

**Meeting Date:** Tuesday 29 April 2025  
**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde and Online  
**Time:** 6.00pm

*Council Meetings will be recorded on audio tape for minute-taking purposes as authorised by the Local Government Act 1993. Council Meetings will also be webcast.*

**Statement of Ethical Obligations**  
*Councillors are reminded of their Oath or Affirmation of Office made under Section 233A of the Local Government Act 1993 and their obligation under Council's Code of Conduct to disclose and appropriately manage Conflicts of Interest.*

## **NOTICE OF BUSINESS**

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**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde and Online  
**Time:** 6.00pm

### **NOTICE OF BUSINESS (CONTINUED)**

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## **COUNCIL REPORTS**

### **1 ITEMS PUT WITHOUT DEBATE**

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**Report prepared by:** Civic Services Manager  
**File No.:** CLM/25/1/1/2 - BP25/260

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#### **REPORT SUMMARY**

In accordance with Council's Code of Meeting Practice, Council can determine those matters on the Agenda that can be adopted without the need for any discussion.

#### **RECOMMENDATION:**

That Council determine the Items on Council's Agenda that will be adopted without debate.

OR

That Council determine all Items on the Agenda.

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## **2 CONFIRMATION OF MINUTES - Council Meeting held on 25 March 2025**

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**Report prepared by:** Civic Services Manager

**File No.:** CLM/25/1/1/2 - BP25/261

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### **REPORT SUMMARY**

In accordance with Council's Code of Meeting Practice, a motion or discussion with respect to such minutes shall not be in order except with regard to their accuracy as a true record of the proceedings.

### **RECOMMENDATION:**

That the Minutes of the Council Meeting 2/25, held on 25 March 2025 be confirmed.

### **ATTACHMENTS**

- 1 MINUTES - Council Meeting - 25 March 2025**



**ITEM 2 (continued)**

**ATTACHMENT 1**



Council Meeting  
**MINUTES OF MEETING NO. 2/25**

**Meeting Date:** Tuesday 25 March 2025  
**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde and Online  
**Time:** 6.02pm

**Councillors Present in Chambers:** Mayor Brown and Councillors Arya, Deshpande, Han, Howison, Kordrostami, Lara-Watson, Last, Li, Maggio, Pedersen and Tracey.

**Councillors Present via online Audio Visual:** Councillor Lo.

**Apologies:** Nil.

**Staff Present:** Chief Executive Officer, Deputy Chief Executive Officer, General Counsel, Chief Financial Officer, Executive Manager – City Development, Executive Manager – City Infrastructure, Executive Manager – People and Business, Manager – Business Assurance and Governance, City Architect, Chief Property Officer, Executive Officer – City Spaces, Senior Coordinator – Social and Cultural Planning, Strategic Planner, IT Systems Support Officer (x2), Civic Services Manager, Feedback and Business Improvement Coordinator and Acting Civic Support Officer.

**PRAYER**

Senior Minister Fergus Semler of the Macquarie Anglican Church was present and offered prayer prior to the commencement of the meeting.

**NATIONAL ANTHEM**

The National Anthem was sung prior to the commencement of the meeting.

**DISCLOSURES OF INTEREST**

Councillor Last disclosed a Less than Significant Non-Pecuniary Interest in Item 9 – Former Denistone Sports Club – Future Use and Management, for the reason that he lives across the road from the site.

Councillor Pedersen disclosed a Less than Significant Non-Pecuniary Interest in Item 3 – 2025 Australian Local Government Womens Association (ALGWA) NSW Annual Conference - 1 May to 3 May 2025, for the reason that she is the President of ALGWA NSW who are running the Conference in partnership with Griffith City Council.

Councillor Lara-Watson disclosed a Less than Significant Non-Pecuniary Interest in Item 6 – Planning Proposal for Finalisation – Reclassification of Public Land at 4 Pittwater Road, Gladesville from Community to Operational Land, for the reason that she attended the child care as a child.

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Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

Councillor Howison disclosed a Less than Significant Non-Pecuniary Interest in Mayoral Minute 3/25 – Request for Federal and State Government Funding for the Embellishment of TG Millner Fields at 146 Vimiera Road, Marsfield, for the reason that she is named as a recipient of a letter from the Mayor on the matter of funding for embellishment of TG Millner Fields.

**TABLING OF PETITIONS**

No Petitions were tabled.

**PUBLIC PARTICIPATION ON ITEMS LISTED ON THE AGENDA**

The following persons provided a written submission to Council:-

Name	Topic
Michelle King	<b>Item 6</b> – Planning Proposal for Finalisation – Reclassification of Public Land at 4 Pittwater Road, Gladesville from Community to Operational Land
Badrunnesa Begum	<b>Item 6</b> – Planning Proposal for Finalisation – Reclassification of Public Land at 4 Pittwater Road, Gladesville from Community to Operational Land
Rosemarie Gifford	<b>Item 6</b> – Planning Proposal for Finalisation – Reclassification of Public Land at 4 Pittwater Road, Gladesville from Community to Operational Land

**PUBLIC PARTICIPATION ON ITEMS NOT LISTED ON THE AGENDA**

No written submissions were received.

**COUNCIL REPORTS**

**1 ITEMS PUT WITHOUT DEBATE**

**RESOLUTION:** (Moved by Councillors Li and Last)

That Council adopt Item 2, Item 4, Item 5, Item 8, Item 10, Item 11, Notice of Motion 3, Notice of Motion 4 and Item 14 on the Council Agenda as per the Recommendations in the Reports.

**Record of Voting:**

For the Motion: Unanimous

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**COUNCIL REPORTS**

**2 CONFIRMATION OF MINUTES - Council Meeting held on 25 February 2025**

**RESOLUTION:**

That the Minutes of the Council Meeting 1/25, held on 25 February 2025 be confirmed.

**4 COUNCILLOR DISCRETIONARY FUNDS - WILGA PARK SHARED USER PATH AND LIGHTING**

**RESOLUTION:**

That Council approves the allocation of \$47,000 from Councillor Kathy Tracey and \$47,000 from Councillor Cameron Last, being a combined \$94,000 from the Councillor Discretionary Fund to the 2024/2025 Capital Works Program for the shared user path and associated lighting in Wilga Park.

**5 AUDIT RISK AND IMPROVEMENT COMMITTEE ANNUAL REPORT 2023/2024**

**RESOLUTION:**

That Council receive and note the City of Ryde Audit, Risk and Improvement Committee Annual report 2023/2024.

**8 RESPONSE TO RESOLUTION ON A WATER STATION AT EASTERN FORECOURT OF MEADOWBANK STATION**

**RESOLUTION:**

- (a) That Council notes the allocation of \$50,000 from the Asset Expansion Reserve for the installation of a water station in the forecourt of Meadowbank Station.
- (b) That part (a) is included within the 2025/26 Operational Plan.

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Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**10 LOCAL HERITAGE FUND ASSISTANCE - PROPOSED ALLOCATION OF FUNDS FOR ROUND 7**

**RESOLUTION:**

- (a) That the three (3) eligible applications to the Local Heritage Assistance Fund for the December 2024 period (Round 7) be supported and receive funding assistance pursuant to Section 356 of the Local Government Act, 1993, being:
  - 25 Bellevue Avenue, Denistone, \$15,000.00;
  - 11 Bencoolen Avenue, Denistone, \$14,817.00; and
  - 55 Wharf Road, Gladesville, \$15,000.00.
- (b) That Council allocate the amount of \$44,817.00 from Heritage Reserve for the purpose of part (a) above and that the allocation be addressed in the next Quarterly Budget Review.
- (c) That the successful applicants be advised in writing of the outcomes of their applications to the Local Heritage Assistance Fund.
- (d) That the Heritage Assistance Fund be discontinued following the funding allocation recommended in (a) and any eligible applications already under assessment.
- (e) That the remaining funds from the Heritage Reserve in FY2025/2026 be re-allocated, for the purpose of protecting, renewing and conserving Council owned Heritage Properties for the benefit of the wider community.

**11 TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - FEBRUARY 2025**

**RESOLUTION:**

**(A) DELANGE ROAD AND PHILLIP ROAD, PUTNEY - RAISED INTERSECTION TREATMENT**

The Ryde Traffic Committee recommends that:

- a) An in-principle approval be provided for the provision of a raised pavement treatment including realignment of the 'STOP' hold lines at the intersection of Delange Road and Phillip Road, Putney, subject to funding availability and further feasibility assessments.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**(B) RYEDALE ROAD AT THIRD AVENUE, EASTWOOD - EXTENSION OF NO STOPPING**

The Ryde Traffic Committee recommends that:

- a) The existing NO STOPPING zone on the western side of Ryedale Road to the south of Third Avenue, Eastwood, be extended from 10m to 17m.

**(C) COWELL STREET, RYDE - EXTENSION OF NO STOPPING**

The Ryde Traffic Committee recommends that:

- a) The existing NO STOPPING zone on the southern side of Cowell Street, to the west of Gladstone Avenue, Ryde, be extended by 10m.

**(D) VIMIERA ROAD, EASTWOOD - INSTALLATION OF A PEDESTRIAN CROSSING**

The Ryde Traffic Committee recommends that:

- a) An in-principle approval be provided for the conversion of existing pedestrian refuge to a raised pedestrian crossing on Vimiera Road, to the north of Deborah Place, Eastwood, subject to funding availability and further feasibility assessments.

**(E) BLAMEY STREET, NORTH RYDE - EXTENSION OF NO STOPPING**

The Ryde Traffic Committee recommends that:

- a) Extend NO STOPPING by 10m on the northern side of Blamey Street at the side frontage of 157 Coxs Road.
- b) Extend 10m NO STOPPING on the southern side of Blamey Street outside property no 1 Blamey Street.

**(F) HERMITAGE ROAD, WEST RYDE - INSTALLATION OF NO PARKING**

The Ryde Traffic Committee recommends that:

- a) A NO PARKING zone be installed on the eastern side of Hermitage Road outside property nos. 96 to 78 Hermitage Road, West Ryde.
- b) Double barrier (BB) centre line be replaced with a single dividing (S1) separation line between Sydney Water Driveway and Rhodes Street, West Ryde.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**(G) ROAD SAFETY UPDATE - ROAD SAFETY PROGRAMS**

- a) The Road Safety report outlining programs and community engagements including child car seat checking program, promoting safety around heavy vehicles, school holiday cycle program, senior driver workshop, school zone safety program, and walking and riding routes to school program be received and noted.

**NOTICES OF MOTION**

**3 TRAFFIC SAFETY IMPROVEMENTS - ABUKLEA ROAD AND WOORANG STREET INTERSECTION EASTWOOD - Councillor Kathy Tracey**

**RESOLUTION:**

That Council:

- (a) Acknowledges the ongoing safety hazards at the intersection of Abuklea Road and Woorang Street, Eastwood, as raised by local residents, including the high frequency of accidents, near-misses and traffic concerns.
- (b) Recognises key safety concerns, including:
- i. Poor visibility due to parked vehicles, infrastructure obstructions (Optus communications box), and location and size of nature strip trees i.e. trees overgrown which impairs vision.
  - ii. Excessive speeding despite posted limits, particularly on the downhill section of Abuklea Road towards Woorang Street from the roundabout.
  - iii. Increased congestion resulting from a rise in multi-dwelling residences in the area.
  - iv. The ineffectiveness of recent safety measures, such as no-stopping signage and lane markings, which in some cases have exacerbated safety issues.
  - v. Supports a comprehensive traffic investigation study at the intersection of Abuklea Road and Woorang Street, as well as the downhill section of Abuklea Road leading from the roundabout at Herring/Bridge Road, to assess safety risks and recommend targeted improvements.
- (c) Requests that the traffic investigation study consider the following measures:
- i. Improved signage and traffic controls to enhance visibility and driver awareness.

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.



**ITEM 2 (continued)**

**ATTACHMENT 1**

- ii. Traffic calming measures, such as speed bumps or other deterrents, to reduce downhill vehicle speeds.
  - iii. Enhance signage such as no stopping / no standing signage to prevent obstructions of line of sight.
- (d) Requests that Council's Traffic Department conduct a thorough investigation and report back to Council by May 2025 on the feasibility of proposed safety solutions.
- (e) Encourages community consultation to ensure residents' concerns and experiences are considered in the study and its recommendations.

**4 INVESTIGATION OF TRAFFIC CALMING ON GOODWIN AVENUE/ANZAC AVENUE AND ORCHARD ROAD/ANZAC AVENUE - Councillor Shweta Deshpande**

**RESOLUTION:**

- (a) That Council investigate the traffic conditions on Goodwin Avenue and Orchard Street and consult with the community on proposed traffic calming measures, if appropriate.
- (b) That a formal submission be submitted to the Ryde Local Traffic Committee based on the feedback of residents.

**COUNCIL REPORT**

**14 RESPONSE TO BUILDING OF NEW EASTWOOD CAR PARK AND COMMUNITY FACILITIES**

**RESOLUTION:**

- (a) That Council note the progress of investigations into best use options for the Glen Street Car Park site in response to the Council resolution of 22 October 2024, regarding 'Building of New Eastwood Car Park and Community Facilities'.
- (b) That a workshop be undertaken with Councillors in July 2025 to discuss spatial optioneering and feasibility options for all of the components that make up the Eastwood Central site.
- (c) That a further report be tabled for Council's consideration by September 2025 with the outcome of the spatial options and feasibility testing for Eastwood Central, and the next steps to progress this project to implementation.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**PROCEDURAL MOTION – ORDER OF BUSINESS**

**RESOLUTION:** (Moved by Mayor Brown and Councillor Last)

That Council now consider the following Items, the time being 6.18pm:-

- Mayoral Minute 3/25 – Request for Federal and State Government Funding for the Embellishment of TG Millner at 146 Vimiera Road, Marsfield.
- Item 6 – Planning Proposal for Finalisation – Reclassification of Public Land at 4 Pittwater Road, Gladesville from Community to Operational Land.
- Item 9 – Former Denistone Sports Club – Future Use and Management.

**Record of Voting:**

For the Motion: Unanimous

**MAYORAL MINUTE**

**3/25 REQUEST FOR FEDERAL AND STATE GOVERNMENT FUNDING FOR THE EMBELLISHMENT OF TG MILLNER FIELDS AT 146 VIMIERA ROAD, MARSFIELD - Mayor Trenton Brown**

Note: Councillor Howison disclosed a Less than Significant Non-Pecuniary Interest in this Item for the reason that she is named as a recipient of a letter from the Mayor on the matter of funding for embellishment of TG Millner Fields.

**RESOLUTION:** (Moved by Mayor Brown)

That in anticipation of the compulsory acquisition of TG Millner Fields located at 146 Vimiera Road, Marsfield, the Mayor Trenton Brown write to the following Federal and State Members / Candidates requesting funding assistance for the embellishment of TG Millner Fields:-

- The Prime Minister, The Hon. Anthony Albanese MP
- The Opposition Leader, The Hon. Peter Dutton MP
- The NSW Premier, The Hon. Christopher Minns MP
- The Federal Member for Bennelong, Mr Jerome Laxale MP
- The Liberal Candidate for Bennelong, Mr Scott Yung
- The State Member for Ryde, Mr Jordan Lane MP
- The 2023 Labor Candidate for Ryde, Ms Lyndal Howison

**Record of Voting:**

For the Motion: Mayor Brown and Councillors Arya, Deshpande, Han, Kordrostami, Lara-Watson, Last, Li, Maggio and Tracey

Against the Motion: Councillors Howison, Lo and Pedersen

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.



**ITEM 2 (continued)**

**ATTACHMENT 1**

**COUNCIL REPORTS**

**6 PLANNING PROPOSAL FOR FINALISATION - RECLASSIFICATION OF PUBLIC LAND AT 4 PITTWATER ROAD, GLADESVILLE FROM COMMUNITY TO OPERATIONAL LAND**

Note: Michelle King, Badrunnesa Begum and Rosemarie Gifford provided written submissions in relation to this Item and copies are ON FILE.

Note: Councillor Lara-Watson disclosed a Less than Significant Non-Pecuniary Interest in this Item for the reason that she attended the child care as a child.

**RESOLUTION:** (Moved by Councillors Pedersen and Howison)

- (a) That City of Ryde defer the request pending a meeting between Hunters Hill Council, City of Ryde Council, the General Manager of the Gladesville Occasional Care Centre, the President of the Gladesville Occasional Care Centre with the view to the Gladesville Occasional Care Centre remaining operational for a full cycle of the school year.
- (b) That an update be provided at a Councillor workshop on 8 April 2025.
- (c) That a report to be brought back to the 29 April 2025 Council meeting.

**Record of Voting:**

For the Motion: Unanimous

**9 FORMER DENISTONE SPORTS CLUB - FUTURE USE AND MANAGEMENT**

Note: Councillor Last disclosed a Less than Significant Non-Pecuniary Interest in this Item for the reason that he lives across the road from the site.

**MOTION:** (Moved by Councillors Li and Last)

- (a) That Council advertise Expressions of Interest (EOI), seeking submissions from suitable organisations for the management and operation of the former Denistone Sports Club site (operational) and the top (northern) Bowling Green (community) in accordance with the framework for use outlined in this report.
- (b) That a further report be submitted to Council following the receipt of submissions through the EOI process.
- (c) That Council allocate funding of \$60,000 sourced from general reserves to meet the cost of commencing and undertaking the EOI process and this be consolidated in the next quarterly review.

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**AMENDMENT:** (Moved by Councillors Howison and Pedersen)

- (a) That Council advertise Expressions of Interest (EOI), seeking submissions from suitable organisations for the management and operation of the former Denistone Sports Club site (operational) and the top (northern) Bowling Green (community) in accordance with the framework for use outlined in this report.
- (b) That a further report be submitted to Council following the receipt of submissions through the EOI process.
- (c) That Council allocate funding of \$60,000 sourced from general reserves to meet the cost of commencing and undertaking the EOI process and this be consolidated in the next quarterly review.
- (d) That Expressions of Interest with usage proposals of 10, 20 and 30 years are considered compliant and considered on their merits on other criteria.

On being put to the meeting, the voting on the Amendment was five (5) For and eight (8) Against. The Amendment was LOST. The Motion was then put and CARRIED.

**Record of Voting:**

For the Amendment: Councillors Howison, Kordrostami, Lo, Maggio and Pedersen

Against the Amendment: Mayor Brown and Councillors Arya, Deshpande, Han, Lara-Watson, Last, Li and Tracey

**RESOLUTION:** (Moved by Councillors Li and Last)

- (a) That Council advertise Expressions of Interest (EOI), seeking submissions from suitable organisations for the management and operation of the former Denistone Sports Club site (operational) and the top (northern) Bowling Green (community) in accordance with the framework for use outlined in this report.
- (b) That a further report be submitted to Council following the receipt of submissions through the EOI process.
- (c) That Council allocate funding of \$60,000 sourced from general reserves to meet the cost of commencing and undertaking the EOI process and this be consolidated in the next quarterly review.

**Record of Voting:**

For the Motion: Unanimous

**ITEM 2 (continued)**

**ATTACHMENT 1**

**COUNCIL REPORTS**

**2 CONFIRMATION OF MINUTES - Council Meeting held on 25 February 2025**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**3 2025 AUSTRALIAN LOCAL GOVERNMENT WOMENS ASSOCIATION (ALGWA) NSW ANNUAL CONFERENCE - 1 MAY 2025 TO 3 MAY 2025**

Note: Councillor Pedersen disclosed a Less than Significant Non-Pecuniary Interest in this Item for the reason that she is the President of ALGWA NSW who are running the Conference in partnership with Griffith City Council.

**RESOLUTION:** (Moved by Councillors Deshpande and Tracey)

That Council:

- (a) Declines to send any delegates to the 2025 Australian Local Government Women's Association (ALGWA) NSW Annual Conference.
- (b) Writes to the ALGWA NSW Conference organisers to express concern that the event remains exclusionary to working women by failing to offer single-day or digital ticketing options. The letter requests that ALGWA NSW considers more accessible participation options in future conferences to ensure that all women, particularly those balancing work and caregiving responsibilities, can engage in professional development and contribute to the advocacy ALGWA undertakes on their behalf.

**Record of Voting:**

For the Motion: Mayor Brown and Councillors Arya, Deshpande, Han, Lara-Watson, Last, Li and Tracey

Against the Motion: Councillors Howison, Kordrostami, Lo, Maggio and Pedersen

**4 COUNCILLOR DISCRETIONARY FUNDS - WILGA PARK SHARED USER PATH AND LIGHTING**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

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Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**5 AUDIT RISK AND IMPROVEMENT COMMITTEE ANNUAL REPORT 2023/2024**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**6 PLANNING PROPOSAL FOR FINALISATION - RECLASSIFICATION OF PUBLIC LAND AT 4 PITTWATER ROAD, GLADESVILLE FROM COMMUNITY TO OPERATIONAL LAND**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**7 CITY OF RYDE DRAFT SOCIAL STRATEGY 2025-2030 AND DRAFT CREATIVITY STRATEGY 2025-2030 - PUBLIC EXHIBITION**

**RESOLUTION:** (Moved by Councillors Lara-Watson and Last)

- (a) That Council endorses the City of Ryde Draft Social Strategy 2025-2030 and Draft Creativity Strategy 2025-2030 for public exhibition for a period of 60 days.
- (b) That following the exhibition period, Council receives a further report on the outcomes of the consultation, including any proposed amendments.
- (c) That a Councillor workshop be held during the exhibition period to outline the financial implications of the strategies and any potential funding commitments.

**Record of Voting:**

For the Motion: Unanimous

**8 RESPONSE TO RESOLUTION ON A WATER STATION AT EASTERN FORECOURT OF MEADOWBANK STATION**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**9 FORMER DENISTONE SPORTS CLUB - FUTURE USE AND MANAGEMENT**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

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Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**10 LOCAL HERITAGE ASSISTANCE FUND - PROPOSED ALLOCATION OF FUNDS FOR ROUND 7**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**11 TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - FEBRUARY 2025**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**INFORMATION REPORTS**

**12 REPORT FOR THE INFORMATION OF COUNCIL - INVESTMENT REPORT AS AT 28 FEBRUARY 2025**

Note: An Information Report was presented to Council.

**13 REPORT FOR THE INFORMATION OF COUNCIL - EXCLUSION OF AN ITEM OF BUSINESS**

Note: An Information Report was presented to Council.

**NOTICES OF MOTION**

**1 PUBLIC FORUM POLICY - Councillor Roy Maggio**

**MOTION:** (Moved by Councillors Maggio and Kordrostami)

- (a) The Chief Executive Officer be delegated by the Council to adopt a Public Forum Policy.
- (b) That the Public Forum Policy be brought back at the June meeting.

**AMENDMENT:** (Moved by Councillors Li and Last)

- (a) Council notes a workshop was held on the 2 February 2025, that outlined the options for Public Forums which most Councillors attended and expressed their views.

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Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

- (b) Council notes that the Code of Meeting Practice is currently under review, which provides an opportunity to address the same issues as the Public Forum Policy.
- (c) That Council defer any further consideration of a Public Forum Policy until the time when the report and review process is completed.

On being put to the meeting, the voting on the Amendment was eight (8) For and five (5) Against. The Amendment was CARRIED and then became the Motion.

**Record of Voting:**

For the Amendment: Mayor Brown and Councillors Arya, Deshpande, Han, Lara-Watson, Last, Li and Tracey

Against the Amendment: Councillors Howison, Kordrostami, Lo, Maggio and Pedersen

**RESOLUTION:**

- (a) Council notes a workshop was held on the 2 February 2025, that outlined the options for Public Forums which most Councillors attended and expressed their views.
- (b) Council notes that the Code of Meeting Practice is currently under review, which provides an opportunity to address the same issues as the Public Forum Policy.
- (c) That Council defer any further consideration of a Public Forum Policy until the time when the report and review process is completed.

**Record of Voting:**

For the Motion: Mayor Brown and Councillors Arya, Deshpande, Han, Lara-Watson, Last, Li and Tracey

Against the Motion: Councillors Howison, Kordrostami, Lo, Maggio and Pedersen

**2 WATER STATIONS IN CHRISTIE PARK - Councillor Roy Maggio**

**RESOLUTION:** (Moved by Councillors Maggio and Tracey)

- (a) That a report be brought back to the May 2025 Council meeting investigating the reinstatement of the filtered water station and the installation of an extra one at Christie Park, Macquarie Park.

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.



**ITEM 2 (continued)**

**ATTACHMENT 1**

- (b) That the report include options for either a freestanding or a wall mounted water station at a suitable position adjacent to the amenities and outline costings and an appropriate funding source.
- (c) That an additional report be prepared and presented to the May Council meeting providing a review of all sportsgrounds that do not currently have water stations available for public use with further investigation of future funding source and outline costings for these grounds for future installation.

**Record of Voting:**

For the Motion: Unanimous

**3 TRAFFIC SAFETY IMPROVEMENTS - ABUKLEA ROAD AND WOORANG STREET INTERSECTION EASTWOOD - Councillor Kathy Tracey**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**4 INVESTIGATION OF TRAFFIC CALMING ON GOODWIN AVENUE/ANZAC AVENUE AND ORCHARD ROAD/ANZAC AVENUE - Councillor Shweta Deshpande**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**5 RYDE CENTRAL COMMUNITY CONSULTATION - Councillor Lyndal Howison**

**MOTION:** (Moved by Councillors Howison and Pedersen)

That Council:

- (a) Bring a report to Council on a community consultation process that would take place in conjunction with the Market Testing for 1 Devlin Street and 150-156 Blaxland Road, with the goal of providing transparency and accountability to our community about the proposed long term change of use of a prominent and much-debated public site.
- (b) Conducts a Councillor workshop with any relevant staff or consultants who are responsible for this community consultation, in order that Councillors, as community representatives, are informed about the community consultation process described in (a).

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**AMENDMENT:** (Moved by Councillors Lara-Watson and Deshpande)

Council notes:

- (a) That a comprehensive Community Consultation process has been designed as part of the EOI process.
- (b) That the project is currently in Phase 2 and that key external consultants for Communications and Engagement are being employed currently.
- (c) That a Councillor Workshop will be scheduled when all due diligence is completed and staff will present key insights and findings prior to going to market.
- (d) That this motion has been rejected twice before because the community consultation process has been included as part of the EOI project.

On being put to the meeting, the voting on the Amendment was twelve (12) For and one (1) Against. The Amendment was CARRIED and then became the Motion.

**Record of Voting:**

For the Amendment: Mayor Brown and Councillors Arya, Deshpande, Han, Howison, Kordrostami, Lara-Watson, Last, Li, Maggio, Pedersen and Tracey

Against the Amendment: Councillor Lo

**RESOLUTION:**

Council notes:

- (a) That a comprehensive Community Consultation process has been designed as part of the EOI process.
- (b) That the project is currently in Phase 2 and that key external consultants for Communications and Engagement are being employed currently.
- (c) That a Councillor Workshop will be scheduled when all due diligence is completed and staff will present key insights and findings prior to going to market.
- (d) That this motion has been rejected twice before because the community consultation process has been included as part of the EOI project.

**Record of Voting:**

For the Motion: Unanimous



**ITEM 2 (continued)**

**ATTACHMENT 1**

**6 ACCIDENTS AND VISIBILITY FOR MOTORISTS AND PEDESTRIANS AT THE CORNER OF DELANGE AND PHILLIP ROADS, PUTNEY - Councillor Penny Pedersen**

Note: This Item was dealt with in Item 11 – Traffic and Parking Matters Approved by the Ryde Traffic Committee Meeting – February 2025 earlier in the meeting as detailed in these Minutes.

**7 RYDE YOUTH MENTORING WORKSHOPS - Councillor Penny Pedersen**

**RESOLUTION:** (Moved by Councillors Pedersen and Han)

That City of Ryde prepare a report that explores the following:

- (a) Opportunities to host a regular youth mentoring program for the City of Ryde like the 'Streetwork Kickstart Mentoring program', that was featured in the 2024/25 'Prevention is the Cure' report prepared by the Insight Centre.
- (b) Hosting a Ryde Mayor's Youth Mental Health Summit in 2025 where interested Councillors, local MP's, relevant Ministers and State and Federal agencies responsible for this issue, local school Counsellors, Ryde Youth Council members, service providers and youth organisations would be invited.
- (c) The development of a Youth Mental Health Action Plan for the City of Ryde.
- (d) Obtains information regarding access to early diagnosis of neurodiversity for children.
- (e) Identifies current state, federal or local government grants to cover any related costs.
- (f) Funding the Ryde Mayor's Youth Mental Health Summit from the Mayor's Budget.

**Record of Voting:**

For the Motion: Unanimous

**ITEM 2 (continued)**

**ATTACHMENT 1**

**8 ADDRESSING PEDESTRIAN ACCESS ISSUES CAUSED BY THE BUS SHELTER AT TRIM PLACE, GLADESVILLE - Councillor Penny Pedersen**

**MOTION:** (Moved by Councillors Pedersen and Maggio)

That City of Ryde:

- (a) Bring back a report to Council exploring options for moving the bus shelter at Trim Place Gladesville, to a position that complies with accessibility standards under the Disability Discrimination Act (DDA) but also allows pedestrians (prams and mobility aids) to move freely in front and behind the shelter.
- (b) Liaise with Transport for NSW, if required, to move the bus stop so that the outcome in part (a) can be achieved.

**AMENDMENT:** (Moved by Councillors Arya and Lara-Watson)

That Council:

- (a) Acknowledges the concerns raised by residents regarding pedestrian access issues caused by the bus shelter at Trim Place, Gladesville.
- (b) Recognises that the cost of relocating or modifying the shelter would outweigh the overall community benefit, given existing investments made to improve accessibility in Ryde. The Council has voluntarily complied with the Disability Discrimination Act (DDA).
- (c) Notes there is only 10 centimetres remaining between the sandstone flower bed and the shelter this would not increase the distance substantially and the removal of the flower bed is not supported by this Council. Additionally, the old shelter has been removed which improved accessibility.
- (d) Notes that the Ryde community has prioritised and invested in supporting residents living with a disability, ensuring broader accessibility improvements across the city.

On being put to the meeting, the voting on the Amendment was nine (9) For and four (4) Against. The Amendment was CARRIED and then became the Motion.

**Record of Voting:**

For the Amendment: Mayor Brown and Councillors Arya, Deshpande, Han, Kordrostami, Lara-Watson, Last, Li and Tracey

Against the Amendment: Councillors Howison, Lo, Maggio and Pedersen

**ITEM 2 (continued)**

**ATTACHMENT 1**

**RESOLUTION:**

That Council:

- (a) Acknowledges the concerns raised by residents regarding pedestrian access issues caused by the bus shelter at Trim Place, Gladesville.
- (b) Recognises that the cost of relocating or modifying the shelter would outweigh the overall community benefit, given existing investments made to improve accessibility in Ryde. The Council has voluntarily complied with the Disability Discrimination Act (DDA).
- (c) Notes there is only 10 centimetres remaining between the sandstone flower bed and the shelter this would not increase the distance substantially and the removal of the flower bed is not supported by this Council. Additionally, the old shelter has been removed which improved accessibility.
- (d) Notes that the Ryde community has prioritised and invested in supporting residents living with a disability, ensuring broader accessibility improvements across the city.

**Record of Voting:**

For the Motion: Mayor Brown and Councillors Arya, Deshpande, Han, Kordrostami, Lara-Watson, Last, Li and Tracey

Against the Motion: Councillors Howison, Lo, Maggio and Pedersen

**POINT OF INDULGENCE**

Councillor Kathy Tracey provided the meeting with the below reflection:-

*I would like to take a small moment to acknowledge the tragic events which took place in the village of Kocani, North Macedonia, where 59 lives were lost last week.*

*These included people as young as 14 years.*

*My heart goes out to the victims, their families and all those grieving, including members of our Ryde community who have been impacted.*

*In this time of immense sorrow, I stand in solidarity with my Macedonian community those affected and extend my deepest condolences.*

*I hope for strength and healing for the survivors and for meaningful action from local authorities to prevent such tragedies in the future.*

*No community – anywhere in the world – should have to endure such devastating loss.*

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Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

ITEM 2 (continued)

ATTACHMENT 1

**QUESTIONS BY COUNCILLORS AS PER POLICY**

**1 QUESTIONS WITH NOTICE - Councillor Kathy Tracey**

**Tree Planting and Maintenance near Driveways and Footpaths**

There is growing concern about the types of trees planted on nature strips near driveways and footpaths, as their overgrowth can obstruct visibility for vehicles exiting properties, while their roots may damage footpaths and nearby structures.

