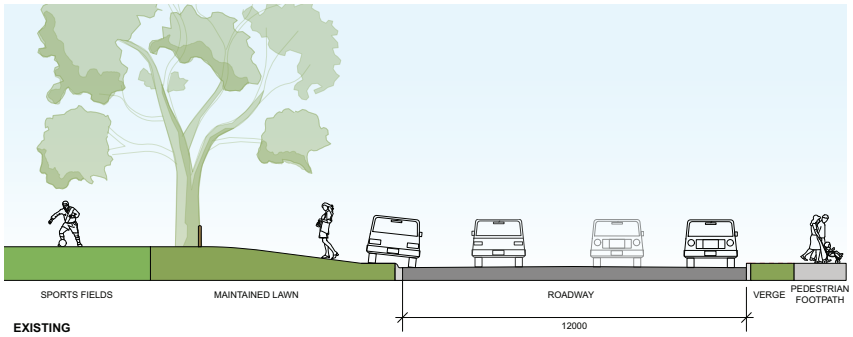
PROPOSALS FOR SPECIFIC PRECINCTS

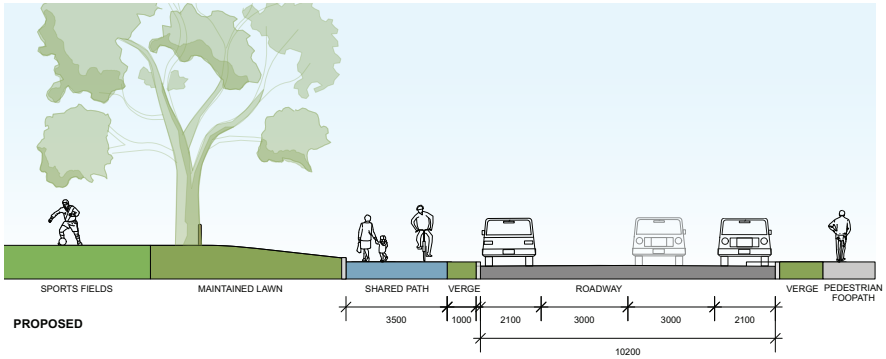
1. OFFLEASH DOG PARK:

- Enhance connections to Charles Pirie Field and other community facilities like Community Centre
- Consider installing more shade sails or similar
- Consider installing additional bench seating as required
- Consider potential for additional landscape enhancement
- Consider future demolition of the shed building
- Consider future plantation in the subject area

2. CARSS PARK FACILITIES (including Narani Childcare Centre, 3Bridges, Straw Bale Shed and Community Garden):

- Investigate the future capacity to redevelop the Narani Childcare Centre to provide improved facilities
- Investigate options for improvements to the community garden operation, including dedicated storage and potential measures to enhance site security





3. CARLTON CRESCENT PARKING AND ACCESS:

- Reduce parking lanes and traffic lanes to width required
- Provide standard kerb to road edge to discourage vehicular access to verge
- Provide shared path linkage to south side of Carlton Crescent and east side of Carwar Avenue
- Investigate pedestrian refuges on Carlton Crescent to assist safe road crossing
- Investigate and action formalised parking with line marking along Carlton Crescent and no stopping zones related to bridge
- Investigate potential for use of Parkside Drive Parking area as event / weekend parking area with suitable path access links to Carlton Crescent (that is Lots 8/6/DP1963)
- Investigate making the temporary car parking arrangements that will be put in for the aquatic complex construction along Carlton Crescent as permanent.

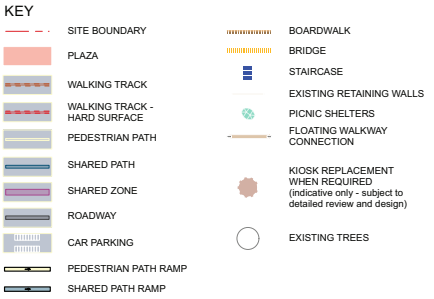


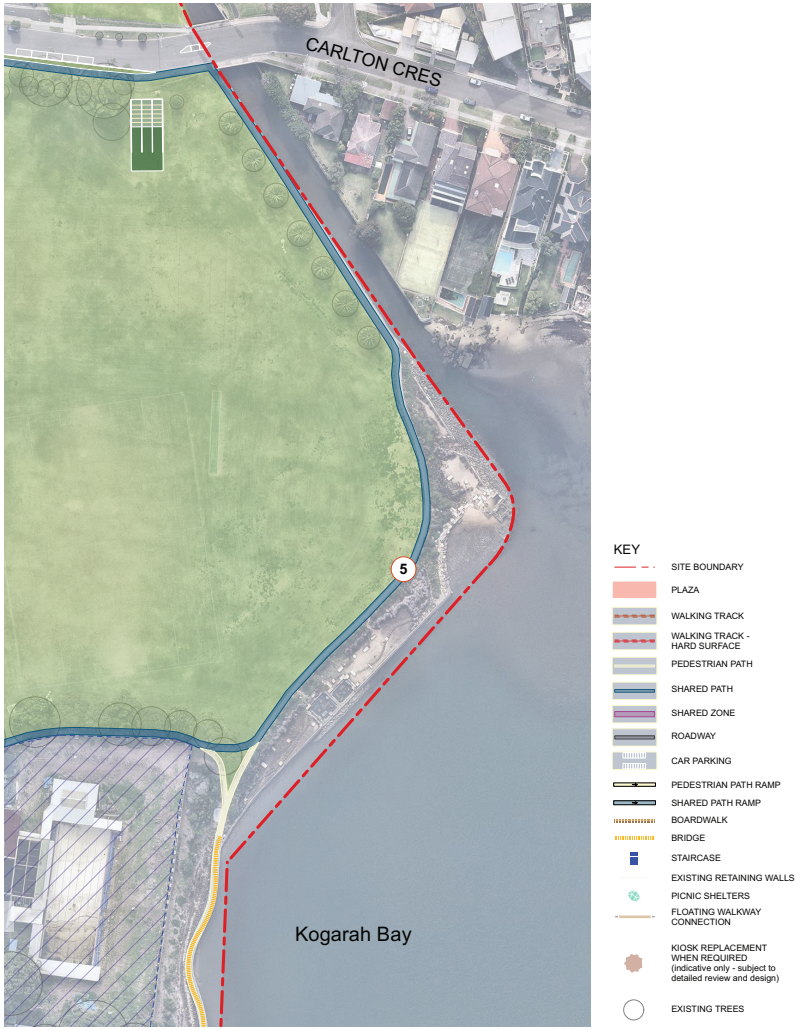
MASTER PLAN



4. CARSS PARK FLATS SPORTSFIELDS:

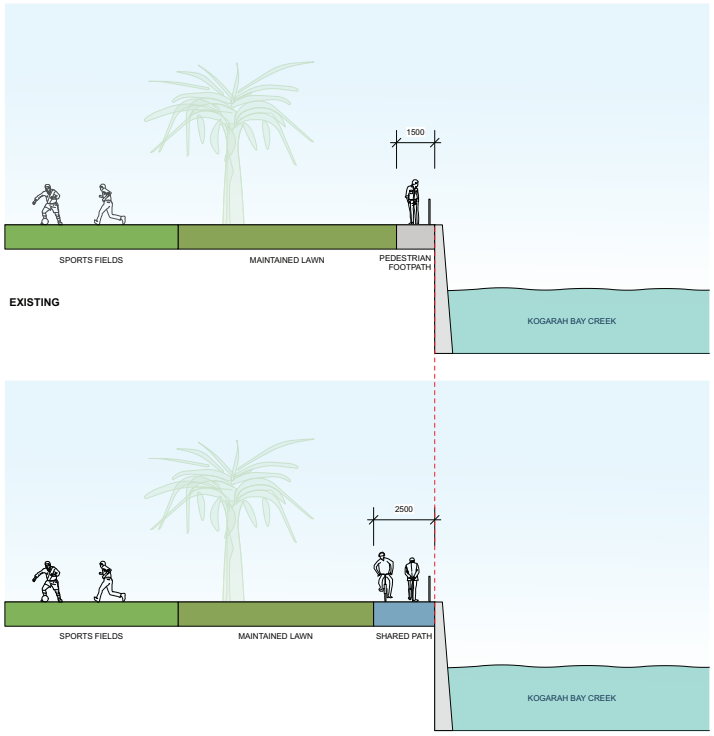
- Investigate field reconstruction to include raising of levels, drainage, irrigation and grass resurfacing
- Review field configuration to optimise utilisation
- Investigate optimisation of sports lighting on site to increase lighting coverage and energy efficiency
- Include the current facilities for its sporting users in any future updates, e.g. the existing cricket net facilities
- Install park seating including some shaded areas around sports fields, and other street furniture
- Investigate options for new amenities building that supports co-location for multiple sporting club use, including canteen and storage, separate male and female change rooms and public amenities
- Consider event management impacts for Council and community major events – e.g., carparking and stall installation on flats - note that parking on the flats grass is causing maintenance issues - investigate ways to reduce the impact of parking on this area

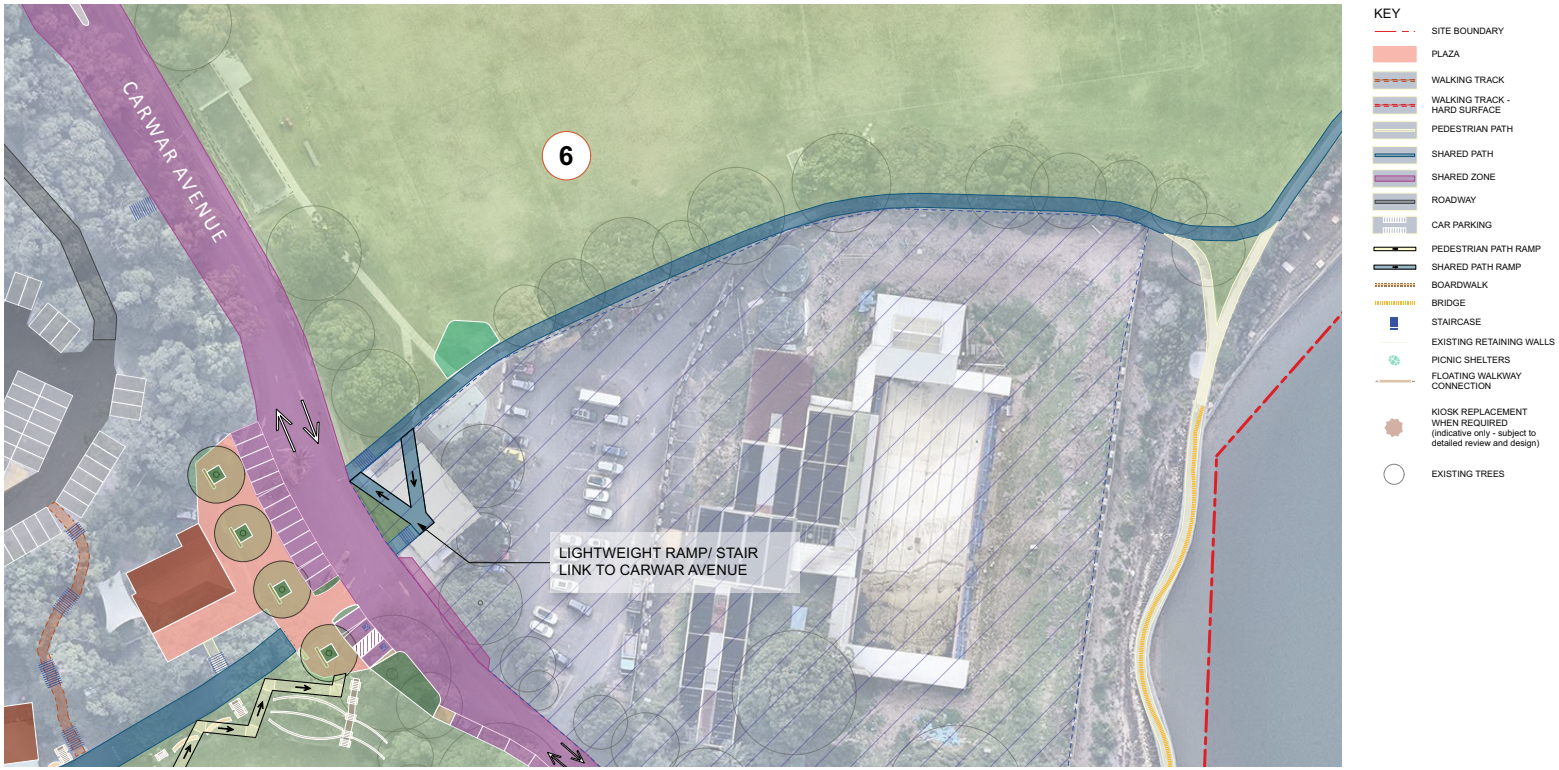




5. CARSS PARK FLATS FORESHORE PATH:

- Widen foreshore path to minimum 2.5m clear width to provide shared bi-directional pedestrian and cycle access
- Provide native shade tree planting where possible
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment
- Investigate low level lighting
- Manage and maintain foreshore riparian vegetation





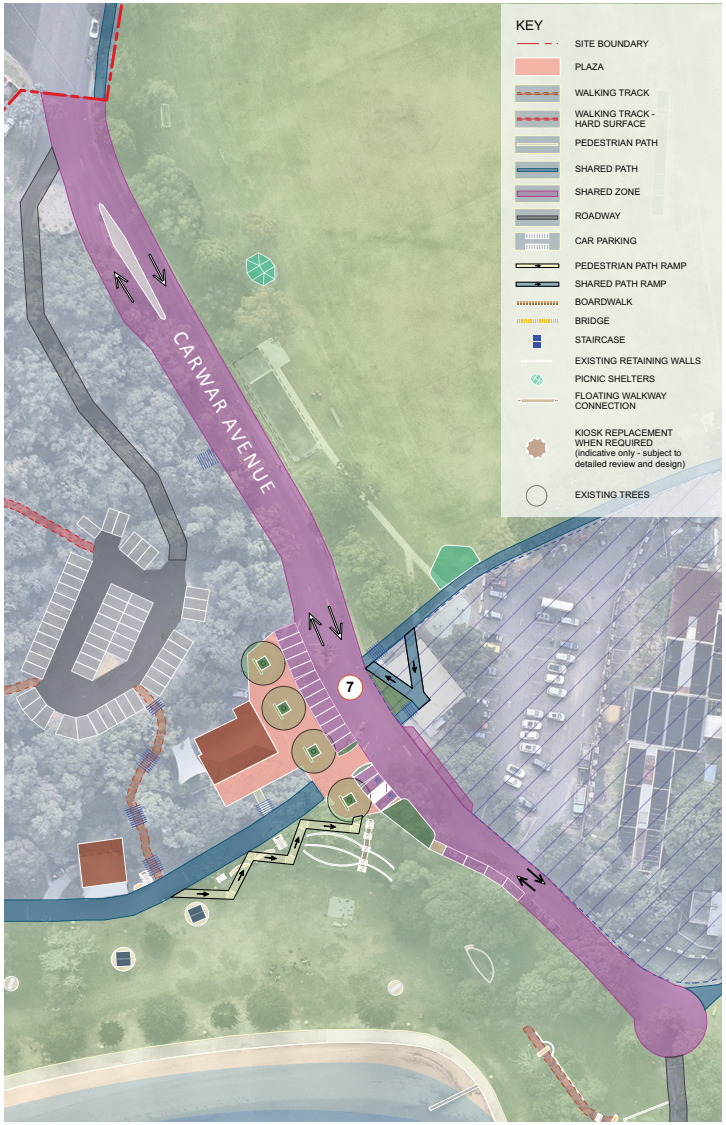
6. CARS PARK FLATS AMENITIES AND MEN'S SHED REPLACEMENT BUILDINGS

- Investigate, in liaison with sporting groups options to replace sporting and park amenities at Carss Park Flats (refer item 4)
- Investigation in liaison with Men's Shed community group, options for future upgrade / replacement of building and facilities. For example, options to be explored may include:

i. Replacement facility as stand-alone facility in alternative location at another site (not in the park)

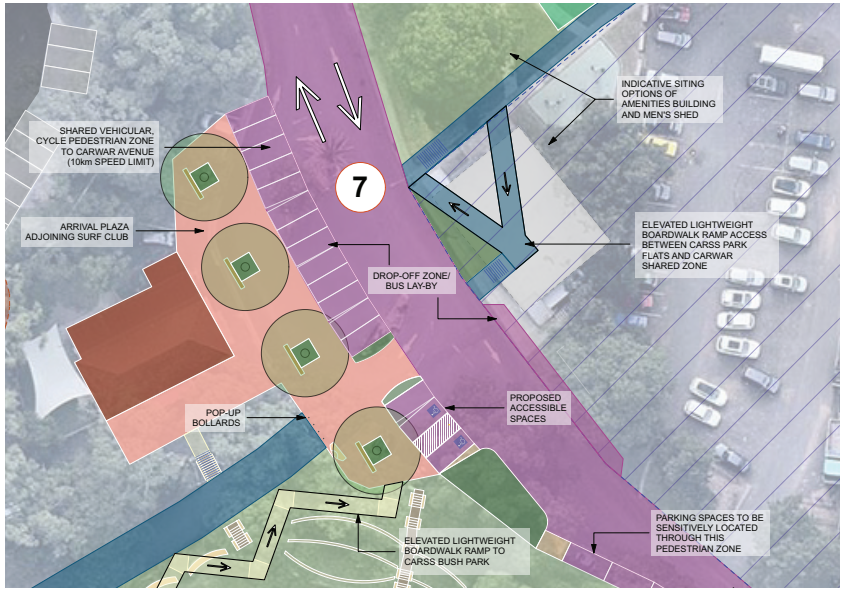
ii. Replacement facility as stand-alone facility in alternative location in the park

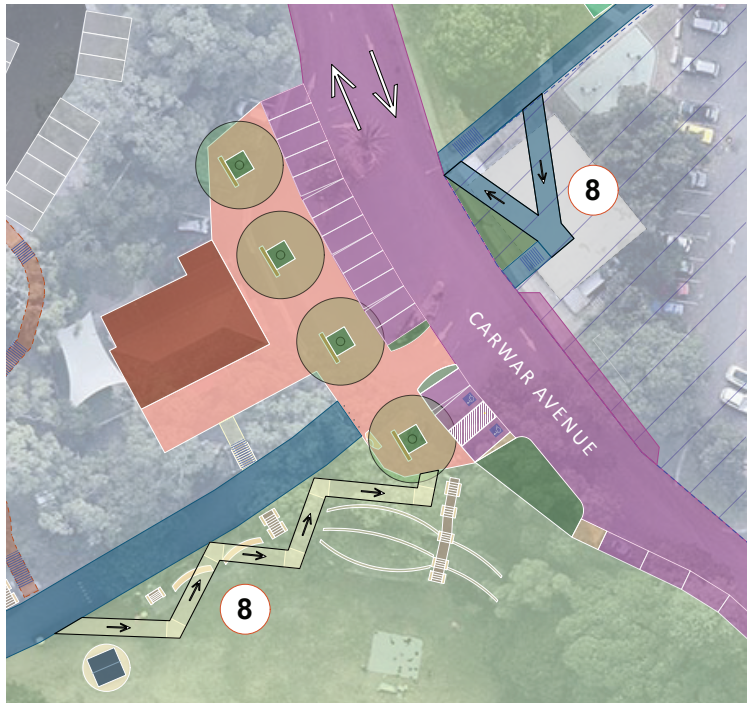
iii. Replacement facility as stand-alone / secure space integrated into building structure in park shared with another use (e.g. playing fields amenities / club / storage).



7. CARWAR AVENUE SHARED ZONE:

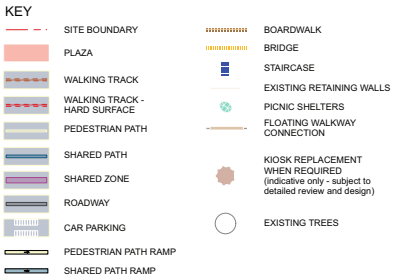
- Create shared vehicle / cycle / pedestrian movement zone from Allawah Avenue intersection to prioritise pedestrian and cycle movement, reduce traffic speed and use space effectively
- Provide surface treatments and signage to reflect shared zone as per TfNSW Shared Zone technical direction
- Remove existing middle parking island on Carwar Ave and create a formalized drop off zone. Reconfigure carriageway and parking (revised to ninety degree) to maintain existing numbers
- Provide vehicle drop off bays for users to drop off then seek parking in the precinct
- Add accessible carparking spaces where suitable on the shared zone
- The Hilltop Car Park driveway to be investigated as a dual direction access in the future
- Minimise negative impacts of buses on site users and ensure bus turn around; subject to approval by Council's traffic section
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment
- Review event management protocols to manage impacts of Council and community major events.

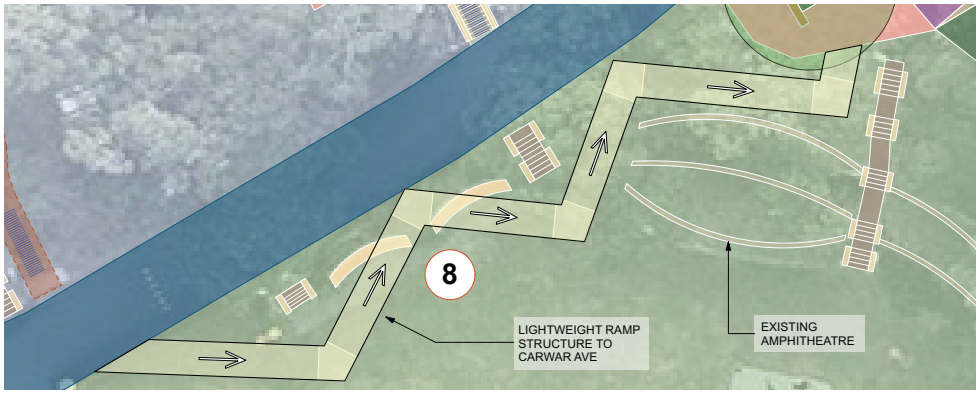


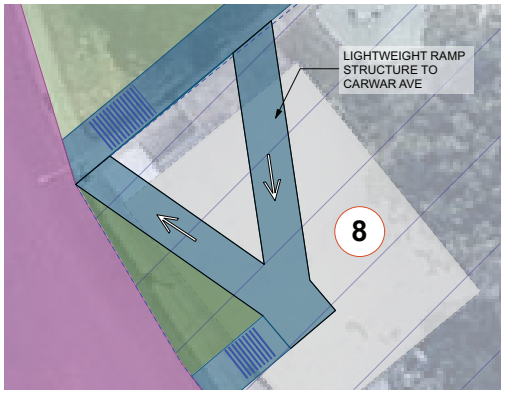


8. RAMP ACCESS TO PARK LEVEL:

- Investigate the design and provision of lightweight ramp and stair structure from Carwar Ave shared zone to park level for universal access if feasible
- Ramp to sit sympathetically within the vegetated zone and amphitheatre
- Conserve the Amphitheatre as it is a vital space during events
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment









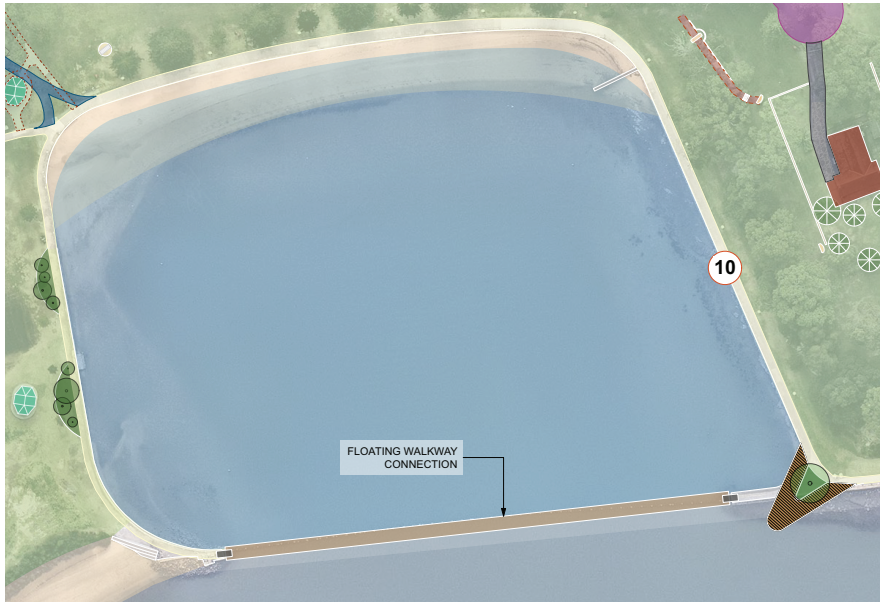
9. CARSS COTTAGE MUSEUM:

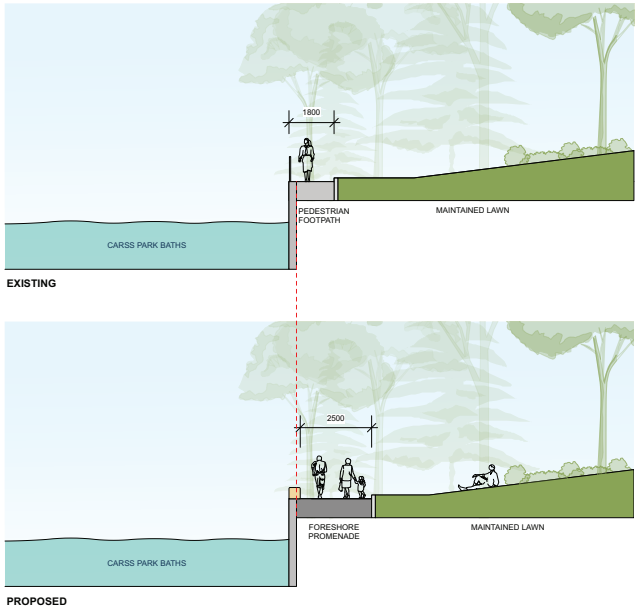
- Undertake heritage assessment including Cyclical Maintenance Plan, Conservation Management Plan and Schedule of Conservation Works as part of the Plan of Management
- Implement priority maintenance works
- Consider upgrade to outdoor area to increase community utilisation
- Maintain access for maintenance and emergency vehicles

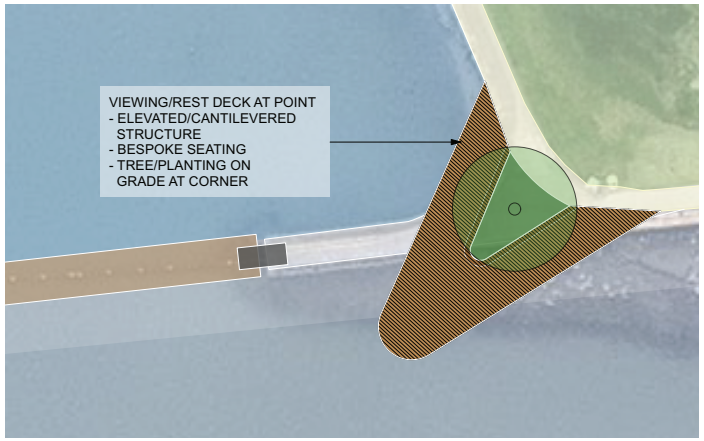
26. BOAT RAMP:

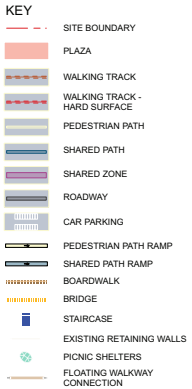
- Council will address the history of conflicts and safety concerns by managing public use of the boat ramp, considering the high pedestrian traffic and the challenging alignment of the ramp
- Public vehicular access to the foreshore boat ramp to be discontinued, limiting its use exclusively to Council operational and maintenance requirements

MASTER PLAN



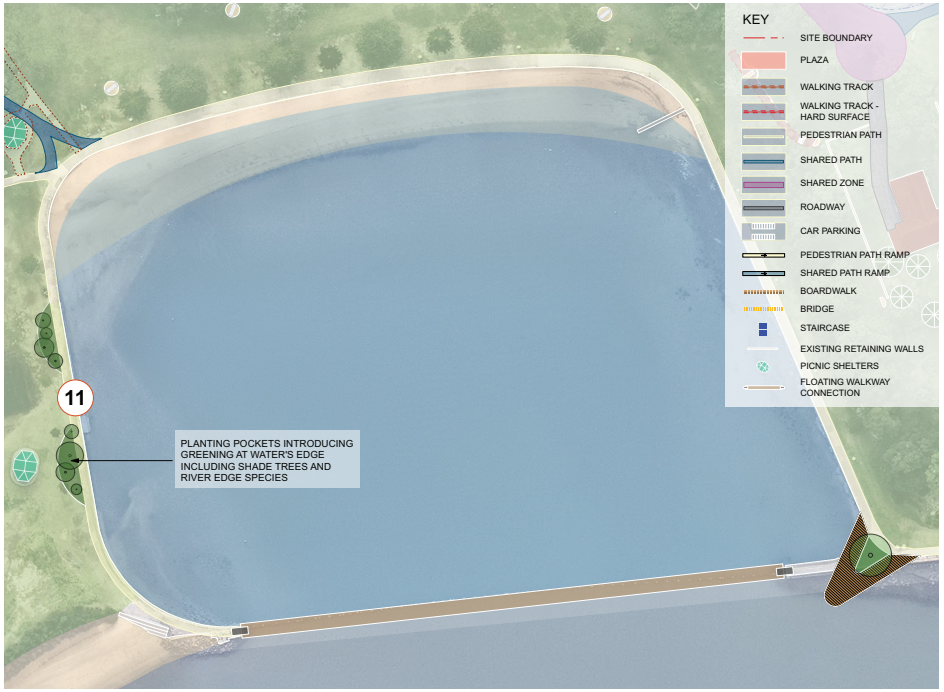


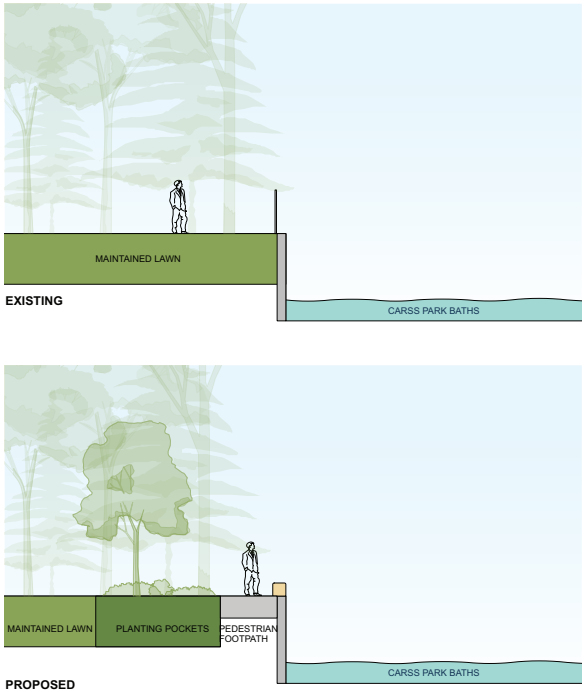




10. EASTERN AND NORTHERN FORESHORE:

- Consider removal of existing fence to eastern edge and replace with 400x400mm sandstone hob foreshore edge as replacement barrier e.g. Sydney Royal Botanic Gardens foreshore to Sydney Harbour
- Consider widening foreshore promenade to 2.5m and upgrading promenade pavement
- Investigate viewing and rest deck point to be oriented towards Kogarah Bay as rest and viewing point
- Investigate potential for floating walkway connection between the “points”
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment





11. WESTERN FORESHORE:

- Integrated pockets of planting behind seawall enable shade canopy and riparian planting to assist with moisture management to grassed area
- The planting on western edge of the seawall to be carefully chosen as the seawall is heritage listed
- Consider removal of existing fence to western edge and replace with 400x400mm sandstone hob foreshore edge as replacement barrier e.g. Sydney Royal Botanic gardens foreshore
- Provide a paved pathway linking the foreshore to the western point and connecting to the proposed floating walkway
- Consider any required upgrade to the sea enclosures
- Investigate seawall condition - any required renewal of baths wall to be sandstone to match existing site amenity and heritage elements
- Investigate increased landscaping adjoining the foreshore



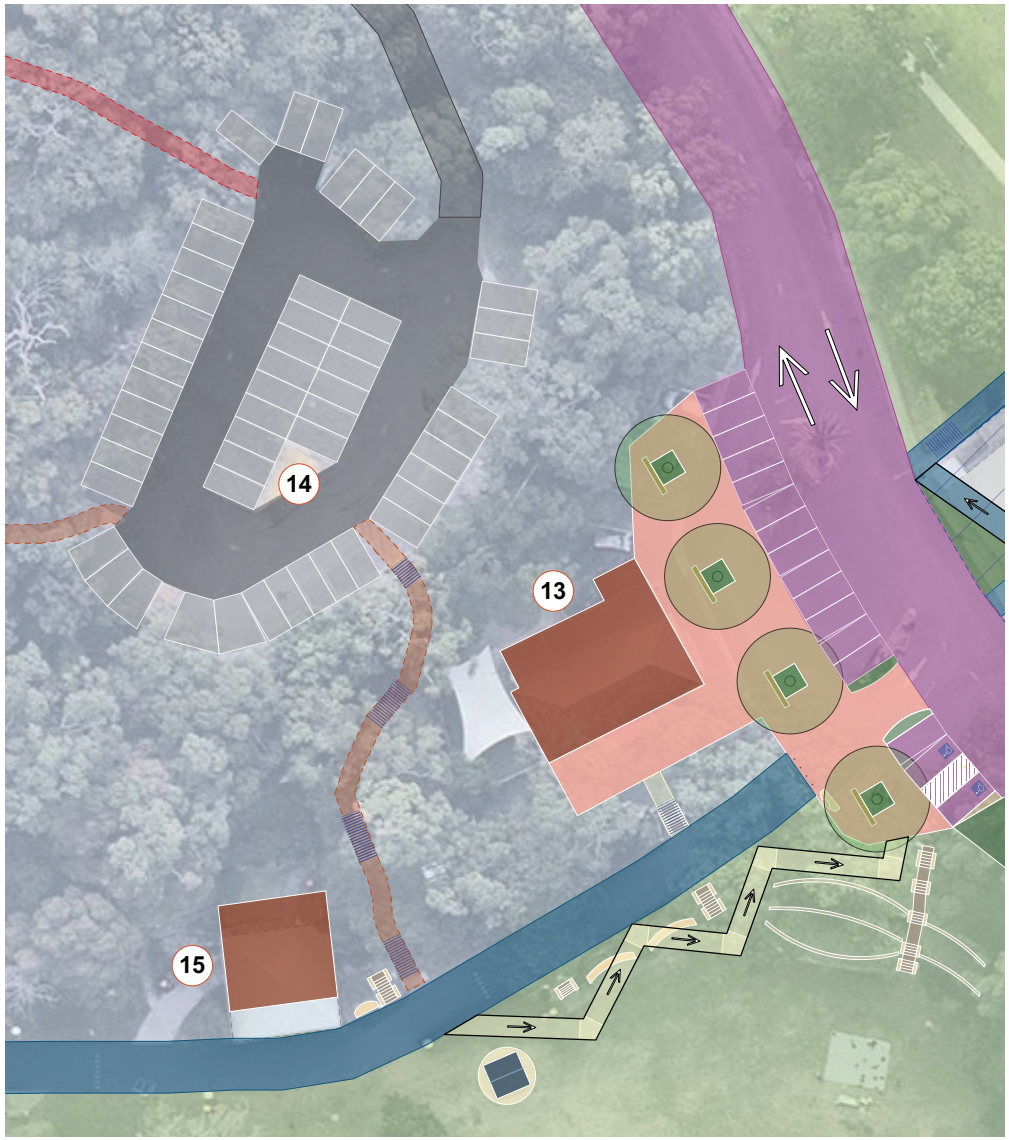
12. WESTERN GRASSED PICNIC ZONE:

- Integrate upgrade of soils and grass cover with foreshore upgrade (item 11)
- Consider drainage options to improve drainage and recovery time of grassed area
- Improve surface finish to improve passive/ environmental overland flows

KEY

- SITE BOUNDARY
- PLAZA
- WALKING TRACK
- WALKING TRACK - HARD SURFACE
- PEDESTRIAN PATH
- SHARED PATH
- SHARED ZONE
- BOARDWALK
- BRIDGE
- STAIRCASE
- EXISTING RETAINING WALLS
- PICNIC SHELTERS
- FLOATING WALKWAY CONNECTION
- EXISTING TREES

MASTER PLAN



13. CARSS PARK LIFESAVING HALL:

- Investigate provision of new plaza space adjoining building
- Rationalise rear external areas and rationalise and provide consistent fencing to all buildings
- Develop Heritage investigation and reconstruction/ management /maintenance plan for building

14. CARSS PARK HILLTOP CARPARK:

- Investigate improved vehicle access and traffic management including potential future dual direction driveway access to assist with narrow circulation
- Any future changes to consider event management impacts for Council and community major events
- Investigate improved pedestrian access to carpark

15. ARTISTS COTTAGE:

- Include preparation of management /maintenance plan for building in the PoM
- When building requires major renewal, investigate potential to increase set back from roadway/pathway
- Provide consistent fencing to any external areas
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

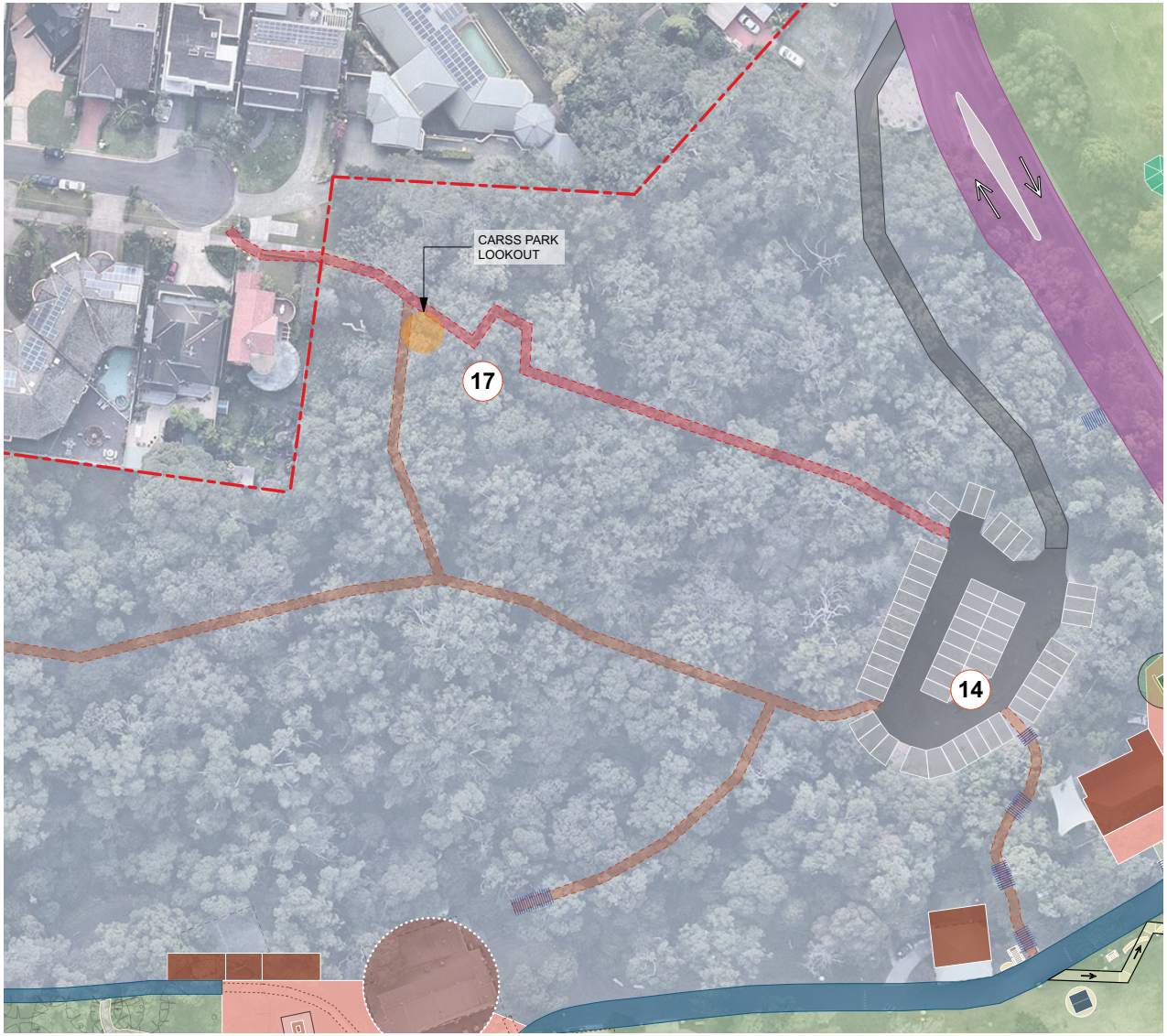


KEY:

PROPOSED PATH NETWORK
PROPOSED SHARED PATH LINK

16. SHARED PATH:

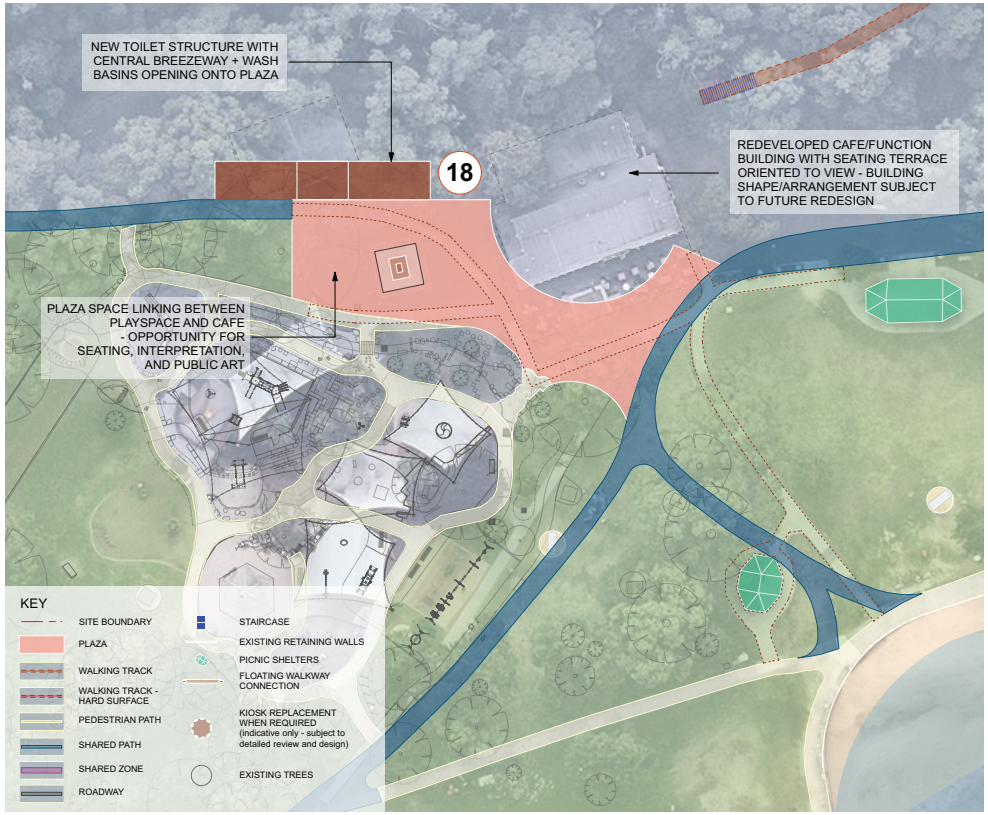
- Provide cross site bi-directional shared pedestrian and cycle access to replace existing narrow cross park path links
- Maximise shared path width (refer Inner West Greenway precedent)
- Provide speed management measures through signage and policing
- Provide for maintenance and delivery access to Café and for general Council maintenance across park
- Pop-up bollards at road junction to adjoining streets to restrict vehicular access
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the

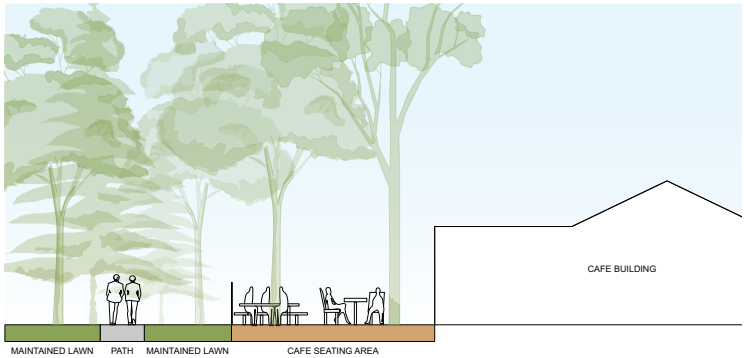


17. UPGRADE PATH LINK TO GNARBO AVENUE:

- Improve bushland path network
- Upgrade existing lookout area – rationalise security fencing
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

MASTER PLAN





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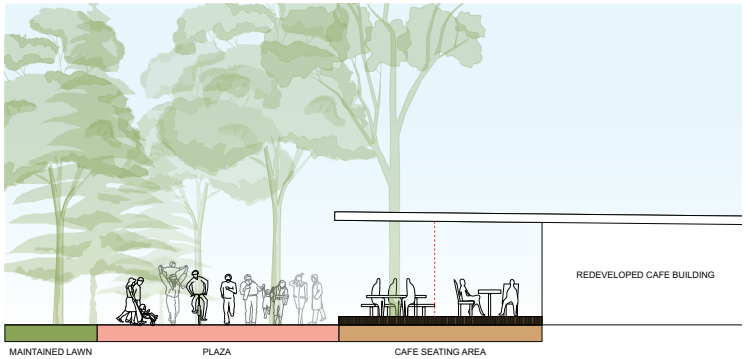


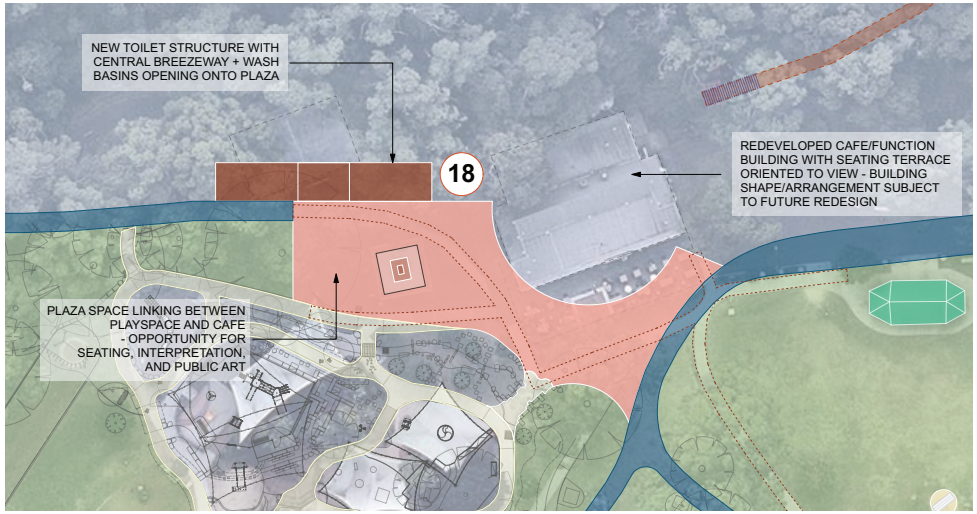
PROPOSED

18. CAFÉ AND TOILETS:

- Redevelop café building and set back further to free up more public movement space
- Café building to be aligned to capture views of the Baths and Kogarah Bay, and avoid disruption/obstruction of plaza and playground access in any future redevelopment
- Any future design option should consider the retention of large native trees (Eucalyptus microcorys) in good condition
- Include patron toilets within any Café redevelopment
- Provide simplified and more generous paved plaza space to replace existing paths and connecting the play space to the Café
- Provide seating, wayfinding, bins and drinking fountains.
- Integrate heritage significant Carss Grave plot sensitively within plaza space
- Maintain strong visual links from plaza to Kogarah Bay

18. CAFÉ AND TOILETS (continued):

- Replace existing public toilet block with new Toilet Block adjoining plaza space (example - Centennial Park - Grand Drive below Reservoir Fields - pictured below)







Centennial Parklands Toilets Lahz Nimmo Architects

MASTER PLAN



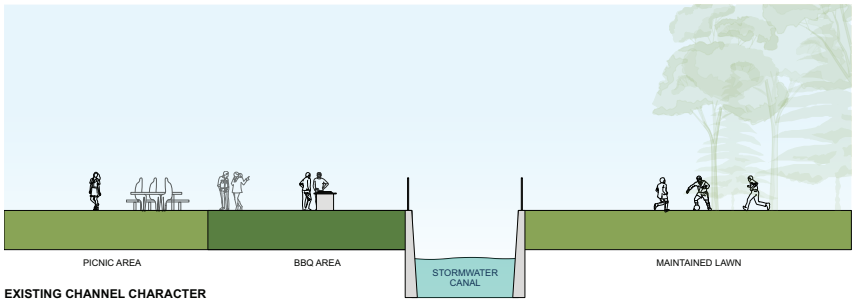
19. PLAYSPACE:

- Upgrade playspace
- Integrate to proposed plaza space
- Playspace to be served by new public toilet building

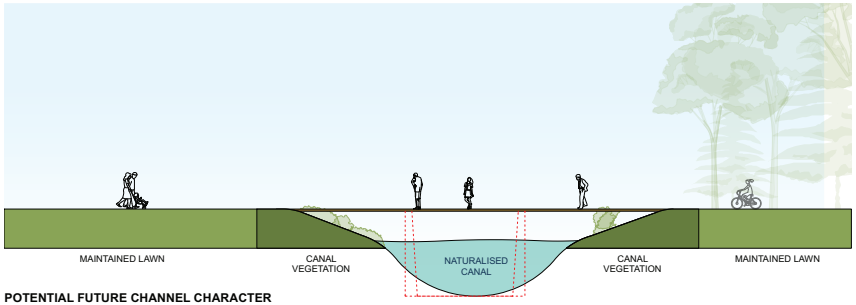
MASTER PLAN



POTENTIAL FOR CANAL NATURALISATION



EXISTING CHANNEL CHARACTER



POTENTIAL FUTURE CHANNEL CHARACTER

20. CREEK CHANNEL:

- Investigate potential for additional future channel naturalisation having regard for role of adjoining grassed areas for passive recreation
- Investigate potential boardwalk link across channel connecting grassed recreation areas
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

MASTER PLAN



21. SOUTHERN GRASSLANDS:

- Improve picnic and bbq facilities
- Consider improved drainage for the area as feasible

MASTER PLAN



22. BUNYALA STREET CARPARK:

- Investigate improvements to parking configuration and circulation
- Consider selected rationalisation of lower level vegetation/tree branches to improve sight lines and public safety
- Review carpark lighting for compliance and safety and undertake improvements as necessary

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- PLAZA
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- WALKING TRACK - HARD SURFACE
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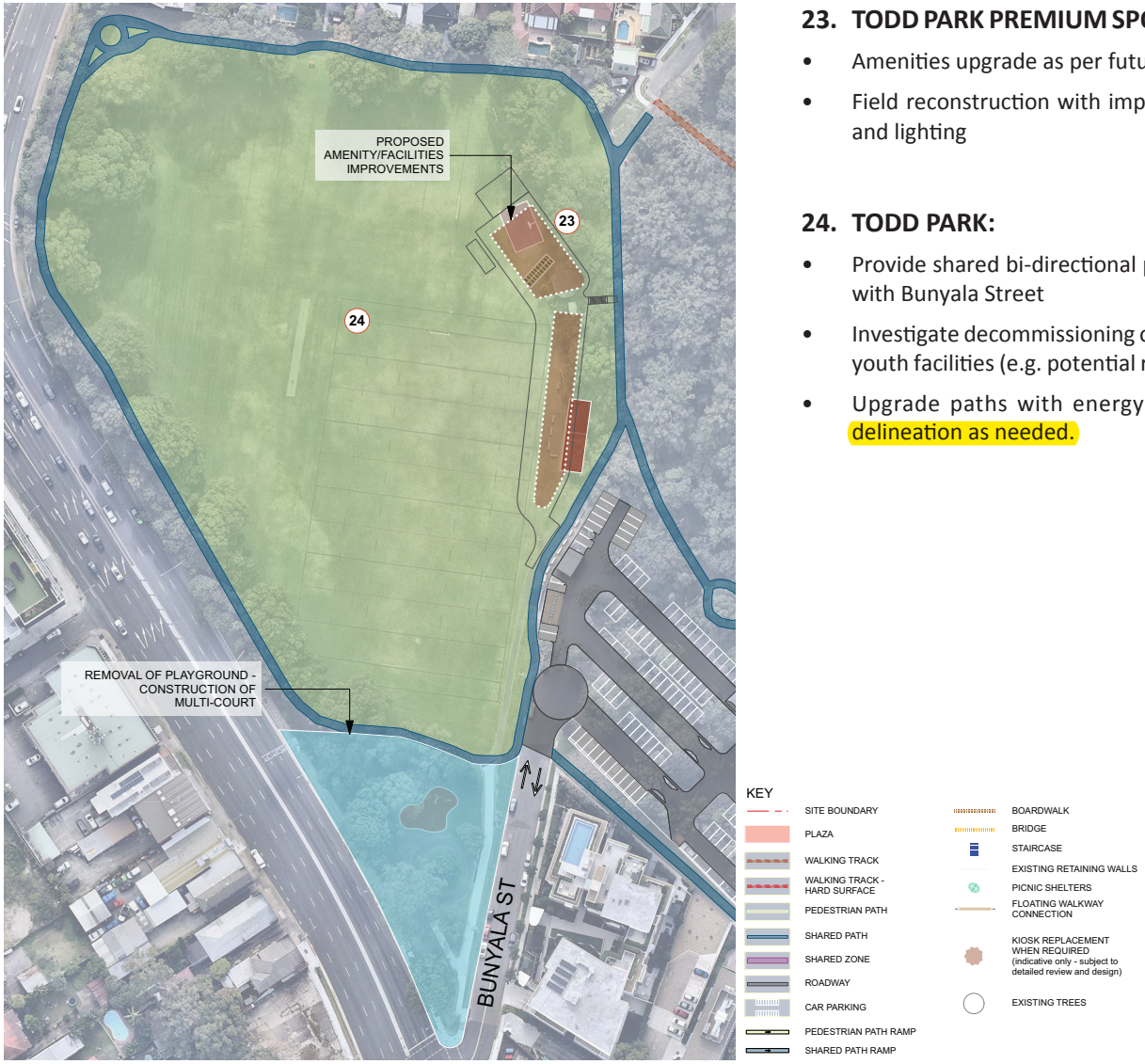
- SHARED PATH
- SHARED ZONE
- ROADWAY
- CAR PARKING
- PEDESTRIAN PATH RAMP
- SHARED PATH RAMP
- BOARDWALK
- BRIDGE
- STAIRCASE
- EXISTING RETAINING WALLS
- PICNIC SHELTERS
- FLOATING WALKWAY CONNECTION
- KIOSK REPLACEMENT WHEN REQUIRED (indicative only - subject to detailed review and design)
- EXISTING TREES



23. TODD PARK PREMIUM SPORTING AND COMMUNITY FACILITY:

- Amenities upgrade as per future design proposals
- Field reconstruction with improved drainage, irrigation, surface profile and lighting

24. TODD PARK:

- Provide shared bi-directional pedestrian and cycle path loop integrated with Bunyala Street
- Investigate decommissioning of existing playground and replacing it with youth facilities (e.g. potential relocation of existing half basketball court)
- Upgrade paths with energy efficient lighting and appropriate site delineation as needed.



25. FUTURE AQUATIC FACILITY:

- Community Open Space Site identified for future aquatic facility development

26. BOAT RAMP:

- Address the history of conflicts and safety concerns by managing public use of the boat ramp, considering the high pedestrian traffic and the challenging alignment of the ramp
- Public vehicular access to the foreshore boat ramp to be discontinued, limiting its use exclusively to Council operational and maintenance requirements.

KEY

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- EXISTING TREES



General items applying across site

27. BUSHLAND MANAGEMENT:

- Ongoing bushland management in accordance with Councils Bushland Management policies and strategies and section 10.2 Action Plan for Habitat Management, including weed management, tree protection, and regeneration.
- Selection of trees for planting and regeneration within Carss Bush Park should consider the introduction of other endemic species to reduce the current reliance upon Eucalyptus botryoides (Bangalay), Casuarina cunninghamiana (River She-Oak) and Casuarina glauca (Swamp She-Oak). Species selected should be consistent with mapped Endangered Ecological Communities (EECs) which occur within the park, including; Swamp Sclerophyll Forest on Coastal Floodplains of the Sydney Basin Bioregion and Swamp Oak Floodplain Forest of the Sydney Basin Bioregion.

28. LANDSCAPE MANAGEMENT:

- Undertake recurrent maintenance for park in accordance with asset Service levels and systems as per Council's "Mobile Maintenance Operations" system
- Note item 26 regarding selection of trees for planting within Carss Bush Park – this should be implemented through general landscape plantings within the park.



CARSS BUSH PARK & TODD PARK

Plan of Management
April 2026



Carss Bush Park and Todd Park

PLAN OF MANAGEMENT

April 2026

Prepared For

Georges River Council

By

Environmental Partnership NSW Pty Ltd

Issue	Date	Description	By
6	30/03/26	Final PoM for approval	AH
5	23/02/26	Final PoM for approval	AH
4	27/03/25	Final Draft PoM	AH
3	10/01/25	Draft PoM	AH
2	13/09/24	Preliminary Draft PoM	AH
1	14/02/24	Preliminary Work in Progress Draft	AH

Cover image: Carss Bush Park foreshore

ACKNOWLEDGEMENT OF COUNTRY

Georges River 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. We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live work and meet on these lands.