Could Council clarify its approach to the following:

Question 1:

**What measures are in place to ensure appropriate tree selection and placement on nature strips, particularly in areas where trees may grow several metres in height and girth?**

Answer 1:

Council selects street tree species for planting based on the pre-approved species list outlined in the Council's adopted *Street Tree Master Plan*. The *Street Tree Master Plan* is available on Council's website in the following link:

<https://www.ryde.nsw.gov.au/files/assets/public/v/1/publications/street-tree-masterplan.pdf>

The selection process, outlined below, involves community consultation and site assessment to ensure appropriate species placement:

- Resident Input: Council notifies residents of the proposed street planting programs, providing a list of two (2) suitable species from the *Street Tree Master Plan* that residents are able to select from, to plant in front of their property. The type of suitable species can vary between suburbs and are based on factors such as soil type, surrounding habitat, street hierarchy and land use.
- Site Inspection: Once preferences are received, a Council Tree Management Officer assesses the site to confirm the suitability of the selected species, ensuring it aligns with location requirements and long-term management considerations.
- Default Selection: If no feedback is received from residents, a Council Tree Management Officer conducts an independent site inspection to confirm that the location is suitable for planting and selects an appropriate species from the *Street Tree Master Plan*.

**ITEM 2 (continued)**

**ATTACHMENT 1**

This process ensures that tree selection is informed by community preferences while maintaining best practices in urban tree management.

Question 2:

**How is Council addressing the risks posed by overgrown tree roots that encroach on driveways, lift footpaths, and potentially damage property fences? Additionally, how is Council managing the safety hazards created by uneven and hazardous footpaths for pedestrians?**

Answer 2:

Council mitigates the risks associated with urban planting and pedestrian infrastructure as follows:

- Responding to reported feedback from internal and external customers in a timely manner.
- Carrying out inspections by qualified arborists and engineers to assess the condition of the tree/vegetation and risk to public. If a footpath or driveway lifting is identified and tree roots are exposed, Council's arborists assess the tree and its root system to determine the most appropriate course of action. Where possible, roots are approved for removal, allowing the path or driveway to be repaired in its original alignment. In cases where root removal is not viable, alternative engineering solutions, such as footpath realignment or ramping, are considered to maintain pedestrian safety while preserving the tree where possible.
- Similarly, When Council is notified of an uneven or hazardous footpath or driveway, a Council officer inspects the site to determine if the displacement is within acceptable limits. If rectification is required, the works are prioritised based on risk and scheduled accordingly.

These processes ensure that tree management and pedestrian infrastructure issues are managed effectively, balancing public safety, urban tree health, and long-term streetscape sustainability.

Question 3:

**What steps is Council taking to improve the timeliness of tree maintenance, given that some trimming requests take over a year to be actioned? Will Council implement a regular trimming schedule to address ongoing safety concerns related to overgrown trees?**



**ITEM 2 (continued)**

**ATTACHMENT 1**

Answer 3:

Council is undertaking the following business improvements:

- Review of Service level agreements and timeframes around the delivery of services.
- Reviewing of determination letters being sent to residents to inform of the parameters around the work that may be assigned, the time required to undertake the work and any potential delays (such as obtaining permits for roach occupancy or working near the overhead network).
- Contacting Network providers to discuss the service clearing time frames and timelines for their work to address tree risk.

Tree assessment is currently done on a case-by-case basis and requires an arborist to attend site to assess the tree using industry accepted methodologies. Council assesses tree risk under the Quantified Tree Risk Assessment (QTRA) framework, which is an internationally recognised risk assessment tool specifically designed for trees and used by Local Governments across Australia.

It should be noted that Council currently undertakes general tree maintenance work in accordance with the Australian Standard for Pruning Amenity Trees 2007 (AS4373-2007), to address removal of deadwood, diseased or damaged parts of a tree. Additionally, arboricultural science indicates that effective tree management does not always require pruning work to be undertaken on a regular basis, rather the focus should be on addressing specific issues associated with a tree.

In this regard, the implementation of a more proactive pruning program is not necessary under AS4373-2007. Such a measure would also be resource intensive, requiring increases in both the number of staff to physically undertake the assessments and the subsequent budget to implement/deliver the work being generated. This initiative could cost in excess of \$1M, which would affect the financing of other Council services and projects.

**2 QUESTIONS WITH NOTICE - Councillor Lyndal Howison**

In September 2023, Council considered and endorsed the North Ryde Traffic Study, which identified a range of vehicle and pedestrian safety issues in part arising from the use of these local streets as rat runs.

The Council agreed at the time to undertake "further investigations (including community consultation) to determine the feasibility and appropriateness" of a range of different measures to improve safety. (See Item 15 in the Minutes of the September 2023 meeting).

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

Question 1:

**What further investigations or works have been undertaken as an outcome of the North Ryde Traffic Study of September 2023?**


Answer 1:

The key recommendations from the adopted North Ryde Traffic Study and the follow-up actions undertaken to date are stated in the table below.

No.	Recommendations from the Council adopted North Ryde Traffic and Parking Study	Actions to Date
1	Traffic signals and lane adjustments at the junction of Kent Road and Herring Road.	Further investigations have led this project to be included in the S7.12 contributions plan that is currently on public exhibition. Formal adoption of the new S7.12 plan will ensure a funding source can be secured to further progress with this project (e.g. undertake detailed civil design and construction).
2	Traffic calming measures such as a speed hump along Paul Street between Epping Road and Lane Cove Road.	There have been several inspections undertaken on Paul Street following Council's adoption of the North Ryde Traffic Study. The most recent inspection was conducted on 17 and 18 March 2025. There were no speeding issues observed from these site investigations, which is partly due to the parking along both sides of Paul Street, which provides a traffic calming function. A review of the crash data from Transport for NSW's <i>Centre for Road Safety</i> website indicates that there have been no reported crashes on Paul Street over the last five (5) years. Based on these considerations, traffic calming measures on Paul Street is not warranted at this point in time.
3	Lane Cove Road/Trevitt Road Intersection - Extend existing "NO STOPPING" restrictions along both sides of Trevitt Road by another 10m.	There are two developments near the intersection of Trevitt Road and Lane Cove Road (being 332 Lane Cove Road and 3 Trevitt Road) that are currently under construction. See aerial image below for reference. The "NO STOPPING" signs will be installed following the completion of these developments.

**ITEM 2 (continued)**

**ATTACHMENT 1**

		
4	Paul Street/ McGregor Street Intersection - Extend existing "NO STOPPING" restrictions along the southern side of Paul Street to the east of McGregor Street by another 10m.	Completed.
5	New footpath on northern side of Napier Crescent between Lane Cove Road and David Avenue	The footpath on the northern side of Napier Crescent, between Lane Cove Road and David Avenue, North Ryde, was initially scheduled for delivery in the current 2024/25 financial year. However, Council resolved at its meeting on 23 July 2024 to defer this project to prioritise the delivery of a new footpath on Olive Street. The proposed footpath on Napier Crescent is scheduled for delivery in the 2025/26 financial year, subject to the formal adoption of the 2025/26 Operational Plan.
6	New footpath on Southern side of Adelphi Road between Herring Road and ELS Hall Park	The proposed footpath along Adelphi Road, between Herring Road and ELS Hall Park, is scheduled to be delivered in the 2025/26 financial year as part of the four (4) year delivery program and 2025/26 Operational Plan. This project will proceed following the formal adoption of the 2025/26 Operational Plan.
7	A new shared (pedestrian/cyclist path) along the eastern side of Whiteside Street between Epping Road and Parklands Road	Based on the Austroads Guide, the provision of pedestrian and cyclist paths are determined based on demonstrated need, user demand and the function of the road. Whiteside Street performs a local street function, providing connectivity between Lane Cove Road in the north and Parklands Road in the south. Based on recent investigations undertaken during February 2025, the vehicular, pedestrian and cyclist demand on Whiteside Street

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**ITEM 2 (continued)**

**ATTACHMENT 1**

were observed to be low. The observed vehicular, pedestrian and cyclist activity does not meet the threshold specified within the Austroads Guide for a shared path to be installed on Whiteside Street.

Further to the above, it is noted that a large portion of Whiteside Street belongs to Transport for NSW as shown in the highlighted section in the diagram below. As such, Council are continuing to liaise with Transport for NSW to ensure that any future active transport improvements on Whiteside Street are aligned with Transport for NSW plans for future works on their land.



**CLOSED SESSION**

**MATTER OF URGENCY – BRUSH FARM BOWLING CLUB**

**Confidential**

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (c) information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**MAYORAL MINUTE 4/25 - CEO CONTRACT**

**Confidential**

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (a) personnel matters concerning particular individuals (other than councillors).

**RESOLUTION:** (Moved by Councillors Maggio and Howison)

That the Council resolve into Closed Session to consider the above matters.

**Record of Voting:**

For the Motion: Unanimous

Note: The Council closed the meeting at 9.07pm. The public and media left the chamber and the webcast.

**CONFIDENTIAL MATTER OF URGENCY**

Councillor Howison advised the meeting that she wished to raise a Matter of Urgency regarding Brush Farm Bowling Club.

Mayor Brown accepted this matter as an Urgent Item.

**RESOLUTION:** (Moved by Councillors Howison and Last)

That Council consider a Matter of Urgency, raised by Councillor Howison, regarding Brush Farm Bowling Club, the time being 9.08pm.

**Record of Voting:**

For the Motion: Unanimous

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Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**CONFIDENTIAL MATTER OF URGENCY – BRUSH FARM BOWLING CLUB**

**RECOMMENDATION:** (Moved by Councillors Howison and Last)

- (a) That Council staff approach the owners of the Brush Farm Bowling Club at 77 Rutledge Street, to explore the potential of Council acquiring the site.
- (b) That a report be brought back to Council outlining the outcomes of this discussion.

**Record of Voting:**

For the Motion: Unanimous

**CONFIDENTIAL COUNCIL REPORT**

**14 RESPONSE TO BUILDING OF NEW EASTWOOD CAR PARK AND COMMUNITY FACILITIES**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**CONFIDENTIAL MAYORAL MINUTE**

**4/25 CEO CONTRACT - Mayor Trenton Brown**

**RECOMMENDATION:** (Moved by Mayor Brown)

- (a) That in accordance with clause 5.2 of the Chief Executive Officer's contract, Council offer, on the existing terms of employment and remuneration, the Chief Executive Officer a new Contract of Employment consistent with the Standard Contract of Employment issued by the Office of Local Government (June 2022), for a period of five (5) years effective from 25 March 2025.
- (b) That the Mayor be delegated the authority to finalise and sign all documentation, and affix the seal of Council, as required.

**Record of Voting:**

For the Motion: Mayor Brown and Councillors Arya, Deshpande, Han, Howison, Kordrostami, Lara-Watson, Last, Li, Maggio and Tracey

Against the Motion: Councillors Lo and Pedersen

Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**OPEN SESSION**

**RESOLUTION:** (Moved by Councillors Pedersen and Last)

- (a) That the Council resolve itself into open Council.
- (b) That the recommendations of Items considered in Closed Session be received and adopted as resolution of Council without any alteration or amendment thereto.
- (c) That the Minutes of the Closed Session be adopted.

**Record of Voting:**

For the Motion: Unanimous

Note: Open Council resumed at 9.34pm.

The meeting closed at 9.37pm.

CONFIRMED THIS 29TH DAY OF APRIL 2025

Chairperson

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Minutes of the Council Meeting No. 2/25, dated 25 March 2025.

### **3 DRAFT 2025 - 2029 FOUR YEAR DELIVERY PROGRAM INCLUDING DRAFT 2025/2026 ONE YEAR OPERATIONAL PLAN**

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**Report prepared by:** Senior Coordinator - Management Accounting and Business Strategy; Manager - Business Strategy and Innovation; Executive Officer - City Fabric  
**File No.:** COR2025/226 - BP25/253

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#### **REPORT SUMMARY**

The purpose of this report is to seek Council's endorsement for the following documents to be placed on public exhibition:

- Draft Four-Year Delivery Program 2025-2029
- Draft One-Year Operational Plan 2025-2026
- Draft Fees and Charges 2025-2026
- Draft Ten-Year Long-Term Financial Plan 2025-2035
- Draft Workforce Management Strategy
- Draft Strategic Asset Management Plan

The public exhibition will be for a period of 32 days from 1 May 2025 to 1 June 2025 (inclusive). Submissions for the above documents will be sought from the public during this period.

Following the public exhibition, all submissions received will be tabled and considered as part of the adoption process at the June Council meeting.

#### **RECOMMENDATION:**

- (a) That Council, in accordance with legislative requirements, resolve to place the Draft Four-Year Delivery Program 2025-2029, Draft One-Year Operational Plan 2025-2026, Draft Fees and Charges 2025-2026, Draft Ten-Year Long-Term Financial Plan 2025-2035, Draft Strategic Asset Management Plan, and Draft Workforce Management Strategy on public exhibition for the period Thursday, 1 May 2025 to Sunday, 1 June 2025 (inclusive).
- (b) That Council resolve to adopt all of the recommendations contained in this report.

#### **ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER**

- 1 Draft City of Ryde Delivery Program 2025-2029 - Public Exhibition April 2025
- 2 Draft City of Ryde Operational Plan 2025-2026 - Public Exhibition April 2025
- 3 Draft 2025-26 Fees and Charges Report
- 4 Draft 2025-35 Long Term Financial Plan
- 5 Draft City of Ryde Workforce Management Strategy - Public Exhibition April 2025
- 6 Draft City of Ryde Strategic Asset Management Plan

**ITEM 3 (continued)**

Report Prepared By:

**Jifeng Huang**  
**Senior Coordinator - Management Accounting and Business Strategy**

**Benjamin Tso**  
**Manager - Business Strategy and Innovation**

**Daniel Carneiro**  
**Executive Officer - City Fabric**

Report Approved By:

**Steven Harris**  
**Chief Financial Officer**

**Wayne Rylands**  
**Chief Executive Officer**

### **ITEM 3 (continued)**

#### **Legislation**

All local councils across the state are required to plan and report in line with the NSW Office of Local Government's Integrated Planning and Reporting (IP&R) Framework.

As detailed within the Office of Local Government (OLG) Integrated Planning and Reporting Guidelines for Local Government in NSW, September 2021, after an ordinary election, the Council is required to review, refresh, and prepare a Four-Year Delivery Program, Ten-Year Long-Term Financial Plan and a separate One-Year Operational Plan (including Council's Revenue Policy) which details Council's operating and capital activities over the period of the plan and how they are aligned to Council's strategic outcomes (Community Strategic Plan).

The Four-Year Delivery Program provides the Council's commitment to the community to perform all of its functions by outlining the activities for which it is responsible over the term of the Council, including how those activities will be prioritised, and how Council will measure and evaluate their implementation. The Delivery Program is reviewed annually, the first year 2025/26 forming the basis from which the detail of projects, actions and functions to be undertaken within the 2025/26 Operational Plan are drawn. The Long-Term Financial Plan (LTFP) is a rolling ten-year plan and contains projection of Council's income and expenditure, assets, liabilities and cashflow including industry financial and infrastructure ratios.

The combined Long-Term Financial Plan (LTFP), Strategic Asset Management Plan (SAMP), and Workforce Management Strategy (WMS), forms jointly to make up the Resourcing Strategy (RS).

The RS outlines the provision and allocation of the resources required (time, money, assets, and people) to perform the Council's functions and deliver the strategic outcomes identified in the draft Community Strategic Plan – Ryde to 2035.

The Local Government Act requires the draft IP&R documents to be exhibited for a period of at least 28 days, during which time the public can make submissions. These submissions must be considered by Council before these documents are adopted. Further details on consultation timeframes can be found at the 'Timetable and Public Consultation' section of this report.

The following diagram shows the relationship between the Community Strategic Plan, the Four-Year Delivery Program, One-Year Operational Plan, and Resourcing Strategy comprising of Long-Term Financial Plan, Strategic Asset Management Plan, and Workforce Management Strategy.

**Relevant Regional Plans and Priorities**

**State Plans and Strategies**

**Joint Organisation (JO) Statement of Strategic Regional Priorities**

**Community Strategic Plan**

**Delivery Program**

**Operational Plan**

**Annual Report**

**Other Council Strategies and Plans**  
Examples Include:  
Disability Inclusion Access Plan  
Local Strategic Planning Statement  
Environmental Strategies

**Resourcing Strategy**  
Workforce Management Strategy  
Long-Term Financial Plan  
Asset Management Strategy and Plans

**Community Engagement Strategy**  
May Include Community Participation Plan

**Ongoing monitoring and review**

A copy of the Draft Four-Year Delivery Program 2025-2029 is **ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER**, Draft One-Year Operational Plan 2025-2026 **ATTACHMENT 2 – CIRCULATED UNDER SEPARATE COVER**, Draft Fees and Charges 2025-2026 **ATTACHMENT 3 – CIRCULATED UNDER SEPARATE COVER**, Draft Ten-Year Long-Term Financial Plan 2025-2035 **ATTACHMENT 4 – CIRCULATED UNDER SEPARATE COVER**, Draft Workforce Management Strategy **ATTACHMENT 5 – CIRCULATED UNDER SEPARATE COVER** and Draft Strategic Asset Management Plan **ATTACHMENT 6 – CIRCULATED UNDER SEPARATE COVER**.



### **ITEM 3 (continued)**

#### **Draft Budget FY25/26**

The Draft Budget FY25/26 projects a Net Operating Surplus of \$4.66m, and \$31.87m before Capital Grants and Contributions.

Total projected expenditure (excluding depreciation) for delivering both recurrent & capital projects is \$183.2m. Of this \$139.3m is in delivering recurrent operations such as Roads, Parks, Buildings Maintenance, Library Services, Community Development & Events, Ryde Aquatic Leisure Centre, Forward Planning & Economic Development Activities, Regulatory Services, Subdivision & Development Activities, Waste Management and Governance Activities.

Draft Budget Capital expenditure of \$43.9m includes, \$37.0m in delivering 68 capital works projects in the next financial year, capital fleet purchases of \$4.7m and \$2.2m in lease payments.

The main source of Council's income is generated from Rates (47%). Other sources of income are Waste Management and Storm Water Charges (15%), Grants & Contributions (17%) and User Charges (9%) The remaining 12% is made up of Interest on Investments, Other Revenue and Net Gain from Disposal of Assets.

The City of Ryde is committed to Statutory financial reporting surplus budgets, IPART's Rate Peg of 6.7% has helped go a long way to catch up some of the known cost increases which have been imposed upon council over the last couple of years which includes increased costs for materials and supplies, council staffing as well as projected increases in utilities, fuel, cyber security costs and insurance have proven a challenge for Council to produce a balanced budget next Financial Year.

### ITEM 3 (continued)

The table below provides summary of Operational Income and Expenditure below:

<i>Income Statement</i>	<i>2025/2026 Draft Budget (\$'000)</i>
<b>INCOME FROM CONTINUING OPERATIONS</b>	
Rates and annual charges	126,656
User charges and fees	18,594
Interest and investment revenue	10,406
Other revenues	14,446
Grants & contributions provided for operating purposes	6,549
Grants & contributions provided for capital purposes	27,206
Net gain from the disposal of assets	541
<b>Total Income from Continuing Operations</b>	<b>204,397</b>
<b>EXPENSES FROM CONTINUING OPERATIONS</b>	
Employee benefits and on-costs	70,493
Borrowing costs	264
Materials and contracts	60,913
Depreciation and amortisation	33,221
Other expenses	7,637
<b>Total Expenses from Continuing Operations</b>	<b>172,528</b>
<b>Operating Result (Surplus)/Deficit</b>	<b>31,869</b>
<b>Net Operating Result before Grants and Contributions provided for Capital Purpose</b>	<b>4,663</b>

### Local Government Award Increase:

The award increase for 2025/26 is 3% increase in salaries and wages, a further 0.5% increase in superannuation. The 2025/26 financial year is the final year of superannuation guarantee increases up to the maximum 12%. Whilst inflation has been on a downward trend over the last 2 years, there are still pockets of the economy which are subject to higher than average inflationary factors such as construction and information technology services.

### **ITEM 3 (continued)**

#### **Capital Works Project Expenditure:**

The FY25/26 Draft Capital Works Program is a total expenditure of \$41.7m. The plan has been developed in response to the priority projects in the 2025-2029 Delivery Program. Of this, \$32.2m has been allocated for renewal of Councils existing assets to ensure the condition is maintained for residents. In addition, \$9.5m has been allocated for the construction of new assets which with majority of this expenditure related to the Constitution Road Upgrade project \$8.8m.

In addition to the Capital works program, Council will be spending \$2.2m lease payments for the North Ryde Office.

Next year's works program has been funded from the following various sources, Internal Reserves, Section 7.11 & 7.12 Developer Contributions and Capital Grants and Contributions.

It is important to note that Council forecasts its Section 7.11 and Section 7.12 related expenditure for the coming financial year based on receipts already received to ensure that Section 7.11 funds are not over-committed and that cashflow remains positive.

Some key highlights of the \$31.39m Capital Works Program include the following projects:

- \$11.0m - Constitution Road Infrastructure Upgrades
- \$ 5.7m - Passive Park Renewal
- \$ 2.9m - Bus Stop DDA compliance
- \$ 2.2m - Passive Parks Expansion
- \$ 1.5m - Operational Building Renewal
- \$ 1.4m - Meadowbank Park Masterplan Delivery AIF
- \$ 1.2m - Community Buildings Renewals - Libraries Improvements
- \$ 1.1m - Road Resurfacing Renewal
- \$ 1.0m - RALC Asset Renewal
- \$905k - Pedestrian Crossing Lighting Upgrade
- \$755k - Commercial Buildings Renewal
- \$680k - Traffic Facilities Expansion
- \$642k - Footpath Construction Expansion
- \$527k - Community Buildings Renewal

### ITEM 3 (continued)





The table below provides summary of next year's Capital Works Program of \$41.7m by asset class and \$2.2m lease:

\$'000	Building	Civil	Footpath & Cycleway	Traffic	Storm Water	Parks	Other	Fleet	TOTAL
Renewal	5,196	12,516	425	561	983	6,795	1,035	4,653	<b>32,164</b>
New	209	4,286	642	680	-	3,678		-	<b>9,495</b>
<b>Subtotal</b>	<b>5,405</b>	<b>16,802</b>	<b>1,067</b>	<b>1,241</b>	<b>983</b>	<b>10,473</b>	<b>1,035</b>	<b>4,653</b>	<b>41,659</b>
Lease									2,214
<b>TOTAL</b>	<b>5,405</b>	<b>16,802</b>	<b>1,067</b>	<b>1,241</b>	<b>983</b>	<b>10,473</b>	<b>1,035</b>	<b>4,653</b>	<b>43,873</b>

### Rates Income:

In FY25/26 the Independent Pricing and Regulatory Tribunal (IPART) prescribed that the Rate Peg will include several components which are identified in the following rate peg breakdown.

The 2025-26 rate peg breakdown:

	<b>Base cost change</b> Labour, asset and other operating costs	+ 3.6% for all councils (metropolitan, regional and rural)
	<b>Emergency Services Levy</b> Year-on-year changes in council ESL invoices and some previous costs not captured in the rate peg when these increases were subsidised	- 0.1% to 1.2%
	<b>Local government election costs</b> Costs of running the 2024 local government election to be recovered in 2025-26 financial year	+ 0.0% to 0.8%
	<b>Core rate pegs</b> Average impacts on the ratepayers	= 3.6% to 5.1%
	<b>Population growth</b> Excludes prisoner populations, deducts the change in supplementary valuations and adjusts for COVID-19 impacted populations	+ 0.0% to 3.8%
	<b>Total rate pegs for each council</b>	= 3.7% to 7.6%

We maintained our default approach to capture council productivity with a 0% change.

IPART acknowledges the Traditional Custodians of the lands where we work and live. We pay respect to Elders both past and present. We recognise the unique cultural and spiritual relationship and celebrate the contributions of First Nations peoples.

### ITEM 3 (continued)

The rate peg considers the base cost change for all councils at 3.6% and then for the other categories of Emergency Services Levy, Local government elections costs and population growth, councils can be anywhere between the upper and lower parameters, depending on individual circumstance.

For the City of Ryde the 2025/26 rate peg result set by IPART is 6.7%. This rate peg calculation included the change in the Base cost change of 3.6% and election cost adjustment of 0.2%. The significant amount for population factor and adjustment of 2.9% reflects the issues that councils encounter when the population increases but the increase in rates revenue can lag several years behind. This additional revenue is IPART's acknowledgement that council costs for assets and services that the increase in population costs now rather than in the future.

Section 8B of the *Local Government Act 1993*, outlines the principles of sound financial management. Council should be responsible and sustainable ensuring revenue aligns with expenses. Council should have regard to achieving intergenerational equity and ensure that policy decisions have consider the financial impact on future generations. Due to the rising costs Council faces, it is imperative that the rate peg of 6.7% is taken so Council can still continue to provide its current services. The impact of not accepting the rate peg will have compounding effects into the future and will risk Council's financial sustainability.

The total projected rates income is forecasted to be \$95.3m in FY25/26 which represents 47% of Council's total revenue.

#### **Domestic Waste Management (DWM) Charge:**

As per Section 504 of the *Local Government Act 1993*, the charge for domestic waste must be calculated after taking into account the reasonable cost of providing these services.

In FY25/26 it is expected that Council will spend \$29.2m in providing garbage, recycling, disposal and clean up services to the residents compared to \$26.0m in FY24/25, this represents an increase of 12.2% which is an increase of \$3.2m. The current Standard Waste Management Charge per household for the waste management services is **\$528.90** per annum, this service consists of:

- Garbage Bin (140L) collected weekly;
- Recycling Bin (240L) and Green vegetation Bin (240L) collected fortnightly;
- Mulching and Chipping Service; and
- Clean-Up services (maximum of 5 per property per year).

In FY25/26, due to ongoing increased costs for Recycling and Collection Services, the total cost of providing the service has increased, therefore it is proposed to increase standard waste management charge to \$528.90 per annum. This difference of \$43 represents an 8.85% increase.

### ITEM 3 (continued)

The new contract providing this service is higher costs than the current contract. Therefore, it is imperative that Council increases the Domestic Waste Charge to ensure revenue is aligned to recover these expenses.

These changes have been reflected in the Proposed Fees and Charges in the **ATTACHMENT 3 – CIRCULATED UNDER SEPARATE COVER.**

#### Proposed Rating Structure:

Council considers the principles of equity and benefit in determining its rating structure and seeks to:

- Maximise the income from business properties to ensure business contributes their fair proportion of rates to the City of Ryde
- Set minimum rates in accordance with the appropriate guidelines
- Council's rating policy position has been to retain a 70/30 revenue generation split between the rates derived from residential and business properties. This was first initiated in 2008/09.

The table below details the impact of the approved IPART Rate Peg increase of 6.7%.

	Split	Current Average Rates & Charges FY25/26*	Draft Average Rates & Charges FY25/26*	\$ (Decrease) / Increase	% (Decrease) / Increase
<b>Residential</b>	70%	\$1,183	\$1,253	\$70	5.91%
<b>Business</b>	30%	\$11,144	\$11,957	\$813	7.30%

\*Excludes Major Shopping Centers so as not to distort the average

The increase in average residential Rates of \$70 is an extra \$1.34 per week or 19 cents per day.

In addition to the above, the proposed Standard Domestic Waste Charge for 2025/2026 is \$528.90 which is an increase of \$43 - an extra \$0.83 per week or 12 cents per day.

#### Council Reserves:

It is projected that unrestricted cash will be \$8.5m at 30 June 2025. These funds are held to meet day to day operational needs as well as to meet unknown or unexpected costs. This number is expected to decrease slightly to \$8.0m due to the recent averages of rates in arrears creating a less than 100% cash recovery of rates.



### ITEM 3 (continued)

Projected External Restrictions of \$187.6m comprise mainly of Developer Contributions, Voluntary Planning Agreements, Domestic Waste, Infrastructure Special Rate Reserve, Macquarie Park Corridor Levy, Stormwater Management and Specific Unexpended Grants and Contributions. These funds must be fully expended for the specific purpose it was collected and cannot be used for general operations.

Internal Reserves of \$98.8m are funds that are internally restricted to proactively plan. Any movements in these reserves are determined by Council Resolution and this funding is earmarked for future commitments such as asset renewals, plant replacement, information technology, council elections, employee leave entitlements etc.

The table below details the movements in Internal Reserves:

Internally Restricted Reserves	FY25/26			
	\$'000	\$'000	\$'000	\$'000
	Projected Opening Balance	Transfer to Reserve	Transfer From Reserve	Projected Closing Balance
Employee Leave Entitlements Reserve	5,315	-	-	5,315
Refundable Deposits Reserve	19,227	-	-	19,227
Council Election Reserve	715	360	-	1,075
Public Art Reserve	18	-	-	18
Community Grants Reserve	128	-	-	128
Insurance Fluctuation Reserve	591	100	-	691
WHS & Risk/Injury Management Reserve	482	-	-	482
Planning Proposal Reserve	262	-	-	262
Workers Compensation Reserve	3,000	-	-	3,000
Heritage Reserve	342	-	-	342
Legal Reserve	492	100	-	592
Information Technology Reserve*	2,595	445	-	3,040
<b>TOTAL OPERATIONAL RESERVES</b>	<b>33,167</b>	<b>1,005</b>	<b>0</b>	<b>34,172</b>
Asset Replacement Reserve*	8,350	7,430	-4,025	11,754
Plant Replacement Reserve	7,269	4,613	-4,653	7,229
Investment Property Reserve	17,616	134	-16	17,734
Ryde Central Reserve	8,677	-	-	8,677
Accommodation Reserve	10,917	2,214	-2,214	10,917
Synthetic Sports Surface Reserve	1,443	371	-231	1,583
Transport & Pedestrian Initiatives MP Reserve	241	-	-	241
Affordable Housing Reserve	2,545	780	-245	3,079
Asset Expansion Reserve	3,365	-	-1,812	1,553
Revolving Energy Reserve	129	-	-	129
Ryde Aquatic Leisure Centre Reserve*	1,000	750	-	1,750
<b>TOTAL ASSET RELATED RESERVES</b>	<b>61,552</b>	<b>16,292</b>	<b>-13,196</b>	<b>64,646</b>
<b>TOTAL INTERNAL RESERVES</b>	<b>94,719</b>	<b>17,297</b>	<b>-13,196</b>	<b>98,818</b>

### **ITEM 3 (continued)**

It is proposed to transfer additional funding on an ongoing basis to Information Technology and Assets Replacement Reserve to ensure funding is available in the future in response to any industry and market changes. In addition, Ryde Aquatic Leisure Centre (RALC) Reserve was reinstated a couple of years ago, as RALC is a valuable community asset and has been maintained to a standard appropriate for its age and operational profile. To mitigate future financial risk in terms of asset renewal for RALC, it is intended that a dedicated reserve is put in place to ensure adequate funds are available to maximise the life and operational efficiency of the asset.

#### **Fees and Charges:**

Council's Fees and Charges in FY25/26 account for 9% of council's total operating income.

In preparing the Fees and Charges for FY2025/26, a default increase of 6.7% was applied to most non statutory fees and charges apart from the RALC which competes directly with other aquatic centres in neighboring councils and as such has increased prices by a more moderate 2.9%. Fees were then benchmarked against neighboring Councils and fees were either increased further or decreased based on this market analysis. Income generated from Fees and Charges is a function of both price and demand and Council aims to set fees in order to recover the cost of providing these services.

It is important to note that changes in legislation made by the State Government, primarily relating to Planning and Development matters, may result in a change in how fees and charges may be levied in the future.

#### **Long Term Financial Plan:**

Each council must prepare and adopt a 10 year Long Term Financial Plan (LTFP). This plan must be used to inform decision making and due regard must be given to promoting the financial sustainability of Council.

The LTFP is a tool aimed at assisting decision-making and forecasting Council's future financial position. It is not intended to be set in stone – it is a guide for future action. The modelling that occurs as part of this plan will attempt to help Council to mitigate any future financial risks and ensure prudent long term financial planning. It will also provide an opportunity for Council to identify financial issues at an earlier stage and gauge the effect of these issues in the longer term.

Council's LTFP has been reviewed and updated as a rolling 10-year financial projection. This 10 year projection will be undertaken as part of the Draft Budget cycle each year and when required.

### **ITEM 3 (continued)**

The LTFP must include:

- Projected income and expenditure, balance sheet and cashflow statement;
- The planning assumptions used to develop the Plan, “the Planning Assumptions Statement”
- Sensitivity analysis highlighting factors/assumptions most likely to affect the Plan;
- Financial modelling for different scenarios; and
- Methods of monitoring financial performance.

Detailed information can be found in the Long-Term Financial Plan under  
**ATTACHMENT 4 - CIRCULATED UNDE SEPARATE COVER.**

### **Financial Implications**

The Draft Budget FY25/26 will ensure that Council remains in a satisfactory financial position and projects a Net Operating Surplus of \$31.9m, and \$4.66m before Capital Grants and Contributions. It is projected that unrestricted cash will reduce by \$0.5m from FY2024/25 to \$8.0m. The unrestricted cash will be increased above this level if there is sufficient savings through the financial year.

### **Conclusion**

The Draft 2025-2029 Delivery Program, Draft 2025-2035 LTFP, Draft 2025-2026 Operational Plan including Fees and Charges has been developed using prudent financial management principles and assumptions.

A key feature of the Draft 2025-2029 Delivery Program and 2025-2026 Operational Plan is that all existing services and service levels are maintained and are aligned with the aspirational targets outlined in Council’s Community Strategic Plan.

### **Workforce Management Strategy (WMS):**

Under Section 403 of the Local Government Act 1993, as part of the Integrated Planning and Reporting (“IP&R”) framework introduced in 2009 and revised in September 2021, a council must develop and endorse a Workforce Management Strategy (WMS) to address the human resourcing requirements of Council’s Four-Year Delivery Program and One-Year Operational Plan.

The Workforce Management Strategy (WMS) is a statutory document required under the Integrated Planning and Reporting (IP&R) framework and legislative requirements. Combined with the Long-Term Financial Plan (LTFP) led by Finance and Strategic Asset Management Plan (SAMP) led by City Fabric, the WMS led by People and Culture, forms jointly to make up the Resourcing Strategy (RS).

### ITEM 3 (continued)

The RS outlines the provision and allocation of the resources required (time, money, assets, and people) to perform the Council's functions and deliver the strategic outcomes identified in the draft Community Strategic Plan – Ryde to 2035.

As part of the overarching Resourcing Strategy, the WMS seeks to proactively manage how the City of Ryde shapes the capacity and capability of the workforce to deliver the work committed to within the Four-Year Delivery Program and One-Year Operational Plan. It seeks to ensure the resources employed by the Council are available in the right place, at the right time, using the right skills to deliver the priorities, strategies, actions, and projects identified in our Four-Year Delivery program and One-Year Operational Plan.

It ensures that we can effectively deliver essential services, adapt to changing community needs and optimise resources for future sustainability by:

- improving service delivery, through ensuring the organisation has the right talent to meet community or business needs
- enhanced efficiency, by reducing skill shortages, overstaffing and unnecessary costs
- supporting business growth, by aligning workforce capabilities with long-term goals
- fostering employee development, by helping to retain skilled employees through training and career planning
- ensuring compliance, by helping the City of Ryde meet legal and regulatory requirements.

The WMS presents the challenges, opportunities, and strategies that will guide the Council's workforce management from 2025 to 2029, providing a solid foundation for long-term workforce and resourcing strategies.

A review has been undertaken through internal consultation and comparative review with 'best practice' examples from other local Councils. Substantial improvements have been built into the new draft Workforce Management Strategy (WMS) to contemporise the information, draw leading practices from other peers in local government, and will supersede the Workforce Plan 2018 – 2022.

The WMS will continue to evolve and be updated regularly by People and Culture to reflect any significant decisions that impact resources, resource allocation, and levels of service.

This will include the current proposed new organisational structure that is being considered to strengthen partnerships with the NSW Government to meet development approval targets, support sustainable housing growth, enhance support for businesses, advance sustainability initiatives, invest in sustainable transport, and foster inclusion and multiculturalism.

### ITEM 3 (continued)

#### Strategic Asset Management Plan (SAMP)

This Strategic Asset Management Plan (SAMP) takes the organisational objectives in Council's Community Strategic Plan, develops the asset management objectives, principles, framework, and strategies required to achieve City of Ryde's strategic objectives. Our aim is to provide the services needed by the community in a financial sustainable manner and managing future demands. Achieving financial sustainability requires balancing service levels and performance with cost, risk, and desired states of assets.

To manage these infrastructure assets effectively, City of Ryde has considered:

- The existing network: how this is performing and whether this meets the desired levels of services.
- Whether we should expand the asset network through new projects
- How projects are prioritised within Council's financial capacity
- When the existing assets should be renewed, upgraded/expanded.
- How/when they should be maintained
- How budgets are allocated
- How asset data is collected and used for works planning.

The Total Gross Replacement Cost (GRC) of the City of Ryde's assets are valued at more than \$1.5 Billion. This includes asset classes such as Roads, Stormwater Drainage, Bridges, Buildings, Open Space/Recreational Assets, Footpath and Cycleways, Kerb and Gutter, and Foreshore Assets.

The plan summarises activities, asset management improvement tasks and expenditure projections for individual class to achieve asset management objectives and providing desired levels of services from infrastructure assets. City of Ryde is the custodian of an extensive portfolio of infrastructure, non-infrastructure, community, and operational assets to deliver required services to the community.

Council is strongly committed to delivering high quality assets and services to the community and complying with its legislative requirements. Through the implementation of this Strategy Council aims to deliver:

- **Outcome focused asset management:** Improved services and assets optimising resources through appropriately aligning future services and assets.
- **Informed decision making:** A comprehensive understanding of the nature and condition of our assets and the effects our actions have on them.
- **Sustainable lifecycle management:** A key set of actions that will allow us to manage the provision of these assets into the future at lowest long-term cost.

### ITEM 3 (continued)

- **Prioritised maintenance:** Being able to assign appropriate levels of funding for operational actions for each asset group in line with service levels outlines in Council's Community Strategic Plan (CSP).
- **Understanding limitations:** Being able to clearly define the service levels that can be delivered with the resources available.

### Councillor Engagement

The following workshops were conducted with Councillors in the formulation of the Budget and review of minimum rates:

- Draft Budget Assumptions - 02 Feb 2025
- Draft Budget and Minimum Rates - 18 Mar 2025

### Timetable and Public Consultation

The following timetable is proposed in respect of Council's consideration of the Draft Plans:

Date	Action
29 April 2025	Consideration by Council of Draft Plans for Public Exhibition.
1 May 2025	Commencement of Public Exhibition period of Draft Plans.
1 June 2025	Completion of Public Exhibition of the Draft Plans and Closing date for receipt of all public submissions
24 June 2025	Consideration by Council of public submissions on Draft Plans and amendments. Draft Plans for consideration and adoption, including the setting of rates, fees and charges for 2025/26.

The following consultation / advertisement is proposed to promote Council's Draft Plans.

- Public notification in the Weekly Times of Draft Plans on 7 May 2025.
- Public exhibition of Draft Plans between 1 May 2025 and 1 June 2025.
- Draft Plans will be available for viewing on Council's website.



#### **4 DRAFT COMMUNITY STRATEGIC PLAN AND DRAFT COMMUNITY ENGAGEMENT STRATEGY - PUBLIC EXHIBITION**

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**Report prepared by:** Manager - Business Strategy and Innovation  
**File No.:** GRP/25/8 - BP25/171

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##### **REPORT SUMMARY**

All local councils across the state are required to plan and report in line with the NSW Office of Local Government's Integrated Planning and Reporting (IP&R) framework.

The Community Strategic Plan (CSP) and Community Engagement Strategy (CES) are two of the statutory documents required under the Integrated Planning and Reporting (IP&R) framework and legislative requirements.

The CSP is developed on behalf of the community to articulate their collective vision, aspirations, objectives, and priorities for the future and describe the strategic pathways to achieve the City of Ryde's seven strategic outcomes covering a minimum timeframe of 10 years. It is the highest-level of strategic planning undertaken by the Council and sits above and guides all other Council plans and strategies.

The CES outlines the approach and guiding principles for ensuring that our community and relevant stakeholder groups have an opportunity to meaningfully have their say and participate in the development of the Council's key strategies, policies, programs, and plans.

In accordance with the provisions of the *Local Government Act 1993* and *Local Government (General) Regulation 2021* pertaining to local government elections, the Council has refreshed and developed the draft Community Strategic Plan – Ryde to 2035 (**ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER**) and the draft Community Engagement Strategy (**ATTACHMENT 2 – CIRCULATED UNDER SEPARATE COVER**) for this term of council.

The draft CSP and CES must be placed on public exhibition for at least 28 days.

The final versions of the CSP and CES, incorporating community feedback will be submitted to the Council for adoption at its meeting of 24 June 2025.

##### **RECOMMENDATION:**

- (a) That Council receives and notes the draft Community Strategic Plan – Ryde to 2035 and draft Community Engagement Strategy as provided in ATTACHMENTS 1 and 2.
- (b) That Council notes that extensive community engagement and a wide range of research methods were conducted to seek our community's valuable feedback and input as provided in ATTACHMENT 3.

**ITEM 4 (continued)**

- (c) That Council, in accordance with legislative requirements, endorses for public exhibition the draft Community Strategic Plan – Ryde to 2035 and draft Community Engagement Strategy for a period of 32 days from 1 May 2025 to 1 June 2025 (inclusive).

**ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER**

- 1** Draft City of Ryde Community Strategic Plan - Public Exhibition April 2025
- 2** Draft City of Ryde Community Engagement Strategy - Public Exhibition April 2025
- 3** Community Engagement Methodology (Community Strategic Plan) - Final Report

Report Prepared By:

**Benjamin Tso**  
**Manager - Business Strategy and Innovation**

Report Approved By:

**Wayne Rylands**  
**Chief Executive Officer**

## ITEM 4 (continued)

### Discussion

As detailed within the Office of Local Government (OLG) Integrated Planning and Reporting Guidelines for Local Government in NSW, September 2021, after an ordinary election, the Council is required to review, refresh, and prepare the Community Strategic Plan (CSP) and Community Engagement Strategy (CES).

The CSP must be placed on public exhibition for at least 28 days and then adopted by Council the plan and strategy, before 30 June in the year following an ordinary election of Council (by Monday 30 June 2025).

### Community Strategic Plan – Ryde 2025 to 2035

Under Section 402 of the *Local Government Act 1993* (LG Act), as part of the Integrated Planning and Reporting (“IP&R”) framework introduced in 2009 and revised in September 2021, a council must prepare and develop the highest-level of strategic plan that sits above and guides all other Council plans and strategies called its ‘Community Strategic Plan (CSP)’.

The CSP is developed on behalf of the community to articulate their collective vision, aspirations, objectives, and priorities for the future and describe the strategic pathways to achieve the City of Ryde’s seven strategic outcomes covering a minimum timeframe of 10 years.

A comprehensive review has been undertaken through both internal and external research, community engagement and consultation, and comparative review with ‘best practice’ examples from other local councils. Substantial improvements have been built into the new draft CSP to contemporise the information, improve alignment with OLG CSP standards and requirements, and will supersede the ‘Our Vision for Ryde 2028 Community Strategic Plan’.

### Community Engagement on the CSP

The draft ‘Community Strategic Plan – Ryde to 2035’ was developed following the election of the new City of Ryde Council in 2024 and guided by the Community Engagement Strategy (CES).

Council deployed a wide range of research and engagement methods with the diverse community to seek their valuable feedback and input, in this way, both strategic planning and decision-making are informed and guided through an evidence base approach, and the representative views of the community is captured holistically.

The detailed community and stakeholder engagement approach and methodology are provided in Community Engagement Methodology Report - Community Strategic Plan 2035 – February 2025 (**ATTACHMENT 3 – CIRCULATED UNDER SEPARATE COVER**).

#### **ITEM 4 (continued)**

To understand our community's needs and aspirations for the future, we used a range of digital, print and face-to-face communications to raise awareness and gather feedback.

To understand community priorities and identify quality of life indicators, gain insights into our community's overall level of satisfaction with Council, and explore their support for our vision statement – The place to be for lifestyle and opportunity at your doorstep – we commissioned an independent research agency to undertake a phone survey with a representative sample of our community.

To enhance inclusion in the engagement process, we undertook tailored engagement activities with school and university students, disability communities and 'Culturally and Linguistically Diverse' (CALD) communities.

The extensive community engagement was co-led by Business Strategy and Innovation and Communications and Engagement teams, potentially reaching an audience of more than 120,000 and received over 1,688 direct responses during the period from August 2024 to February 2025.

We invited our community's contribution in refreshing the CSP to ensure that the vision, seven strategic outcomes, and priorities continue to reflect our community and guide our next Four-Year Delivery Program and One-Year Operational Plan.

The 'Have Your Say' period was open from Monday 30 September 2024 to Sunday 2 February 2025 during which our community could provide feedback via the online survey, online submission form, email, post, by attending the Community Engagement stall at the Granny Smith Festival or at one of the pop-up sessions (Ryde Small Business Month, Macquarie University, West Ryde Station, and Ryde Wharf Market).

The 'Have Your Say' was promoted through: City of Ryde's Have Your Say webpage; flyers available at pop-up sessions, libraries, and various events; posters at Council venues; social media; and listings in the local newspaper and the Your City News e-newsletter.

A range of feedback and submissions were received through various channels. There were 413 online survey submissions, 23 online submission forms, 613 comments received at the Granny Smith Festival, and 145 comments at the Macquarie University pop-up session.

Prior to the Have Your Say period, 503 phone surveys with City of Ryde residents were conducted by an external research agency to seek community feedback on Council services and the CSP outcomes. Also, the Council engaged an external consultant to support the disability community service providers, to collect data on the CSP and consulted with a total of 40 people with disability, family, carers, and support staff.

#### **ITEM 4 (continued)**

This aimed to achieve a more demographically representative sample base. The results of this survey were used to inform some of the options available in the online survey.

Internal engagement on the CSP also occurred via workshops with Councillors, Council's leadership teams and staff.

Over the seven-months period, more than 1,688 residents, visitors, workers, service providers, elected representatives at all levels of government, local businesses and community groups responded with hundreds of future-shaping insights.

All findings and feedback were instrumental in understanding our community's priorities and how they view their quality of life. The valuable community feedback has been synthesised and guided the development of the draft Community Strategic Plan, Four-Year Delivery Program, and One-Year Operational Plan.

#### **Community Engagement Strategy (CES)**

Under Section 402A of the Local Government Act 1993, as part of the Integrated Planning and Reporting ("IP&R") framework introduced in 2009 and revised in September 2021, a council must prepare, establish, and implement a strategy for engagement with the local community called its 'Community Engagement Strategy (CES)'.

The CES outlines the Council's commitment to undertake community engagement for a range of key activities including policy and strategy development and key projects. It includes the approach and guiding principles for ensuring that our community and relevant stakeholder groups have an opportunity to have their say in a meaningful way and participate in the development of the Council's key strategies, policies, programs, and plans.

Council's CES reflects the Office of Local Government's (OLG) requirements and best practices, with an approach based on the social justice principles of access, equity, participation, and rights, and includes key tenets such as the International Association of Public Participation (IAP2) Public Participation Spectrum, and definitions of levels of impact and engagement methods as well as timeframes as defined by the Act.

The CES guides and supports the development of all Council strategies, policies, programs, plans, and key activities – including those relating to Integrated Planning and Reporting (IP&R), as well as strategic plans and programs required under other legislation. It confirms the level of engagement required and that appropriate engagement occurs with residents, our working community, businesses, state agencies, and non-government organisations to support the community's involvement in the strategic planning process and the creation of plans that represent the aspirations and diversity of needs of the local community.

#### **ITEM 4 (continued)**

As a minimum, the CES must identify relevant stakeholder groups within the community and outline the engagement methods that will be used to ensure that they have an opportunity to contribute to the development of key plans and policies that shape the future of the City.

A comprehensive review has been undertaken through internal consultation and comparative review with 'best practice' examples from other local Councils. Substantial improvement has been built into the new draft Community Engagement Strategy (CES).

As required under the Act, the draft CES was first presented, reviewed, and noted by the Council at the Council meeting on 10 December 2024, within three months of the election of the incoming Council.

After notation by Council, and as part of the broader review of the Integrated Planning and Reporting (IPR) requirements, both the draft Community Strategic Plan – Ryde to 2035 and draft Community Engagement Strategy will be placed on public exhibition.

#### **Financial Implications**

The endorsement of the recommendation(s) will have no financial impact.

The financial costs related to the refresh of the new suite of Integrated Planning and Reporting (IP&R) documents in alignment with OLG's standards and requirements have been budgeted for in FY24/25.



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**5 2025 NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT -  
National Convention Centre, Canberra - 24 to 27 June 2025**

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**Report prepared by:** Acting Civic Support Officer  
**File No.:** CLR/25/12/2 - BP25/242

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**REPORT SUMMARY**

The National General Assembly of Local Government will be held at the National Convention Centre in Canberra from Tuesday, 24 June 2025 to Friday, 27 June 2025.

This report is presented to Council for its consideration of the Mayor (or his nominee) in addition to the Chief Executive Officer (and/or his delegates) and other interested Councillor/s to attend the Assembly.

**RECOMMENDATION:**

- (a) That Council consider the attendance of the Mayor (or his nominee) in addition to the Chief Executive Officer (and/or his delegates) and other interested Councillor/s at the National General Assembly to be held in Canberra from Tuesday, 24 June 2025 to Friday, 27 June 2025.
- (b) That Council nominate the Mayor (or his nominee) to be the voting delegate to represent the City of Ryde during debates on Motions presented to the Assembly.
- (c) That Council determine whether other Councillors are to attend, and if so, who are to be the nominated participants.

**ATTACHMENTS**

- 1 2025 National General Assembly - Program
- 2 Councillor Expenses and Facilities Policy

Report Prepared By:

**Amy Woodhams**  
**Acting Civic Support Officer**

Report Approved By:

**Graham Humphreys**  
**Manager - Business Assurance and Governance**

**Wayne Rylands**  
**Chief Executive Officer**

## ITEM 5 (continued)

### Discussion

#### Conference

The 2025 National General Assembly of Local Government will meet from Tuesday, 24 June 2025 to Friday, 27 June 2025 at the National Convention Centre in Canberra. The Assembly will be hosted by the Australian Local Government Association (ALGA).

The theme of the Assembly this year is “*National Priorities Need Local Solutions*”. The National General Assembly aims to explore the critical importance of trust in governments, between governments, its institutions, and its citizens. This trust is a fundamental building block of our nation’s democracy. A Program regarding the Conference is provided for in **ATTACHMENT 1**.

Previously, the Mayor (or his nominee) and the Chief Executive Officer (and/or his nominees) have attended the Assembly.

A notice was placed in the Councillor Information Bulletin dated 15 April 2025 inviting Councillors to indicate their interest to attend the Assembly. As a result, no expressions of interest were received from Councillors in relation to attending the Assembly.

In determining Councillor attendance to the Assembly, Council is required to nominate one voting delegate to represent the City of Ryde during debates on Motions presented to the Assembly. This report recommends the Mayor (or his nominee) to be Council’s voting delegate.

### Financial Implications

The following is a summary of costs that would be incurred per person to attend the Assembly:-

- Registration: \$979 (Early Bird Rate – before 23 May 2025)
- Travel to Canberra: Approximately \$450 return via car or \$800 return flight
- Accommodation for four (4) nights: Approximately \$800

In addition to the above summary, it is anticipated that additional costs for incidentals, meals and taxi fares would also be incurred. This will be determined after the Conference.

The total cost for attending this Conference (in person) is approximately \$2579 (excluding meals, incidentals and taxi fare charges).

*It should be noted that in accordance with the Councillor Expenses and Facilities Policy, Council will not meet any costs incurred in relation to attending the National General Assembly of Local Government Conference.*

**ITEM 5 (continued)**

**Policy Implications**

There is no policy implication through adoption of the recommendation. The Councillor Expenses and Facilities Policy sets out the entitlements for Councillors attending such Conferences set out in **ATTACHMENT 2**.

**ITEM 5 (continued)**

**ATTACHMENT 1**



ITEM 5 (continued)

ATTACHMENT 1

# 2025 PARTNERS

## Foundation Partners



## Major Partners



## Event Sponsor



## Featured Exhibitor



**ITEM 5 (continued)**

**ATTACHMENT 1**

## PRESIDENT WELCOME



Dear Colleagues,

It is my pleasure to invite you to attend ALGA's 31st National General Assembly (NGA) of Local Government in Canberra from 24-27 June.

The theme of this year's event will be "National Priorities Need Local Solutions", focusing on the important role we all play delivering local place-based initiatives that help address our nation's big challenges.

Of course, we can't deliver on this promise without sustainable funding, and ALGA continues to advocate to the federal government for a significant increase in untied, formula-based funding for all councils.

This year's NGA will once again feature concurrent "listening sessions", offering in-depth engagement on four key national issues: emergency management, safer roads, housing and community infrastructure, and local government jobs and skills.

Following the federal election, NGA 2025 will provide a great opportunity to help shape a new government or refocus a returned government on the needs of councils across Australia.

On the final day of the NGA we will hold Ministerial Engagement Forums, which will allow us to engage directly with the federal government on the policies, support and funding we collectively need.

One of the highlights of every NGA is the debate on motions, where your councils bring key issues for local government to the national stage.

I look forward to hearing your council's motions, and discussing the challenges and opportunities for our communities.

I am excited to invite you to attend this year's NGA, and hope to see you in Canberra in June.

Yours sincerely,

Matt Burnett, President  
Australian Local Government Association



**ITEM 5 (continued)**

**ATTACHMENT 1**

# **NGA 2025**

## **Provisional Program**

### **New NGA Program Format**

After the success of the new format in 2024, this year's NGA will feature the same changes to the sessions and breaks. Sessions have been extended in length to allow extra time for questions and answers. Break times are two 60 minute breaks on each day. These changes provide delegates greater value through better opportunities to ask questions in presentations, as well as more time to visit the exhibition hall, or conduct meetings during meal breaks.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**TUESDAY 24 JUNE  
REGIONAL FORUM**

8.00am	Registrations Open
9.00am - 5.00pm	Regional Forum (Additional registration required)
5.00pm - 7.00pm	National General Assembly Welcome Reception & Exhibition Opening

**WEDNESDAY 25 JUNE  
NATIONAL GENERAL ASSEMBLY**

8.00am	Registrations Open
9.00am	MC Welcome and Introduction Welcome to Country Governor-General of the Commonwealth of Australia (invited)
9.40am	Minister Address - TBC
10.00am	Leader of the Opposition Address - TBC
10.20am	ALGA President's Address Mayor Matt Burnett, ALGA President
<b>11.00AM</b>	<b>MEAL BREAK ONE</b>
12.00pm	Australia and the New Geo Economic Landscape
1.00pm	From Big Picture to Local Action Jason Clarke
<b>2.00PM</b>	<b>MEAL BREAK TWO</b>
3.00pm	Debate on Motions
5.00pm	Close of day one

**THURSDAY 26 JUNE  
NATIONAL GENERAL ASSEMBLY**

9.00am	Adapting Together: Local Government Leadership in a Changing Climate Presented by ALGA, Nations Partners & Ricardo
10.00am	AI for Society: Shaping a Better Tomorrow Stephen Scheeler
<b>11.00AM</b>	<b>MEAL BREAK ONE</b>
12.00pm - 2.00pm	Concurrent Listening Sessions
	Emergency Management: Capability and Capacity <i>Sponsored by JLT &amp; Telstra</i>
	Safer Roads <i>Sponsored by Hyundai</i>
	Housing and Community Infrastructure <i>Sponsored by Novoplan</i>
	Local Government Jobs and Skills <i>Sponsored by KPMG</i>
<b>2.00PM</b>	<b>MEAL BREAK TWO</b>
3.00pm	Debate on Motions
7.00pm	General Assembly Dinner Great Hall, Australian Parliament House

**FRIDAY 27 JUNE  
MINISTERIAL ENGAGEMENT FORUM**

8.00am	Registrations Open
9.00am	National Priorities Need Local Solutions - Ministerial Engagement Forums
10.30am	<b>MORNING TEA</b>
11.30am	National Priorities Need Local Solutions - Ministerial Engagement Forums continued
1.00pm	<b>LUNCH</b>



**ITEM 5 (continued)**

**ATTACHMENT 1**

# REGIONAL FORUM 2025

## PROVISIONAL PROGRAM

8.00am	REGISTRATIONS OPEN
9.00am	<b>ALGA President Opening Address</b> Matt Burnett, ALGA President <b>Welcome to Country</b> Paul Girrawah House, Ngambri-Ngunnawal Custodian
9.15am	<b>Minister Address - TBC</b>
9.30am	<b>Shadow Minister Address - TBC</b>
9.45am	<b>NBN Forum Partner Address</b>
10.10am	<b>State of the Regions</b> Bernard Salt AM
11.10am	<b>MORNING TEA</b>
11.40am	<b>Driving Efficiency through Technology</b>
12.30pm	<b>LUNCH</b>
1.30pm	<b>Creating Vibrant Communities - Sharing Issues and Ideas</b>
3.00pm	<b>AFTERNOON TEA</b>
3.30pm	<b>Better Mental Health in Regional Communities</b> Prof Jenny May AM, National Rural Health Commissioner
4.20pm	<b>Building a Stronger and Safer Network: The Future of Regional Road Infrastructure</b> Kenn Beer, Principal Engineer, Safe System Solutions



### KENN BEER

Principal Engineer, Safe System Solutions

Kenn is a Registered Professional Engineer, accredited Senior Road Safety Auditor, transport planner, trainer and assessor. He has over 20 years' experience in road safety engineering, planning, policy and strategy development.

Kenn is one of Australia's most active Safe System practitioners and trainers, and has delivered many diverse projects, including: safety strategies for local and state government; business cases for TAC; Road Safety Audits and Safe System Assessments. Kenn was co-lead for the 2020 update to the Austroads Guide to Road Safety series.

Kenn Beer will lead Australia's pathway to Vision Zero – zero deaths, or serious injuries – on Australia's roads by 2050.



### PROFESSOR JENNY MAY AM

National Rural Health Commissioner

Professor Jenny May AM has been passionate about rural health since her first rural medical student placement in 1980 and then as a trainee rural doctor at Tamworth Hospital in 1985.

Professor May's vast and extensive knowledge working across Australia and internationally has provided multiple opportunities to contribute through research on health workforce matters. She now calls Tamworth home and has had the incredible privilege to live and work with her doctor husband and family in a number of remote and regional locations.

Professor May holds fellowships with RACGP and ACRRM and has extensive experience in clinical practice, research, education and rural health advocacy. In 2016 she was awarded a Member of the Order of Australia (AM) for significant service to community health in rural and regional areas, as a general practitioner, member of professional medical groups, and as an educator.

With over 35 years of working and supporting rural, regional and remote health care, her appointment as the third National Rural Health Commissioner has been widely welcomed.



### BERNARD SALT AM

Founder, Demographics Group

Bernard Salt AM is widely regarded as one of Australia's leading social commentators. He has written six popular best-selling books, hosted a TV show on SkyNEWS Business called "The Next Five Years" and hosted a top-rated podcast called "What Happens Next".

After a 20-year career as a Partner in a global advisory firm, Bernard founded The Demographics Group to provide advice to business on demographic, social and property trends.

He is best known to the wider community for his penchant for identifying new social behaviours including "the goat's cheese curtain."

Bernard has been a columnist with The Australian newspaper for more than 20 years. His column in The Weekend Australian Magazine is highly regarded and widely read.

Bernard was awarded the Member of the Order of Australia (AM) in the 2017 Australia Day honours for his services to the Australian people via demography.

And finally, Bernard is the person responsible for popularising the phrase "smashed avocado" ... globally.

**ITEM 5 (continued)**

**ATTACHMENT 1**

## NGA 2025 INFORMATION

### SOCIAL FUNCTIONS

#### Welcome Reception & Exhibition Opening

Tuesday 24 June 2025

Venue: National Convention Centre Canberra  
The Welcome Reception will be held in the exhibition hall and foyer.

5:00pm - 7:00pm

\$55.00 per person for day delegates and guests. No charge for full registered delegates. No charge for registered accompanying partners.

Dress Code: Smart casual

#### General Assembly Dinner

Thursday 26 June 2025

Venue: Parliament House  
The dinner is being held in The Great Hall.  
7:00pm - 11:00pm

\$179.00 per person

Dress Code: Formal/Cocktail

Numbers to this dinner are strictly limited. Tickets are allocated on a first in basis.

#### General Assembly Business Sessions

Wednesday 25 June 2025 - Friday 27 June 2025

Venue: National Convention Centre Canberra  
All plenary sessions will be held in the Royal Theatre at the National Convention Centre.

Dress Code: Smart casual

#### Exhibition

Wednesday 25 June 2025 - Friday 27 June 2025

Venue: National Convention Centre Canberra

The exhibition is being held in the Exhibition Hall at the National Convention Centre.

#### Partner Tours

The partners meet at the National Convention Centre Canberra each morning to commence their tour.

**Marion High Tea & Canberra Glassworks Tour**  
Wednesday 25 June - 9.45am

The group will start the morning at 'The Marion' where guests will indulge in a Traditional High Tea. The menu includes traditional items such as pastries, scones, tea and coffee. Guests can relax and enjoy the views overlooking Lake Burley Griffin.

The next stop is the Canberra Glassworks. Here guests will take part in a workshop tour, featuring a tile demonstration that showcases the intricate craftsmanship behind glass art.

For lunch, enjoy a delicious meal at The Dock in Kingston, before heading to the last stop for the day: The Australian War Memorial. Here guests will have the opportunity to discover its new main entrance and to reflect on Australia's history and its heroes.

**Instala DIY & Museum of Australian Democracy**  
Thursday 26 June - 10:30am

Get in tune with your inner artisan during a DIY crafts session. Create a one-of-a-kind piece with perfume or candle making to take home as a souvenir.

After this creative experience, you'll enjoy a relaxing lunch at the Braddon Assembly Pub, where you can savour a delicious hearty meal.

The afternoon will conclude with a visit to the Museum of Australian Democracy at Old Parliament House (MoAD). Through the guided tour guests will be immersed in Australia's political history, gaining insights into the nation's democratic journey and their various exhibits.

### LISTENING SESSIONS

Another change to the format of the NGA last year was the inclusion of four concurrent "Listening Sessions".

These sessions were designed to provide delegates with the opportunity to engage directly with representatives from federal government departments about the issues faced by councils.

The sessions focused on four key topics: Roads and Transport, Energy Transition, Disaster Resilience and Recovery, and National Housing and Community Infrastructure.

In 2025 the "Listening Sessions" will be held on Thursday 26 June, with the topics being: **Emergency Management: Capability and Capacity, Safer Roads, Housing and Community Infrastructure and Local Government Jobs & Skills.**

## ITEM 5 (continued)

## ATTACHMENT 1

# GENERAL INFORMATION

### Privacy Disclosure

ALGA collects your personal contact information in its role as a peak body for local government. ALGA may disclose your personal contact information to the sponsors of the event for the purposes of commercial business opportunities.

If you do not consent to ALGA using and disclosing your personal contact information in this way, please tick the appropriate box on the registration form. Importantly, your name can also be included in the General Assembly List of Participants. You must tick the appropriate box on the registration form if you wish your name to appear in this list.

### Photographs

During the General Assembly there will be a contracted photographer taking photographs during the sessions and social functions. If you have your picture taken it is assumed that you are giving consent for ALGA to use the image. Images may be used for print and electronic publications.

### Coach Transfers

Daily Shuttles run to and from the National Convention Centre

Shuttle service between all General Assembly hotels (except Crowne Plaza Canberra) and the National Convention Centre will operate between 8:00am and 8:30am. Return shuttles will depart the National Convention Centre at 5:00pm.

Welcome Reception and Exhibition  
Opening - Tuesday 24 June 2025  
National Convention Centre

Coaches will collect delegates from all General Assembly hotels (except Crowne Plaza Canberra) at approximately 4:45pm. The return coaches will depart between 6.30pm - 7.00pm.

General Assembly Dinner - Thursday 26 June 2025  
The Great Hall, Parliament House

Coaches will collect delegates from all General Assembly hotels at approximately 6:15pm. A return shuttle service will operate between 10:30pm and 11:15pm.

### Car Parking

Parking for delegates is available underneath the National Convention Centre for a cost of approximately \$23.50 per day. Alternatively, voucher public parking is available 300m from the Centre at a cost of approximately \$20.00 per day. The voucher machines accept either cash or cards (Visa or MasterCard).

### Payment Procedures

Payment can be made by:

Credit card MasterCard and Visa

### Electronic Funds Transfer

Bank: Commonwealth Bank  
Branch: Woden  
BSB No: 062905  
Account No: 10097760

### ALGA ABN

31 008 613 876

### Canberra Weather in June

Winter days in Canberra are characterised by clear sunny skies but the days are cool at around 11-15°C and temperatures do drop to 0°C on average in the evenings, so be sure to bring a warm jacket.

Mornings can be foggy so keep this in mind when booking flights. It is best to avoid early arrivals or departures in case of delays due to fog.