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Acronyms and abbreviations

Full citation	Acronyms and abbreviations used in this document
Biodiversity Conservation Act 2016 (NSW)	BC Act
Crown Land Management Act 2016	CLM Act
Environmental Planning & Assessment Act 1979 (NSW)	EP&A Act
Environment Protection and Biodiversity Conservation Act (1999) (Cth)	EPBC Act
Georges River Council	Council
Georges River Local Environmental Plan 2021	LEP
Georges River Community Strategic Plan 2025-2035	Georges River CSP
Local Government Act 1993 (NSW)	LG Act
Local Government Area	LGA
Plan of Management	PoM

PART A

BASIS FOR MANAGEMENT

1 INTRODUCTION

1.1 Background

Council has developed an updated Master Plan and Plan of Management (PoM) that will cover

- Carss Bush Park
- Todd Park, and
- Carss Park Community Gardens (former Carss Park Bowling Club site)

Prior to Council amalgamation in 2016, these reserves were administered by Kogarah Council. This PoM will consolidate and supersede a series of older PoM documents (Carss Bush Park & Todd Park Plan of Management 2004 - Kogarah Council (2004 PoM), Carss Park Bowling Club Surrounding Parkland PoM Review 2008 – Landscape Australia Consultants, and Carss Bush Park Landscape Master Plan 2011 - Knox & Partners Landscape Architects) into one succinct Master Plan and PoM in accordance with the legislative requirements of the Local Government Act (LG Act),1993 and Crown Land Management (CLM Act), 2016.

A concurrent exercise to formalise the reservation of several areas of Crown land within the park as Crown Reserve for ongoing management by Council has been undertaken. To finalise this process Council has undertaken to prepare, lodge and prosecute a non-claimant application with the Federal Court of Australia (FCA) for future act protection (the future act being the reservation of the land and the adoption of the PoM), to address Native Title requirements under the CLM Act.

The Master Plan and PoM went on Public Exhibition in late-2025, and have been finalised for approval by Council and the Minister for Lands and Property. Council's native title manager confirms that this Plan of Management satisfies the requirements of the applicable provisions of the native title legislation because:

- the notification period of a non-claimant application to the Federal Court of Australia has expired, and
- the notification period under section 24JB of the Native Title Act 1993 has expired.

As such Council is able to adopt this Plan of Management under Sections 24FA and 24JA of the Native Title Act 1993. A Case Management hearing for the non-claimant application was set down for 3 March 2026, but was vacated as the Judicial Registrar and related parties were satisfied with the Applicant's report.

As such the next steps regarding native title are:

1. Adoption of the PoM
2. Lodgement of Notice of Discontinuance – once the PoM has been adopted.

1.2 What is a Plan of Management?

A Plan of Management (PoM) is a document which provides a clear set of guidelines for the short and long term management of a parcel of Community Land owned and managed by Council or Crown Land under Council's care, control and management. A PoM outlines how a park or reserve will be used, improved and managed in the future. It identifies Council's goals and objectives for the lands and establishes the overall direction for its planning, resource management and maintenance. The PoM is often accompanied by a Landscape Master Plan which allows Council to set priorities when preparing Works Programs and related budgets.

Section 36 of the LG Act states the PoM must:

- categorise the land in accordance with the legislation;
- contain objectives and performance targets for the management of the land;
- specify the means by which Council proposes to achieve the objectives and performance targets; and
- specify how achievement of the objectives and performance targets is to be assessed.

The PoM must also:

- describe the condition of the land, any buildings or other improvements on the land as at the adoption of the plan;
- describe the use of the land; and
- state the purposes for which the land will be used.

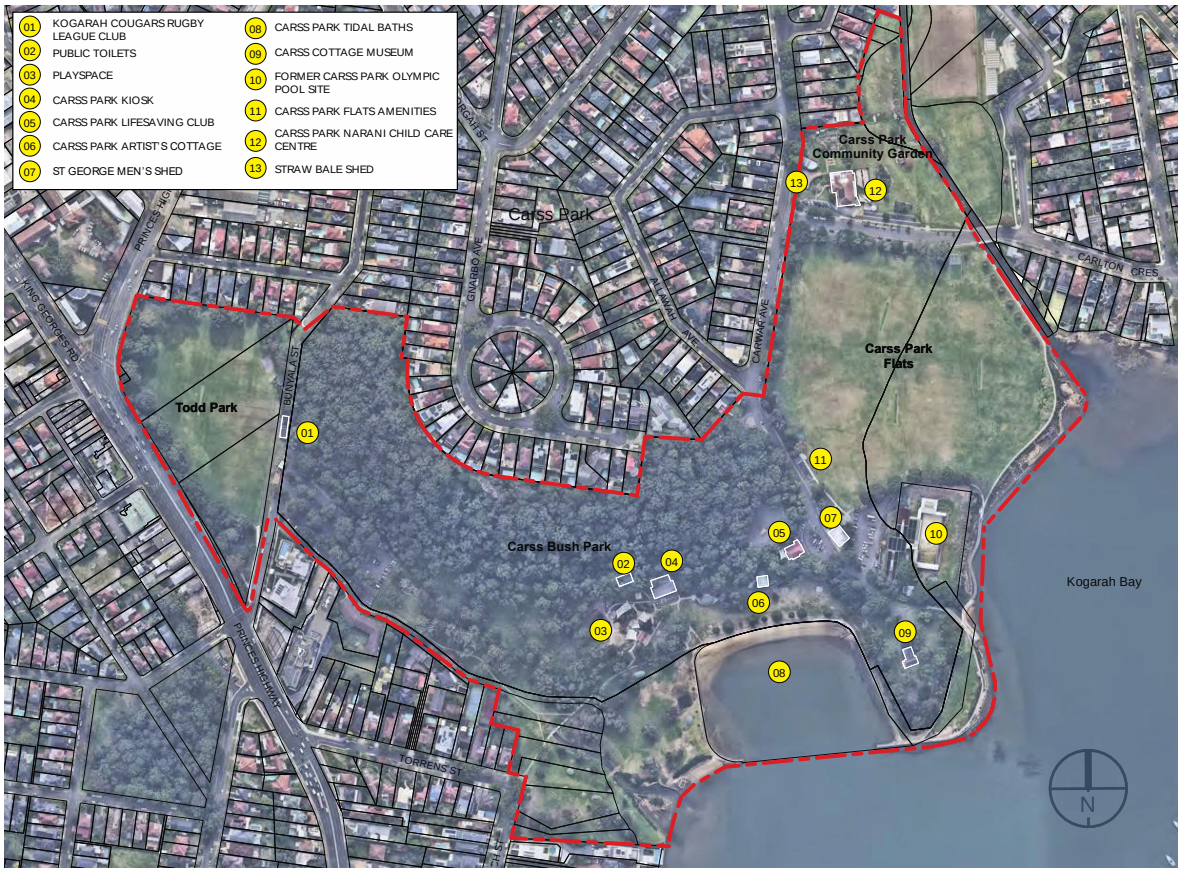
If there is any further development proposed on the community land other than that authorised by the PoM, or a change in the categorisation of a General Community Use area is proposed, amendment and re-exhibition of the PoM is required.

The PoM has been prepared in accordance with and will seek adoption under the LG Act and CLM Act.

1.3 Land to which this plan applies

1.3.1 Location

The study area comprises approximately 31.2ha, bordered by Kogarah Bay and Georges River on the southern side, the Princes Highway and residential housing to the west, residential housing to the north and Parkside Drive Reserve to the east (see PoM Study Area Diagram Figure 1.1).



CARSS BUSH PARK AND TODD PARK
Masterplan and Plan of Management

Figure 1.1 The Carss Bush Park / Todd Park site subject to the PoM

1.3.2 Land use zoning

Under the Georges River Local Environmental Plan (LEP) 2021 the lands comprising Carss Bush Park and Todd Park are zoned **RE1 - Public Recreation**. Refer to Figure 1.2 below. The land use table for the RE1 zone is as follows:

1. Objectives of zone

- To enable land to be used for public open space or recreational purposes;
- To provide a range of recreational settings and activities and compatible land uses, and
- To protect and enhance the natural environment for recreational purposes.

2. Permitted without consent

Environmental facilities; Environmental protection works.

3. Permitted with consent

Aquaculture; Boat launching ramps; Centre-based child care facilities; Emergency services facilities; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Signage; Take away food and drink premises; Water recreation structures; Water storage facilities.

4. Prohibited

Any development not specified in item 2 or 3

The subject site is largely adjoined by R2 Low Density Residential lands to the north and south west, with several pockets of R4 High Density Residential to the north and south west.

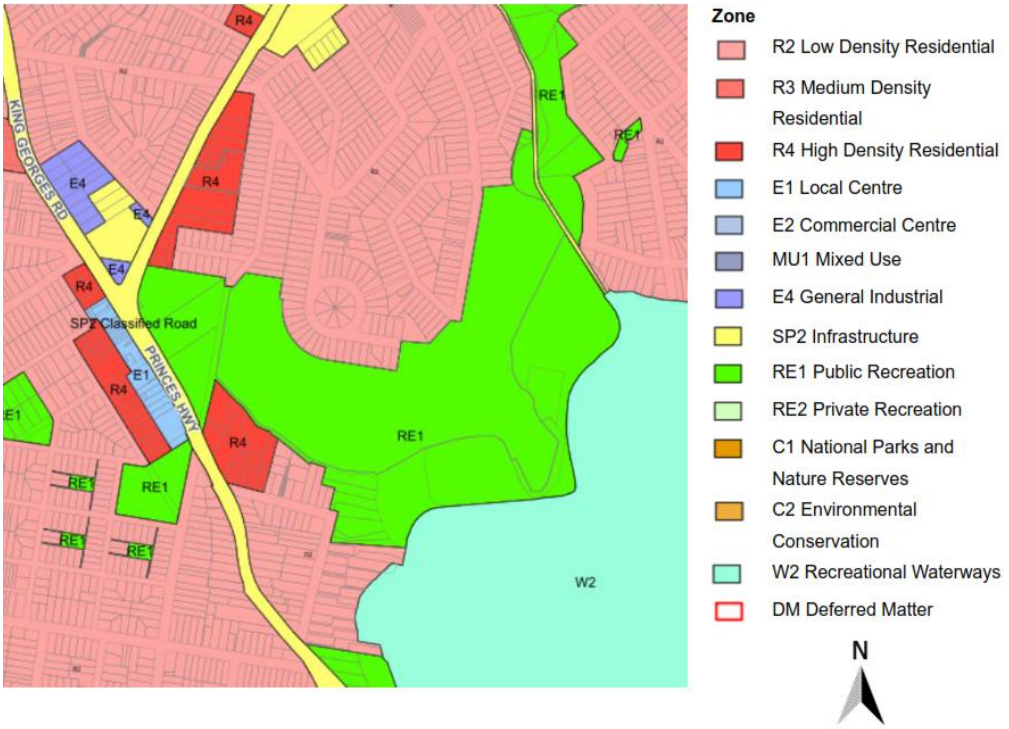


Figure 1.2 Zoning map - Carss Bush Park / Todd Park site (Georges River LEP 2021)

Summary land information.

The following table summarises key land information for the subject site addressed in this PoM.

(refer Table 1.1 Summary Land Information and Table 1.2 Property Details)

Table 1.1 Summary land Information

Item	Description
Site Name:	Carss Bush Park and Todd Park
Address:	Princes Highway Carss Park
Zoning ***Refer Figure 1.2)***	RE1 Public Recreation Zoning of adjoining land: R2 Low Density Residential to north and southwest R4 High Density Residential to northwest and southwest Princes Highway and E1 Local Centre to west Kogarah Bay to east and southeast
Overall area	Overall site area 31.2 ha

Table 1.2 Property Details *(Refer to Figure 1.3 for land ownership)*

Park area	Crown Reserve	Lot No	DP No	Description	Owner ship	Classification	Proposed Category
Carss Bush Park		376	1118749	Carss Bush Park, west section of Carss Flats, Carss Bush Community Gardens, Narani Child Care Centre, 3 Bridges, Carss Cottage, St George Men's Shed and Carss Park Café	Council	Community Land	General Community Use
Carss Bush Park		1	177114	Vicinity of Beach and Torrens Streets	Council	Community Land	Park
Carss Bush Park		1	1109360	Vicinity of Beach and Torrens Streets	Council	Community Land	Park
Carss Bush Park		4	668319	Vicinity of Beach and Torrens Streets	Council	Community Land	Park
Carss Bush Park		5-8	10791	Vicinity of Beach and Torrens Streets	Council	Community Land	Park
Carss Bush Park		511	752056	Former Kogarah War Memorial Olympic Pool	Council	Community Land	General Community Use
Carss Bush Park		1	125981	Strip of land around the headland below Carss Cottage Museum	Council	Community Land	Park
Carss Bush Park		2	503496	Land north of Carss Bush Park Community Gardens area and dog park	Council	Community Land	Park
Carss Bush Park		6	530273	Land north of Carss Bush Park Community Gardens area	Council	Community Land	Park

Park area	Crown Reserve	Lot No	DP No	Description	Owner ship	Classification	Proposed Category
Carss Bush Park		4	503495	Land north of Carss Bush Park Community Gardens area and dog park	Council	Community Land	Park
Carss Bush Park	**R.83252** Gazetted 30/06/1961 Purpose: Public Recreation	1	89019	Land north of Carss Bush Park Community Gardens area	State of NSW Council as CLM	Part of Crown Reserve R.83252 for Public Recreation	Park
Carss Bush Park	**R.83252** Gazetted 30/06/1961 Purpose: Public Recreation	2	1311599 (DP registered 14/06/24)	Reclaimed land forming part of park to west of tidal baths	State of NSW Council as CLM	Part of Crown Reserve R.83252 for Public Recreation	Park and Natural Area - Foreshore
Carss Bush Park	**R.83252** Gazetted 30/06/1961 Purpose: Public Recreation	1	1311599 (DP registered 14/06/24)	Reclaimed land forming east part of Carss Flats	State of NSW Council as CLM	Part of Crown Reserve R.83252	Sports ground and Natural Area - Foreshore
Carss Park Tidal Pool	**R.83252** Gazetted 30/06/1961 Purpose: Public Recreation	543	727276	Crown land below mean high water mark	State of NSW Council as CLM	Part of Crown Reserve R.83252	Natural Area – Water course
Todd Park		13	133445	Northern zone of Todd Park	Council	Community Land	Sports ground and Park
Todd Park		12	133445	Central zone of Todd Park	Council	Community Land	Sports ground and Park
Todd Park		28	1246418	Southern zone of Todd Park	Council	Community Land	Sports ground and Park
Todd Park		2	238843	Northern zone of Todd Park	TfNSW	Not available	Park
Todd Park		1	238843	Northern zone of Todd Park	TfNSW	Not available	Park
Notes	The RMS in 2019 compulsorily acquired part of Todd Park (a narrow strip of land at southwest edge of Todd Park adjoining Princes Highway - Lot 41 DP 1246418, now zoned SP2 Infrastructure Classified Road) for road widening purposes. Lot 41 in DP1246418 was previously part of Todd Park being Lot 14 in DP133445. Lot 28 in DP1246418 (which forms a part of the subject land parcels) is the residue/current lot. Council in August 2018 resolved to allow the matter to proceed by compulsory acquisition process.						

Table 1.3 Land Categorisation *(Refer to Table 6.2 in section 6 for land categorisation)*

	Location	Past categorisation	Proposed categorisation
	Carss Bush Park	2004 PoM Park Sportsground General Community Use Bushland Area of Cultural Heritage Note creek / watercourse previously un-categorised being Crown Land	**2026 PoM** **Park** **Sportsground** **General Community Use** **Natural Area Bushland** **Natural Area Watercourse** **Natural Area Foreshore**
	Carss Bush Community Gardens	2004 PoM Park Natural Area Watercourse	**2026 PoM** **General Community Use** **Park**
	Todd Park	2004 PoM Park Sportsground	**2026 PoM** **Sportsground**
Restrictions / easements	Refer to section 7.7 of this PoM		
Care, control, management	Georges River Council		

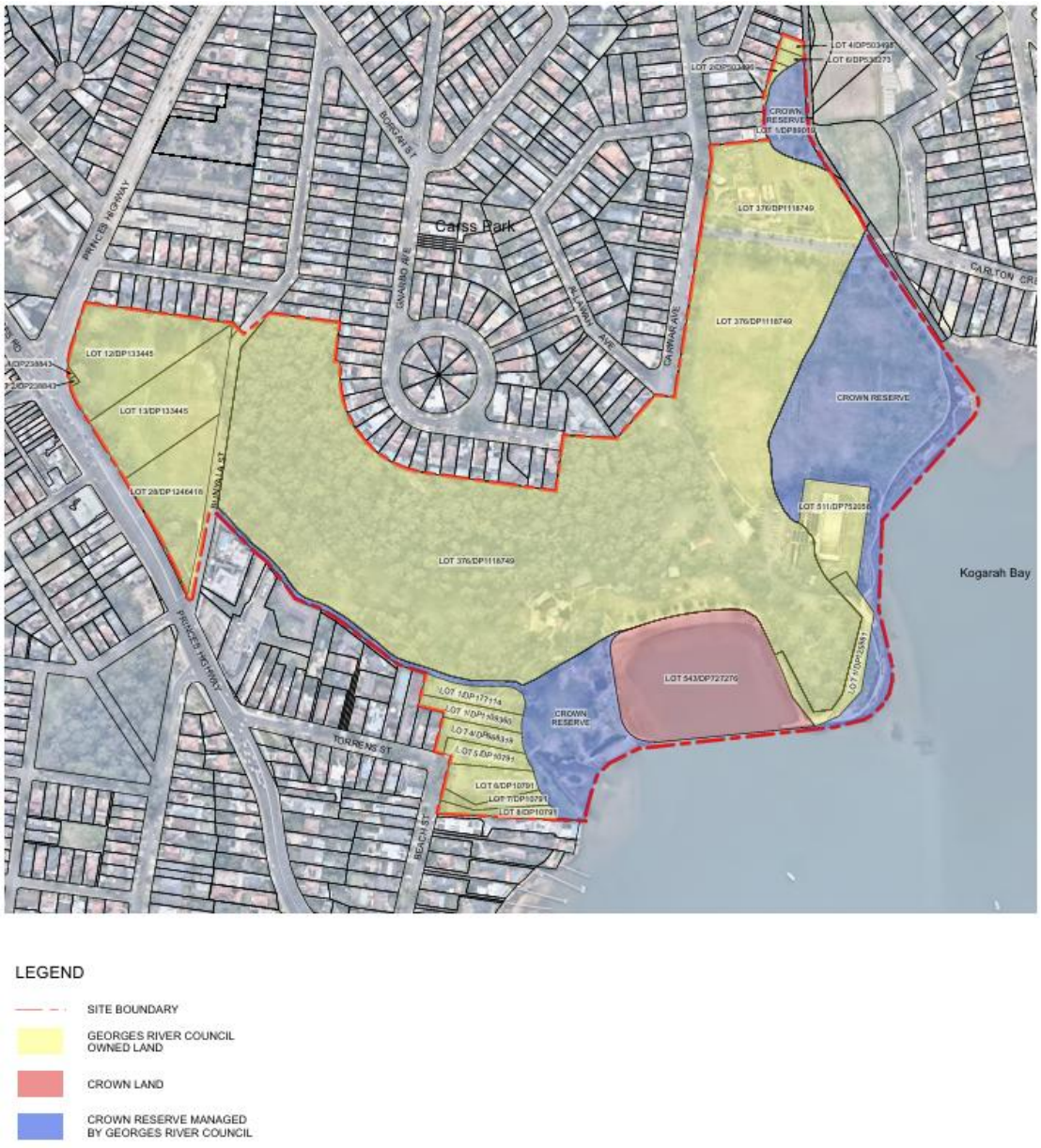


Figure 1.3 Land ownership

1.4 Objectives of the plan

This Plan of Management will be prepared to meet the requirements of the CLM Act and LG Act and provide a clear strategic direction for future management and use of the Carss Bush Park / Todd Park sites.

The principal objectives of this PoM are:

- Prepare a new Master Plan and associated report which supports and drives a cohesive vision for Carss Bush Park / Todd Park, providing clear ambition, strategic direction, and explores opportunities to emphasise / maximise their regional significance;
- Prepare a new PoM (to replace the existing PoMs that affect the subject site), to support the Master Plan and associated vision, in accordance with the LG Act 1993 and the CLM Act 2016; and
- Assist Council in becoming Crown Land Manager (CLM) for Lot 543 DP727276 – and adjacent previously un-reserved Crown foreshore lands.

1.5 Review of this plan

This PoM will need to be updated to align with changing community needs, land use, Council priorities, land ownership, land reclassifications and changes to the law.

The process for updating or amending a PoM (including community consultation requirements) is the same as for preparing a new PoM.

2 THE PLAN OF MANAGEMENT PROCESS

The PoM (that includes a Mater Plan) has been prepared by Environmental Partnership, drawing on in-house expertise from Georges River Council, including a detailed understanding of the sites, previous Plans of Management / other documents, and several on-site assessments and inspections. The PoM is supported by a Master Plan prepared concurrently. The PoM has also been informed by community consultation undertaken during 2023 and 2024/25. Refer to the separate Community Consultation Report for community consultation outcomes.

The Draft PoM was placed on public exhibition in late 2025 to enable review and comment by the community and other stakeholders. Following analysis of submissions received, any required revisions were considered, and a Final PoM has been prepared for submission to Council and the Department of Planning, Housing and Infrastructure (DPHI) for approval.

Figure 2.1 on the following page describes the key steps in the preparation of the PoM.

ENV016-26 Attachment 2

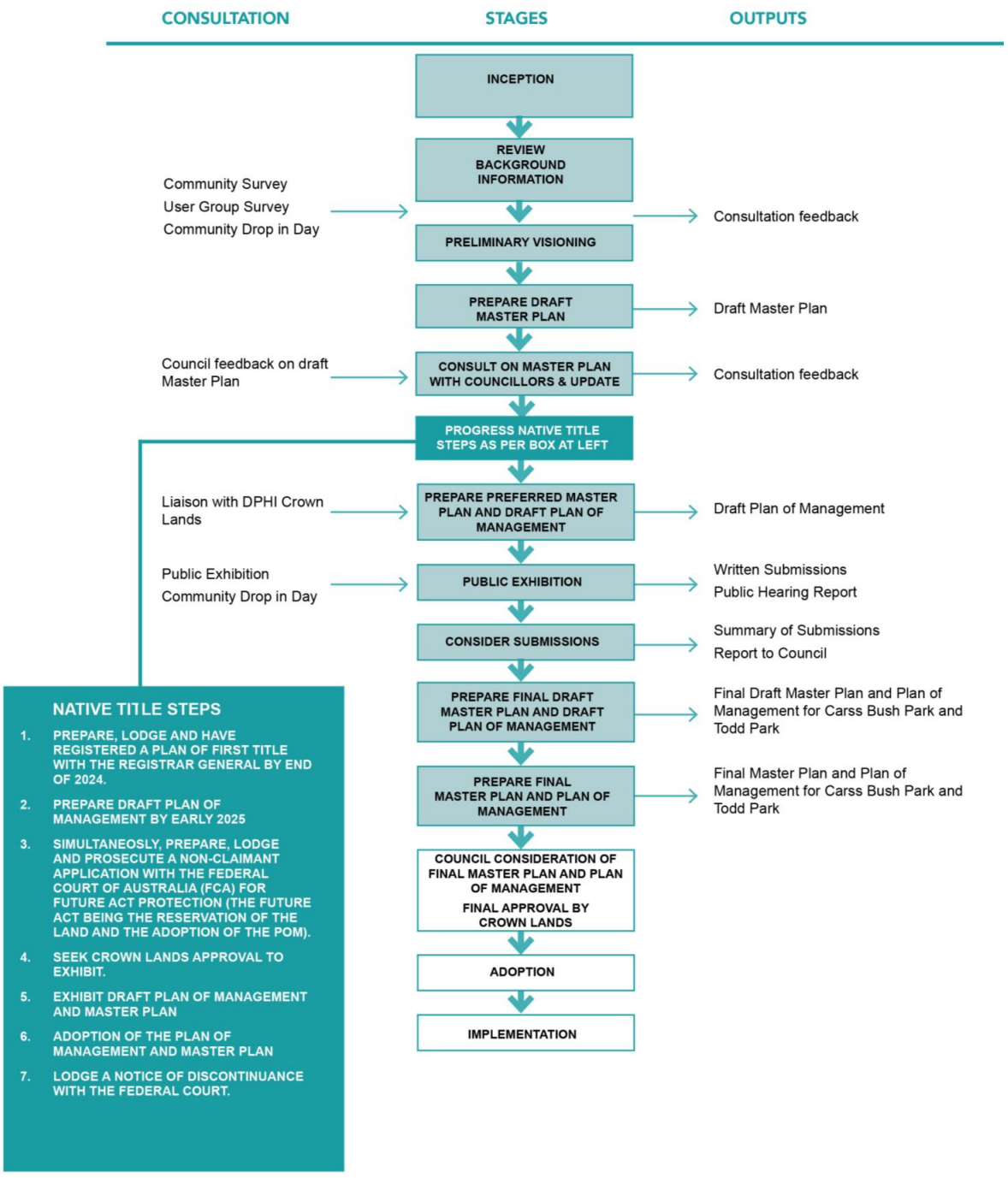


Figure 2.1 The Plan of Management process

3 OPEN SPACE PLANNING CONTEXT

3.1 Councils strategic and policy framework

This PoM has been developed to ensure that Carss Bush Park and Todd Park are managed consistent with the relevant objectives and management goals outlined in the following strategies, plans and policies. Table 3.1 highlights the most applicable strategies from key Council policies and strategies, but ultimately the management of Carss Bush Park and Todd Park should have regard for all current Council's policies and strategies. Table 3.1 lists the relevant content directly from the applicable document. Text listed in *Italics* provide further considerations related to these topics.

Table 3.1 Policy Framework for plan of management

Council Plan or Policy	Council Management Objectives / Goals
	Pillar 1 OUR COMMUNITY
Community Strategic Plan 2025-2035	In the PoM, this pillar is expressed through how the park functions as a community place, not through direct service delivery, which means: • Retention and support of diverse community uses (Men's Shed, Community Gardens, Café, Artists Cottage) • Ensuring equitable access to park facilities (paths, seating, toilets, universal access considerations) • Designing spaces that support informal social interaction, events and shared use rather than exclusive facilities • Balancing programmed activity with quiet, passive recreation to support wellbeing and safety The PoM outcomes include: • Parks managed as inclusive, shared community assets • Facilities designed for all ages and abilities • Clear recognition of the park's role in fostering social connection and wellbeing, consistent with new CSP's focus on "connection" and "belonging"
	Pillar 2 OUR GREEN ENVIRONMENT
	This pillar is central to the PoM and aligns strongly with the CSP's resilience focus, which means: • Strong protection of bushland, foreshore and waterways • Tree canopy enhancement and habitat protection embedded in land categorisation • Recognition of the park's role in climate adaptation (shade, cooling, flood resilience) • Managing access to waterways in a way that balances use and protection The PoM outcomes include: • Land categorised and managed as Natural Area – Bushland / Foreshore / Watercourse • Staged approach to upgrades that avoids environmental harm • Clear emphasis on long-term environmental stewardship, aligning with CSP 2025–2035's sustainability priorities

Council Plan or Policy	Council Management Objectives / Goals	
Community Strategic Plan 2025-2035	Pillar 4 – OUR BUILT ENVIRONMENT Under the CSP, this pillar has a focus on asset condition and prioritisation, which means: • Maintaining and improving existing infrastructure before introducing new facilities • Incremental upgrades to paths, lighting and amenities to improve connectivity and safety • Ensuring recreational opportunities remain appropriate to the park's character • Recognising the Aquatic Centre as a major existing investment, not a precedent for further immediate large-scale facilities The PoM outcomes include: • Clear distinction between committed works and aspirational ideas • Emphasis on asset renewal and management rather than expansion Implementation of the actions and works identified in this Plan of Management is subject to Council approval, availability of funding, and prioritisation through Council's Capital Works Program, Delivery Program and annual budget processes. Inclusion of any action or initiative within this Plan does not constitute a commitment to funding or delivery. Pillar 5 OUR GOVERNANCE Under the CSP, this pillar has a focus on transparency, evidence-based decisions and financial sustainability, which means there is a: • Clear distinction between strategic intent and delivery • Use of "investigate" actions where feasibility is unresolved • Explicit references to funding and Capital Works Program constraints • Commitment to future consultation for design-specific projects The PoM gives effect to this pillar through: • PoM operates as a governance framework, not a works list • Staging and prioritisation reinforce financial sustainability • Decisions are framed to minimise delivery and reputational risk • Community expectations are actively managed	
Open Space, Recreation and Community Facilities Strategy 2019-2036	Executive Summary	Carss Bush Park as a District Hub: a park precinct providing connections with the bush and river, a range of sport and recreation opportunities, community space, and high-quality amenities to support long visits. Key recommendations requiring capital works in the short time frame include: 1. Improve walking tracks through bushland in Carss Bush Park District Hub. 2. Subject to the outcomes of the Site Suitability and Feasibility Assessment, review Carss Park Pool.

Council Plan or Policy	Council Management Objectives / Goals	
	4.2 Key Directions – Open Space	Georges River Bay Parks: **improving connectivity to and between** the string of riverside parks situated in the bays of the river with enhancements to the parks and their wetland systems, and improved walking and cycling connections across and between the three bridges crossing the Georges River. Len Reynolds Reserve, Northcote Street Reserve, Sans Souci Park, Claydon Reserve, **Carss Bush Park Reserve**, Shipwrights Bay Reserve, Bald Face Point Reserve, Poulton Park, Moore Reserve, Como Pleasure Grounds and Coronation Bay are included this project cluster.
Open Space, Recreation and Community Facilities Strategy 2019-2036	5.2 Catchment population characteristics	**Catchment 6 (including Carss Park)** • Highest proportions of babies and pre-schoolers (6%) and homebuilders (24.7%) in the LGA • High proportion of young workforce (20.4%) • High median household income ($1,751) and SEIFA index score (1023.3), • High proportion people engaged in tertiary education (10%)
	6.3 Projected in service age groups, by area	Projections for seniors and the elderly indicate a trend toward downsizing with decreases or low growth in the low-density areas of Kogarah Bay-**Carss Park**, Connells Point-Kyle Bay and Blakehurst and high growth in Hurstville City Centre, Riverwood and Kogarah.
	7 Existing community centres	Georges River Council currently owns 34 community facilities, of these there are nine Council-owned community facilities with hireable space including **Carss Park Lifesaving Hall (1,120m2).** *It is noted that within the study area there are also other community facilities including Carss Park Straw Bale Shed 3 Bridges Carss Park Community Centre, Carss Park Artist's Cottage and Carss Cottage Museum.*
	9.1.4 Active recreation and other activities in passive open space	**Community gardens** Council currently provides two community gardens. The Carss Park Community Garden is located on Carwar Avenue, adjacent to the 3Bridges Carss Park Community Centre. It includes a multi-function straw bale shed, four shared garden beds, 20 individual garden beds, four raised mobility garden beds, a frog pond, herb spiral, a variety of orchard trees and rainwater tanks.
		Dog off-leash areas (updated from Council's website) Designated areas are provided within the following parks: • Arrowsmith Park - Corner Woniora Road and King Georges Rd, Penshurst • Carss Bush Park - Carwar Avenue, Carss Park • Gannons Park - Pindari Road & Isaac Street, Peakhurst
		• H.V. Evatt Park - Restricted - 1116 Forest Road, Lugarno • Moore Park - 22a Ferry Avenue, Beverley Park

Council Plan or Policy	Council Management Objectives / Goals	
		• Hurstville Park - Corner Gordon Street and Patrick Street, Hurstville • Hogben Park - 2 Railway Parade, Kogarah • Kogarah Park - Corner Princess Highway and Jubilee Avenue, Carlton • Moore Reserve - West Crescent, Hurstville Grove • Riverwood Park - located at the rear of 1-9 Mary Street, Riverwood. Entry via Coleridge Street. Dogs must be kept on a leash at all times when they are not in a designated leash free area.
	9.2 Quality of passive open space and bushland	Carss Bush Park is a significant and high-quality open space offering a range of recreation opportunities including passive open space, sports fields, an adventure playground, a tidal bath and bushland. It is also the location of a variety of community facilities such as Carss Park Lifesaving Hall, Carss Park Museum, Carss Park Artist in Residence Cottage, 3Bridges Community Centre, Carss Park Straw Bale Shed and St George Men's Shed.
	10.1.4 Utilisation of sports fields	**Carss Park Flats** is over both the 25- and 30-hour capacity benchmarks. Carss Park Flats identified as high suitability for upgrade to Synthetic Turf. **Todd Park Field 1** is at capacity against the 30 hours benchmark and **Field 2** is under capacity against the 25- and 30-hours benchmarks. Todd Park is identified as medium suitability for upgrade to Synthetic Turf.
	10.1.8 Options for improving sports fields supply	Council officers have advised that there are some areas of the **Carss Park Flats site** that are underutilised. Dispersing some use from high-use areas of the site to areas of lower use will reduce the impact of this use on surface quality (although the extent of this impact may not prove to be significant).
Open Space, Recreation and Community Facilities Strategy 2019-2036	16.2 Strategic directions for community hubs	**Carss Bush Park (including Todd Park) - Vision** Carss Bush Park District Hub: a park precinct providing connections with the bush and river, a range of sport and recreation opportunities, community space, and high-quality facilities to support long visits.
		Carss Bush Park Recommendations **Immediate** • Work with existing user groups to more evenly disperse the usage of Carss Park Flats playing fields. More even distribution of playing field use will improve the capacity to address demands. The feasibility study for the new facility should consider:

Council Plan or Policy	Council Management Objectives / Goals	
		- a contemporary, multipurpose, FINA compliant outdoor 50 metre x 8 lane pool with moveable boom and possible part moveable floor and access ramp - water play and splash pad with child and family areas and shading - adventure water slide to attract young people and children - a boutique health and fitness centre, including gym and group fitness rooms - amenities and change areas - café with shared retail and reception area - administration and staff areas - plant room and service areas - improved car parking and access
		This study should include operational business modelling to assist in prioritising development recommendations. **Short Term** Improve walking tracks through bushland in Carss Bush Park.
Disability Inclusion Action Plan 2022-2026		Key Action areas: • Attitudes and Behaviours • Accessible and Liveable Communities • Employment • Systems and Processes
	Key Actions - Accessible and Liveable Communities	
	2.1 Council built environment – Ensure all upgrades and works to Council owned buildings consider access holistically	2.1.1. Continue to improve accessibility of public buildings, facilities and open spaces for people with a disability through renewal, upgrades and new works, including identifying opportunities for designated quiet spaces for people with sensory processing disorders.
	2.2 Seating - Provide adequate and appropriate public seating around the local government area	2.2.1. Ensure Council upgrades and works to seating embeds universal design principles for accessibility, rather than only meeting minimum standards. 2.2.2. Ensure new and upgraded street furniture, bubblers, fixtures and facilities are universally accessible.
Disability Action Plan 2022-2026	2.3 Accessible parking - Provide further accessible parking across the local government area	2.3.1. Explore the provision of charging points for electric bikes and mobility vehicles in public spaces and community facilities where appropriate.
		2.3.2. Review the amount and type of mobility parking spaces in the Georges River Council LGA, including examining whether it is necessary to provide additional mobility disability parking spaces.
	2.4 Accessible public toilets – Provide further accessible public toilets across the local government area	2.4.1. Review the current amount and type of accessible public toilets across the Georges River Council LGA, in places like parks, community centres, libraries and walking tracks to ensure the needs of people with disability are being met.

Council Plan or Policy	Council Management Objectives / Goals	
	2.5 Footpaths – Ensure footpaths are accessible and useable	2.5.1. Continue Council's footpath review and upgrade works, and continue to improve the quality of the footpaths provided across the LGA.
	2.6 Wayfinding and signage – Ensure it is easy to navigate around the LGA	2.6.1. Continue current signage and wayfinding improvements in town centres and Council facilities.
	2.7 Programs and events – Provide opportunities to engage with people with disability through community programs and events	2.7.1. Events and programs - invite and support the participation of people with disability as artists, facilitators and audience members.
	2.8 Leisure and aquatic centres – Ensure leisure and aquatic centres across the local government area are accessible	2.8.1. Advocate for, and support, sporting clubs and programs to make recreational and sporting programs accessible for people with a disability.
		2.8.2 Advocate for accessible recreation and sporting facilities in the LGA where necessary to ensure there are opportunities for sporting participation amongst people with a disability.
		2.8.3 Ensure universal design principles are integrated into future parks and playground designs, linking with NSW government's "Everyone Can Play".
	2.9 Sport – Ensure local community sport is inclusive and accessible	2.9.1. Review Council sporting and recreational facilities to understand which have relevant disability facilities (such as pathways, accessible toilets and parking) and where upgrades may be required.
Create Georges River Cultural Strategy	Key concerns of community during consultation stage	
	Communication	Council will: • support improved forms of communication amongst cultural organisations and artists in the area • lead the way in facilitating the creation of cultural identity in the area through cultural programming • explore opportunities to provide spaces for artists, makers, performers and creatives to develop their work and interact with each other • support events that bring diverse cultural groups together.
	Sustainability	Council will: • initiate cultural activation of green spaces and explore flexible regulatory systems that allow for small cultural groups and organisations to hold cultural events in green spaces and urban environments • support sustainability-focused events and organisations and promote their work • work across Council boundaries with river-based organisations and the Georges Riverkeeper to develop events and activations • promote its own sustainable-design projects through cultural programming.

Council Plan or Policy	Council Management Objectives / Goals	
	Access	Council will: • build on recent strategies and policies to create a Cultural Needs Study for the whole area, including a focus on the Hurstville Civic Precinct • create or redevelop buildings for maker spaces, artist studios, or performance and exhibition spaces - supporting artists at different levels of their careers in order to grow the cultural ecology of the area • cultivate relationships with small to medium cultural organisations to build capacity and foster cooperation and collaboration • improve access to existing cultural facilities, consider accessibility in all new builds, and develop access to shared facility opportunities.
	Strategic Direction 1 Connect Georges River	Speaks to the need to make connections between communities and cultural organisations across the Georges River LGA (and beyond) to develop a strong cultural identity and connected cultural ecology, and includes: • Networking • Co-Location & Collaboration • Smart Cities • Identity and Legibility • Improving Access • The River Connection • Council Partnerships.
	Strategic Direction 2 Create Georges River	Aims to reimagine the LGA as a place of cultural production, innovation and experimentation. This direction articulates the conditions needed to foster the creation of art and culture; it acknowledges the lack of fit for purpose creative spaces in the LGA; and it describes how Council can directly and indirectly meet the community's growing needs and includes: • Community Participation • Developing Creative Industries • Partnerships.
	Strategic Direction 3 Express Georges River	Is concerned with the expression of the cultural life of the Georges River LGA. How can the existing forms of cultural activity be more successfully demonstrated both within the LGA and further afield, and how can the LGA attract high calibre artists and performers to the LGA to exhibit and perform, and includes: • Indigenous culture • Multicultural Events • LGBTIQ • The Public Domain • Community Facilities • River and Green Open Space Activation • Hurstville Civic Precinct • Night Time Economy • Planning Guidelines.

Council Plan or Policy	Council Management Objectives / Goals	
	Strategic Direction 4 Sustain Georges River	Promotes the sustainability of cultural life in the Georges River LGA. For cultural projects and initiatives to be sustainable, Council and the cultural sector need to consider how projects can be sustained through election and funding cycles, demographic shifts and changing economic and environmental conditions. Thinking of the next ten years and beyond, this Strategic Direction suggests mechanisms for consolidating and renewing the cultural ecology of Georges River area in the long term. It includes: • Culture as a Priority • Culture and Economic Sustainability • Supporting Creative Industry Development • Council Working and Reference Groups • Council Capacity and Integrated Council Planning and Delivery • Governance • Cultural Infrastructure • Cultural Partnerships • Planning for the Future.
Environmental Resilience Action Plan 2022-2040	Council's environmental resilience objectives include:	
	Responsible Consumption and Production	• We will move towards more responsible purchasing of goods and services required by Council. • Council will effectively manage and work to reduce the waste produced by the community and divert more of it from landfill. • Our construction and asset maintenance activities will have a reduced environmental footprint. • We will mitigate the impacts of drought and use water responsibly.
	Climate Action & Clean Energy	• Our built and natural assets will adapt with a changing climate. • Council will purchase its energy from renewable sources. • Council's operations will achieve net zero emissions.
	Sustainable Cities and Communities	• Council will promote sustainable urban development through forward-thinking planning controls. • Our open spaces will be diverse and support and encourage community well-being. • We will adopt sustainable event practices. • Council will facilitate better access to public and active transport networks.
	Life Below Water and on Land	• We will nurture our green spaces to protect biodiversity. • We will do our part to keep the Georges River catchment healthy and accessible to the community.
Innovation Strategy 2020	Key pillars include:	
	Pillar 1 Leadership and culture	**Positive leadership and an innovative culture** We lead innovation, embrace new concepts, encourage an innovative culture and support a coordinated team of innovators.
	Pillar 2 Creativity and insight	**Creativity and diverse insights lead to new ideas** We provide an environment that supports creative thought, captures new insights and works to encourage the best ideas that produce sustainable outcomes.

Council Plan or Policy	Council Management Objectives / Goals	
	Pillar 3 Collaborative network	**A network for collaboration and partnership** We build a collaborative innovation network composed of a variety of entities including government, business, non-government organisations, start-ups, research institutions and the community.
	Pillar 4 Capabilities and resourcing	**Innovative capabilities and sufficient resourcing** We have the capabilities and resources to innovate. We build partnerships with external stakeholders to investigate opportunities and to secure funding to realise innovative ideas.
	Pillar 5 Entrepreneurship	**Work with entrepreneurial stakeholders and gain commercial value from ventures.** We are entrepreneurial, supporting local start-ups, and engaging the energy and resourcefulness of the non-government sector. We work to also gain commercial value out of new Council innovations.
	Pillar 6 Sustainable and resilient outcomes	**Produce social, environmental and economically sustainable benefits for the LGA** We will use our innovative capabilities, leadership and culture to drive sustainable and resilient transformation.
Georges River Transport Strategy 2021	Vision, themes and objectives	• Sustainability refers to the endurance of transport systems and a shift away from dependence on private vehicles. • Safety means reducing transport safety incidents, and their impacts on people and property. • Connectivity means creating an interconnected network of people, places and open spaces. • Access to jobs, services and great places means businesses and people are well-connected.
	Sustainability	• Reduced reliance on private vehicles and shift towards sustainable modes of transport • Land use development is supported by transport improvements • Parking serves its intended purpose
	Safety	• The transport network is resilient to climate change and less affected by natural events • Preparedness for emerging technology • Roads, footpaths and cycleways are safe • Crashes do not result in death or injury • NSW Government Towards Zero vision is achieved • Safe system aligned infrastructure is provided
	Connectivity	• Georges River has a range of frequent, efficient transport options to connect people and places
	Access to jobs, services and great places	• Inclusive access to jobs, services, social, recreational and cultural opportunities • Local deliveries and regional freight movements are supported • Georges River to lead through planning, collaboration and investment programs to support growth and its place in Greater Sydney
	Relevant points for this project:	

Council Plan or Policy	Council Management Objectives / Goals	
	2.2.2 Bicycle user group online survey consultation	22. Promote a Georges River coastal route (on-road) from Carss Bush Park to Henry Lawson Drive via Kyle Bay, Oatley and Lugarno
	5.3.2 Signature active transport projects	Connecting the Bay parks
	5.4.2 Ferry strategy	Potential ferry stop at Carss Park – A nature reserve with recreational facilities including sports fields, bushland, playground areas and picnic and barbeque facilities. *Also an important cultural heritage site within Georges River.*
Waste Management Strategy 2021-2040	Action Plan items applicable to Carss Bush Park and Todd Park	2. Develop and implement an education campaign to move recyclables from the general waste bin into the recycling bin and reduce contamination in the recycling bin; 10. Conduct a review to determine if the existing Georges River Council resources to combat illegal dumping are sufficient to meet the desired targets for the local environment detailed in the Community Strategic Plan including an assessment of the value for money of Council's partnership with the local Regional Illegal Dumping (RID) squad; 11. Assess Council's litter management infrastructure to prevent the occurrence of litter items and to capture them before entering the environment including a review to determine optimal placement and sufficient capacity of public place litter bins and gross pollutant traps.
Georges River LSPS 2040	Theme 1 Access and Movement	
	P2. Everyone can navigate and experience the LGA in safety	A3. Prepare a LGA-wide Transport Strategy for all modes of transport, including active transport with a focus on: • Connecting neighbourhoods and centres • Improving external connections • Access to proposed growth precincts • Managing local, district and regional freight routes
	P3. Roads, footpaths and cycleways are safe, accessible and free of congestion	A13. Provide provisions that encourage people to walk or cycle around local neighbourhoods in Council's DCP 2020.
	Theme 2 Infrastructure and Community	
	P4. Collaboration supports innovation and delivers infrastructure, services and facilities	A28. As part of major redevelopments explore mechanisms and precincts to deliver additional infrastructure including education, cultural sporting and aquatic facilities, public spaces, multi-purpose community hubs. A29. Investigate the needs of emerging communities around infrastructure and public places A31. Investigate Council and partner opportunities for additional sports grounds, playing fields and aquatic facilities.
	P5. The community is involved in planning our future	A34. Engage the community on land use, development and infrastructure provision and consider the feedback in decision-making.
	Theme 3 Housing and Neighbourhoods	

Council Plan or Policy	Council Management Objectives / Goals	
	P10. Homes are supported by safe, accessible, green, clean, creative and diverse facilities, services and spaces	A53. Include controls in Council's DCP 2020 to ensure accessible green spaces and gradual and appropriate height transitions, landscaping, vista protection and the integration of Crime Prevention through Environmental Design (CPTED) principles. A54. Encourage temporary events through Council's LEP 2020.
	Theme 4 Economy and Centres	
	P13. Planning, collaboration and investment delivers employment growth and attractive, lively, accessible and productive centres	A70. Commence a prioritised program of public domain improvements and place-making activities that improve liveability and enhance connectivity and vibrancy of centres.
	Theme 5 Environment and Open Space	
	P16. Our waterways are healthy and publicly accessible	A81. Complete and implement the Georges River Coastal Management Program in conjunction with the Georges Riverkeeper. A82. Complete the Marine Estate Management Strategy 2018-2028. A83. Review development controls in the foreshore area to protect the Georges River from inappropriate development in Council's LEP 2020 and DCP 2020. A84. Expand the Foreshore Scenic Protection Area across the LGA through Council's LEP 2020. A85. Develop and implement the Foreshore Access and Improvement Plan to provide infrastructure to improve access to the waterfront of the Georges River. A87. Appropriately plan for, fund and maintain stormwater infrastructure including opportunities for re-naturalisation.
	P17. Tree canopy, bushland, landscaped settings and biodiversity are protected, enhanced and promoted	A89. Develop and implement a significant tree register of public and private land to protect significant trees. A90. Develop a biodiversity strategy informed by the LGA-wide biodiversity study.
	P18. An environmentally friendly approach is applied to all development	A92. Investigate environmentally sustainable design certification of developments in the Kogarah Collaboration Area, strategic centres and hub precincts. A93. Include provisions to reduce stormwater run-off in Council's DCP 2020. A94. Deliver a green infrastructure policy which encompasses green and blue infrastructure in line with Greener Places 2018 objectives and addresses flood risk requirements for feasibility studies. A95. Include waste and sustainability controls in Council's DCP 2020. A96. Develop a Georges River Coastal Management Program in conjunction with the Georges Riverkeeper.

Council Plan or Policy	Council Management Objectives / Goals	
		A98. Develop the Resilience Strategy for Council functions, incorporating targets to reduce emissions towards net zero carbon and deliver adaptation and mitigation projects identified in the climate change risk analysis for the LGA.
	P19. Everyone has access to quality, clean, useable, passive and active open and green spaces and recreation places	A100. Investigate options to deliver Green Grid connections across the LGA. A101. As part of the Metropolitan Greenspace Program, prepare a detailed master plan for the Green Grid corridor. A102. Prepare required new plans of management for Council-managed parks and reserves that guide the development and embellishment of open space to support a variety of uses and changing needs. A105. Investigate options to improve existing infrastructure to support local community gardens. A107. Investigate the extension of the Green Grid adjacent to the Georges River foreshore and collaborate with Bayside Council to extend this on to Botany Bay.
	P20. Development is managed to appropriately respond to hazards and risks	A110. Develop an LGA wide flood risk management study that holistically looks at water cycle management within the LGA including estuary or riparian assessments for water quality. A111. Implement an inspections and repair/ rehabilitation program of Council's piped drainage assets.
Community Engagement Strategy 2023-2033	The Georges River Council Community Engagement Strategy sets out Council's commitment to engagement with the community. It establishes guiding principles to ensure community engagement is purposeful, timely, genuine, inclusive and transparent. This strategy is supported by five overarching principles which will guide and inform Council's approach to all community engagement. These include: 1. Community engagement is purposeful. We will ensure that we know why and who we are engaging so that community engagement is purposeful and meaningful 2. Community engagement is timely. We will engage early and provide various opportunities for the community to comment and provide feedback 3. Community engagement is genuine. We will be clear about your level of influence and state why we are seeking your participation 4. Community engagement is inclusive. We will provide information that is accessible for all 5. Community engagement is transparent. We will update you on how your feedback has helped shape decision-making.	
	Engagement Framework: A Community Engagement Framework that responds to the needs of different individuals and groups comprises: • Inform • Consult • Involve • Collaborate • Empower.	
Community Lease Policy 2020	This policy aims to ensure that a wide range of community groups and individuals are given equal opportunity to occupy community land and buildings while alleviating some of the financial burden on Council. The policy also aims to ensure that the best operator (and where possible, the best financial return on commercially operated facilities) is obtained for sports and recreational facilities and that the required level of service is provided to the community.	

Council Plan or Policy	Council Management Objectives / Goals
Georges River Community Infrastructure Needs Assessment and Acquisition Area Strategy 2023	This strategy provides an analysis of gaps in the Georges River LGA with regard to infrastructure, open space, and community facilities. The key focus of this strategy is to identify benchmarks and opportunities for meeting demands in the growing need for: • Aquatic facilities • Athletic facilities • Community centres • Libraries • Open space • Sports and recreational facilities. Through the analysis of population and distribution patterns within the LGA, the strategy has pinpointed the areas of greatest need. Whie the suburb of Carss Park is an area of low focus due to a lower population forecast, Carss Bush Park is highlighted as a potential central hub for meeting aquatic and athletic facility demand. The future aquatic site at Carss Park is predicted to satisfy demand and population growth up to 2036 including an additional 83,000 people beyond the forecasted growth.
Georges River Tidal Inundation Study 2018	As per Action 110 of the Georges River LSPS 2040 (*'Develop an LGA wide flood risk management study that holistically looks at water cycle management within the LGA including estuary or riparian assessments for water quality'*), a tidal inundation study was undertaken in 2018. This study addressed the impact of sea level rise on key areas within the Georges River LGA but identified Carss Bush Park as at particular risk of inundation. While the study does not have any detailed recommendations for minimising inundation risks, it outlines key areas of concern within Carss Bush Park such as the western and southern parklands. The results recommend a future transitioning of facilities further landward.

3.2 Studies and strategies relevant to site

There are several studies and strategies related to the Georges River system and to the subject site specifically that are important reference points for the Master Plan and PoM. An overview of the key findings of these documents follows.

3.2.1 Georges River Biodiversity Strategy 2021

Total Earth Care was commissioned by Georges River Council to undertake a Biodiversity Study of the Georges River LGA in 2021. The Biodiversity Study aimed to identify the key biodiversity values within the LGA by assessing the diversity of flora and fauna present, analysing historical changes and identifying key opportunities to protect and conserve biodiversity. The Biodiversity Study comprises a desktop assessment, field surveys at 27 sites across the LGA as well as community and stakeholder consultation.

Key findings of this study specific to Carss Park include:

- The site is listed as a local significant heritage site due to being an example of remnant vegetation pre-dating European settlement of the area.
- The hydrology of the site has been historically altered due to a small harbour built on the southern side of the site and the waterways in the south (unnamed creek) and north (Kogarah Bay Creek) of the site having been channelised in the early 20th century. As such, the natural vegetation communities in the lower areas of the site have changed due to the hydrological changes.
- There is only one key vegetation community, the Coastal Enriched Sandstone Dry Forest.
- One endangered population and up to four threatened species were recorded at the site including:
    - Acacia prominens (Gosford Wattle) listed as endangered

- Grey-headed Flying-fox (Pteropus poliocephalus) listed as Vulnerable
- Southern Myotis (Myotis Macropus) listed as Vulnerable
- Potential: Greater Broad-nosed Bat (Scoteanax rueppellii) listed as Vulnerable
- Potential: Eastern Coastal Free-tailed Bat (Micronomus norfolkensis) listed as Vulnerable.

- Weed species are a concern on site, particularly Asparagus Fern (Weed of National Significance) and Kikuyu Grass (weed of regional concern).
- Management recommendations from this report include:
  - Undertaking bush regeneration for the Coastal Enriched Sandstone Dry Forest
  - Classify the area as a 'wildlife protection area'
  - Harvest seeds from Acacia prominens and propogate new plants
  - Protect mature hollow-bearing trees and retain stagged dead trees for habitat
  - Improve habitat connectivity between Carss Bush Park to Kyle Williams Reserve via Church Street Reserve to the west
  - Update PoM for Carss Bush Park to emphasise protective management of declining mature trees as well as protect native vegetation while ensuring recreation space for the community
  - Undertake fox control within bushland areas

3.2.2 Georges River Tidal Inundation Study 2018

The Tidal Inundation Study was undertaken by BMT Eastern Australia Pty Ltd for Council in 2018. The purpose of this assessment was to apply a complex hydraulic modelling system to the Georges River to determine changes in the tidal range along the estuary over a number of timelines.

Key findings which will impact ongoing planning and management of Carss Bush Park include:

- A projected 0.3m sea level rise by 2100 and a 0.45-0.88m rise by 2090 in the 'highest emission scenario'.
- Carss Park is one of six areas of concern that are compromised by the highest astronomical tide inundation extent.
- "A notable proportion of the increased inundation extent occurs in Carss Park. A loss of public recreation lands due to inundation should therefore be considered significant."
- The impacts of inundation both presently and in the future will affect the South West area of the site the most and will minimally affect Kogarah Bay Creek.
- The tidal inundation area in Carss Park will increase 48.1% by 2050, 89.9% by 2070 and 118% by 2100.

Day to day the lower lying areas of the site are impacted by the high water table and the highly saline conditions of the soils and substrate. These factors are a major influence on tree and vegetation development and health and on sports turf management.

The diagram extract in Figure 3.1 below summarises sea level findings.



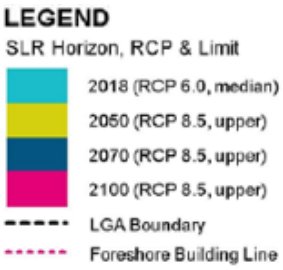


Figure 3.1 Tidal Inundation extents – Kogarah Bay (Source: Georges River Tidal Inundation Study BMT 2018)

3.2.3 Georges River Foreshore Scenic Character Study 2021

The Foreshore Scenic Character Study was undertaken over 2020-2021 by Ethos Urban.

The aim of the study was to investigate and inform the role, extent and zoning of the Foreshore Scenic Protection Area (FSPA). The FSPA is a local planning measure created to protect the values of the Georges River foreshore with particular emphasis made towards scenic qualities and views.

Key findings relevant to the Carss Bush Park site include:

- Increasing population has put pressure on the river's foreshore to accommodate increased development.
- Particular concern in local community about over-development, loss of vegetation, and a decrease in land value due to a reduction in scenic quality and views.
- Any development is to achieve no net loss of significant vegetation or habitat.
- Carss Park was acknowledged in the study as a point of significant complexity regarding views and scenic character with particular mention on the importance of Carss Park in providing a 'backyard' for many local residents.
- This scenic character comprises a number of common "contributory elements", including water and the land and water interface.
- Council recommends that the overall FSPA be retained, but its mapped extent be reduced.

3.2.4 Georges River Foreshore Access and Improvement Plan 2021

This document was prepared in 2021 and is a compilation of various projects that are underway to improve the Georges River foreshore. The document analyses and presents information from various other reports, using the outcomes to understand where and what actions are required to enhance the green spaces and waterways related to the foreshore. It also includes responses from community submissions and the results of these submissions. Key findings of this report include:

- Carss Park and Sans Souci Park being considered as 'district hubs'
- Improvements suggested for the Carss Park hub which include:
  - Improved walking tracks in the bushland areas
  - a contemporary, multipurpose outdoor 50 metre x 8 lane pool, water play and splash pad with child and family areas and shading, adventure waterslide
  - a boutique health and fitness centre with amenities and change areas
  - café with shared retail and reception area
  - administration and staff areas
  - plant room and service areas
  - improved car parking and access.
- The report notes that Carss Park Flats are underutilised in some areas.
- Aquatic ecology report findings show seagrass (Halophila and Zostera) occurring in nearshore areas, and riparian ecology report findings show endangered ecological communities (swamp oak forest) – Minor intervention recommended.
- Coastal processes report findings show tidal inundation within 100 years; Coastal inundation within 50 years; Shoreline recession; Seawall dilapidation and seepage - Moderate vulnerability:
  - *Royal Haskoning DHV* notes that Carss Park is expected to have a Tidal Inundation Level higher than the Crest Level by the year 2100 and a coastal inundation that is expected to be higher than the crest level by the years 2050 and 2100. They also note that the sandstone sea walls at Carss Park are not high enough in general
- Assets, access and amenity report findings show saltwater intrusion behind seawall and tree dieback - minor intervention.
- The report notes that: 'The challenge for Carss Bush Park is to manage the high visitation and to prepare for increased saltwater intrusion which is already resulting in the loss of vegetation. There is opportunity to continue the use of habitat infrastructure (as is now installed at Carss Point) along the south western foreshore.'
- The report notes the need for the improvement of Carss Park Baths including cap stone construction to replace existing fencing. Maintenance of sandstone walls is also required.
- 'Further opportunity to also install habitat infrastructure along the western edge of Kogarah Bay Creek between Carlton Crescent and Kogarah Bay, and potentially further landward (north) of Carlton Crescent towards Harold Fraser Oval. This could be enhanced by native plantings – more aligned to the 'bush park' purpose of Carss Bush Park - in place of the existing Canary Islands Palms. There is also opportunity to introduce water sensitive urban design (WSUD) for wetland ecology and surface water absorption. This would restore some naturalness to the current vertical-walled canal, reduce flood risk, and provide interest and amenity along this section to link with the existing track and foreshore areas of Kogarah Bay in Carss Park.'
- A letter from council to stakeholders noted that one of the responses asked to "include bird habitat in any works associated with the canal at the north end of Carss Park."

3.2.5 Carss Cottage Conservation Analysis and Guidelines 1993

The Conservation Analysis and Guidelines were prepared by Clive Lucas Stapleton and Partners in early 1993. The document was prepared for the Kogarah Historical Society and was aimed at providing a document suitable for the future conservation management of Carss Cottage.

Although not a formal Conservation Management Plan the document sets out a series of detailed conservation Policies which remain relevant to the ongoing conservation management of the building and its curtilage.

Policies cover a wide range of considerations including:

- Important fabric
- Permissible adaptation
- New buildings
- Setting
- Use
- Education and tourism.

3.2.6 Carss Bush Park Landscape Heritage Study 2004

The Landscape Heritage Study was undertaken for Council by Mayne Wilson and Associates in 2002 and updated in 2004. The aim of the study was to identify and assess precincts and items within Carss Bush Park and Todd Park which are heritage significance, and to define appropriate management measures.

Key findings from this study include:

- In 1987, Carss Cottage and its recommended curtilage were classified on the register of the National Trust of Australia; Carss Bush Park was also classified at the same time. Carss Cottage was made the subject of a Permanent Conservation Order in July 1988 by the State Government.
- Carss Cottage is of State significance, and was the subject of a Permanent Conservation Order in 1988 and is now listed as SHI item 00587 on the NSW State Register.
- The Georges River LEP identifies Carss Cottage as a listed State Heritage Item (I45), and Carss Bush Park is listed as a Local Heritage Item (I46).
- There are 9 items identified by the Mayne Wilson Report as highly significant including the sandstone block path leading to Carss Cottage and sandstone rock bench stairs leading to the previous high-water level from pre-1880.
- Other heritage listings include 26 items of moderate significance and 12 items of little significance.
- As this precinct has been assessed as having exceptional heritage significance, and has been listed on State, local and National Trust registers, it is essential that it be protected and conserved in accordance with measures stipulated in the Heritage Act 1977, the NSW Heritage Manual, and the Burra Charter.

3.2.7 Carss Bush Park Landscape Master Plan 2011

The Landscape Master Plan was prepared by Knox Partners for Carss Bush Park Landscape Master Plan in 2011 for Kogarah City Council.

The aim of this report was to undertake a landscape site assessment, compile opinions from community consultation and inputs from various other stakeholders to generate a Master Plan document which would address identified site issues, consider community concerns and suggestions and provide potential directions for future planning and management.

Key findings included:

Challenges:

- Users dislike the fact that there always seems to be litter in the park
- They dislike the uncleanliness and poor access to the toilets
- Community expressed frustration at not being allowed to ride bikes through the park
- Dissatisfaction with barbecue area and the nature of the facilities and access to them
- Users would like improvements to be made to the furniture and amenities

- New toilets are desirable potentially in the western part of the park
- There is significant danger in overuse of the park and potential impacts on surfaces and finishes in the park
- Barren land areas affected (apparently) by salt spray and occasional salt water inundation
- Impacts adjacent bushland related to weed infestations
- Degrading quality in the baths
- Deterioration in mature trees.

Opportunities:

- A strong sense of community interest and commitment to the park
- Users enjoy that the park is not commercialised, low key, and family friendly
- A small number of remnant native trees could form the genesis of a regenerated patch of native woodland, providing shade, habitat, screening to neighbours and enhanced biodiversity
- Improvements must be made to bush regeneration efforts.

3.3 Studies undertaken for the Kogarah War Memorial Pool Site 2020

In June 2019 the Kogarah War Memorial Pool was closed following direction from the NSW Environment Protection Authority (EPA) due to pollution to the Georges River and the poor condition of the pool and other facilities and amenities.

Due to this direction from the EPA, the former pool facility was demolished, and the site remediated to facilitate the development of a new community aquatic facility for the Georges River community. This work was carried out under the consent given to DA2020/0405 in May 2021.

In 2019, Council adopted the Open Space, Recreation and Community Facilities Strategy 2019-2036, which identified the need for three aquatic facilities in the Georges River local government area to meet community needs through to 2036.

In 2020, a Regional Aquatic Facility Site Suitability and Feasibility Study prepared by Otium Planning Group reviewed four potential locations for a new Regional Aquatic Facility in the Georges River area including Todd Park and Carss Bush Park. The aim was to identify the most suitable site for long term facilities in the context of site carrying capacity and suitability.

Subsequently in 2021, a series of technical studies were developed to assess the feasibility of the construction of a state-of-the-art Regional Aquatic Facility on the Todd Park site. Further in 2022, Georges River Council resolved to undertake further investigations into the feasibility of building other aquatic facility options within the Todd Park / Carss Park precinct.

In November 2022 Council considered the Georges River Aquatic Facility-Carss Park Site Assessment Review and resolved to build the LGA's third aquatic centre on the existing site of the Kogarah War Memorial Pool and to prepare a new Plan of Management and Master Plan for Carss Bush Park and Todd Park which identifies the location of the third aquatic facility on the current site.

Since that date Georges River Council has been working towards the opening of a new aquatic facility for the community and has signed a Memorandum of Understanding (MoU) with the NSW Office of Sport. This MoU hands responsibility for the development of the Detailed Business Case, Detailed Design and work to obtain Development Consent to the State Government.

Key findings from the Aquatic Facility-Carss Park Site Assessment Review and Contamination and geotechnical Investigation reports are outlined following.

3.3.1 Georges River Aquatic Facility-Carss Park Site Assessment Review

Otium Planning Group Pty Ltd was engaged by Council to investigate the feasibility of building aquatic facility options within both the Carss Park and Todd Park precincts. The options in the Georges River Aquatic Facility – Carss Park Site Assessment Review include:

- Replacement of existing aquatic facility components within the footprint of the current Kogarah War Memorial Pool (KWMP) site at Carss Park
- Construction of a Regional Aquatic Facility within the footprint of the existing KWMP site at Carss Park
- Construction of existing KWMP aquatic facility components within the identified Todd Park aquatic facility footprint.

The study identified that any future Development Application would need to consider vehicular access, parking provision, impacts of stormwater and flooding, noise, visual and view impacts, light spill, crime and safety, contamination and potential heritage and archaeology.

3.3.2 Contamination and Geotechnical Investigations 2021

A review of geotechnical and contamination conditions through Carss Park Flats Oval and the Kogarah War Memorial Pool area at Carwar Avenue, was carried out by Douglas Partners Pty Ltd in 2021. This review utilised previous investigations including borehole and piezocone penetrations tests and highlighted a critical geotechnical and contamination legacy, of the site being the uncontrolled fill associated with reclamation activities of former marsh land to parklands in the 1940s. The fill extended to depths ranging from 1.6 m to 6.0 m below ground level. The fill was found to be gravelly and clayey sand, sandy and silty clay, generally loose to medium dense or stiff to very stiff with occasional bands of very loose sand or soft to firm clay.

The fill also included fragments of plastic, rags, glass, metal, concrete, timber and asbestos containing material. It was noted that the fill in the western section of the site was covered by asphalt.

A Groundwater and Ground Gas Contamination Investigation was undertaken by Douglas Partners Pty Ltd in 2021. Groundwater results indicate the main contaminant of concern to Groundwater was ammonia. Other contaminants such as heavy metals and polycyclic aromatic hydrocarbons were generally low and / or reflective of contaminant background levels. The highest ammonia concentrations were recorded in the central area of the and the shallower fill areas. The report noted that Ammonia impacts appear to generally reduce deeper in the soil profile and moving closer towards Kogarah Bay.

The contamination investigations also extended through the Carss Park Flats playing fields to the north of the former pool site. Generally, the findings indicated that the eastern section is subject to similar contamination issues including Asbestos and Ammonia and contamination of groundwater. As such, across the Carss Park Flats it would be highly undesirable to excavate into existing soil profiles for provision of any improvements such as drainage or irrigation.

Instead, any upgrading of the grassed surface and related drainage and irrigation works would need to be done above existing levels across the site, in particular the eastern zone.

Douglas also investigated the geotechnical potential for the redevelopment of a pool facility on the former pool site. Based on geotechnical testing results, it was noted that any redevelopment of a pool facility on the rehabilitated Carss Bush Park site would need to consider a rigorous structural system to be feasible. All loads would need to be supported on piles founded in the underlying sandstone bedrock. To reach this the sandstone bedrock, piling of over 32.5m would be required in some areas. Furthermore, to reduce the risk of differential settlement, all footings for a new development would need to be founded in material of similar strength.

Other key geotechnical and contamination recommendations for potential redevelopment of the site addressed in the investigations included:

- Groundwater was encountered at shallow depths and would therefore likely require temporary dewatering prior to construction; and

- Excavations on both site deeper than 1.5m to 2.0m are likely to intersect the groundwater table and will require shoring around the perimeter of the excavation.



Figure 3.2 Reclaimed Land Area Map (Source: Interim Report on Groundwater and Ground Gas Contamination Investigation – Douglas and Partners September 2021)

3.4 Considerations for the Master Plan and Plan of Management

Some key considerations for the Master Plan and PoM process derived from these past studies and investigations identified by the study team include:

i. Potential to further enhance natural ecologies along the foreshores (refer 3.2.1).

ii. Previous studies have identified that the construction of a new aquatic facility on the existing pool site would have significant constraints (refer 3.3.1/2) including:

- depth of water table and past contamination on construction feasibility and cost
- potential impacts on Heritage listed item (with regards to State Heritage listing of Carss Cottage – it is noted that the pool site is just outside the curtilage of the Carss Cottage heritage item identified on the State Register)
- construction within Foreshore Scenic Protection Zone.

iii. Geotechnical limitations and contamination deriving from past landfilling works to the eastern half of the Carss Park Flats is a major constraint to be considered in future planning for the park (refer 3.3.2).

iv. Upgrading of the grassed sports field surfaces to Carss Park Flats is challenging due to the high-water table, saline conditions and contamination of the eastern landfill zone – drainage, irrigation or other works would need to occur above existing levels requiring a raising of the field platform generally (refer 3.3.2).

4 LEGISLATIVE CONTEXT

Council is required to comply with all applicable Acts and Regulations when using and managing community land. Anything permitted by this PoM is subject to all applicable laws including approval requirements.

The key legislative and policy framework applying to the use and management of community land is listed in this chapter of the PoM. Legislation is available at www.legislation.nsw.gov.au.

References to laws, plans, strategies and policies in this Part of the PoM extend to any replacement or amendment of them.

4.1 Key legislation

Council is required to comply with all applicable Acts and Regulations when using and managing community land. Anything permitted by this PoM is subject to all applicable laws including approval requirements.

4.1.1 Crown Land Management Act 2016

The *Crown Land Management Act 2016* (CLM Act) commenced on 1 July 2018, introducing a consolidated, modern piece of legislation to govern the management of Crown Land in NSW.

The CLM Act introduces significant changes to the management of Crown Land by Councils. Specifically, Councils are now required to manage dedicated or reserved Crown Land as if it were public land under the *Local Government Act 1993* (LG Act). These requirements are outlined in Division 3.4, Crown Land Managed by Councils.

The Crown Reserves within the subject site are classified as “community land” under the LG Act and managed accordingly as per 4.1.2 below. This means that Council is required to have a PoM in place for the land. Further, the changes to the CLM Act also require that a council manager ensure that the first PoM applicable to the land is adopted as soon as practicable.

4.1.2 Local Government Act 1993

The LG Act and associated regulations govern the use and management of land owned by Council.

The LG Act requires all Council owned land to be classified as either operational or community land. Community land is generally land that must be kept for the use of the general community and must not be sold. Community land is required to be managed in accordance with a PoM and any other laws regulating the use of the land.

Matters relevant to the management of community land that are covered in the LG Act include:

- Classification and reclassification of land
- Preparation of PoMs
- Categorisation of community land
- Restrictions on dealings in community land
- Advertising and tendering requirements for lease, licences and other estates in land
- Restrictions on dealings over land categorised as natural areas
- Restrictions on subleasing community land
- Restrictions on dedicating community land as a public road
- Public reserves devolved to Council to manage
- Use of land held for drainage purposes
- Requirement to keep a Council land register.

4.1.3 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) provides the framework for planning and development across NSW and guides environmental planning instruments that provide

a basis for development control. The EP&A Act ensures that effects on the natural environment, along with social and economic factors, are considered by Council when granting approval for or undertaking works, developments or activities.

This Act is also the enabling legislation for planning policies that may have a direct influence on open space management. On a state-wide level there are State Environmental Planning Policies (SEPPs).

On a regional level there are Regional Environmental Plans (REPs). On a local level there are Local Environmental Plans (LEPs), as well as Development Control Plans (DCPs).

All land use and development permitted by this PoM is subject to the EP&A Act.

4.1.4 Contaminated Land Management Act 1997

The general objective of this Act is to establish a process for investigating and (where appropriate) remediating land that the EPA considers to be contaminated significantly enough to require regulation

Particular objectives of this Act are:

(a) to set out accountabilities for managing contamination if the EPA considers the contamination is significant enough to require regulation under Division 2 of Part 3, and

(b) to set out the role of the EPA in the assessment of contamination and the supervision of the investigation and management of contaminated sites, and

(c) to provide for the accreditation of site auditors of contaminated land to ensure appropriate standards of auditing in the management of contaminated land, and

(d) to ensure that contaminated land is managed with regard to the principles of ecologically sustainable development.

4.1.5 Heritage protection laws

This PoM is intended to operate concurrently with and subject to heritage laws and any conservation management plans, strategies and Statements of Heritage Significance that apply to land covered by this PoM.

Responsibility for heritage management in NSW is shared between local and State government as follows:

- Councils – items of local heritage significance
- NSW Heritage Office - items of State significance and the State Heritage Register
- National Parks and Wildlife Service - Aboriginal cultural heritage.

Key heritage protection laws and arrangements that impact the use and development of community land include:

- Heritage Act 1977 (NSW)
- National Parks and Wildlife Act 1977 (NSW)
- Environmental Planning and Assessment Act 1979 (NSW)
- The NSW State Heritage Register, which lists items of State significance
- Schedules to local environmental plans, which list items of local heritage significance
- Local Government Heritage Guidelines
- Aboriginal Heritage Standards and Guidelines
- The Aboriginal Heritage Impact Permits (AHIPs) system administered by the NSW Department of Planning, which regulates activities that may cause harm to Aboriginal cultural heritage
- The Aboriginal Heritage Information Management System (AHIMS) administered by Heritage NSW, which records Aboriginal places and objects in NSW.

The EP&A Act provides local government with the power to protect items and places of heritage significance in the local area through local environmental plans and development control plans.

Heritage items may also be identified in State Environmental Planning Policies and Regional Environmental Plans. There is also a Register of the National Estate complied by the Australian Heritage Commission for the Federal Government.

The main guiding document for the conservation and management of a specific heritage item or place is the Conservation Management Plan, Conservation Management Strategy or Statement of Heritage Significance for the item.

4.2 Federal Legislative Requirements

4.2.1 Disability Discrimination Act 1992

The *Disability Discrimination Act 1992* (DDA) makes it unlawful to discriminate against a person, in many areas of public life, including employment, education, getting or using services, renting or buying a house or unit, and accessing public places, because of their disability.

4.2.2 Environment Protection & Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act, 1999* (EPBC Act) aims to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places.

These are defined in the EPBC Act as 'Matters of National Environmental Significance' and its provisions apply to listed key threatening processes, migratory species and nationally threatened species and ecological communities.

Any actions on community land that may have a significant impact on one or more Matters of National Environmental Significance require consideration and potential assessment and approval under the EPBC Act. Council must also consider and implement actions in relevant recovery and threat abatement plans.

4.2.3 Native Title Act 1993

Under the *Native Title Act, 1993* all activities on the land must address the issue of Native Title. Whilst a successful claim for native title will lead to official recognition of native title rights, native title rights are considered to pre-date such recognition. Native Title can therefore be relevant to activities carried out on the land even if no native title claim has been made or registered. The Native Title process must be considered and Council is required to undertake steps to identify the impacts on Native Title for each activity on the land and a Native Title assessment must be undertaken. Almost all activities and public works carried out on the land will affect Native Title and require validation of the future act provisions in Division 3 of the Native Title Act by Council's Native Title Manager prior to commencement of the activity.

Section 8.7 of the CLM Act requires that, for Crown land, which is not excluded land, Council must obtain written advice from its Native Title Manager that it complies with any applicable provision of the native title legislation prior to approval of a plan of management. Native Title advice has been separately prepared as part of the development of the PoM.

The Plan of Management for Carss Bush Park and Todd Park will in the opinion of Councils Native Title Manager provide for a series of future acts to be undertaken on land which will not satisfy the future act requirements of sections 24JA, 24KA or 24LA of the Native Title Act 1993.

At the same time, Council has no evidence of a previous exclusive possession act which may have extinguished native title on the lands subject to the PoM.

As such, Council resolved to prepare, lodge and prosecute a non-claimant application under subsection 61(1) of the Native Title Act 1993 to the Federal Court of Australia (FCA) seeking protection under Section 24FA of the Native Title Act 1993 to specific acts, including the adoption of the Plan of Management.

This process is in progress at the date of finalisation of the Plan of Management for approval. A Case Management Hearing was set down for 3 March 2026 but was vacated as the Judicial Registrar and related parties were satisfied with the Applicant's report. The Notice of Discontinuance will be lodged once the PoM has been adopted.

4.2.4 Telecommunications Act 1997

Permits telecommunication facilities on community land, subject to Council approval. Note, this Act does not apply to Crown land.

4.3 Other key legislation and policies

Local Environmental Plan

- Georges River LEP 2021 (refer section 1.3.4)

State legislation

- Aboriginal Land Rights Act 1983 (NSW)
- Anti-Discrimination Act 1977 (NSW)
- Biosecurity Act 2015 (NSW)
- Biodiversity Conservation Act 2016 (NSW)
- Coastal Management Act 2016 (NSW)
- Companion Animals Act 1998 (NSW)
- Fisheries Management Act 1994 (NSW)
- Heritage Act 1977 (NSW)
- Marine Estate Management Act 2014 (NSW)
- National Parks and Wildlife Act 1977 (NSW)
- Native Title Act (New South Wales) 1994 (NSW)
- Protection of the Environment Operations Act 1997 (NSW)
- Retail Leases Act 1994 (NSW)
- Rural Fires Act 1997 (NSW)
- Water Management Act 2000 (NSW)

State environmental planning policies

- Coastal Crown Land Guidelines, 2023
- State Environmental Planning Policy (Coastal Management) 2018
- State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021

State plans and strategies

- Sport 2030 (Australian Government)
- Australian Government Smart Cities Plan (2016)
- NSW State Infrastructure Strategy 2018-2038

5 DESCRIPTION OF THE LANDS

5.1 Heritage

5.1.1 Aboriginal Heritage

Prior to European settlement the Biddegal/Bidjigal/Bedegal people of the Eora Nation were the original inhabitants and custodians of all land and water in the Georges River region. The area was swampy, and the name “Kogarah” was derived from the Aboriginal word for “a place of rushes”, “coggera” or “cogerah”. The present spelling was officially adopted when the Illawarra Railway line was opened in 1884. Kogarah Council was incorporated in the following year, in 1885. (HIS)

The Aboriginal community of the Georges River area was severely dislocated and then decimated by European settlement, although limited records have suggested that Aborigines continued to live in distinct groups along the Georges River until late into the 19th century.

There is an important opportunity to further recognise and celebrate First nation’s history of the place along with First nations living culture which should be further explored and developed in collaboration with the Bidjigal people.

5.1.2 Non-Aboriginal Heritage

The area now known as Carss Bush Park was originally part of Jonathon Croft’s 54 hectares of land that was purchased from the Crown in 1854. The land changed hands several times before being acquired by William Carss. The area derived its name from William Carss, a cabinetmaker from Scotland, who purchased the land in 1863 (Fletcher: 1985). The lot comprised 54 hectares (120 acres) of partly undeveloped bushland and partly wetlands with stands of mangroves. William Carss chose to build his house on the point in Carss Bush Park, which today is known as Carss Cottage. William Carss died in 1878 and the land remained in his family until 1916 when it was left to the Sydney Sailors Home.

The trustees did not have the resources to develop the Carss Estate and, therefore, planned to offer the site for sale. The trustees of the Sydney Sailors Home gave preference to Kogarah Council over a number of land developers because the Council intended to set aside part of the land for parkland. It was also prepared to call the site Carss Bush Park and to preserve and maintain William Carss tomb. If private developers acquired the land, it would have been used exclusively for residential development, and as such Kogarah Municipal Council purchased the Estate in 1923 and reserved part of the land as parkland and subdivided the remainder into building blocks.

The original land set aside for parkland was 19.5 hectares (43 acres), but since then by land reclamation and resumption, the area has been greatly increased to include playing fields and large picnic areas. That area of reclaimed foreshore remains unreserved Crown land. The parkland now encompasses an area in excess of 25 hectares. Todd Park was used as a Chinese Market Garden until 1937 when it was acquired by the Council and converted into parkland.

When Kogarah Council bought the estate Carss Cottage was sited on that area of land to be set-aside for parkland. The Cottage was initially used to accommodate the park ranger. By 1928 the cottage was in a dilapidated state owing to the presence of white ants. Council considered demolishing the structure however the stonework was in excellent condition, and it was decided to renovate and repair the building. In 1970 the park ranger was moved to a new residence at nearby Harold Fraser Oval and the cottage was converted to a historical museum that is now leased to the Kogarah Historical Society.

Today, Carss Bush Park and Todd Park and their surrounding areas are a valuable community asset that improves the lifestyle for both Georges River LGA’s residents and visitors to the area as well as making a significant contribution to the quality of the urban environment. It remains one of the few large tracts of open space in the area. The area provides a focal point for many forms of outdoor recreation and plays a major role in enhancing the urban landscape. It provides habitat for wildlife and contributes to the aesthetic appeal of the location.

Carss Bush Park is listed in the *Georges River Local Environmental Plan 2021* as a local heritage item while Carss Cottage is listed on the State Heritage Register.

Table 5.1 below summarises the heritage items register, and rating as provided in the Landscape Heritage Study prepared by Mayne Wilson Associates in 2004.

Precinct & Item	**Heritage Significance**
PRECINCT 1: CARSS POINT	
Item 1 Sandstone seat	Moderate
Item 2 Sandstone seat	Moderate
Item 3 Dwarf sandstone wall Item 4 Phoenix canariensis group	Moderate
Item 5 Sandstone path	Moderate
Item 6 Dwarf sandstone wall	High
Item 7 Rockbench stairs off Carss Point	Moderate
	High
Item 8 Concrete bunker/storage shelter	Little
Item 9 Pavilion / archway	Moderate
Item 10 Dwarf sandstone retaining wall	Moderate
Item 11 Sandstone block steps	Moderate
Item 12 Dwarf block retaining wall Item 13 Sandstone block wall	Little-moderate
Item 14 Sandstone block planter bed	Little-moderate
Item 15 Sandstone driveway	Little
Item 16 Sea Scouts Building	Moderate
	Low to moderate
Item 17 Memorial plaque	Low-moderate
PRECINCT 2: CORE AREA	
Item 18 Walls to east of bandstand	Moderate
Item 19 Sandstone staircase east of bandstand	Moderate
Item 20 Sandstone walls, platforms & abutting staircases of bandstand	Moderate
Item 21 Two sandstone seats and stairs south of bandstand	Moderate
Item 22 Sandstone stairs, seats & rock features	
- western edge of the kiosk entry road	Moderate
Item 23 Sandstone outcrop seat	
	Moderate
Item 24 Carss vault	High
Item 25 Sandstone bridge	Moderate-high
Item 26 Norfolk Island Pines behind beach	Moderate
Item 27 Casuarina copses	Low-moderate
Item 28 Promenade	Moderate
Item 29 Artists Cottage	Moderate
Item 30. Cafe	Negligible
PRECINCT 3: TIDAL BATHS	
Item 31 Outer sandstone walls	High
Item 32. Sandstone retaining wall	High

Precinct & Item	Heritage Significance
PRECINCT 4: BUSHLAND	
Refer heritage assessment for detailed review	Moderate to high degree of natural significance
PRECINCT 5: TODD PARK	
No heritage items identified	
PRECINCT 6: CARWAR AVE ENTRY	
Item 33 Sandstone terracing above carpark	Low
Item 34. Low Sandstone wall around Fig tree within Carwar Ave	Little-none
Item 35. Drinking fountain near Lifesaving clubhouse	Moderate -high
Item 36. Sandstone kerbing to roundabout at roundabout	Little but should be retained
Item 37. Mature Norfolk Island Pines at end of roundabout near Carss Cottage and Figs within carriageway	High
Item 38. Lifesaving Club	Moderate to high
PRECINCT 7: PLAYING FIELDS & OLYMPIC POOL	
Item 39 Men's Shed	Little
Item 40. Olympic Pool	Little
Item 41. Amenities building	None

Table 5.1 – Extract from Landscape Heritage Study prepared by Mayne Wilson Associates in 2004

The Mayne Wilson report also provides the following observations regarding the importance of the Carss Vault (item 24 on the preceding table) and the poor curtilage provided by existing elements in the park.

"The vault of William Carss was built following his death on 26 May 1878. One of the conditions of transfer to The Sydney Sailors' Home after 1917 was that the vault had to be kept in thorough order and repair. An inscription in memory of Carss' wife and two of their children was made on the vault, but they were buried at the Devonshire Street cemetery.

With the ill-placed toilet block behind the classical sarcophagus, the children's playground on its seaward side, and the nearby kiosk extended towards it, the prominence of the vault has been diminished to a significant degree.

The vault is an important historical and social component of the property and is one of the few lone vaults found in Sydney. It is also a rare example within Sydney of a burial site located in the grounds of the property owned by the deceased".

5.2 Landform soils and drainage

5.2.1 Landform

The subject site is part disturbed terrain and part artificially formed topography achieved by past landfill activities. The former estuarine intertidal flat (elevation 0-2 metres) that flanked the eastern edge of the site was previously landfilled to a relatively even topography with fields developed over.

Carss Cottage sites on a sandstone headland with sandstone cliffs adjoining the water's edge. On the northern perimeter of Carss Bush Park there is a sandstone rock outcrop and bushland of varied quality and weed encroachment.

The Carss Flat area including the above reclaimed zone is predominantly flat with a small rise up to Carwar Avenue to the western edge, while Todd Park is similarly predominantly flat.

The past landfilling is the source of a variety of challenges for the use and management of the site including contamination of fill materials and ongoing settlement and poor drainage.

5.2.2 Soils

The soils to inland soils consist of Gymea Residuals. There is an outcrop of Hawkesbury sandstone along the northern perimeter of Carss Bush Park.

Other sections of the park consist of:

- Marine silt
- Various landfill soils and materials.

There is a high probability of acid sulfate soil being present within the former estuarine intertidal area (refer 3.3 Studies undertaken for the Kogarah War Memorial Pool Site 2020).

5.2.3 Drainage

The previous PoM identified that the total catchment feeding into Carss Bush Park has an approximate area of 437.65ha.

There are two open stormwater drainage channels within Carss Bush Park. Sydney Water owns the northeast channel and Georges River Council owns the southern channel. Both discharge into Kogarah Bay.

The Sydney Water channel enters Carss Bush Park Sportsfields at Carlton Crescent traversing the parks north-eastern boundary. This open section of the channel has a length of 114.60m, width 11.50m and a depth of approximately 1.50m.

The southern channel traverses the park generally from the west to east and is sited opposite Torrens and Beach Streets. This open section of the channel is 152m long, 4.65m wide and 1.50m depth. The south-eastern stormwater channel is more than 50 years old and requires maintenance.

The previous PoM notes areas within the parkland and nearby residential areas could be subject to potential flooding.

As both channels discharge into a tidal zone they are susceptible to inundation during severe and intense storms that occur during periods of high tide. In addition, because the surrounding parkland consists of a high percentage of impervious landfill material this can also cause high peak flows during such events with the possibility of flooding.

5.2.4 Riverine foreshore

A Tidal Inundation Study was undertaken by BMT Eastern Australia for Council in 2018. The purpose of this assessment was to apply a complex hydraulic modelling system to the Georges River to determine changes in the tidal range along the estuary over a number of timelines.

Key findings which will impact ongoing planning and management of Carss Bush Park include:

- A projected 0.3m sea level rise by 2100 and a 0.45-0.88m rise by 2090 in the 'highest emission scenario'
- Carss Park is one of six areas of concern that are compromised by the highest astronomical tide inundation extent
- "A notable proportion of the increased inundation extent occurs in Carss Park… A loss of public recreation lands due to inundation should therefore be considered significant."
- The impacts of inundation both presently and in the future will affect the southwest area of the site the most and will minimally affect Kogarah Bay Creek.

Figure 5.1 below shows the topography and drainage pattern within the subject site.



Figure 5.1 Topography and drainage

5.3 Habitat

Council is required to comply with all applicable Acts and Regulations when using and managing community

5.3.1 Terrestrial habitat

The remnant bushland area at Carss Bush survived the development of the Carss estate in the mid-19th century and today provides a significant bushland stand within the Georges River LGA.

The 2004 PoM identified that there here is 3.3 hectares of bushland in Carss Bush Park. The bushland area is located on the northern boundary of the park at the site of the Hawkesbury sandstone outcrop. The area is an important habitat for native flora (Refer to Appendix 2 in Section 17 of this PoM) and fauna. The National Trusts has identified two distinct vegetation communities within the park and these are woodland and closed forest. The bushland consists of more than 140 different recorded species of plants. The area contains the threatened population Gosford Wattle (Acacia prominens) as well as littoral rainforest species Tuckeroo (Cupaniopsis anacardioides), Muttonwood (Rapanea variabilis) and Bastard Rosewood (Synoum glandulosum) (Brogan:2000).

Council's GIS vegetation community mapping identifies the specific vegetation communities on site as: Sydney Coastal Sclerophyll Forest (High and Low) Coastal Swamp Forests, with Seagrass Meadows having likely occupied the areas subject to landfill prior to the late 1940's. Remnant Blackbutt *(Eucalyptus pilularis)* and to the southern area Swamp Mahogany *(Eucalyptus robusta)* are some of the key species present.

The presence of this bushland in the midst of suburban housing is an important "green node" and provides a terrestrial/ habitat and fauna / bird "stepping stone" habitat despite its limited size and extensive edge which is subject to ongoing pressures of weed and physical encroachment.

5.3.2 Marine habitat

Council has undertaken an innovative foreshore habitat enhancement project that extends along the foreshores of the Carss Park Flats, past the former KWM Pool to the northern breakwater of the tidal pool, and including the southwestern foreshores at the creek outflow to Kogarah Bay.

This project was undertaken in liaison with NSW Fisheries and has implemented a series of tidal pools which provide habitat for small marine life and breeding areas for fish species within the river. Also developed were a series of tidal Saltmarsh beds which also add to the diversity of habitats along the water's edge and contribute to river health generally.

Figure 5.2 below shows the vegetation communities within the subject site.



Figure 5.2 Vegetation communities

5.4 Access

Access if a fundamental determinant of how the parks are used managed and maintained. Key aspects of access include the following.

5.4.1 Vehicular access and parking

Vehicular access to the park is available from several points depending on the area being accessed:

Carlton Crescent in the north

Provides access to the Narani Childcare Centre, Straw Bale Shed and 3 bridges community centre in addition to community gardens and off leash dog area. There is limited parking off street and some parallel parking to Carlton Crescent and Carwar Avenue.

Carwar Avenue

Provides access to the Narani Childcare Centre, Straw Bale Shed and 3 bridges community centre in the north, Carss Flats fields and the former Olympic Pool site. It also provides access to the parking areas including the former Olympic pool, Carwar Avenue loop and the upper off-street carpark.

Bunyala Street

Provides access to Todd Park and the Carss Bush Park parking area from the south.

The access road into the park off Carwar Avenue also has some informal parking zones used for service and maintenance access

Table 5.2 below from the 2004 PoM summarises existing parking numbers.

PROVISION for PRIVATE VEHICLE PARKING WITHIN THE PARKLAND

Location	Number of Vehicle Parking Spaces	Comment
Kogarah War Memorial Olympic Swimming Pool.	82	2 vehicle parking spaces marked reserved for persons with a disability 3 vehicle parking spaces marked reserved for pool staff
Carss Bush Park Life Savers Hall	15	No provision for persons with a disability
Carss Cottage Road.	9	No provision for persons with a disability. No provision for wedding party vehicles belonging to those that have booked the grounds of the Cottage for wedding photographs or ceremonies.
Carss Bush Park Upper Level Bushland Parking Area.	Unmarked area approximately +40	Vehicle parking needs to be defined and marked Need to install no parking signs along the access road
Carss Bush Park Kiosk Parking Area.	2	Access only to service vehicles
Central Parking Area.	136	2 vehicle parking spaces marked reserved for persons with a disability. 52 grass vehicle parking spaces Speed limit within the car park is set at 25km/hr

Table 5.2 Extract from 2004 PoM

Access road to boat ramp

An access road (shown in blue) originates from the roundabout at the end of Carwar Road (refer Figure 5.3: Vehicular Access). This road, starting near Carss Cottage, provides access to the boat ramp, which is used by a group of organised users. However, due to the complex alignment of the boat ramp, Council officers have identified safety concerns arising from the conflict between boat movements and pedestrian traffic.

Given this issue, consideration is needed to assess whether the boat ramp should be closed for general public use, retaining access solely for maintenance and Council-related activities as necessary.

Figure 5.3 below shows the vehicular access pattern within the subject site.

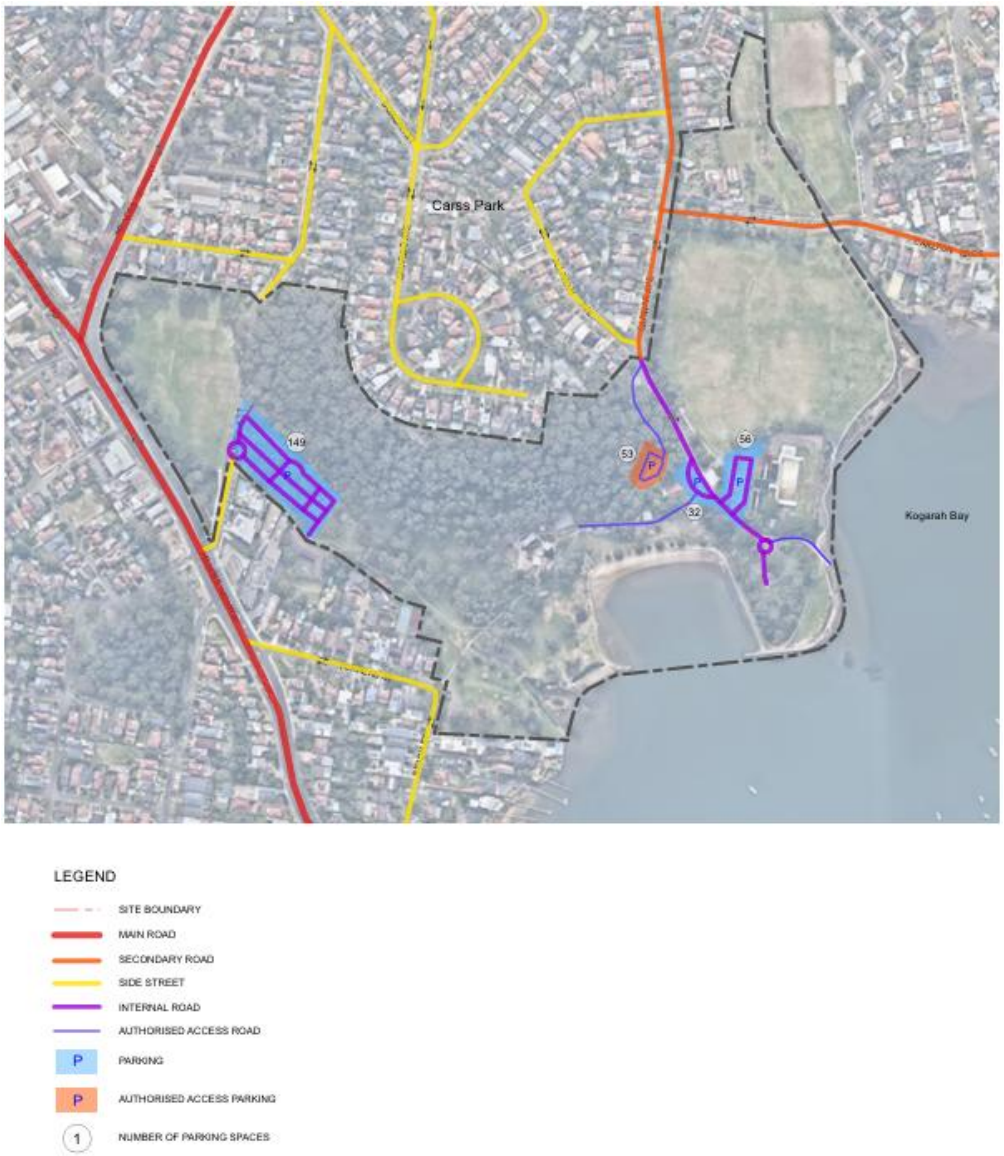


Figure 5.3 Vehicular access

5.4.2 Cycle access

There is no formalised cycle access through the site, although Councils district cycle strategies indicate routes leading to and through the site. Consultation identified that it is desirable to clarify the degree and routes of preferred cycle access through the site to reduce potential for conflicts.

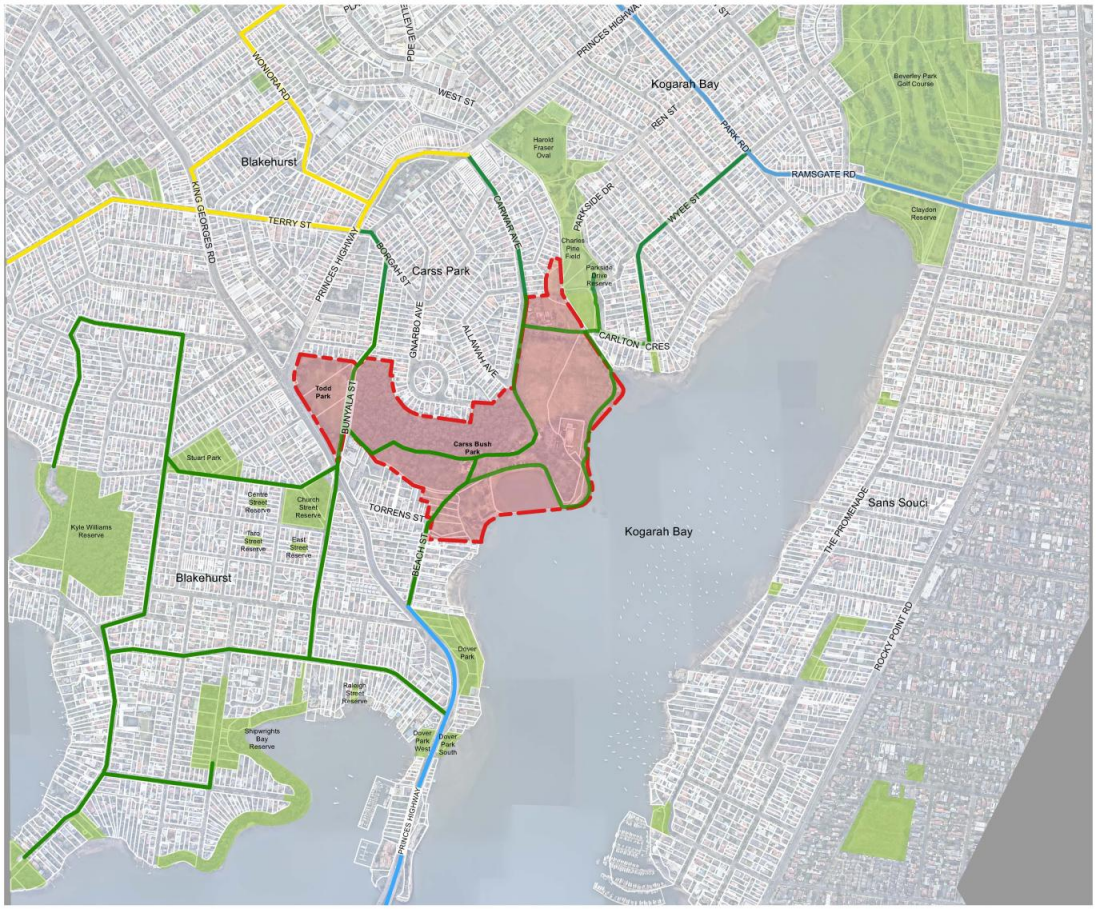
5.4.3 Pedestrian access

There is a network of formalised paths across the site which are generally aged and have been implemented progressively over time. The network does not necessarily integrate affectively for current day needs and surface finish and width in key areas such as the foreshore also do not meet current day needs. Specific challenges include:

- Narrow width of path access adjoining foreshore to Carss Flats and Carss Point Baths
- Myriad of path links and limited width in central zone of park around café and playground – potential to simplify access in this key zone
- Narrow width of main north south path links from café south
- Limited provisions for disabled suitable access into park from Carwar Ave
- Path access to Gnarbo Avenue is aged and degraded in parts.

The bushland area contains numerous tracks, which are used for passive and active recreation. The tracks criss-cross the area and new tracks are constantly being formed. Rationalisation and management is necessary. A formalised lookout over the parkland is located off the eastern end of Gnarbo Avenue should be reviewed and its ongoing role and access to it resolved.

Figures 5.4 and 5.5 below show the Cycle access-strategic context and Pedestrian access respectively within the subject site.



LEGEND

- SITE BOUNDARY
- CARSS PARK AND TODD PARK EXTENT
- GREEN SPACE
- RECREATIONAL CYCLE ROUTE
- LOCAL CYCLE ROUTE
- REGIONAL CYCLE ROUTE

Mapping derived from Georges River Transport Council GIS Mapping and overlay of aerial photography

Figure 5.4 Cycle Access – strategic context



LEGEND

- SITE BOUNDARY
- WALKING TRACK
- BICYCLE PATH
- PEDESTRIAN PATH
- BOARDWALK
- BRIDGE
- SHARED PATH
- MAIN ROAD
- SECONDARY ROAD
- SIDE STREET
- INTERNAL ROAD
- AUTHORISED ACCESS ROAD
- CYCLE ACCESS FROM CARWAR AVENUE
- STAIRCASE

Figure 5.5 Pedestrian Access

5.5 Community use

Council is required to comply with all applicable Acts and Regulations when using and managing community

5.5.1 Recreation

Carss Park Flats and Todd Park are identified as a "District Hub" in Councils Open Space Recreation and Community Facilities Strategy (OSRCFS) 2019-2036. The strategy states:

> *"Carss Bush Park District Hub: a park precinct providing connections with the bush and river, a range of sport and recreation opportunities, community space, and high quality amenities to support long visits"*

The fields within Carss Park Flats and Todd Park provide 5 full size playing fields, 2-3 mini-fields for winter sports and 4 synthetic cricket wickets for summer sport as part of Georges River's overall organised sports facilities portfolio.

As noted in the OSRCFS district hub citation for the site, the park's integrated bushland and waterfront settings, river swimming, grassed picnic areas and play space along with its State and Local heritage significance also make it a unique and key family recreational destination for the whole of the Georges River community, and also for adjoining council areas.

The attractive character and diverse activities attract groups from across Georges River's diverse ethnic backgrounds.

In June 2019 the Kogarah War Memorial Pool was closed following direction from the NSW Environment Protection Authority (EPA) due to pollution to the Georges River and the poor condition of the pool and other facilities and amenities.

Due to this direction from the EPA, the former pool facility was demolished, and the site remediated to facilitate the development of a new community aquatic facility for the Georges River community. This work was carried out under the consent given to DA2020/0405 in May 2021.

In 2019, Council adopted the Open Space, Recreation and Community Facilities Strategy 2019-2036, which identified the need for three aquatic facilities in the Georges River local government area to meet community needs through to 2036.

In November 2022 Council considered the Georges River Aquatic Facility-Carss Park Site Assessment Review and resolved to build the LGA's third aquatic centre on the existing site of the Kogarah War Memorial Pool and to prepare a new Plan of Management and Master Plan for Carss Bush Park and Todd Park which identifies the location of the third aquatic facility on the current site.

Since that date Georges River Council has been working towards the opening of a new aquatic facility for the community and has signed a Memorandum of Understanding (MoU) with the NSW Office of Sport. This MoU hands responsibility for the development of the Detailed Business Case, Detailed Design and work to obtain Development Consent to the State Government.

Sydney's population is drawn to the water's edge in its many forms and as noted above, Carss Bush Park provides a unique combination of opportunities. The Carss Park Tidal Baths are an iconic river swimming destination, while the foreshore open spaces provide diverse vistas across Kogarah Bay.

The park provides a location for launching or a stop-over for water-based activities such as kayaking, canoeing and stand up paddle boarding.

5.5.2 Buildings

The site is characterised by a range of buildings from different eras of the park's life that have been adaptively re-used for a range of purposes. These include leases such as for the Café / Kiosk and incumbent community activities such as the St George Men's Shed and Local Museum in Carss Cottage, to flexible spaces available to the community such as the Carss Park Lifesaving Hall, Carss

Park Artists in Residence Cottage, 3Bridges Community Centre and Carss Park Straw Bale Shed. The buildings support and add value to the recreational and community use of the parklands.

In addition, the Carss Park Narani Child Care Centre is also located on the site with access off Carwar Avenue, adjacent to the community garden. It operates Monday to Friday from 7.30am to 6.00pm and caters for children aged six (6) weeks to six (6) years.

Figures 5.6 and 5.7 below show the Recreational use and the Building use within the subject site.

ENV016-26 Attachment 2



LEGEND

- SITE BOUNDARY
- 1 CARSS PARK COMMUNITY GARDENS
- 2 STRAW BALE SHED
- 3 3 BRIDGES COMMUNITY CENTRE
- 4 NARANI CHILD CARE CENTRE
- 5 CRICKET NETS
- 6 CARSS PARK FLATS FIELDS
- 7 CARSS PARK FLATS AMENITIES
- 8 FORMER OLYMPIC POOL
- 9 OUTDOOR GYM
- 10 ST GEORGE MEN'S SHED
- 11 CARSS PARK LIFESAVING CLUB
- 12 CARSS PARK ARTIST'S COTTAGE
- 13 PICNIC AREAS
- 14 CARSS PARK LOOKOUT
- 15 CARSS PARK CAFE AND GRILL
- 16 CARSS PARK PLAYGROUND
- 17 CARSS COTTAGE MUSEUM
- 18 CARSS POINT RIVER, TIDAL BATHS, AND BEACH
- 19 BARBECUE FACILITY
- 20 TODD PARK FIELDS
- 21 TODD PARK CHILDREN'S PLAYGROUND
- WALKING TRACK
- BICYCLE PATH
- PEDESTRIAN PATH
- SHARED PATH
- BASKETBALL HALF-COURT
- PICNIC SHELTERS

Figure 5.6 Recreational use



LEGEND

- SITE BOUNDARY
- 1 3 BRIDGES COMMUNITY CENTRE
- 2 STRAW BALE SHED
- 3 NARANI CHILD CARE CENTRE
- 4 FORMER OLYMPIC POOL
- 5 CARSS PARK FLATS AMENITIES
- 6 ST GEORGE MEN'S SHED
- 7 CARSS PARK LIFESAVING CLUB
- 8 CARSS COTTAGE MUSEUM
- 9 CARSS PARK ARTIST'S COTTAGE
- 10 CARSS PARK CAFE AND GRILL
- 11 TOILETS
- 12 KOGARAH COUGARS RUGBY LEAGUE FOOTBALL CLUB

Figure 5.7 Building use

5.6 Built facilities

The built asset list from 2004 PoM has been updated for the purposes of this PoM. Refer to Table 5.3 below. The building assessments in Table 5.3 reflect Council's 2024 condition assessment as summarised in Table 5.4 below.

Asset	Description &Condition
CARSS BUSH PARK-CAPITAL ASSETS	
Amenities Building (adjacent Carss Bush Park Sportsgrounds)	Single storey brick building with a flat concrete roof. Has provision for change rooms, showers, toilets and storage area. No facilities for persons with a disability. The building is in Fair condition.
Sportsground floodlights	4 floodlights fixed to 1 steel floodlight tower. Fair condition. 1 floodlight fixed to 1 wooden power pole. Fair condition. 4 floodlights fixed to 1 wooden power pole. Fair condition. 7 floodlights fixed to 1 wooden power pole. Fair condition.
Cricket practice nets	Two (2) wire safety fenced enclosed synthetic covered concrete practice cricket wickets. Good condition.
Cricket Wickets	Two (2) synthetic covered concrete cricket wickets. Good condition.
Kiosk & Storage Building (opp. Carss Bush Park Sportsfields)	An imposing single storey brick building with a flat concrete rooftop used as an observation deck. Interior consists of storage area, kiosk facilities. The building is in Fair condition.
Public Toilets (Carwar Avenue)	Brick building with a flat concrete roof. Male and female toilet facilities. No facilities for persons with a disability. The building is in Fair condition.
Kogarah War Memorial Olympic Swimming Pool	Demolition completed 2024
Carss Cottage	Historic single storey sandstone brick building with a pitched slate roof. The building is in Fair condition.
Building adjoining Carss Cottage	Single storey. sandstone brick building with a pitched slate roof. Toilet facilities and storage area. The building is in Poor condition.
Carss Bush Park Life Savers Hall	Single storey brick building with hall, toilets and kitchen area. The building is in a Fair condition
Rangers Flat & First Aid Rooms	Double storey brick building with pitched tiled roof. First floor Rangers residential quarters. Lower storey storage areas. Fair condition.
Carss Bush Park Kiosk	Brick building with metal clad roof. Kiosk serving area. large kitchen, indoor covered seating area. Storage room. Adjoining the rear of the building is a male and female toilet, showers and change room facilities. The building is in a Fair condition.
Public Toilet (western end of Kiosk)	Single storey brick building with flat concrete roof. Male and female toilets. provision for persons with disability. The building is 20 metres from the toilets at the rear of the Kiosk resulting in unnecessary duplication of facilities. The building is in Fair condition.
Central Playground (Carss Bush Park)	Newly constructed playspace upgrade. The play equipment is in a good condition.
Barbecue Facilities	The 9 electric brick BBQ facilities are in Fair condition.
Foreshore promenade and internal park lights	The foreshore path lights were upgraded since previous PoM – Good Condition.

Asset	Description &Condition
	Lighting along entry path / road from Carwar Ave also upgraded since last PoM – Good Condition
Floodlights	There is mix of various floodlights and security lights within the park. Those are in fair working condition.
Picnic Gazebos	There are 4 large picnic gazebos within the park that are in Fair to Good condition
TODD PARK CAPITAL ASSETS	
1/3 area concrete Basketball Court	Concrete 1/3 area basketball court, with a netball ring. attached to the back of the court. The facility is in Fair condition.
Synthetic covered cricket pitch	There is one grass synthetic covered concrete cricket pitch within Todd Park. The cricket wicket is in Poor condition.
Concrete Cricket Practice Wicket	There is one grass synthetic cricket practice wicket with wire fence surround located in the park. The facility is in Fair condition.
Floodlights & Security Lights	Football field: 2 floodlights fixed to 1 wooden power pole. Soccer field: 6 floodlights fixed to 1 wooden power pole. Floodlight towers and lights in a Fair condition.
Change Room& Amenity Building	A single storey brick amenities building with a flat concrete roof provides change rooms and showers, public toilet facilities and storage areas for the playing fields. Public toilets make no provision for persons with a disability. The building is in Fair condition.
Children's Bicycle Track	An asphalt children's cycle track encircles the playing field and has obstacles for children to negotiate. It is in Fair condition.
Flag poles	Five flagpoles are located with Stone Wall opposite the Princess Highway. These are in a Fair condition.
Playground	A Small Play Space in south east corner of Todd Park. Single separate spring toy. Play items are in Poor to Fair condition.

Table 5.3 Building Asset List

Asset Number and Name	Condition rating (1-5)
Row Labels	Average of Consumption Score
B913PR	1
Carss Bush Park -near café- Public Toilet Block	1
B914PR	3
Carss Bush Park -Men's Shed	3
B915PR	3
Carss Park Flats -Soccer Amenities	3
B916PR	2
Carss Bush Park -Café	2
B917PR	3
Carss Bush Park -Lifesavers Hall	3
B946PR	3
Todd Park - Sports amenities	3
B953PR	3
Carss Park Community Centre and Childcare	3
B954aPR	4
Carss Park- Childcare Shed	4
B954bPR	4
Carss Park- Community Garden Shed-in park	4
B968PR	2
Carss Bush Park -Artist Cottage-Rangers	2
B969aPR	3
Carss Bush Park -Carrs Park Cottage-Store	3
B969PR	3
Carss Bush Park -Carrs Park Cottage-Museum	3
P974PR	2
Carrs Park-Straw Bale Shed	2
(blank)	
(blank)	
Grand Total	3

Condition Rating (0-5)	Remaining Useful Life left	Description
0	100.00%	Excellent
0.5	95.00%	
1	90.00%	
1.5	80.00%	
2	65.00%	Good
2.5	50.00%	
2.75	45.00%	Satisfactory
3	40.00%	
3.5	30.00%	Poor
4	20.00%	
4.5	10.00%	Very Poor
5	0.00%	

Asset

Table 5.4 Council building condition rating 2024

6 CATEGORISATION OF COMMUNITY LANDS

6.1 Categories of Community Land

The management of community land is governed by the category assigned to the land and the core objectives set out in the LG Act for managing each category of land. The categories reflect the dominant land use and the physical characteristics of the land. Council may apply additional or more specific management objectives, but they must be consistent with the core objectives in the LG Act.

As of 1 July 2018, new Crown land legislation is in effect and all existing managers have continued under the new legislation. The new Crown Land Management Act 2016 (CLM Act) implements Reforms identified through the comprehensive review of Crown land management.

Reserve managers have automatically transitioned under the new Act so that appointed managers continue to have the care, control and management responsibility for their Crown reserves. The CLM Act introduced significant changes to the management of Crown land by Council. Specifically, Georges River Council will now manage dedicated or reserved land as if it were community land under the Local Government Act 1993 (LG Act). Where land is classified as “community land” under the LG Act, Council is required to have plans of management in place for the land.

A central requirement of the LG Act is that all Community Land must be assigned to one or more land “categories” whereby the land categorisation defines how Council will manage each parcel of land. Each category has an associated set of guidelines for categorisation and core objectives in providing guidance to the management of land so categorised (refer table following page). The objectives for each category give a broad strategic direction for management of this land, which is the same for all community land of the same category across NSW. The tables in PART B of this PoM outline the Guidelines for Categorisation as listed in the Local Government (General) Regulation 2021 Part 3 and the core objectives for management as listed in the LG Act - clauses 36E-N.

The CLM Act requires that assignment of community land categorisations to Crown Reserves have close regard for the reserve’s Crown Reserve Purpose.

The LG Act requires a PoM to categorise community land into one or more of the five categories in Table 6.1. Management strategies are provided for each category in separate chapters in PART B of this PoM.

Table 6.1: Categories of community land

Park	
Sportsground	
General Community Use	
Natural Area – subcategorised into:	bushland escarpment foreshore watercourse wetland
Cultural Significance - subcategorised into:	Aboriginal aesthetic archaeological historical technical research social

The categories that have been assigned by Council to Carss Bush Park and Todd Park are as listed in **Table 6.2** below and as described on **Figure 6.1** Community Land Categorisation Map on the following page. Refer to Tables in Section 1 of this PoM for full land details of each park area.

Table 6.2: Categorisation of Carss Bush Park and Todd Park

Location	Crown Reserve	Past categorisation	Proposed categorisation	Notes	Public Hearing required
Carss Bush Park and Carss Park Flats	Part Crown Reserve **R.83252** Gazetted 2024 Purpose: Public Recreation	2004 PoM Park Sportsground General Community Use Bushland Area of Cultural Heritage Note: creek / watercourse previously un-categorised being Crown Land	**2026 PoM** **Park** **Sportsground** **General Community Use** **Natural Area Bushland** **Natural Area Watercourse** **Natural Area Foreshore**	Categorisation added in 2025 PoM for creek / watercourse. Area of Cultural Heritage category removed as the parks heritage is addressed through its Heritage Listings and conservation strategies for park and Carss Cottage. The PoM defers to this detailed guidance for management of heritage in the park	**Yes**
Carss Bush Community Gardens	Part Crown Reserve **R.83252** Gazetted 30/06/1961 Purpose: Public Recreation	2004 PoM Park Natural Area Watercourse	**2026 PoM** **General Community Use** **Park**	General Community Use category added for Narani Childcare, 3 Bridges Community Centre and Carss Park Community Gardens facilities	**Yes**
Todd Park		2004 PoM Park Sportsground	**2026 PoM** **Park** **Sportsground**		**No**

Public Hearing

Where there is a change to existing categorisation under an approved PoM, or a reserve is being categorised for the first time, the LG Act requires that a council must hold a public hearing. Such a public hearing is typically held during the public exhibition of the relevant Draft Plan of Management and provides the community with the opportunity to make formal comment on the categorisations proposed within the proposed Draft Plan of Management.