## CANCELLATION POLICY

### STANDARD REGISTRATION TERMS

An administration charge of \$110.00 will be made to any participant cancelling before Friday 23 May 2025. Cancellations received after Friday 23 May 2025 will be required to pay full registration fees. However, if you are unable to attend, substitutes are welcome at no additional cost

By submitting your registration you agree to the terms of the cancellation policy.

### Substitutions

As with all ALGA events, substitutions are allowed for delegates. Please notify the conference organisers in writing if substitutions are required.

No refund will be available to no shows.

### ACCOMMODATION TERMS

All cancellations or amendments must be made in writing to Conference Co-ordinators and will be acknowledged by email.

All rooms cancelled 30 day prior to check-in will be charged the full amount unless the room can be resold.

You are required to pay for your full accommodation account and any incidental expenses incurred during your stay when checking in to the hotel.

No refund will be available to no shows.



ITEM 5 (continued)

ATTACHMENT 1

## KEYNOTE SPEAKERS



**STEPHEN SCHEELER**

Stephen Scheeler is Australia's most authoritative voice on A.I., technology, disruption and leadership.

He is the former Facebook CEO for Australia and New Zealand, where he guided Facebook's rise from quirky start up to media and technology titan. Working with Mark Zuckerberg and Facebook's Silicon Valley leaders, his tenure at Facebook saw the ANZ business – including Instagram, Messenger and WhatsApp – become one of the most successful Facebook markets in the world.

Today, he is founder of The Digital CEO, Senior Advisor to McKinsey & Company, and Executive-in-Residence at the Australian Graduate School of Management. He is also co-founder and CEO of Omniscient – the world leader in using A.I. to decode the human brain. Omniscient is often called "the OpenAI of the brain".

As a speaker, Stephen has appeared on the highest-profile keynote stages – including TEDx and SxSW Austin. He has spoken to or advised the likes of Google, PwC, EY, Deloitte, Westpac, Macquarie Bank, Citibank, Mastercard, American Express, Toyota, Oracle, Telstra, Seek, Qantas and the Australian Government.

He is a frequent media commentator on data, A.I., technology and the future of business & society, and a member of the Australian Prime Minister's Knowledge Nation 100, top innovation leaders in Australia.



**JASON CLARKE**

Since achieving the lowest Year 12 score in the history of his school in 1977, Jason Clarke has been an exhibition designer, a script writer, commercial event and film producer and for a while, Creative Director of Australia's largest multi-media production company. He's staged Shakespeare, grand opera, experimental avantgarde theatre and even designed a dolphin show for a major marine park.

He's developed and taught courses in Logic, Problem Solving and Innovation for Melbourne Business School, Mt Eliza Business School, the Australian School of Entrepreneurship, the Stern Business School of New York and the Ben Gurion Business School of Israel.

But since 2000 he's been a freelance thinker-for-hire, offering creative and lateral thinking services for organisations struggling to embrace innovation and change.

His clients include just about every kind of enterprise, from plucky little start-ups to national and global corporations, from communities and not-for-profits to State and Local Governments. Today he's a regular international speaker and one of the most sought-after creative minds in Australia.

But he'll tell you he's just a Plumber of the Mind, the guy you go to when your head gets clogged.

**ITEM 5 (continued)**

**ATTACHMENT 1**

# REGISTRATION INFORMATION

Registration form available at [NGA25.COM.AU](https://nga25.com.au)

## GENERAL ASSEMBLY REGISTRATION

- Attendance to all General Assembly sessions
- Meal breaks as per the General Assembly program
- One ticket to the Welcome Reception & Exhibition Opening
- General Assembly satchel and materials

Early Bird Payment recieved by Friday 30 May 2025	\$979.00
Late Payment recieved after Friday 30 May 2025	\$1,099.00

## DAY REGISTRATION FEES

- Attendance to all General Assembly sessions on the day of registration
- Meal breaks as per the General Assembly program
- One ticket to the Welcome Reception & Exhibition Opening
- General Assembly satchel and materials

Wednesday 25 June 2025	\$529.00
Thursday 26 June 2025	\$529.00
Friday 27 June 2025	\$329.00

## TUESDAY REGIONAL FORUM REGISTRATION FEES

- Attendance to all Regional Forum sessions
- Meal breaks as per the Regional Forum program

Forum Only Tuesday 24 June 2025	\$479.00
Regional Forum NGA Delegate Discount	\$279.00

## ACCOMPANYING PARTNER REGISTRATION FEES

- 1 ticket to the Welcome Reception & Exhibition Opening
- Day tour Wednesday 25 June 2025
- Day tour Thursday 26 June 2025

Partner Registration Fee	\$335.00
--------------------------	----------

All amounts include GST



**ITEM 5 (continued)**

**ATTACHMENT 1**

## 2025 NGA Conference Hotels

### **A by Adina**

1 Constitution Avenue, Canberra

A by Adina Canberra is the newest hotel to Canberra which is located on Constitution Avenue only a 5-minute walk from the National Convention Centre.

The hotel combines spacious apartment living with 24-hour reception, room service, service provided by knowledgeable concierges and a well-equipped gym.

A new dining district is also newly constructed in the immediate area.

All rooms have a king bed and the studios offer a twin option of two singles beds.

Studio Rooms: \$260 per night  
— Single/twin/double

1 Bedroom Apartments: \$290 per night  
— Single/double

### **Adina Serviced Apartments**

79 Northbourne Avenue, Canberra

Adina Serviced Apartments Canberra James Court (formerly Medina) is located in the heart of the city on Northbourne Ave. offering contemporary spacious one bedroom apartments. Each apartment features a fully-equipped kitchen, in-room laundry and modern conveniences including flat screen TVs and free WiFi, outdoor pool, sauna, gym, spa and undercover parking on site (\$20/day). The hotel is approximately a 20-minute walk from the National Convention Centre.

1 Bedroom Apartments: \$230 per night  
— Single

### **Avenue Hotel**

80 Northbourne Avenue, Canberra

The Avenue Hotel is one of the only 5 star options in the Canberra city and offers guests both studio and apartment style rooms. The hotel is a 15-20 minute walk from the Convention Centre.

The apartments have a fully functioning kitchen. Twin option at the hotel consists of two king singles.

Superior King Rooms \$315 per night  
— Single/twin/double

1 Bedroom Apartments \$345 per night  
— Single/double

### **Crowne Plaza**

1 Binara Street, Canberra

The Crowne Plaza is adjacent to the Convention Centre and only a short walk from restaurants, bars and the main shopping district.

Twin option at the hotel consists of two double beds.

City View Room \$367 per night  
— Single/twin/double

Park View Room \$412 per night  
— Single/twin/double

### **Mantra on Northbourne**

84 Northbourne Avenue, Canberra

Mantra on Northbourne is centrally located within the CBD and approximately a 15-20 minute walk from the National Convention Centre. The hotel features underground parking (for a fee), a 24 hour reception, a heated indoor pool, sauna and a fully-equipped gymnasium.

All apartments offer one king bed, individually controlled air-conditioning, WiFi (for a fee), pay per view movies, mini bar, tea/coffee making facilities, a separate lounge and dining area, kitchen and a fully equipped laundry.

1 Bedroom Apartments: \$219 per night  
— Single/double

### **Nesuto Apartments**

2 Akuna Street, Canberra

Located in the heart of Canberra's CBD, the Nesuto Apartments is only a five-minute walk from the National Convention Centre. The one-bedroom apartments also offer a separate lounge/dining area.

Twin option at the hotel consists of two single beds. Additional costs will apply if more than two guests are within the one room.

Studio Apartment \$285 per night  
— Single/twin/double

1 Bedroom Apartments \$305 per night  
— Single/twin/double

### **Qt Hotel**

1 London Circuit, Canberra

The Qt Hotel is a modern hotel with boutique style furnishings, central to the city and a 10-minute walk to the National Convention Centre.

Twin option at the hotel consists of two single beds.

King Room \$239 per night  
— Single/twin/double

Superior King Room \$259 per night  
— Single/twin/double

### **The Sebel Canberra Civic**

197 London Circuit, Canberra

The Sebel Canberra Civic is one of Canberra's newest hotels which opened in June 2019 and is just a 7-minute walk from the National Convention Centre.

This property offers free WiFi throughout the hotel, a fully equipped gym, and an onsite restaurant and bar lounge.

All rooms come with a fully equipped kitchenette with Nespresso machine and dining table. Every bathroom is accessibility friendly with walk in showers.

Superior Room \$235 per night  
— Single/double

Executive Room \$265 per night  
— Single/double

**ITEM 5 (continued)**

**ATTACHMENT 1**

**Proudly brought to you by**



**ALGA**  
Australian Local  
Government Association



**ITEM 5 (continued)**

**ATTACHMENT 2**



Lifestyle and opportunity @ your doorstep



# **Councillor Expenses and Facilities Policy**

**April 2023**

**ITEM 5 (continued)**

**ATTACHMENT 2**

**Councillor Expenses  
and Facilities Policy**

*Document Version Control*

<b>Document Name:</b>	<b>Councillor Expenses and Facilities Policy</b>
<b>CM Reference WORD:</b>	D23/107446
<b>CM Reference PDF:</b>	D23/107455
<b>Document Status:</b>	Approved by Council
<b>Version Number:</b>	Version 1.4
<b>Review Date:</b>	April 2023
<b>Owner:</b>	City of Ryde
<b>Endorsed By:</b>	Council on 25 July 2023
<b>Distribution:</b>	Internal and External

*Change History*

Version	Review Date	Author	Reason for Change
1.0	August 2018	Corporate Governance	Council adopted Policy on 24 August 2018
1.1	12 April 2021	Corporate Governance	Review of the Policy and minor amendments
1.2	September 2022	Corporate Governance	Review and amendments to Policy – endorsed by Council on 27 September 2022 for public exhibition  Policy adopted by Council on 22 November 2022 following public exhibition
1.3	February 2023	Corporate Governance	Amendments to Policy following Mayoral Minute 39/22 (13 December 2022) – endorsed by Council on 28 February 2023 for public exhibition  Policy adopted by Council on 26 April 2023 following public exhibition
1.4	April 2023	Corporate Governance	Amendments made to Policy at Council meeting of 26 April 2023 and endorsed for public exhibition  Policy adopted by Council on 25 July 2023 following public exhibition

<b>Councillor Expenses and Facilities Policy</b>		
Owner: Corporate Governance	Accountability: Corporate Services	Adopted: 25 July 2023
CM Reference: D23/107455	Last review date: April 2023	Next review date: June 2025

**ITEM 5 (continued)**

**ATTACHMENT 2**

**Councillor Expenses  
and Facilities Policy**

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Councillor Expenses and Facilities Policy		
Owner: Corporate Governance	Accountability: Corporate Services	Adopted: 25 July 2023
CM Reference: D23/107455	Last review date: April 2023	Next review date: June 2025

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**ATTACHMENT 2**

**Councillor Expenses  
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Councillor Expenses and Facilities Policy		
Owner: Corporate Governance	Accountability: Corporate Services	Adopted: 25 July 2023
CM Reference: D23/107455	Last review date: April 2023	Next review date: June 2025



**ITEM 5 (continued)**

**ATTACHMENT 2**

**Councillor Expenses  
and Facilities Policy**

***Policy Summary***

This policy enables the reasonable and appropriate reimbursement of expenses and provision of facilities to Councillors to help them undertake their civic duties.

It ensures accountability and transparency, and seeks to align Councillor expenses and facilities with community expectations. Councillors must not obtain private or political benefit from any expenses or facility provided under this Policy.

The Policy has been prepared in accordance with the *Local Government Act 1993* (the Act) and *Local Government (General) Regulation 2021* (the Regulation) and complies with the Office of Local Government's Guidelines for the payment of expenses and provision of facilities to Mayors and Councillors in NSW.

The Policy sets out the maximum amounts Council will pay for specific expenses and facilities. Expenses not explicitly addressed in this Policy will not be paid or reimbursed.

The main expenses and facilities dealt with in the Policy are in the table below. All monetary amounts are exclusive of GST.

Expense or Facility	Maximum Amount	Frequency
Accommodation	As outlined in Section 9.5 of the policy	
Professional Development	\$4,000 per Councillor	Per year
Conferences and Seminars (Clause 9.2)	\$30,400 total for all Councillors Additional \$2,380 for the Mayor	Per year
Attendance at dinners and functions (Clause 9.10)	\$300	Per year
Communications expenses	\$300 per month per Councillor, \$3,600 per year per Councillor, Additional \$250 per month for the Mayor	Per month/year
Carer expenses (Clause 9.11)	\$4,000 per Councillor	Per year
Special needs (Councillors refer 9.11 (4), (5) and (6))	\$4,000	Per year
Expenses for spouses, partners and accompanying persons (directly related to the role of the Councillor in performance of the duties in the Ryde local government area) Clause 9.12)	\$300	Per year
Business cards (Clause 12.1)	500 business cards per Councillor, 1000 business cards for the Mayor	Per year

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Expense or Facility	Maximum Amount	Frequency
Stationery and other items (Clause 12.1)	letterhead, to be used only for correspondence associated with civic duties  a reasonable supply of plain white A4 paper  500 plain white DLE envelopes per Councillor  50 Christmas or festive cards per Councillor	Per year
Information Technology (IT) Equipment (Clause 12.2)	A set allowance up to a maximum of \$5,000 per Councillor to purchase their own IT equipment for the primary purpose of conducting Council related business.  Alternatively, Councillors can elect to receive IT equipment provided by Council's Information Technology department	Per term
Christmas or festive cards (Clause 13.5)	200 for the Mayor	Per year
The maximum value of cash in advance (Clause 8.5)	\$500 (reconcile within 1 week)	Not relevant
Incidental expenses (Clause 9.6)	\$20	Per day
Access to facilities in a Councillor common room	Provided to all Councillors	Not relevant
Council vehicle and fuel card	Provided to the Mayor	Not relevant
Reserved parking space at Council offices	Provided to the Mayor	Not relevant
Furnished office	Provided to the Mayor	Not relevant
Number of exclusive staff supporting Mayor and Councillors	One staff member provided to the Mayor and Councillors	Not relevant

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Additional costs incurred by a Councillor in excess of these limits are considered a personal expense that is the responsibility of the Councillor.

Councillors must provide claims for reimbursement within three months of an expense being incurred. Claims made after this time cannot be approved.

Detailed reports on the provision of expenses and facilities to Councillors will be publicly tabled to a Council meeting every six months and published in full on Council's website. These reports will include expenditure summaries by individual Councillor and as a total for all Councillors.

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**Part A – Introduction**

**1. INTRODUCTION**

- 1.1 The provision of expenses and facilities enables Councillors to fulfil their civic duties as the elected representatives of City of Ryde Council.
- 1.2 The community is entitled to know the extent of expenses paid to Councillors, as well as the facilities provided.
- 1.3 The purpose of this Policy is to clearly state the facilities and support that are available to Councillors to assist them in fulfilling their civic duties.
- 1.4 Council staff are empowered to question or refuse a request for payment from a Councillor when it does not accord with this Policy.
- 1.5 Expenses and facilities provided by this policy are in addition to fees paid to Councillors. The minimum and maximum fees a Council may pay each Councillor are set by the Local Government Remuneration Tribunal as per Section 241 of the Act and reviewed annually. Council must adopt its annual fees within this set range.

**2. SCOPE**

- 2.1 This Policy, and associated procedures and guidelines, may be cited as the Councillor Expenses and Facilities Policy, and is effective from 25 July 2023.
- 2.2 In this Policy, and associated procedures and guidelines, unless otherwise stated, the expression "Councillor" refers to all Councillors of the City of Ryde, including the Mayor and Deputy Mayor.

**3. PURPOSE**

- 3.1 This Policy ensures that Councillors have adequate access to the facilities and support required to fulfil their civic duties as elected representatives. It also aims to ensure that the facilities provided to Councillors to carry out their civic functions are equitable and in keeping with legislative requirements.
- 3.2 In addition, the purpose of this Policy, and associated procedures and guidelines, is to ensure that there is accountability and transparency in the payment and reimbursement of expenses incurred or to be incurred by the Councillors while undertaking their civic duties.
- 3.3 Council may disburse money only if the disbursement is authorised by the Local Government Act, either expressly or because it is supplemental, incidental to or consequential upon the exercise of its functions.

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#### 4. POLICY OBJECTIVES

4.1 The objectives of this Policy are to:-

- enable the reasonable and appropriate reimbursement of expenses incurred by Councillors while undertaking their civic duties.
- enable facilities of a reasonable and appropriate standard to be provided to Councillors to support them in undertaking their civic duties.
- ensure accountability and transparency in reimbursement of expenses and provision of facilities to Councillors.
- ensure facilities and expenses provided to Councillors meet community expectations.
- support a diversity of representation.
- fulfil the Council's statutory responsibilities.

#### 5. PRINCIPLES

5.1 Council commits to the following principles:-

- **Proper conduct:** Councillors and staff acting lawfully and honestly, exercising care and diligence in carrying out their functions.
- **Reasonable expenses:** providing for Councillors to be reimbursed for expenses reasonably incurred as part of their role as Councillor.
- **Participation and access:** enabling people from diverse backgrounds, underrepresented groups, those in carer roles and those with special needs to serve as a Councillor.
- **Equity:** there must be equitable access to expenses and facilities for all Councillors.
- **Appropriate use of resources:** providing clear direction on the appropriate use of Council resources in accordance with legal requirements and community expectations.
- **Accountability and transparency:** clearly stating and reporting on the expenses and facilities provided to Councillors.

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#### 6. PRIVATE OR POLITICAL BENEFIT

- 6.1 Councillors must not obtain private or political benefit from any expense or facility provided under the Policy.
- 6.2 Private use of Council equipment and facilities by Councillors may occur from time to time. For example, telephoning home to advise that a Council meeting will run later than expected.
- 6.3 Such incidental private use does not require a compensatory payment back to Council.
- 6.4 Councillors should avoid obtaining any greater private benefit from Council than an incidental benefit. Where there are unavoidable circumstances and more substantial private use of Council facilities does occur, Councillors must reimburse the Council.
- 6.5 Campaigns for re-election are considered to be a political benefit. The following are examples of what is considered to be a political interest during a re-election campaign:-
  - production of election material.
  - use of Council resources and equipment for campaigning.
  - use of official Council letterhead, publications, websites or services for political benefit.
  - fundraising activities of political parties or individuals, including political fundraising events.

#### 7. REVIEW PROCESS AND ENDORSEMENT

- 7.1 Council is required, under Section 252 of the Local Government Act (the Act), to adopt a policy on the payment of expenses and the provision of facilities to the Mayor and other Councillors within the first 12 months of each term of a Council.
- 7.2 Section 253 of the Act requires that Council give public notice of at least 28 days of its intention to adopt or amend this policy, even if there is no proposed change to the policy.
- 7.3 Council may amend and adopt the policy at other times of the year without public notice, if Council is of the opinion that the amendments are "not substantial" (Section 253 of the Act and Office of Local Government Guidelines).

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**Part B – Expenses and Use of Resources**

**8. GENERAL EXPENSES**

- (1) All expenses provided under this Policy will be for a purpose specific to the functions of holding civic office. Allowances for general expenses are not permitted under this policy.
- (2) Expenses not explicitly addressed in this Policy will not be paid or reimbursed.

**8.1 MONETARY LIMITS**

- (1) Monetary limits are stated in this Policy against each expense category as required. These monetary limits set out the maximum amount payable in respect of any facility or expense. Any additional cost incurred by a Councillor in excess of any limit set shall be considered a personal expense that is the responsibility of the Councillor. All monetary amounts stated are exclusive of GST.
- (2) Where expense limits are specified in this Policy, these given limits and requirements apply whether the item is purchased via direct payment by Council or reimbursement to the Councillor.
- (3) For the purposes of transparency and accountability, monetary limits are highlighted throughout this document where appropriate and also summarised in the table in the 'Policy Summary' section of this Policy.

**8.2 TIME LIMITS**

- (1) Reimbursement of costs and expenses to Councillors must be made within three (3) months of the cost or expense being incurred.

**8.3 PAYMENT OF COUNCILLOR FEES**

- (1) An annual fee is paid to each Councillor by the Council. The fee is the amount fixed by the Council under Division 5 of Part 2 of Chapter 9 of the Act in accordance with the appropriate determination of the Local Government Remuneration Tribunal.
- (2) Unless otherwise provided for in this Policy, the annual fee paid to each Councillor is intended to offset the costs involved in discharging the functions of civic office including, but not limited to, all incidental and out-of-pocket expenses relating to transport, clothing, home office, home telephone and postage costs.
- (3) All fees payable under this policy shall be paid monthly in arrears for each month (or part of a month) for which the Councillor holds office.
- (4) Unless otherwise stated, no entitlement under this Policy shall be treated as being a private benefit that requires a reduction in a Councillor's Fee.

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#### 8.4 PAYMENTS IN ADVANCE

- (1) Councillors may request an advance payment for the cost of any service or facility covered by the Policy.
- (2) Councillors may request payment in advance in anticipation of expenses to be incurred in attending conferences, seminars and training away from home.
- (3) Councillors must fully reconcile all expenses against the cost of the advance within one (1) week of their return, with receipts, and submit these details to the Chief Executive Officer or his/her delegated employee for verification. Any unspent money is required to be returned at this time.
- (4) The maximum value of a cash advance is \$500.

Timeframe	Maximum amount
Reconcile within 1 week	\$500.00

#### 9. SPECIFIC EXPENSES

##### 9.1 TRAINING AND EDUCATION EXPENSES

- (1) An induction program shall be conducted by the Chief Executive Officer for Councillors upon election to Council and every subsequent re-election. This program may include the provision of resources and the attendance at training courses.
- (2) Provision for other training and education for Councillors will be made separately in Council's budget via the adopted Delivery Plan. All Councillors will be offered the same access to the same training in accordance with the budget allocated.

##### 9.2 ATTENDANCE AT SEMINARS AND CONFERENCES

- (1) Prior Council approval is required for Councillors to attend seminars or conferences on behalf of the Council. A report must be included in the Council business papers and should give the purpose of the seminar, conference and training course, expected total costs, expected benefits for Councillors to attend and the names of Councillors who have indicated an interest to attend. For other professional development opportunities, refer to Section 9.3 of this Policy.
- (2) When determining attendance at conferences and seminars, consideration will be given to the Councillor Attendance at Conference Guidelines.
- (3) Where a Councillor is no longer able to attend a conference or seminar for which endorsement has been given, they must advise the Chief Executive Officer as soon as practicable, to facilitate the attendance of an alternate Councillor.
- (4) Where a Councillor provides less than 24 hours notice with regard to clause (3) above, and where no sufficiently substantial reason is provided, the Councillor may be liable, by way of Council resolution, for any related costs Council is unable to recover.

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- (5) After returning from the seminar, conference or training course, the Councillor/s, or accompanying member of Council staff, shall provide a written report to Council on the aspects of the event relevant to Council business and/or the local community within two (2) months of the event. This report will be included in the Councillors' Information Bulletin.

No written report is required for the annual Local Government NSW Conference, the Australian Local Government Association Conference or for compulsory training courses or seminars required by any Government agency.

- (6) With the exception of the LGNSW Conference, the National General Assembly of Local Government Conference and the Australian Council of Local Government, Council will pay the seminar, conference or training course registration fees charged by the organisers including the costs of related official meals and associated tours where they are relevant to the business and interests of Council. Any time and costs incurred in undertaking activities not related to attendance at the event shall not be included in the expenses paid by Council.
- (7) With the exception of the LGNSW Conference, the National General Assembly of Local Government Conference and the Australian Council of Local Government, Council will also meet the cost of meals (and reasonable cost of drinks) when they are not otherwise included in the training, conference or seminar fees. Each Councillor is entitled to seek reimbursement for up to three (3) meals per day to a maximum of \$100 a day. Official receipts will be required for reimbursement under this clause.

Quantity	Maximum amount
Up to 3 meals per day	\$100 per day

- (8) No payment shall be reimbursed for any component of a ticket that is additional to the cost of the function, such as a donation to a political party, candidate's electoral fund or some other private benefit.
- (9) With the exception of the LGNSW Conference, the National General Assembly of Local Government Conference and the Australian Council of Local Government, Council will meet the reasonable cost of transportation associated with attendance at the seminar, conference or training course.
- (10) Councillors cannot incur accommodation-related expenses. There is no scope for Council to pay or reimburse any costs related to accommodation.
- (11) With the exception of the LGNSW Conference, the National General Assembly of Local Government Conference and the Australian Council of Local Government, Council shall provide Councillors with taxi vouchers for travel to a seminar, conference or training course. Councillors must ensure that any unused vouchers and the receipts of used vouchers are returned to Council within seven (7) days of the event.
- (12) Alternatively, with the exception of the LGNSW Conference, the National General Assembly of Local Government Conference and the Australian Council of Local Government, Council will meet the actual costs for public transport, taxis or hire-cars for travel on Council related business.

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- (13) With the exception of the LGNSW Conference, the National General Assembly of Local Government Conference and the Australian Council of Local Government, Council shall reimburse transport expenses incurred by a Councillor while using their own private vehicle for Council related business.

This will be by way of a reimbursement for each kilometre travelled for the specific journey, plus any road tolls and parking fees necessarily incurred. The rate of reimbursement for kilometres travelled shall be equivalent to the rates prescribed in the relevant legislation or policies applicable to employees of the Council.

- (14) Council is not liable and will not pay for any traffic, parking or transport fines, administrative charges for road toll accounts, or costs of petrol, oil, depreciation, repair, maintenance, insurance or registration incurred by Councillors while using their private vehicles on Council related business.

#### 9.2.1 ATTENDANCE AT CONFERENCES – SUPPLEMENTARY CITY OF RYDE PROVISION

- (15) Council acknowledges the value of Councillor attendance at conferences to enable them to be both knowledgeable and current on issues affecting the City of Ryde. In order to ensure that attendance at conferences is equitable, transparent and consistent, attendance will be limited as follows:-
- (a) Local Government NSW Annual Conference – the number of voting delegates plus one (to a maximum of eight Councillors). Details of the delegates and attendee are to be determined by resolution of Council.
  - (b) Australian Local Government Association Conference.
  - (c) In addition, to (a) and (b) above, every Councillor is entitled to attend one conference in either NSW, Canberra, metropolitan Brisbane or metropolitan Melbourne. The conference must directly relate to the business of Council. More than one Councillor may attend the same conference if Council resolves that this will be beneficial for both Council and the Councillors concerned.
  - (d) Within two (2) months following the conference the attending Councillor must report to Council on the proceedings of the conference. That report will be included in the Councillors' Information Bulletin. This action is not required for the Local Government NSW Annual Conference or the Australian Local Government Association Conference.
  - (e) No Councillor can attend a conference at Council's expense without the prior approval of Council, subject to the provisions of Part B Section 9.2. Reports to Council are to include details of the conference and an estimate of the associated costs including registration and transport.
  - (f) Council may resolve that a Councillor can attend more than one (1) conference per year but this determination will be dependent on budgetary constraints and with an emphasis on ensuring that all Councillors have equal access to conferences.

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#### 9.3 PROFESSIONAL DEVELOPMENT

- (1) Council will set aside \$4,000.00 per Councillor annually in its budget to facilitate professional development of Councillors through programs, training, education courses and membership of professional bodies. Staff will consult with Councillors, through an Information Report, prior to incurring costs associated with professional development, except for Councillors' attendance at seminars and conferences on behalf of Council as these events are subject to the requirements in Section 9.2(1).
- (2) Where a Councillor does not expend the entirety of the funds allocated to them, these funds may be utilised by other Councillors for professional development requirements.
- (3) In the first year of a new Council term, Council will provide a comprehensive induction program for all Councillors which considers any Guidelines issued by the Office of Local Government (OLG). The cost of the induction program will be in addition to the ongoing professional development funding.
- (4) Annual membership of professional bodies will only be covered where the membership is relevant to the exercise of the Councillor's civic duties, the Councillor actively participates in the body and cost of membership is likely to be fully offset by savings from attending events as a member.
- (5) Approval for professional development activities is subject to a prior written request to the Chief Executive Officer outlining the:-
  - Details of the proposed professional development.
  - Relevance to Council priorities and business.
  - Relevance to the exercise of the Councillor's civic duties.
- (6) In assessing a Councillor request for a professional development activity, the Chief Executive Officer or delegated employee must consider the factors set out in Clause (4) above, as well as the cost of the professional development in relation to the Councillor's remaining budget.

#### 9.4 TRAVEL

##### 9.4.1 LOCAL TRAVEL ARRANGEMENTS AND EXPENSES

- (1) Council shall reimburse travel expenses incurred by Councillors for travel on Council related business (noting the restrictions of Part B Section 9.2).
- (2) Under normal circumstances, Councillors are expected to provide their own transport to and from the Council Offices and the Councillor's home and/or place of work for the purpose of undertaking Council business.
- (3) Transport to and from the Council Offices and a Councillor's home and/or place of work may be provided by Council at the discretion of the Chief Executive Officer having regard to the circumstances, if it is not practicable for a Councillor to use his or her normal method of transport.

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- (4) Travel expenses include use of private vehicle, use of public transport, taxis, ride share, hire cars, travel using a Council vehicle and associated costs such as parking and road tolls. Private vehicle expenses will be reimbursed using the kilometre rate prescribed in the relevant legislation or policies applicable to employees of the Council. Actual costs will be reimbursed for other travel expenses.
- (5) Council is not liable and will not pay for any traffic, parking or transport fines, administrative charges for road toll accounts, or costs of petrol, oil, depreciation, repair, maintenance, insurance or registration incurred by Councillors while travelling on Council related business.
- (6) A Council vehicle (with or without a driver), a hire car, ride share or a taxi voucher may be provided to a Councillor for the purpose of attending any Council related event at the discretion of the Chief Executive Officer having regard to the circumstances.
- (7) Nothing in this Policy prevents a Councillor from travelling in a Council vehicle with a staff member who is also attending any Council related event.

**9.4.2 INTRASTATE TRAVEL**

- (1) Council shall reimburse Council business related travel expenses by a Councillor while using their own private vehicle, by way of a reimbursement for each kilometre travelled for the specific journey, plus any road tolls and parking fees necessarily incurred (noting the restrictions of Part B Section 9.2). The rate of reimbursement for kilometres travelled shall be equivalent to the rates prescribed in the relevant legislation or policies applicable to employees of the Council.
- (2) Council is not liable and will not pay for any traffic, parking or transport fines, administrative charges for road toll accounts, or costs of petrol, oil, depreciation, repair, maintenance, insurance or registration incurred by Councillors while using their private vehicles on Council related business.
- (3) Councillors travelling into country NSW may choose the mode of transport that is most suitable, considering economy and convenience. Air travel will require prior approval.

**9.4.3 INTERSTATE TRAVEL (INCLUDING ACT)**

- (1) Prior Council approval is required for interstate travel for which reimbursement or payment is sought by Councillors (noting the restrictions of Part B Section 9.2). Any proposal for Councillors to travel interstate is to be included in the non-confidential business papers of Council, for which due public notice has been given. Such a proposal cannot be considered in a late report or Mayoral Minute.
- (2) Applications for interstate travel must be made in writing, giving full details of the travel including: itinerary, expected total costs, reasons for the travel and expected benefits. Council does not allow the retrospective approval of reimbursement of such travel expenses, therefore all expenses must be approved in advance.
- (3) Upon return from interstate travel, the Councillor, or an accompanying member of Council staff, shall provide a written report to Council on the aspects of the trip relevant to Council business and/or the local community, within two (2) months of the trip. This report will be included in the Councillors' Information Bulletin.

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- (4) Economy class air travel will be provided as standard for travel within Australia. The cost of any upgrade shall be the responsibility of the Councillor. Councillors are not entitled to receive private benefits relating to travel bonuses such as frequent flyer schemes and other loyalty programs.
- (5) Where trains are used, first class train travel will be provided, with the exception of sleeping berths.
- (6) Council shall meet the cost of any transfers between a Councillor's residence and a transport interchange (i.e.: airport) and between the transport interchange and hotel or venue. These costs are not to exceed the cost of taxi fares.