As outlined in the Crown Land Management Amendment (Plan of Management) Regulation 2021, Councils are no longer required to hold a public hearing for proposed plans of management (under section 40A of the LG Act) where the proposed plan would alter the land categorisations assigned to Crown Reserves. This exemption applies to all Plans of Management for Crown land managed by Council.

The changes to categorisation above affect Community lands and as such a public hearing is deemed to be required.



LEGEND

- SITE BOUNDARY
- PARK
- SPORTSGROUND
- GENERAL COMMUNITY USE
- NATURAL AREA - BUSHLAND
- NATURAL AREA - WATERCOURSE
- NATURAL AREA - FORESHORE
- CROWN RESERVE MANAGED BY GEORGES RIVER COUNCIL

Figure 6.1 Community Land Categorisation Map

7 LEASES LICENSES AND OTHER ESTATES

7.1 Definitions

Leases

A lease is a contract between Council, to another entity, granting that entity a right to exclusively occupy an area for a specified purpose and period of time. For example, a childcare operator may need exclusive occupation and control of a childcare centre.

Subleases

Subleases are only permissible with Council consent and are subject to any restrictions created by the lease and the limitations set out in the LG Act and LG Regulations.

Section 47C of the LG Act restricts the purpose of a sublease to:

- the same purpose as the original or head lease; or
- one of the following prescribed purposes under clause 119 of the LG Regulation:
    - refreshment kiosks, dances and private parties are prescribed as purposes for which community land that is leased for a sporting club may be sublet, and
    - a croquet club is prescribed as a purpose for which community land that is used as a bowling club may be sublet.

A sublease will be void to the extent that its provisions are inconsistent with section 47C of the LG Act.

Licences

A licence is a contract between Council to another entity, granting that entity a right to occupy an area for a specific purpose and period of time. Unlike a lease, a licence does not permit exclusive occupation of the area.

A licence can include permits and/or hiring agreements and provides a clear way of identifying a permitted activity on community land.

Licences may be granted to formally recognise and endorse shared use—for example, an outdoor seating area adjoining a café may be used by the café at some periods, but not all the time. Licences are commonly used for sports or recreation hirings such as beach and aquatic equipment.

Shorter term licenced uses such commercial fitness training, wedding photography or community events may be approved and allowed through permits, licences or hire agreements. Short term or temporary licences (including permits and hire agreements) are explained in Section 5.7.

Access to adjoining private property is limited by the Local Government Regulation Clause 116 (3)-(5) to specific circumstances and purposes. It is only permissible as a short-term licence under the LG Act and, if a fire trail or existing road (made prior to 2001) is used, the purposes is generally for transport of building materials and removal of associated building waste.

If access is not a fire trail or existing road, the access for transport of building materials and removal of associated building waste purposes is only permissible to places that provide for the physical, cultural, social and intellectual welfare or development of persons.

Easements

This PoM authorises Council to grant ‘an estate’ over community land for the provision of public utilities and works associated with or ancillary to public utilities in accordance with the section 46 of the LG Act.

Estates may also be granted across community land for the provision of pipes, conduits, or other connections under the surface of the ground for the connection of premises adjoining the community land to a facility of Council or other public utility provider that is situated on community land.

7.2 General requirements and restrictions

George River Council may enter into or create a range of leases, licences, other estates, management agreements, and/or booking arrangements (including permits), in order to authorise the use of the land and/or buildings appropriately and effectively.

These arrangements are intended to support and encourage a range of uses, which enhance the level of activation and enjoyment of the space. Kiosks, restaurants, refreshment facilities, mobile vending, recreational equipment sale or hire (e.g. bicycle hire or sale of swimming accessories), may support the general community enjoyment of the areas.

Parks, sportsgrounds, buildings intended for community use, and Georges River's significant coastal and natural environments require Council's careful consideration of the open space and community values when considering short term public and private special events of different sizes and scale.

Each proposal will be reviewed to ensure it is compatible with the relevant land, Council policies and Local Environment Plan, and community feedback on proposals when required.

Council is responsible for bookings of community land and reserves in its LGA and, generally, Council seeks to encourage a broad and appropriate range of uses within its area to meet community need and expectations.

A range of policies and required forms address specific types of use approvals and in greater detail. The fees and charges payable for short term licences and hiring of community land and facilities are the fees and charges for services approved by Council in its annual Operational Plan pursuant to section 608 of the LG Act 1993. For up-to-date information, applicants should check Council's website.

The LG Act requires that any lease, licence or other estates over community land must be expressly authorised by a PoM. The term 'other estates' includes other interests, charges, rights or titles in relation to the land (an example is easements).

7.2.1 Express authorisation

The LG Act provides that leases, licences or other estates in community land cannot be granted by Council unless expressly authorised by a PoM. There are a small number of exceptions for utilities and filming projects (see **section 5.9** below).

As a general rule, express authorisation of leases, licences (including permits) or other estates should include:

- the type of arrangement authorised – where Council may authorise leases and/or licences and/or other estates;
- the land or facilities to be covered – where Council may allow leases and/or licences and/or other estates on all or some of the land and facilities; and
- the purpose for which leasing or licensing will be granted – Council may choose to allow leasing for community purposes, business or commercial purposes, or more limited purposes such as sports or childcare facilities.

Sections 45 to 47D of the LG Act set out what dealings Council can have over community land, including leases, licences and other estates formalise the use of community land. A lease, licence or other estate may be granted to community groups, sports clubs and associations, non-government organisations, charities, community welfare services, non-profit organisations and government authorities, and organisations and persons/commercial interests.

The lease or licence must be for uses consistent with the assigned categorisation and zoning of the land, be in the best interests of the community as a whole, and enable, wherever possible, shared use of community land.

Any lease or licence proposal will be individually assessed and multiple factors may be considered in accordance with Council's Leasing and Licencing Policies.

The LG Act also sets out specific tender and notification requirements for leases, licences and other estates that Council must follow with variations in process and procedures according to the lease or licence term and uses or purposes.

7.2.2 Lease and License Terms

Leases and licences that are classified as Community Land also vary widely in scope and duration. For example, a sporting club may have a licence over a clubhouse for a season (several months), or a lease may be for several years.

The maximum period for any lease or licence is 30 years (including any option) and Minister's consent is required if the lease or licence exceeds 21 years (Section 47(5)(b) LG Act). Unless exempt by the regulations, all such leases, licences or grant of other estate must be advertised and the community notified in accordance with the provisions of sections 47 and 47A of the LG Act.

The grant of any tenures, for example tenure terms and limits, tendering, and notification and approvals, will be subject to the provisions of Part 2, Division 2 of the LG Act.

Council must call tenders for leases or licences over 5 years, unless the lease or licences is to be granted to a non-profit organisation, (section 46A LG Act).

Subleases are subject to the limitations set out in **section 7.1** of this Chapter.

Subject to section 47 of the LG Act, Council may only grant exclusive occupation of community land through a lease, licence or other estate.

For leases between 5 and 21 years Council must:

- give public notice of the proposal
- place a notice of the proposal on the land
- notify owners adjoining the land
- notify persons living in the vicinity of the land if the council believes that the land "is the primary focus of the person's enjoyment of community land"
- consider submissions made about the proposal
- refer the proposal to the Minister for Local Government if Council has received an objection to the proposal.

If an objection has been received, the council cannot grant the lease but must refer the proposal to the Minister for consideration of an approval.

Subleasing requires Council's consent as lessor and is subject to restrictions in section 47C of the LG Act. Subleasing can only be for a purpose that has been included in the public notification for the head lease, or for a purpose in the LG Regulations.

There are additional restrictions on leases and licences for land categorised as a natural area, which are covered in more detail in **Chapters 14 to 16 – Natural Areas.**

7.3 Authorisation for new leases, licences and permits for each category

This PoM expressly authorises the issue of leases, licences and other estates over the land covered by the PoM, in accordance with section 46(1)(b) of the LG Act.

This PoM expressly authorises existing leases and licences until the end of their current term including any holding over. Table 7.1 on the following page indicates leases, licenses and other estates in place across the subject site. Table 7.2 includes properties that do not have a licence or lease agreement.

Table 7.1: Current leases licenses and other estates

ref	Item / location	Lessee / Licensee	Activity / use	Start	Term	Expiry
1	76 Carwar Ave Men's Shed Lot 376 DP 1118749	St George Men's Shed Incorporated	Community Men's shed operation and activities	2/05/21	5 years lease	1/05/26 nil option for renewal
2	80 Carwar Ave Carss Cottage Lot 376 DP 1118749	Kogarah Historical Society	Community Historical Society operation and activities	13/12/24	2 years lease	12/12/24
3	Carss Park Kiosk (see * note below)	Beachside Food Group	Café Kiosk operation within park	15/07/20 – leased assigned from Saad Services Pty Ltd – original lease start 3/02/2019	5 years	3/02/24
4	Narani Childcare Centre building – upper level	3Bridges Community Incorporated	General Office work by the 3Bridges staff.	04/02/2009 – leased assigned from Keystone Community Services Inc – original	15 years	03/02/2024

* *Kiosk operation is subject to a public tender process as of August 2024. It is intended to enter into up to a 10 year lease with successful tenderer*

Table 7.2: Current properties that do not have a licence or lease agreement

ref	Item / location	Authorised user	Activity / use	Required action
5	74 Carwar Ave Carss Park Flats Soccer Amenities Lot 376 DP 1118749	Hurstville ZFC St George Oztag St George Cricket	Community sports activities	Establish required basis for seasonal user agreements – potential licence or seasonal bookings
6	72 Carwar Ave Carss Park Community Gardens Lot 376 DP 1118749	Carss Park Gardens Group managed by Georges River Council	Community Gardens operation and activities	Activity managed by Council – no licence required (TBC) but protocols / conditions of use for Community Gardens Group required
7	Bunyala Street Todd Park Rugby League Amenities Lot 13 DP 133445	St George Junior Rugby Football League Inc Sub-licence Kogarah Cougars	Community sports activities	Establish required basis for seasonal user agreements – potential licence or seasonal bookings

7.4 Authorisation for ancillary uses

This PoM expressly authorises Council to grant a lease, licence or permit for a purpose that is ancillary to a purpose that is expressly authorised elsewhere in this PoM. For the purposes of this PoM, 'ancillary' has the same meaning as in planning law.

7.5 Authorisation for Short-term licences, permits and hiring

Short-term licences and bookings (including permits or hire agreements) may be used to allow Council to program different uses of community land at varied times, allowing the most effective overall use of the land.

Fees for short-term licenses and bookings will be charged in accordance with Council's adopted fees and charges at the time.

There are specific limitations on short-term licensing under Clause 116 of the Local Government Regulation. The Local Government Regulation authorises short term licences, as permitted by Council, for the purpose of:

- the playing of a musical instrument, or singing, for fee or reward
- engaging in a trade or business
- the playing of a lawful game or sport
- the delivery of a public address
- commercial photographic sessions
- picnics and private celebrations such as weddings and family gatherings
- filming sessions
- the agistment of stock.

A short-term licence issued under clause 116 of the Local Government Regulations cannot involve the erection of any building or structure of a permanent nature.

This PoM expressly authorises Council to grant licences on a short term, casual basis for a purpose listed in clause 116 of the Local Government Regulation provided that Council is satisfied that:

- the short-term licence is consistent with the core objectives for the categorisation of the land; and
- the use is permitted under zoning and planning laws.

7.6 Other Uses Permitted under Section 46 of the Local Government Act

Council is permitted to grant a lease, licence or other estate in community land for the following purposes under section 46 of the LG Act, without the need for express authorisation in a PoM:

Utilities:

- the provision of public utilities and works associated with or ancillary to public utilities, or
- providing pipes, conduits or other connections under the surface of the ground for the connection of premises adjoining the community land to a facility of the council or other public utility provider.

Filming projects:

- to allow a filming project to be carried out, whether or not the project is in accordance with the PoM or is consistent with the core objectives of the categorisation of the land concerned.

7.7 Easements, restrictions, covenants and other estates

This PoM expressly authorises Council to grant easements or to create restrictions on use or covenants over Council owned community land provided that Council is satisfied that the easement, restriction or covenant is for one of the following purposes:

- a public purpose, including without limitation public utilities, publicly owned infrastructure, public access, public parking, the protection of public land; or

- a purpose permitted under section 46 (a) or (a1) of the LG Act; or
- If Council adopts an easements or encroachments policy, is for a purpose permitted by that policy and is consistent with that policy,
- Is consistent with the core objectives for the categorisation of the land, and
- If the land is reserved or dedicated land, would not be likely to materially harm the use of the land for the purpose for which it was reserved or dedicated.

7.7.1 Existing easements restrictions, covenants and other estates

Council has identified the following land parcels comprising the subject site that according to Council records are affected by existing easements.

	Land parcel affected	Ownership	Easement Purpose	Notes
2	503496	Georges River Council	Drainage	Easement for drainage purposes; approximately 1.52m wide located within the adjoining lot.
6	530273	Georges River Council	Drainage	Easement for drainage purposes; approximately 1.52m wide, built within 32 Erang Street, Carss Park at the boundary with 30 Erang Street.
12/13	133445	Georges River Council	Electricity	Easement for electricity purposes affecting the part of lot 28 in DP 246418 designated (E) in DP 1248473.
28	1246418	Georges River Council	Electricity	Easement for electricity purposes affecting the part of lot 28 in DP 246418 designated (E) in DP 1248473.

Table 7.3: Land parcels comprising the subject site that are affected by existing easements



Figure 7.1 Existing easements to lands within the subject site north of Carlton Crescent

8 GENERAL PRINCIPLES THAT APPLY TO ALL CATEGORIES OF COMMUNITY LAND

8.1 Priorities and funding for maintenance and development of community land

The maintenance and development of community land is a significant cost for Council. Council's ongoing commitment to the development and maintenance of community land will depend on its financial resources. Council's capacity to implement the actions and priorities in this PoM will be determined by Council's Community Strategic Plan 2025-2035, Four Year Delivery Program and Annual Operational Plan and Resourcing Strategy.

Council funds works and facilities on community land from several sources, including rate revenue, federal and state government grants, rental revenue and for some sites, developer contributions.

Council also benefits from many volunteer groups who take on the management and care of some community facilities, sportsgrounds and reserves in their local neighbourhoods. Local community groups may also contribute new developments or upgrades to facilities for the community, primarily through State and Federal community grants programs, but also through fundraising and community working bees.

Landcare groups across the Georges River LGA also play an importance role in caring for the natural areas on community land.

Volunteers, community groups and other third parties are required to obtain owner's consent from Council or the relevant owner of the land and to have an appropriate tenure or permit from Council before any works can be done on community land. Planning and development approvals are also required. All third party works or development on community land normally become the property of Council when completed.

8.2 Permissible use and development of community land

Community land is valued for its important role in the social, intellectual, spiritual and physical enrichment of residents, workers, and visitors to the Georges River LGA.

The intrinsic value of community land is also recognised, as is the important role this land plays in biodiversity conservation and ecosystem function.

Council encourages a wide range of uses of community land and intends to facilitate uses which increase the activation of its land, where appropriate. Georges River Council intends to permit and encourage a broad range of appropriate activities within its iconic beach-side parks and coastlines, expansive natural bushland and waterways, local and neighbourhood parks, sportsgrounds and playing fields, community buildings and facilities, recreational and sporting facilities.

Council has to balance increasing population and intensity of use and demand with the responsibility to manage public land on behalf of a diverse community.

There are instances where Council will require the preparation of policies to guide and provide clarity and transparency for decision-making and approvals for uses.

It is frequent and common that certain uses, such as commercial or organised uses will require Council's approval and include the use of agreements or permissions with conditions, such as leases, licences, permits or hire agreements.

In addition, certain uses and developments will also require Council consents or other approvals through the Local Environmental Plan or other State Government planning instruments.

The types of uses that are permitted for land covered in this PoM and the development that is permitted to facilitate those uses, depends on the categorisation of the land and are set out in the chapter for each category.

See also **Chapter 7** for leases, licences and other estates in land that may be granted by Council.

The facilities on community land may change over time, reflecting the changing needs of the community.

Generally future development and use of community land will take into account:

- legislative requirements, including zoning and planning controls,
- this PoM and the core objectives for the category of the land,
- Council's policies at the relevant time,
- the characteristics of the land, including existing and future use patterns,
- any Master Plan for the land, and
- minor changes to community land are regularly made on a routine basis such as replanting gardens, replacing damaged assets and renewing playgrounds.

8.3 Environmental Management and Protection

There are many State and Federal Acts that recognise the values of the environment and establish regulatory and management frameworks to protect the environment and manage the risk of a natural disaster (such as bush fire and coastal erosion). Council as a land manager of community land has roles and responsibilities to:

- Consider the principles of ecologically sustainable development in its decision making (*Water Management Act 2000* and *Rural Fires Act 1997*)
- Not harm, pick or damage plants, animals or ecological communities, or their habitats, that are listed in State or Federal legislation unless appropriately authorised (*Fisheries Management Act 1994*, *Biodiversity Conservation Act 2016*, and *Environmental Protection and Biodiversity Conservation Act 1999* (Cth)
- Manage the coastal environment in a manner consistent with the principles of ecologically sustainable development for the social, cultural and economic well-being of the people of the State (*Coastal Management Act 2016*)
- Prevent, mitigate and suppress bush and other fires, including protecting persons and infrastructure and assets (*Rural Fires Act 1997*)
- Prevent pollution of the environment and avoid or reduce waste (*Protection of the Environment Operations Act 1997* (NSW))
- Provide for sustainable and integrated management of water sources (*Water Management Act 2000*).

This PoM is intended to operate in parallel with environmental management and protection laws and does not seek to duplicate or replace existing or future requirements that apply under these laws. For example, Council is required under the *Coastal Management Act 2016* to prepare a Coastal Management Program (**CMP**). A CMP is separate to this PoM and operates concurrently to set a long-term strategy for the management of community land affected by the *Coastal Management Act* in order to achieve the objects of that Act.

8.4 Accessibility and Inclusion

Council is continuing to improve accessibility to its facilities for people with a disability so that all residents and visitors can enjoy the local environment and activities. Council has adopted a Disability Inclusion Action Plan 2022-2036 which details the strategies and actions Council is implementing to enable people with disabilities to better access facilities and open spaces.

8.5 Protection of Indigenous and Non-Indigenous cultural heritage

Council's principles for categorising and managing land that comprises or includes an element or area of cultural importance are outlined in the following parts of the PoM:

- Chapter 4 Part 4.1.5 – Heritage Protection Laws
- Chapter 8 Part 8.5 – Protection of Aboriginal and historical cultural heritage

8.5.1 Native Title

On Crown land, Native Title rights and interests must be considered unless Native Title has been extinguished, surrendered, or determined by a court to no longer exist.

Dealings in land or water that affect (impair or extinguish) Native Title are referred to as 'Future Acts' and these acts must be done in compliance with the Native Title Act 1993 (Cth) (**"NT ACT"**). The NT Act specifies procedures that must be followed before future acts can be done legally.

Some examples of acts which may affect Native Title on Crown land managed by Georges River Council include:

- The construction of new buildings and other facilities such as toilet blocks, walking tracks, tennis courts, grandstands and barbecues
- The construction of extensions to existing buildings
- The construction of new roads
- Installation of infrastructure such as powerlines, sewerage pipes, etc.
- The creation of an easement
- The issue of a lease or licence
- The undertaking of major earthworks.

On Crown land, a future act undertaken by Georges River Council which is not covered by one of the Future Act subdivisions of the NT Act will be invalid.

Section 8.7 of the CLM Act requires that written Native Title Manager advice is required before a council Crown land manager does any of the following:

- Grants leases, licences, permits, forestry rights, easements or rights of way over the land
- Mortgages the land or allows it to be mortgaged
- Imposes, requires or agrees to covenants, conditions or other restrictions on use (or removes or releases, or agrees to remove or release, covenants, conditions, or other restrictions on use) in connection with dealings involving the land
- Approves (or submits for approval) a plan of management for the land that authorises or permits any of the kinds of dealings referred to in paragraph (a), (b) or (c). Accordingly, Native Title Manager advice must be obtained prior to the approval (or submittal for approval) of a PoM that allows a dealing in (a)–(c) and the execution of any lease, licence, permit, etc. that may be authorised under that plan.

Several areas of Crown land within the park that lie within foreshore areas previously subject to landfill have recently been dedicated as Crown Reserve for ongoing management by Council. As such the Native Title management requirements for these areas and another existing Crown Reserve within the lands subject to this PoM need to be addressed. To finalise this process Council has undertaken to prepare, lodge and prosecute a non-claimant application with the Federal Court of Australia (FCA) for future act protection (the future act being the reservation of the land and the adoption of the PoM), to address Native Title requirements under the CLM Act.

The Master Plan and PoM went on Public Exhibition in late-2025, and have been finalised for approval by Council and the Minister for Lands. Council's native title manager confirms that this Plan of Management satisfies the requirements of the applicable provisions of the native title legislation because:

- the notification period of a non-claimant application to the Federal Court of Australia has expired, and
- the notification period under section 24JB of the Native Title Act 1993 has expired.

As such Council is able to adopt this Plan of Management under Sections 24FA and 24JA of the Native Title Act 1993. A Case Management hearing for the non-claimant application was set down for 3 March 2026, but was vacated as the Judicial Registrar and related parties were satisfied with the Applicant's report.

As such the next steps regarding native title are:

- Adoption of the PoM
- Lodgement of Notice of Discontinuance – once the PoM has been adopted.

Georges River Council's Native Title Manager has been and will continue to be consulted in all relevant aspects of Native Title pertaining to the land that is covered by this PoM.

8.5.2 Indigenous cultural heritage

This PoM is intended to operate in parallel with Aboriginal cultural heritage protection laws and does not seek to duplicate or replace existing arrangements in place for protecting and managing Aboriginal cultural heritage.

Council's principles for managing land that contains an Aboriginal cultural heritage place or object ('site') listed in a LEP or on the NSW State Heritage Register, or on the AHIMS register, is as follows:

- Aboriginal cultural heritage sites are to be protected
- Aboriginal sites are to be managed according to the National Parks and Wildlife Act and Guidelines
- Any new sites discovered are to be recorded and reported to the National Parks and Wildlife Service, Local Aboriginal Land Council and other relevant local Aboriginal community groups
- The location of fragile and sensitive sites is to be kept confidential, unless this information is already in the public domain
- Council will maintain a heritage layer in its GIS mapping system that shows all land that contains an Aboriginal heritage item listed in a LEP or on the NSW State Heritage Register, which is available to all Council staff
- Council's heritage officer is to be consulted prior to any works commencing on land that contains an Aboriginal heritage item listed in a LEP or on the NSW State Heritage Register
- Prior to finalising plans for works that require a development consent or a Part 5 approval under the EP&A Act, Council will conduct a search of the AHIMS register
- Prior to commencing any works that require a development consent or a Part 5 approval under the EP&A Act on land that contains an Aboriginal heritage item listed in a LEP or on the NSW State Heritage Register, or on the AHIMS register, Council will:
    - consult with Local Aboriginal Land Council and other Aboriginal groups in relation to the proposed works, and
    - consider potential impacts and mitigation measures.

8.5.3 Non-indigenous cultural heritage

This PoM is intended to operate concurrently with and subject to heritage protection laws and any conservation management plans, strategies and Statements of Heritage Significance that apply to land covered by this PoM.

Council's principles for managing works or dealings on land that is not categorised as an area of cultural significance, but that contains a European historical or cultural heritage item listed in a LEP or on the NSW State Heritage Register, is as follows:

- European cultural heritage sites and items are to be protected,

- Council will maintain a heritage layer in its GIS mapping system that shows all land that contains a heritage item listed in a LEP or on the NSW State Heritage Register, which is available to all Council staff,
- Council's heritage officer is to be consulted prior to any works commencing or dealing granted on land that contains a heritage item listed in a LEP or on the NSW State Heritage Register, and
- Potential impacts and mitigation measures are to be considered prior to any works commencing or dealing granted on land that contains a heritage item listed in a LEP or on the NSW State Heritage Register.

9 CONCEPT MASTER PLAN

9.1 Role of the Master Plan

This PoM is intended to be read and implemented in conjunction with the Carss Bush Park and Todd Park Master Plan 2024 which has been prepared concurrently with the PoM. The Master Plan was prepared in response to consultation with the community, organised sporting users, Council Officers and Councillors across 2023 – 2024.

The Master Plan illustrates some of the key recommendations of the PoM related to facilities, site planning and design but does not provide an exhaustive listing of all required actions. As such the PoM and Master Plan must continue to be read in conjunction.

9.2 Description of Master Plan

The Master Plan is provided at Figure 9.1 following. A description of key recommendations follows. Further detail on each of the key elements is provided in the separate Carss Park Master Plan 2026 document.

1. OFFLEASH DOG PARK:

- Enhance connections to Charles Pirie Field and other community facilities like Community Centre
- Consider installing more shade sails or similar
- Consider installing additional bench seating as required
- Consider potential for additional landscape enhancement
- Consider future demolition of the shed building
- Consider future plantation in the subject area

2. CARSS PARK FACILITIES (including Narani Childcare Centre, 3Bridges, Straw Bale Shed and Community Garden):

- Investigate the future capacity to redevelop the Narani Childcare Centre to provide improved facilities
- Investigate options for improvements to the community garden operation, including dedicated storage and potential measures to enhance site security.

3. CARLTON CRESCENT PARKING AND ACCESS:

- Reduce parking lanes and traffic lanes to width required
- Provide standard kerb to road edge to discourage vehicular access to verge
- Provide shared path linkage to south side of Carlton Crescent and east side of Carwar Avenue
- Investigate pedestrian refuges on Carlton Crescent to assist safe road crossing
- Investigate and action formalised parking with line marking along Carlton Crescent and no stopping zones related to bridge
- Investigate potential for use of Parkside Drive Parking area as event / weekend parking area with suitable path access links to Carlton Crescent (that is Lots 8/6/DP1963)
- Investigate making the temporary car parking arrangements that will be put in for the aquatic complex construction along Carlton Crescent as permanent.

4. CARSS PARK FLATS SPORTSFIELDS:

- Investigate field reconstruction to include raising of levels, drainage, irrigation and grass resurfacing

- Review field configuration to optimise utilisation
- Investigate optimisation of sports lighting on site to increase lighting coverage and energy efficiency
- Include the current facilities for its sporting users in any future updates, e.g. the existing cricket net facilities
- Install park seating including some shaded areas around sports fields, and other street furniture
- Investigate options for new amenities building that supports co-location for multiple sporting club use, including canteen and storage, separate male and female change rooms and public amenities
- Consider event management impacts for Council and community major events; e.g., carparking and stall installation on flats - note that parking on the flats grass is causing maintenance issues - investigate ways to reduce the impact of parking on this area

5. CARSS PARK FLATS FORESHORE PATH:

- Widen foreshore path to minimum 2.5m clear width to provide shared bi-directional pedestrian and cycle access
- Provide native shade tree planting where possible
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment
- Investigate low level lighting
- Manage and maintain foreshore riparian vegetation

6. CARSS PARK FLATS AMENITIES / MEN'S SHED REPLACEMENT BUILDINGS:

- Investigate, in liaison with sporting groups, options to replace sporting and park amenities at Carss Park Flats (refer Item 4)
- Investigation in liaison with Men's Shed community group, options for future upgrade / replacement of building and facilities. For example, options to be explored may include:
  - i. Replacement facility as stand-alone facility in alternative location at another site (not in the park)
  - ii. Replacement facility as stand-alone facility in alternative location in the park
  - iii. Replacement facility as stand-alone / secure space integrated into building structure in park shared with another use (e.g. playing fields amenities / club / storage)

7. CARWAR AVENUE SHARED ZONE:

- Create shared vehicle / cycle / pedestrian movement zone from Allawah Avenue intersection to prioritise pedestrian and cycle movement, reduce traffic speed and use space effectively
- Provide surface treatments and signage to reflect shared zone as per TfNSW Shared Zone technical direction
- Remove existing middle parking island on Carwar Ave and create a formalized drop off zone Reconfigure carriageway and parking (revised to ninety degree) to maintain existing numbers
- Provide vehicle drop-off days for users to drop off then seek parking in the precinct
- Add accessible carparking spaces where suitable on the shared zone
- The Hilltop Car Park driveway to be investigated as a dual direction access in the future.
- Minimise negative impacts of buses on site users and ensure bus turn around; subject to approval by Council's traffic section
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment
- Review event management protocols to manage impacts of Council and community major events



Figure 9.1 Concept Master Plan

8. RAMP ACCESS TO PARK LEVEL:

- Investigate the design and provision of lightweight ramp and stair structure from Carwar Ave shared zone to park level for universal access if feasible
- The lightweight ramp to sit sympathetically within the vegetated zone and amphitheatre
- Conserve the Amphitheatre, as it is a vital space during events
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

9. CARSS COTTAGE MUSEUM:

- Undertake heritage assessment including Cyclical Maintenance Plan, Conservation Management Plan and Schedule of Conservation Works as part of the Plan of Management.
- Implement priority maintenance works
- Consider upgrade to outdoor area to increase community utilisation
- Maintain access for maintenance and emergency vehicles

10. EASTERN AND NORTHERN FORESHORE:

- Consider removal of existing fence to eastern edge and replace with 400x400mm sandstone hob foreshore edge as replacement barrier e.g. Sydney Royal Botanic Gardens foreshore to Sydney Harbour
- Consider widening foreshore promenade to 2.5m and upgrading promenade pavement
- Investigate viewing and rest deck point to be oriented towards Kogarah Bay as rest and viewing point
- Investigate potential for floating walkway connection between the “points”
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

11. WESTERN FORESHORE:

- Integrated pockets of planting behind seawall enable shade canopy and riparian planting to assist with moisture management to grassed area
- The planting on western edge of the seawall to be carefully chosen as the seawall is heritage listed
- Consider removal of existing fence to western edge and replace with 400x400mm sandstone hob foreshore edge as replacement barrier e.g. Sydney Royal Botanic Gardens foreshore
- Provide a paved area at western point and connect to proposed floating walkway
- Consider any required upgrade to the sea enclosures
- Investigate seawall condition - any required renewal of baths wall to be sandstone to match existing site amenity and heritage elements
- Investigate increased landscaping adjoining the foreshore

12. WESTERN GRASSED PICNIC ZONE:

- Integrate upgrade of soils and grass cover with foreshore upgrade
- Consider drainage options to improve drainage and recovery time of grassed area
- Improve surface finish to improve passive/environmental overland flows

13. CARSS PARK LIFESAVING HALL:

- Investigate provision of new plaza space adjoining building
- Rationalise rear external areas and rationalise and provide consistent fencing to all buildings
- Include Heritage investigation and reconstruction/management /maintenance plan for building in the PoM

14. CARSS PARK HILLTOP CARPARK:

- Investigate improved vehicle access and traffic management including potential future dual-direction driveway access to assist with narrow circulation
- Any future changes to consider event management impacts for Council and community major events
- Investigate improved pedestrian access to carpark

15. ARTISTS COTTAGE:

- Include preparation of management /maintenance plan for building in the PoM
- When building requires major renewal investigate potential to increase set back from roadway/pathway
- Provide consistent fencing to any external areas
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

16. SHARED PATH:

- Provide cross site bi-directional shared pedestrian and cycle access to replace existing narrow cross park path links
- Maximise shared path width (refer Inner West Greenway precedent)
- Provide speed management measures through signage and policing
- Provide for maintenance and delivery access to Café and for general Council maintenance across park
- Pop-up bollards at road junction to adjoining streets to restrict vehicular access
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

17. UPGRADE PATH LINK TO GNARBO AVENUE:

- Improve bushland path network
- Upgrade existing lookout area – rationalise security fencing
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

18. CAFÉ AND TOILETS:

- Redevelop café building and set back further to free up more public movement space
- Café building to be aligned to capture views of the Baths and Kogarah Bay, and avoid disruption/obstruction of plaza and playground access in any future redevelopment
- Any future design option should consider the retention of large native trees (Eucalyptus microcorys) in good condition
- Include patron toilets within any Café redevelopment
- Provide simplified and more generous paved plaza space to replace existing paths and connecting the play space to the Café
- Provide seating, wayfinding, bins and drinking fountains
- Integrate heritage significant Carss Grave plot sensitively within plaza space
- Maintain strong visual links from plaza to Kogarah Bay
- Replace existing public toilet block with new Toilet Block adjoining plaza space (example - Centennial Park, Grand Drive below Reservoir Fields)

19. PLAYSPACE:

- Upgrade playspace as required
- Integrate the playspace with proposed plaza space
- Playspace to be served by new public toilet building

20. CREEK CHANNEL:

- Investigate potential for additional future channel naturalisation having regard for role of adjoining grassed areas for passive recreation
- Investigate potential boardwalk link across channel connecting grassed recreation areas
- Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment

21. SOUTHERN GRASSLANDS:

- Improve picnic and BBQ facilities
- Consider improved drainage for the area as feasible

22. BUNYALA STREET CARPARK:

- Investigate improvements to parking configuration and circulation
- Consider some rationalisation of lower-level vegetation/tree branches to improve sight lines and public safety
- Review carpark lighting for compliance and safety and undertake improvements as necessary

23. TODD PARK PREMIUM SPORTING FACILITY:

- Amenities upgrade as per future design proposals
- Field reconstruction with improved drainage, irrigation, surface profile and lighting

24. TODD PARK:

- Provide shared bi-directional pedestrian and cycle path loop integrated with Bunyala Street
- Investigate decommissioning of existing playground and replacing it with youth facilities (e.g. potential relocation of existing half basketball court)
- Upgrade paths with energy efficient lighting and appropriate site delineation as needed.

25. FUTURE AQUATIC FACILITY:

- Community Open Space Site identified for future aquatic facility development.

26. BOAT RAMP:

- Address the history of conflicts and safety concerns by managing public use of the boat ramp, considering the high pedestrian traffic and the challenging alignment of the ramp
- Public access to the foreshore boat ramp to be discontinued, limiting its use exclusively to Council operational and maintenance requirements.

GENERAL ITEMS APPLYING ACROSS SITE

27. BUSHLAND MANAGEMENT:

- Ongoing bushland management in accordance with Councils Bushland Management policies and strategies and section 10.2 Action Plan for Habitat Management, including weed management, tree protection, and regeneration
- Selection of trees for planting and regeneration within Carss Bush Park should consider the introduction of other endemic species to reduce the current reliance upon Eucalyptus botryoides (Bangalay), Casuarina cunninghamiana (River She-Oak) and Casuarina glauca (Swamp She-Oak). Species selected should be consistent with mapped Endangered Ecological Communities (EECs) which occur within the park, including; Swamp Sclerophyll Forest on Coastal Floodplains of the Sydney Basin Bioregion and Swamp Oak Floodplain Forest of the Sydney Basin Bioregion

28. LANDSCAPE MANAGEMENT:

- Undertake recurrent maintenance for park in accordance with asset Service levels and systems as per Council's "Mobile Maintenance Operations" system
- Note item 27 regarding selection of trees for planting within Carss Bush Park – this should be implemented through general landscape plantings within the park

PART B

MANAGEMENT OF COMMUNITY LAND CATEGORIES

10.0 ACTION PLAN

This section contains an Action Plan for the management of the Site that has actions relating to the following twelve heads as tabulated in Table 10.1.

10.1 Objectives for management

The **values** of a place are the essential qualities that are seen as important and which the community wishes to protect and enhance. Identified values for Carss Bush Park and Todd Park are listed below. These build on those identified in the previous PoM, Community Consultation, and Heritage listings.

Objectives are the desired outcomes that are sought from planning and management actions. For each value, a series of objectives that can guide planning and management decision making have also been identified.

10.1.1 Organised recreation

Values

Carss Park Flats and Todd Park are identified as a "District Hub" in Councils Open Space Recreation and Community Facilities Strategy (OSRCFS) 2019-2036. The strategy states:

> *"Carss Bush Park District Hub: a park precinct providing connections with the bush and river, a range of sport and recreation opportunities, community space, and high quality amenities to support long visits"*

The fields within Carss Park Flats and Todd Park provide 5 full size playing fields, 2-3 mini-fields for winter sports and 4 synthetic cricket wickets for summer sport as part of Georges River's overall organised sports facilities portfolio.

Objectives

- To maintain the organised sports role of Carss Flats and Todd park within Georges River's network of community sports and recreation facilities in accordance with Councils Sports and Recreational strategies and policies.
- To maintain and upgrade where applicable sports surfaces to provide for appropriate usability and sustainable ongoing maintenance.
- To maintain and upgrade where applicable sports amenities and related facilities to provide for appropriate usability and sustainable ongoing maintenance.
- To provide for multiple usage of fields and facilities where practical and sustainable.
- To appropriately involve organised users in the ongoing management and maintenance of sports fields and facilities.

10.1.2 Informal recreation

Values

As noted in the OSRCFS district hub citation for the site, the park's integrated bushland and waterfront settings, river swimming, grassed picnic areas and play space along with its State and Local heritage significance make it a unique and key family recreational destination for the whole of the Georges River community, and also for adjoining council areas. The attractive character and diverse activities attract groups from across Georges River's diverse ethnic backgrounds.

Objectives

- To conserve and enhance further the informal recreational role of the parks and their spaces.
- To improve facilities supporting informal recreation.
- To maximise visual and physical contact with the water.

- To manage demand for informal recreation to limit adverse impacts.

10.1.3 Aquatic recreation in Georges River LGA

Values

The former KWM Pool site was identified through Georges River Community Infrastructure Needs Assessment and Acquisition Area Strategy as playing a key role in aquatics facilities provision across the LGA. As such, it is necessary for Council to examine how it can replace this now missing link in catering for the needs of the community. Typically, these facilities draw on a wide catchment and as such there is some flexibility as to their exact location in order to meet community needs.

For Carss Bush Park, it is also an important opportunity to consider how these foreshore lands best contribute to the community and environment into the future. An objective assessment would suggest that publicly accessible foreshore lands in general are in short supply and high demand, let alone sites such as Carss Bush Park - which have such a diverse range of complimentary values.

In November 2022 Council considered the Georges River Aquatic Facility-Carss Park Site Assessment Review and resolved to build the LGA's third aquatic centre on the existing site of the Kogarah War Memorial Pool and to prepare a new Plan of Management and Master Plan for Carss Bush Park and Todd Park which identifies the location of the third aquatic facility on the current site.

Since that date, Georges River Council has been working towards the opening of a new aquatic facility for the community and has signed a Memorandum of Understanding (MoU) with the NSW Office of Sport. This MoU hands responsibility for the development of the Detailed Business Case, Detailed Design and work to obtain Development Consent to the State Government.

Any future Development Application would need to consider vehicular access, parking provision, impacts of stormwater and flooding, noise, visual and view impacts, light spill, crime and safety, contamination and potential heritage and archaeology.

Objectives

- To build the LGA's third aquatic centre on the existing site of the Kogarah War Memorial Pool.
- To minimise the impact of providing aquatic facilities on other recreational and community activities.
- To minimise the impact of providing aquatic facilities on the visual setting of the foreshore.

10.1.4 Water based recreation / water edge recreation

Values

Sydney's population is drawn to the water's edge in its many forms and as noted above, Carss Bush Park provides a unique combination of opportunities. The Carss Park Tidal Baths are an iconic river swimming destination, while the foreshore open spaces provide diverse vistas across Kogarah Bay.

The park provides a location for launching or a stop-over for water-based activities such as kayaking, canoeing and stand-up paddle boarding.

Council's recent foreshore habitat enhancement works have created tidal pools and Saltmarsh zones integrated with foreshore paths and boardwalk that have become features along the foreshore edge and contribute to the local environment.

Objectives

- To enhance opportunities to see the water / be close to the water.
- To enhance physical access to the water for recreational activities.
- To enhance the extent and quality of marine habitat at the water's edge.
- To manage environmental and maintenance challenges at the water's edge.

10.1.5 Access

Values

The park's path and trail network provide different experiences across the site providing through connections as well as accessible links to key facilities and features. Importantly, the access network links users to the foreshore and the experience of its environment and views. In both cases, there is potential and need to enhance the functionality and universal accessibility of these links.

The park is intended to be part of a connected waterfront open space network (refer (OSRCFS – 4.2 Key Directions) and is linked to Council's proposed regional and recreational cycle trail network (refer Georges River Transport Strategy Report GRTSR 2021). The GRTSR also flags potential for Carss Bush Park to be a stop on a potential future Georges River ferry service.

Objectives

- To reduce the impact of vehicular access and parking on the experience of the park.
- To improve equal access within the park.
- To improve the functionality and experience of the park's pedestrian access system.
- To improve circulation and gathering at the centre of Carss Bush Park between Café and Playground and intersecting path accesses.
- To integrate cycle access and related facilities that complements all other access and enhance the use and experience of the park.
- To enhance opportunities to access (visually and physically) the water / be close to the water.

10.1.6 Community and social activity

Values

The parklands facilitate a range of community activities through a number of active community groups. These include groups that use the various buildings on site as listed below (refer Built Facilities).

A core community facility is the Carss Park Community Garden, located on Carwar Avenue, adjacent to the 3Bridges Carss Park Community Centre. This facility includes a multi-function straw bale shed, four shared garden beds, 20 individual garden beds, four raised mobility garden beds, a frog pond, herb spiral, a variety of orchard trees and rainwater tanks.

Objectives

- To promote and encourage community activity and interaction.
- To support community organisations across diverse interests and cultures.
- To support a sustainable program of community events.

10.1.7 Built facilities for diverse community uses

Values

The site is characterised by a range of buildings from different eras of the park's life that have been adaptively re-used for a range of purposes. These include leases such as for the Café / Kiosk and incumbent community activities such as the St George Men's Shed and Local Museum in Carss Cottage, to flexible spaces available to the community such as the Carss Park Lifesaving Hall, Carss Park Artists in Residence Cottage, 3Bridges Community Centre and Carss Park Straw Bale Shed. The buildings support and add value to the recreational and community use of the parklands.

In addition, the Carss Park Narani Child Care Centre is also located on the site with access off Carwar Avenue, adjacent to the community garden. It operates Monday to Friday from 7.30am to 6.00pm and caters for children aged six (6) weeks to six (6) years.

Objectives

- To provide a range of venues for community use.
- To facilitate a diverse range of community activities.
- To ensure equality of opportunity of access to community facilities.
- To improve the quality and visual character of built facilities.
- To improve the sustainability of built facilities.

10.1.8 Play fitness and exercise

Values

The parkland is a key family destination for the LGA. Play facilities should be of high quality complementing the other uses and qualities of the parks. The parkland also provides a popular place for exercising, taking advantage of the network of paths, trails and internal roadways, providing a range of loops and connections. These enable the community to undertaken exercise in a parkland setting with attractive water views.

Objectives

- To provide quality play experiences within the parks.
- To provide outdoor community fitness facilities effectively integrated into the park setting and character and to complement adjoining uses.

10.1.9 Heritage conservation and interpretation

Values

Carss Bush Park

Carss Bush Park is listed in the *Georges River Local Environmental Plan 2021* as a local heritage item while Carss Cottage is listed on the State Heritage Register. The heritage listings provide a summary of the heritage values that inform this significance.

Carss Bush Park – Local Significance listing

> *"Carss Bush Park is an area of open space with considerable historic significance and containing a variety of features of heritage value, many associated with the original settlement of the area by Europeans. The sandstone cottage on Carss Point constructed for William Carss, despite modifications, has value as an example of an 1860s "country" retreat which still retains the feeling of isolation from modern suburban development. The Carss family vault is one of very few solitary vaults in the Sydney region. The tidal baths, sea wall and pathways form part of a valuable recreation area. The sandstone walls and pathways make a significant contribution to the appeal of the area. The Park retains remnant vegetation pre-dating European settlement of the area. Subsequent plantings enhance the appearance of the Park, complementing the remnant vegetation."*

The Mayne Wilson Landscape Heritage Study of 2004 also identified the following Statement of Significance for the landscape of Carss Park:

> *"Carss Park has historical and social significance both as part of the grounds of an early private estate and as a regionally important public open space serving a wide community catchment since the mid-1920s. The Park supports a wide range of public recreation and sporting facilities and especially between the 1920s and 1950s was a popular space for large community events, including fetes, concerts and gala days. Its social significance is reinforced by many of its elements having been built with the assistance of local labour provided under the Unemployment Emergency Relief Scheme, and by the presence of the Carss vault, one of the very few solitary vaults in the Sydney region. Its aesthetic significance largely derives from its*

setting on the edge of Kogarah Bay, its distinctive framing by the bushland belt to its west and the excellent views over the Bay gained from the bushland escarpment. The majority of the park's built landscape elements are essentially intact and the sandstone walls, pathways and benches contribute substantially to its appeal. The remnant bushland, some of it pre-dating European settlement, is a key landscape zone with important natural heritage values, and is in fair to good condition. The subsequent cultural plantings complement the remnant vegetation and enhance the appearance of the park".

It is noted that these listings focus on the non-indigenous heritage of the site, and as part of heritage conservation and interpretation a key site value should also be to emphasise First Nations cultural heritage and living culture. As a foreshore site, there will be a range of aspects that could be addressed in this thread of cultural heritage narratives.

Carss Cottage

The Conservation Analysis and Guidelines prepared by Clive Lucas Stapleton and Partners in early 1993 identified the following Statement of Significance for Carss Cottage:

Primary Significance

Carss Cottage is of outstanding cultural significance because:

1. It forms a substantial part of a rare setting and is one of the oldest buildings in the Southern Sydney areas south of the Cooks River.
2. Association with early development of Kogarah area.

Secondary Significance

Carss Cottage is also culturally significant because:

- Association with William Carss.
- Carss Park Garden subdivision.
- Association with other remnants of the estate such as the family vault.
- Contribution to the picturesque cultural landscape of Kogarah Bay.
- Documented location of now demolished original outbuildings.
- Association with Sailors Home.

Objectives

- To protect conserve and enhance the State Listed Carss Cottage and its associate curtilage.
- To protect conserve and enhance the Locally listed heritage fabric of Carss Bush Park.
- To further understand and communicate the Aboriginal cultural values of Carss Bush Park and the local area.
- To communicate the non aboriginal heritage of Carss Bush Park and the local area.

10.1.10 Natural habitats

Values

The remnant bushland area at Carss Bush survived the development of the Carss estate in the mid-19th century and today provides a significant bushland stand within the Georges River LGA. 'Taken For Granted' "(Benson and Howell 1990) identifies the broader vegetation type in the area as Sandstone Forest. Council's GIS vegetation community mapping identifies the specific vegetation communities on site as: Sydney Coastal Sclerophyll Forest (High and Low) Coastal Swamp Forests, with Seagrass Meadows having likely occupied the areas subject to landfill prior to the late 1940's. Remnant Blackbutt *(Eucalyptus pilularis)* and to the southern area Swamp Mahogany *(Eucalyptus robusta)* are some of the key species present. The presence of this bushland in the midst of suburban housing is an important "green node" and provides a terrestrial/ habitat and fauna / bird "stepping stone" habitat despite its limited size and extensive edge which is subject to ongoing pressures of weed and physical encroachment.

In addition, as has been previously noted, Council has undertaken an innovative foreshore habitat enhancement project that extends along the foreshores of the Carss Park Flats, past the former KWM Pool to the northern breakwater of the tidal pool and including the south western foreshores at the creek outflow to Kogarah Bay.

This project was undertaken in liaison with NSW Fisheries and has implemented a series of tidal pools which provide habitat for small marine life and breeding areas for fish species within the river. Also developed were a series of tidal Saltmarsh beds which also add to the diversity of habitats along the water's edge and contribute to river health generally.

Objectives

- To protect conserve and enhance the remnant bushland area of Carss Bush Park.
- To enhance the extent and quality of marine habitat at the water's edge.
- To manage environmental and maintenance challenges at the water's edge.

10.1.11 Canopy and heat island management

Values

As noted, Carss Bush Park contains an important area of bushland habitat. Plantings throughout the parklands also contribute to the overall canopy cover of the Carss Bush Park area and work to assist in mitigating summer heat loadings on the adjoining urban areas.

Objectives

- To maintain healthy tree canopy to existing tree stock.
- To plan for tree replacement to maintain tree canopy.
- To plan for increase of tree canopy where sustainable with ground surfaces and seasonal requirements for shade.

10.1.12 Effectively and sustainably managed and maintained

Values

The parks require a comprehensive approach to forward planning and proactive management and maintenance to maintain the physical character and quality of the setting and meet the expectations of the community.

Objectives

- To reflect Councils overarching policies related to sustainable facilities and operations.
- To document and regularly review the various maintenance tasks required across the site and review and assess the most effective means of implementing.
- To implement an effective and sustainable maintenance regime across the park.
- To provide proactive preventative maintenance that can extend lifecycle where desirable.
- To effectively manage implementation of recurrent maintenance tasks.
- To monitor effectiveness of maintenance and identify pressures and opportunities to be addressed.

10.2 Management of use, development and leases and licenses

For **Community Land** within the subject area covered by this Plan of Management (PoM), this PoM authorises uses, developments, leases, licenses, and other estates as outlined in Sections 11–15, based on the applicable community land categorisation.

For **Crown Reserve** parcels within the lands subject to this PoM, which are also subject to a non-claimant application with the Federal Court of Australia (FCA) for future act protection, this PoM authorises:

- Public recreation purposes, provided the impact on native title is no greater than that of a use, lease, licence, or other estate for public recreation purposes;
- Public utilities and works ancillary to public utilities; and
- Low impact acts as described in Section 24LA(1)(b) of the Native Title Act (NT Act).

10.3 Action Plan for Carss Bush Park and Todd Park

Section 36 of the Local Government Act requires that a PoM details:

- the objectives and performance targets of the PoM with respect to the land
- the means by which the council proposes to achieve the PoM's objectives and performance targets
- the way in which Council proposes to assess its performance in achieving the PoM's objectives and performance targets.

Table 10.1 sets out these requirements for Carss Bush Park and Todd Park.

Table 10.1: Management Action Plan

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
1	Organised recreation		
1.1	To maintain the organised sports role of Carss Flats and Todd Park within Georges River's network of community sports and recreation facilities in accordance with Councils Sports and Recreational strategies and policies.	Scope projects as identified in the master plan required to optimise the use of the Carss Flats and Todd Park sports facilities and seek funding.	Projects identified and concepts developed. Projects costed. Projects funded. Projects implemented.
1.2	To maintain and upgrade where applicable sports surfaces to provide for appropriate usability and sustainable ongoing maintenance.	Plan and Implement overlay of existing sports surface to Carss Park Flats through providing of drainage and build-up of soil profile for sports turf.	Wet weather recovery improved. Usage hours per week improved.
1.3		Plan and Implement surface upgrades including topdressing and turf replacement where necessary.	Wet weather recovery improved. Usage hours per week improved.

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
1.4	To maintain and upgrade where applicable sports amenities and related facilities to provide for appropriate usability and sustainable ongoing maintenance.	Investigate plan and Implement amenities upgrade to Carss Park Flats in consultation with community stakeholders.	Project funded. Project implemented. User and public feedback.
1.5		Plan and Implement amenities upgrade to Todd Park (integrating sports club funding / project participation).	Project funded. Project implemented. User and public feedback.
1.6	To provide for multiple usage of fields and facilities where practical and sustainable.	Facilitate multi-use of facilities across season where possible in consultation with user stakeholders and within the limitations of usable hours / week.	Multi use of sports fields occurs. Field condition is sustainable. User and public feedback.
1.7		Integrate flexible change room amenities that enable multi-use between sports, age groups and sexes.	Multi-use of amenities is possible. User and public feedback.
1.8	To appropriately involve organised users in the ongoing management and maintenance of sports fields and facilities.	Facilitate appropriate agreed roles for sporting users in ground preparation and maintenance and embed in licence agreements.	Organised sports and community users positively contribute.
2	Informal recreation		
2.1	To conserve and enhance further the informal recreational role of the parks and their spaces.	Protect extent of informal use spaces in ongoing management of uses in the park.	Informal use spaces maintained / extended. Public feedback.
2.2	To improve facilities supporting informal recreation.	Plan and implement facilities improvements (seats shelters, bins that support and enhance informal usage of park.	Upgraded / additional facilities implemented. Public feedback.
2.3	To maximise visual and physical contact with the water.	Plan and implement replacement of existing fencing to water's edge with appropriate hob edge treatment as provided to other waterfronts. Integrate with widening of promenade access path (refer 5.6).	Works implemented. Public feedback.
2.4		Investigate feasibility of floating pontoon access across baths between point.	Feasibility established

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
2.5		Fund and implement floating pontoon access across baths between point.	Connection implemented. Level of public use. Public feedback.
2.6		Plan and implement extended seating area at northern point of Swimming Baths integrating lower rest points to water's edge.	Works implemented. Public feedback.
2.7	To manage demand for informal recreation to limit adverse impacts.	Cap amount of parking available to off street parking areas to assist in regulating over use of the park. Do not provide on street parking to roads within the park other than Carlton Crescent (as Carlton Crescent lies within the community land area of the park site) and Carwar Avenue. Investigate potential for use of Parkside Drive Parking area as event / weekend parking area with suitable path access links to Carlton Crescent (that is Lots 8/6/DP1963) Consider improved access to public and active transport.	Excessive car-based visitation on popular days is moderated.
2.8		Maintain booking system for park shelters and BBQs to weekend and public holidays.	Conflicts / disputes related to use of facilities on high use days are minimised.
3	Aquatic recreation		
3.1	To replace the Kogarah War Memorial Pool.	Aquatic facilities that are necessary based on strategic assessment and community needs.	New Aquatic facilities in use. Public feedback.
3.2	To minimise the impact of providing aquatic facilities on other recreational and community activities.	Planning and design of any Aquatic facilities within Carss Bush Park has regard for its relationship and integration with other organised and informal uses to ensure effective and sustainable co-existence (post construction).	Follow up review and monitoring. User feedback.
3.3	To minimise the impact of providing aquatic facilities on the visual setting of the park and foreshore.	Planning and design of any Aquatic facilities within Carss Bush Park seeks to minimise the massing and bulk of the development and implements a design character and materiality that sits well in the park.	Review of design during development.

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
4	Water based recreation / water edge recreation		
4.1	To enhance opportunities to see the water / be close to the water.	Refer 2.3-2.6.	
4.2	To enhance physical access to the water for recreational activities.	Integrate water touch points (e.g. feet in water) to potential floating connection (refer 2.4-2.5) and northern point (refer 2.6).	Increased number of locations to be close to water. Public feedback.
4.3		Investigate potential for / feasibility of access for people with a disability to river swimming baths if compatible with relevant Heritage Assessment.	Feasibility established. Access for people with a disability to swimming baths is available.
4.4 (refer 10.2)	To further enhance the extent and quality of marine habitat at the water's edge.	Plan design and implement further marine habitat enhancement in the southern area of the park foreshores – refer 10.2.	Feasibility established. Works implemented.
4.5 (refer 10.3)		Plan design and implement further naturalisation of the existing stormwater channel passing through the southern park and foreshore – refer 10.3.	Feasibility established. Works implemented.
4.6	To manage environmental and maintenance challenges at the water's edge.	Increase management of pedestrian access through naturalised foreshore and support with wayfinding and information to encourage compliant use.	Impacts on foreshore vegetation reduced. Public feedback.
5	Access		
5.1	To reduce the impact of vehicular access and parking on the experience of the parks and on pedestrian safety.	Further investigate plan and design rationalisation of parking area to Carwar Avenue to provide shared pedestrian, vehicular and cycle access to Carwar Avenue within the park. Provide an entry / arrival plaza type space adjoining shared zone and Lifesaving Club building with related wayfinding seating cycle racks etc. The Hilltop Car Park driveway to be investigated as a dual direction access in the future.	Feasibility established. Works implemented. Public feedback.

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
5.2		Improve pedestrian safety to Carlton Crescent and Carwar Avenue by restricting heavy vehicle parking along these roads. Investigate making the temporary car parking arrangements that will be put in for the aquatic complex construction along Carlton Crescent as permanent.	Pedestrian safety incidents reduced. Event and peak period parking capacity increased
5.3		Investigate pedestrian refuge crossings at strategic locations on Carlton Crescent.	Feasibility established. Works implemented. Pedestrian safety incidents reduced.
5.4	To improve equal access within Carss Bush Park and Todd Park.	Provide entry plaza as per 5.1 with enhanced disabled parking.	
5.5		Investigate Plan design and implement accessible ramps / walkways from Carss Park Flats to proposed Carwar Ave shared zone and from proposed entry plaza into Carss Bush Park – align to avoid any adverse impacts to existing heritage walling.	Feasibility established. Works implemented. Public feedback.
5.6		Extend and improve capacity and suitability of path network to provide access through the park and to facilities for all abilities – refer 5.4.	Works implemented. Public feedback.
5.7 (refer 4.2)		Investigate potential for access for people with a disability to river swimming baths as per 4.2.	
5.8	To improve the functionality and experience of the pedestrian access system at Carss Bush Park and Todd Park.	Widen the existing path adjoining the northern stormwater channel south of Carlton Crescent to shared path width (min 2.5m) and extend through to Carwar Ave around the south side of the Carss Flat fields. Coordinate with approach to resurfacing of Carss Flats fields (refer 1.2).	Coordination and investigation complete. Works implemented. Public feedback.