#### 9.4.4 OVERSEAS TRAVEL

- (1) Council approval is required for overseas travel for which reimbursement is sought by Councillors. Any travel proposals for Councillors to travel overseas are to be included in the non-confidential business papers of Council for which due public notice has been given. Such proposals cannot be considered in a late report or Mayoral Minute.
- (2) Applications for overseas travel must be made in writing, giving full details of the travel including itinerary, expected total costs, reasons for the travel and expected benefits. Council does not allow the retrospective reimbursement of such travel expenses therefore expenses must be approved in advance.
- (3) Upon return from overseas travel, the Councillor, or an accompanying member of Council staff, shall provide a written report to Council on the aspects of the trip relevant to Council business and/or the local community, within two (2) months of the trip. This report will be included in the Councillors' Information Bulletin.
- (4) Economy air class will be provided for approved overseas travel. Councillors are not entitled to receive private benefits relating to travel bonuses such as frequent flyer schemes and other loyalty programs.
- (5) Council shall meet the cost of any transfers between a Councillor's residence and the airport and between the airport and hotel or venue. These costs are not to exceed the cost of taxi fares.
- (6) Independently funded travel - Council officials who travel to cities that have a Friendship or Partnership relationship with the City of Ryde, are only able to present themselves as representing Council, if this representation has been endorsed by Council prior to the visit.

#### 9.5 ACCOMMODATION COSTS

- (1) Councillors cannot incur accommodation-related expenses. There is no scope for Council to pay or reimburse any costs related to accommodation.

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#### 9.6 INCIDENTAL EXPENSES

- (1) With the exception of the LGNSW Conference, the National General Assembly of Local Government Conference and the Australian Council of Local Government, Council shall reimburse reasonable out of pocket or incidental expenses associated with attending conferences, seminars or training courses, and other prior approved travel, incurred by Councillors.
- (2) Each Councillor is entitled to seek reimbursement up to \$20 per day for the purposes of Clause 9.6.

Timeframe	Maximum amount
Per day	\$20

#### 9.7 LEGAL ASSISTANCE PROVISIONS AND EXPENSES

- (1) Council may, if requested, indemnify or reimburse the reasonable legal expenses of:-
  - (a) a Councillor defending an action arising from the performance in good faith of a function under the Local Government Act; or
  - (b) a Councillor defending an action in defamation, provided the statements complained of were made in good faith in the course of exercising a function under the Act;
  - (c) a Councillor for proceedings before an appropriate investigative or review body, provided the subject of the proceedings arises from the performance in good faith of a function under the Act and the investigative or review body makes a finding substantially favourable to the Councillor.

Clause (c) applies only when the subject of the inquiry, investigation or hearing arises from the performance in good faith of a Councillor's functions under the Act and the matter before the investigative or review body has proceeded past any initial assessment phase to a formal investigation or review.
- (2) In the case of a conduct complaint made against a Councillor, legal costs will only be made available where:-
  - (a) the matter has been referred by the Chief Executive Officer to a conduct reviewer or conduct review panel to make formal enquiries into that matter in accordance with Council's Code of Conduct; and
  - (b) the conduct reviewer or the conduct review panel makes a finding that is not substantially unfavourable to the Councillor.
- (3) In the case of a pecuniary interest or misbehaviour matter, legal costs will only be made available where a formal investigation has been commenced by the Office of Local Government.

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- (4) Legal expenses incurred in relation to proceedings arising out of the performance by a Councillor of his or her functions under the Act are distinguished from expenses incurred in relation to proceedings arising merely from something that a Councillor has done during his or her term in office. For example, expenses arising from an investigation as to whether a Councillor acted corruptly would not be covered by this section.
- (5) Council will not meet the costs of an action in defamation taken by a Councillor as plaintiff in any circumstances and will not meet the costs of a Councillor seeking advice in respect of possible defamation, or in seeking a non-litigious remedy for possible defamation.
- (6) Council will not meet the legal costs of legal proceedings initiated by a Councillor under any circumstance.
- (7) Reimbursement of expenses for reasonable legal expenses must have Council approval by way of a resolution of Council at a Council meeting prior to costs being incurred.

#### 9.8 INSURANCE

- (1) In accordance with Section 382 of the *Local Government Act*, Council is insured against public liability and professional indemnity claims. Councillors are included as a named insured on this Policy.
- (2) Councillors are provided additional liability protection by way of the Councillors and Officers Liability Policy, and personal injury protection by way of the Personal Accident Policy.
- (3) Insurance protection is only provided if a claim arises out of or in connection with the Councillor's performance of his or her civic duties, or exercise of his or her functions as a Councillor. All insurances are subject to any limitations or conditions set out in the policies of insurance.
- (4) Council shall pay the insurance policy excess in respect of any claim accepted by Council's insurers, whether defended or not.

#### 9.9 COMMUNICATION EXPENSES

- (1) Councillors are entitled to seek reimbursement for communications costs and expenses covering the areas of email, internet, telephone (both fixed and mobile), website and postage.
- (2) Each Councillor is entitled to seek reimbursement up to \$300 per month (\$3,600 per annum) for the purposes of this clause.
- (3) Where the communication costs include the provision of a communication device through a communication plan, Council shall reimburse the costs associated with the plan, including email, internet and telephone access and usage. Communication costs also include expenses incurred by a Councillor for the proportion of leasing, renting or repayment costs associated with any communication device used by a Councillor in undertaking their role as a Councillor.

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- (4) Council may provide Councillors with a mobile phone and call plan in lieu of the individual Councillor seeking reimbursement for mobile telephone costs. It is noted that there may be a small proportion of incidental private/personal use.
- (5) Reimbursement of costs and expenses to Councillors under 'Communication costs' will only be made upon the production of appropriate receipts, tax invoices, credit card statements or receipt numbers in the name of the Councillor, and the completion of the "Request for Councillor Reimbursement" form.
- (6) Councillors are not entitled to claim any communication costs associated with the production or dissemination of personalised pamphlets, newsletters and the like.

Timeframe	Maximum amount
Per annum	\$3,600
example average (per month)	\$300

#### 9.10 ATTENDANCE AT DINNERS AND OTHER NON-COUNCIL FUNCTIONS

- (1) Councillors are entitled to seek reimbursement for attendance at dinners and other non-Council functions that provide briefings to Councillors from key members of the community, politicians and business.
- (2) Approval for reimbursement in accordance with the above should be sought prior to the event and be done in writing to the Chief Executive Officer.
- (3) Each Councillor is entitled to seek reimbursement up to \$300 per annum for the purpose of this section. Official receipts are required to claim reimbursement under this clause.
- (4) No payment shall be reimbursed for any component of a ticket that is additional to the cost of the function, such as a donation to a political party, candidate's electoral fund or some other private benefit.

Timeframe	Maximum amount
Per annum	\$300

- (5) Councillors who are Executive Members of an organisation of interest to Council as indicated in a Council resolution, shall be entitled to seek reimbursement and support for their attendance at the Executive Meetings held by the organisation.

Council will meet the cost of the Councillor's transportation expenses, including the cost of meals. The support provided to Councillors in their capacity as an Executive Member of an organisation shall only be valid for the period they hold such a position.

#### 9.11 CARE AND OTHER RELATED EXPENSES

- (1) Where a Councillor has responsibilities for the care and support of any relative, the Council may reimburse the actual cost incurred by the Councillor to engage professional care for the relative whenever considered necessary by the Councillor in order for the Councillor to discharge the functions of civic office.

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- (2) In this clause, *relative* shall have the same meaning as set out in the Dictionary in the Local Government Act.

*Relative, in relation to a person, means any of the following:*

- (a) *the parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child of the person or of the person's spouse;*
- (b) *the spouse or de facto partner of the person or of a person referred to in paragraph (a)*

- (3) The total amount paid to a Councillor under sub-clause (1) shall not exceed \$4,000.00 in the 12 month period from October to September. Official receipts are required to claim reimbursement under this clause.

Timeframe	Maximum amount
Per annum	\$4,000.00

- (4) Council encourages wide participation and interest in civic office. It will seek to ensure council premises and associated facilities are accessible, including provision for sight or hearing impaired Councillors and those with other disabilities.
- (5) Where a Councillor has a special requirement, such as disability and access needs, Council shall meet reasonable costs and expenses required in order for that Councillor to discharge the functions of civic office.
- (6) The total amount paid to a Councillor under sub-clause (5) shall not exceed \$4,000.00 in the 12 month period from October to September. Official receipts are required to claim reimbursement under this clause. It should be noted however, that Council can approve additional expenditure in extenuating circumstances.

Timeframe	Maximum amount
Per annum	\$4,000.00

- (7) Each application for care and support of a relative or for meeting the special requirements of a Councillor is to be made in writing to the Chief Executive Officer or his/her delegated officer and will be assessed on its merits. The Chief Executive Officer may use his/her discretion to refer the matter to Council for determination.

### 9.12 EXPENSES FOR SPOUSES, PARTNERS AND ACCOMPANYING PERSONS

- (1) In limited circumstances, Council shall meet certain costs incurred by a Councillor on behalf of their spouse, partner or accompanying person that are properly and directly related to the role of the Councillor in the performance of his or her duties, in the Ryde local government area. For example, attendance at official Council functions that are of a formal and ceremonial nature when accompanying Councillors.
- (2) Costs and expenses incurred by the Councillor on behalf of their spouse, partner or accompanying person will be met if the cost or expense relates specifically to the ticket, meal and/or direct cost of attending the function referred to in clause (1) above, including carer costs. Peripheral expenses such as grooming, special clothing and transport are not considered reimbursable expenses.

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- (3) In recognition of the importance of a good work and family balance, spouses, partners or accompanying persons are welcome to join Councillors while attending events away from home. In such circumstances, Council will not require reimbursement of costs if no additional travel expenses are incurred over and above what would have been expended by the individual Councillor. For example, if the person travels as a passenger in the Councillor's vehicle, it will be considered that no additional cost has been incurred by Council.
- (4) Each Councillor is entitled to seek reimbursement of up to \$300 per annum total under this clause. Official receipts are required to claim reimbursement under this clause.

Timeframe	Maximum amount
Per annum	\$300

## 10. ADDITIONAL EXPENSES FOR THE MAYOR

### 10.1 MAYORAL FEE

- (1) An annual fee is paid to the Mayor by the Council. The fee is the amount fixed by the Council under Division 5 of the Local Government Act in accordance with the appropriate determination of the Local Government Remuneration Tribunal.
- (2) Unless otherwise provided for in this Policy, the annual fee paid to the Mayor is intended to offset the additional costs involved in discharging the functions of the Mayoral Office over and above the costs incurred by other Councillors.
- (3) In the event that the Council resolves to pay a fee to the Deputy Mayor to undertake the roles and responsibilities of the office of the Mayor, the amount of such fee shall be deducted from the amount determined to be paid to the Mayor on a pro rata basis for the relevant period.
- (4) All fees payable under this Policy shall be paid monthly in arrears for each month (or part of a month) for which the Mayor holds office.
- (5) Unless otherwise stated, no entitlement under this Policy shall be treated as being a private benefit that requires a reduction in the Mayoral Fee.

### 10.2 CIVIC EXPENSES

- (1) Council shall meet the cost of providing refreshments and associated expenses for civic functions, civic receptions and any other formal event hosted by the Mayor, subject to adequate funds being allocated and available in the Council's adopted Delivery Plan.

### 10.3 COMMUNICATION COSTS AND EXPENSES

- (1) Council shall reimburse up to an additional \$250 per month (\$3,000 per annum) for communication costs and expenses for the Mayor, over and above the monthly expenditure limit prescribed in clause 9.9 – Communication Expenses.

Timeframe	Maximum amount
Per annum	\$3,000
(Per month)	(\$250)

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**Part C – Facilities**

**11. GENERAL FACILITIES, EQUIPMENT AND SERVICES FOR ALL COUNCILLORS**

- (1) Facilities, equipment and services shall be provided to Councillors to support them in undertaking their role as elected members of the Council.
- (2) The equipment supplied under sub-clause (1) shall be of adequate capacity and functionality to generally undertake the role of Councillor.
- (3) Unless otherwise resolved by the Council, or subject to the discretion of the Chief Executive Officer, the equipment shall be provided to a Councillor only once during the term of each Council. Council remains in ownership of the equipment and all equipment is required to be returned at the end of the term of each Councillor. At the conclusion of their term, Councillors shall be offered the option to purchase the equipment that they have been in possession of, at current market value. Unless stated otherwise, the Councillor shall be responsible for all other costs of operating this equipment.
- (4) Part 7 of the Code of Conduct describes the responsibilities and obligations of Council officials when using Council resources, particularly in terms of misuse and private use.
- (5) Councillors, where their allocated equipment is damaged, lost or destroyed, are required to report this to Council urgently. If there are repeated instances requiring the equipment to be repaired or replaced, this may be at the Councillors cost.

**11.1 PRIVATE USE OF FACILITIES, EQUIPMENT AND SERVICES**

- (1) Council facilities, equipment and services are not to be used for private purposes unless the use is incidental, unavoidable and of a minor nature.
- (2) Should a Councillor obtain substantial private benefit, the Councillor is required to advise the Chief Executive Officer in writing detailing the extent of the private benefit. Council will determine the value of the benefit that is to be invoiced to the Councillor in a non-confidential session of a Council Meeting. The Councillor shall then repay Council the value within four (4) weeks of the determination.
- (3) Council facilities, equipment and services are not to be used to produce election material or for any other political purposes.
- (4) Unless otherwise stated, no entitlement under this Policy shall be treated as being a private benefit that requires a reduction in the Mayoral or Councillor fees.

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## 12. SPECIFIC PROVISION OF FACILITIES, EQUIPMENT AND SERVICES FOR ALL COUNCILLORS

### 12.1 STATIONERY AND OTHER ITEMS

(1) Each Councillor may receive:-

- (a) letterhead, to be used only for correspondence associated with civic duties;
- (b) a reasonable supply of plain white A4 paper per year;
- (c) 500 plain white DLE envelopes per year;
- (d) 500 business cards per year in a format agreed by each Councillor;
- (e) 50 Christmas or festive cards per year;

the year commencing from the date of election to Council and each subsequent anniversary.

Additional supplies of the above stationery items may be provided by the Chief Executive Officer if considered warranted having regard to the particular needs of any Councillor.

- (2) Each Councillor may be issued from time to time with name badges, security access cards, ties/scarves and other corporate apparel or accessories for personal use. Security access cards are required to be returned when the Councillor ceases to hold office.
- (3) Stationery is not to be used to produce election material or for any other political purpose.

Timeframe	Maximum amount
Per annum	a reasonable supply of plain white A4 paper
Per annum	500 plain white DLE envelopes
Per annum	500 business cards
Per annum	50 Christmas or festive cards

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#### 12.2 INFORMATION TECHNOLOGY (IT) EQUIPMENT

- (1) Each Councillor will receive a set allowance per term (currently set at a maximum of \$5,000.00) to purchase their own IT equipment for the primary purpose of conducting Council related business.
- (2) This equipment may consist of:-
  - Computer (either desktop or laptop).
  - An iPad or similar tablet device.
  - A smart phone.
  - A printer (multi-function device) allowing printing/scanning etc.
  - Accessories for the above such as keyboard, mouse, protective case, screen protector and headset etc.

Other devices such as smart watches will be assessed for reimbursement within this allowance on an individual basis.
- (3) Alternatively, Councillors can elect to receive IT equipment provided by Council's Information Technology department. Such equipment will be in line with Council's current standard IT equipment.
- (4) Councillors can purchase the equipment and receive reimbursement upon production of appropriate tax invoices and receipts. Alternatively, Council may purchase the nominated equipment on behalf of a Councillor if requested.
- (5) It is important that all IT equipment is purchased with adequate warranty and support agreement from the retailer. Council's Information Technology department will not provide any hardware or support, therefore Councillors must contact the nominated service provider for assistance. In the event of any damage to the equipment or other out of warranty events, Councillors will be responsible to cover additional repair expenses.
- (6) Maintenance, troubleshooting problems and upgrades to IT equipment will be the responsibility of individual Councillors and Council's Information Technology department will not be carrying these support activities. Council's Information Technology department will provide limited technical support for Council emails, BoardVantage and Zoom.
- (7) Any equipment purchased under this allowance must be in accordance with the minimum specification as advised from time to time by Council's Information Technology Department.
- (8) Councillors using a device to access Council systems must abide by the relevant Council Policies.

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**12.3 PARKING**

- (1) Councillors shall be provided with allocated parking at the Council offices for attendance at meetings and functions in the performance of their role as a Councillor and be provided with a parking permit sticker for use when parking in the North Ryde Office Car Park. Council will not indemnify Councillors for any damage to their vehicles while utilising this facility.
- (2) No other parking concessions within the City of Ryde will be granted.

**12.4 SECRETARIAL SUPPORT**

- (1) Secretarial support may be provided at the discretion of the Chief Executive Officer for each Councillor at the Pope Street, Ryde and/or North Ryde Offices. This may include typing, photocopying or use of a telephone. All expenses incurred, including the cost of staff, shall be met by the Council.

**12.5 DELIVERY OF MATERIAL**

- (1) At least once each week, each Councillor may receive a delivery of material from Council including business papers, correspondence, newspapers etc. delivered to one property address nominated by the Councillor.

**12.6 COUNCIL MEETING CHAMBER AND LIBRARY MEETING ROOMS**

- (1) Councillors may use the Council Meeting Chamber or access the meeting rooms at the library as available and in accordance with the relevant booking process, for the purposes of meeting with the public during operating hours and free of charge. The nature of the meeting must relate to Council business.
- (2) Council facilities are not to be used for any political purpose.

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**13. ADDITIONAL PROVISIONS FOR THE MAYOR**

**13.1 MAYORAL OFFICE**

- (1) A furnished Mayoral Office shall be provided by the Council at the Pope Street, Ryde and North Ryde Offices, including a computer with office and related software (including access to email and internet).

**13.2 SECRETARIAL SUPPORT**

- (1) Secretarial support shall be provided by the Council. All necessary staff, office equipment, furnishings, printing, stationery, postage and other general office expenses shall be met by the Council, subject to adequate funds being available in the Council's adopted Delivery Plan.

**13.3 MOTOR VEHICLE AND OTHER TRAVEL FACILITIES**

- (1) An appropriate vehicle shall be provided in accordance with Council's available list and shall be fully maintained for use by the Mayor for Council related business. The vehicle may be used for incidental private purposes by the Mayor.
- (2) Should substantial private use occur, the Mayor is to reimburse to Council the cost of this private use, which will be calculated using the mileage rates prescribed in the relevant legislation, policies or calculations applicable to employees of Council.
- (3) A car parking space shall be allocated at the Pope Street Top Ryde and North Ryde office for the Mayoral vehicle.
- (4) Should the Mayor elect not to make use of the vehicle for the length of their term, it will be disposed of appropriately. The Mayor will be entitled to reimbursement for all Council related travel expenses in accordance with the mileage rates prescribed in the relevant legislation or policies applicable to employees of Council.
- (5) Reimbursements will be made upon the production of an appropriate vehicle mileage log and the completion of a "Request for Councillor Reimbursement" form.
- (6) Additionally, the Mayor is entitled to a Cabcharge card for travel on Council related business. The card is not to be used for private travel and the card is not to be used to provide gratuities to drivers.

The Cabcharge card is to be used in accordance with the City of Ryde Credit Card policy. Cabcharge receipts are to be collected and submitted to Council for reconciliation against monthly statements, and the cardholder is required to immediately inform Council should the card be lost or stolen.

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**13.4 CEREMONIAL CLOTHING**

- (1) The Mayor shall be supplied with a suitable robe and chains of office.

**13.5 OTHER EQUIPMENT AND FACILITIES**

- (1) In addition to equipment and facilities already provided to the Mayor as a Councillor, the Mayor shall be entitled to the following equipment and facilities:-
- (a) an additional 500 business cards per year of term in a format agreed by the Mayor,
  - (b) 200 Christmas Cards per year of term,
  - (c) corporate attire and presentation gifts for use in connection with civic and ceremonial functions for example: tie, scarfs, mementos
- (2) The Chief Executive Officer shall have discretion to provide the Mayor with further equipment and facilities, not otherwise specified in this Policy, subject to funding being made available in the adopted Delivery Plan, and that the provision of such equipment or facilities is reasonable for the efficient and effective performance of the Office of the Mayor. Should the Chief Executive Officer exercise his/her discretion to provide the Mayor with further equipment and facilities, not otherwise specified in this Policy, a report detailing the provision shall be presented to Council.

Timeframe	Maximum amount
Per annum	200 Christmas cards
Per annum	Additional 500 business cards

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**Part D – Processes**

**14. APPROVAL, PAYMENT AND REIMBURSEMENT ARRANGEMENTS**

- (1) All expenses and costs incurred must be in accordance with the requirements of this Policy.
- (2) Reimbursement of costs and expenses to Councillors will only be made upon the production of appropriate receipts and tax invoices, and the completion of the "Request for Councillor Reimbursement" form *[Appendix III]*.
- (3) If receipts and tax invoices are not able to be submitted, a Councillor shall be required to sign a Statutory Declaration to confirm that the expense was incurred. If a Statutory Declaration is provided in lieu of receipts and tax invoices, Councillors are required to personally retain any supporting documentation for audit purposes and shall be required to produce this documentation to Council upon request. Councillors are advised that Council is unable to claim the GST on the purchase if a tax invoice is not submitted, thus increasing the real cost of the item.
- (4) Claims for reimbursement of "Communication costs" and "Information Technology" will only be made upon the production of appropriate receipts, tax invoices, credit card statements or receipt numbers, in the name of the Councillor – a Statutory Declaration is not appropriate.
- (5) Payments made to Councillors by way of reimbursement in accordance with this Policy will only be made to personal accounts on which the Councillor is a named account holder and not to third parties.
- (6) The Chief Executive Officer or a delegated employee shall assess all such claims and if considered to be reasonable and to be legitimately payable under this Policy, shall approve the claim for payment and payment shall be made within seven (7) days.
- (7) Should the Chief Executive Officer or delegated employee decide that the claim should not be paid, the Chief Executive Officer shall explain such decision to the Councillor and should the Councillor still consider that the claim should be paid, it shall be considered that a dispute exists and the provisions of clause 15 shall apply.
- (8) Council may pay a cash advance for Councillors attending approved conferences, seminars or professional development. The maximum value of cash advance is \$500 which should be reconciled within one (1) week of incurring the cost and/or returning home. This includes providing to Council:-
  - A full reconciliation of all expenses including appropriate receipts and/or tax invoices.
  - Reimbursement of any amount of the advance payment not spent in attending to official business or professional development.
- (9) If a claim is refused, Council will inform the Councillor in writing that the claim has been refused and the reason for the refusal.

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**15. DISPUTES**

- (1) Should any Councillor consider that a dispute exists at any time regarding this Policy, the parties to the dispute shall provide a written report on the nature of the dispute and the Chief Executive Officer shall submit such reports to the next meeting of the Council to have the dispute determined by a resolution of the Council having regard to this Policy, the Act and any other relevant law. The decision of the Council shall be binding on all of the parties.
- (2) If the Councillor and the Chief Executive Officer cannot resolve the dispute, the Councillor may submit a Notice of Motion to a Council meeting seeking to have the dispute resolved.

**16. ACQUISITION AND RETURN OF EQUIPMENT AND FACILITIES BY  
COUNCILLORS**

- (1) Prior to the conclusion of a Council term, or if a Councillor leaves civic office prior to the expiration of the term of Council, Councillors will be invited to indicate if they wish to purchase any IT equipment utilised during the term.
- (2) Councillors will be advised of the written down value of each item prior to seeking the above indication.
- (3) Where possible, payment for any items a Councillor wishes to purchase will be deducted from the Councillor's fee. Where this is not possible, an invoice will be prepared for the Councillor to make the appropriate payment.
- (4) Councillors no longer holding a position as Councillor will be required to return all equipment not purchased within one (1) week of the declaration of the polls to the Chief Executive Officer or delegated employee at Council's North Ryde Office.

**17. PUBLICATION**

- (1) This policy will be published on Council's website.

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**18. REPORTING**

- (1) Council will report on the provision of expenses and facilities to Councillors as required in the Act and Regulations.
- (2) Detailed reports on the provision of expenses and facilities to Councillors will be publicly tabled at a Council meeting every six months and published in full on Council's website. These reports will include expenditure summarised by individual Councillor and as a total for all Councillors.

**19. AUDITING**

- (1) The operation of this Policy, including claims made under the Policy, will be included in Council's audit program and an internal audit will be undertaken once every two years.
- (2) The outcomes of the internal audit reviews are reported to the Council's Audit, Risk and Improvement Committee.

**20. BREACHES**

- (1) Suspected breaches of this Policy are to be reported to the Chief Executive Officer.
- (2) Alleged breaches of this Policy shall be dealt with by following the processes outlined for breaches of the Code of Conduct, as detailed in the Code and in the Procedures for the Administration of the Code.

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**PART E – Appendices**

**APPENDIX I: RELATED LEGISLATION, GUIDANCE AND POLICIES**

**Relevant legislation and guidance:**

- Local Government Act 1993
- Local Government (General) Regulation 2021
- Guidelines for the payment of expenses and the provision of facilities for Mayors and Councillors in NSW, 2009
- Local Government Circular 09-36 Guidelines for Payment of Expenses and Facilities
- Local Government Circular 17-17 Councillor Expenses and Facilities Policy – Better Practice Template
- Local Government Circular 05-08 legal assistance for Councillors and Council Employees.

**Related Council policies:**

- City of Ryde *Code of Conduct – Policy, Standards of Conduct, and Complaints Procedure*;
- City of Ryde *'Thank you is Enough' - Gifts and Benefits Policy*;
- City of Ryde *Code of Meeting Practice*;
- City of Ryde *Corporate Credit Card Policy*.

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**APPENDIX II: DEFINITIONS**

The following definitions apply throughout this policy:-

Term	Definition
accompanying person	Means a spouse, partner or de facto or other person who has a close personal relationship with or provides carer support to a Councillor
appropriate refreshments	Means food and beverages, excluding alcohol, provided by council to support Councillors undertaking official business
Act	Means the Local Government Act 1993 (NSW)
clause	Unless stated otherwise, a reference to a clause is a reference to a clause of this policy
Code of Conduct	Means the Code of Conduct adopted by Council or the Model Code if none is adopted
Councillor	Means a person elected or appointed to civic office as a member of the governing body of council who is not suspended, including the Mayor
Chief Executive Officer	Means the Chief Executive Officer of Council and includes their delegate or authorised representative
incidental personal use	Means use that is infrequent and brief and use that does not breach this policy or the Code of Conduct
long distance intrastate travel	Means travel to other parts of NSW of more than three hours duration by private vehicle
maximum limit	Means the maximum limit for an expense or facility provided in the text and summarised in Appendix 1
official business	Means functions that the Mayor or Councillors are required or invited to attend to fulfil their legislated role and responsibilities for council or result in a direct benefit for council and/or for the local government area, and includes:- <ul style="list-style-type: none"> <li>meetings of council and committees of the whole</li> <li>meetings of committees facilitated by council</li> <li>civic receptions hosted or sponsored by council</li> <li>meetings, functions, workshops and other events to which attendance by a Councillor has been requested or approved by council</li> </ul>
professional development	Means a seminar, conference, training course or other development opportunity relevant to the role of a Councillor or the Mayor
Regulation	Means the Local Government (General) Regulation 2021 (NSW)
year	Means the financial year, that is the 12 month period commencing on 1 July each year

Councillor Expenses and Facilities Policy		
Owner: Corporate Governance	Accountability: Corporate Services	Adopted: 25 July 2023
CM Reference: D23/107455	Last review date: April 2023	Next review date: June 2025



**ITEM 5 (continued)**

**ATTACHMENT 2**

**Councillor Expenses  
and Facilities Policy**

**APPENDIX III: COUNCILLOR REIMBURSEMENT FORM**

**COUNCILLOR REIMBURSEMENT**

**About this form**

This form is used to make a claim for reimbursement for expenses as a Councillor of the City of Ryde.

**Policy Requirements**

Section 252 of the *Local Government Act 1993* authorises payment or reimbursement of actual expenses incurred by Councillors in carrying out their civic duties.

Claims must be made in accordance with Council's **Councillors Expenses and Facilities Policy** and must be made within 3 months of the date of the expenditure. All receipts/tax invoices must be attached.

**Councillor Helpdesk**

Riverview Business Park, Building 0, Level 1,  
3 Richardson Place, North Ryde  
Locked Bag 2069, North Ryde NSW 1670  
Email [helpdesk@ryde.nsw.gov.au](mailto:helpdesk@ryde.nsw.gov.au)  
Phone 9952 8200 Fax 9952 8070

**PART 1: COUNCILLOR DETAILS**

Councillor Name*	<input type="text"/>											
Claim Period*	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	to	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Address*	<input type="text"/>											

**PART 2: SUMMARY OF CLAIMS**

Date	Claim Description	Amount	OFFICE USE ONLY
<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
Total claim amount*		\$ <input type="text"/>	

**PART 3: DECLARATION**

I certify that the details provided in relation to the above claims are correct and the expenses were reasonably incurred.	
Signature* <input type="text"/>	Date* <input type="text"/>

Councillor Expenses and Facilities Policy		
Owner: Corporate Governance	Accountability: Corporate Services	Adopted: 25 July 2023
CM Reference: D23/107455	Last review date: April 2023	Next review date: June 2025

**ITEM 5 (continued)**

**ATTACHMENT 2**

**Councillor Expenses  
and Facilities Policy**

**PART 4: SUMMARY OF CLAUSES AND CLAIM LIMITS**

Clause 8.2	Time limit to claim reimbursement - 3 months
Clause 8.5	Payment advance - maximum \$500 - Time limit to reconcile 1 week
Clause 9.2 (7)	Meals not otherwise provided at training/seminars - \$100 per day maximum
Clause 9.2 (13)	Private Vehicle – rate per kilometre
Clause 9.4	Travel
Clause 9.4.3 (4)	Travel – Economy class provided as standard
Clause 9.4.3 (6)	Transfers – costs not to exceed cost of taxi fares
Clause 9.6	Incidental Expenses - \$20 per day
Clause 9.9 (2)	Communication costs and expenses - maximum \$3,600 per annum - \$300 per month
Clause 9.10	Attendance at dinners and other non-Council functions - \$300 per annum
Clause 9.11 (1-3)	Care and other related expenses - \$4,000 per annum
Clause 9.11 (4-7)	Special needs - \$4,000 per annum
Clause 9.12	Expenses for spouses, partners and accompanying persons - \$300 per annum
Clause 10.3	Communication costs and expenses for the Mayor - additional \$3,000 per annum - \$250 per month

**PART 5: DETAILS OF TRAVEL (CAR)**

Date	Meeting / Conference	Location	Kms
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Travelling Expenses		<input type="text"/> kms x \$0.68 (< 2.5 ltr) or \$0.78 (=> 2.5 ltr)*	<input type="text"/>

**PART 6: OTHER EXPENSES**

Date	Description	Cost
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Other Expenses		\$ <input type="text"/>

\*Note: Please copy total to Summary of claims table.

Councillor Expenses and Facilities Policy		
Owner: Corporate Governance	Accountability: Corporate Services	Adopted: 25 July 2023
CM Reference: D23/107455	Last review date: April 2023	Next review date: June 2025

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**6 PLANNING PROPOSAL FOR FINALISATION - Reclassification of Public Land at 4 Pittwater Road, Gladesville from Community Land to Operational Land**

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**Report prepared by:** Strategic Planner  
**File No.:** LEP2022/14/4 - BP25/283

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**REPORT SUMMARY**

At its meeting on 25 March 2025, Council resolved to defer consideration of the following report:

Item Number: 6

Report Title: **PLANNING PROPOSAL FOR FINALISATION - Reclassification of Public Land at 4 Pittwater Road, Gladesville from Community to Operational Land**

The report is **ATTACHMENT 5**.

**RECOMMENDATION:**

- (a) That Council endorse the planning proposal to reclassify land at 4 Pittwater Road, Gladesville, being LOT 1 DP 816692 from Community land to Operational land.
- (b) That Council endorse the submission of the planning proposal to the Department of Planning, Housing and Infrastructure and the Parliamentary Counsel's Office for finalisation under s.3.36 of the Environmental Planning and Assessment Act 1979.

**ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER**

- 1** Letter from Proponent to City of Ryde Council Regarding Lease of 4 Pittwater Road
- 2** Letter to Council - Alteration of Gateway determination for land at 4 Pittwater Road, Gladesville - signed 9 April 2025
- 3** Alteration of Gateway Determination - PP-2022-3966 - 4 Pittwater Road, Gladesville - signed 9 April 2025
- 4** Pittwater Road 6 - Gladesville Occasional Child Care Centre - copy of signed agreement for financial contribution. Hunter's Hill Council - Margaret Kelly
- 5** Previous Council Report - Planning Proposal for Finalisation - Reclassification of Public Land at 4 Pittwater Road, Gladesville from Community to Operational Land
- 6** Planning Proposal - Post-Gateway - August 2024
- 7** Ryde LEP 2014 Maps - 4 Pittwater Road, Gladesville - PP-2022-3966
- 8** Consistency of PP with SEPPs
- 9** Consistency of PP with S9.1 Directions

**ITEM 6 (continued)**

- 10** Certificate of Title for Lot 1 in DP 816692 - 4 Pittwater Road, Gladesville - PP-2022-3966
- 11** Deposited Plan 816692 - 4 Pittwater Road, Gladesville - PP-2022-3966
- 12** Requirements of LEP Practice Note PN 16-001
- 13** Council Meeting Report and Minutes - 20 September 2021 - 4 Pittwater Road, Gladesville - PP-2022-3966
- 14** Summary of Councils interest in the land - PP-2022-3966
- 15** Excerpt of Council Meeting Report - 19 April 2021 - 4 Pittwater Road, Gladesville
- 16** Response to Pre-Lodgement Meeting - 4 Pittwater Road, Gladesville - PP-2022-3966
- 17** Memorandum of Transfer - 4 Pittwater Road, Gladesville - PP-2022-3966
- 18** Correspondence from Council to Sydney Water dated 24 April 2023 - PP-2022-3966
- 19** Correspondence from Sydney Water to Council dated 5 June 2023 - PP-2022-3966
- 20** Proposed Reclassification 4 Pittwater Road Gladesville Public Hearing Report Final - 6 February 2025
- 21** Proponent Response to Submissions Letter
- 22** Gateway Letter to Council - Planning proposal PP-2022-3966 to amend Ryde Local Environmental Plan 2014
- 23** Gateway Determination PP-2022-3966
- 24** Ryde Local Planning Panel - Determination Statement of Reasons - 4 Pittwater Road, Gladesville
- 25** Proponent Response to Public Hearing and Submissions Report Recommendations

Report Prepared By:

**Helen Lee**  
**Strategic Planner**

Report Approved By:

**Jeremy Giacomini**  
**City Architect**

**Wayne Rylands**  
**Chief Executive Officer**

## **ITEM 6 (continued)**

### **REPORT**

The City of Ryde Councillors passed the following resolutions at the 25 March 2025 Ordinary Council Meeting for Item 6:

- (a) *That City of Ryde defer the request pending a meeting between Hunters Hill Council, City of Ryde Council, the General Manager of the Gladesville Occasional Care Centre, the President of the Gladesville Occasional Care Centre with the view to the Gladesville Occasional Care Centre remaining operational for a full cycle of the school year.*
- (b) *That an update be provided at a Councillor workshop on 8 April 2025.*
- (c) *That a report to be brought back to the 29 April 2025 Council meeting.*

This report will discuss how these resolutions have been addressed.

### **Resolution (a)**

- (a) *That City of Ryde defer the request pending a meeting between Hunters Hill Council, City of Ryde Council, the General Manager of the Gladesville Occasional Care Centre, the President of the Gladesville Occasional Care Centre with the view to the Gladesville Occasional Care Centre remaining operational for a full cycle of the school year.*

In accordance with this resolution, City Places staff facilitated a meeting on 1 April 2025 at the Gladesville Meeting Room, 6 Pittwater Road, Gladesville.

The attendees of the meeting are as follows:

- Gladesville Occasional Child Care Centre
  - Michelle King, President
  - Badrunnesa Begum, Supervisor
- Hunters Hill Council
  - Steve Kourepis, Director of Town Planning
  - Annie Goodman, Director Community & Customer Services
- City of Ryde Council
  - Wayne Rylands, CEO
  - Jeremy Giacomini, City Architect
  - Helen Lee, Strategic Planner

Nick Tomlin, Acting General Manager of Hunters Hill Council was an apology due to another commitment.

The meeting commenced with introductions and followed by City of Ryde (CoR) staff presented the purpose of the meeting, which was to address point (a) of the CoR Council resolution.

## **ITEM 6 (continued)**

### Response to the Council meeting

Hunters Hill Council staff stated there is no Councillor resolution to sell the land or discontinue the childcare service. They clarified that any sale or redevelopment of the site would require a Councillor resolution.

GOCCC requested a written statement from HHC that there will be an alternative site to allow seamless relocation if the GOCCC are required to vacate. They stated the centre would have to close if they lose this site and no alternative site is provided, as they are a not-for-profit organisation.

HHC staff noted the existing lease between HHC and the GOCCC was a month-by-month arrangement. In response to the Councillor resolution, the HHC staff offered to enter into discussions to extend the lease to a 12-month agreement. The HHC staff indicated they would need to discuss this with their acting General Manager and that the process would require a Council resolution and take some time.

HHC were requested to update CoR on the outcome of discussions with the GOCCC regarding the provision of a longer lease than the existing month-to-month lease.

### Action items

The following actions were identified to be addressed after the meeting:

- HHC staff will discuss the lease agreement with their acting General Manager, to which GOCCC representatives agreed was a good first step.
- HHC to provide a letter to GOCCC outlining timeframes for the new lease agreement.
- HHC to consider the written requests from GOCCC and provide a response.
- CoR staff to report back to Council at the 8 April 2025 Councillor Workshop and the 29 April 2025 Council Meeting in accordance with the resolution.

On 11 April 2025, Hunters Hill Council confirmed in a letter that they will update its current month-to-month agreement with Gladesville Occasional Child Care Centre and enter into a new 12-month arrangement from June 2025 to June 2026 (**ATTACHMENT 1**).

### **Resolution (b)**

*(b) That an update be provided at a Councillor workshop on 8 April 2025.*

An update of the meeting was provided at the 8 April 2025 Councillor Workshop.

## ITEM 6 (continued)

A presentation discussed the following:

- Background and history of the planning proposal
- Overview of reclassification of public land
- Definitions and examples of community land and operational land
- Details of the meeting
- Overview of discussed items and next steps of the meeting.

### Resolution (c)

*(c) That a report to be brought back to the 29 April 2025 Council meeting.*

This Council report has been prepared for the 29 April 2025 Ordinary Council meeting. It is still advised that Council should endorse the reclassification of 4 Pittwater Road, Gladesville from community land to operational land through an amendment to the *Ryde Local Environmental Plan 2014 (RLEP)*.

Council staff will then provide drafting instructions to the Parliamentary Counsel's Office (PCO) to seek their opinion. Once their opinion is received, Council staff will issue the finalisation package to the Department of Planning, Housing and Infrastructure (DPHI). Once DPHI has reviewed PCO's opinion, and liaised with Council as the Planning Proposal Authority, the RLEP amendment will be officially gazetted on [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au).

The original Gateway determination stated the LEP should be made on or before 2 May 2025, meaning the LEP amendment should be gazetted by this date. An extension of 6 weeks was sought from the DPHI, and a revised completion date of 13 July 2025 has been granted (**ATTACHMENTS 2 AND 3**).

### **Additional Matter: Existing financial agreement between City of Ryde Council and Hunters Hill Council**

Practice Note 16-001 (PN 16-001), issued by DPHI, titled 'Classification and reclassification of public land through a local environmental plan' identifies certain matters that must be addressed for Gateway consideration.

These matters have been addressed in an attachment of the Planning Proposal submission titled *Att 6. Requirements of LEP Practice Note 16-001*. On the matter of 'current or proposed lease or agreements applying to the land, together with their duration, terms and controls', HHC state: 'Any proposed and historic leases / agreements applying to the land are all short term, including an agreement in place between Hunters Hill Council and City of Ryde Council relating to the management, operation and financing of the existing land use'.



**ITEM 6 (continued)**

Specifically, City of Ryde Council (CoR) and Hunters Hill Council (HHC) have an ongoing financial agreement (**ATTACHMENT 4**). Under this financial agreement, CoR provides HHC with an annual contribution toward the operating costs of the premises at 4 Pittwater Road, Gladesville. The financial contribution increases with the Local Government Cost Index. The terms of this agreement permit it to automatically continue on a yearly basis and commenced in 2010. Either party are able to terminate the agreement at any time but must provide at least 12-months' notice.

The duration, terms and controls of the 'financing of the existing land use' were not explicitly stated, and the details of the financial agreement were not publicly exhibited, which may not be fully compliant with the Gateway determination. HHC officers have been informed of this situation and wish to proceed with the planning proposal. DPHI have been notified of this additional matter. They had no objections and did not advise of any other courses of action.

## **7 BUENA VISTA AVENUE - WASTE COLLECTION CONCERNS**

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**Report prepared by:** Team Leader Waste

**File No.:** BIS/20/191/6 - BP24/970

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### **REPORT SUMMARY**

Council undertook two (2) stages of community consultation on proposed parking changes (No Parking 5AM-11AM and No Stopping) at Buena Vista Avenue, Denistone to ensure safe and efficient waste collection. The proposal is in response to a declaration of concern from Council's waste collection contractors' health and safety representative which identified parked cars force the waste collection vehicle to perform unsafe movements (reversing).

On 23 July 2024, Council resolved to undertake additional consultation (Stage 2) with the residents of Buena Vista, Avenue, Denistone, to explore alternative solutions which do not result in a loss of street parking. Council engaged the community through the Have Your Say webpage, email, post and two (2) interactive onsite information sessions with truck demonstrations.

Council is obligated to minimise risk and reasonably address the concerns of the waste collection contractor. In accordance with Heavy Vehicle National Legislation, Council, through employment of the waste collection contractor, is accountable for the safety of the heavy vehicle, its driver, and its load throughout the journey.

Council engaged an independent road safety auditor to review risk and potential solutions. It was determined the concerns are of high risk and should be addressed as soon as practical by eliminating or isolating the hazards. It recommends undertaking Council's proposed parking scheme (as supported by Ryde Traffic Committee) immediately with supporting works to investigate long term solutions.

Additionally, legal advice was sought, and it indicated a preference to maintain consistency with expert safety advice and Council's amended No Parking and No Stopping signage.

### **RECOMMENDATION:**

- (a) That Council approve the installation "NO STOPPING" zone on both sides of Buena Vista Avenue at the property frontages of 14 and 19-23 as per endorsement from Ryde Traffic Committee (27 June 2024, Item H) (entrance/exit to loop road), funded under the 2024/25 Traffic Infrastructure budget.
- (b) That Council approve the installation of "NO STOPPING" zone on both sides of Buena Vista Avenue at the property frontages 47-51 (hairpin bend) as per endorsement from Ryde Traffic Committee (27 June 2024, Item H), funded under the 2024/25 Traffic Infrastructure budget.

**ITEM 7 (continued)**

- (c) That Council approve the installation of “NO PARKING 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED” zone be installed on both sides of Buena Vista Avenue (loop road) except along the frontages of property nos. 14, 18, 26 – 28, 29, 35, 39 and 43 Buena Vista Avenue, Denistone as per endorsement from Ryde Traffic Committee (27 June 2024, Item H). These works are to be funded under the 2024/25 Traffic Infrastructure budget.
- (d) That Council approve further minor works to determine and amalgamate bin presentation areas which are safer and more efficient for waste collection, funded by the Domestic waste management reserve.

**ATTACHMENTS**

- 1 Buena Vista Safety Audit and Review
- 2 Buena Vista Engagement Methodology

Report Prepared By:

**Adam Hamawi**  
**Team Leader Waste**

Report Approved By:

**Denise Torres**  
**Senior Coordinator - Resource Recovery**

**Craig Jenns**  
**Acting Manager - Circular Economy**

**Michael Galderisi**  
**Deputy Chief Executive Officer**

## **ITEM 7 (continued)**

### **History**

On 22 June 2024, the waste collection contractors' health and safety representative declared Buena Vista Avenue, Denistone a safety risk, enabling rightful refusal of service. The ongoing concerns, initially raised in 1996, relate to site constraints and regularly parked cars obstructing waste collection. Parked cars along the one-way loop road force drivers to undertake dangerous reverse movements and mount kerbs, which is not supported by Council as it reduces a drivers control of their vehicle. Reversing extended distances around the one-way loop road with reduced sightlines and parked vehicles increased the risk to pedestrians, motorists and damage to property.

Continued servicing has been undertaken out of goodwill by the waste collection contractor to reduce impact to residents and missed services, however, this will no longer be supported due to the increased safety risks.

An independent road safety auditor reviewed the matter, alternative solutions, and Council's proposed parking proposal. It was determined this matter, as it is currently, is:

- a high risk, with an urgency requiring immediate action to isolate or eliminate hazards
- worth of high cost/effort treatment.

As per **ATTACHMENT 2** (page 25) Council's proposed strategy (both No Parking and No Stopping) is determined to significantly reduce identified risks/site issues when compared to other proposed strategies including road widening and rolltop kerbs.

### **Discussion**

#### **Parking proposal**

In June 2024, the City of Ryde invited feedback on the proposal to install "NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue, Denistone.

Council assessed the community feedback received and acknowledged residents' concerns about loss of on street parking. As such, Council amended the proposal to provide unrestricted parking where it was determined functional and safe.

On 27 June 2024, the Ryde Traffic Committee considered Item H, the amended proposal, and their recommendation was then discussed at the Council Meeting held on Tuesday 23 July 2024. At this meeting, Council resolved for further consultation to be undertaken with residents and explore alternative solutions which do not result in a loss of street parking.

## ITEM 7 (continued)

Council proposed to make the following parking changes on Buena Vista Avenue, Denistone:

- A “NO STOPPING” zone be installed on both sides of Buena Vista Avenue at the property frontages of 14,19-23, and 47-51 Buena Vista Avenue, Denistone.
- A “NO PARKING 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED” zone be installed on both sides of Buena Vista Avenue (loop road) except along the frontages of property nos. 14, 18, 26 – 28, 29, 35, 39 and 43 Buena Vista Avenue, Denistone.

## Alternative Solutions Explored

Council investigated alternative solutions raised through community feedback and determined many not suitable for immediate action to reduce risk. The following alternatives have been discussed with the community and published on the Have Your Say page.

Alternatives	Suitability
Utilising and procuring smaller waste collection vehicles	<p>Council’s waste collection contractor uses a fleet of heavy rigid vehicles to ensure we achieve operational efficiencies and best practice waste management.</p> <p>Smaller rear loader waste collection vehicles provide a significantly lesser payload and are not suitable to service a kerbside development as it requires two (2) staff to operate and cannot service each waste stream, including bulky waste.</p> <p>Currently, smaller waste collection vehicles are not accessible or suitable for waste collection at Buena Vista Avenue, Denistone. Smaller waste collection vehicles are usually slightly narrower in width (approximately thirty (30) cm). This would not sufficiently relieve the waste collection issues or safety concerns.</p>
Reversing the direction of the road to enable bins to be placed along driveways	Reversing the road's direction was proposed as a solution in 1996 but was not approved due to objections from residents. Residents along the high side of Buena Vista raised concerns about the positioning of their driveways.
Permitting mounting raised kerbs and/or implementing rolltop kerbs	<p>It is illegal to park on the nature strip. The nature strip is not designed for parking and is preserved for access to infrastructure and street planting. Parking on the nature strip can also impact on the safety of pedestrians.</p> <p>Additionally, half parking still obstructs the waste vehicle as it does not provide the minimum width clearances required.</p>

**ITEM 7 (continued)**

Alternatives	Suitability
Widening the road to retain street parking	<p>The widening of Buena Vista Avenue (one-way section) to improve the safety of maneuvering for garbage trucks and other large vehicles, would require extensive civil works.</p> <p>Based on an independent assessment, this project is expected to cost a minimum of \$1.65M. Council currently does not have the funding available to deliver this project.</p>
Hairpin widening only	<p>The widening of hairpin only (no other sections) of Buena Vista Avenue would not sufficiently mitigate parked vehicles obstructing straight stretches of road, limiting the available carriageway and forcing waste collection vehicles to reverse.</p> <p>Parked vehicles along Buena Vista Avenue reduce the carriageway width below the minimum required for the safe and compliant operation of Council's heavy rigid waste collection vehicles. This results in non-compliance with the Heavy Vehicle National Law.</p> <p>Widening the hairpin only may assist in reducing conflict with vehicles hanging from driveways and waste collection vehicles mounting kerbs.</p> <p>It is estimated to cost a minimum of \$965,000 (inclusive of a thirty percent (30%) contingency buffer) to undertake hairpin widening. Council currently does not have funding available.</p>

**Community Engagement and Feedback**

Council undertook extensive consultation and engagement with impacted residents of Buena Vista Avenue, Denistone. **ATTACHMENT 2** details a timeline of communication and actions taken. It includes a brief overview of the onsite truck demonstration (information session) held with residents, Veolia (Council's waste collection contractors), and Council subject matter experts.

The Have Your Say (Stage 2) period occurred from Monday 2 September 2024 to Sunday 20 October 2024 during which our community could provide feedback via the online submission form, email, post, or at the information sessions. The community engagement was promoted through the City of Ryde's Have Your Say webpage and letters to local resident.

Information sessions were hosted onsite with a street closure and guided demonstration. Waste collection vehicles were used to demonstrate the evident issues, risks, and safety concerns of drivers.



## ITEM 7 (continued)

There were ten (10) online submissions and two (2) email submissions received, and eighteen (18) attendees at the information sessions. Feedback received was opposed to the proposed signage, seeking long term solutions including kerb and gutter works and road widening.

### Financial Implications

Should Council resolve to undertake the proposed recommendations, or options, it will result in varied financial impacts, requiring additional funding.

Project	Estimated Cost	Source	Funding Availability
No Stopping and No Parking Signage	\$3,000	2024/25 Traffic Infrastructure budget	Available
Education Site Signage	\$300	Domestic Waste Management Reserve	Available
Road widening and kerb and gutter works	\$1,650,000	General Revenue	Not currently available
Procuring additional Waste Collection Vehicles	\$600,000	Domestic Waste Management Reserve	Not currently available
Widening hairpin (only)	\$965,000	General Revenue	Not currently available

### Consultation with relevant experts

Council engaged an independent expert to prepare a traffic safety review and audit, see **ATTACHMENT 1**. The outcome of the audit and review determined servicing the site as present, without any mitigation measures, is a high risk to Council. The audit and review determined signage (No Parking and No Stopping together) as an appropriate low-cost, short-term measure that will sufficiently address risks and concerns. The report also suggested long term solutions for investigation.

Additionally, legal advice was sought and it indicated if the waste contractor has identified a safety risk with collection vehicles utilising Buena Vista Avenue due to its restrictive width, it would be prudent for Council to ensure that such a risk is minimised through the implementation of appropriate parking restrictions. While this may not negate all risk, it certainly would assist in providing Council with a defence to any claim that may arise.

**ITEM 7 (continued)**

**ATTACHMENT 1**



**City of Ryde**

**Buena Vista Avenue, Denistone**

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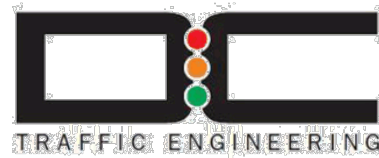
**Road safety review: Waste collection operations**



**ITEM 7 (continued)**

**ATTACHMENT 1**

DC Traffic Engineering Pty Ltd  
ABN 50 148 960 632  
www.dctrfficengineering.com.au



City of Ryde

Buena Vista Avenue, Denistone

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Road safety review: Waste collection operations

**Authors** Damien Chee



**Report No** RCC-PROJ-0021-01 RSR BUENA VISTA WASTE COLLECTION REV 3

**Date** 7/10/2024

This report has been prepared for City of Ryde.

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Buena Vista Avenue, Denistone-Road safety review: Waste collection operations  
DC Traffic Engineering Pty Ltd –ABN 50 148 960 632  
rcc-proj-0021-01 rsr buena vista waste collection rev 3

**ITEM 7 (continued)**

**ATTACHMENT 1**



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**ITEM 7 (continued)**

**ATTACHMENT 1**

**1 Introduction**

Buena Vista Avenue is a *no through road*, which stems off the western side of Chatham Road, in Denistone. This commences as a two-lane-two-way road on a north-west to south-east alignment. Towards its western end, this leads into a one-way loop road. The loop road was constructed in the same road reserve initially resembling a "divided road". However, due to significant level differences between the inbound section (lower elevation) and the outbound section (higher elevation), this has the appearance of a discrete one-lane roadway. This is a beneficial attribute since the circulation direction is anti-clockwise. That is, if the road was interpreted as a divided road instead, it would give the impression that drivers are on the wrong side of the road, ie. a "right-hand drive rule". Figure 1 shows the layout of the road including the one-way loop road section at the western end.



Figure 1: Layout of Buena Vista Avenue including the one-way anti-clockwise loop road at the western end.

The one-way loop section has a total length of 368m. This consists of the lower section between chainage 0 and 170, and a higher section between chainage 195 and 355. Between chainage 170-195, there is a sharp 180° hairpin curve. In addition to the sharp horizontal turn, this hairpin curve includes a significant change in elevation and hence has a localised steep gradient.

**ITEM 7 (continued)**

**ATTACHMENT 1**

City of Ryde requested a road safety review of the one-way loop section of Buena Vista Avenue with respects to waste collection vehicle access and thoroughfare. Preliminary investigations by the City and reports from waste collection contractors has identified a number of safety risks including the lack of space to complete the 180° hairpin turn in a single manoeuvre, the lack of passing clearance to parked cars and overhanging vegetation, and the lack of operational space to collect and set down bins. In extreme scenarios, the truck has had to reverse long lengths to egress from this road and abort its waste-collection operations. In these respects, this report details the processes, findings and recommendations associated with the road safety review.

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## 2 Methodology

The following methodology was used in the conduct of this road safety review:

- Initial inspection carried out by the review team on 11/9/2024: This inspection was for the purposes of familiarising the review team to the site, its geometric and topographical constraints; the land use, access and parking implications; and driveway, kerb and vegetation constraints. This date was selected as it was a Wednesday and a bin collection day. Although the inspection was not conducted at the bin collection time, the objective was to appreciate the quantum of the problem.
- Joint inspection with the Team Leader Waste from City of Ryde, as well as the waste collection contractor on 13/9/2024: There were several objectives of this inspection. Firstly, it gave an opportunity for a drive-over inspection inside a waste collection truck and the opportunity to hear first-hand, the operational constraints and workplace health and safety risks of the waste collection runs. This inspection also gave the opportunity to observe the truck movements from the outside of the vehicle and to identify all the various pinch points and near-misses. The inspection also included a walk-over observation and discussion with the Team Leader Waste, where problems and improvement strategies were discussed. This was critical as the review team needed to understand the various factors at play – including community concerns both with the current operations as well as any future modifications (such as loss of parking), budgetary and operational constraints from the Council's perspective.
- Determination of improvement strategies: As indicated above, the development of improvement strategies needed to be via a consultative approach. It was important for the review team to understand the operational constraints and limitations, as well as the expectations from the City of Ryde. For example, from this consultation, various shaping factors were identified including (i) the unwillingness to lose any on-street parking, (ii) the lack of justification to procure a bespoke waste collection vehicle just for this one single road and (iii) the likely limited budget to implement high-standard and permanent solutions.
- Documentation of the road safety review processes, findings and improvement strategies via this report.



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### 3 Preliminary discussion of known risks

From the extensive history of waste collection services on Buena Vista Avenue, City of Ryde has become aware of several safety risks associated with waste collection on this road. This is via reported incidents and complaints from the waste collection personnel. These known risks are discussed below along with an initial determination of the risk and priority levels.

- Hairpin turn – The 180° hairpin turn between chainage 170-195 is the most significant risk to waste collection services. The reported incidents include (1) cases of trucks having to execute multiple-point turns to pass around parked vehicles and still be able to access the bins; (2) cases where trucks have had to mount the kerb on the inside of the curve to clear the parked cars, which also results in tyre-separation from the roadway and tyre slip in dry and wet surface conditions as well as damage to the landscaping on the inside of this curve; (3) cases where trucks have had to abort the circuit and reverse all the way back to the start of the one-way loop. Risk rating: *High* (based on this being a frequent risk with a moderate severity). Based on this risk rating, the issue should be rectified as soon as practicable by either eliminating or isolating the hazard.
- Lack of passing clearance to parked cars – The road width is limited such that if vehicles were to park against the kerbline, there would not be enough passing clearance around these parked vehicles for other circulating vehicles. As such, over time, the residents have resorted to straddling the kerb when parked, to free up more road width for vehicles to pass around. This works reasonably well for light vehicles. However, the garbage truck still experienced difficulty in avoiding the parked cars whilst still maintaining sufficient clearance to the bins to allow the lift-arm to extend outwards to grasp the bin. Overhanging trees also act as other obstacles to the truck as it negotiates its way around this loop road. Risk rating: *High* (based on this being a frequent risk with a moderate severity). Based on this risk rating, the issue should be rectified as soon as practicable by either eliminating or isolating the hazard.
- Damage to the fenceline on the upper portion of Buena Vista Avenue – Since the bin lift-arm extends outwards from the truck body, the lack of operating width (usually due to parked cars and the limited road width) often means that when the bins are picked up, they are initially pushed outwards and then rotated outwards and upwards to be emptied into the top of the truck. Due to these actions, the bins along the upper portion of Buena Vista Avenue often get pushed back and strike the fencing behind them. This has led to progressive damage to the fence. Risk rating: *Medium* (based on this being a probable risk with a limited severity). Based on this risk rating, the issue should be considered for rectification over the medium-term planning horizon.

Note: Appendix A outlines the risk assessment methodology and the explanations for the frequency and severity descriptors.

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### 4 Safety findings

As discussed in Section 2, the joint inspection of the site with City of Ryde involved an observation of the waste collection services from inside the moving truck, as well as a walk over inspection observing the operations from outside the truck. The identified issues generally consisted of the following:

**Lack of width in the lower elevation of the loop road and hence lack of passing clearance, particularly when there are vehicles parked along the kerblane.** This resulted in risks of side-swiping parked cars and mirrors; difficulty in accessing the bins; lack of operational width to lift and set down the bin, with risks of impacting trees and structures behind the bin; and additional manoeuvres required to access some bins depending on the arrangement of parked cars. The system is highly reliant on the skill of the driver to manoeuvre the truck around the various obstacles. It is also highly reliant on drivers straddling the kerblane when parking to free up as much road width as possible. This is not legal with barrier kerbs. However, there is no other choice since the lack of width affects all vehicles (not just waste collection truck movements). As noted, since many of these are parked cars, they are not fixed in place, and the driving course could change week-by-week. Risk rating: *High* (based on this being a frequent risk with a moderate severity). Based on this risk rating, the issue should be rectified as soon as practicable by either eliminating or isolating the hazard.

**Lack of level platform for placement of bins.** All bins are placed on the opposite side of the road from the residences since the one-way loop direction is anti-clockwise and the bin lifting arm of the truck is on its left-hand side. All bins are placed in makeshift recessed areas in the median landscaping and lack a level surface. Bins often topple over when lifted and set down and the damage and replacement rate is high. Since all bins are typically kept in place on the median, the bins themselves are obstructions to adjacent bins. For example, if red bins are being collected, the adjacent green and yellow bins often obstruct or encroach into the operating space needed to lift and empty the bins, and set them back down. Coupled with the lack of level platform is the lack of kinematic envelope behind the bins. When the bins are lifted by the truck arm, there is somewhat of a circular path that the bin takes when lifted to the top of the truck and set back down. This circular path requires a kinematic envelope based on the radius of the arm's movement. Due to the lack of kinematic envelope, there is frequent damage to vegetation and fences situated behind the bins. The truck operator is also required to jolt the bins in mid-descent to ensure lids are closed and not posing as additional swing-hazards. Risk rating: *Medium* (based on this being a probable risk with a limited severity). Based on this risk rating, the issue should be considered for rectification over the medium-term planning horizon.

**Lack of width and swept path envelope for the truck at the 180° hairpin turn between chainage 170-195.** If there were no cars parked in place, and there were no bin collection needs, the designated waste collection truck would be able to negotiate this 180° turn in a single manoeuvre. However, the two challenging factors are (i) there are most often cars parked either along the kerblane or in driveways and extending back into the trafficable area of the loop road and (ii) the truck needs to distance itself from the bins so that the lift-arm can access the bin (the arm works by extending outwards from the truck body and cannot simply grab the bin straight away). Due to these constraints, the truck is required to make a three-point turn to negotiate the turn with the middle movement being a reversing adjustment on a downhill grade. Furthermore, often the truck needs to perform a "five-point turn" with two reversing movements. The reversing movements impose risks of impacting kerbs or parked cars. The only alternative to negate the three-point turn is for the truck to "cut the corner" and track over the left-hand kerb line. This has its own risks including risk of structural damage to the kerb and the truck's tyres. Also, more pressing is that by resorting to this manoeuvre, the rear-left wheels of the truck are elevated and lack sufficient normal loading to achieve the same tyre-to-pavement friction as the rear-right wheels. The

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driver reported cases of “spinning out” particularly since this is an uphill grade and exposed to being wet depending on weather. As well as parked cars in the curve itself, if there are parked cars either immediately upstream of the hairpin curve, or downstream of it, these may also act as manoeuvring obstructions. It should also be acknowledged that at the less frequent household pick up days, a much longer and wider truck is used which exacerbates the risks discussed above. Risk rating: *High* (based on this being a frequent risk with a moderate severity). Based on this risk rating, the issue should be rectified as soon as practicable by either eliminating or isolating the hazard.

**Protruding driveways on the higher elevation portion of the loop road.** Due to the slope of the land, all properties on the higher elevation side of the loop road are much higher than the roadway. This has resulted in steep driveways for most of the residences. To attenuate the gradient as much as possible, many of these driveways protrude into the roadway and form “bridges” over the gutter line. This has resulted in a series of ramps along the right-hand edge of the road with the in-between portions being significantly depressed and often untrafficable. Furthermore, since the verges are either steeply sloped or contain low-height retaining structures, the same “straddle-the-kerb” parking methods as the lower elevation are less achievable in the higher elevation portion. Cars must therefore be parked wholly on the road and hence there is less ability to free up width for the passing truck. Fortunately, the road width in the higher elevation portion is generally wider than the lower elevation portion although parts of the left-hand verge have makeshift pavement widening via asphalt or concrete dumps. These are only surface widenings and presumably not a deep lift construction (full depth). Risk rating: *Low* (based on this being an occasional risk with a moderate severity). Based on this risk rating, the issue could be rectified using low-cost methods since there is little justification for high cost and effort.

The above discussion provides a general overview of the issues along the one-way loop road. The location-by-location issues are best described by photos and captions that follow. These are provided in chainage order (refer to Figure 1 for chainage references).



**Figure 2:** Looking towards the commencement of the loop road at chainage 0. With the truck parked on the left-hand side of the road, this severely limits the turning arc that is achievable to turn right into the one-way loop road – note the protruding wing mirror and risks of impacting it. Often bins are placed at point 2 and are inaccessible via a single forward movement. The truck driver must advance to point 1, and then reverse into place to access the bin at point 2. View from inside the truck.

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**Figure 3:** At chainage 30, there is a slight horizontal curve (right-hand curve). If a car was parked at point 3, the waste collection truck would be forced to shift to the left and would not have sufficient operating width to access and set down the bins. There is a heavily reliance on car owners to straddle the kerb when parking to free up as much road width as possible. View from inside the truck.



**Figure 4:** Between chainage 20-60, there is a risk of the waste collection truck scraping/ impacting the roadside vegetation. Much of this vegetation encroaches over the plumb line to the kerb and is therefore an obstruction hazard. Note also the lack of passing clearance, particularly if the parked vehicle was positioned wholly in the roadway instead of being straddled across the kerblines. Note the tyre marks along the left-hand kerb indicating frequent wheel strikes. The right-hand photo shows the wing mirror of the truck impacting the overhanging tree foliage. Views from inside the truck.



**Figure 5:** At chainage 80, there is a pronounced "scar" along the turfed council strip where the right-wheels of parked cars track and rest when vehicles are straddled on the kerblines when parked. This indicates the frequency and the necessity of this practice to make the roadway pass-able and operational. View from inside the truck.



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**Figure 6:** At chainage 105, when the truck cannot distance itself from the bins, usually as a result of parked cars such as that shown above, there is more demand for operating width behind the bin. As discussed previously, the lift-arm of the truck extends outwards initially before grabbing the bin. It then has a circular path as it is lifted above the truck. The yellow line is the indicative circular path of the bin as it is lifted and set down. Views from inside the truck.



**Figure 7:** A view from outside the truck at chainage 130 showing (i) if the parked car did not straddle the kerb, there would not be sufficient passing clearance for all vehicles (let alone trucks); (ii) the lack of operating space for the bin pick up and set down.