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
5.9		Adapt the existing access road / path that runs south from the Lifesaving Club with widenings of existing paths and new surfaces as required to provide a shared path connection from Carwar Ave to Beach Street.	Works implemented. Public feedback.
5.10		Widen the foreshore promenade to provide greater accessibility and amenity subject to heritage requirements. Integrate with improved seating and coordinated with upgrading of foreshore edge treatment (refer 2.3).	Heritage and structural review completed. Works implemented. Public feedback.
5.11		Adapt the existing access path that runs east west from near Beach Street to Bunyala Street to provide shared path link.	Works implemented. Public feedback.
5.12		Adapt the existing access path that runs around Todd Park to provide shared path link.	Works implemented. Public feedback.
5.13	To investigate the maintenance and improvement of bush track network.	Upgrade path and stair access from Carss Bush Park to Gnarbo Ave and to the hilltop managed parking area.	Works implemented. Public feedback.
5.14	To improve circulation and gathering at the centre of Carss Bush Park between Café, Playground and proposed new toilet facilities and intersecting path accesses.	Rationalise and simplify narrow path access at key node by creating a central gathering space / plaza that links the Café Playground and proposed new toilet facilities and integrates a variety of seating and shade. Coordinate with future directions for Café building and replacement public toilet facilities (refer 7.4 and 7.6).	Coordination and investigations complete. Works implemented. Public feedback.
5.15	To improve access to facilities in the southern section of the park.	Plan design and implement strategic access connection / loops that provide access to picnic and other facilities and enhance equality of access in the park.	Design available. Works implemented. Public feedback.

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
5.16		As part of 5.14 investigate, plan, design and implement boardwalk / bridge across southern stormwater channel linking informal use grassed areas and providing interesting experience / views to the foreshore.	Feasibility established. Works implemented. Public feedback.
5.17	To integrate cycle access and related facilities that complements all other access and enhance the use and experience of the park.	Provide shared path improvements as per 5.5-5.12 provide for low speed cross park and loop cycle access. Support with regulatory signage.	Reports of any conflicts / issue. Public feedback.
5.18		Provide cycle stands at key locations including: - At Carwar Ave entry plaza - At Café Plaza - Adjoining foreshore promenade - At Carss Flats amenities building.	
5.19 (refer 2.3-2.6)	To enhance opportunities to access (visually and physically) the water / be close to the water.	Refer 2.3-2.6.	
5.20	To provide for effective but low-key wayfinding across the site.	Research Plan and design Wayfinding and interpretive signage suite across parks.	Wayfinding implemented. Public feedback.
5.21	To provide night lighting of major cross park and facilities access paths that facilitates and encourages use.	Investigate design and implement Lighting of selected sections of park path and public space network.	Design complete. Works implemented. Public feedback.
5.22	Address the history of conflicts and safety concerns by managing public use of the boat ramp.	Recommend closing the boat ramp to the general public, limiting its use exclusively to Council operational and maintenance requirements.	Restrictions implemented. Impacts reduced.
5.23	Explore options to enhance public transport access to park	Council to liaise with State Transit regarding potential for bus stop and shelter to serve Community Centre and park generally.	Liaison Complete and feasibility identified.
6	Community and social activity		

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
6.1	To promote and encourage community activity and interaction.	Enhance the function and amenity of the central gathering space between the Café Playground and proposed new toilet facilities (refer 7.6).	Level of use / activity. Public feedback.
6.2		Provide additional seating through park and adjoining upgraded access where users can comfortably watch activities in the park and appreciate the foreshore.	Level of use / activity. Public feedback.
6.3	To support community organisations across diverse interests and cultures	Facilitate use of spaces and built facilities within Carss Bush Park and Todd Park by a broad range of community groups in accordance with Councils policies.	Level of use / activity by minority groups.
6.4	To support a sustainable program of community events.	Review existing event management protocols that include a limited number of events in a year and the need for a development application (DA). Identify any desired improvements to event infrastructure for each space (power water etc).	Review complete. Basis for event decision making available.
6.5		Develop a program of events / activities within Carss Park over the course of the year that: - Recognises / integrates existing established events - Provides opportunities for additional events based on carrying capacity of park (that is considering frequency and size of events) - Considers influence / impact on other uses within the park - Avoids impact on natural environment of the park - Promotes sustainable transport options.	Consultation and liaison complete. Year program available.
7	Built facilities for diverse community uses		

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
7.1	To provide a range of venues for community use.	Manage the existing buildings on site available for flexible community use: - Lifesaving Club - Artists Cottage - Space above Narani Childcare Centre.	Existing facilities available.
7.2		Maintain the Narani Childcare Centre service as part of Councils network of early learning facilities.	Existing facilities available.
7.3	To facilitate a diverse range of community activities.	Provide leases licences and bookings to community organisations in accordance with Councils strategies and policies, the LG Act and CLM Act.	Level of use of community facilities. Public feedback.
7.4	To ensure equality of opportunity of access to community facilities.	Review use of park spaces and built facilities under lease and license on an annual basis or as agreements expire to ensure equitable use of space across the LGA.	Review complete. Any identified outcomes actioned. Public feedback.
7.5	To improve the functional quality and visual character of built facilities.	Investigate potential for upgrade of café building to provide improved facility and better integrate with adjoining park. Key considerations include: - Orientation to best leverage foreshore views - Push southern face further back to free up space for pedestrian movement / shared path to south of building and sitting terrace - Integration / coordination with proposed central gathering space / plaza adjoining playspace café and proposed toilet facility.	Investigations and consultation complete. Planning and design complete. Project implemented. Level of patronage. Public feedback.
7.6		- Develop a separate building providing general public toilet facilities to the park - Provide separate toilets within café for patron use and to be maintained by lessee	

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
7.7		Rationalise fencing and barriers to all buildings where required for function to minimise extent and to implement a unified materials approach	Visual impact reduced
7.8 (refer 1.4 & 1.7)		Plan design and implement upgraded amenities building to Carss Park Flats	
7.9 (refer 1.5)		Plan design and implement upgraded amenities building to Todd Park	
7.10		Plan design and implement a new public toilet structure adjoining the proposed central gathering space / plaza	Investigations and consultation complete Planning and design complete Project implemented Public feedback
7.11		Identify required heritage conservation works to Carss Cottage and implement as part of an ongoing program. Subsequent to works implement a regular program of preventative maintenance to mitigate the ongoing development of issues	Investigations and consultation complete Planning and design complete Project implemented
7.12	To improve the functional quality and visual character of built facilities.	Lifesaving Club: Identify required upgrade and maintenance works required to enable functional comfortable and safe use of building for community uses. Subsequent to works implement a regular program of preventative maintenance to mitigate the ongoing development of issues.	Investigations and consultation complete. Planning and design complete. Project implemented. Level of use.
7.13		Artists Cottage: : Identify required upgrade and maintenance works required to enable functional comfortable and safe use of building for community uses. Subsequent to works implement a regular program of preventative maintenance to mitigate the ongoing development of issues.	Investigations and consultation complete. Planning and design complete. Project implemented. Level of use.

	s.36(3)(b) Objectives and Performance Targets	s.36(3)(c) Means of achievement of objectives	s.36(3)(d) Manner of assessment of performance
7.14		Narani Childcare Centre: : Identify required upgrade and maintenance works required to enable functional comfortable and safe use of building for community uses. (refer also 7.15 for long term). Subsequent to works implement a regular program of preventative maintenance to mitigate the ongoing development of issues.	Investigations and consultation complete. Planning and design complete. Project implemented.
7.15		In the long term ((20+ years) review and assess potential that the building facility that houses the Narani Childcare and 3 Bridges Community Centre could potentially be redeveloped to provide improved facilities.	Investigations and consultation complete. Planning and design complete. Project implemented.
7.16		Review and investigate the potential to create new space for St George Men's Shed activities as part of multi-purpose building to Carss Flats –Refer also 1.4.	Investigations and consultation complete. Planning and design complete. Project implemented.
7.17 (Refer 7.12 and 7.13)		3 Bridges Community Centre - Upgrade and maintenance as part of Narani Childcare building.	
7.18	To improve the sustainability of built facilities	Carry out a sustainability audit of each facility on site and determine any desirable enhancements to improve sustainability performance. Scope to include but not be limited to: - Natural light - Natural ventilation - Power use - Water use - Water harvesting / re-use.	Review complete. Recommendations implemented. Regular performance review.
7.19	To provide easy access to drinking fountains for park users.	Plan and implement enhancement of drinking fountain provision across park. Include dog water bowl provisions to appropriate locations.	Drinking fountain enhancement implemented.
8	Play fitness and exercise		

8.1	To provide quality play experiences within the parks.	Complete upgrade of Carss Bush Park playspace. Integrate with future central gathering space / plaza.	Project completed. Level of use.
8.2		With upgrade of Carss Bush Park playspace remove play equipment in Todd Park to enable provision of youth activation node including multipurpose court facilities.	Investigations and coordination complete. Project implemented.
8.3	To provide outdoor community fitness facilities effectively integrated into the park setting and character that complement adjoining uses.	Upgrade / replace outdoor fitness node in Carss Flats to integrate with new works including pool redevelopment, new amenities building and path / ramp access.	Planning and design complete. Project implemented. Level of use.
8.4		Consider provision of outdoor fitness node in Todd Park to integrate with field improvements and youth facilities.	Planning and design complete. Project implemented. Level of use.
9	Heritage conservation and interpretation		
9.1	To protect conserve and enhance the State Listed Carss Cottage and its associate curtilage.	Use and manage the Carss Cottage building and curtilage in accordance with its CMP and applicable heritage policies. Refer also item 7.8 related to heritage conservation and maintenance works.	Adherence to CMP and applicable policies. Condition of building and curtilage.
9.2	To protect conserve and enhance the Locally listed heritage fabric of Carss Bush Park.	Use and manage the Carss Bush Park area in accordance with any future Heritage Studies and applicable heritage policies.	Adherence to Heritage study recommendations for Landscape Items and applicable policies.
9.3	To further understand and communicate the Aboriginal cultural values of Carss Bush Park and the local area	In collaboration with First Nations Stakeholders research and document First Nations values of the site and develop a Connecting with Country Framework to guide ongoing planning and design.	Research and consultation complete. Framework complete. Framework recommendations implemented.
9.4		Research stories and heritage material, liaise with relevant stakeholders and plan and implement interpretive mediums coordinated with overall interpretive plan for the site.	Research and consultation complete. Heritage interpretation Plan complete. Plan recommendations implemented.
9.5	To communicate the non aboriginal heritage of Carss Bush Park and the local area.	Research stories and heritage material, liaise with relevant stakeholders and plan and implement interpretive mediums coordinated with overall interpretive plan for the site.	Research and consultation complete. Heritage interpretation Plan complete. Plan recommendations implemented.

10	Natural habitats		
10.1	To protect conserve and enhance the remnant bushland area of Carss Bush Park.	Conserve and protect the Carss Bush bushland area including: - Controlling access at edges - Controlling weed encroachment - Controlling residential garden encroachment - Implementing bushland management measures as per Council procedures and policies.	Bushland extent conserved. Weed encroachment reduced. Residential garden encroachment reduced. Bushland resilience increased.
10.2		Selection of trees for planting within Carss Bush Park should consider the introduction of other endemic species to reduce the current reliance upon Eucalyptus botryoides (Bangalay), Casuarina cunninghamiana (River She-Oak) and Casuarina glauca (Swamp She-Oak). Species selected should be consistent with mapped Endangered Ecological Communities (EECs) which occur within the park, including; Swamp Sclerophyll Forest on Coastal Floodplains of the Sydney Basin Bioregion and Swamp Oak Floodplain Forest of the Sydney Basin Bioregion.	Habitat integrity improved. Species diversity within the range of site endemic communities is increased.
10.3	To further enhance the extent and quality of marine habitat at the water's edge.	Plan design and implement further marine habitat enhancement in the southern area of the park foreshores.	Feasibility established. Works implemented.
10.4		Plan design and implement further naturalisation of the existing stormwater channel passing through the southern park and foreshore.	Feasibility established. Works implemented.
10.5	To manage environmental and maintenance challenges at the water's edge.	Restrict public boat launching from boat ramp near Carss Cottage.	Restrictions implemented. Impacts reduced.
11	Tree canopy and heat island management		
11.1	To maintain healthy tree canopy to existing tree stock.	Undertake Arborists assessment of existing tree stock to identify current condition safe useful life expectancy (SULE) and recommendations for management.	Assessment completed.

11.2	To plan for tree replacement to maintain tree canopy.	Develop a plan of tree planting and tree management to implement arborist recommendations and plan for future tree removal with replacement plantings as applicable.	Plan completed. Ongoing implementation.
11.3	To plan for increase of tree canopy where sustainable with ground surfaces and seasonal requirements for shade.	Integrated as part of 10.2 and planning and design for open spaces, identify opportunities for additional tree planting and implement.	Planning and design completed. Planting implemented.
12	Effectively and sustainably managed and maintained		
12.1	To reflect Councils overarching policies related to sustainable facilities and operations.	Ensure facilities operation and maintenance optimise sustainable water management and identify opportunities to improve performance such as: – Reducing potable water demand – Increasing infiltration and reducing site runoff – Optimising water harvesting for irrigation / other uses Undertake ongoing / regular review and monitoring. Refer also 7.5.	Assessment of performance completed. Opportunities to improve performance identified. Performance improved.
12.2		Ensure facilities operation and maintenance, optimise sustainable energy management and identify opportunities to improve performance.	Assessment of performance completed. Opportunities to improve performance identified. Performance improved.
12.3		Ensure facilities operation and maintenance, optimise sustainable and environmentally ethical materials and supplies procurement, and identify opportunities to improve performance.	Assessment of performance completed. Opportunities to improve performance identified. Performance improved.
12.4		Ensure facilities operation and management, limits potential impacts on habitat and biodiversity. Identify opportunities to improve habitat values on the site (e.g. increase tree canopy, increase vegetation cover at ground level).	Assessment of performance completed. Opportunities to improve performance identified. Performance improved.
12.5	To document and regularly review the various maintenance tasks required across the site and review and assess the most	As per Effective Management - develop detailed Asset Management and Maintenance Plan to guide planning and	Maintenance Plan completed and available.

	effective means of implementing.	implementation of maintenance.	
12.6	To maintain general landscaped areas in accordance with asset Service levels and systems as per Council's "Mobile Maintenance Operations" system.	Implement recurrent maintenance tasks on site.	Completion of recurrent maintenance tasks to program. Monitoring of issues and requests for action.
12.7	To provide proactive preventative maintenance that can extend lifecycle where desirable.	Integrate to Asset Management and Maintenance preventative maintenance measures.	Lifecycle targets identified. Lifecycle targets met.
12.8	To effectively procure and manage implementation of recurrent maintenance tasks.	Review and assess outsourced and in house maintenance options. Implement preferred maintenance approach.	Review and assessment completed. Management arrangement in place and operational.
12.9	To monitor effectiveness of maintenance and identify pressures and opportunities to be addressed.	Monitor and review efficacy of maintenance including use and patron feedback. identify required actions to address any issues.	Periodic review of maintenance completed and any recommended actions / follow up are identified. Recommended actions / follow up implemented.

11.0 PARK CATEGORISATION

11.1 Assignment of Park category

The guidelines for categorisation of community land are set out in the Local Government Regulations. The core objectives for each category are set out in the LG Act.

The guidelines and core objectives for land categorised as a Park are set out in **Table 11.1**.

Council must manage community land categorised as a Park in accordance with the core objectives in **Table 11.1** and any activities, use or development of the land must be consistent with these core objectives.

Where areas of land categorised as a Park has additional values such as ecological, cultural or social, Council will also manage these areas to protect those additional values.

Table 11.1 Guidelines for and core objectives of community land categorised as a Park

Guidelines **Clause 104 Local Government Regulation**	**Core objectives** **Section 36G LG Act**
Land should be categorised as a park under section 36(4) of the Act if the land is, or is proposed to be, improved by landscaping, gardens or the provision of non-sporting equipment and facilities, for use mainly for passive or active recreational, social, educational and cultural pursuits that do not unduly intrude on the peaceful enjoyment of the land by others.	The core objectives for management of community land categorised as a park are— (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Council has assigned the category of Park to the areas of Carss Bush Park and Todd Park that:

- Are of informal recreational use and support to recreational use (for example parking and access) but exclude organised sports use.
- Are not required to be categorised as Natural Area.

This covers a major proportion of the site which supports informal recreational activities and includes the open grassed areas to the foreshore and surrounding sports field areas.

11.2 Permissible use and development

New uses (and intensifications of existing uses) and new developments (and expansion of existing developments) on land categorised as Park will be determined for each site by compliance with each of the following:

- the core objectives that apply to the management of land categorised as Park, namely, “to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and, to provide for passive recreational activities or pastimes and for the casual playing of games, and to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management” (Section 36G LG Act).
- the land uses which are permissible for the land for the land use zone that applies to the land in the George River Environment Plan 2021.
- the provisions of any other planning instrument that applies to the land under the EP&A Act such as a State Environmental Planning Policies (SEPPs).

Figure 11.1 below shows areas of Carss Bush Park and Todd Park categorised as a Park.



Figure 11.1 Areas of Carss Bush Park and Todd Park categorised as a Park

Approvals of certain uses and the scale and intensity of permissible uses and developments allowed in the future on community land in this category will take into account:

- this PoM and any relevant Council policies,
- any relevant consent under the EP&A Act,
- consistency with the reserve or dedicated purpose,
- the core objectives for this category of community land,
- any identified carrying capacity of the proposed site or locations, and
- community feedback on proposals when required.

For Crown reserves, the use and development of land categorised as Park must also be consistent with the purpose for which the land was dedicated or reserved.

Any new use or any new development that is inconsistent with the core objectives of Park or the permissible land uses under the Georges River LEP or any other applicable instruments under the EP&A Act is inconsistent with the intent of this PoM and may not proceed.

The facilities that are provided and the uses that are considered suitable on community land may change over time in response to the changing, needs of the community. It is anticipated that new uses and activities may emerge, and others increase or decrease in popularity. If this occurs, then the use and development of some community land may be modified to facilitate the changing forms of use desired by the community while adhering to the core objectives of the Park category. Table 11.2 below shows Permissible uses and development of land categorised as Park.

Council may develop or encourage appropriate ancillary development, which is ancillary to the core objectives of Park. The use of community land is often supported by appropriate ancillary development such as playground equipment, amenities buildings or food kiosks.

Table 11.2 Permissible uses and development of land categorised as Park

Purpose/Use	Development to facilitate uses
▪ Access through a reserve (e.g. to undertake building activities associated with adjoining property) ▪ Advertising consistent with reserve purposes (e.g. banners and signage) ▪ Broadcasts associated with any event, concert or public speech ▪ Café/Kiosk, including outdoor seating and tables ▪ Casual and informal recreation ▪ Catering and coffee carts ▪ Concerts and other performances, including both live performances and film (cinema and TV) ▪ Conducting a commercial photography session or filming (as defined in the Local Government Act 1993) ▪ Decorations, displays, exhibitions, fairs, fashion parades, festivals and shows ▪ Emergency occupation for prevention, preparedness, response and recovery ▪ Engaging in an appropriate trade or business (e.g. community auctions and similar activities) ▪ Functions (e.g. commemorative services, book launches, film releases, balls, and similar activities) ▪ Markets ▪ Other community, cultural, educational and social uses and activities ▪ Outreach services ▪ Playing a musical instrument, or singing for fee or reward ▪ Public art or other cultural installations ▪ Public speeches, meetings, workshops, seminars and presentations, including educational programs	▪ Advertising structures and signage (e.g. banners and signage) that: o relate to approved uses/activities o are discrete and temporary o complies with Planning requirements o are approved by Georges River Council ▪ Café/Kiosk, including outdoor seating and tables ▪ Development that facilitates community, cultural, educational, recreational and social activities, including but not limited to: o Adaptive reuse of existing building/structures for a use compatible with the park o Amenities to facilitate the safety, use and enjoyment of the park (e.g. seating, shade structures, BBQ, picnic tables, toilets, bike rings) o Ancillary areas to facilitate use and enjoyment by the community (e.g. storage and change rooms, car parks) o Buildings and structures that facilitate the permissible uses and activities (e.g. grandstands, pavilions, fitness equipment, playgrounds, outdoor courts) o Improving access including disability access to facilities, amenity and the visual character of the general community area (e.g. fountains, pathways, lighting, paved areas, hard and soft landscaped areas) ▪ Development that facilitates energy and water efficiencies (e.g. solar lighting and photovoltaic panels, stormwater harvesting and storage, swales, rain gardens, irrigation and reticulation systems) ▪ Environmental management (e.g. remediation and flood mitigation work)

Purpose/Use	Development to facilitate uses
▪ Publicly accessible ancillary areas (e.g. toilets) ▪ Signage (cultural, educational, regulatory and wayfinding) ▪ Social events (e.g. weddings, picnics and community gatherings) ▪ Temporary structures (e.g. building/construction or events related) ▪ Venue hire	▪ Heritage and cultural interpretation (e.g. memorials and public art) ▪ Kiosks ▪ Markets ▪ Signage (cultural, educational, regulatory and wayfinding) ▪ Temporary structures (e.g. building/construction or events related)

11.3 Leases, licences and other estates

This PoM expressly authorises Council to grant leases, licences or other estates in land categorised as a Park for the purposes set out in **Table 11.3**. Leases, licences and other estates granted by Council must be consistent with the core objectives of land categorised as Park.

The general information and requirements relating to leases, licences and other estates in community land in **Chapter 7** applies to any leases, licences or other estates in land authorised under this part of the PoM.

Table 11.3 Leases, licences and other estates authorised for community land categorised as a Park

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
Lease or Licence	▪ Café/kiosk areas, including seating and tables ▪ Other community, cultural, educational and social uses and activities
Licence	▪ Access through a reserve (e.g. to undertake building activities associated with adjoining property) ▪ Café/Kiosk, including outdoor seating and tables ▪ Coffee carts ▪ Emergency occupation for prevention, preparedness, response and recovery ▪ Markets ▪ Other community, cultural, educational and social uses and activities ▪ Outreach services
Short-term or seasonal licence or permit (Clause 116 of the LG Regulation)	▪ Access through a reserve (e.g. to undertake building activities associated with adjoining property) ▪ Advertising consistent with reserve purposes (e.g. banners and signage) ▪ Broadcasts associated with any event, concert or public speech ▪ Casual and informal recreation ▪ Catering ▪ Concerts and other performances, including both live performances and film (cinema and TV) ▪ Conducting a commercial photography session or filming (as defined in the Local Government Act 1993) ▪ Decorations, displays, exhibitions, fairs, fashion parades, festivals and shows ▪ Emergency occupation for prevention, preparedness, response and recovery ▪ Engaging in an appropriate trade or business (e.g. community auctions and similar activities)

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
	▪ Functions (e.g. commemorative services, book launches, film releases, balls, and similar activities) ▪ Kiosks ▪ Markets ▪ Other community, cultural, educational and social uses and activities ▪ Outreach services ▪ Playing a musical instrument, or singing for fee or reward ▪ Public art installations ▪ Public speeches, meetings, workshops, seminars and presentations, including educational programs ▪ Signage ▪ Social events (e.g. weddings, picnics and community gatherings) ▪ Sports, fitness and leisure training or classes ▪ Temporary structures (e.g. building/construction or events related) ▪ Venue hire
Additional purposes for leases, licences and other estates in land	
Other Estates	This PoM allows Council to grant 'an estate' over community land for the provision of public utilities and works associated with or ancillary to public utilities and provision of services, or connections for premises adjoining the community land to a facility of Council or public utility provider on the community land in accordance with the LG Act and the Regulation.

12.0 SPORTSGROUND CATEGORISATION

12.1 Assignment of Sportsground category

The guidelines for categorisation of community land are set out in the Local Government Regulations. The core objectives for each category are set out in the LG Act.

The guidelines and core objectives for land categorised as a Sportsground are set out in **Table 12.1**.

Council must manage community land categorised as a Sportsground in accordance with the core objectives in **Table 12.1** and any activities, use or development of the land must be consistent with these core objectives.

Table 12.1 Guidelines for and core objectives of community land categorised as a Sportsground

Guidelines Clause 103 Local Government Regulation	**Core objectives** Section 36F LG Act
Land should be categorised as a sportsground if the land is used or proposed to be used primarily for active recreation involving organised sports or the playing of outdoor games.	• encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games • ensure that such activities are managed having regard to any adverse impact on nearby residences.

Council has assigned the category of Sportsground to the following areas of the of Carss Bush Park and Todd Park:

- The developed turf grass playing field for organised sports usage.

This categorisation assumes that the playing field can be used as a 'village green' grassed area for informal community use and events when not being used for organised sports training and games

12.2 Permissible use and development

The use of community land is often supported by appropriate ancillary development. Lands in the Sportsground category will be used in future for sporting training, competition, and other sports-related activities and community events. Council may permit the erection of amenities and change room block(s), sports fields and training facilities, storage buildings and areas, seating and spectator facilities, pathways and infrastructure lighting and utilities as required for use and events. The general types of uses which may occur on community land and the forms of development generally associated with those uses, are set out for land categorised as Sportsground in **Table 12.2** following.

Table 12.2 specifies the permissible uses and activities, as well as developments for which the land, and any such buildings or improvements, that may be undertaken in the Sportsground areas by Council and lessees or licensees consistent with their user agreements, following Council assessment, approvals and any booking or hire arrangements established by, or with the agreement of Council.

Approvals of certain uses and the scale and intensity of permissible uses and developments allowed in the future will be determined in context:

- with this PoM and any relevant Council policies,
- Council assessment and development approvals,
- category core objectives, and
- any identified carrying capacity of any proposed site or locations.

For Crown reserves, the use and development of land categorised as Sportsground must also be consistent with the purpose for which the land was dedicated or reserved.

The facilities on Sportsground areas may change over time, reflecting the needs of the community. It is anticipated that new sports and activities may develop, and others increase or decrease in popularity. If this occurs, then some community land may be modified to facilitate the changing forms of recreation enjoyed by the community.

The uses and associated development identified in **Table 12.2** provide a general guide and empower Council community consultation and decision-making.

They are intended to provide an overview or general guide, and the expressions used are not intended to impose a strict or defined meaning.

Council may develop or encourage appropriate ancillary development, which is ancillary to the reserve and the purpose and core objectives of Sportsgrounds, and that will enhance healthy and active lifestyles. Figure 12.1 below shows areas of Carss Bush Park and Todd Park categorised as Sportsground.



Figure 12.1 Areas of Carss Bush Park and Todd Park categorised as Sportsground

Table 12.2 Permissible uses and development of community land categorised as a Sportsground

Purpose/Use	Development to facilitate uses
▪ Active and passive recreational and sporting activities compatible with the nature of the land and any relevant facilities, and consistent with the purposes and core objectives of a Sportsground, for example: o Kiosk/cafe o Organised and unstructured recreation activities including children's play and cycling o Community events and gatherings o Commercial uses associated with sports. ▪ Group recreational use, such as picnics and private celebrations. ▪ Eating and drinking in a relaxed setting. ▪ Publicly accessible ancillary areas, such as toilets. ▪ Low-intensity commercial activities (for example recreational equipment hire or leisure or training classes) that are consistent with the purposes and core objectives of a Sportsground. ▪ Community and charity events and gatherings. ▪ Festivals, parades, markets, fairs, exhibitions and similar events and gatherings. ▪ Filming and photographic projects (authorised under section 46(1)(c) Local Government Act). ▪ Concerts, including all musical genres, performances (including film and stage). ▪ Busking. ▪ Mobile vendors. ▪ Public address (speeches). ▪ Management of areas with Natural Values. ▪ Environmental volunteering. ▪ Provision of utilities services including telecommunications (authorised under section 46(1)(a) Local Government Act). ▪ Purposes/uses expressly authorised in **Table 12.3**. ▪ Purposes/uses permitted under State and local environmental planning policies. ▪ Purpose/uses permitted under the Local Government Act and Regulation and other State and Commonwealth legislation.	▪ Development for the purpose of conducting and facilitating organised sport (both amateur and professional), for example: o Sports field (cricket, football, track and field athletics, baseball, softball) o Marked court (basketball, volleyball, badminton, tennis, hockey, netball etc.) o Aquatic facility (learn to swim classes, squad training, fitness and health classes including aqua aerobics, recreational and competitive swimming and diving, organised water sports including water polo, diving, hydrotherapy facilities). ▪ Professional rooms associated with the reserve purposes for hire. ▪ Facilities for sports training. ▪ Compatible, small scale commercial uses, e.g. sports tuition and health, sports physiotherapy. ▪ Gymnasiums, exercise classes and activities. ▪ Skate facilities. ▪ Change room/locker areas. ▪ Shower/toilet facilities. ▪ Car parking and loading areas. ▪ Ancillary areas (staff rooms, meeting rooms, recording rooms, equipment storage areas). ▪ Café or refreshment areas (kiosks/restaurants) including external seating. ▪ Shade structures. ▪ Storage ancillary to recreational uses, community events or gatherings, and public meetings. ▪ Facilities for sports training, e.g. batting cages, tennis walls. ▪ Storage ancillary to: o sporting and recreational uses, or o community and charity events or gatherings, or o public meetings. ▪ Development for the purposes of improving access, amenity and the visual character of the land, for example seating, change rooms, toilets, storage, first aid areas paths, public art, pergolas. ▪ Telecommunications infrastructure. ▪ Heritage and cultural interpretation, e.g. signs. ▪ Equipment sales/hire areas.

Purpose/Use	Development to facilitate uses
	▪ Amenities to facilitate the safe use and enjoyment of the park, for example picnic tables, BBQs, sheltered seating areas. ▪ Lighting, paved areas, hard and soft landscaped areas. ▪ Advertising structures and signage (such as A-frames and banners) that: o relate to approved uses/activities o are discreet and temporary o are approved by Council. ▪ Water-saving initiatives such as stormwater harvesting, rain gardens and swales. ▪ Energy-saving initiatives such as solar lights and solar panels. ▪ Locational, directional and regulatory signage. ▪ Shared pathways. ▪ Development to facilitate any other purposes/uses set out in this table.

12.3 Leases, licences and other estates

This PoM expressly authorises Council to grant leases, licences or other estates in land categorised as a Sportsground for the purposes set out in **Table 12.3**.

The general information and requirements relating to leases, licences and other estates in community land, in **Chapter 7** applies to any leases, licences or other estates in land authorised under this part of the PoM.

Council must have regard to managing any adverse impact on nearby residences before granting a lease or licence of land categorised as a Sportsground.

Table 12.3 Leases, licences and other estates authorised for community land categorised as Sportsground

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
Lease or licence	▪ Facilities and areas for the purpose of conducting and facilitating organised sport and training (both amateur and professional), for example: o Sports field (cricket, football, track and field athletics, baseball, softball) o Marked court (basketball, volleyball, badminton, tennis, hockey, netball etc.) o Facilities for sports training, e.g. batting cages, tennis walls o Aquatic facility (learn to swim classes, squad training, fitness and health classes including aqua aerobics, recreational and competitive swimming and diving, organised water sports including water polo, diving, hydrotherapy facilities). ▪ Sporting club facilities including club houses, meeting and training rooms, and facilities ancillary to sporting club or group activities. ▪ Professional rooms associated with the reserve purposes for hire. ▪ Change room/locker areas. ▪ Ancillary areas (staff rooms, meeting rooms, recording rooms, equipment storage areas).

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
	▪ Compatible, small scale commercial uses, e.g. sports tuition and health, sports physiotherapy. ▪ Café or refreshment areas (kiosks/restaurants) including external seating. ▪ Low-intensity commercial activities (for example recreational equipment hire or leisure or training classes) that are consistent with the purposes and core objectives of a Sportsground. ▪ Gymnasiums, exercise classes and activities. ▪ Skate facilities. ▪ Storage ancillary to: o sporting and recreational uses, or o community and charity events or gatherings, or o public meetings. ▪ Equipment sales/hire areas. ▪ Car parking and loading areas. ▪ Electric vehicle charging stations in car parks. ▪ Provision of utilities services including telecommunications (authorised under section 46(1)(a) Local Government Act. ▪ Any other purpose or use permitted in **Table 12.2.**
Licence	▪ Ancillary ceremonies (for example, rehearsal of opening and closing ceremonies, cheer squads, etc.). ▪ Uses reasonably associated with the promotion or enhancement of sporting groups, fixtures and events (for example, ‘‘guest’ events for juniors; gala days; club meetings). ▪ Small scale commercial activities consistent with the purposes and core objectives of a sportsground. ▪ Community and charity events and gatherings. ▪ Major Council or State Government community, sporting, recreation, cultural and leisure events. ▪ Recreational purposes, including fitness classes, yoga, exercise, dance classes, games. ▪ Festivals, parades, markets, fairs, exhibitions and similar events and gatherings. ▪ Filming (authorised under section 46(1)(c) LG Act). ▪ Photographic projects. ▪ Temporary erection or use of any building or structure (with special conditions) necessary to enable a filming project to be carried out. ▪ Concerts, including all musical genres, performances (including film and stage). ▪ Busking. ▪ Mobile vendors. ▪ Public address (speeches). ▪ Management of areas with natural values. ▪ Environmental volunteering. ▪ Advertising structures and signage (such as A-frames and banners) that are consistent with permissible uses and developments. ▪ Temporary access for construction and works.

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
	▪ Facilitating connection to Country and with place/landscape - culture and heritage.
Short-term or seasonal licence or permit (Clause 116 of the LG Regulation	▪ Community events and festivals. ▪ Playing a musical instrument, or singing for fee or reward. ▪ Picnics and private celebrations such as weddings and family gatherings. ▪ Filming, including for cinema/television. ▪ Conducting a commercial photography session. ▪ Public performances. ▪ Fitness and wellness classes. ▪ Engaging in a trade or business consistent with the purposes and core objectives of a sportsground. ▪ Delivering a public address. ▪ Community events. ▪ Fairs, markets, auctions and similar activities. ▪ Sports and fitness training and classes. ▪ The playing of a lawful game or sport. ▪ Approved temporary access for construction and works.
Additional purposes for leases, licences and other estates in land	▪ Purposes/uses expressly authorised in **Table 12.2** of this PoM, including ancillary and secondary purposes. ▪ Purposes/uses expressly authorised in **Chapter 7** of this POM, including ancillary and secondary purposes. ▪ Purposes/uses permitted in a Council policy or strategy adopted after the date of this PoM, provided that the use is consistent with the core objectives for the categorisation of land as a Sportsground. ▪ Purposes/uses permitted under State and local environmental planning policies. ▪ Purposes/uses authorised under the LG Act, Local Government Regulation and other State and Commonwealth legislation, including for utilities or filming projects which are authorised under section 46 of the LG Act.
Other Estates	This POM authorises Council to grant 'an estate' over community land for the provision of public utilities and works associated with or ancillary to public utilities and provision of services, or connections for premises adjoining the community land to a facility of Council or public utility provider on the community land in accordance with the LG Act and the Local Government Regulation.

13.0 GENERAL COMMUNITY USE CATEGORISATION

13.1 Assignment of General Community Use category

The guidelines for categorisation of land for General Community Use are set out in the Local Government Regulations. The core objectives for each category are set out in the LG Act.

The guidelines and core objectives for land categorised as General Community Use are set out in **Table 13.1**.

Council must manage community land categorised as a General Community Use in accordance with the core objectives in **Table 13.1** and any activities, use or development of the land must be consistent with these core objectives.

Where areas of land categorised as General Community Use has additional values such as ecological, cultural or social, Council will also manage these areas to protect those values.

Table 13.1 Guidelines for and core objectives of community land categorised as General Community Use

Guidelines Clause 106 Local Government Regulation	**Core objectives** Section 36I LG Act
Land should be categorised as General Community Use if the land— (a) may be made available for use for any purpose for which community land may be used, whether by the public at large or by specific sections of the public, and (b) is not required to be categorised as a natural area under section 36A, 36B or 36C of the Local Government Act and does not satisfy the guidelines under the Local Government Regulation for categorisation as a natural area, a sportsground, a park or an area of cultural significance.	To promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public— ▪ (a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and ▪ (b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).

Council has assigned the category of General Community Use to the following areas of the subject site:

- Buildings providing for commercial uses that support recreation and community activities in Carss Bush Park and Todd Park including the redevelopment of an Aquatic facility on the subject lands.
- Buildings housing community organisations operating within the reserve.
- The Carlton Crescent road reserve which traverses the community land subject to this PoM and which is zoned RE1 Public Recreation in the Georges River LEP 2021.

13.2 Permissible use and development

New uses (and intensifications of existing uses) and new developments (and expansion of existing developments) on land categorised as General Community Use will be determined for each site by compliance with each of the following:

- the core objectives that apply to the management of land categorised as General Community Use, namely, “to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public” (section 36I LG Act).
- the land uses which are permissible for the land for the land use zone that applies to the land in the Georges River LEP 2021.

- the provisions of any other planning instrument that applies to the land under the EP&A Act such as a State Environmental Planning Policies (SEPPs).

Approvals of certain uses and the scale and intensity of permissible uses and developments allowed in the future on community land in this category will take into account:

- this PoM and any relevant Council policies,
- any relevant consent under the *EP&A Act,*
- consistency with the reserve or dedicated purpose,
- the core objectives for this category of community land,
- any identified carrying capacity of the proposed site or locations, and
- community feedback on proposals when required.

For Crown reserves, the use and development of land categorised as General Community Use must also be consistent with the purpose for which the land was dedicated or reserved.

Any new use or any new development that is inconsistent with the core objectives of General Community Use or the permissible land uses under the Central Coast LEP or any other applicable instruments under the EP& A Act is inconsistent with the intent of this PoM and may not proceed.

The facilities that are provided and the uses that are considered suitable on community land may change over time in response to the changing, needs of the community.

It is anticipated that new uses and activities may emerge, and others increase or decrease in popularity. If this occurs, then the use and development of some community land may be modified to facilitate the changing forms of use desired by the community.

Council may develop or encourage appropriate ancillary development, which is ancillary to the core objectives of General Community Use.

13.3 Leases, licences and other estates

This PoM expressly authorises Council to grant leases, licences or other estates in land categorised as General Community Use for the purposes set out in **Table 13.2**.

The general information and requirements relating to leases, licences and other estates in community land generally, in **Chapter 7** applies to any leases, licences or other estates in land authorised under this part of the PoM. Figure 13.1 below shows areas of Carss Bush Park and Todd Park categorised as General Community Use.

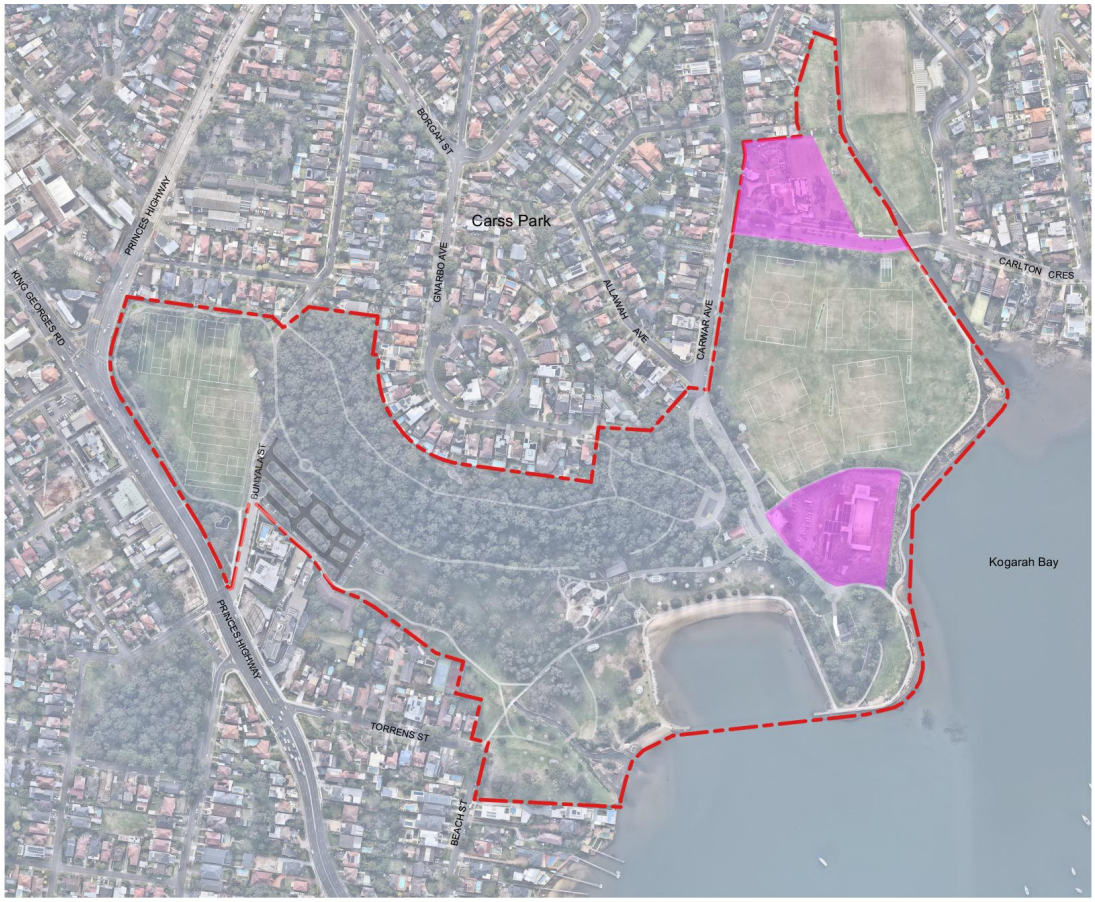


Figure 13.1 Areas of Carss Bush Park and Todd Park categorised as General Community Use

Table 13.2 Leases, licences and other estates and purposes for which they may be granted for community land categorised as General Community Use

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
Lease or licence	▪ Café/Kiosk, including outdoor seating and tables. ▪ Commercial activities ancillary to community, cultural and recreational use (such as: hire or sale of recreational equipment, physiotherapist, dietician, social enterprise). ▪ Management and operation of recreational facility (such as: Aquatic facility).
Licence	▪ Access through a reserve (e.g. to undertake building activities associated with adjoining property). ▪ Café/Kiosk, including outdoor seating and tables. ▪ Commercial activities ancillary to community, cultural and recreational use (e.g. hire or sale of recreational equipment, physiotherapist, dietician, social enterprise). ▪ Emergency occupation for prevention, preparedness, response and recovery. ▪ Management and operation of recreational facility. ▪ Other community, cultural, educational and social uses and activities. ▪ Outreach services. ▪ Storage hire (e.g. ancillary to recreational use).
Short-term or seasonal licence or permit (Clause 116 of the LG Regulation	▪ Access through a reserve (e.g. to undertake building activities associated with adjoining property). ▪ Active and passive recreational activities. ▪ Advertising consistent with reserve purposes (e.g. banners and signage). ▪ Broadcasts associated with any event, concert, or public speech. ▪ Catering and coffee carts. ▪ Conducting a commercial photography session and filming (as defined in the Local Government Act 1993). ▪ Emergency occupation for prevention, preparedness, response and recovery. ▪ Kiosks. ▪ Organised and unstructured sporting activities (including fixtures and events). ▪ Other community, cultural, educational and social uses and activities. ▪ Outreach services. ▪ Public art or other cultural installations. ▪ Public speeches, meetings, workshops, seminars and presentations, including educational programs. ▪ Seasonal, one-off, and irregular sporting competitions and training. ▪ Signage. ▪ Sports, fitness and leisure training or classes. ▪ Storage hire (e.g. ancillary to use of community or recreational facility). ▪ Temporary structures (e.g. building/construction or events related). ▪ Venue hire.
Additional purposes for leases, licences	▪ Purposes/uses expressly authorised in Section 13.2 of this PoM, including ancillary and secondary purposes.

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
and other estates in land	▪ Purposes/uses permitted in a Council policy or strategy adopted after the date of this PoM, provided that the use is consistent with the core objectives for the categorisation of land as General Community Use. ▪ Purposes/uses permitted under State and local environmental planning policies. ▪ Purposes/uses authorised under the Local Government Act, Local Government Regulation and other State and Commonwealth legislation, including for utilities or filming projects which are authorised under section 46 of the Local Government Act.
Other Estates	This PoM allows Council to grant 'an estate' over community land for the provision of public utilities and works associated with or ancillary to public utilities and provision of services, or connections for premises adjoining the community land to a facility of Council or public utility provider on the community land in accordance with the LG Act and the Regulation.

14.0 NATURAL AREA - BUSHLAND CATEGORISATION

14.1 Assignment of Natural Area - Bushland category

The guidelines for categorisation of community land are set out in the Local Government Regulations. The core objectives for each sub-category are set out in the LG Act.

The guidelines and core objectives for land categorised as a Bushland are set out in **Table 14.1**.

Council must manage community land categorised as Bushland in accordance with the core objectives in **Table 14.1** and any activities, use or development of the land must be consistent with these core objectives.

Where areas of land categorised as Bushland has additional values such as cultural or social, Council will also manage these areas to protect those additional values.

Table 14.1 Guidelines for and core objectives of community land categorised as NA - Bushland

Guidelines Clause 107 Local Government Regulation	**Core objectives** Section 36J LG Act
(1) Land that is categorised as a natural area should be further categorised as bushland under section 36 (5) of the Act if the land contains primarily native vegetation and that vegetation: (a) is the natural vegetation or a remainder of the natural vegetation of the land, or (b) although not the natural vegetation of the land, is still representative of the structure or floristics, or structure and floristics, of the natural vegetation in the locality. (2) Such land includes: (a) bushland that is mostly undisturbed with a good mix of tree ages, and natural regeneration, where the understorey is comprised of native grasses and herbs or native shrubs, and that contains a range of habitats for native fauna (such as logs, shrubs, tree hollows and leaf litter), or (b) moderately disturbed bushland with some regeneration of trees and shrubs, where there may be a regrowth area with trees of even age, where native shrubs and grasses are present in the understorey even though there may be some weed invasion, or (c) highly disturbed bushland where the native understorey has been removed, where there may be significant weed invasion and where dead and dying trees are present, where there is no natural regeneration of trees or shrubs, but where the land is still capable of being rehabilitated.	The core objectives for management of community land categorised as bushland are: (a) to ensure the ongoing ecological viability of the land by protecting the ecological biodiversity and habitat values of the land, the flora and fauna (including invertebrates, fungi and micro-organisms) of the land and other ecological values of the land, and (b) to protect the aesthetic, heritage, recreational, educational and scientific values of the land, and (c) to promote the management of the land in a manner that protects and enhances the values and quality of the land and facilitates public enjoyment of the land, and to implement measures directed to minimising or mitigating any disturbance caused by human intrusion, and (d) to restore degraded bushland, and (e) to protect existing landforms such as natural drainage lines, watercourses and foreshores, and (f) to retain bushland in parcels of a size and configuration that will enable the existing plant and animal communities to survive in the long term, and (g) to protect bushland as a natural stabiliser of the soil surface.

Specifically to Carss Bush Park and Todd Park, Council has assigned Natural Area - Bushland to the remnant bushland slopes to the centre of the site. Figure 14.1 below shows areas of Carss Bush Park and Todd Park categorised as Natural Area Bushland.



Figure 14.1 Areas of Carss Bush Park and Todd Park categorised as Natural Area Bushland

14.2 Permissible Use and Development

The primary purpose of Bushland Reserves is to protect the natural environment, to provide habitat for flora and fauna and protect and conserve cultural heritage while providing opportunities for people to experience the rich ecosystems that they may represent while minimising or mitigating disturbance caused by human use. A low level of development is envisaged for Bushland Reserves with the objective being to provide a natural outdoor experience.

Protecting the natural assets of Georges River is also a commitment to protecting the rights of future generations to access and benefit from these elements which contribute to a liveable community.

Under *State Environmental Planning Policy (Biodiversity and Conservation) 2021*, a person shall not disturb bushland zoned or reserved for public open space purposes without the consent of Council. This policy also establishes specific aims which must be considered before consent is granted.

Examples of uses that are considered appropriate and consistent with the core objectives for land classified as Bushland are set out in **Table 14.2**. Note that any use or development must be consistent with the core objectives for land categorised as Bushland and is also subject to the restrictions that apply to leases and licences of natural areas under the LG Act (Permissible uses and developments are also subject to relevant approvals, permits and tenures as required.

To Crown reserves, the use and development of land categorised as Bushland must also be consistent with the purpose for which the land was dedicated or reserved.

Table 14.2 Permissible use and development of community land categorised as NA - Bushland

Purpose/Use	Development to facilitate uses (subject to restrictions on purposes for which a lease or licence can be granted over natural areas under the LG Act)
▪ Preservation of Council's natural heritage including the identified endangered ecological communities. ▪ Preservation of biological diversity and habitat. ▪ Providing a location for relaxation and passive informal recreation. ▪ Nature-based recreation including guided activities, such as bushwalking or cycling on designated pathways and bird watching. ▪ Group recreational use, such as picnics and private celebrations, or organised nature-based recreation activities, such as orienteering. ▪ Environmental and heritage education, community events and workshops. ▪ Environmental volunteering. ▪ Connection with place/landscape - culture and heritage. ▪ Environmental and scientific study, monitoring and research. ▪ Small scale commercial activities consistent with reserve purpose/core objectives, such as guided bushwalking, nature play or nature photography. ▪ Approved land and bush management activities and care projects requiring ecological restoration activities associated with protection of flora and fauna or natural values. ▪ Carbon sequestration. ▪ Bio-banking. ▪ Land remediation. ▪ Fire hazard reduction and cultural burns. ▪ Soil erosion and water quality. ▪ Water storage for public drinking water. ▪ Facilitating connection to Country.	▪ Nature-based recreation areas including any ancillary buildings such as: o Walking and/or cycling trails, pathways o Interpretation mechanisms and signage o Foot bridges and observation platforms o Compatible fencing, security gates and bollards o Standard quality sign on main entrance o Locational, directional and regulatory signage o Interpretive and wayfinding signage, information and refreshment kiosks o Sheltered seating areas o Lighting for safety, compliance or support to facilities. ▪ Water saving initiatives such as rain gardens, swales and sediment traps. ▪ Energy saving initiatives such as solar lights and solar panels. ▪ Bicycle hire or similar. ▪ Remediation works. ▪ Water recreation structures. ▪ Environmental facilities. ▪ Environmental management, bush fire hazard reduction, flood mitigation and coastal protection works. ▪ Fences (temporary and permanent), bollards, delineators, access control, security cameras. ▪ Signage and interpretation features. ▪ Public art installations to support appreciation and understanding of the natural area. ▪ Temporary erection or use of any building or structure (with special conditions) necessary to enable a filming project to be carried out.

Purpose/Use	Development to facilitate uses (subject to restrictions on purposes for which a lease or licence can be granted over natural areas under the LG Act)
▪ Filming and photographic projects (authorised under section 46(1)(c) Local Government Act). ▪ Purposes for which a lease or licence is permitted for natural areas – see Part 9.7 of this PoM ▪ Purposes/uses permitted under State and local environmental planning policies. ▪ Purpose/uses permitted under the Local Government Act and Regulation and other State and Commonwealth legislation. ▪ Purposes/uses permitted in a Council policy or strategy adopted after this PoM.	▪ Work sheds, storage sheds or temporary stockpile areas for natural materials required in connection with the maintenance of the land. ▪ Biodiversity conservation initiatives including artificial habitat. ▪ Water storage facility. ▪ Development to facilitate any other appropriate purposes/uses set out in this table.

14.3 Leases, Licences and other Estates

This PoM expressly authorises Council to grant leases, licences or other estates in land categorised as NA - Bushland for the purposes set out in **Table 14.3**. Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.

The general information and requirements relating to leases, licences and other estates in community land generally, in **Chapter 7** applies to any leases, licences or other estates in land authorised under this part of the PoM.

Table 14.3 Leases, licences and other estates and purposes for which they may be granted for community land categorised as Natural Area - Bushland

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
NOTE: Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.	
Lease or licence	▪ Erection or use of building or structure that is a kind prescribed by the LG Act or regulations, including walkways, pathways, bridges, causeways, observation platforms and signs. ▪ Erection or use of a building or structure for a purpose prescribed by the LG Act or regulations, including information kiosk, refreshment kiosks (but not restaurants), work sheds or storage sheds required in connection with the maintenance of the land, toilets or rest rooms. ▪ Water recreation structures. ▪ Environmental facilities. ▪ Environmental management, bush fire hazard reduction, flood mitigation and coastal protection works. ▪ Bicycle hire or similar. ▪ Facilitating connection to Country and with place/landscape - culture and heritage.

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
NOTE: Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.	
Licence	▪ Environmental and heritage education, community events and workshops. ▪ Environmental and scientific study, monitoring and research. ▪ Approved land and bush management activities and care projects requiring ecological restoration activities associated with protection of flora and fauna or natural values. ▪ Guided bushwalks and/or tours. ▪ Bicycle/boat/ kayak hire or similar. ▪ Environmental volunteering. ▪ Facilitating connection to Country and with place/landscape - culture and heritage. ▪ Public art installations to support appreciation and understanding of the natural area. ▪ Small scale commercial activities consistent with reserve purpose/core objectives, such as guided bushwalking, nature play or nature photography. ▪ Filming and photographic projects (authorised under section 46(1)(c) Local Government Act). ▪ Temporary erection or use of any building or structure (with special conditions) necessary to enable a filming project to be carried out. ▪ Biodiversity conservation initiatives including artificial habitat. ▪ Fire hazard reduction and cultural burns. ▪ Soil erosion and water quality. ▪ Work sheds, storage sheds or temporary stockpile areas for natural materials required in connection with the maintenance of the land. ▪ The temporary use of any existing road or fire trail, or the temporary use of land that does not have an existing road or fire trail: ○ to transport building materials and equipment required in relation to building work that is to be, or is being, carried out on adjoining land, or ○ to remove waste that is consequential on such work.
Short term licensing or hiring	• Community events and festivals. • Playing a musical instrument, or singing for fee or reward. • Picnics and private celebrations such as weddings and family gatherings. • Filming, including for cinema/television. • Conducting a commercial photography session. • Public performances. • Fitness and wellness classes. • Engaging in a trade or business consistent with the purposes and core objectives of Natural Area Bushland. • Delivering a public address. • Community events. • Fairs, markets, auctions and similar activities. • Sports and fitness training and classes. • Approved temporary access for construction and works.

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
NOTE: Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.	
	• Any additional short-term casual use prescribed by the LG Act or LG Regulations.
Additional purposes for leases, licences and other estates in land	• Entering into an agreement for the purpose of conservation (for example a Biodiversity Stewardship Agreement, Conservation Agreement or Wildlife Refuge Agreement within the meaning of Part 5 of the Biodiversity Conservation Act 2016). • Purposes/uses expressly authorised in **Table 14.2** of this PoM, including ancillary and secondary purposes. • Purposes/uses permitted in a Council policy or strategy adopted after the date of this PoM, provided that the use is consistent with the core objectives for the categorisation of land as Natural Area Bushland. • Purposes/uses permitted under State and local environmental planning policies. • Purposes/uses authorised under the LG Act, Local Government Regulation and other State and Commonwealth legislation, including for utilities or filming projects which are authorised under section 46 of the LG Act.
Other Estates	This POM authorises Council to grant 'an estate' over community land for the provision of public utilities and works associated with or ancillary to public utilities subject to the limitations of section 47B of the LG Act.

15.0 NATURAL AREA - FORESHORE CATEGORISATION

15.1 Assignment of Natural Area - Foreshore category

The guidelines for categorisation of community land are set out in the Local Government Regulations. The core objectives for each sub-category are set out in the LG Act.

The guidelines and core objectives for land categorised as Foreshore are set out in **Table 15.1**.

Council must manage community land categorised as Foreshore in accordance with the core objectives in **Table 15.1** and any activities, use or development of the land must be consistent with these core objectives.

Where areas of land categorised as Foreshore have additional values such as cultural or social, Council will also manage these areas to protect those additional values.

Table 15.1 Guidelines for and core objectives of community land categorised as NA - Foreshore

Guidelines Clause 107 Local Government Regulation	**Core objectives** Section 36N LG Act
Land that is categorised as a natural area should be further categorised as foreshore under section 36 (5) of the Act if the land is situated on the water's edge and forms a transition zone between the aquatic and terrestrial environment.	The core objectives for management of community land categorised as foreshore are: (a) to maintain the foreshore as a transition area between the aquatic and the terrestrial environment, and to protect and enhance all functions associated with the foreshore's role as a transition area, and (b) to facilitate the ecologically sustainable use of the foreshore, and to mitigate impact on the foreshore by community use.

Specifically to Carss Bush Park and Todd Park, Council has assigned Natural Area - Foreshore to the natural and remade natural zones adjoining Kogarah Bay and at the interface of creek lines with the bay.

15.2 Permissible Use and Development

Examples of uses that are considered appropriate and consistent with the core objectives for land classified as Foreshore are set out in **Table 15.2**. Note that any use or development must be consistent with the core objectives for land categorised as Foreshore and is also subject to the restrictions that apply to leases and licences of natural areas under the LG Act (Permissible uses and developments are also subject to relevant approvals, permits and tenures as required.

To Crown reserves, the use and development of land categorised as Foreshore must also be consistent with the purpose for which the land was dedicated or reserved.

Table 15.2 Permissible use and development of community land categorised as NA - Foreshore

Purpose/Use	**Development to facilitate uses (subject to restrictions on purposes for which a lease or licence can be granted over natural areas under the LG Act)**
▪ Preservation and enhancement of council's natural and cultural heritage. ▪ Preservation of biological diversity and habitat.	▪ Low-impact walking trails. ▪ Water sensitive urban design installations. ▪ Observation platforms, pontoon.