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**Figure 8: Photos taken from chainage 170. Top – A view from the truck cabin. Note the lean angle of the bins and the risk of these toppling. Note also the cars parked in the driveways which extend back into the trafficable area of the roadway and hence limit the manoeuvring space in approach to and throughout this curve. The driveways are very steep and have abrupt changes in grade such that “bottoming out” is a high risk. As such, car owners have resorted to this method of parking. Bottom - A view from outside the truck showing its lack of offset from the parked cars and the difficulty in accessing bins due to the angle of the truck body.**

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**Figure 9:** Note the width footprint of the truck as it negotiates the 180° hairpin curve. For an unimpeded run, the whole road width needs to be unoccupied at this point. Note also the angle of the truck relative to the inside kerb, which means the lift-arm is not always perpendicular to the kerblines. Most residents would assume that bins should be placed perpendicular to the kerblines. With parked vehicles in place, the driver most often needs to perform a three-point turn including one downhill reversing adjustment. As previously noted, if the truck mounts the inside kerblines, this most often lifts the rear left-tyres off the ground. These are the drive axles.

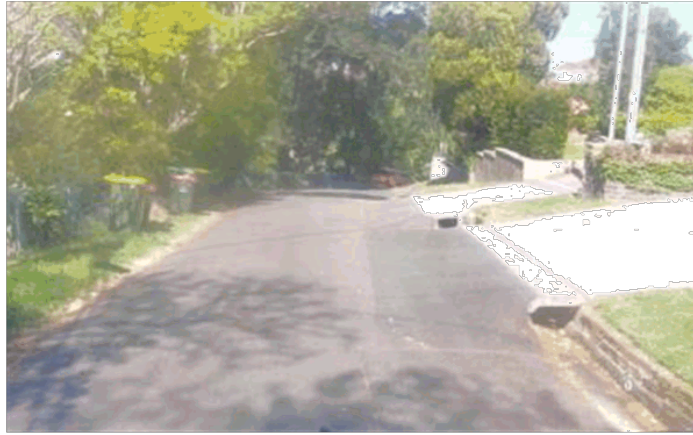


**Figure 10:** At chainage 195, the bins placed immediately downstream of and on the inside of the 180° curve, are difficult to access by the truck. The left-hand image shows the distance of the bins from the truck body due to its angle to the inside edge of road when turning. Note also the parked car as an additional obstruction. The right-hand image shows a view from outside the truck showing the lack of offset from the parked car. This shift-left movement was required immediately downstream of the 180° curve and immediately after collecting the bins.



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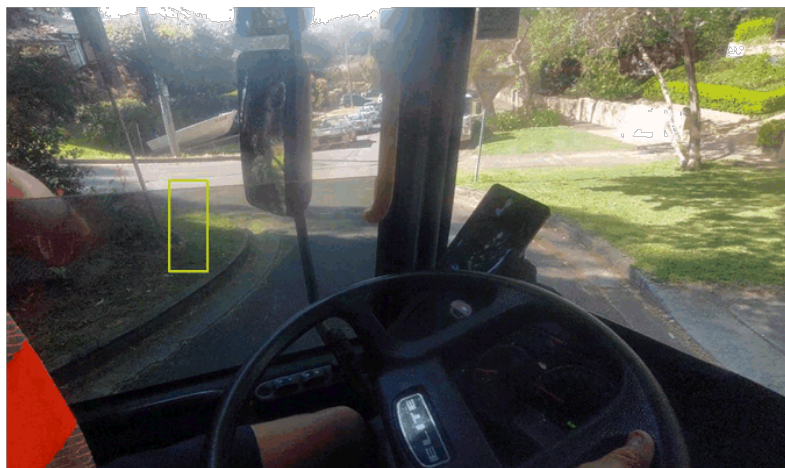
**Figure 11:** Between chainage 195-330, most properties are higher than the road level and have steep-sloping driveways that protrude into the roadway. These form gutter bridges and a series of ramps that are generally not safe for vehicles to traverse. The steep sloping verges (often with short retaining structures) coupled with the close spacing of driveway ramps makes it very difficult for vehicles to mount the kerb when parked. Most vehicles are therefore forced to park wholly within the road space. At several points, the pedestrian fence in the median has been damaged due to bin movements when being lifted and set down.



**Figure 12:** At chainage 300, an example of an extended pavement area on the left-hand side of the roadway. This is not a deep lift. Rather, the pavement extension is only on the surface. The load-bearing capacity of this extended asphalt strip is questionable.

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**Figure 13:** At chainage 355, there is a sharp left-turn required by the truck. There is usually a bin placed at the yellow rectangle which is difficult to access due to it being on the inside of a curve.



**Figure 14:** The truck is only just able to clear the GIVE WAY sign at the end of the loop road. The driver advised that this was previously impacted.

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### 5 Improvement strategies

#### 5.1 Commentary on Council proposal

The City of Ryde has undertaken community engagement on a proposed parking signage scheme on Buena Vista Avenue, to allow safe access for waste collection vehicles during collection times. Council has proposed that parking signs be installed stating NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED. These signs will be placed on the northern and southern sides of Buena Vista Avenue. In addition to these, NO STOPPING signs will be placed on both sides of the road at the 180° hairpin curve. Figure 15 shows the designated sections of each signage/ zone. The reference to *statutory no stopping zones* refers to the default *no stopping* zones as stipulated by NSW Road Rule 170, ie. within 10m of an intersection.



Figure 15: The parking restriction signage scheme as proposed by Council.

The review team has considered the signage scheme and outlines the advantages and disadvantages of the scheme, as follows.

#### Advantages of the scheme

**Low cost of the scheme:** The scheme will have a relatively low cost as it involves installation of signs, and their footings, poles and sign blades. This is a major contrast to larger-scale civil works such as kerb and pavement widening, or converting the kerb to a traversable type. A substantially lower start-up capital cost would be incurred. However, the system is not completely maintenance friendly, so there are ongoing maintenance costs (as discussed in the *disadvantages*).

**Ease of implementation:** Coupled with the low-installation cost is the ease of implementation. From a constructability perspective, installing signs on roadsides requires

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minimal road occupancy and disruption to traffic. Most signs can be installed using hand tools (shovels and on-site mixing of concrete) and do not require plant or heavy machinery.

A proven treatment: Parking restriction signs are typically straightforward and easy to understand by the driving community. Most drivers understand the legal implications of a NO PARKING instruction. Also, when these signs are accompanied with stated timeframes and days of the week, most drivers understand that these are the conditions under which the parking restriction rules apply. The message would be clear that drivers shall not park on the kerbsides between the time period of 5am to 11am on Wednesdays. However, parking and stopping along the kerblines would be permitted at all other times.

Treatment is reversible: If the system is proven to be ineffective and to be replaced by an alternative proposal, the signs can be removed and the system restored back to original conditions with ease. Signs can be removed by either cutting the stems off at their bases and covering the void with landscaping. Entire sign footings can also be removed or crushed and used as backfill for the void. That is, the scheme is quite reversible with minor decommissioning and abortion costs. By contrast, larger-scale civil works could be costly to decommission/ abort.

Treatment is effective FOR WASTE COLLECTION SERVICES: Assuming that there is 100% compliance with the scheme ALL the time, this would be an effective solution to the problem at hand. It should be a 100% solution, and not a case of partial resolution of the problem.

### Disadvantages

Relies on 100% compliance: For the scheme to work, there needs to be 100% compliance. Even if there is one or two vehicles that are parked along the one-way, loop-road, this could be almost as detrimental as normal conditions. For example, if a vehicle was parked such that it prevented thoroughfare by a truck, the truck could be forced to make a long reversing movement and abort the waste collection run. The scheme is highly reliant on the cooperation and compliance by the local residents. Furthermore, prior to attending the site, there is no way of determining whether the system is clear for the waste collection run. The driver would simply have to proceed to the site and hope that drivers have complied. CCTVs would be very unwelcomed by the community with cameras potentially vandalised, or deliberate acts to block the footage/ image capture. As stated later in this list, enforcement by parking rangers is critically needed to support the scheme.

Large-scale migration of on-street parking to other streets: As a direct consequence of the "no parking 5am-11am Wednesday" rule, there would be a large-scale re-distribution of this on-street parking demand to other areas. Firstly, this could result in more in-driveway parking. This would not be a problem provided that the vehicle can fit wholly in the driveway. However, for any vehicles that extend back into the roadway, this could reduce the operating width of the road, much the same as the current straddle-the-kerb parking practice that happens at present. Secondly, some drivers may resort to parking their vehicle *wholly* on the verge (ie, not straddling the kerb but having their vehicle positioned off the road and in the verge). This is quite hazardous and also illegal. Thirdly, more compliant residents will simply relocate their vehicles to other surrounding streets. The section of Buena Vista Avenue between Chatham Road and the one-way loop road would be the most heavily affected road. The large-scale influx of vehicles to this section is likely to stir frustration in that local community. There is no simple solution to this problem and it is indeed inevitable.



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Large-scale exodus of traffic at "4:59am" on Wednesday mornings: Assuming that infringements are issued and the community begins to understand the seriousness of the parking restrictions, compliance should improve over time. However, this could lead to a large-scale exodus of on-street parked vehicles at "4:59am" on Wednesday mornings. Being early morning, and since most people would treat this as sleeping time, the exodus would tend to happen as late as possible. This could generate its own issues such as intensified traffic congestion with all vehicles leaving the loop road at the same time, squabbling over parking spaces in other streets, and the noise generated both on the loop-road and on the receiving road in the early hours of the morning. Some residents with more foresight may move their vehicle the night before. However, many will leave this until the "last minute". Consideration should be given to a later time period such as 9am to 2pm.

Unpopularity of the conditionalised time period: The NO PARKING signs will be conditionalised with the time period of 5am-11am on Wednesdays. This will be considered a very inconvenient time. Typically, since most residents are asleep by night and awake by day, the 5am period (following from overnight) would be a high demand period for on-street parking. This is too early for many residents to be awake, and too early for them to have left home for school or work. An easy solution is to schedule the waste collection for later on. Even if the conditionalised period was 9am to 2pm, there would tend to be much less presence and demand for on-street parking since more residents would be out at school/ work/ errands. That is, a later time period could be self-effective and not require residents to move their car for the sole purpose of complying with the signs. As such, it is recommended that a later time period be specified and the waste collection runs be scheduled for that later time period.

Cheating/ testing the system: A NO PARKING instruction is different to a NO STOPPING instruction. NO PARKING tends to imply (in accordance with NSW Road Rules) that as long as the car is attended, then it does not constitute as parking. This could result in car owners cheating and testing the system with behaviours such as (i) standing next to their car under the guise that it is an attended vehicle, (ii) leaving a car door open or the hazard lights flashing to pretend that the vehicle is attended, (iii) waiting in the car and even buying more sleep time in the car as this is justifiable as being in attendance. It should be acknowledged that whether the vehicle is attended or not, it would still be an obstruction. The only difference is that an attended vehicle can be moved on demand. In these respects, it may be necessary for the NO PARKING instruction to be changed to a NO STOPPING instruction with the same conditionalised time periods.

Parking on the left-hand ("median") side of the loop road: The scheme proposes NO PARKING 5AM-11AM WEDNESDAY signs on the left-hand ("median") side of the loop road along its length. This technically means that at all other times (other than 5am to 11am on Wednesdays), vehicles would be allowed to be parked along this side of the road. This is undesirable as there is less opportunity for kerb-straddling on that side of the road. Any vehicles parked on that side of the road could pose as obstructions for the rest of the week, despite achieving a clear run on waste collection runs on Wednesday mornings. These "median" based signs should be NO STOPPING signs and there should not be any conditionalised time period. That is, this side of the road should be permanently kept free of parked vehicles.

Community dissatisfaction: There are several foreseeable types of community dissatisfaction that may be actualised. Local residents of the loop road may complain that they lose security and surveillance over their vehicle when it is parked on neighbouring streets, particularly, if these are parked overnight from Tuesday night to Wednesday midday. Residents are likely to complain about lack of vehicle-to-house access such as carrying luggage/groceries into the house and vice versa and the inconvenience of walking to and

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from a car parked in a distant street during wet weather. Less mobile residents will claim that there is a major inconvenience in accessing a car parked elsewhere. As indicated previously, the “receiving” communities (ie. those that receive more parked cars on their streets) are also likely to complain. The community dissatisfaction may also reveal itself through increased vandalism and graffiti on the parking signs, generating more maintenance costs and effort. There could be increased abuse and threats to parking rangers. This could be more than status quo since the area affected is considered “personal property” as opposed to receiving a parking violation in a more public area. The scheme could lose the support of the community if other alternative solutions are proposed in future.

Increased resourcing by parking rangers: Parking ranger patrols will be necessary to support the scheme. If the system is not enforced, there is little point in implementing it in the first place. This is a cost and resourcing requirement that needs to be recognised. Furthermore, as there is likely to be more community opposition, this could change the nature in which patrols are performed. For example, parking rangers may need to operate in pairs/ groups.

Residual width and access problem at all other times: In the *advantages*, it was emphasised that the proposed signage treatment (assuming there is 100% compliance) will be effective in resolving access issues for waste collection services only. Since vehicles will still be allowed to park in the scheme at all other times, this means there would still be residual access and movement problems at times outside the Wednesday 5am-11am period. This includes removalists, deliveries and even long vehicles and vehicle-trailer combinations. To resolve all access issues and not just those required by waste collection services, other strategies would be required.

### 5.2 Short term strategies

*Short term strategies* refers to improvements that can be implemented almost immediately. The objective is to attenuate the noted risks to some degree and allow time for the longer term measures to be implemented.

The review team makes the following recommendations for short-term improvements:

- Designate a zone (ie. “Zone A”) between chainage 0 and 170 which corresponds to the lower elevation portion of the loop road. Signs could be installed at the beginning of the zone and the end of the zone to mark the boundaries of this zone. Information signs can then be placed at the beginning of the zone as well as 1-2 signs within the zone stating the following:



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Figure 16: Top image - The CAUTION sign that could be installed at the start of, as well as at several points throughout Zone A. Bottom image – The boundary signs to Parking Zone A. Note that these should be placed on the residences side of the road and the arrow should point in the direction which Zone A lies in.

- Designate bin placement areas generally on the opposite side of the road to the driveways. Since it is illegal to park across driveways, this means these areas are more than likely to be free of parked cars. The bin placement areas would line up with the area free of parked cars (ie. the driveway). As an initial measure, the bin placement area could simply be created by clearing vegetation and compacting down the earth. General tree pruning should be carried out as necessary to enable bins to be lifted and set back down free of obstructions. This could be accompanied by a letterbox drop advising residents to place bins in the designated areas.
- General tree pruning works can be carried out along the full length of the median to ensure that the waste collection truck has a constant kinematic envelope for general movements. As stated above, the areas at the temporary bin placement areas should also have tree pruning works as necessary to cater for the kinematic envelope of the truck lift arm and an ascending and descending bin.

### 5.3 Long term strategies

This refers to more "permanent fixes" that will remain effective in addressing or attenuating the problem over the longer term (ie. 10-20 years). Generally, besides waste collection truck movements, the limited width and passing clearance along the lower elevation portion of the route is considered a major constraint for *all* vehicles. Concurrently, there is a demand for kerbside parking space and this is not likely to reduce in future. The review team also expects that there would be widespread opposition from the community due to any loss in kerbside parking capacity. It is recommended that rolltop kerbs be installed throughout the lower elevation portion of the route, between chainage 0 and 175. Hard stand parking areas in the verge could also be provided adjacent to these new kerbs. In the

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photos that follow, the rolltop kerbs are depicted in red, and the hard stand parking areas are depicted in teal. The rolltop kerbs and hard stands will formalise and legalise the current practice of straddling the kerblines when parking. By allowing parked cars to straddle the kerb, this will free up more road space for the movement and passing of other vehicles, including waste collection vehicles. Furthermore, the use of rolltop kerbs makes each parking position more accessible since vehicles can use any section of this kerbing to access and egress from the parked position. By contrast, under the current arrangement with barrier kerbs, the vehicle can only enter the verge via the driveway laybacks. Similarly, they depend on the driveway laybacks to egress from parked positions and could easily become "parked in" by other vehicles.

More permanent, and level bin hard stand areas should be provided. These are marked yellow in the photos that follow. Generally, these should be opposite driveways since it is illegal to park across driveways and this area would tend to be more free of parked cars, thus enabling better access to the bins.

Routine tree pruning should continue along the entire loop road to ensure a clear path for the truck as it moves along the width-constrained section. The areas behind bin hard stand areas should also be routinely pruned to ensure unobstructed movements of the lift arm and bins as they are picked up and set back down by the truck. Tree pruning works are depicted in white in the photos that follow.

On the higher elevation side of Buena Vista Avenue, the pavement should be widening on the left-hand side of the roadway (the inside of the one-way loop). This should be achieved by a full-depth pavement and not just confined to surface pavement works. There needs to be sufficient structural strength to bear the load of the waste collection trucks and to offer an all-weather surface for tyres. There also needs to be sufficient lateral strength from the wheel-loaded point to the edge of pavement and sub-base. These pavement widening works are also depicted in yellow.

On the higher elevation side of Buena Vista Avenue, the bases of the ramps of the protruding driveways should be outlined by orange linemarking to keep these free of wheel-tracking. Drivers need to understand that despite being in the trafficable area of Buena Vista Avenue, these ramp bases should not be traversed as they could destabilise vehicles. These are superimposed in orange in the photos that follow.



**Figure 17: Chainage 0-20 of the loop road. A formalised bin hard stand area should be provided opposite the driveway to reduce the obstructions when accessing this bin. Tree pruning works should be carried out to improve the kinematic envelope of the waste collection truck.**

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**Figure 18: Chainage 40-60 showing the recommended rolltop kerb in red, the hard stand area for kerb-straddle parking in teal, and the tree pruning works in white.**



**Figure 19: Chainage 60-105 showing the recommended rolltop kerbs in red, the hard stand areas for kerb-straddle parking in teal, and the tree pruning works in white. The bin hard stand is also shown in yellow. The curved shape of the vegetation clearing refers to the need to maintain a kinematic envelope for the lift arm of the truck and bin as it is lifted and set back down.**

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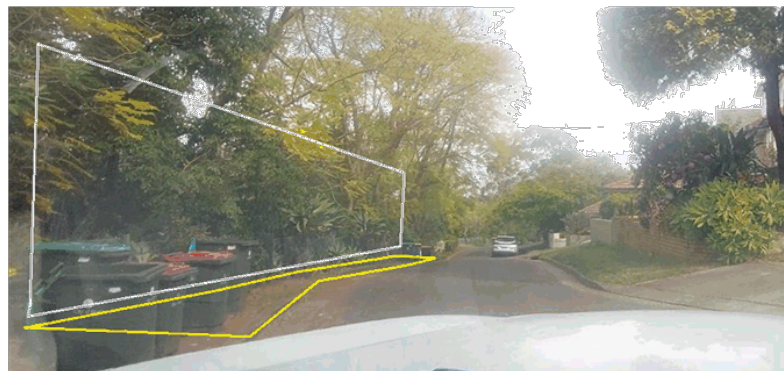
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**Figure 20: Chainage 130-170 showing similar treatments.**



**Figure 21: At chainage 170, by providing rolltop kerbs (red) and parking hard stand areas (teal), it is hoped that vehicles will not park in driveways as shown. This should free up more space for the truck to complete the 180° hairpin turn.**



**Figure 22: Chainage 195-200 – the commencement of the higher elevation section of Buena Vista Avenue. The strategy changes to providing more full-depth pavement along the left-hand side of the route (yellow polygon), repairs to the fencing and tree pruning works (white polygon).**



ITEM 7 (continued)

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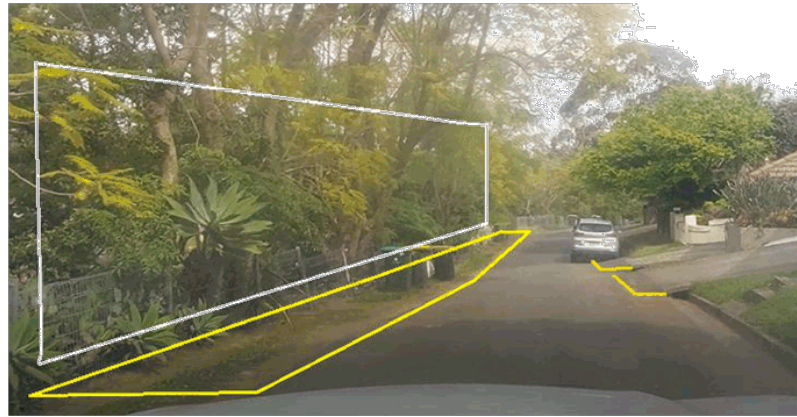


Figure 23: Chainage 220-246. The full-depth pavement widening works should continue on the left-hand side of the road. The bases of driveway ramps should be outlined with orange linemarking and the tree pruning works should continue along the left-hand side. Fence repairs should be implemented where needed.



Figure 24: Chainage 246. There is less opportunity for rolltop kerbs since the verges are steep and some even contain retaining walls. The full-depth pavement widening and fence repairs should be carried out on the left-hand side of the road (yellow). Bases of driveway ramps should be outlined in orange. Note the fence which also requires repair work.

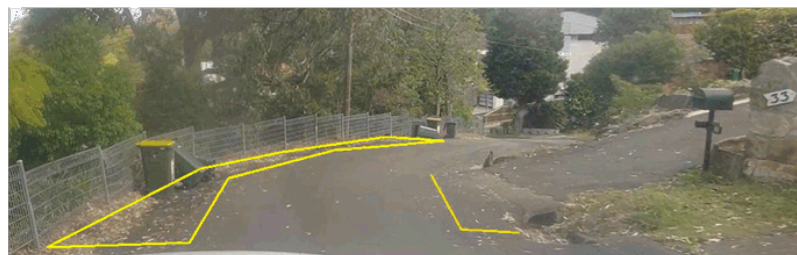


Figure 25: Chainage 300. The asphalt strip on the left-hand side does not appear to be full-depth pavement. This should be reconstructed as a deep lift to ensure it is strong enough to bear the load of waste collection trucks.

**ITEM 7 (continued)**

**ATTACHMENT 1**



**Figure 26: Chainage 300-330.** There is more opportunity to recommence rolltop kerbs (red) in this section due to the more level verges. A parking hard stand can also be provided to allow vehicles to straddle the kerb when parked (teal shaded area). The full-depth pavement reconstruction should continue as per the yellow polygon.



**Figure 27: Chainage 330.** The recommended rolltop kerb and pavement hard stand area (red and teal shaded areas) would greatly improve access and width for trucks turning at this point. The full-depth pavement reconstruction could continue in the yellow section.



**Figure 28: Chainage 368.** The GIVE WAY sign should be shifted to the right as shown to reduce the risk of nuisance impacts.



## ITEM 7 (continued)

## ATTACHMENT 1

### 5.4 Risk comparisons between existing case and proposed strategies

The risk rating for the pre-determined issues, and the issues identified from the site inspection were discussed in Sections 3 and 4 respectively. These have been re-produced in Table 1.

Table 1 also lists the treatments discussed in Sections 5.1-5.3. This includes both the Council signage strategy as well as the short-term and long-term strategies proposed by the review team. The purpose of this assessment is to gauge how effective each strategy would be in managing the risks. The risk assessment methodology used is described in Appendix A.

In Table 1, if an improvement measure was assessed with a risk level that was two or more increments lower than the original risk rating, the cell was highlighted in green. For example, if an issue had an initial *High* risk and was assessed with a *Low* risk due to a treatment. Cells were highlighted in pink for cases where one risk rating increment reduction was achieved (eg. *Medium* to *Low*). This colour-coding enables a quick snapshot to determine the most attractive measures with respects to reducing most of the risks, or at the very least, being able to reduce several of the risk items.

From this assessment, it is apparent that the Council-proposed parking restriction signage scheme would be the most effective in addressing most of the risks. However, as noted in the conclusion of the table, care needs to be taken with this improvement strategy, especially since there were many side effects and disadvantages with this scheme as discussed in Section 5.1.

Another finding from this before and after risk comparison, was that some of the improvement strategies would be very effective in reducing risk in one area, but unable to achieve any improvement in other areas. This was somewhat expected since some of the treatments were determined as a direct response to considering one issue only. Notwithstanding this, the assessment showed that the several measures would be effective in reducing risks in some areas and could be incorporated as a package of works. The package of works may include:

- Primary works – Council-proposed parking restriction signage scheme.
- Supporting works – (1) Provision of formalised bin placement hard stands/ areas, (2) routine tree pruning, (3) Roll top kerbs (over the longer term), and (4) widening of the carriageway on the Upper section (over the longer term).

**ITEM 7 (continued)**

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Table 1: Comparison of risk before and after the proposed treatments.

Aspect/ issue	Risk ratings							
	Existing "do nothing" condition	Council signage strategy	Short term 1 – Designated parking zone allowing straddle-the-kerb parking.	Short term 2 – Designated bin placement areas.	Short term 3 – Tree pruning	Long term 1 – Rolltop kerbs and hard stands for part verge.	Long term 2 – Widening of carriageway on Upper section.	Long term 3 – Linemarking for protruding driveway ramps
<b>Pre-determined issue 1 – Hairpin turn forcing multiple point turns</b>	High (Frequent x Moderate)	Low (Occasional <sup>1</sup> x Moderate)	High <sup>2</sup> (Frequent x Moderate)	High (Frequent x Moderate)	High (Frequent x Moderate)	Medium (Probable x Moderate)	High (Frequent x Moderate)	High (Frequent x Moderate)
<b>Pre-determined issue 1 – Hairpin turn forcing kerb mount and landscaping damage.</b>	High (Frequent x Moderate)	Low (Occasional x Moderate)	High (Frequent x Moderate)	High (Frequent x Moderate)	Medium (Frequent x Limited)	Medium (Probable x Moderate)	High (Frequent x Moderate)	High (Frequent x Moderate)
<b>Pre-determined issue 2 – Lack of passing clearance to parked cars.</b>	High (Frequent x Moderate)	Low (Occasional x Moderate)	High (Frequent x Moderate)	High (Frequent x Moderate)	Low (Occasional x Moderate)	Medium (Probable x Moderate)	Low (Occasional x Moderate)	High (Frequent x Moderate)
<b>Pre-determined issue 3 – Damage to median fencing due to lifting and lowering bins</b>	Medium (Probable x Limited)	Low (Improbable x Limited)	Medium (Probable x Limited)	Low (Occasional x Limited)	Medium (Probable x Limited)	Medium (Probable x Limited)	Low (Improbable x Limited)	Medium (Probable x Limited)

<sup>1</sup> The Occasional frequency accounts for the fact that the system is not likely to achieve 100% compliance and will result in occasional breaches.

<sup>2</sup> This measure really only legalises the existing practice of straddling the kerb. Some improvement may be experienced if residents shift their car into the verge as much as possible.

**ITEM 7 (continued)**

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Aspect/ issue	Risk ratings							
	Existing "do nothing" condition	Council signage strategy	Short term 1 – Designated parking zone allowing straddle-the-kerb parking.	Short term 2 – Designated bin placement areas.	Short term 3 – Tree pruning	Long term 1 – Rolltop kerbs and hard stands for part verge.	Long term 2 – Widening of carriageway on Upper section.	Long term 3 – Linemarking for protruding driveway ramps
<b>Site-determined issue – Lack of level platform to place bins so they do not fall over.</b>	Medium (Probable x Limited)	Low (Occasional x Limited)	Medium (Probable x Limited)	Low (Improbable x Limited)	Medium (Probable x Limited)	Medium (Probable x Limited)	Medium (Probable x Limited)	Medium (Probable x Limited)
<b>Site-determined issue – Protruding driveways on the upper elevation section of Buena Vista Avenue and reduced passing width.</b>	Low (Occasional x Moderate)	Low (Improbable x Moderate)	Low (Occasional x Moderate)	Low (Occasional x Moderate)	Low (Occasional x Moderate)	Low (Occasional x Moderate)	Low (Improbable x Moderate)	Low (Improbable x Moderate)
<b>Conclusions</b>	Intervention is warranted	This scheme has merit in significantly reducing the risk. However, note the side effects as discussed.	This measure is really just an ancillary measure to support the existing parking practices and to reduce ambiguity. It has negligible benefit over the longer term.	This measure has some risk reduction benefits across the range of issues. It is still a necessary measure since it will formalise the bin placement locations, reduce accidental toppling, and reduce variability each time the bins are collected.	This should be pursued as it is necessary for general access and negotiation of the road.	With sufficient funding/ resources, this should be pursued as a long-term measure.	With sufficient funding/ resources, this should be pursued as a long-term measure.	Offers very little risk reduction and should only be pursued if can be completed efficiently (ie. at low cost).

ITEM 7 (continued)

ATTACHMENT 1

## 6 Summary

A road safety review was required for the one-way anti-clockwise loop section of Buena Vista Avenue with specific reference to waste collection services and truck access and movements. This was due to ongoing concerns and reports of waste collection trucks experiencing difficulty in negotiating the narrow and curvilinear route to access bins for collection. A large part of the problem is due to the vehicles parked along the kerblines which takes up significant road space. These parked vehicles reduce the residual road width available for truck movements and for passing clearance to the parked vehicles, vegetation and roadside features. Trucks have and continue to experience challenges in negotiating the 180° hairpin curve at the northern end of the loop road, whilst manoeuvring around parked cars, and whilst also being able to access and set down bins.

The road safety review consisted of an initial inspection conducted by DC Traffic Engineering to appreciate the topography, road geometry, land use and parking demand constraints. This was followed up by a joint inspection with City of Ryde Council and their waste collection contractor. The joint inspection involved observing the waste collection run from inside the waste collection truck as well as a walk-over inspection observing the truck movements. This inspection provided an opportunity to hear, first-hand from the truck driver, what the access and movement constraints were, to understand typical scenarios as well as worse case scenarios. This inspection also revealed the various pinch points throughout the collection course. All identified risks were then assessed using a likelihood versus severity matrix (see Appendix A).

The joint inspection was also used to understand the operating framework and constraints from City of Ryde's perspective. From this discussion, the review team became aware of issues such as operating conditions, availability of budget and resources, and how persistent this problem has been in the past. The discussion also enabled initial improvement strategies to be tested with City of Ryde.

The consultative approach enabled the review team to develop short-term improvement strategies as well as long-term improvement strategies. City of Ryde also advised of a proposed parking restriction signage scheme which was reviewed for advantages and disadvantages. The Council-proposed scheme, and the short and long-term improvement measures suggested by the review team were then subjected to the same risk assessment methodology as the originally identified risks. This assessment demonstrated the effectiveness of some of the measures allowing for a package of works to be recommended.

From this assessment, the review team recommends a package of works including the following:

- Primary works – Council-proposed parking restriction signage scheme.
- Supporting works – (1) Provision of formalised bin placement hard stands/ areas, (2) Routine tree pruning, (3) Roll top kerbs (over the longer term), and (4) Widening of the carriageway on the Upper section (over the longer term).

Prior to the formal implementation of the package of works, it may be necessary, over the immediate short-term period, to install signs along the lower elevation section of Buena Vista Avenue to permit kerb-straddling by parked vehicles at the driver's own risk. This would be permitted over a designated zone (Zone A) with the boundaries of this zone also signposted. Tree pruning works could also be implemented over this short-term period to reduce obstructions to truck movements.

## ITEM 7 (continued)

## ATTACHMENT 1

Designated bin placement pads could be provided and strategically placed in line with the opposing residential driveways. This leverages on the fact that it is illegal to park across a driveway. As such, the driveway becomes a feature which quarantines that piece of road from parked vehicles and hence less width occupation by parked cars.

Over a longer-term planning horizon, and seeing that the width and passing clearance issues have been long-standing issues which affect most vehicles (not just waste-collection vehicles), the review team recommended the following strategies:

- In the lower elevation portion of the loop road, provide rolltop kerbs and parking hard stand areas in the verges to formalise the straddle-the-kerb parking method currently used. As well as formalising and legalising this method of parking, the rolltop kerbs generally improve access to and from these parked positions. Under current conditions with a barrier kerb in place, cars can only access the straddled positions by using driveway laybacks to mount, and then dismount from the verge. However, once converted to rolltop kerbs, the parked cars will be able to enter and egress from these straddled positions from anywhere along the kerbline.
- Formalised bin hard stand areas could be provided along the landscaped left-hand side of the loop road. These would be level surfaces which minimise the risk of bins toppling. These should be accompanied by pruned out kinematic envelopes acknowledging that the truck arm moves laterally outwards from the truck body followed by a roughly circular motion in elevating the bin and setting it back down.
- Tree pruning works should also continue over the longer-term planning horizon and should account for general movements (swept path and body overhang envelopes) of the truck as well as the kinematic envelope needed for bins to be lifted and set back down.
- On the higher elevation section of the loop road, the left-hand side of the channel should generally be widened with full-depth (deep lift) pavement capable of withstanding the wheel load of a fully loaded waste collection vehicle. This will provide much better flexibility in movement by the truck without apprehension of losing control, destabilising or becoming bogged. The damaged fence should be repaired and bin placement areas should be designated to minimise recurrence of fence impacts.
- The protruding bases of the driveway ramps on the higher elevation section should be delineated using orange linemarking to act as a visual aid so all drivers can steer clear of these areas.
- The GIVE WAY sign at the egress point from the loop road should be shifted to the right to reduce the risk of nuisance impacts, as has happened in the past.
- The southern-most section of the higher elevation portion of the loop road can also have rolltop kerbs since the verges are more level, unlike the very steeply sloped verges between this point and the hairpin curve.