Purpose/Use	Development to facilitate uses (subject to restrictions on purposes for which a lease or licence can be granted over natural areas under the LG Act)
▪ Providing a location for formal and informal recreation. ▪ Walking. ▪ Access to the waterway (e.g. for swimming, fishing, dinghies, kayaks and boat sheds). ▪ Environmental and scientific study. ▪ Community engagement in understanding and enhancing natural and cultural values. ▪ Approved bush care projects requiring ecological restoration activities associated with protection of flora and fauna. ▪ Fire hazard reduction. ▪ Facilitating connection to Country. ▪ Filming and photographic projects (authorised under section 46(1)(c) Local Government Act). ▪ Purposes for which a lease or licence is permitted for natural areas – see Part 9.7 of this PoM. ▪ Purposes/uses permitted under State and local environmental planning policies. ▪ Purpose/uses permitted under the Local Government Act and Regulation and other State and Commonwealth legislation. ▪ Purposes/uses permitted in a Council policy or strategy adopted after this PoM.	▪ Temporary erection or use of any building or structure necessary to enable a filming project to be carried out. ▪ Locational, directional, interpretative and regulatory signage. ▪ Dinghy / kayak racks. ▪ Foreshore erosion control works. ▪ Barriers. ▪ Boardwalk. ▪ Maintenance and use of existing boatsheds. ▪ Development to facilitate any other appropriate purposes/uses set out in this table.

Figure 15.1 below shows areas of Carss Bush Park and Todd Park categorised as Natural Area – Foreshore.



Figure 15.1 Areas of Carss Bush Park and Todd Park categorised as Natural Area - Foreshore

15.3 Leases, Licences and other Estates

This PoM expressly authorises Council to grant leases, licences or other estates in land categorised as NA - Foreshore for the purposes set out in **Table 15.3**. Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations

The general information and requirements relating to leases, licences and other estates in community land generally, in **Chapter 7** applies to any leases, licences or other estates in land authorised under this part of the PoM.

Table 15.3 Leases, licences and other estates and purposes for which they may be granted for community land categorised as Natural Area - Foreshore

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
NOTE: Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.	
Lease or licence	▪ Walkways, pathways, bridges, causeways. ▪ Observation platforms, signs. ▪ Information kiosk. ▪ Bicycle/boat hire or similar. ▪ Work sheds or storage sheds required in connection with the maintenance of the land. ▪ Toilets. ▪ Temporary erection or use of any building or structure necessary to enable a filming project to be carried out.
Licence	• Walkways, pathways, bridges, causeways. • Observation platforms, signs. • Information kiosk. • Bicycle/boat hire or similar. • Work sheds or storage sheds required in connection with the maintenance of the land. • Toilets. • temporary erection or use of any building or structure necessary to enable a filming project to be carried out.
Short term licensing or hiring	• Scientific studies and surveys or similar. • Bicycle/boat hire or similar. • Temporary erection or use of any building or structure necessary to enable a filming project to be carried out Sports and fitness training and classes. • Approved temporary access for construction and works. • Any additional short-term casual use prescribed by the LG Act or LG Regulations.
Additional purposes for leases, licences and other estates in land	• Entering into an agreement for the purpose of conservation (for example a Biodiversity Stewardship Agreement, Conservation Agreement or Wildlife Refuge Agreement within the meaning of Part 5 of the Biodiversity Conservation Act 2016).

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
NOTE: Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.	
	• Purposes/uses expressly authorised in **Table 15.2** of this PoM, including ancillary and secondary purposes. • Purposes/uses permitted in a Council policy or strategy adopted after the date of this PoM, provided that the use is consistent with the core objectives for the categorisation of land as Natural Area Foreshore. • Purposes/uses permitted under State and local environmental planning policies. • Purposes/uses authorised under the LG Act, Local Government Regulation and other State and Commonwealth legislation, including for utilities or filming projects which are authorised under section 46 of the LG Act.
Other Estates	This PoM authorises Council to grant 'an estate' over community land for the provision of public utilities and works associated with or ancillary to public utilities subject to the limitations of section 47B of the LG Act.

Refer to section 7.3 for summary of existing leases and licences.

16.0 NATURAL AREA - WATERCOURSE CATEGORISATION

16.1 Assignment of Natural Area - Watercourse category

The guidelines for categorisation of community land are set out in the Local Government Regulations. The core objectives for each sub-category are set out in the LG Act.

The guidelines and core objectives for land categorised as a Watercourse are summarised in **Table 16.1**.

Council must manage community land categorised as Watercourse in accordance with the core objectives in **Table 16.1** and any activities, use or development of the land must be consistent with these core objectives.

Where areas of land categorised as Watercourse have additional values such as cultural or social, Council will also manage these areas to protect those additional values.

Table 16.1 Guidelines for and core objectives of community land categorised as NA - Watercourse

Guidelines Clause 107 Local Government Regulation	**Core objectives** Section 36M LG Act
Land that is categorised as a natural area should be further categorised as a watercourse if the land includes a. any stream of water, whether perennial or intermittent, flowing in a natural channel, or in a natural channel that has been artificially improved, or in an artificial channel that has changed the course of the stream of water, and any other stream of water into or from which the stream of water flows, and b. associated riparian land or vegetation, including land that is protected land for the purposes of the Rivers and Foreshores Improvement Act 1948 or State protected land identified in an order under section 7 of the Native Vegetation Conservation Act 1997.	The core objectives for management of community land categorised as watercourse are: a. manage watercourses so as to protect the biodiversity and ecological values of the instream environment, particularly in relation to water quality and water flows b. manage watercourses so as to protect the riparian environment, particularly in relation to riparian vegetation and habitats and bank stability c. restore degraded watercourses d. promote community education, and community access to and use of the watercourse, without compromising the other core objectives of the category.

Specifically to Carss Bush Park and Todd Park, Council has assigned Natural Area - Watercourse to the natural and remade natural waterbodies including the Carss Park Tidal baths and the naturalised drainage channel in the southern zone of the subject site.

16.2 Permissible Use and Development

Examples of uses that are considered appropriate and consistent with the core objectives for land classified as Watercourse are set out in **Table 16.2**. Note that any use or development must be consistent with the core objectives for land categorised as Watercourse and is also subject to the restrictions that apply to leases and licences of natural areas under the LG Act (Permissible uses and developments are also subject to relevant approvals, permits and tenures as required.

To Crown reserves, the use and development of land categorised as Watercourse must also be consistent with the purpose for which the land was dedicated or reserved.

Table 16.2 Permissible use and development of community land categorised as NA - Watercourse

Purpose/Use	Development to facilitate uses (subject to restrictions on purposes for which a lease or licence can be granted over natural areas under the LG Act)
• Preservation of the council's natural heritage including the identified endangered ecological communities. • Preservation of biological diversity and habitat. • Providing a location for relaxation and passive, informal, water-based recreation, unless prohibited. • Approved bush care projects requiring ecological restoration activities associated with the protection and conservation of flora and fauna. ▪ Restoration works associated with the protection of the biodiversity and ecological values of the in-stream environment.	• Visitor facilities: toilets, picnic tables, BBQs, sheltered seating areas, lighting, low-impact carparks, refreshment kiosks. • Low-impact walking trails. • Interpretive signage, information kiosks. • Water-saving initiatives such as rain gardens, swales and sediment traps. • Bridges, observation platforms. • Work sheds or storage sheds required in connection with the maintenance of the land. • Bicycle/boat hire or similar. • Temporary erection or use of any building or structure necessary to enable a filming project to be carried out. • Locational, directional and regulatory signage. ▪ Flood mitigation works, such as detention basins, realignment of water flows and banks, installation of pipes, culverts and other structures to assist in control of flood waters.

Figure 16.1 below shows areas of Carss Bush Park and Todd Park categorised as Natural Area – Watercourse.



Figure 16.1 Areas of Carss Bush Park and Todd Park categorised as Natural Area - Watercourse

16.3 Leases, Licences and other Estates

This PoM expressly authorises Council to grant leases, licences or other estates in land categorised as NA - Watercourse for the purposes set out in **Table 16.3**. Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.

The general information and requirements relating to leases, licences and other estates in community land generally, in **Part 7.1 of Chapter 7** applies to any leases, licences or other estates in land authorised under this part of the PoM.

Table 16.3 Leases, licences and other estates and purposes for which they may be granted for community land categorised as Natural Area - Watercourse

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
NOTE: Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.	
Lease or licence	▪ Walkways, pathways, bridges, causeways. ▪ Observation platforms, signs. ▪ Information kiosk. ▪ Kiosk selling light refreshments. ▪ Bicycle/boat hire or similar. ▪ Work sheds or storage sheds required in connection with the maintenance of the land. ▪ Toilets. ▪ Temporary erection or use of any building or structure necessary to enable a filming project to be carried out.
Licence	• Walkways, pathways, bridges, causeways. • Observation platforms, signs. • Information kiosk. • Kiosk selling light refreshments. • Bicycle/boat hire or similar. • work sheds or storage sheds required in connection with the maintenance of the land. • Toilets. • Temporary erection or use of any building or structure necessary to enable a filming project to be carried out.
Short term licensing or hiring	• Scientific studies and surveys or similar. • Bicycle/boat hire or similar. • Temporary erection or use of any building or structure necessary to enable a filming project to be carried out.
Additional purposes for leases, licences and other estates in land	• Entering into an agreement for the purpose of conservation (for example a Biodiversity Stewardship Agreement, Conservation Agreement or Wildlife Refuge Agreement within the meaning of Part 5 of the Biodiversity Conservation Act 2016). • Purposes/uses expressly authorised in **Table 16.2** of this PoM, including ancillary and secondary purposes. • Purposes/uses permitted in a Council policy or strategy adopted after the date of this PoM, provided that the use is consistent with the core objectives for the categorisation of land as Natural Area Watercourse.

Type of tenure arrangement	Purpose for which a lease, licence or other estate in land may be granted
NOTE: Leases or licences authorised by this Chapter must not involve the erection, rebuilding, replacement or use of any building or structure that is not of a kind prescribed in the LG Act or Local Government Regulations.	
	• Purposes/uses permitted under State and local environmental planning policies. • Purposes/uses authorised under the LG Act, Local Government Regulation and other State and Commonwealth legislation, including for utilities or filming projects which are authorised under section 46 of the LG Act.
Other Estates	This POM authorises Council to grant 'an estate' over community land for the provision of public utilities and works associated with or ancillary to public utilities subject to the limitations of section 47B of the LG Act.

Refer to section 7.3 for summary of existing leases and licences.

17.0 APPENDICES

17.1 Site Images – December 2023

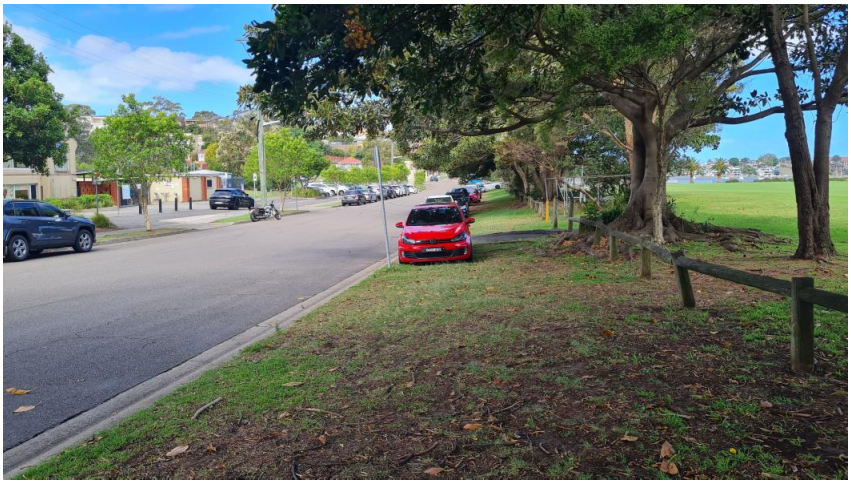
ENV016-26 Attachment 2



Site Image: Pedestrians and vehicles conflict at access and parking locations



Site Image: Existing paths are aged and generally under sized



Site Image: Car parking to verge on Carlton Crescent adjacent iconic Fig trees



Site Image: Landscape and access challenges at park edge on Carlton Street



Site Image: Narrow path and utilitarian fence impact walking experience



Site Image: Aged or poor quality treatments detract from park experience



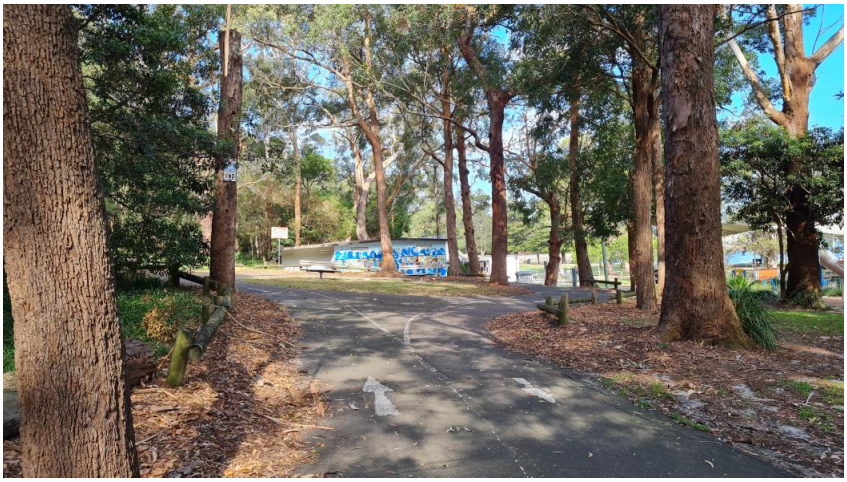
Site Image: Narrow path access limits usability



Site Image: Narrow path access limits usability



Site Image: Attractive walking experiences through bushland edge



Site Image: Path nodes require careful design for effective use and wayfinding



Site Image: Path nodes require careful design for effective use and wayfinding



Site Image: Varied path materials



Site Image: Attractive combinations of sandstone and native tree canopy



Site Image: Recent seating terraces are effective



Site Image: Promenade could offer a more attractive walking and recreational experience



Site Image: The points at swimming cove offer potential as nodal sitting / gathering places



Site Image: The points at swimming cove offer potential as nodal sitting / gathering places



Site Image: Some seating areas are not accessible by path



Site Image: Informal access can damage foreshore planting



Site Image: Tidal habitat pools are popular addition to foreshore



Site Image: permeable residential boundaries provide a nice interface to the park



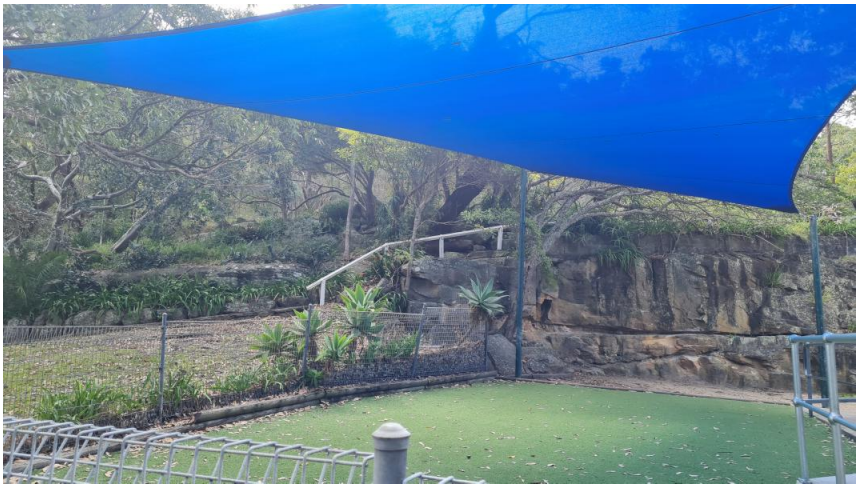
Site Image: Varied character of parking from heavily vegetated to very open



Site Image: Varied character of parking from heavily vegetated to very open



Site Image: Pedestrian priority can be further enhanced at park entries



Site Image: Varied type and quality of fencing



Site Image: Varied type and quality of fencing



Site Image: Varied type and quality of fencing



Site Image: Recyclables exchange hub within carpark



Site Image: Fencing detracts from rock outcrop



Site Image: St George Men's Shed

17.2 Flora List 2004 PoM

The following table was produced as part of the 2004 Plan of Management, extracted from the National Trust 1996 Native Species Vegetation Survey.

NATIONAL TRUST 1996 NATIVE SPECIES VEGETATION SURVEY – CARSS BUSH PARK

Botanical Name	Common Name	**Botanical Name**	Common Name
LYCOPODIACEAE		MORACEAE	
SELAGINELLACAEA		*Ficus rubiginosa*	Port Jackson Fig
Selaginella uliginosa	Swamp Selaginella		
PTERIDOPHYTA		MYRSINACEAE	
ADIANTACEAE		*Rapanea variablis*	Muttonwood
Adiantum aethiopicum	Maiden Hair		
Pteris tremula			
P. vittata			
ASPLENIACEAE		MYRTACEAE	
Aspleniumn flabellifoliun		*Angophora costata*	Smooth Barked Apple
		Baeckia virgata	
		Eucalyptus botryoides	
		Eucalyptus gummifera	Red Bloodwood
		Eucalyptus pilularis	Blackbutt
		Kunzea ambigua	Tick Bush
		Leptospermum attentuatum	Flaky barked tea tree
		Leptospermum flavescens	Yellow tea tree
BLECHNACEAE		OLEACEAE	
Blechnum cartilagineum		*Notelaea longifolia*	
		Notelaea venosa	Mock Olive
CYATHEACEAE		PITTOSPORACEAE	
Calochlaena dubia	False Bracken	*Billardiera scandens*	Dumplings
Cyathea australis	Tree Fern	*Bursaria spinosa*	Blackthorn
		Pittosporum revolutum	Yellow Pittosporum
		Pittosporum undulatum	Sweet Pittosporum

NATIONAL TRUST 1996 NATIVE SPECIES VEGETATION SURVEY – CARSS BUSH PARK

Botanical Name	Common Name	**Botanical Name**	Common Name
DENNTAEDTIACEAE		PROTEACEAE	
Hypolepis muelleri	Ground-fern	*Banksia ericifolia*	
Pteridium esculentum	Bracken Fern	*Banksia integrifolia*	Coastal Banksia
		Banksia spinulosa	Hairpin Banksia
		Banksia serrata	Old Man Banksia
		Grevillea sericea	Pink Spider Flower
		Hakea dactyloides	Finger Hakea
		Hakea salicifolia	
		Hakea sericea	Silky Hakea
		Lambertia formosa	Mountain Devil
		Lomatia silaifolia	Crinkle Bush
		Persoonia levis	Broad-leaf Geebung
		Persoonia linearis	Fine-leaf Geebung
		Persoonia laurina ssp. intermedia	
		Xylomelum pryiforme	
GLENICHENIACEAE		RAMNACEAE	
Sticherus flabellatus		*Pomaderris sp.*	
LINSACEAE		RANUNCULACEAE	
Lindsaea linearis		*Clematis aristata*	Toothed Clematis
PTERIDACEAE		RUBINACEAE	
Cheilanthes tenuifolia	Rock Fern	*Opercularia aspera*	Thin Stinkweed
		Pomax umbellata	Pomax
ANGIOSPERMAE		RUTACEAE	
		Zieria pilosa	Hairy Zieria
		Zieria smithii	
DICOTYLENDONS		SANTALACEAE	
APIACEAE		*Exocarpos cupressiformis*	Native Cherry
Hydrocotyle sp.	Pennywort		
Trachymene incisa			
Xanthosia pilosa			
Xanthosia tridentata			
ARALIACEAE		SAPINDACEAE	
Polyscias sambucifolius	Elderberry Panax	*Dodonaea triquetra*	Hopbush
		Guioa semiglauca	
ASTERACEAE		SCROPHULORIACEAE	
Cassinia aculeata		*Veronica plebeia*	
Ozothamnus diosmifolium			
Olearia microphylla			
BIGNONIACEAE		SOLANACEAE	
Pandorea pandorana	Wonga Vine	*Solanum pungetium*	
CASSYTHACEAE		STERCULIACEAE	
Cassytha glabrata	Devil's Twine	*Brachychiton acerifolium*	Illawarra Flame Tree
		Lasiopetalum ferrugineum	Rust Plant
CASUARINACEAE		THYMELACEAE	
Allocasuarina littoralis	Black She-oak	*Pimelea linifolia*	Slender Rice Flower
Allocasuarina torulosa	Forest oak		
CHENOPODIACEAE		VERBENACEAE	
Einadia hastate		*Clerodendrum tomentosum*	Hairy Clerodendrum
CONVOLVULACEAE		VITACEAE	
Dichondra repens	Kidney Weed	*Cayratia clematidea*	Native Grape
		Cissus antartica	
		Cissus hypoglauca	Water Vine
DILLENIACEAE		**MONOCOTYLENDONS**	
Hibberia dentata		COMMELINACEAE	
Hibberia scandens		*Commelina cyanea*	Wandering Sailor

NATIONAL TRUST 1996 NATIVE SPECIES VEGETATION SURVEY – CARSS BUSH PARK

Botanical Name	Common Name	**Botanical Name**	Common Name
ELAEOCARPACEAE		CYPERACEAE	
Elaeocarpus reticulates	Blueberry Ash	*Cyperus gracilis*	
		Cyperus laeves	
		Cyperus polystachyos	
		Gahnia sp.	Saw-sedge
		Lepidosperma laterale	Pithy sword-sedge
		Schoenus melanostachys	
		Scirpus inundatus	
EPACRIDACEAE		JUNACCEAE	
Astroloma pinifolium		*Juncus bufonis*	
Epacris pulchella	NSW Coral Heath	*Juncus homalocaulis*	
Leucopogon ericoides		*Juncus planifolius*	Broad Rush
Leucopogon juniperinus	Prickly Beard-Heath	*Juncus usitatus*	Common Rush, Tussock Rush
Leucopogon parviflorus	Coast Beard-Heath		
Monotoca elliptica			
EUPHORBIACEAE		LILIACEAE	
Breynia oblongifolia	Dwarf's Apples	*Caesia sp*	Grass Lily
Glochidion ferdinandi	Cheese Tree	*Dianella caerulea*	Flax Lily
Omalahthus populifolius	Bleeding Heart	*Dianella revoluta*	Black Anthered Flax Lily
Micrantheum sp.		*Thysanotus juncifolius*	Fringe Lily
Phyllanthus hirtellus			
Poranthera ericifolia			
Poranthera microphylla	Small Poranthera		
FABACEAE		ORCHIDACEAE	
Dillwynia retorta		*Cryptostylis subulata*	Large Tongue Orchid
Hardenbergia violacea	False Sarsaparilla	*Dendrobium linguiforme*	Tongue Orchid
Kennedia rubicunda	Coral Pea	*Dipodium punctatum*	Hyacinth Orchid
Platylobium formosum	Handsome Flat Pea	*Pterostylis concinna*	Trim Greenhood
Pultenaea daphnoides	Large-leaf Bush Pea		
GERANIACEAE		PHILESIACEAE	
Geranium homeanum		*Eustrephus latifolius*	Wombat Berry
Geranium indorum		*Geitnoplesium cymosum*	
GOODENIACEAE		POACEAE	
Goodenia hederacea	Variable Goodenia	*Cymbopogon refractus*	Barb Wire Grass
Goodenia heterophylla		*Enchinopogon caespitosus*	Hedgehog Grass
		Entolasia marginata	
		Entolasia stricta	
		Imperata cylindrica var. major	Blady Grass
		Microlaena stipoides	Weeping Meadow Grass
		Oplismenus imbecillis	Basket Grass
		Paspalidium rigida	
		Themeda australis	Kangaroo Grass
HALORAGACEAE		SMILACEAE	
Gonocarpus teucrioides	Germander Raspwort	*Smilax glyciphylla*	Sarsaparilla
LOBELIACEAE		STYLIDIACEAE	
Lobelia gracillis		*Stylidium graminifolium*	Grass Trigger Plant
Pratia purpurescens			
MENISPERMACEAE		XANTHORRHOEACEAE	
Sarcopetalum harveyanum	Perl Vine	*Lomandra confertifolia*	
		Lomandra longifolia	Spiny Headed Matrush
Stephania japonica	Snake Vine	*Lomandra multifora*	
		Lomandra obliqua	Twisted Matrush
		Lomandra sp	
		Xanthorrhoea sp	Grass Tree

NATIONAL TRUST 1996 NATIVE SPECIES VEGETATION SURVEY – CARSS BUSH PARK

Botanical Name	Common Name	**Botanical Name**	Common Name
MIMOSACEAE			
Acacia floribunda			
Acacia implexa			
Acacia linifolia	Flax-leaf Wattle		
Acacia longifolia	Sydney Golden Wattle		
Acacia myrtifolia			
Acacia parramattensis			
Acacia prominens	Gosford Wattle		
Acacia stricta			
Acacia suaveolens			
Acacia terminalis			
Acacia ulicifolia	Sweet Wattle Sunshine Wattle Prickly Wattle		

Reference: Brodie, L, Stolle, H, Rannard,J. *Carss Park Bushland, Bushland Survey for Kogarah Council, April, 1996,* National Trust of Australia (NSW).

GEORGES RIVER COUNCIL

CARSS BUSH PARK & TODD PARK

Master Plan and Plan of Management
Phase 2 Consultation Report December 2025



Carss Bush Park and Todd Park

MASTER PLAN AND PLAN OF MANAGEMENT PHASE 2 CONSULTATION REPORT

December 2025

Prepared For

Georges River Council

By

Environmental Partnership NSW Pty Ltd

Issue	Date	Description	By
1	19/12/25	Internal Draft	AH
2	09/01/26	Draft for Council review	AH
3	23/02/26	Final Draft – v1	AH
4	24/03/26	Final Draft – v2	AH

Cover image: Carss Bush Park foreshore

ACKNOWLEDGEMENT OF COUNTRY

Georges River 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. We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

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EXECUTIVE SUMMARY

Background

The Carss Bush Park and Todd Park Master Plan and Plan of Management (PoM) project involved community consultation across two phases:

1. Phase One consultation focused on community perspectives of the existing park and its use and was undertaken in 2023, and is detailed in the separate Phase 1 Consultation Report
2. Phase Two consultation relates to the public exhibition of the Final Draft Master Plan and PoM in late 2025

The Phase Two consultation process has involved the following components:

- Public Exhibition period 5th November to 17th December 2025
- Community Drop-in Day 22nd November 2025
- Public Hearing 25th November 2025

The Phase Two consultation streams provided the following response levels:

Your Say project page visits	**2300+**
Online Community Surveys	**40**
Written submissions (Emails)	**33**
Community Your Say Drop-in Day	**25-25 people attended**

A total of 73 submissions were received on the draft Master Plan and draft PoM from individuals and user groups – these included 40 online (Your Say) submissions and 33 email submissions. Whilst the submissions expressed support for the majority of recommendations, including protection of heritage and natural character and improved parking management; concerns were raised with investigation of integrating the St George Men's Shed with park amenities in Carss Park Flats; potential for conflicts on shared pedestrian cycle paths; and potential loss of parking on Carwar Avenue with the implementation of a shared zone.

Key themes

Key themes have been identified from the various community engagement streams (email submissions and Your Say surveys) and organised user group inputs and are summarised in **Table 1** below. The discussion and recommendation under these themes inform Council's response to submissions, as recorded in the Submissions Summary and Recommendations table (**Attachment 4** to the Council Report). This document is provided as **Attachment 3** to the Council Report. Further detail on feedback from various consultation streams are provided in the relevant report sections.

Where applicable, the study team has provided observations or discussion in *italics* and recommendations for amendments to the Draft Master Plan and PoM to assist in review and actions arising from the exhibition feedback.

Table 1: Key Themes, Discussion and Recommendation table

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
1. ST GEORGE MEN'S SHED – PROPOSAL FOR INTEGRATED FACILITY		
The online Your Say forum in addition to a number of written submissions , expressed concerns about potential	*The Master Plan proposals recognise several issues with regard to spatial planning in this area of the park:*	*Retain the existing approach in the PoM and Master Plan (remain*

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
changes to the Men's Shed facilities. Some key issues included: • Concern that operating in a shared use building (as proposed to be investigated) was not feasible due to operational; / safety issues • Preference for specific location of Men's Shed activities to remain as is The submissions outline a series of detailed rationale which include • Stand-Alone Facility - The current stand-alone status is essential. Woodworking generates noise and dust and requires heavy machinery. It must be kept separate from the public and school children. Sharing a building with public facilities would compromise safety and functionality. • Financial Strain - The Shed is a non-profit entity with limited funds. A huge amount of time and money has been invested into the building. Relocating would involve huge costs for demolition, equipment removal, reinstallation, and re-certification. • Safe, Easy Access - The adjacent car park is essential for deliveries and dispatching items. Easy access is important for members with limited mobility. • Environmental Responsibility - Reusing the existing building avoids demolition waste and avoids loss of parkland for a new build. Any occasional building repairs would have very little, if any, environmental impact. • Mental Health Benefits - The green surroundings and outdoor space promote social connection and wellbeing. Expansion is needed - 50% to 100% more floor space. This is the least disruptive and most budget friendly way forward. Expansion will meet the growing demand from the aging population and help to continue to serve the community.	• *There is limited space available for expansion of the Men's Shed footprint in its current location given its relationship to the new aquatic complex which will be seeking to maximise footprint for parking facilities and other elements of the new facilities. Potential creating of a second level is a possibility; however this has accessibility considerations as well as visual impacts to Carwar Ave public domain* • *Access as currently occurs to the frontage of the shed is likely to change with the new aquatic complex design* • *There is some potential for expansion of the footprint of the existing amenities building* *As such, the concept of a shared structure which had potentially the Men's Shed to upper level with good access to Carwar Avenue and sports facilities to the lower level was proposed for further investigation. Also identified was potential that the Men's Shed facility could be integrated with the new aquatic complex – this would most likely assume a standalone Men's Shed as opposed to a joint Men's Shed / amenities building.*	*flexible with multiple options).* *Update Item 6 in the Master Plan and corresponding Master Plan section 9.2 in the PoM.* *Options to be explored may include:* *i. Replacement facility as stand-alone facility in alternative location at another site (not in the park)* *ii. Replacement facility as stand-alone facility in alternative location in the park* *iii. Replacement facility as stand-alone / secure space integrated into building structure in park shared with another use (e.g. playing fields amenities / club / storage).* *Additionally, the references to possible locations of a future facility will be removed from Item 6 due to the uncertainty around the specific spatial arrangements and design of the pool redevelopment project.*
2. <u>PARKING AVAILABILITY AND PROXIMITY INCLUDING IMPACT OF SHARED ZONE PROPOSAL TO CARWAR AVE SOUTH</u>		
Parking issues raised by respondents included congestion, misuse, and future demand. Quotes from the online Your Say forum included: *"This is a mess. Boats, trailers, trucks, caravans are parking there."*	*Responses are provided to each of these points separately:* ***<u>Concern with potential loss of parking with shared zone proposal to Carwar Ave south, and need for additional parking with new pool complex</u>***	*Reinstate the option considered during the master plan for the shared zone design to maintain the existing number of parking spaces reconfigured as ninety-degree parking.*

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
"Parking has to be increased… multi-storey or underground." Suggestions ranged from angled parking to multi-level car parks. Respondents raised specific aspects of parking availability and siting as concerns. These included: a) Concern with potential loss of parking with shared zone proposal to Carwar Avenue south b) Need for additional parking with new pool complex	*These two points are interrelated. There are 17 spaces in the existing turning circle area including 1 accessible space and a further 9 parallel spaces towards Carss Cottage (30 total). The master plan process explored several options for reorganising parking (to simple ninety-degree spaces) to maintain existing numbers, but Council's preference was for the option as exhibited which can provide 6-9 on-street spaces (including 2 accessible spaces) That is a net loss of 21-24 spaces off the street.* *It is unclear if the new parking provisions for the aquatic centre can provide for the requisite number for the new facility plus compensate for a net loss of spaces on Carwar Avenue South.* *It must also be recognised that residents perceive there is inadequate parking currently for the park; and to further complicate this, the existing pool parking area is currently being used for general park users – the integration of this space back into the pool complex for pool parking will reduce the amount of parking available for general park use from its current amount.*	• *Update dot points in Item 7 in the Master Plan and corresponding Master Plan section 9.2 in the PoM.* *Investigate potential for use of Parkside Drive (that is Lots 8/6/DP1963) Parking area as event / weekend parking area with suitable path access links to Carlton Crescent.* • *Update dot points in Item 3 in the Master Plan and corresponding Master Plan section 9.2 in the PoM.*
c) Desire for parking to be located as close as possible to facilities	***Desire for parking to be located as close as possible to facilities*** *The availability of parking at the existing turn around area was seen by several submissions as advantageous for families elderly and disabled. However, on a busy weekend, this provision is limited to the available spaces while accessible parking focussed on disabled users / elderly is limited.* *In terms of ease of use and proximity to facilities, the Master Plan proposes drop-off bays which enable cars to drop off passengers and bags / equipment etc and then go seek parking. This is a common approach at many major open spaces and can provide a more equitable solution while maintaining well located parking availability for the elderly and disabled.*	*Supplement text descriptions in master plan to reinforce role of drop-off bays to the proposed shared zone (See new dot point in Item 7 of the Master Plan).* • *Update dot points in Item 7 in the Master Plan and corresponding Master Plan section 9.2 in the PoM.*

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
d) Suggested control and regulation of use of existing on street parking to Carwar Avenue and Carlton Crescent.	***Suggested control and regulation of use of existing on-street parking to Carwar Ave and Carlton Crescent*** *This idea has the potential to increase availability of existing spaces to park users and provide more equitable and appropriate use of park edge parking to this major foreshore open space. Such interventions could:* • *Limit long term parking of boats, large vehicles and cars; restricting day to day use* • *Maintain resident parking availability (within potential time limits if appropriate)* *A further point was made regarding preventing parking on the Carlton Crescent bridge over the stormwater channel. It is noted that there is no-parking signage on the south side of the road but not the north.*	*No change to Master Plan and PoM.*
e) Optimisation of parking at Narani Childcare / Community Centre (including potential extension of existing off street parking).	***Optimisation of parking at Narani Childcare / Community Centre (including potential extension of existing off street parking)*** *Several submissions mentioned this parking area – in particular:* • *What is its current status – is it available for general public use?* • *Is there potential to extend this off-street parking?*	*Investigate making the temporary car parking arrangements that will be put in for the aquatic complex construction along Carlton Crescent as permanent.* • *Update dot points in Item 3 in the Master Plan and corresponding Master Plan section 9.2 in the PoM.* • *Update Action 5.2 in the PoM.*
f) Buses cannot turn around at the cul-de-sac. The current car park island gives buses the manoeuvrability to turn around. How will buses turn around? Are you expecting them to turn where you are trying to get people to congregate in a plaza?	***Buses cannot turn around at the cul-de-sac. The current car park island gives buses the manoeuvrability to turn around. How will buses turn around?*** *It is dangerous for pedestrians to have buses turning around carparking as occurs currently. Potential to integrate bus turn around in modifications to pool carpark access / entry.*	*Bus turn around to be ensured subject to approval by Council's traffic section.* • *Update dot points in Item 7 in the Master Plan and corresponding Master Plan section 9.2 in the PoM.*

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
g) Carss Park Hilltop Car park - If more parking can be provided by reconfiguring it, do it.		*Update first dot point under Item 14. Carss Park Hill Top Carpark of the Master Plan and corresponding Master Plan section 9.2 in the PoM as:* • *Investigate improved vehicle access and traffic management including potential future dual-direction driveway access to assist with narrow circulation* • *Update Action 5.1 in the PoM.*
3. SHARED PATHS		
While there was a number of submissions that supported an integrated shared pedestrian / cycle path network there were a larger number that questioned the suitability of shared paths; most specifically in Carss Bush Park adjoining the café and playground. Submissions cited poor experiences in other locations with lack of etiquette by cyclists and potential safety concerns. Related to this was the concern that cyclists would not adhere to speed limitations and / or it would not be possible to enforce restrictions.	*It is expected that enforcement will remain a key issue whatever is resolved as the preferred solution. That is, either there is signage and enforcement of a slow speed shared pedestrian/cycle path through the foreshore precinct or there is signage and enforcement to prevent cycle access through this area. It is understood that cycles do use these paths currently, and so either way there is a challenge to be addressed.* *There are numerous precedents for shared paths in busy precincts including Manly beachfront and Queenscliff Lagoon, which have speed limitations. It is anecdotally understood there are conflicts that continue to arise; but these are seen as part of the ongoing management of the facilities through signage, speed management measures and enforcement as far as practical.* *The alternative is to consider alternative shared path routes.*	*Shared path arrangement as per the Draft Master Plan to be maintained.* *Add points about maximising shared path width and provision of speed management. measures in Item 16. Shared Path of the Master Plan and corresponding Master Plan section 9.2 in the PoM.*
4. EVENT MANAGEMENT		
The Your Say drop in on site in addition to several online respondents and submissions raised planning and management of major events on the site as a key issue for local residents and the general community. It was noted that past events, in addition to the most recent event in 2025; have exceeded planned	*Council acknowledges the issue and is addressing it.*	*To review existing event management protocols; that include a limited number of events in a year and the need for a development application (DA).* *Refer to new dot points in Items 4 and 7 of the*

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
numbers and that there has been inadequate management of: • Traffic around and within the site • Parking generally • Parking to playing field areas • Rubbish		*Master Plan and corresponding Master Plan section 9.2 in the PoM.* *Amend Action 6.4 in the PoM.*
5. RAMP ACCESS FROM PARK LEVEL UP TO CARWAR AVENUE		
There were several submissions that queried the necessity for the access ramps either side of Carwar Avenue providing accessible movement to Carss Flats and to Carss Bush Park. Key points raised were: • Can't people just use the existing road? • What is the impact to the existing heritage wall in Carss Bush Park? • Why demolish the Men's Shed just to build the ramps?	*These specific points are addressed following:* ***Can't people just use the existing road?*** *The existing road does not meet accessibility gradients – an elderly participant at the first round Your Say day specifically raised this as an issue as did other respondents.* *There is no accessible connection to Carss Flats from Carwar Avenue* ***What is the impact to the existing heritage wall in Carss Bush Park?*** *Potential impact on the heritage fabric needs to be assessed as part of ongoing design – however the concept is that a lightweight ramp structure can be supported above / over the existing terrace walls* ***Why demolish the Men's Shed just to build the ramp to Carss Flat?*** *The accessible ramp does not propose to demolish the Shed.*	*Maintain the proposal for further investigation of ramp access and ongoing design and implementation if feasible.* • *Update first dot point in Item 8 of the Master Plan and corresponding Master Plan section 9.2 in the PoM.*
6. CONTROLLED ACCESS TO BOAT RAMP		
There were several submissions that queried the closure of the boat ramp access. In addition several respondents noted the need for ongoing maintenance of the water access ramp from algal build-up to prevent slip incidents.	*The proposal relates to maintaining (the existing) closure of the roadway access from Carwar Ave to the foreshore to general public access. The corridor from the Carwar Avenue roundabout to the foreshore is to be designated as a pedestrian-priority area. Public vehicular access will remain closed to address identified pedestrian–vehicle safety conflicts.*	*Update second dot point in Item 26 of the Master Plan and corresponding Master Plan section 9.2 in the PoM.* • *Public vehicular access to the boat ramp to be discontinued; limiting its use exclusively to Council operational and maintenance requirements.*

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
	Controlled access will be retained solely for emergency response and essential operational vehicles. *The issue of maintenance / cleaning of the ramp is a valid issue to be noted.*	• *Insert the above point as a new Action 5.22 in the PoM.*
7. TODD PARK SPORTS FACILITY		
There were several submissions that queried the nature and scale of this potential redevelopment. Key issues raised were: • Scale of facility and related buildings • Degree of fencing and limitation of day to day public use of green space	*Council will undertake community consultation in relation to the proposed facility.*	*Update last dot point in Item 24. Todd Park of the Master Plan and corresponding Master Plan section 9.2 in the PoM to:* • *Upgrade paths with energy efficient lighting and appropriate site delineation as needed.*
8. ARTIST COTTAGE		
There were several submissions that suggested potential for bottom level of building to provide for community Kayak storage.	*Noted.*	*No change to Master Plan and PoM.*
9. DOG PARK		
A submission observed that the grass surface to the dog park is subject to wear and tear including digging by dogs.	*Wear and tear issue to be addressed by Council's Operational Maintenance.* *Also, dot point 1 requires rewording to improve clarity – see Recommendation.*	*Amend dot point 1 under Item 1 Off-leash Dog Park of the Master Plan and corresponding Master Plan section 9.2 in the PoM:* • *Enhance connections to Charles Pirie Field and other community facilities like Community Centre*
10. FENCING TO COMMUNITY GARDEN		
There were several submissions that requested secure fencing of community garden to prevent theft of equipment and produce from the garden.	*Noted, with an amendment suggested.*	*Amend the second dot point under Item 2 Carss Park Facilities in the Master Plan and corresponding Master Plan section 9.2 in the PoM:* • *Investigate options for improvements to the community garden operation, including dedicated storage and*

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
		potential measures to enhance site security
11. FLOATING PONTOON WALKWAY		
A submission queried as to whether this was feasible given potential wave action from Kogarah Bay; in particular at higher tides. Also suggested potential for reinstatement of a floating swimming pontoon as was historically provided in the tidal baths.	*A pontoon was considered during the development of the draft PoM; however, Council's final position is to investigate the potential for a floating walkway instead.*	*No change to the current Master Plan and PoM.*
12. CARLTON CRESCENT		
There was general support for: • Provision of refuge pedestrian crossing points • Control of parking to manage impacts on Fig trees • Integration of shared path access There were some suggestions for location of the shared path within the fields area and several respondents expressed concern with reducing lane widths. Prevention of parking on the bridge over the stormwater channel was also flagged along with traffic speeds along Carlton Crescent. .	*It is preferable that the shared path remains on the street edge of the trees to service pedestrians walking from parked cars to facilities. In addition, there is limited space available on the field side of the trees. Specialist traffic guidance will be required to inform the design of any lane width changes but it is noted generally, that reducing the width of lanes to the minimum required can assist with reducing speeds. Also refer to Theme 3 above.* *Supplementation of no parking signage to the bridge and implementation of speed reduction devices to the eastern side of the bridge are recommended to be added to the Master Plan and PoM.*	*No change to the current Master Plan and PoM.*
13. CARSS PARK FLATS SPORTSFIELDS		
Comment that there is no need for formalised spectator seating, and a number of comments that additional park seating within the Flats would be welcome.	*Noted, with an amendment suggested.*	*Update dot point 5 under 4. Carss Park Flats Sport fields of the Master Plan and corresponding Master Plan section 9.2 in the PoM by replacing 'spectator seating' with 'park seating'.*
14. BUNYALA STREET CARPARK		
Several observations by one respondent: • The parking area needs to be reconfigured and completely redone. • It could do with boom gates that open at 5:30 am and close at 8:30pm. • Anyone parking overnight should be booked. • There are constantly people from the units using it as personal parking and	*Noted.*	*No change to the current Master Plan and PoM under Item 22 Bunyala Street Carpark'*

COMMUNITY COMMENT	*DISCUSSION*	*RECOMMENDATION*
long term, campervans, etc prevent park uses from using it. • People outside Georges River should have to pay to use the facilities. Large groups from Canterbury are constantly overtaking the park, bbq wherever they want, leave so much rubbish and do not mind their kids in the water • Add at least 1 accessible parking. improve kerb ramps. Install solar lights for night time. • Suggest changing the name to Todd Street in lieu of Bunyala Street, as its confusing with the Bunyala Street on the Carss Park side • More carparking spaces required		
15. AQUATIC CENTRE		
Comment that existing parking area will be inadequate and that a multi storey carpark may be required.	*It is understood that parking at the Aquatic Complex will be restricted to pool users and any future gym users. The pool redevelopment is being progressed through a separate process and is outside the scope of this Master Plan and PoM.*	*No change to the current Master Plan and PoM.*
16. ADDITIONAL FACILITIES FOR CONSIDERATION		
Several submissions suggested facilities not currently provided on site including i. Skate park i. Gym facility integrated with Aquatic Centre i. Function room integrated with Aquatic Centre	*The pool redevelopment is subject to a separate process and is outside the scope of this PoM.*	*No change to the current Master Plan and PoM.*

1 INTRODUCTION

1.1 Background

This project involves community consultation across two phases.

1. Phase One consultation focused on community perspectives of the existing park and its use and was undertaken in 2023, and is detailed in the separate Phase 1 Consultation Report
2. Phase Two consultation relates to public exhibition of the Final Draft Master Plan and PoM in late 2025

The Phase Two consultation process has involved the following components:

- Public exhibition 5th November to 17th December 2025
- Community Drop-in Day 22nd November 2025
- Public Hearing 25th November 2025

1.2 Purpose

This report outlines the outcomes of Phase Two consultation undertaken for the Carss Bush Park and Todd Park Master Plan and Plan of Management (PoM).

This report outlines the process for each of these steps and summarises the key findings and overall summary findings, taking into account all streams of consultation. The aim of this consultation is to inform the finalisation of the Draft Master Plan and PoM.

1.3 Notification of the community

The community was notified of the Phase Two consultation process and the opportunities to be involved through a number of mediums:

1. Council's Your Say web page
2. Advertisements in local press (The Leader)
3. Letters were sent to adjoining owners and previously engaged residents
4. Hard copies available at Council's Service Centre and the Hurstville and Clive James (Kogarah) libraries
5. Posters on site

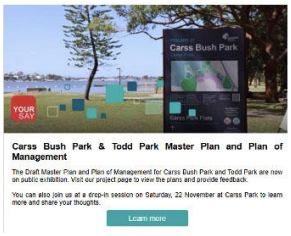
The following table summarises the key promotion and notification outcomes (source Council Communications and Engagement Report:

Action	**Date**	**Result (where recordable)**
Your Say page live	5//11-17/12	2,300+ page visits 40 surveys completed 33 submissions received
Onsite signage	7/11	10 signs installed on site
Letter distribution	5/11	1000+ letters distributed
Social Media	13/11	Posts across Facebook and Instagram

Action	Date	Result (where recordable)
Community eNews	14/11	Approx 20,000 recipients
Community eNews	28/11	Approx 20,000 recipients
Media Release	13/11	Published on Council website
Leader ad insert	5/11	Approximately 50,000 copies
Leader ad insert	19/11	Approximately 50,000 copies
Your Say Newsletter	17/11	3,946 recipients
Your Say Newsletter	26/11	3,944 recipients
Your Say Newsletter	12/12	3,944 recipients
Onsite drop-in session	22/11	20-25 people

Council Communications and Engagement Report highlighted the following highlights from Online communications.







Leader ad insert, enews insert and social media inclusion (Facebook)







Leader ad insert, enews insert and social media inclusion (Facebook)







Leader ad insert, enews insert and social media inclusion (Facebook)

2 YOUR SAY SURVEY

2.1 Approach

The Your Say Survey was provided as a means of enabling input accessible to the majority of the community via a short response page accessed through Council's Your Say web page. The forum was live for six weeks from 5th November to 17th December 2025 inclusive.

Table 2 below provides a summary of feedback received via Your Say webpage. Where applicable, the study team has provided observations in *italics* and recommendations for amendments to the Master Plan and PoM in the table to assist in review of the Your Say feedback. A detailed summary of all Your Say submissions is included in **Attachment 4 - Submissions Summary and Recommendations Table.**

Comments are listed under key topics with relevant master plan recommendations noted in brackets **(xx).** It is noted that the summary excludes responses from six online forum respondents, as these were too detailed to be included. Instead, their input has been captured thematically in the Executive Summary – Key Themes of this report.

2.2 Responses

Total number of visits:	**2,300+ page visits**
Total Responses:	**40 surveys completed**

Table 2: Consideration of Your Say Submissions

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
Dog Park (1) and dog access within park generally		
• Dog park needs shade, better seating and a water feature for the dogs	*Shade and seating enhancements are included in the PoM.*	*No change to Master Plan and PoM.*
• Request a small dog off leash park separate form large dog off leash park	*Planning for off leash facilities is an LGA wide matter to ensure equity of access – to be considered separate to 'PoM.*	*No change to Master Plan and PoM.*
Community Garden (2)		
• With regards Community Garden, upgrading storage will be most welcomed. Also fencing, the amount of theft is large. We as members put hard work into the gardens only to have it stolen. We have had instances where we have interrupted potential thieves but from the attitude you can surmise that they will return and take our hard work.	*Noted, with an amendment suggested.*	*Refer to Executive Summary Key Themes - Item10 of this Report.*
• We at the Community Garden would quite like a gate and security fencing.	*Noted, with an amendment suggested.*	*As above.*
Adjoining roads and parking (3) Shared zone (7)		

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
• Traffic & parking in the area surrounding the park will substantially increase; how is this being accommodated to decrease disturbance to residents?	*Noted, with an amendment suggested.*	*Refer to Executive Summary Key Themes: Item 2 of this Report.*
• stop all the buses, mini buses, trucks, boats, trailers, caravans from parking there especially over the weekend. • request sheltered bus stops on Carlton Crescent	• *To Carlton Crescent and Carwar Avenue, north of Allawah Avenue - potential to consider marked spaces, and parking restrictions.* • *Explore options to enhance public transport access to park*	• *Refer to Executive Summary Key Themes: Item 2 of this Report.* • *Insert new Action 5.23:* *Council to liaise with State Transit regarding potential for bus stop and shelter to serve Community Centre and park generally.*
• consider angled parking to Carlton Crescent and Carwar Avenue to assist with illegal parking	*There is not adequate room for angle parking to either street without taking space from the park.*	*Refer to Executive Summary Key Themes: Item 2 of this Report.*
• reorganisation of parking with marked parking spaces with regular parking inspections	*The Master Plan proposes reorganised parking on Carwar Avenue within the park including disabled parking.*	*Refer to Executive Summary Key Themes: Item 2 of this Report.*
• Parking meters for people outside GRC area, also some cars using spaces for extended periods	*Noted.*	*Refer to Executive Summary Key Themes: Item 2 of this Report.*
• Provide a footpath on the park side of Carlton Crescent Carwar Avenue	*There is a shared path proposed to the park edge of Carlton Crescent.* *No path is currently proposed to park edge of Carwar Avenue – however south of Allawah Avenue, Carwar Avenue is proposed as a 10km shared zone.*	*No change to Master Plan and PoM.*
• To Carlton Cres you propose to reduce parking lanes and traffic lanes. So presently there is adequate room to pass oncoming traffic safely especially with heavy vehicles. Now you wish to reduce that making traffic passing closer and hence less safe as well as parked cars closer to the road. You have current space to keep the width and still install a path. Don't spend extra funds when not required	*This Master Plan proposal would be subject to further traffic and design investigation and then design development and consultation.* *Moderating lane width if compliant is aimed at reducing traffic speeds and is an accepted / common approach.* *Other submissions note traffic speeds are an issue on Carlton Crescent.*	*No change to Master Plan and PoM.*
Carss Flats Sports field (4)		

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
• Increase spectator seating and shade • Incorporate facilities to encourage teams to utilise the facility	*Master Plan recommends additional shade tree planting.* *Fixed spectator seating not currently recommended in Master Plan.* *The Master Plan recommends replacement sports amenities and change rooms.*	*Refer to Executive Summary - Key Themes: Item 13 of this Report.*
• Redevelopment of the current toilet block, should include better sports facilities for the soccer club	*Ongoing design process will include involvement of sporting group stakeholders.*	*No change to Master Plan and PoM.*
Shared paths and cycle access (5) (16)		
• No shared path near the beach; already this area is illegally used by bikes and they are aggressive	*The foreshore path south of Carss Flats is not proposed as shared path.*	*No change to Master Plan and PoM.*
• Bikes should be excluded from the lower tracks in the park around the picnic areas & the playground - Keep the bikes at the back of the park & skirting the sporting areas	*The playground is able to be separated from the proposed shared path by landscape; subject to design.* *Keeping cycles off any foreshore paths will be difficult (as currently occurs).* *The aim is to provide an adequately wide shared path with speed limitations.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*
• The shared path (16) from the Carlton Crescent to the Carwar Ave access car park(7) is no longer safe for pedestrians. The amount of small buses and delivery trucks accessing this area has made it difficult for pedestrians to be safe in this area. Provide a separate path for pedestrians	*As above for shared path.* *This access will still be required to cater for service access to the Café.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*
• I have a number of concerns with the provision of shared paths. • How will the speed of cyclists be limited and policed • concerned that in large areas of the parks, the only access for pedestrians will be that provided by the shared paths • How will intersections of pedestrian paths and shared paths be treated to discourage cyclists from deviating from a shared path and entering a pedestrian-only path.	*These are valid concerns that have been dealt with in other shared path situations through design.* *See also observations above.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
• There should not be a shared path near the beach and the back of the pool. The cyclists already illegally doing so are aggressive and there are even kids not on electric bikes but motor bikes. This area should be for pedestrians access unless you are going to insure pedestrians against accident.	*Refer previous responses.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*
• I think bikes should be excluded from the lower tracks in the park around the picnic areas & the playground .I know the foreshore area is for pedestrians only so why should bikes be able to lead into areas where there is many very young children wandering about. Many people on bikes already ignore this rule & ride around the water's edge , it's such a danger to little ones who are enjoying the beach, & it's a perfect spot & well used for small children. Keep the bikes at the back of the park & skirting the sporting areas .	*Refer previous responses.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*
• I welcome the opportunity for shared cross site bi-directional cycle access. I cycle from Oatley to Ramsgate regularly and cross Cars Bush which links to existing cycle paths before and after but am forced to walk the Carss Bush section. Have long felt this was a deficiency and have made representation to Council on this before. Look forward to the new pathway.	*Noted.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*
• I do not think the creation of a 2.5m shared pathway between pedestrians and cyclists linking Todd Park and Carss Park is a feasible proposal	*This link exists currently.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*
• Foreshore path upgrade is a good idea. The vegetation along the foreshore needs to be upgraded. A better choice of planting is required. Low level lighting should be included.	*Noted.*	*No change to Master Plan and PoM.*
• We at the Community Garden would quite like a gate and security fencing.	*Noted, with an amendment suggested.*	*Refer to Executive Summary - Key Themes: Item 10 of this Report.*
• Upgrade the pathways to be as accessible compliant as possible. Install at least low luminance lighting leading from Todd Park to Carss Park Cafe pathway.	*Lighting is flagged for consideration on key routes in the Master Plan.*	*No change to Master Plan and PoM.*
Other path access		
• The bush path across the hill should be maintained as natural bush . The only work required is maintenance	*There are no proposals for change to this track link – Master Plan Item 17 relates to maintenance to the existing hard surfaced link to Gnarbo Avenue.*	*No change to Master Plan and PoM.*

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
St George Men's Shed (6)		
• support a proposal to provide a purpose-built facility for the Men's Shed, but would like to note some considerations • The current facility does not have a dedicated loading zone or driveway- larger materials are hard to deliver • Any new facility should take into consideration that the Men's Shed is a fully functioning woodshop and as such it requires adequate space for safe loading/unloading of timber, machinery and finished products • the machinery does create noise. Should the building share walls with public amenities and sporting facilities, acoustic considerations need to be in place, so that there won't be noise complaints from anyone using the amenities or facilities • need for inclusive access, the current facility does not lend itself to ease of access for less mobile individuals • a temporary home be found for the St George Men's Shed so they can continue their good work whilst their new permanent home is being constructed	*Refer to Executive Summary - Key Themes: Item 1 for discussion.*	*Refer to Executive Summary - Key Themes: Item 1 of this Report for recommendation.*
• do not support integration of the Men's Shed with other uses. The Men's shed has been a vital part of the community. They have on many occasions been the last line of help for both the communities projects and the people. They are a crucial part of any community and must be assured 100% of continuity without any caveats of noise etc.	*As above.*	*As above.*
• The men's shed should remain where it is, with upgrading and extension on the top to alleviate the leaking issues with the concrete slab	*As above.*	*As above.*
• With regards Men's Shed, this should not be moved for the reasons outlined in their submission. It is well located and well supported by the locals as easy to access	*As above.*	*As above.*
• I know that the Men's Shed has issues with a change of venue because of the amount of Council money that has already been spent on installing WHS infrastructure to the building. I would support them remaining in a separate facility, especially as the presence of children using changing rooms etc nearby would be distracting and possibly dangerous. Suggest further	*As above.*	*As above.*

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
consultation with the Men's Shed members to fully understand the complexity of their situation and their reasoning for wishing to maintain a separate building. They have based their objections on the lived experience of the Members of the Menai Men's Shed which was originally in an integrated facility as well as Work Health and Safety issues, and with consideration for the health of the general public.		
Ramp access from Carwar Crescent to park (8)		
• I do not support the proposed ramp on the service road from Carwar Avenue which would visibly and physically impact the historic stone amphitheatre which is an important feature	*The Master Plan notes these heritage factors are a key influence on determining feasibility and design – if this access is not investigated, then compliant access into Carss Bush Park will be very convoluted around the Aquatic Centre from the Aquatic Centre carpark.*	*Refer to Executive Summary - Key Themes: Item 5 of this Report..*
Tidal baths foreshore (10/11)		
• The fencing along the sides of the tidal baths is in poor and dangerous condition and there needs to be a permanent solution. The current structure is continually rusting	*The Master Plan identifies replacement of the fence with a more suitable foreshore edge similar to Royal Botanic Gardens on Sydney Harbour.*	*No change to Master Plan and PoM.*
Beach and tidal baths (10/11)		
• There should be an area of the beach reserved for dogs	*Given the high volume of family use and presence of children, the beach area is not suitable for dog access.*	*No change to Master Plan and PoM.*
Floating walkway access (10)		
• Love the idea of floating footpath	*Noted.*	*No change to Master Plan and PoM.*
Lifesaving Club (13) Artists Cottage (15)		
• I would like the bottom level of the artist cottage used for water sports activity storage equipment such as kayaks, the establishment of a water sports club would be ideal	*Noted.*	*No change to Master Plan and PoM.*
• Regarding the lifesaving hall and artists cottage - both appear to be underutilised. Given the close connection to the water, there ought to be better consideration, development and use of these facilities that promote the use of the water. Could these facilities be repurposed to allow for	*It is noted that these type of uses would be allowable under the categorisation of Park – future proposals for such could be assessed by Council on merit / public benefit.*	*Refer to Executive Summary - Key Themes: Item 8 of this Report.*

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
summertime use by vendors that offer kayaking, canoeing, paddle boarding and other non-motorised water sports and recreation?		
Naturalisation of creeklines (20)		
• Interested in the removal of concrete in drains - to naturalise the banks. I think exclusion fencing here as well as small plantings will be hammered by kids playing near water	*Council has standard / effective approaches for protection of revegetation planting.*	*No change to Master Plan and PoM.*
Bunyala St Carpark (22)	*Noted.*	
• The parking area needs to be reconfigured and completely redone. • It could do with boom gates that open at 5:30 am and close at 8:30pm. • Anyone parking overnight should be booked. • There are constantly people from the units using it as personal parking and long term, campervans, etc prevent park uses from using it. • People outside George's River should have to pay to use the facilities. Large groups from Canterbury are constantly overtaking the park, BBQ wherever they want, leave so much rubbish and don't mind their kids in the water	*Noted.*	*Refer to Executive Summary - Key Themes: Item 14 of this Report.*
• add at least 1 accessible parking. improve kerb ramps. Install solar lights for night time.	*As above.*	*As above.*
• Suggest changing the name to Todd St in lieu of Bunyala St, as its confusing with the Bunyala St on the Carss Park side	*As above.*	*As above.*
Todd Park Sports field (23)		
• I oppose a premium sporting and community facility building as illustrated in the draft master.. the scale of a two story building similar to the facility at Harold Fraser Oval along with possibility of a fenced playing fields.	*Noted.*	*Refer to Executive Summary - Key Themes: Item 7 of this Report.*
• The toilet facilities at Todd Park needs to be replaced, but we do not need a PREMIUM SPORTING FACILITY!		*As above.*
• I do not think that the play equipment at Todd Park should be removed. Nor should the half basketball court at Todd Park be relocated	*Council has resolved that with the major upgrades of play equipment in Carss Bush Park; it is appropriate to use the south-eastern corner of Todd Park to provide enhanced youth facilities.*	*As above.*
• The playground in Todd needs to stay. It is the only one in the near vicinity. It needs to be upgraded.		*As above.*
Aquatic Centre (25)		

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
• Love the aquatic centre but any redevelopment must have much more additional car parking. Presently the car park is the primary one for the park and when you add increase in population as well as aquatic centre patronage the current car park will not be adequate. A 2nd level car park may need to be considered with the top section open air would mean the same height as the current adjoining facilities deck as the car park currently below street level	*Parking will be considered by a separate aquatic centre design process.*	*Refer to Executive Summary - Key Themes: Item 15 of this Report.*
• Parking consideration and traffic management for future pool site. When this pool is built especially spring and summer months Carss Park is busy. Having a new pool will increase patronage to the area. This plan needs to consider the future pool site. Parking has to be increased. Proposed multi story or go underground.	*As above.*	*As above.*
• Consider an appropriate location for a future gym within the Aquatic Centre precinct	*Potential inclusions in project are being established by separate aquatic centre design process.*	*Refer to Executive Summary - Key Themes: Item 15 of this Report.*
Boat Ramp (26)		
• Boat ramp if closed should also have access for Emergency Services (SES) to us	*Refer to discussion in Executive Summary - Key Themes: Item 6 of this Report.*	*Refer to Executive Summary - Key Themes: Item 6 of this Report.*
• Retain the boat ramp for public use.		*As above.*
• The existing boat ramp should remain and be well maintained. There are community groups that use this ramp and locals go down and put their surf skis and canoes in to have access to Kogarah Bay and environs.		*As above.*
Habitat / vegetation (27/28)		
• Please keep and increase tree coverage	*Tree coverage proposed to be increased by the Master Plan.*	*No change to Master Plan and PoM.*
• I applaud the decision for Indigenous trees to be used throughout..	*Noted.*	*No change to Master Plan and PoM.*
• Offleash dog park mentions shade sails. Why not have planting areas of trees protected by exclusionary fencing (dog wire & star pickets) so that dogs urine will not impact as it would on solitary trees?	*The Master Plan indicates both shade sails and tree planting as being desirable for consideration in future improvements.*	*No change to Master Plan and PoM.*
• Replace previously fallen trees with an exclusion fence around each one to allow the planting of shrubs and grasses to keep the mower away from	*This type of strategy may be employed in bushland areas in accordance with Council's general bushland management policies.*	*No change to Master Plan and PoM.*

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
sensitive trunk and some root systems of vulnerable trees.		
• Plant replacement Eucalypt or she oak trees between the line of Canary Island Palm trees (Phoenix canariensis) to south of northern canal (off Carlton Cres) to ensure their survival when the palm trees die (susceptible to Fusarium Wilt of C Palms)	*Additional foreshore tree planting is proposed in this area by the Master Plan.*	*No change to Master Plan and PoM.*
Shade		
• Please increase seats in shade	*Seats; including seating in shade proposed to be increased by the Master Plan.*	*No change to Master Plan and PoM.*
• More grass shade near cafe on grass area behind the bay	*The Master Plan generally identifies increasing summer shade coverage to grassed areas.*	*No change to Master Plan and PoM.*
Furniture / amenities		
• Please ensure adequate drinking fountains which also include built in water bowls for dogs. This is a shared park which currently has insufficient animal drinking facilities. The tap which fills the water bowl at Todd Park is used by people to wash their hands after using the return and earn machines. Their hands are covered in miscellaneous drinks and dirt which pool in the dog bowl. The other dog bowl seems to be in the off leash park, however, not all pets can enter this park to use it. There should be sufficient drinking facilities included in the upgrades.	*The Master Plan identifies upgrading of drinking fountains to playspace and toilet areas.*	• *Amend the PoM to reinforce upgrade and provision of drinking fountains. Include dog water bowl provisions to appropriate locations.* • *Insert new Action 7.19 in the PoM.*
Public art		
• The public art should not just be indigenous. They are less than 3% of the population yet are overrepresented. It should be general Australian and not Chinese	*Indigenous art has an important and valid role to play in any artistic expression on the site.*	*No change to Master Plan and PoM.*
Use of park for festivals		
• object to more large festivals being held in the park for groups from outside the LGA, like the Macedonian festival. The clean up after these groups on Monday is funded by local ratepayers. The amount of rubbish & food scraps left on the ground is unacceptable. This park is for RESIDENTS, NOT EXTERNAL PEOPLE.	*Refer to Executive Summary - Key Themes: Item 4 of this Report.*	*Refer to Executive Summary - Key Themes: Item 4 of this Report.*
Other recreational facilities		

Q3 FEEDBACK ISSUE / COMMENT	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
• I would love to see a skatepark included in this plan. The youth around the area don't have anywhere to utilise in the close vicinity of this location. It is also a high-traffic area, which makes riding on footpaths dangerous. Having a dedicated space for them to ride would be far safer. A skatepark would also provide a healthy, free, and accessible outlet for young people to be active and social in a supervised public environment. It encourages physical activity, builds community connection, and helps reduce antisocial behaviour by offering a purpose-built space for riders rather than having them use unsuitable public areas. With so many families and young people living nearby, a skatepark would be a highly used asset that supports the wellbeing of the whole community.	*Siting of skating facilities is a strategic matter beyond this site specific PoM to ensure equity of access to such facilities.*	*No change to Master Plan and PoM.*
Other		
• I feel there should have been another community meeting held in December after the POM had been out for a while, not just in November.	*Noted.*	*No change to Master Plan and PoM.*
• 152 pages is too long for most people to go thru. A simplified easy to understand version should be provided.	*The Master Plan is a summary of the major proposals in the PoM. The Master Plan is 26 pages long and was also placed on exhibition.*	*No change to Master Plan and PoM.*

Q4 IS THERE ANYTHING YOU THINK SHOULD BE INCLUDED	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
• Bollards to stop cyclists	*Cycle management measures as applicable and in accordance with policies and guidelines will be integrated into the ongoing design.*	*No change to Master Plan and PoM.*
• Details of how cyclist behaviour will be policed and by whom.	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*
• Details of how intersections between shared paths and pedestrian-only paths will be treated to discourage cyclists from diverting onto pedestrian-only paths.	*These are valid concerns that have been dealt with in other shared path situations through design.*	*As above.*
• Shelter benches or shade of some sort	*The Master Plan contains recommendations for enhancing shade in the parks.*	*No change to Master Plan and PoM.*
• Sufficient pet drinking facilities	*Pet drinking bowls will be incorporated to selected drinking fountains in*	• *Amend the PoM to reinforce upgrade and provision of drinking fountains. Include dog*

Q4 IS THERE ANYTHING YOU THINK SHOULD BE INCLUDED	*STUDY TEAM OBSERVATIONS*	*RECOMMENDATION*
	accordance with Council policy.	*water bowl provisions to appropriate locations.* • *Insert new Action 7.19 in the PoM.*
• On the existing narrow share pathway section towards Kogarah Bay, my wife had an accident on her cycle due to a dog walker with a dog on extendable dog leashes not paying proper attention/control such as to allow their dog to unexpectedly dart in front of her bike as she passed causing her to crash into the adjacent wall. Some notice to dog walkers to keep dogs on short lease and take responsibility would be welcomed on these shared cycle sections? Alternatively, separating the shared section with paths cycle vs pedestrian might also work?	*Any shared path or other path upgrades will have upgraded warning, wayfinding, information, and regulatory signage integrated.*	*Refer to Executive Summary - Key Themes: Item 3 of this Report.*
• Multi story car park at existing car park. It's already below street level	*Parking for the pool will be considered by a separate aquatic centre design process.*	*No change to Master Plan and PoM.*
• Parking & speed inhibitors as well as time restrictions for events in using the park	*Refer to Executive Summary - Key Themes: Items 3 and 4 of this Report.*	*Refer to Executive Summary - Key Themes: Items 3 and 4 of this Report.*
• Suggest council consider a dedicated Small Dog Only OffLeash Dog Park	*Such a proposal would be subject to Council's strategic approach to dog facilities across the LGA.*	*No change to Master Plan and PoM.*

3 COMMUNITY DROP IN DAY

3.1 Approach

The 'Your Say Drop-in Day' was held on Saturday 25th November 2025 at Carss Bush Park, at one of the large picnic shelters between the Artist's Cottage and the Café kiosk. The session was open from 10am until 12.30pm.

Six A1 panels explained the Master Plan and PoM proposals. Attendees were provided red and green dots to enable them to flag positive or negative responses respectively to each of the numbered proposals (see Figure 3.1).

Further panel spaces invited attendees to flag any general comments on post-it notes (see Figure 3.2).

The Drop-In Day was manned by a combination of Council staff, and members of the study team from Environmental Partnership (EP).

Passers-by were approached, informed about the consultation, and invited to engage with the maps and dotmocracy boards. Participants were assisted by Council/ EP/– directing them to read other suggestions, use the supplied stickers to show whether they support or do not support the suggestions, and to write their own ideas/suggestions/concerns if any.

Respondents were also referred to the online forum where they could complete the survey and or provide additional comments.

5.2 Participation

20-25 participants visited the community drop-in session.

Many of the participants were aware of the consultation event prior, however, some participants simply 'happened' upon the event.

As above, Council staff and Environmental Partnership staff were on hand to assist the community with the tasks and answer and questions they had.

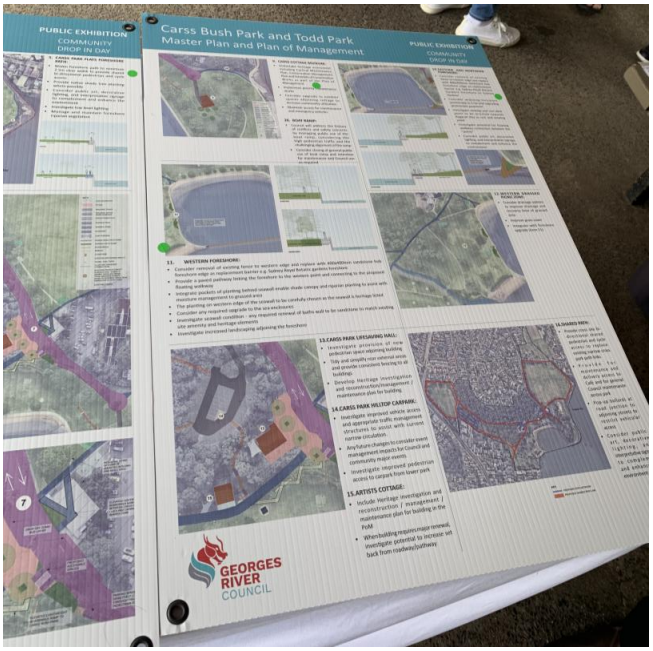


Figure 3.1. Example Display panel with green support stickers

3.3 Analysis and reporting conventions

For summary purposes, responses were tallied into tables. When additional comments were written on the subject of or close to the original idea/issue/concern, these comments were added to the tally table under 'comments'. A number of people said they were comfortable with the Master Plan and PoM and did not provide any further specific comments on proposals.

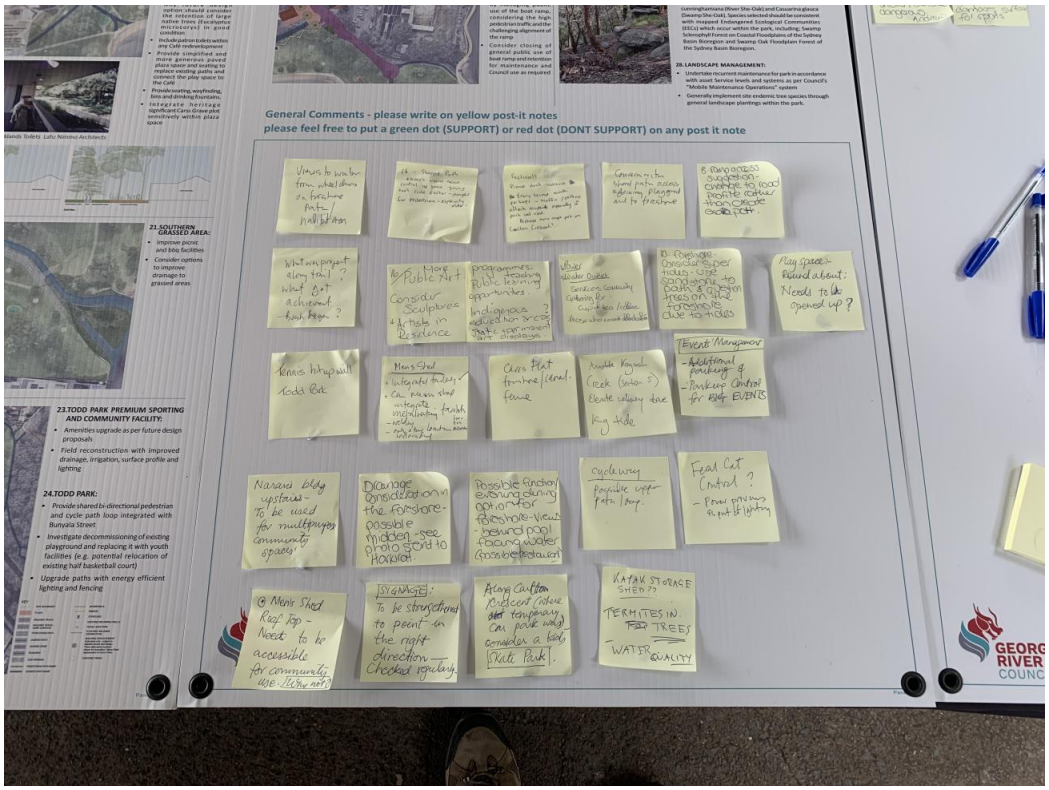


Figure 3.2. Post it note general comments

5.3 Summary outcomes

The following provides a summary of the mentions each proposal had across the green and red dotmocracy dots and post it note comments.

No	Total Idea/Issue/Concern Mentions	Support	Not supported
1	Off leash dog area to north of Carlton Crescent		
2	Upgrade Facilities (including Narani Childcare Centre, 3Bridges, Straw Bale Shed and Community Garden)		
3	Carlton Crescent parking, shared path, and refuge crossing	2	
4	Carss Park Flats Sportsfields upgrade		
5	Carss Park Flats Foreshore Path	1	
6	Carss Park Flats Amenities / Men's Shed Integrated Building		
7	Carwar Avenue Shared Zone		
8	Ramp Access from Carwar Avenue to Park Level		
9	Carss Cottage Museum – identify maintenance actions and secure heritage grant funding to assist with works	1	
10	Carss Park Baths Eastern & Northern Foreshore	1	
11	Carss Park Baths Western Foreshore	1	
12	Upgrade western Grassed Picnic Zone		
13	Carss Park Lifesaving Hall		
14	Carss Park Hilltop Carpark		
15	Artists Cottage	1	
16	Shared Path network		
17	Upgrade Path Link to Gnarbo Avenue		
18	When Café upgrades – provide clear and upgraded circulations spaces and provide separate Public Toilets in new structure for general park use -Provide clear walkway past front of café – set building back where possible -New public toilets -Simplify paths into paved movement areas linking playground to toilets / café	1	
19	Playspace upgrades		
20	Creek Channel		
21	Southern Grasslands		
22	Bunyala Street Carpark		
23	Todd Park Premium Sporting Facility		
24	Todd Park		
25	Future Aquatic Facility		
26	Boat Ramp		
	General Items Applying Across Site		
27	Bushland Management		
28	Landscape Management		

5.4 Detailed Comments

The following outlines the themes covered in the detailed comments provided on post-it notes. Study team advise / feedback on comments where applicable is provided in *Italics*.

Event Management (3 comments)

Concern raised over recent event and the scale and impact of the event activities including:

- Event numbers exceeded estimate and application to Council
- Traffic and parking management inadequate for numbers
- Attendee numbers placed pressure on the park and caused impacts
- Number of large-scale events that might occur over a year

Path Access (3 comments)

Several comments covered different aspects of path access (also refer Carss Park Flats foreshore access)

- Concern with how a shared access past the front of the playspace would be managed given small children in the area etc. Management of the playspace edge / swing areas and children's movement into adjoining grassed areas would need control. *Ongoing design will need to address this interface. However an alternative would be to consider a section of separated cycle and pedestrian path between Carwar Ave and Beach Street*
- Management of E bikes will be required
- Shared path access from Todd Park to Café requires remedial works / upgrades
- Access in area of shared path roundabout near playspace is confusing / should be improved
- Possibility of cycle access using upper-level access through bush

Carss Flats foreshore (2 comments)

Several comments related to upgrade of existing path along channel edge and to foreshore to shared path

- Query as to potential impact of king tides – is an elevated boardwalk possible. *Elevating the walkway would act to visually separate the grassed areas from the water and would be undesirable – however the raising of the levels of the Carss Flats fields by 300-400mm to provide improved drainage and soil profile will enable the foreshore path to be raised to a similar level – providing some further flood protection to the accessway.*
- Views from the foreshore path to the waterway are obstructed by the foreshore habitat planting – for someone in a wheelchair. *The foreshore habitat works are an extremely successful naturalization project that has multiple habitat and environmental benefits. However, potential to provide wheelchair accessible viewing points to the water can be investigated.*
- Will additional trees be feasible with flooding issues. *Proposed trees would need to be compatible with saline and high water table conditions.*

More public art (2 comments)

Several comments covered potential for art in the park:

- Increase presence of art in the park
- Potential use of Artists Cottage for "artist in residence"
- Potential for temporary and permanent art displays

All open space and access improvement proposals in the master plan include the statement, "Consider public art, decorative lighting, and interpretative signage to complement and enhance the environment."

Public learning

- Provide opportunities for public learning across the park
- Provide opportunities for Indigenous learning

Educational users and activities are identified in PoM as approved and desirable uses on the site.

Affordable access to services

- Can Council provide access to power and water to enable community to cost effective ability to make tea and coffee (without having to purchase it)?

Tennis hit up wall

- Can there be a tennis hit up wall in Todd Park – there used to be one ?

Men's Shed

- Could metal work facilities be provided?
- Maintain public rooftop access (if there is an accessible roof)

Narani community centre

- Upstairs space to be a space for multi-purpose community uses

Potential foreshore midden

- Verify foreshore midden – protect as appropriate
- Provide effective drainage

Aquatic Centre

- Possible function room behind aquatic centre with views to river

Environment and habitat

- Control feral cats
- Control termites in trees
- More information on water quality

Wayfinding

- Provide effective information signage and wayfinding

Aquatic recreation

- Is there potential to provide kayak storage?

Other recreation

- Can you provide a skate park adjoining Carlton Crescent?

5 COMMUNITY SUBMISSIONS

5.1 Summary

A number of detailed written submissions were received (via email) from the community and organised user groups. A summary of the key themes arising from these submissions is provided below. A detailed list of all submissions is included in **Attachment 4 - Submissions Summary and Recommendations Table**.

The Key Themes table in the Executive Summary identifies the principal issues derived from the various streams of community and organised user group feedback. Where applicable, the study team has provided comments or observations (shown in *italics)* and recommended amendments to the Draft Master Plan and PoM to assist Council in responding to exhibition feedback.

The Key Themes table in the Executive Summary should be referred to for the final recommended amendments to the Draft Master Plan and PoM following consideration of submissions on a thematic basis.

Listing of key themes

1. St George Men's Shed – Proposal for Integrated Facility
2. Parking Availability and proximity including impact of Shared Zone Proposal to Carwar Ave South
3. Shared Paths
4. Event Management
5. Ramp Access from Park Level up to Carwar Avenue
6. Controlled Access to Boat Ramp
7. Todd Park Sports Facility
8. Artist Cottage
9. Dog Park
10. Fencing to Community Garden
11. Floating Pontoon Walkway
12. Carlton Crescent
13. Carss Park Flats Sportsfields
14. Bunyala Street Carpark
15. Aquatic Centre
16. Additional Facilities for Consideration

Email Submissions

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
1	D25/353972	5/11/2025	Submission promotes preference for Todd Park or a surrounding park within the area for the new pool. Recommend installing a movable pool floor to allow multiple uses such as water polo, aerobics, and scuba classes, similar to Ashfield Aquatic Center. This would support skill development for junior and senior water polo teams and meet the growing aquatic needs of the community.	The Carss Bush Park and Todd Park Master Plan and Plan of Management is a separate project from the ongoing Carss Park Pool redevelopment. The NSW Office of Sport is leading this project.	No amendment recommended.
2	D25/368674	21/11/2025	Submission notes the following: 1. Off-Leash Dog Park – Support key points but be mindful of adjoining residents in Carwar Avenue if planting and installing shade covers close to their rear boundary. 2. Carlton Crescent Parking & Access – Support key points; recommend reinstating the former temporary carpark adjacent to Narani Child Care Centre permanently for major events. When redesigning kerb, gutter, and parking spaces in Carlton Crescent, avoid damaging fig tree roots near the corner of Carwar Avenue. 3. Carss Park Flats Amenities/Men's Shed – Support integrated building for the Men's Shed public amenities and facilities for the local football club. Consider space for a future gym within the aquatic facility and ensure there's room for Bocce players if playing fields are reconfigured. 4. Ramp and Disabled Access to Park Level - Concern about proposed ramp location as it will impact the amphitheatre and surrounds. Suggest checking if the existing bitumen road meets disabled access standards; if not, explore alternative locations. 5. Boat Ramp – Currently closed to the public with a locked boom gate, which is supported. Believe that the Carss Park Radio Sailing Club have an unofficial agreement to use the ramp. This is supported and an agreement should be formalised in the PoM. 6. Artist's Cottage – Support the vision and suggest adding opportunities for water activities like kayaking and paddle boarding to increase activation. This could include temporary or permanent storage and hire facilities. Recommend trialing the idea using the lower ground floor of the Cottage. 7. Creek Channel – Support initiatives but note there are already two boardwalk links across the channel. 8. Bunyala Street Carpark – Final Plan should include replenishing garden beds with better soil, mulching, and landscaping. 9. Todd Park Premium Sporting & Community Facility – Strongly oppose a large sporting and community facility at Todd Park and recommend it be deleted. Support only an amenity upgrade to replace old toilets and canteen used by the Cougars Rugby League Club, similar in size and design to Clayton Reserve amenities. The community would be outraged if Todd Park became similar to Harold Fraser Oval with a large facility/building and fenced sporting area. Remove old containers and relocate the Return & Earn facility outside the Carss Bush Park/Todd Park precinct. 10. Todd Park – Any facility upgrades should not include fencing around the shared loop path or playing fields.	Responses to issues raised have been thematically addressed in the Executive Summary of the Phase Two Consultation Report.	Amendments if required to the PoM and Master Plan are made in response to many of the issues raised and included in the Consultation and Council Reports.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
3	D25/374454	27/11/2025	Submitter congratulates Council for keeping the park natural and rustic, the ongoing maintenance, and the wide array of excellent amenities. The safety of Carss Bush Park users should belong to a risk category labeled 'catastrophic' in the risk management field. Main concern are toddlers (under 5) and the need for extra protection. Council must ensure all risks, especially those with severe consequences, are managed through a formal risk management plan. A completely risk-free environment isn't possible, but high-risk areas must be mitigated. Proposed solution: restrict cyclists from using two small parts of the shared access path near the playground and beach to reduce collision risk with, and injury to, toddlers (map provided). These two areas are small, and a separate bike track already exists, so there's no reason for cyclists to have access.	Response to issue raised has been thematically addressed in the Executive Summary - Key Themes: Item 3 of the Phase Two Consultation Report .	Refer to Executive Summary - Key Themes: Item 3 of the Phase Two Consultation Report. Shared path arrangement as per the Draft Master Plan to be maintained. Add points about maximising shared path width and provision of speed management measures in Item 16 of the Master Plan.
4	D25/384557 D25/385194 (Ignore older - later one updated)	8/12/2025	Submission notes: 1. Carlton Crescent Parking & Access – Support proposed initiatives. Strongly recommend reinstating the former temporary carpark adjacent to Narani Child Care Centre permanently for major events. Ensure protection of Morton Bay Fig trees near the corner of Carwar Avenue during any kerb, gutter, or parking works. 2. Parking Along Carlton Crescent & Carwar Avenue – Long-term parking by buses and trucks is displacing park users. Parking adjacent to the park should prioritise residents and visitors, not commercial operators. Recommend adding measures, such as time-limited parking (e.g., 4-hour limit) with resident exemptions to prevent the area being used as a storage yard for commercial vehicles. 3. Carss Park Flats Amenities/Men's Shed – Support improved facilities for St George Men's Shed, upgraded amenities, and Zagreb Football Club. Men's Shed: Support expansion on existing site due to strong social and community benefits. Do not support integrating with children's sporting or canteen facilities because of safety and operational incompatibility (industrial equipment, dust, heavy-vehicle access). Separate facilities are more appropriate. Suggest planning for a future gym within the Aquatic Centre precinct. If playing fields are reconfigured, ensure space for Bocce players near the existing amenities building. 4. Renaming "Carss Park Flats" – The term "Flats" conveys negative connotations of a low-lying or undesirable area. Suggest renaming to something more positive, e.g., Carss Park Green or Carss Park Sporting Fields. 5. Ramp and Disabled Access to Park Level – Concern that proposed ramp alongside the bitumen road from Carwar Avenue would impact the historic stone amphitheatre. If the existing road ramp doesn't meet accessibility standards, explore alternative locations that preserve the amphitheatre or its surrounds. 6. Boat Ramp – No objection to the locked boom gate. Note that the Carss Park Radio Sailing Club currently has de facto access through this gate, and request that this be formalised in the PoM. 7. Artist's Cottage – Support the vision. Suggest using the lower ground floor (currently storage) for water recreation activities like paddleboarding or kayaking, with equipment storage. 8. Todd Park – Proposed Premium Sporting and Community Facility – Deeply concerned about the scale and form of a potential two-storey building similar to the facility at Harold Fraser Oval, along with the possibility of fenced playing fields. Strongly opposed to this, as it would reduce general public access	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes of the Consultation Report.	Amendments if required to the PoM and Master Plan are made in response to many of the issues raised and included in the Executive Summary - Key Themes of the Consultation Report.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
5	D25/387203	9/12/2025	Submission supports the retention and expansion of the St George Men's Shed at its current site because of its vital role in the community. This includes: Social and Mental Well-being: The Shed promotes social connection and mental well-being for men, particularly within an aging demographic. These elements are critical for stable and supportive family units. Essential Resource for Local Groups: Provides essential, high quality and cost-effective services (e.g., custom items, repairs) to local groups. Allows non-profits to better focus their resources on their core missions. Investment in Quality and Safety: The Shed has significant fixed workshop infrastructure (heavy machinery, dust extraction) that ensures a professional and safe operating environment. This cannot be easily relocated without major cost and disruption. Operational Autonomy is Essential: Activities generate noise and dust, making integration with public amenities unsafe and impractical. A stand-alone facility is essential. Allocate resources for the expansion of the Shed at its current location, with the provision of an additional 50% to 100% floor space. This expansion is necessary to increase project capacity and sustain the Shed's role in supporting the welfare and mental health of the community.	Response to issue raised has been thematically addressed in the Executive Summary - Key Themes: Item 1 of the Consultation Report.	Item 6 of the Master Plan and relevant section in the Plan of Management are amended to include future building upgrade and replacement options developed in collaboration with the Men's Shed community group. Refer to the Executive Summary - Key Themes: Item 1 of the Consultation Report.
6	D25/389284	11/12/2025	**Hurstville Community Garden Association** (HCGA) strongly supports keeping and expanding the St George Men's Shed at its current site because its success and safety depend on its existing location and infrastructure. 1. Safety – The Shed must remain a stand-alone facility. Woodworking creates noise, dust, and hazards that require separation from public areas. Integrating it into a shared building would compromise safety, health, and operations. 2. Financial Impact – The Shed represents a significant community-built investment in specialised infrastructure (heavy machinery, dust extraction). Relocating would be prohibitively expensive, disruptive, and require re-certification. Retention is the most efficient and cost-effective option. 3. Community Well-being – The Shed plays a crucial role in supporting the health, resilience and social connection of our community. It provides purpose and engagement, strengthening families and community ties. The Shed provides skilled, cost-effective services (construction, repairs, community projects) to schools, charities, and local groups, helping them to stretch limited budgets and focus on core missions. 4. Expansion to Meet Growing Needs – With an ageing population and rising community-service needs, the Shed needs more space at its current facility to increase capacity for community projects and volunteer support, and strengthen welfare role by expanding programs that support mental health and social connection. In conclusion, permanently retain the St George Men's Shed at its current location and allocate resources for expansion to meet future community needs.	As above.	As above.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
7	D25/390927	11/12/2025	Submission advocates for retention and the allocation of resources to expand St George Men's Shed. The Shed is a vital community resource, not just a social club. It provides skilled services to local organisations, including the Naval Cadet Organisation, and delivers high-quality, custom-built items. 1. Investment in Quality & Safety – The Shed has significant investment in specialised equipment and dust-control systems, ensuring safety and quality. Relocating would be costly, disruptive, and require re-certification. 2. Operational Autonomy and Environmental Suitability – Woodworking generates noise and dust, so the Shed must remain separate from public amenities to protect park users and allow safe operations. Integration would compromise its ability to function safely and effectively. 3. Expansion Needed – Recommend the provision of an additional 50% to 100% floor space at the existing site to meet growing community needs and support mental health, social connection, and volunteer projects. The current location is safe, accessible and facilitates the continuous provision of high-quality service. Moving the Shed, and heavy machinery, would impose unnecessary costs and disrupt its vital role.	As above.	As above.
8	D25/391187	15/12/2025	Submission supports keeping the St George Men's Shed in its current building. The Shed is an essential part of the Georges River community. 1. Cost of Moving – The Shed is a non-profit with heavy, permanent equipment like dust extraction systems. Members have spent so much time, effort and funds into the building. Relocating would be extremely costly and disruptive. 2. Access – Current location offers easy access for deliveries and older members with limited mobility. 3. Environmental Concerns – Keeping the existing building avoids demolition waste and protects turning parkland into a new building. 4. Mental Health – The green surroundings, view and social interaction boost members' well-being. 5. Safety – Woodworking creates noise and dust; a stand-alone facility is essential for safe operations and to avoid impacting public areas and schoolchildren who use the sports fields and amenities.	As above.	As above.
9	D25/391565 D25/391571 ((Ignore older - later one updated)	13/12/2025	Submission notes: 1. The Shed has to remain where it is. Bright outlook, easy parking and chatting to locals has made a difference to people's physical and mental health. Relocating would be a setback, especially for those who struggle with mobility and disability, as they require the easy access. 2. Members have invested time and money into the current building. Too costly to tear heavy equipment down, relocate and go through the re-certification process. 3. Current site has great access to the adjacent car park, which is important for deliveries and dispatch of items. 4. The Shed is a vital part of the St George community. The men share skills in carpentry and upholstery, and their work supports other local charities and community groups. 5. Keeping the existing building is great from an environmental and planning perspective. 6. Expansion is needed. 50% to 100% more floor space. This is the least disruptive and most budget friendly way forward. Expansion will meet the growing demand from the aging population and help to continue to serve the community.	As above.	As above.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
10	D25/391672	12/12/2025	Submitter has purchased custom-built items from the St George Men's Shed and always impressed with their quality and professionalism. The Shed is more than a social space, it's a vital workshop and community resource. Location matters for the following reason: 1. Investment in Safety – Their current site houses specialised equipment and dust-control systems, ensuring professional, safe, high-quality work. Relocating and recertifying would be costly and disruptive for a non-profit group. 2. A Unique Environment - The current stand-alone facility is essential. Woodworking creates noise and dust, so the Shed must remain separate from public amenities to operate safely and effectively. Council should keep the Shed at its existing site and expand its floor space to meet growing community needs. The current location is safe, accessible, and ideal for continuing their excellent work.	As above.	As above.
11	D25/391718	14/12/2025	Submission strongly supports keeping the St George Men's Shed in its current building at Carss Park. It is the most practical and cost-effective solution. The Men's Shed is a vital community hub. Members use their carpentry and upholstery skills to support local charities and community groups by restoring and creating items. It has a positive impact on wellbeing and friendships formed. The size, layout and equipment members have funded and installed, creates a safe, spacious, and well-ventilated industrial-standard workshop. Its location provides easy access for deliveries and a pleasant outdoor space that encourages social interaction. 1. Stand-Alone Facility - The current stand-alone status is essential. Woodworking generates noise and dust and requires heavy machinery. It must be kept separate from the public and school children. Sharing a building with public facilities would compromise safety and functionality. 2. Financial Strain - The Shed is a non-profit with limited funds. A huge amount of time and money has been invested into the building. Relocating would involve huge costs for demolition, equipment removal, reinstallation, and re-certification. 3. Safe, Easy Access - The adjacent car park is essential for deliveries and dispatching items. Easy access is important for members with limited mobility. 4. Environmental Responsibility - Reusing the existing building avoids demolition waste and avoids loss of parkland for a new build. Any occasional building repairs would have very little, if any, environmental impact. 5. Mental Health Benefits - The green surroundings and outdoor space promote social connection and wellbeing.	As above.	As above.
12	D25/391974	15/12/2025	Submission advocates for the retention and expansion of the existing St George Men's Shed, due to its historical significance and social benefits. The structure has a history of community use. The social and welfare benefits include: 1. Combating isolation among the older male population, contributing to improved mental health outcomes. 2. The tranquil, green park setting provides a therapeutic backdrop for members, blending mental engagement with physical activity. 3. The easy access and available parking are essential for members with mobility challenges. Expansion of the existing site is essential as it minimises the footprint change, avoids loss of parkland, and preserves the surrounding flora and fauna.	As above.	As above.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
13	D25/396529	17/12/2025	The **Kogarah Historical Society** is the tenant in the Carss Cottage. The Cottage is listed as a state heritage item. The PoM should include a maintenance and repair program in line with conservation requirements to secure the future of the cottage in a prestine condition. The vault of William Carss must be kept in order and repair. The encroachment of other features in close proximity to the vault diminishes its significance. The vault should be shown more respect by distancing other features, allowing such a high heritage item to be preserved.	This matter has been addressed in Item 9 in the Master Plan and and the Master Plan component in the PoM.	No amendment recommended.
14	D25/392057	15/12/2025	Submission strongly supports keeping the St George Men's Shed at its current location, with room for future expansion. The site is essential for members' wellbeing and community service. Key reasons include: 1. Health and Accessibility: The Shed has improved members' physical and mental health. Its accessibility is critical for those with mobility challenges. 2. Financial and Practical Constraints: Relocation is unaffordable and impractical due to the cost of moving heavy fixed equipment and safety installations. 3. Operational Needs: Direct access to the adjacent car park is vital for material deliveries and community projects. 4. Community Value: The Shed preserves practical skills, supports charities, and fosters social connection and men's health. 5. Environmentally Responsible: Keeping the Shed in its current location supports good planning, heritage preservation and environmental responsibility, and avoids loss of parkland. The Shed needs provision for expansion, ideally 50% to 100% more floor space. This will allow the Shed to meet growing demand from our ageing population and continue serving as a proud, productive community resource.	Response to issue raised has been thematically addressed in the Executive Summary - Key Themes: Item 1 of the Consultation Report.	Item 6 of the Master Plan and relevant section in the PoM will be amended to include future building upgrade and replacement options developed in collaboration with the Men's Shed community group. Refer to the Executive Summary - Key Themes: Item 1 of the Consultation Report.
15	D25/393615	16/12/2025	Submission supports keeping the St George Men's Shed at its current location, with room for future expansion. The relaxed atmosphere, bright park outlook and easy parking have made a difference to the physical and mental health of members. Those with mobility issues rely on the easy access. Reusing the current building is the greener and cheaper option than utilising more parkland for a new build. Relocating will be a financial disaster due to the cost of installing heavy, fixed equipment and re-certification.	As above.	As above.
16	D25/393718	16/12/2025	**Inaburra Preschool** values the support of the St George Men's Shed as they play a vital role in the community. Shed members have repaired important items for the preschool. Maintaining the current site, with its established infrastructure and easy access for deliveries and project collection, is essential for uninterrupted service to local charities and vulnerable groups. Expansion is necessary for growth. The Shed offers mental health benefits of social connection and practical, charitable work. Relocation or co-sharing is not viable, as this stand-alone facility is required to manage dust, noise and operational needs. Given its positive impact on member wellbeing and significant contributions to community organisations, securing the Shed's tenure and providing for expansion at its current location is the most cost-effective, sensible, and community-focused option.	As above.	As above.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
17	D25/393735	15/12/2025	Submission notes the Shed is ideally located for transport, parking and community access, providing a relaxing environment for work and social connection. It fulfills the Men's Shed mission of improving men's health through skill-sharing and community projects. The Shed has 42 members. The Shed can accommodate approximately 15 members at any time if working on small projects. Expanding would allow more men to work concurrently, a safer working environment, spacing of machines, space to accommodate large restoration projects, and provide storage. Adding a second level to the existing building rather than demolishing it would double floor space cost-effectively. Cohabiting with other organisations could create safety issues with noise, dust and public access risks.	As above.	As above.
18	D25/393738	15/12/2025	Submission notes the St George Men's Shed provides high-quality, safe and professional work, repairing and creating items that benefit the community. Its Carss Park location is critical for maintaining service standards, thanks to established infrastructure like heavy machinery and dust extraction systems. Relocation would not be financially and logistically feasible, and co-sharing would compromise safety due to noise, dust, and public access risks. To meet growing community needs, especially with an ageing population, the Shed requires significant expansion at its current site. This will ensure continued capacity for projects and preserve its vital role in supporting the community. The current location is safe, accessible, and enables uninterrupted, high-quality service.	As above.	As above.
19	D25/393743	15/12/2025	Submission supports keeping the St George Men's Shed at its current location, with room for future expansion. The relaxed atmosphere, bright park outlook and easy parking have made a difference to the physical and mental health of members. Those with mobility issues rely on the easy access. Reusing the current building is the greener and cheaper option than utilising more parkland for a new build. Relocating will be a financial disaster due to the cost of installing heavy, fixed equipment and re-certification.	As above.	As above.
20	D25/393784	15/12/2025	Submitter would not like to see the premises moved and/or shared. Location of the St George Men's Shed provides easy parking, minimal travel and easy access for deliveries. Relocating the Shed will be too costly, particularly to move equipment/machinery and re-certification. The Shed should remain a stand-alone facility. Workshop activities generate noise, dust and equipment hazards. Integration would compromise the safety of park users.	As above.	As above.
21	D25/393785	15/12/2025	Submission notes: 1.Keep the Shed at its Current Location - the existing site is essential for members' physical and mental well-being. Relocation would negatively impact men with mobility issues and disabilities who rely on easy access. 2. Relocation is Financially and Logistically Unfeasible - The Shed operates on limited funds as a charity. Significant investments have been made in the current building (e.g., dust extraction systems, compliance features). Moving would require dismantling, transporting, and re-certifying equipment - costs the Shed cannot afford. 3. Current Site Offers Practical Advantages - Proximity to adjacent car park is vital for deliveries and dispatch of items to community groups. 4. Community Value - The Shed is more than a workspace; it preserves practical trades like carpentry and upholstery, and supports local charities and community groups through restored and crafted items. 5. Environmental and Planning Sense - Reusing the existing 1929 building avoids unnecessary demolition and loss of parkland. In summary, retain the Men's Shed at its current location and provide for expansion (50–100% more floor space) to accommodate growth. This approach minimises disruption, is cost-effective, and sustains a vital community service in Carss Park.	As above.	As above.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
22	D25/393881	16/12/2025	Submission notes: 1. Retention and Future Expansion: The Plan of Management must explicitly include the retention of the St George Men's Shed at its current Carss Park location and provide for expansion of up to 100% as the population of the local community continues to both grow and age. 2. Mental Health and Accessibility Rationale: The current location is critical to members' mental and physical health, citing the bright outlook, ease of access, availability of parking, and integration with the community. Relocation would negatively impact the members' mental health and increase the difficulty of access for those with disabilities. 3. Financial and Operational Constraint: Relocation would be financially prohibitive and logistically impossible for the Men's Shed (a non-profit charity), which has made significant, fixed infrastructure investments (e.g., heavy equipment, dust extraction). Moving would require dismantling and costly safety re-certification. 4. Community and Environmental Benefits: Retaining the facility guarantees the ongoing production of items that support other local charities and community organisations as well as preserving valuable practical skills. Retention also represents an act of environmental sustainability by reusing an existing structure, minimising parkland construction, and avoiding loss of green space.	As above.	As above.
23	D25/396485	17/12/2025	Submission notes: Keep the Men's Shed in its current location and allow for future expansion. Keep the existing sports amenities building and allow for future expansion. Reasons: 1. Minimal Environmental Impact - Retaining these buildings reduces construction impact on parkland, preserving green space, plants, and native wildlife. 2. Sustainable Practice - Reusing existing facilities aligns with Council's sustainability principles, avoiding demolition and new construction costs. 3. Separate Facilities for Safety - The Men's Shed needs to remain separate from sports and public amenities due to industrial equipment, dust, and heavy vehicle access. 4. Accessibility - Current Shed location is easily accessible for members with disabilities, carers, and suppliers. Suggestion: Add a shared pedestrian access ramp near the existing vehicle ramp for safe and easy access to all park facilities. 5. High Relocation Costs - Moving the Shed would be extremely expensive and complicated for a registered charity, involving dismantling, transport, and re-establishing the workshop. 6. Mental Health Benefits - The current location provides a bright, accessible, and welcoming environment that supports members' mental and physical well-being through social interaction and ease of access.	As above.	As above.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
24	D25/393889 D25/393722	15/12/2025	Submission notes: 1. The Men's Shed should remain where it is, with room to grow. The site's bright outlook, easy parking, and community interaction benefit members' physical and mental health. Relocation would harm those with mobility or disability challenges who need accessible facilities. 2. The Shed operates on limited funds as a charity. Significant investments in fixed equipment and compliance features make moving and re-certification financially impossible. 3. Close access to the adjacent car park is essential for deliveries and dispatch of items to community groups. 4. The Shed preserves practical trades like carpentry and upholstery. It supports local charities and community groups through restored and crafted items. 5. Reusing the existing 1929 building avoids demolition and loss of parkland. Request to Council: Keep the Men's Shed at its current location, and allow for expansion (50–100% more floor space) to meet growing demand and continue serving the community effectively.	As above.	As above.
25	D25/393893	15/12/2025	The Australian Men's Shed Association supports St George Men's Shed staying at its current location as a stand-alone building. Moving the Shed into an integrated amenity block would cause dust and noise issues, negatively affecting others nearby. The Shed provides social, health, and community benefits, reducing isolation and supporting mental health for older men and vulnerable individuals. The current location is ideal because it offers easy access for members with mobility challenges, adequate space for woodworking and metalwork, safety compliance, and proximity to transport and community services. Finding a comparable site would be difficult and costly for this volunteer-based organisation. The Shed contributes to the community by: 1. Producing items for schools, charities, and community groups 2. Supporting local events and projects 3. Promoting mental wellbeing, reducing pressure on health services	As above.	As above.
26	D25/395876	16/12/2025	Submission strongly support keeping the St George Men's Shed in its current building. The Shed is an important part of the community, helping local charities and groups through the items members create and restore. Key reasons to stay at the current location: 1. Mental Health Benefits - The bright outlook, green surroundings, and social interaction improve members' wellbeing. 2. Financial Limitations - The Shed is a non-profit with limited funds. Moving would be extremely costly due to fixed equipment and compliance requirements. 3. Stand-Alone Facility Needed - Woodworking creates noise and dust, making shared facilities unsafe and impractical. 4. Safe and Easy Access - Close parking is essential for deliveries and for members with mobility challenges. 5. Environmental Responsibility - Reusing the existing building avoids demolition waste and loss of parkland. The most practical, cost-effective, and environmentally responsible option is to keep the Shed in its current building.	As above.	As above.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
27	D25/396483	17/12/2025	Submission strongly support keeping the St George Men's Shed in its current building. It's not just a workshop - it's a vital community hub that improves mental health, provides purpose, and supports local charities and groups. Key reasons to stay at the current site: 1. Mental Health Benefits – The green surroundings and social interaction make a huge difference to members' wellbeing. 2. Financial Reality – Moving would be extremely costly for this non-profit group due to fixed equipment and compliance requirements. 3. Environmental Sense – Reusing the existing building avoids demolition waste and loss of parkland. 4. Safety – Woodworking requires a stand-alone facility for safe operations; sharing with sports amenities would be unsafe and disruptive. 5. Access – The current location offers easy car park access for deliveries and older members with mobility challenges. The most practical, cost-effective, and environmentally responsible solution is to keep the Men's Shed exactly where it is.	As above.	As above.
27	D25/396535	17/12/2025	Submission boradly supports the concept ideas. The shoreline area has been utilised to launch and sail the Carss Park Radio Sailing Group's radio controlled sailing yachts. Access through the boom gate is permitted by Council. Having signed for keys to allow exclusive use, no public use of the ramp is possible. There has been no history of conflicts with any pedestrians or safety concerns. Request that the ramp and steps be included in a program of regular cleaning maintenance for the public's safety. For the park generally, parking is a major concern. The suggested 'floating walkway' would be dangerous in any turbulent conditions and expensive to maintain. The structure would also restrict and interupt the view of the bay. Reinstating a pontoon into the tidal pool would encourage more waterbased activity and provide a safety factor. The Group was included in the redesign of the foreshore from the Kogarah Bay Creek Canal to the northern point of the tidal pool, and wish to be active participants of the proposed master plan.	The matters relating to access to boat ramp and floating walkway have been addressed in the Executive Summary - Key Themes: Items 6 and 11 of the Consultation Report.	Refer to Executive Summary - Key Themes: Items 6 and 11 of the Consultation Report.
29	D25/396660	17/12/2025	Submission strongly support keeping the St George Men's Shed in its current building at Carss Park. Key reasons: 1. Safety – Woodworking involves noise, dust, and machinery, so the Shed must remain separate from public facilities to avoid risks. 2. Cost – The Shed is a non-profit with limited funds. Moving would require dismantling expensive equipment, re-certification, and major costs for Council. 3. Access – The current site provides easy car access for deliveries and older members with limited mobility. 4. Environmental sense – Retaining the existing building avoids waste, demolition, and loss of parkland. 5. Demand – The Shed serves men from many suburbs, not just the immediate area. 6. Amenity – Carss Park's natural environment should be preserved, not replaced with more concrete. 7. Mental health & community benefits – The Shed is a vital social hub, supporting local charities and improving members' well-being. The most practical and cost-effective solution is to keep the Shed where it is. If relocation is unavoidable, it must be to a separate building and not integrated with public facilities, which would be very costly. Note that the current draft plan incorrectly omits the Shed building from Table 5.3.	Response to issue raised has been thematically addressed in the Executive Summary - Key Themes: Item 1 of the Consultation Report.	Item 6 of the Master Plan and relevant section in the Plan of Management will be amended to include future building upgrade and replacement options developed in collaboration with the Men's Shed community group. Refer to Executive Summary - Key Themes: Item 1 of the Consultation Report.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
30	D25/396665	17/12/2025	Submission notes: Carlton Crescent parking and access - Pedestrian refuges is needed; Consider traffic slowing devices e.g. speed humps (cars speed down the hill and visibility for pedestrians is poor). Carss Park Flats - Stop car parking for events on the grass. It causes damage and prevents usage for sport and by the local community.	Response to issue raised has been thematically addressed in the Executive Summary - Key Themes: Items 2 and 13 of the Consultation Report.	Amendments to the PoM and Master Plan are recommended in response to the issues raised and included in the Executive Summary - Key Themes: Items 2 and 13 of the Consultation Report.
31	D25/396673	17/12/2025	Submission notes general concerns: Costs: Ratepayer funds should go to maintaining facilities, not unnecessary demolitions or public art. Parking: Plans seem to reduce parking, which is counterproductive for community access. Key Points by Area 1. Offleash Dog Park No need for expensive connections (e.g., bridge). The childcare centre should not be linked in with the offleash dog park. Add shade, seating, and maintain landscaping to prevent hazards. Tree planting must include proper watering. Consider a small playground opposite the ramp into the canal. 2. Parking & Access (Carlton Crescent) Do not reduce parking or road width. Consider adding parking near Narani Childcare and angled parking near sports fields. Shared pathways should be on the field side, not roadside. Pedestrian refuge must be well-lit and not reduce parking; consider refuge on the other side of the canal bridge to give pedestrians and motorists better visibility. 3. Sportsfields & Foreshore Path No cars on flats if upgrading fields. More seating for rest, not necessarily spectator stands. Keep current amenities building; don't integrate with Men's Shed. Shared paths raise safety concerns; need signage and speed limits for bikes. Native shade planting is good; avoid decorative lighting and public art. Maintain the riparian vegetation. 4. Men's Shed Keep it where it is; moving would be costly and disruptive. Consider expansion. Current location suits accessibility and safety. Integration with other facilities is impractical and unsafe. Do not demolish for a ramp; ramp can be placed elsewhere. 5. Carwar Avenue & Ramp Access Shared zone and plaza are unsafe and reduce parking.	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes of the Consultation Report.	Amendments to the PoM and Master Plan are recommended in response to many of the issues raised and included in the Executive Summary - Key Themes of the Consultation Report.

No.	CM No.	Submission Date	Extract of Submission	Discussion	Recommendation
32	D25/398163	2025 (Late subm	Submission (McGrath) strongly supports keeping the St George Men's Shed at its current location in Carss Park and expanding the facility to meet future needs. The Shed's success, safety, and ability to serve the community depend on retaining its dedicated infrastructure. Key Reasons: 1. Financial Responsibility The current facility includes significant community investment in specialised equipment and dust-control systems. Relocation would impose prohibitive costs, logistical challenges, and re-certification requirements. Keeping the Shed where it is ensures efficient use of resources. 2. Safety Woodworking generates noise, dust, and hazards that require separation from public areas. Integrating the Shed into a shared building would compromise safety for park users and members. 3. Mental Health & Social Benefits The Shed provides purpose, routine, and social connection for men, improving mental health and community resilience. 4. Future Community Needs Demand for the Shed's services is growing. Expansion at the current site will allow more community projects and support for local organisations.	Response to issue raised has been thematically addressed in the Executive Summary - Key Themes: Item 1 of the Consultation Report.	Refer Recommendation in the Executive Summary - Key Themes of the Consultation Report. Amend Item 6 in the PoM (Master Plan section) and Master Plan by adding options to be explored for future upgrade/replacement of buildings in liasion with the Men's Shed community group.
33	D26/5696	2025 (Late subm	Submission supports the Retention and Expansion of the Men's Shed at its current location for the following reasons: <u>Safe, Purpose-Built Facility</u> 1. The Shed's industrial activities (woodworking, fabrication) require dedicated safety controls and separation from public recreation areas. 2. Combining it with other facilities would compromise safety, expose park users to dust/noise, and limit the Shed's ability to operate effectively. <u>Responsible Use of Resources</u> 1. The current Shed represents years of community investment with specialised equipment and safety systems. Relocation would impose heavy financial and administrative burdens on a volunteer-run charity and waste resources. <u>Social Connection and Well-being</u> 1. The Shed reduces isolation, supports mental health, and provides purpose, especially for older men. 2. Members contribute skilled volunteer work to schools, charities, and community projects, strengthening local capacity. <u>Planning for the Future</u> 1. As demand for community services grows, expansion at the current site will allow the Shed to serve more people and deliver greater social value. 2. This approach aligns with sustainable development and place-based planning principles. Protecting the Shed ensures inclusive participation, local resilience, and sustainable community development.	As above.	As above.

Your Say Submissions

No.	Date of contribution	What is your feedback on the Master Plan and Plan of Management?	Discussion	Recommendation
1	Nov 04 25	There should not be a shared path near the beach and the back of the pool. The cyclists already illegally doing so are aggressive and there are even kids not on electric bikes but motor bikes. This area should be for pedestrians access unless you are going to insure pedestrians against accident.	The matters relating to shared paths have been addressed in the Executive Summary - Key Themes: Item 3 of the Consultation Report.	Refer to Executive Summary Key Themes (Item 3) in the Phase Two Consultation Report.
2	Nov 04 25	You should consider angled parking to stop all the buses, mini buses, trucks, boats, trailers, caravans from parking there especially over the weekend. There should also be a footpath on the park side. Regular parking inspections should occur.	The matters relating to parking have been addressed in the Executive Summary - Key Themes: Item 2 of the Consultation Report.	Refer to Executive Summary Key Themes (Item 2) in the Phase Two Consultation Report.
3	Nov 04 25	This is a mess. Boats, trailers, trucks, caravans are parking there. It needs complete reorganisation and marked parking spaces with regular parking inspections. Parking meters for people outside GRC area. People in the units are also using it for long periods.	As above.	As above.
4	Nov 04 25	There should be an area of the beach reserved for dogs.	The matter has been addressed in Table 2 on page 17 of the Consultation Report.	No change to Master Plan and PoM.
5	Nov 04 25	The public art should not just be indigenous. They are less than 3% of the population yet are overrepresented. It should be general Australian and not Chinese.	This matter has been addressed in Table 2 on page 25 of the Consultation Report.	No change to Master Plan and PoM.
6	Nov 05 25	I think bikes should be excluded from the lower tracks in the park around the picnic areas & the playground .I know the foreshore area is for pedestrians only so why should bikes be able to lead into areas where there is many very young children wandering about. Many people on bikes already ignore this rule & ride around the waters edge , it's such a danger to little ones who are enjoying the beach, & it's a perfect spot & well used for small children.Keep the bikes at the back of the park & skirting the sporting areas .	The matter has been addressed in the Executive Summary - Key Themes: Item 3 of the Consultation Report.	Refer to the Executive Summary - Key Themes: Item 3 of the Consultation Report.
7	Nov 05 25	The shared path (16) from the cafe to the carwar access car park(7) is no longer safe for pedestrians. The amount of small buses and delivery trucks accessing this area has made in difficult for pedestrians to be safe in this area. A separate path should be added at (16) for pedestrian access only.	The matter has been addressed in the Executive Summary - Key Themes: Item 3 of the Consultation Report.	Refer to Executive Summary - Key Themes: Item 3 of the Phase Two Consultation Report.
8	Nov 13 25	Please keep and increase tree coverage and seats in shade.	The matter has been addressed in Table 2 on page 24 of the Consultation Report.	No change to Master Plan and PoM.

Your Say Submissions				
9	Nov 16 25	I applaud the decision for Indigenous trees to be used throughout. Offleash dogpark mentions shade sails. why not have planting areas of trees protected by exclusionary fencing (dogwire & star pickets) so that dogs urine will not impact as it would on solitary trees. Replace previously fallen trees with an exclusion fence around each one to allow the planting of shrubs and grasses to keep the mower away from sensitive trunk and some root systems of vulnerable trees. Plant replacement Eucalypt or she oak trees between the line of Canary Island Palm trees (Phoenix canariensis) to south of northern canal (off Carlton Cres) to ensure their survival when the palm trees die (susceptible to Fusarium Wilt of C Palms).Interested in the removal of concrete in drains - to naturalise the banks. I think exclusion fencing here as well as small plantings will be hammered by kids playing near water.	Noted.	No change to Master Plan and PoM.
10	Nov 17 25	I would love to see a skatepark included in this plan. The youth around the area don't have anywhere to utilise in the close vicinity of this location. It is also a high-traffic area, which makes riding on footpaths dangerous. Having a dedicated space for them to ride would be far safer. A skatepark would also provide a healthy, free, and accessible outlet for young people to be active and social in a supervised public environment. It encourages physical activity, builds community connection, and helps reduce antisocial behaviour by offering a purpose-built space for riders rather than having them use unsuitable public areas. With so many families and young people living nearby, a skatepark would be a highly used asset that supports the wellbeing of the whole community.	Siting of skating facilities is a strategic matter beyond this site specific PoM to ensure equity of access to such facilities.	No change to Master Plan and PoM.
11	Nov 17 25	I have a number of concerns with the provision of shared paths. This is mainly based upon my experience with similar paths in the Inner West Council area of Sydney. I note that the shared paths suggested for the parks could provide a link between existing regional cycle routes. How will the speed of cyclists be limited and policed ? I have been struck on more than one occasion on such shared paths, by cyclists travelling at high speed and giving no warning of their approach from behind. Long 'straights' in the shared paths map will encourage a minority of anti-social cyclists to treat the paths as 'cycle raceways'. I am concerned that in large areas of the parks, the only access for pedestrians will be that provided by the shared paths. How will intersections of pedestrian paths and shared paths be treated to discourage cyclists from deviating from a shared path and entering a pedestrian-only path ?	The matters relating to shared paths have been addressed in the Executive Summary - Key Themes: Item 3 of the Phase Two Consultation Report.	Refer to Executive Summary - Key Themes: Item 3 of the Phase Two Consultation Report.
12	Nov 17 25	Carrs park needs more grass shade near cafe on grass area behind the bay and benches.	The Master Plan generally identifies increasing summer shade coverage to grassed areas.	No change to Master Plan and PoM.

Your Say Submissions				
13	Nov 17 25	Please ensure adequate drinking fountains which also include built in water bowls for dogs. This is a shared park which currently has insufficient animal drinking facilities. The tap which fills the water bowl at Todd Park is used by people to wash their hands after using the return and earn machines. Their hands are covered in miscellaneous drinks and dirt which pool in the dog bowl. The other dog bowl seems to be in the off leash park, however, not all pets can enter this park to use it. There should be sufficient drinking facilities included in the upgrades.	The matter has been addressed in Table 2 on page 25 of the Consultation Report.	Amend PoM to reinforce upgrade and provision of drinking fountains. Include dog water bowl provisions to appropriate locations. New Action 7.19 inserted in the PoM.
14	Nov 17 25	Section 3 - You propose to reduce parking lanes and traffic lanes. So presently there is adequate room to pass oncoming traffic safely especially with heavy vehicles. Now you wish to reduce that making traffic passing closer and hence less safe as well as parked cars closer to the road. You have current space to keep the width and still install a path Don't spend extra funds when not required. Section 4 - Increase spectator seating and shade. Incorporate facilities to encourage teams to utilise the facility Section 26- Boat ramp if closed should also have access for Emergency Services (SES) to use Section 10- Love the idea of floating footpath Section 26 - Love the aquatic centre but any redevelopment must have much more additional car parking. Presently the car park is the primary one for the park and when you add increase in population as well as aquatic centre patronage the current car park will not be adequate. A 2nd level car park may need to be considered with the top section open air would mean the same height as the current adjoining facilities deck as the car park currently below street level.	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes of the Consultation Report.	Amendments if required to the PoM and Master Plan are made in response to the issues raised and included in the Executive Summary - Key Themes of the Consultation Report.
15	Nov 21 25	I welcome the opportunity for shared cross site bi-directional cycle access. I cycle from Oatley to Ramsgate regularly and cross Cars Bush which links to existing cycle paths before and after, but am forced to walk the Cars Bush section. Have long felt this was a deficiency and have made representation to council on this before. Look forward to the new pathway.	The matters relating to shared paths have been addressed in the Executive Summary - Key Themes: Item 3 of the Consultation Report.	Refer to the Executive Summary - Key Themes: Item 3 of the Consultation Report.
16	Nov 23 25	Parking consideration and traffic management for future pool site. When this pool is built especially spring and summer months Carss Park is busy. Having a new pool will increase patronage to the area. This plan needs to consider the future pool site. Parking has to be increased. Proposed multi story or go underground.	Parking will be considered by a separate aquatic centre design process.	Refer to Executive Summary Key Themes: item 15 of the Consultation Report.

Your Say Submissions				
17	Nov 24 25	Parking & speed inhibitors as well as time restrictions for events in using the park.	The matters relating to traffic and parking have been addressed in the Executive Summary - Key Themes: Items 3 and 4 of the Consultation Report.	Refer to the Executive Summary - Key Themes: Items 3 and 4 of the Consultation Report.
18	Nov 27 25	The Master Plan and Plan of Management present a thoughtful and well-structured vision for enhancing the usability, sustainability, and community value of Carss Bush Park and Todd Park. The documents demonstrate strong alignment with environmental protection principles, accessibility improvements, and increased recreational opportunities for the community. The strategic direction is consistent with contemporary open space planning and reflects a solid understanding of current community needs. Strengthen implementation by adding a clear staging plan (short/medium/long term) and indicative cost ranges. Provide more detailed analysis of traffic, access and parking impacts, including strategies to manage increased visitation. Ensure a balanced approach between activated recreation areas and protected passive/natural bushland zones. Expand environmental actions, including bush regeneration priorities, drainage improvements and biodiversity monitoring. Clarify proposed sporting field layouts, lighting, storage, and shared-use requirements at Todd Park to align with stakeholder needs. Enhance the heritage interpretation framework, particularly for Aboriginal cultural heritage and key built heritage items. Include stronger accessibility commitments (inclusive play equipment, accessible path gradients, and improved amenities). Define maintenance standards and operational responsibilities for new and existing infrastructure. Introduce measurable performance indicators and review cycles to support long-term monitoring and reporting. Improve mapping clarity with clear legends, delineation of proposed works, and high-resolution figures.	The PoM generally covers the suggestions made. Sections 1.5, 8.1 and 10.1 of the PoM covers matters relating to monitoring, review and priortisatrion.	No change to Master Plan and PoM.
19	Nov 28 25	It needs shade, better seating and a water feature the dogs.	Shade and seating enhancements are included in the PoM.	No change to Master Plan and PoM.
20	Nov 28 25	The Todd Park parking area needs to be reconfigured and completely redone. It could do with boom gates that open at 5:30 am and close at 8:30pm. Anyone parking overnight should be booked. There are constantly people from the units using it as personal parking and long term, campervans, etc prevent park uses from using it. People outside George's River should have to pay to use the facilities. Large groups from Canterbury are constantly overtaking the park, bbq wherever they want, leave so much rubbish and don't mind their kids in the water.	Noted.	No change to the current recommendations under Item 22 Bunyala Street Carpark of the Master Plan.

Your Say Submissions				
21	Dec 05 25	Carlton Crescent parking and access.	The matters relating to parking have been addressed in the Executive Summary - Key Themes: Item 2 of the Consultation Report.	Refer to the Executive Summary - Key Themes: Item 2 of the Consultation Report.
22	Dec 09 25	As a representative of a local charity that has benefited from the support of the St George Men's Shed, I note with interest that the Draft Master Plan includes investigating the redevelopment of the Men's Shed to be in a purpose built facility combined with public amenities and sporting facilities. I wholly support a proposal to provide a purpose-built facility for the Men's Shed, but would like to note some considerations. I have personally delivered long lengths of timber to the Men's Shed for them to use in building our workbenches. The current facility does not have a dedicated loading zone or driveway. We had to carry the timber over uneven ground and dodge puddles from recent rain. Any new facility should take into consideration that the Men's Shed is a fully functioning woodshop and as such it requires adequate space for safe loading/unloading of timber, machinery and finished products. My second consideration is that being a fully functioning woodshop, the machinery does create noise. Should the building share walls with public amenities and sporting facilities, acoustic considerations need to be in place, so that there won't be noise complaints from anyone using the amenities or facilities. My third consideration is the need for inclusive access. As per my comment regarding loading/unloading, the current facility does not lend itself to ease of access for less mobile individuals. Any new facility needs to plan for full inclusive access. Finally, I would like to request that should the decision be made to purpose build a combined facility for the Men's Shed, public amenities block and sports facilities, that a temporary home be found for the St George Men's Shed so they can continue their good work whilst their new permanent home is being constructed.	Response to the issue raised has been thematically addressed in the Executive Summary - Key Themes: Item 1 of the Consultation Report.	Item 6 of the Master Plan and relevant section in the Plan of Management will be amended to include future building upgrade and replacement options developed in collaboration with the Men's Shed community group. Refer to the Executive Summary - Key Themes: Item 1 of the Consultation Report.
23	Dec 09 25	The Men's shed needs to have it's own separate dwelling. Where they can continue carry work without the worry of complaints of noise and dust from a shared building.	As above.	As above.
24	Dec 09 25	152 pages is too long for most people to go thru. A simplified easy to understand version should be provided.	The Master Plan is a summary of the major proposals in the PoM. The Master Plan is 26 pages long and was also placed on exhibition.	No change to Master Plan and PoM.

Your Say Submissions				
25	Dec 10 25	1 I would like the temporary car park adjacent too the Narani child Centre, used permanently for major sporting and cultural events. 2. I do not support integration of the men shared with sporting amenities or canteen. 3. I do not support the proposed ramp on the service road from Carwar Avenue which would visibly and physically impact the historic stone amphitheatre which is an important feature. 4. Todd Park.. I oppose a premium sporting and community facility building as illustrated in the draft master plan. The scale of a two story building similar to the facility at Harold Fraser Oval along with possibility of a fenced playing fields.	Response to issues raised has been thematically addressed in the Executive Summary - Key Themes: Items 1, 2, 5 and 7 of the Consultation Report.	Amendments if required to the PoM and Master Plan are made and included in the Executive Summary - Key Themes: Items 1, 2, 5 and 7 of the Consultation Report.
26	Dec 11 25	Key themes include: Dogs & Recreation: Supports a small dog off-leash area but strongly opposes any loss of dog access to the water, specificlly closure of the historic boatramp. Paths & Safety: Opposes widening shared paths, citing safety conflicts between pedestrians, cyclists and other users; prefers retaining informal dirt tracks and existing character. Traffic & Parking: Strongly opposes changes to Carlton Crescent and Carwar Avenue that reduce parking, alter road layouts, or introduce shared zones; emphasises the importance of accessible parking, especially for elderly and mobility-impaired users. Access Infrastructure: Opposes new ramp and stair structures; prefers extending existing compliant pathways. Sports Fields & Lighting: Raises concerns about increased lighting intensity and associated safety and residential impacts. Heritage & Boat Ramp: Strongly opposes removal of the historic boat ramp, highlighting its accessibility and informal recreational value. Foreshore Works: Opposes path widening and design elements (e.g. sandstone hobs), but conditionally supports sensitive lighting, habitat planting, and potentially a floating walkway. Environment: Advocates for protection of bushland and wildlife, including concerns about vegetation removal and impacts on Glossy Black Cockatoos. Built Form: Questions the need and cost of relocating the café and increasing paved areas; seeks more context-sensitive toilet design. Todd Park: Opposes relocation/removal of existing facilities and supports its continued role as a flexible family space. Residential Impacts: Concerns about traffic, lighting, parking, and post-event rubbish affecting nearby residents.	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes of the Consultation Report.	Amendments to the PoM and Master Plan are made in response to the issues raised and included in the Executive Summary - Key Themes of the Consultation Report.

Your Say Submissions				
27	Dec 12 25	I have feedback on 2 areas specifically but the area under consideration is large and it is difficult to discern the impact of the changes on so many facets of the park area. 1. I applaud the widening of the path around the foreshore. Although not permitted people do ride bikes along the path. Dog walkers also use the path and the dogs sometimes require distance to minimise unforeseen antagonism. The bushes along the side of the path grow well and the area available to walk is insufficient. 2. I think the area currently used by the Men's Shed and the gym equipment is well placed and should remain there. It has sufficient distance from the cafe and children's play equipment to minimise noise, dust etc and is out of the way of the majority of walkers. I have purchased items made by the gentlemen - the quality was brilliant. I had tried to source the item required elsewhere but it was deemed impossible. The team there are fabulous and worked together to design and build a unique item (a beautiful wooden storage box) for storing my father's treasured items. The equipment there is thoroughly utilised and of an excellent standard. To move the shed would cause disruption to the camaraderie and regular contact these wonderful and clever men share. The need for such facilities is well known to improve mens mental health and physical and mental wellbeing. They are comfortable and thriving there. The heavy machinery would be expensive to move and easily damaged. It is not a profit driven scheme. Extra dollars to replace all they have could compromise the team. Perhaps extending the shed would provide more opportunities for more men to join the shed - as the population ages the demand for this service will too.	The matters raised have been addressed on page 18 and Executive Summary - Key Themes: Item 1 of the Consultation Report.	Refer to corresponding recommedations on page 18 and Executive Summary Key Themes: Item 1 of the Consultation Report.
28	Dec 13 25	The park is enjoyed by families who should be safe and be able to enjoy the park risk free. Currently bike riders ride dangerously through the park flying past toddlers and the elderly with no regard for park rules. There is already a bike path they can utilise along with the road - unlike pedestrians. As as 80 year old couple we have had the experience of a cyclist riding straight between us with no bell or warning. Cars park needs to be a place where people are safe. In addition the coast of moving the cafe back is a waste ratepayers money.	Response to the issue has been addressed in the Executive Summary - Key Themes: Item 2 of the Consultation Report.	Amendments to the PoM and Master Plan are made and included in the Executive Summary - Key Themes: Item 2 of the Consultation Report.

Your Say Submissions				
29	Dec 14 25	Master Plan – Key Points Access & Parking: Requests sheltered bus stops on Carlton Crescent; seeks clarity on parking arrangements and impacts, particularly in Carwar Avenue shared zone. Carss Park Flats: Opposes use of sports fields for temporary parking or event stalls due to turf damage. Men's Shed & Amenities: Notes insufficient detail on the future of the Men's Shed and its integration with proposed access works. Design Detail: Considers parts of the plan (e.g. shared zone) too conceptual and lacking detailed drawings and explanations. Foreshore Areas: Supports improving the eastern/northern foreshore for greater public use. Recommend tree planting, drainage, turf improvements in the western foreshore. Aquatic Facility: Strong concern that the future aquatic centre is not adequately addressed, particularly cumulative impacts on traffic, parking, and park use. Boat Ramp: Supports its removal, consistent with the Master Plan. Plan of Management – Key Points Aquatic Facility Clarification: Seeks confirmation and more detail about the proposed 50m pool and broader facility impacts. Events Management: Recommends limiting events (max. five per year) and prohibiting event parking on Carss Bush Flats. Transport & Infrastructure: Opposes EV charging for bikes/mobility devices (cost and safety concerns). Considers ferry extension unrealistic. Environment: Requests action on fox activity in surrounding streets. Safety & Local Impacts: Requests speed humps and CCTV at key park entry points and shared zones.	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes of the Consultation Report. In relation to the bus stops, add new action to 10.3 Action Plan, sub-section 5 Access - see Recommendation column.	Amendments to the PoM and Master Plan are made in response to the issues raised and included in the the Executive Summary - Key Themes of the Consultation Report. A new action has been added to the PoM - 5.23 Explore options to enhance public transport access to park. Action 6.4 has been amended in the PoM.
30	Dec 14 25	The submission strongly supports retention and protection of the St George Men's Shed at its existing location within Carss Park. Requests the Plan of Management and Master Plan explicitly recognise, protect and allow for future expansion of the facility. Views the Men's Shed as both modern heritage infrastructure and a critical community service.	In relation to	Refer to corresponding recommedations on page 18 and the Executive Summary - Key Themes: Item 1 of the Consultation Report.

Your Say Submissions				
31	Dec 15 25	Protection of significant trees and bushland is a primary concern, opposing the removal or major pruning of old-growth trees, nesting species such as Powerful Owls. Environmental sensitivity of works is emphasised, including the use of permeable path materials, vegetation protection during upgrades Support for Men's Shed expansion at its current location, recognising its social value, but opposition to its integration with sporting amenities due to various reasons. Concerns regarding shared and dual-use paths, noting existing cyclist–pedestrian conflicts, particularly along the foreshore Opposition to visually intrusive foreshore structures, including sandstone block edging and floating walkways, due to safety risks and impact on natural character. Opposition to a Premium Sporting and Community Facility at Todd Park, particularly multi-storey or fenced developments Rejection of synthetic turf for any future upgrades to playing fields or grassed areas. Conditional support for accessibility upgrades, including ramps, provided no significant trees are removed and heritage impacts are avoided. Support for naturalisation of the creek channel, with any boardwalk crossings to be low-impact. General support for the Master Plan where proposals preserve heritage character, environmental values and public access	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes of the Consultation Report.	Amendments to the PoM and Master Plan are made in response to the issues raised and included in the Executive Summary - Key Themes of the Consultation Report.
32	Dec 15 25	I do not think the creation of a 2.5m shared pathway between pedestrians and cyclists linking Todd Park and Carss Park is a feasible proposal. I object against any plans to reduce the width of Carlton Crescent near Narani Child Care centre. I do not think that the play equipment at Todd Park should be removed. Nor should the half basketball court at Todd Park be relocated. I also oppose the proposed removal of the parking bays at Carwar Avenue near the Lifesaving Building. They should be retained for easy access by the public to Carss Park Cafe. This is the wrong location for proposed drop off bays. If one is required it should be further back on Carwar Avenue before Allawah Avenue. Do not overdevelop the bush park with more paving and lighting. Retain the boat ramp for public use.	As above.	As above.

Your Say Submissions				
33	Dec 15 25	3. This road is narrow for the amount and size of vehicular traffic. The pathway should be on the playing field side of the trees. The curb should allow the car to park partially off the road. There are large tree roots along this strip and will the trees will be undermined if there is extensive work along this road. There should be no parking on the bridge over the canal in Carlton Crescent. 4. Redevelopment of the current toilet block, should include better sports facilities for the soccer club. 5. Foreshore path upgrade is a good idea. The vegetation along the foreshore needs to be upgraded. A better choice of planting is required. Low level lighting should be included. 6. The men's shed should remain where it is, with upgrading and extension on the top to alleviate the leaking issues with the concrete slab. 7. The centre parking should remain. There is a lack of parking now and the Life Saving Hall is used by young families and older people. The removal of parking would be use by these groups very difficult. 10,11. The fencing along the sides of the tidal poor is in poor and dangerous condition and there needs to be a permanent solution. The current structure is continually rusting. 17. The bush path across the hill should be maintained as natural bush . The only work required is maintenance. 23. There toilet facilities at Todd Park needs to be replaced, but we do not need a PREMIUM SPORTING FACILITY! 24. The playground in Todd needs to stay. It is the only one in the near vicinity. It needs to be upgraded. 26. The existing boat ramp should remain and be well maintained. There are community groups that use this ramp and locals go down and put their surf skis and canoes in to have access to Kogarah Bay and environs.	As above.	As above.
34	Dec 16 25	Comprehensive for the most part and well thought out. Good balance of preservation along with adaptation to meet future needs.	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes: Items 7 and 13 of the Consultation Report.	Amendments to the PoM and Master Plan are made in response to the issues raised and included in the Executive Summary - Key Themes: Items 7 and 13 of the Consultation Report.
35	Dec 17 25	With regards Community Garden Upgrading storage will be most welcomed. Also fencing the amount of theft is large. We as members put hard work into the gardens only to have it stolen. We have had instances where we have interrupted potential thieves but from the attitude you can surmise that they will return and take our hard work. With regards Men'Shed, this should not be moved for the reasons outlined in their submission. It is well located and well supported by the locals as easy to access	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes: Items 1 and 10 of the Consultation Report.	Amendments to the PoM and Master Plan are made in response to the issues raised and included in the Executive Summary - Key Themes: Items 1 and 10 of the Consultation Report.

Your Say Submissions				
36	Dec 17 25	I know that the Men's Shed has issues with a change of venue because of the amount of Council money that has already been spent on installing WHS infrastructure to the building. I would support them remaining in a separate facility, especially as the presence of children using changing rooms etc nearby would be distracting and possibly dangerous.	Response to this matter has been thematically addressed in the Executive Summary - Key Themes: Item 1 of the Consultation Report.	Amendments to the PoM and Master Plan are made in response to the Executive Summary - Key Themes: Item 1 of the Consultation Report.
37	Dec 17 25	Carss Park Facilities	N/A	N/A
38	Dec 17 25	We at the Community Garden would quite like a gate and security fencing.	Response to this matter has been thematically addressed in the Executive Summary - Key Themes: Item 10 of the Consultation Report.	Amendments to the PoM and Master Plan are made in response to the issues raised and included in the Executive Summary - Key Themes: Item 10 of the Consultation Report.
39	Dec 17 25	for 22. Bunyala St carpark, add at least 1 accessible parking. improve kerb ramps. Install solar lights for night time. Suggest changing the name to Todd St in lieu of Bunyala St, as its confusing with the Bunyala St on the Carss Park side. for 24. Upgrade the pathways to be as accessible compliant as possible. Install at least low luminance lighting leading from Todd Park to Carss Park Cafe pathway.	Response to matters have been thematically addressed in the Executive Summary - Key Themes: Items 2, 7 and 14 of the Consultation Report.	Amendments to the PoM and Master Plan are made in response to the issues raised and included in the Executive Summary - Key Themes: Items 2, 7 and 14 of the Consultation Report.

Your Say Submissions				
40	Dec 17 25	Key points include: Shared Paths: Strongly opposes 2.5 m shared pedestrian/cycle paths due to safety conflicts. Parking & Roads: Opposes road narrowing, removal of verge/on-street parking, and changes to Carwar Avenue; emphasises retaining parking capacity. Pedestrian Safety: Supports a pedestrian refuge/crossing on Carlton Crescent with improved sightlines. Accessibility: Highlights the need for convenient parking near facilities for elderly users, people with mobility issues, and carers. Overdevelopment: Opposes new structures such as the zig-zag ramp, citing unnecessary impact on space and character. Heritage: Supports retaining the historic boat ramp and questions relocation of the café without clear benefit. Environment: Advocates for protection of bushland, casuarinas (habitat for Glossy Black Cockatoos), and existing vegetation. Sensitive Improvements: Supports low-level planting and lighting that protect ecological values. Todd Park: Opposes relocation of facilities but supports upgrading existing play equipment. Recreation: Supports a small dog off-leash area. Cumulative Impacts: Requests stronger consideration of overall impacts of proposed changes.	Responses to issues raised have been thematically addressed in the Executive Summary - Key Themes of the Consultation Report.	Amendments to the PoM and Master Plan are made in response to the issues raised and included in the Executive Summary - Key Issues of the Consultation Report.

Public Hearing Report:

Draft Plan of Management for Carss Bush Park and Todd Park

Local Government Act 1993 Section 40A
Categorisation of Community Land

Held 25th November 2025
At Council Administration Centre Hurstville

Prepared for:

Georges River Council

Prepared by:

Environmental Partnership

Public Hearing Report

Acknowledgement of Country

Georges River 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. We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

Public Hearing Report

Statement of Report Purpose and Compliance

This Public Hearing Report has been prepared and submitted

by: Name: Adam Hunter
Company: Environmental Partnership (NSW) Pty Ltd
Address: Suite 301 22-36 Mountain Street Ultimo. NSW.2007.

In relation to a Public Hearing, held at Council offices on Tuesday 25th November 2025, into the proposed recategorisation of parts of Carss Bush Park and Todd Park. This report has been prepared for Georges River Council.

Certification:

I certify that I acted in the role of Independent Chairperson at the above mentioned Public Hearing, have prepared this Report myself, and that the contents of this Report are a true and fair account of the Public Hearing's discussions and subsequent written submissions around recategorisation of parts of Carss Bush Park and Todd Park in all material particulars and do not (by the presentation or omission of information) materially mislead.

Adam Hunter

Director - Environmental Partnership (NSW) Pty Ltd

RLA FAILA

BLarch, UNSW, 1987

3rd February 2026

Public Hearing Report

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Public Hearing Report

Part 1: Introduction

1.1 Purpose of this report

This report provides a summary record of the independently chaired Public Hearing held by George River Council as listed below:

25 November 2025 from 6.00-7.00pm

Georges River Civic Centre – Corner MacMahon and Dora Streets Hurstville

The Public Hearing was held in compliance with Chapter 6, Division 2, Section 40A of the Local Government Act 1993 (LG Act) and was conducted into the proposed categorisation of community and Crown land in Council's **Draft Plan of Management for Carss Bush Park and Todd Park** (the draft PoM).

1.2 Land covered by this report

The land covered by the Draft PoM includes:

- Carss Bush Park
- Todd Park, and
- Carss Park Community Garden (former Carss Park Bowling Club site)

The subject land comprises both Council-owned land and Crown land reserved as Crown Reserves, for which Council acts as the Crown Land Manager. The land is classified as community land under the LG Act, which means that a Plan of Management (PoM) must be prepared, publicly exhibited and adopted by Council prior to any changes to the nature and use of the land, to define permitted uses, and authorise leases, licences and other estates. In addition, the PoM must set management action plans with details to provide accountability in implementation and measuring success. The land schedules provided in the draft PoM detail the Council-owned community land and Crown Reserves and their proposed categorisation.

As outlined in section 2.5 of this report, Council must hold a public hearing in respect of a proposed PoM if the proposed plan would have the effect of categorising or altering the categorisation of community land. The Draft PoM does propose refinements to the categorisation of the land to better reflect the Guidelines for Categorisation as listed in the Local Government (General) Regulation 2021 (LG Regulation), Part 4 and the core objectives for management as listed in the LG Act - clauses 36E-N. As such the Public Hearing was held to address Council's obligations under Section 40A of the LG Act.

Public Hearing Report

1.3 Background

Georges River Council prepared the draft Master Plan and draft plan of management (draft Plans) for Carss Bush Park and Todd Park and placed the draft Plans on public exhibition for the mandatory public exhibition of 28 days with submissions to the draft Plans being received for a further 14 days. The public exhibition was held from 5 November to 17 December 2025.

The draft Plans were able to be viewed online on Council's web site. In addition, Council held a community drop in day on site on Saturday 22nd November 2025.

Part 2: Planning context and community land categorisation

2.1 Land use zoning

Under the Georges River Local Environmental Plan (LEP) 2021, the lands comprising Carss Bush Park and Todd Park are zoned **RE1 - Public Recreation**. The land use table for the RE1 zone identifies the following:

1. Objectives of zone

1. To enable land to be used for public open space or recreational purposes;
2. To provide a range of recreational settings and activities and compatible land use; and
3. To protect and enhance the natural environment for recreational purposes.

2. Permitted without consent

Environmental facilities; Environmental protection works.

3. Permitted with consent

Aquaculture; Boat launching ramps; Centre-based child care facilities; Emergency services facilities; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Signage; Take away food and drink premises; Water recreation structures; Water storage facilities.

4. Prohibited

Any development not specified in item 2 or 3

The subject site is largely adjoined by R2 Low Density Residential lands to the north and south west, with several pockets of R4 High Density Residential to the north and south west.

Public Hearing Report

2.2 Crown reserves

Under the *Crown Land Management Act, 2016*, a council manager of dedicated or reserved Crown land must manage the land as if it were community land under the LG Act.

These areas are required to have Plans of Management prepared and adopted in accordance with the provisions of the *Local Government Act, 1993*.

Accordingly, Crown Reserves must also be categorised under the LG Act - Community Land category system as if it were Community Land. The Draft PoM includes these provisions for the areas of Crown Reserve.

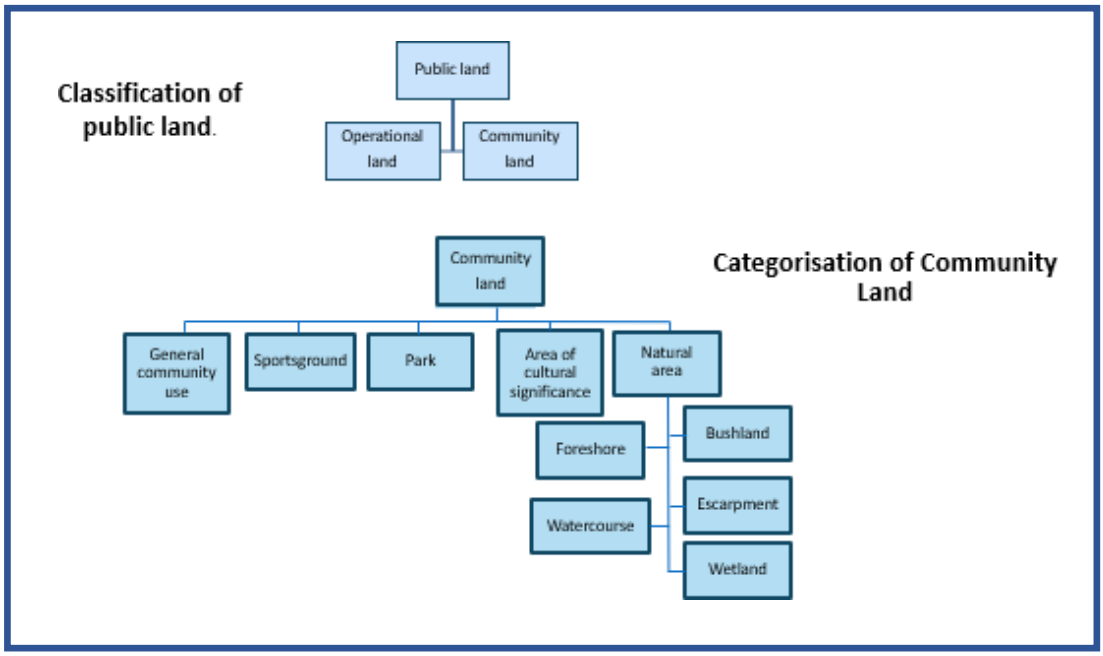
2.3 Categories of community land

The assignment of the categories is guided by the LG Regulation, which provides a description of land and use to guide appropriate assignment of categories to portions of the land.

Community land categories define the core objectives for use, management and development of community land. (LG Act Chapter 6 Part 2 Division 2).

See Appendix C: Core Objectives and Guidelines for Community Land Categories.
Figure 1: Classification and Categories shows the classification of public land, and categories of community land.

Figure 1: Public Land Classification and Categories (LG Act)



Public Hearing Report

2.4 Community land assignment of categories in the draft PoM

The draft PoM addresses Council owned Community land and State-owned Crown Reserves categorised as indicated on Figure 2 below.



Figure 2. Proposed community land categories provided in the draft PoM

Public Hearing Report

2.5 Proposed categorisation in the draft PoM

The assignment of the General Community Use community land category in the draft PoM has been undertaken in accordance with the Local Government (General) Regulation 2021, Part 4 Community Land, Division 1 Guidelines for the categorisation of community land, and is based on Council's GIS Mapping system data, knowledge of the site and subsequential review by Council officer teams.

Location	Crown Reserve	Past categorisation	Proposed categorisation	Notes	Public Hearing required
Carss Bush Park and Carss Park Flats	Part Crown Reserve **R.83252** Gazetted 2024 Purpose: Public Recreation	2004 PoM Park Sportsground General Community Use Bushland Area of Cultural Heritage Note: creek / watercourse previously un-categorised being Crown Land	**2025 PoM** **Park** **Sportsground** **General Community Use** **Natural Area Bushland** **Natural Area Watercourse** **Natural Area Foreshore**	Categorisation added in 2025 PoM for creek / watercourse. Area of Cultural Heritage category removed as the park's heritage is addressed through its Heritage Listings and conservation strategies for park and Carss Cottage. The PoM defers to this detailed guidance for management of heritage in the park.	**Yes**
Carss Bush Community Gardens	Part Crown Reserve **R.83252** Gazetted 30/06/1961 Purpose: Public Recreation	2007 PoM Park Natural Area Watercourse	**2025 PoM** **General Community Use** **Park**	General Community Use category added for Narani Childcare, 3 Bridges Community Centre and Carss Park Community Gardens facilities.	**Yes**
Todd Park		2004 PoM Park Sportsground	**2025 PoM** **Park** **Sportsground**	No Change	**No**

Table 1. Categorisation in the draft PoM

The NSW Office of Local Government *Practice Note No.1 Public Land Management* states (Page 11):

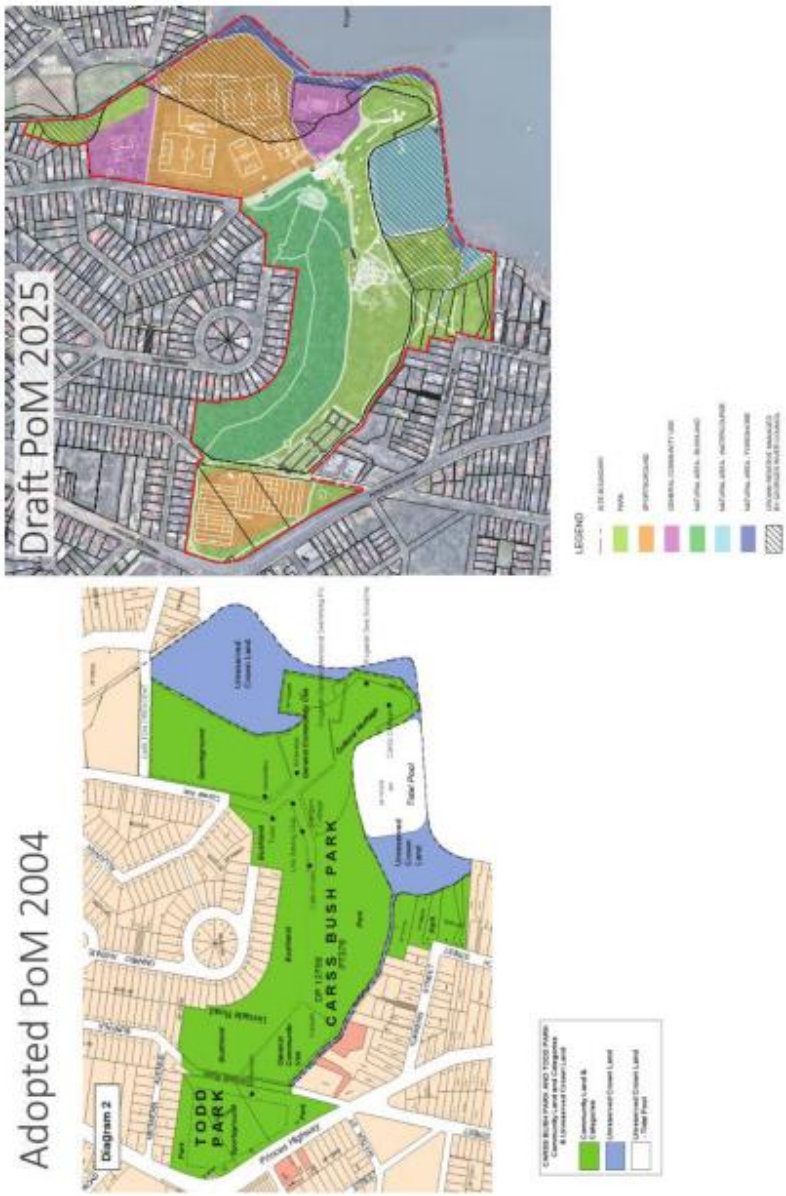
> *Guidelines for council to assist in categorisation are provided in the Local Government (General) Regulation (cls.10 - 19). Council must have regard to the guidelines in determining a category (cl.9) but are not required to adopt any category merely because the land fits the description in the guidelines. Council should look at all the circumstances of the land in making a decision as to categorisation. For example, a piece of land may seem to satisfy the guidelines for more than one category. Council has a discretion in this case to look at the land in context, taking into account all relevant material before determining a category. It is important that council be able to justify any decision.*

Public Hearing Report

2.6 Public hearing for categorisation of community land

The LG Act and the LG Regulation both set parameters for the holding of Public Hearings. See Appendix A for pertinent legislation extracts. Council must hold a public hearing in respect of a proposed PoM if the proposed plan would have the effect of categorising, or altering the categorisation of, community land. A comparative analysis of the categorisation applied in the 2004 PoM and the proposed categorisation for the 2025 PoM is shown in **Figure 3** below.

Figure 3 – Comparison of Categorisation in the 2004 and 2025 PoMs



Public Hearing Report

Council must hold a further public hearing in respect of the proposed plan of management if Council decides to amend the proposed plan after a public hearing and the amendment of the plan would have the effect of altering the categorisation of community land from the categorisation of that land in the proposed plan that was considered at the previous public hearing.

It should be noted that the public hearing is held because of a change, amendment, or first application of a community land category. The public hearing is in respect of a proposed plan of management where this categorisation activity is occurring or proposed to occur, not a review of the draft plan of management or a community consultation into a draft plan of management. The public exhibition of a draft plan of management is the forum for detailed community consultation into the content, effect and outcomes of a draft plan of management.

There is no LG Act legislated time period for a public hearing, except that any public hearing report must be considered by Council prior to making any decision with respect to the matter to which it relates. It is lawful to conduct a LG Act Section 40A public hearing during or after the period of public exhibition of a draft plan of management.

The Crown Land Management Amendment (Plan of Management) Regulation 2021 (now clause 70 of the Crown Land Management Regulation 2018 – CLM Regulation) identified that Councils are no longer required to hold a public hearing about proposed plans of management (under section 40A of the LG Act) where the proposed plan would alter the land categorisations assigned. This exemption applies to all Plans of Management for Crown land managed by Council.

Public Hearing Report

Part 3: The Public Hearing

3.1 Advertising and notification

Council notified the community of the Draft PoM exhibition and Public Hearing through its Your Say Page dedicated to the Master Plan and PoM. Notification was also made through Councils Facebook page and Council E News.

3.2 Attendance at the Public Hearing

As required by section 47G of the LG Act, the Public Hearing was convened and managed by independent consultant: Adam Hunter Director, of Environmental Partnership Landscape Architects and Open Space Planners. Also in attendance were the following Council staff:

Luke Oste	Acting Manager Strategic Planning
Harkirat Singh	Senior Strategic Planner

There were two RSVPs and one community attendee at the public hearing.

3.3 The Public Hearing

The Chair conducted the meeting; providing an outline of the need for and conduct of the public hearing.

3.4 Public Hearing record

The independent Public Hearing Chair, Adam Hunter of Environmental Partnership welcomed attendees, made an Acknowledgment of Country, and provided a general introduction to the Public Hearing and the Plan of Management process.

The Chair explained that this Public Hearing was a requirement under Sections 40A and 47G of the LG Act as the draft plan of management was either assigning a community land category to community land for the first time or altering previously assigned categories. The Chair presented a comparative analysis of the categorisation applied in the 2004 PoM and the proposed categorisation for the 2025 PoM (refer **Figure 3** above).

The Chair also confirmed that a record of the meeting would be taken and provided in the subsequent public hearing report. The Chair stated that the record would not be a verbatim record but a consolidated and accurate record of the discussion (comments, statements, suggestions, queries and any objections or agreements).

A record of the public hearing is provided following. This lists discussion points and notes, Council responses or Chair statements where applicable.

Public Hearing Record

25 November 2025 from 6.00pm-7.00pm

Georges River Civic Centre – Corner MacMahon and Dora Streets Hurstville

A record of the public hearing is provided in Table 2 which outlines the discussion points

Public Hearing Report

raised by the community attendee and Chair statements made on the night. Two individuals confirmed their attendance but did not attend, and there was one community attendee. The session was held from approximately 6.00 pm to 7.00 pm. It is noted that the community attendee did not raise any issues regarding the proposed categorisation of community land during the Public Hearing. In addition, no submissions regarding the proposed categorisation of community land were received during the public exhibition period for the draft Carss Bush Park and Todd Park Master Plan and Plan of Management, which was on exhibition from 6 November to 17 December 2025.

The Chair, Adam Hunter of Environmental Partnership welcomed attendees and introduced Council Officers and made an Acknowledgement of Country.

The Public Hearing record below in Table 2 provides a summary record (not verbatim) of the items discussed.

Table 2: Record of Public Hearing Questions, Comments and Discussion 25th November 2025

Attendee comment question or discussion	Council response or clarification	Chair
Generic Plan of Management for General Community Use categorised land – Cumberland City Council		
No queries / comments specifically about categorisation were made.		
The maintenance of growth to sandstone steps needs to be addressed.	This has been noted from the community drop in day comments as well and will be considered in the finalisation of the PoM.	
It was noted that Carss Cottage does not currently have smoke detectors.		This will be noted as an action in the PoM.
It was noted that there is only one fire hydrant in the park.	Council will follow this up with operational staff to confirm existing provisions.	Subject to this review – required actions will be integrated in the PoM.
Query in relation to boat ramp - action to close the public access – isn't this already the case ?	Public vehicular access will be discontinued to address identified pedestrian–vehicle safety conflicts. Controlled vehicular access will be retained exclusively for Council operational and maintenance requirements.	Subject to this review – required actions will be integrated in the PoM.
Feasibility of proposed floating pontoon walkway access was queried – due to wave action impacting on shoreline.	This proposal was identified by Council officers for further investigation – those ongoing investigations would verify if	This issue is noted and will be considered in finalisation of PoM.

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Attendee comment question or discussion	Council response or clarification	Chair
	issues such as wave action would prevent such a proposal from being achievable.	
Return and earn in Todd Park queried – is this the best location for this service?	These facilities are strategically located to be accessible to the community.	
There was previously a pontoon in the swimming cove that was a popular part of swimming activities.		A pontoon was considered during development of the draft PoM; however, Council's final position is to investigate the potential for a floating walkway instead.
Area in front of Café needs clear public access.		The Master Plan proposals seek to create more space for clear public movement in this area.
It would be desirable to have a community notice board in the park.	This has been noted and will be considered in the finalisation of the PoM.	
It would be desirable to have a permanent ranger presence on site on busy days (weekends and holidays).	This has been noted from the community drop in day comments as well and will be considered in the context of Council's overall park management approach.	

The Chair noted the process from here:

- Prepare report on public hearing session
- Public hearing report made available to public
- Collate and consider submissions received as part of the public exhibition and questions / comments from public hearing
- Update draft Plan of Management where required
- Liaise with Crown Lands regarding any proposed major changes to the PoM that require the Minister's consent for adoption
- Report to Council to adopt the Plan of Management

Meeting closed at 7PM.

Part 4: Recommendations

4.1 Recommendations

This report recommends that Council:

1. notes that this Report contains an accurate record (non-verbatim) of the Public Hearing held ;
2. makes this Public Hearing Report available for public inspection as required under the LG Act S.47G;
3. considers the report before making any decision with respect to adoption of the draft PoM and formal assignment of the community land categories in the draft PoM as required under the LG Act S.734 Public hearings by a council; and
4. notes that further amendments to, or application of other community land categories in the draft PoM may require an additional Public Hearing under Section 40A of the LG Act.

Part 5: Appendices

A Extracts of pertinent legislation

B. Core objectives for Community Land categories

C. Examples of Public Hearing notifications

Public Hearing Report

A Extracts of pertinent legislation

Blue notes / text are Public Hearing Chair explanatory notes

What does the LG Act say about this Public Hearing?

The LG Act Section 40 sets out the conditions under which Council may adopt a PoM for community land. One of these conditions is that a PoMs may not be adopted until any public hearing that may be required under Section 40A is held.

40A Public hearing in relation to proposed plans of management

(1) The council must hold a public hearing in respect of a proposed plan of management (including a plan of management that amends another plan of management) if the proposed plan would have the effect of categorising, or altering the categorisation of, community land under section 36(4)

[the five major categories set out in Section 36(4): Natural Area, Sportsground, Park, an Area of Cultural Significance, and General Community Use.]

(2) However, a public hearing is not required if the proposed plan would merely have the effect of altering the categorisation of the land under section 36(5)

[the five natural area sub-categories set out in Section 36(5): Bushland, Wetland, Escarpment, Watercourse, and Foreshore].

(3) A council must hold a further public hearing in respect of the proposed plan of management if—

(a) the council decides to amend the proposed plan after a public hearing has been held in accordance with this section, and

(b) the amendment of the plan would have the effect of altering the categorisation of community land under section 36(4) [the five major categories] from the categorisation of that land in the proposed plan that was considered at the previous public hearing.

A public hearing is required to be held in accordance with LG Act Section 47G.

47G Public hearings

(2) The person presiding at a public hearing must not be—

(a) a councillor or employee of the council holding the public hearing, or

(b) a person who has been a councillor or employee of that council at any time during the 5 years before the date of his or her appointment.

(3) Not later than 4 days after it has received a report from the person presiding at the public hearing as to the result of the hearing, the council must make a copy of the report available for inspection by the public at a location within the area of the council.

Section 734 of the LG Act also applies to this public hearing.

734 Public hearings by a council

(1) This section applies to a public hearing that by this Act (section 29(1) except [where reclassification of community land to operational land under EP&A Act]) is required to be arranged by a council with respect to any matter.

(2) The public hearing is to be conducted in such manner as is determined by the council, subject to this Act and the regulations.

Public Hearing Report

(3) A report of the public hearing must be furnished to the council and the council must make the report public.

(4) The council must consider the report before making any decision with respect to the matter to which it relates.

What does the LG (General) Reg say about this Public Hearing ?

The LG Regulation makes reference to submissions in relation to categorisation in a draft PoMs.

114 Adoption of draft plan of management in relation to which certain submissions have been made

(1) This clause applies if—

(a) a council prepares a draft plan of management, and

(b) the council receives any submission, made in accordance with the Act, concerning that draft plan that makes any objection to a categorisation of land under the draft plan, and

(c) the council adopts the plan of management without amending the categorisation that gave rise to the objection.

(2) If this clause applies, the resolution by which the council adopts the plan of management must state the council's reasons for categorising the relevant land in the manner that gave rise to the objection.

If Council decides to alter the proposed categorisation of community land from that in the Draft Plan of Management and that considered at the public hearing, Council must hold a further public hearing in respect of the proposed Plan of Management (Section 40A(3) of the LG Act).

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B. Core objectives for Community Land categories

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
Park	The core objectives for management of community land categorised as a park are: a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and b) to provide for passive recreational activities or pastimes and for the casual playing of games, and c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.	The land is, or is proposed to be, improved by landscaping, gardens or the provision of non-sporting equipment and facilities, for use mainly for passive or active recreational, social, educational and cultural pursuits that do not unduly intrude on the peaceful enjoyment of the land by others.
Sportsground	The core objectives for management of community land categorised as a sportsground are: a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games, and b) to ensure that such activities are managed having regard to any adverse impact on nearby residences.	The land is used or proposed to be used primarily for active recreation involving organised sports or the playing of outdoor games.
General Community Use	The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public: a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).	The land: a) may be made available for use for any purpose for which community land may be used, whether by the public at large or by specific sections of the public, and b) is not required to be categorised as a natural area and does not satisfy the guidelines under categorisation as a natural area, a sportsground, a park or an area of cultural significance.
Cultural Significance	The core objectives for management of community land categorised as an area of cultural significance are to retain and enhance the cultural significance of the area (namely its Aboriginal, aesthetic, archaeological, historical, technical or	Land should be categorised as an area of cultural significance under section 36(4) of the Act if the land is— a) an area of Aboriginal significance, because the land—

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Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
Cultural Significance (cont.)	research or social significance) for past, present or future generations by the active use of conservation methods. Those conservation methods may include any or all of the following methods— d) the continuous protective care and maintenance of the physical material of the land or of the context and setting of the area of cultural significance, e) the restoration of the land, that is, the returning of the existing physical material of the land to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material, f) the reconstruction of the land, that is, the returning of the land as nearly as possible to a known earlier state, g) the adaptive reuse of the land, that is, the enhancement or reinforcement of the cultural significance of the land by the introduction of sympathetic alterations or additions to allow compatible uses (that is, uses that involve no changes to the cultural significance of the physical material of the area, or uses that involve changes that are substantially reversible or changes that require a minimum impact), h) the preservation of the land, that is, the maintenance of the physical material of the land in its existing state and the retardation of deterioration of the land.	• has been declared an Aboriginal place under section 84 of the National Parks and Wildlife Act 1974, or • whether or not in an undisturbed state, is significant to Aboriginal people in terms of their traditional or contemporary cultures, or • is of significance or interest because of Aboriginal associations, or • displays physical evidence of Aboriginal occupation (for example, items or artifacts such as stone tools, weapons, engraving sites, sacred trees, sharpening grooves or other deposits, and objects or materials that relate to the settlement of the land or place), or • is associated with Aboriginal stories, or • contains heritage items dating after European settlement that help to explain the relationship between Aboriginal people and later settlers, or b) an area of aesthetic significance, by virtue of— • having strong visual or sensory appeal or cohesion, or • including a significant landmark, or • having creative or technical qualities, such as architectural excellence, or c) an area of archaeological significance, because the area contains— • evidence of past human activity (for example, below-ground features such as building foundations, occupation deposits, features or artifacts or above-ground features such as buildings, works, industrial structures, and relics, whether intact or ruined), or • any other deposit, object or material that relates to the settlement of the land, or d) an area of historical significance, because of the importance of an association or position of the land in the evolving pattern of Australian cultural history, or e) an area of technical or research significance, because of the area's contribution to an understanding of Australia's cultural history or environment, or f) an area of social significance, because of the area's association with Aboriginal life after 1788 or the area's association with a contemporary community for social, spiritual or other reasons.

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Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
Natural Area	The core objectives for management of community land categorised as a natural area are: a) to conserve biodiversity and maintain ecosystem function in respect of the land, or the feature or habitat in respect of which the land is categorised as a natural area, and b) to maintain the land, or that feature or habitat, in its natural state and setting, and c) to provide for the restoration and regeneration of the land, and d) to provide for community use of and access to the land in such a manner as will minimise and mitigate any disturbance caused by human intrusion, and e) to assist in and facilitate the implementation of any provisions restricting the use and management of the land that are set out in a recovery plan or threat abatement plan prepared under the *Biodiversity Conservation Act 2016* or the *Fisheries Management Act 1994*.	The land, whether or not in an undisturbed state, possesses a significant geological feature, geomorphological feature, landform, representative system or other natural feature or attribute that would be sufficient to further categorise the land as: • bushland, • wetland, • escarpment, • watercourse or • foreshore.
Bushland	The core objectives for management of community land categorised as bushland are— a) to ensure the ongoing ecological viability of the land by protecting the ecological biodiversity and habitat values of the land, the flora and fauna (including invertebrates, fungi and micro-organisms) of the land and other ecological values of the land, and b) to protect the aesthetic, heritage, recreational, educational and scientific values of the land, and c) to promote the management of the land in a manner that protects and enhances the values and quality of the land and facilitates public enjoyment of the land, and to implement measures directed to minimising or mitigating any disturbance caused by human intrusion, and d) to restore degraded bushland, and to protect existing landforms such as natural drainage lines, watercourses and foreshores, and f) to retain bushland in parcels of a size and configuration that will enable the existing plant and animal communities to survive in the long term, and g) to protect bushland as a natural stabiliser of the soil surface.	Land that is categorised as a natural area should be further categorised as bushland under section 36(5) of the Act if the land contains primarily native vegetation and that vegetation— a) is the natural vegetation or a remainder of the natural vegetation of the land, or b) although not the natural vegetation of the land, is still representative of the structure or floristics, or structure and floristics, of the natural vegetation in locality. Such land includes— • bushland that is mostly undisturbed with a good mix of tree ages, and natural regeneration, where the understorey is comprised of native grasses and herbs or native shrubs, and that contains a range of habitats for native fauna (such as logs, shrubs, tree hollows and leaf litter), or • moderately disturbed bushland with some regeneration of trees and shrubs, where there may be a regrowth area with trees of even age, where native shrubs and grasses are present in the understorey even though there may be some weed invasion, or highly disturbed bushland where the native understorey has been removed, where there may be significant weed invasion and where dead and dying trees are present, where there is no natural regeneration of trees or shrubs, but where the land is still

Public Hearing Report

		• capable of being rehabilitated
Category	**Objectives (LG Act)**	**Guidelines for categorisation (LG Regulation)**
Wetland	The core objectives for management of community land categorised as wetland are— a) to protect the biodiversity and ecological values of wetlands, with particular reference to their hydrological environment (including water quality and water flow), and to the flora, fauna and habitat values of the wetlands, and b) to restore and regenerate degraded wetlands, and to facilitate community education in relation to wetlands, and the community use of wetlands, without compromising the ecological values of wetlands.	Land that is categorised as a natural area should be further categorised as wetland under section 36(5) of the Act if the land includes marshes, mangroves, backwaters, billabongs, swamps, sedgelands, wet meadows or wet heathlands that form a waterbody that is inundated cyclically, intermittently or permanently with fresh, brackish or salt water, whether slow moving or stationary.
Watercourse	The core objectives for management of community land categorised as a watercourse are— a) to manage watercourses so as to protect the biodiversity and ecological values of the instream environment, particularly in relation to water quality and water flows, and b) to manage watercourses so as to protect the riparian environment, particularly in relation to riparian vegetation and habitats and bank stability, and c) to restore degraded watercourses, and to promote community education, and community access to and use of the watercourse, without compromising the other core objectives of the category.	Land that is categorised as a natural area should be further categorised as a watercourse under section 36(5) of the Act if the land includes— a) any stream of water, whether perennial or intermittent, flowing in a natural channel, or in a natural channel that has been artificially improved, or in an artificial channel that has changed the course of the stream of water, and any other stream of water into or from which the stream of water flows, and associated riparian land or vegetation.
Escarpment	The core objectives for management of community land categorised as an escarpment are— a) to protect any important geological, geomorphological or scenic features of the escarpment, and to facilitate safe community use and enjoyment of the escarpment.	Land that is categorised as a natural area should be further categorised as an escarpment under section 36(5) of the Act if— a) the land includes such features as a long cliff-like ridge or rock, and the land includes significant or unusual geological, geomorphological or scenic qualities.
Foreshore	The core objectives for management of community land categorised as foreshore are— a) to maintain the foreshore as a transition area between the aquatic and the terrestrial environment, and to protect and enhance all functions associated with the foreshore's role as a transition area, and to facilitate the ecologically sustainable use of the foreshore, and to mitigate impact on the foreshore by community use.	Land that is categorised as a natural area should be further categorised as foreshore under section 36(5) of the Act if the land is situated on the water's edge and forms a transition zone between the aquatic and terrestrial environment.

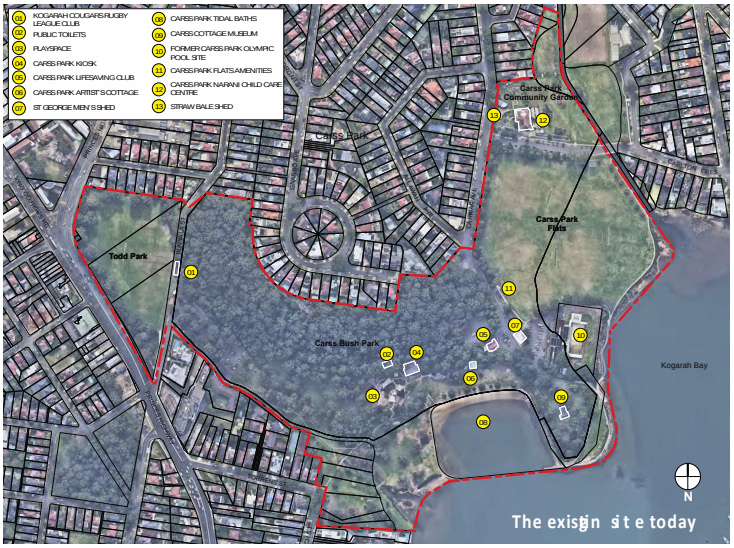
Public Hearing Report

C. Notification of Public Hearing

Carss Bush Park and Todd Park
Master Plan and Plan of Management

PUBLIC EXHIBITION

COMMUNITY DROP IN DAY



Welcome

Thank you for taking the time to look at this display

Council has prepared a Draft Master Plan and Plan of Management (PoM) for Carss Bush Park and Todd Park.

Prior to Council amalgamation in 2016, these Parks were managed by the former Kogarah Council.

The new Master Plan and PoM consolidate and update a series of older PoM documents into one Master Plan and PoM in accordance with the legislative requirements.

Community feedback has been essential in helping guide development of the plans

Your feedback will be considered in finalisation of the Plans.

What is the Master Plan ?

A master plan is a general plan that illustrates the intended future outcomes for the parks, and identifies the key actions and improvements proposed over the short medium and long term.

What is a Plan of Management ?

A plan of management is a report outlining how Council proposes to manage community land for the benefit of the community. Plans of management usually derive their management recommendations from the following :

- Roles and values
- Desired outcomes (objectives)
- Issues
- Legislative requirements

A Plan of Management must identify:

- **the proposed community land category for the lands;**
- **objectives and outcomes for the land;**
- **the means by which council proposes to achieve objectives and outcomes; and**
- **the way by which council proposes to assess its performance.**

Categorisation

Open space in Georges River is either Council owned Community Land or Crown Land owned by the State Government.

Both Community Land and Crown Land are now required to be categorised in accordance with the Local Government Act 1993.

Potential categories include:

- **Natural Areas**
- **Sportsground**
- **Park**
- **General Community Use**
- **Area of Cultural Significance**

Timeframe

The Draft Carss Bush Park and Todd Park Master Plan and Plan of Management have been prepared over 2023 to 2025. Community inputs have assisted in the development of these important documents.

The draft plans will be on public exhibition from 5th November to 17th December 2025.

Following public exhibition, Council will review responses and finalise the Master Plan and Plan of Management.

Have your say

There are several ways to be involved:

Participate in our Drop in Day - Saturday 22nd November 2025

Note your support or otherwise on the panels at this drop in day, and provide any other comments on the comments board.

Do the online survey

You can let us know your thoughts about the Masterplan and Plan of Management. Fill in a survey on the day or visit **yoursay.georgesriver.nsw.gov.au** or scan QR code below

You can also view the documents on line. The survey is open till **17th December 2025**

Attend the Public Hearing Tuesday 25th November 2025 - 6-7pm at Council

Attend this face to face session to ask any questions about the Master Plan and Plan of Management

Consultation timelines

Initial consultation to inform the Master Plan and Plan of Management
This phase comprises gathering information from the community and from investigations of the site.

Consultation regarding Master Plan options
Contributions to this consultation are reviewed. The project team will report to Council on the outcomes, and seek endorsement to exhibit a preferred Master Plan option.

Public exhibition
The draft Master Plan and Plan of Management will be placed on public exhibition for your feedback.

Final PoM
The final outcomes of the exhibition consultations are documented - the comments are reviewed and where necessary the Master Plan and Plan of Management revised before being put to NSW Government and Council for final endorsement and approval.

GEORGES RIVER COUNCIL

YOUR SAY

Panel 1 of 6