As noted above, as part of this study, the team also reviewed the parking restriction signage scheme as proposed by Council. This scheme involves NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED signs placed on both sides of Buena Vista Avenue loop road, as well as NO STOPPING signs both sides of the road at the 180° hairpin curve. The following recommendations and notes of caution were outlined if the scheme is to go ahead:

- Routine parking ranger enforcement is critically needed to support the scheme. This is a cost and resource that needs to be recognised.

**ITEM 7 (continued)**

**ATTACHMENT 1**

- There is likely to be large-scale migration of on-street parking demand to other streets during the 5am-11am period on Wednesdays. Consideration should be given to a revised time period of 9am-2pm since there is likely to be less parking demand on the loop road anyway, with more residents away from home.
- The NO PARKING instruction on the right-hand side of the loop road (side of the road with residences) should be changed to a NO STOPPING instruction. Whether the car is attended or not, it would still be an obstruction. The same time period restrictions should be stated.
- The parking restriction sign on the left-hand ("median") side of the loop road should be NO STOPPING with no stated periods. This should be permanently clear of parked vehicles, not just cleared at the 5am-11am Wednesday morning period.
- There is likely to be wide-spread community dissatisfaction with the proposal. This includes the community of the loop road as well as the receiving communities (ie. those that receive a sudden influx of parked cars during the waste collection period).
- The proposed parking signage scheme only addresses access and movement issues during waste collection periods. It does not address access and movement issues at all other times.

This report was prepared by



Damien Chee  
Level 3 road safety auditor and road engineer  
DC Traffic Engineering Pty Ltd



**ITEM 7 (continued)**

**ATTACHMENT 1**

**Appendix A – Risk rating method**

The risk assessment method is based on a conventional likelihood versus severity matrix where the higher the likelihood, and/or the higher the severity (outcome), the higher the risk rating. The higher the risk rating on an individual aspect, the more urgent the response/ treatment should be.

The basis (foundation) of the risk matrix described below, is from Section 4.8 of the Austroads Guide to Road Safety Part 6a – Implementing Road Safety Audits. Some modifications have been made to the likelihood and severity descriptors to make the risk assessment more user-friendly and less absolute. This appreciates that the determination of risk and the components leading to risk are always somewhat subjective and dependent on the risk appetite of the person conducting the assessment.

Table A1 provides guidance on the frequency descriptors. Table A2 provides guidance on the severity descriptors. Table A3 is then used to determine the risk rating and Table A4 gives guidance on the urgency of treatment.

**Table A1: Frequency descriptors – How likely is the problem to lead to an actual crash event/injury?**

Frequency	Description
Frequent	A crash/ injury could happen once or more per year.
Probable	A crash/ injury could happen once in a five-year period.
Occasional	A crash/ injury could happen once in a 10-year period.
Improbable	A crash / injury could happen less than once every 10 years.

**Table A2: Severity descriptors – What is the likely outcome of the event?**

Frequency	Description
Very serious	The crash/ injury could result in a fatality. The event could cause major catastrophic damage to public infrastructure, the environment or force a road to be closed for extended periods. Several persons may suffer significant injuries requiring hospital treatment. Vehicle(s) involved in the crash could be written off. The crash involved a heavy vehicle. The crash involved a high-speed collision.
Serious	The crash/ event could result in injuries requiring treatment. Vehicles involved suffered significant damage and were required to be towed. Minor events involving pedestrians, eg. fall event. The event is significant enough to divert traffic to alternative routes. Low to medium speed vehicle on vehicle collisions.
Moderate	Panel damage to vehicles but otherwise still driveable. Tyre puncture at low-speed. Events that cause minor nuisance/ annoyance to road users and the public. Bicycle topple events at very low speed. Pedestrian fall events with no major injuries. Damage to soft infrastructure, eg. guideposts, frangible street sign posts, landscaping.
Limited	The event is more of a nuisance than an injury risk. Nuisance impacts, eg. opening doors into posts/ trees. Minor damage to public infrastructure, eg. tyre marks, scrape marks. Access is temporarily obstructed.

**ITEM 7 (continued)**

**ATTACHMENT 1**

**Table A3: Risk rating**

	<b>Frequent</b>	<b>Probable</b>	<b>Occasional</b>	<b>Improbable</b>
<b>Very serious</b>	Very high	Very high	High	Medium
<b>Serious</b>	Very high	High	Medium	Medium
<b>Moderate</b>	High	Medium	Low	Low
<b>Limited</b>	Medium	Medium	Low	Low

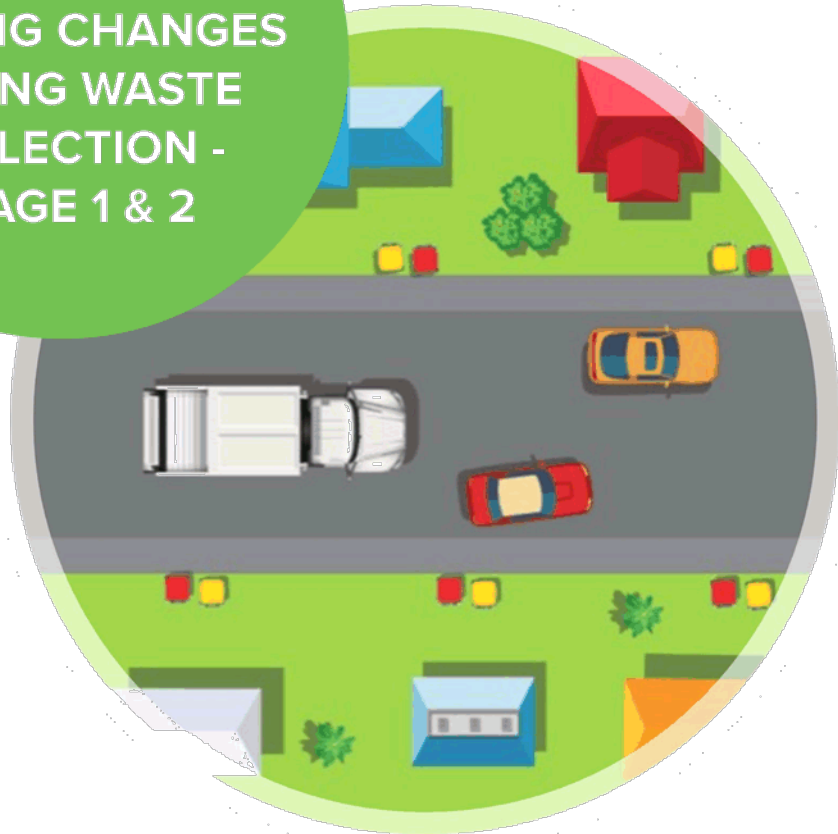
**Table A3: Urgency of treatment/ intervention**

<b>Risk rating</b>	<b>Urgency description</b>
Very high	Must be corrected as soon as practicable. Strategy should be to eliminate or isolate the hazard. Worthy of high cost/ effort treatment.
High	Should be corrected as soon as practicable. Strategy should be to eliminate, isolate or reduce exposure to the hazard. Worthy of high cost/ effort treatment.
Medium	A staged intervention strategy could be adopted. ie. placed in a forward program of works. Strategy can involve reducing exposure to the hazard or warning users of the hazard. Justification for lower cost/ effort intervention. Hazard could be monitored or supervised.
Low	Acceptable to assign a lower priority to treatment. Hazard could be monitored, supervised or accepted with conditions. Strategy can involve warning users of the hazard. Justification for low cost/ effort intervention.

**ITEM 7 (continued)**

**ATTACHMENT 2**

**BUENA VISTA  
AVENUE - PROPOSED  
PARKING CHANGES  
DURING WASTE  
COLLECTION -  
STAGE 1 & 2**



**BUENA VISTA AVENUE - PROPOSED PARKING CHANGES  
DURING WASTE COLLECTION - STAGE 1 & 2**

COMMUNITY ENGAGEMENT METHODOLOGY REPORT  
October 2024

**ITEM 7 (continued)**

**ATTACHMENT 2**



CITY OF RYDE | Buena Vista Avenue - Proposed Parking Changes  
During Waste Collection - Stage 1 & 2  
Community Engagement Methodology Report  
Prepared by: City of Ryde | Community Engagement  
October 2024 © City of Ryde

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**ITEM 7 (continued)**

**ATTACHMENT 2**

**BUENA VISTA AVENUE - PROPOSED PARKING CHANGES  
DURING WASTE COLLECTION - STAGE 1 & 2**

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**ATTACHMENT 2**

## **BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2**

### Background and Summary



The City of Ryde has undertaken two stages of community engagement on proposed parking changes at Buena Vista Avenue, Denistone to allow safe access for waste vehicles during collection times.

In June 2024, the City of Ryde invited feedback on the proposal to install "NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue, Denistone.

Council assessed the community feedback received and acknowledged residents' concerns about loss of on street parking. As such, Council amended the proposal to provide unrestricted parking where it was determined functional and safe.

On 27 June 2024, the Ryde Traffic Committee considered the amended proposal, and their recommendation was then discussed at the Council Meeting held on Tuesday 23 July 2024.

At this meeting, Council resolved for further consultation to be undertaken with street residents.

Council proposed to make the following parking changes on Buena Vista Avenue, Denistone:

- A "NO STOPPING" zone be installed on both sides of Buena Vista Avenue at the property frontages of 14,19-23, and 47-51 Buena Vista Avenue, Denistone.
- A "NO PARKING 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" zone be installed on both sides of Buena Vista Avenue (loop road) except along the frontages of property nos. 14, 18, 26 – 28, 29, 35, 39 and 43 Buena Vista Avenue, Denistone.

#### **Stage 1:**

The Have Your Say period occurred from Wednesday 5 June 2024 to Wednesday 19 June 2024 during which our community could provide feedback via the online submission form, email or post.

The community engagement was promoted through the City of Ryde's Have Your Say webpage, letters to local resident, and listings in the local newspaper.

There were 9 online submissions received and 6 email submissions.

#### **Stage 2:**

The Have Your Say period occurred from Monday 2 September 2024 to Sunday 20 October 2024 during which our community could provide feedback via the online submission form, email, post, or at the information sessions.

The community engagement was promoted through the City of Ryde's Have Your Say webpage and letters to local resident.

There were 10 online submissions and 2 email submissions received, and 18 attendees at the information sessions.



**ITEM 7 (continued)**

**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

### Timeline

**5 JUNE 2024**

#### Have Your Say Stage 1 Opens

Our community is invited to provide feedback on the proposed parking changes.

**HAVE  
YOUR  
SAY**

**19 JUNE 2024**

#### Have Your Say Stage 1 Closes

Community engagement period closes.



**20 - 26 JUNE 2024**

#### Review of Community Feedback

The community feedback is considered, and amendments are accordingly made to the proposal.



**27 JUNE 2024**

#### Ryde Traffic Committee

The Ryde Traffic Committee (RTC) considers and recommends the amended proposal.



**23 JULY 2024**

#### Council Meeting

The RTC recommendations are considered at the Council Meeting. Council resolves for further consultation to be undertaken with street residents.



**2 SEPTEMBER 2024**

#### Have Your Say Stage 2 Opens

Our community is invited to provide feedback on the proposed parking changes.

**HAVE  
YOUR  
SAY**

**27 SEPTEMBER 2024**

#### Information Sessions

Three on-site information sessions are held where a waste collection truck demonstrates the manoeuvring issues experienced.



**20 OCTOBER 2024**

#### Have Your Say Stage 2 Closes

Community engagement period closes.



**ITEM 7 (continued)**

**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Community Engagement Methodology  
Stage 1



Date	Tool	Stakeholders	Overview	Engagement
Tue 28 May 2024	Pre-Engagement Letter	Residents on Buena Vista Avenue loop road	A letter was delivered to residents prior to the engagement commencing asking residents to not park along Buena Vista Avenue during the waste collection mornings due to the safety issues.	25 letters
Wed 5 Jun 2024 – Wed 19 Jun 2024	Have Your Say Webpage	Website users	A project webpage with background information, location map of proposed parking changes and online submission form.	91 page views 31 unique page views
Wed 5 Jun 2024 – Wed 19 Jun 2024	Online Submission Form	Website users	An online submission form where our community could provide feedback on the proposal. This was accessed through Council's Have Your Say webpage.	9 online submissions
Wed 5 Jun 2024 – Wed 19 Jun 2024	Council phone line, email and post	All Stakeholders	The City of Ryde main phone, email and postal address was provided for the Have Your Say and was open for feedback and question from our community.	6 email submissions
Wed 5 Jun 2024	Have Your Say letter	Residents on Buena Vista Avenue loop road	A letter was letterbox dropped to promote the Have Your Say and feedback opportunities Buena Vista Avenue loop road residents.	25 letters
Wed 12 June 2024	Open community consultations advertisement in The Weekly Times	Newspaper subscribers	Listed in open community consultation Newspaper advertisement to promote the project and consultation opportunities for all stakeholders.	38,000 total print readership approx.
Thu 27 June 2024	Have Your Say update letter	Residents on Buena Vista Avenue loop road	A letter was letterbox dropped to provide an update on the Have Your Say, advise of the amended proposal following community feedback, and outline the next steps.	25 letters

**ITEM 7 (continued)**

**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Community Engagement Methodology  
Stage 2



Date	Tool	Stakeholders	Overview	Engagement
Mon 2 Sep 2024 – Sun 20 Oct 2024	Have Your Say webpage	Website users	A project webpage with background information, FAQs, information session details and online submission form.	390 page views 83 unique page views
Fri 27 Sep 2024 – Sun 20 Oct 2024	Online submission form	Website users	An online submission form where our community could provide feedback on the proposal. This was accessed through Council's Have Your Say webpage.	10 online form submissions
Mon 2 Sep 2024 – Sun 20 Oct 2024	Council phone line, email and post	All stakeholders	The City of Ryde main phone, email and postal address was provided for the Have Your Say and was open for feedback and question from our community.	2 email submissions
Mon 2 Sep 2024	Have Your Say letter	Residents and Owners on Buena Vista Avenue	A letter was letterbox dropped to promote the Have Your Say and feedback opportunities Buena Vista Avenue residents. The letter was also posted to owners who aren't residents.	43 letters letterbox dropped 2 letters posted
Tue 24 Sep 2024	Information session reminder letter	Residents on Buena Vista Avenue	A letter was letterbox dropped to remind residents to register for the upcoming information sessions.	43 letters letterbox dropped
Thu 26 Sep 2024	Information session eNewsletter	Information session attendees	An eNewsletter was sent to residents who registered for an information session to remind them of their upcoming session.	12 eNewsletters distributed

**ITEM 7 (continued)**

**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Community Engagement Methodology  
Stage 2



Date	Tool	Stakeholders	Overview	Engagement
Fri 27 Sep 2024	Information sessions	Residents and Owners on Buena Vista Avenue	Three Information Sessions to provide an opportunity for residents to meet with the Project Team and learn more about the proposed parking changes. A Council waste collection truck also provided an on-site demonstration of the manoeuvring issues.	3 x 30min information sessions 18 attendees
Mon 30 Sep 2024	Have Your Say reminder eNewsletter	Interested stakeholders	An eNewsletter was sent to those who registered their interest in the project to remind them that the Have Your Say is open and invite their feedback.	19 eNewsletters distributed
Tue 15 Oct 2024	Have Your Say reminder letter	Residents on Buena Vista Avenue	A letter was letterbox dropped to remind residents that the Have Your Say is open and invite their feedback.	43 letters letterbox dropped



ITEM 7 (continued)

ATTACHMENT 2

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

### Appendices

#### PRE-ENGAGEMENT LETTER TO RESIDENTS



Resident  
Buena Vista Avenue  
Denistone NSW 2114

28 May 2024

Dear Resident,

#### Obstruction impacting safe waste collection

To ensure safe and efficient waste collection, please do not park cars along Buena Vista Ave, Denistone during 5AM to 11AM on Wednesdays.

The impacted area, as shown below, is required to be free from parked cars to ensure Council's contractors can safely move through the site without reversing.

Failure to keep the roadway clear during the required waste collection hours may result in bins not being collected.

Thank you for your understanding and assistance in this matter.

Should you require any further information, please do not hesitate to contact Patricia, Waste Officer on 9952 8389.



Yours sincerely

Adam Hamawi  
Team Leader Waste

Customer Service Centre  
1 Pope Street, Ryde NSW 2112  
(Next to Top Ryde City shopping centre)

North Ryde Office  
Level 11, Building 6, Everslow Business Park,  
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9572 6222 Fax (02) 9572 6887  
Email [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)  
Post Locked Bag 2002, North Ryde NSW 1590  
[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)  
ABN 91 631 297 619



**ITEM 7 (continued)**

**ATTACHMENT 2**

# BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

## Appendices

### HAVE YOUR SAY WEBPAGE Stage 1

#### Buena Vista Avenue - Proposed Parking Changes During Waste Collection

Submissions closed on 19 June 2024, 11:59 PM



Council is seeking your feedback on the proposal to install "NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue, Denistone.

#### What are the proposed parking changes?

Council is proposing to make the following parking changes on Buena Vista Avenue, Denistone:

1. Install "NO PARKING 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" on the northern and southern sides of Buena Vista Avenue.
2. Install statutory "NO STOPPING" restrictions on both sides outside property nos. 14 and 19 to 25 Buena Vista Avenue.
3. Install "NO STOPPING" restrictions on both sides outside property nos. 30 to 45 Buena Vista Avenue, Denistone.

Please refer to the location map below to view the proposed parking changes.

#### Why are the changes being proposed?

The width of Buena Vista Avenue is approximately 4.5m. When vehicles are parked on both sides of this street, they restrict the safe manoeuvring of waste collection trucks and emergency vehicles. This has unfortunately led to missed bins on several occasions.

To facilitate the safe and efficient movement of waste trucks, Council is proposing to install "NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue.

It is important to note that sections shown in yellow on the below map are "NO STOPPING" zones. It is illegal to stop within 10m of any intersection, whether sign posted or not.

#### Location Map of Proposed Parking Changes

#### HAVE YOUR SAY | CLOSED

You can Have Your Say on the proposed parking changes during waste collection at Buena Vista Avenue, Denistone, via the online submission form, e-mail or post.

All submissions must be received by **Wednesday, 19 June 2024**.

#### Written Submissions

Written submissions must be clearly marked as 'Buena Vista Avenue - Proposed Parking Changes During Waste Collection - D24/74563' and can be sent to:

- Email: [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)
- Post: City of Ryde, Locked Bag 2069, North Ryde NSW 1670.

#### Online Submissions

Submissions have now closed.

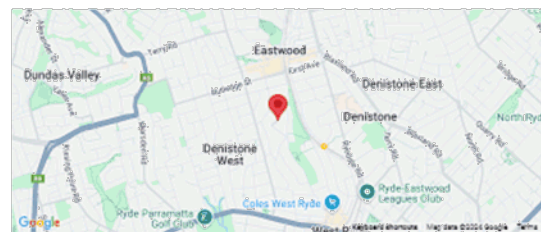
#### Privacy Notification

Personal information collected from you should and used by Council under the provisions of the Privacy and Personal Information Protection Act 1998. The supply of information is voluntary, however if you cannot provide or do not wish to provide the information sought Council may be unable to address your submission or request, or consider your submission. Please note that the exchange of information between the public and Council may be accessed by others and could be made publicly available under the Government Information Public Access Act 2009 (GIPA Act). If you require further information please contact Council's Customer Service Centre on 9952 8292.

#### Latest Updates

#### Location

Buena Vista Avenue, Denistone 2114 [View Map](#)



#### Contact Us



**ITEM 7 (continued)**


**ATTACHMENT 2**

# BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)

## HAVE YOUR SAY LETTER

Stage 1



Lifestyle and opportunity @ your doorstep

«Salutation»  
«Postal\_Address»  
«suburb»

5 June 2024

Our Ref: D24/74583

Dear Resident,

**Have Your Say - Proposed Parking Changes During Waste Collection  
Buena Vista Avenue, Denistone**


Council is seeking your feedback on the proposal to install "NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue, Denistone.

**What are the proposed changes?**

Council is proposing to make the following parking changes on Buena Vista Avenue, Denistone:

- Install "NO PARKING 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" on the northern and southern sides of Buena Vista Avenue.
- Install statutory "NO STOPPING" restrictions on both sides outside property nos. 14 and 19 to 25 Buena Vista Avenue.
- Install "NO STOPPING" restrictions on both sides outside property nos. 30 to 45 Buena Vista Avenue, Denistone.

Please refer to Figure 1 below for details of the proposed parking changes.



**Customer Service Centre**  
1 Pope Street, Ryde NSW 2112  
(within The Ryde City shopping centre)

**North Ryde Office**  
Level 3, Building 6, Westfield Business Park,  
3 Richardson Place, North Ryde NSW 2113

**Phone (02) 9550 0222 Fax (02) 9550 0227**  
**Email** cityofryde@ryde.nsw.gov.au  
**Post Locked Bag 2963, North Ryde NSW 2113**  
**www.cityofryde.nsw.gov.au**  
**ABN 61 621 237 410**

**ITEM 7 (continued)**

**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)



### HAVE YOUR SAY LETTER (continued)

Stage 1



#### Why are the changes being proposed?

The width of Buena Vista Avenue is approximately 4.5m. When vehicles are parked on both sides of this street, they restrict the safe manoeuvring of waste collection trucks and emergency vehicles. This has unfortunately led to missed bins on several occasions.

To facilitate the safe and efficient movement of waste trucks, Council is proposing to install 'NO PARKING: 6AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED' and 'NO STOPPING' zones on Buena Vista Avenue.

It is important to note that sections shown in yellow (Figure 1) are 'NO STOPPING' zones. It is illegal to stop within 10m of any intersection, whether sign posted or not.

#### Have Your Say

You can 'Have Your Say' on the Buena Vista Avenue - Proposed Parking Changes During Waste Collection in the following ways:

- Online** Complete the online submission form by scanning the QR code below or visit [www.ryde.nsw.gov.au/HYS/WasteAccess](http://www.ryde.nsw.gov.au/HYS/WasteAccess)
- Email** [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)
- Post** City of Ryde, Locked Bag 2089 North Ryde, NSW 1670

Written submissions must be clearly marked as 'Buena Vista Avenue - Proposed Parking Changes During Waste Collection'.

Submissions must be received by **Wednesday, 19 June 2024**.

#### Further information

If you require more information about the proposed changes or if you are unable to complete the online submission form, please contact Customer Service on (02) 9852 8222 during business hours or email Council at [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au) and quote our Reference Number D24/74683.

Yours faithfully,

Muddasir Ilyas  
Senior Coordinator, Traffic Operations



Scan to  
Have Your  
Say



Translation  
Assistance  
한국어 | 中文

ITEM 7 (continued)

ATTACHMENT 2

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)



### HAVE YOUR SAY UPDATE LETTER

Stage 1



Resident  
Buena Vista Avenue  
Denistone NSW 2114

27 June 2024

Our Ref: D24/92430

Dear Resident,

#### Update: Proposed Parking Changes During Waste Collection Buena Vista Avenue

The City of Ryde recently invited you to Have Your Say and share your feedback on the proposal to install "NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue, Denistone.

The Have Your Say period has now closed and Council thanks our community for providing their valuable feedback. Council is assessing submissions received and intends to amend the proposed "NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" to provide unrestricted parking where it is determined functional and safe. The proposed changes are shown in Figure 1 (see below) and may be subject to further amendment following advice from Ryde Traffic Committee.

Buena Vista Avenue was declared a major safety risk on 22 May 2024 by the Health and Safety representative of Council's waste collection contractor. This declaration enables a refusal of service for bins and bulky waste.

Council strives to ensure the safety of its community and contractors, while providing essential waste services. Currently, due to parked vehicles, the waste collection vehicles have been forced to dangerously reverse and mount kerbs which impacts the drivers control over their vehicles.

The proposed signposting will enable the continued provision of services. Council will also continue to improve bin placement opportunities along the median strip.

#### What are the next steps?

The amended proposal will be issued to the Ryde Traffic Committee (RTC) on 27 June 2024. Council refers traffic/road safety related matters to the RTC

Customer Service Centre  
1 Pope Street, Ryde NSW 2112  
(Within Top Ryde City shopping centre)

North Ryde Office  
Level 1, Building C, Riverview Business Park  
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 8222 Fax (02) 8026 0887  
Email [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)  
Post Locked Bag 2063, North Ryde NSW 1670  
[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)  
ABN 81 621 292 610

**ITEM 7 (continued)**

**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)

### HAVE YOUR SAY UPDATE LETTER (continued)

Stage 1



prior to exercising its delegated functions. For more information, please see Council's website at <https://www.ryde.nsw.gov.au/Council/Committees/Ryde-Traffic-Committee>.

Following the RTC meeting, the matter will be presented at the Council Meeting on 23 July 2024 for endorsement. Any previously submitted feedback will be considered at the meeting. For more information, please visit Council's website at <https://www.ryde.nsw.gov.au/Council/Council-Meetings>.

We appreciate your understanding about the severity of this matter. Council will provide an update prior to any works commencing. Further updates will also be provided on the Have Your Say page when available (see QR code below).

Should you require any further information, please do not hesitate to contact Patricia, Waste Officer on 9952 8222.

Figure 1: Proposed update to parking changes (subject to further change)



Yours sincerely,

Adam Hamawi  
Team Leader Waste



View the Have Your Say page:

Customer Service Centre  
1 Pope Street, Ryde NSW 2112  
(Within Top Ryde City shopping centre)

North Ryde Office  
Level 1, Building 6, Riverview Business Park  
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 8222 Fax (02) 8026 0887  
Email [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)  
Post Locked Bag 2069, North Ryde NSW 1670  
[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)  
ABN 81 521 292 610



**ITEM 7 (continued)**

**ATTACHMENT 2**

**BUENA VISTA AVENUE - PROPOSED PARKING CHANGES  
DURING WASTE COLLECTION - STAGE 1 & 2**

Appendices (continued)



**HAVE YOUR SAY LETTERS DISTRIBUTION**

Stage 1



ITEM 7 (continued)

ATTACHMENT 2

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)



### NEWSPAPER LISTING – OPEN COMMUNITY CONSULTATIONS THE WEEKLY TIMES

Stage 1

#### HAVE YOUR SAY

##### OPEN COMMUNITY CONSULTATIONS

You are invited to have your say about documents, projects and proposals that are currently on public exhibition, or provide feedback on services and concerns that affect the community.

- Buena Vista Avenue - Proposed Parking Changes During Waste Collection (Closes 19 June 2024)
- Proposed Stormwater Drain Easement Over Dunbar Park, Marsfield (Closes 23 June 2024)
- Economic Development Strategy and Night-Time Economy Strategy (Closes 30 June 2024)
- Draft Local Infrastructure Strategy (Closes 30 June 2024)
- Draft Media and Social Media Policy for Councillors (Closes 30 June 2024)

##### Want to find out more?

To find out more about one of the above projects or for information on how to provide feedback, please visit [www.ryde.nsw.gov.au/haveyoursay](http://www.ryde.nsw.gov.au/haveyoursay) or call Customer Service on 9952 8222.



**ITEM 7 (continued)**

**ATTACHMENT 2**

# BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

## Appendices

### HAVE YOUR SAY WEBPAGE Stage 2

#### Buena Vista Avenue - Parking Changes During Waste Collection - Stage 2

Closing on 23 October 2024, 11:59 PM



The City of Ryde is undertaking a second stage of community engagement on proposed parking changes at Buena Vista Avenue, Denistone to allow safe access for waste vehicles during collection times.

In June 2024, the City of Ryde invited feedback on the proposal to install "NO PARKING: 8AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue, Denistone. Further details are available on the [Fast Have Your Say](#) page.

Council assessed the community feedback received and acknowledged residents' concerns about loss of on street parking. As such, Council amended the proposal to provide unrestricted parking where it was determined functional and safe.

On 27 June 2024, the Ryde Traffic Committee considered the amended proposal and their recommendation was then discussed at the Council Meeting held on [Tuesday 23 July 2024](#).

At this meeting, Council resolved for further consultation to be undertaken with street residents.

Details on the proposed parking changes and information on how you can Have Your Say are outlined below. Council will also be hosting on-site information sessions for residents of Buena Vista Avenue.

#### What are the proposed parking changes?

Council is proposing to make the following parking changes on Buena Vista Avenue, Denistone:

- A "NO STOPPING" zone be installed on both sides of Buena Vista Avenue at the property frontages of 14, 19, 23, and 47-51 Buena Vista Avenue, Denistone.
- A "NO PARKING: 8AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" zone be installed on both sides of Buena Vista Avenue (loop road) except along the frontages of properties: 14, 18, 26 – 28, 29, 35, 39 and 43 Buena Vista Avenue, Denistone.

[View Location Map of Proposed Parking Changes](#)

#### Why are the changes being proposed?

The width of Buena Vista Avenue is approximately 4.5m. When vehicles are parked on both sides of this street, they restrict the safe manoeuvring of waste collection trucks.

To facilitate the safe and efficient movement of waste trucks, Council is proposing to install "NO PARKING: 8AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue.

#### Frequently Asked Questions

Is this safety concern recent?

Is signage common practice?

Why can't Council use a smaller waste collection vehicle?

Has Council considered reversing the direction of the road?

Why can't residents just park half on the road and half on the nature strip?

Could Council extend the road width?

#### Related Information

##### Information Sessions

##### HAVE YOUR SAY

#### Information Sessions Registration

Council will be hosting three (3) on-site Information Sessions for residents of Buena Vista Avenue.

The Information Sessions will provide an opportunity for residents to meet with the Council Project Team and learn more about the proposed parking changes. A Council waste collection truck will also be on-site to demonstrate the manoeuvring issues experienced on sections of Buena Vista Avenue.

When: Friday 27 September 2024

Where: Buena Vista Ave, Denistone (near start of loop road)

Session 1: 10.00am - 10.30am

Session 2: 10.45am - 11.15am

Session 3: 11.30am - 12.00pm

[Register for the Information Session](#)

Registration is required to attend an Information Session and closes on **Tuesday 24 September 2024**.

When registering, you also have to opportunity to submit any questions or suggestions regarding this proposal, which the Project Team can then address during the Information Sessions.

**ITEM 7 (continued)**

**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)



### HAVE YOUR SAY WEBPAGE (continued)

#### Stage 2

#### Road Closure Notice

Buena Vista Avenue will be closed on Friday 27 September 2024, from 9.30am - 12.30pm.

For safety reasons, Buena Vista Avenue will be closed during the Information Sessions. This will allow for residents and Council staff to safely traverse the street and watch the waste collection truck demonstration.

Resident vehicle access will be maintained; however, some delays may be experienced during the on-site demonstration times. Traffic control will be in place to assist with access through the area and a temporary barrier will be set up at the end of Buena Vista Avenue near Chatham Road.

We apologise for any inconvenience and thank you for your cooperation.

#### Make a Submission

Following the Information Sessions, you will have the opportunity to make a submission on the proposed parking changes.

Details on how you can provide feedback and an online submission form will be available on the Have Your Say tab above.

We will be welcoming submissions from Friday 27 September 2024 - Sunday 20 October 2024.

Please register your email below if you would like to be notified when the Have Your Say period opens.

Email Required

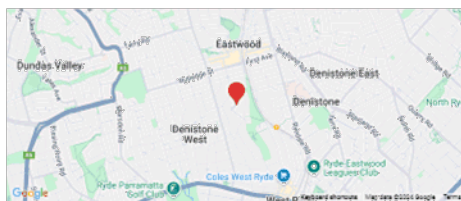
Submit

Save

[Return to Information](#)

#### Location

Buena Vista Avenue, Denistone 2114 [View Map](#)



Contact Us

ITEM 7 (continued)

ATTACHMENT 2

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)

### HAVE YOUR SAY LETTER

Stage 2



Resident  
Buena Vista Ave  
Denistone NSW 2114

2 September 2024

Our Ref: D24/126547

Dear Resident,

#### Have Your Say Buena Vista Avenue - Parking Changes During Waste Collection - Stage 2

The City of Ryde is undertaking a second stage of community engagement on proposed parking changes at Buena Vista Avenue, Denistone to allow safe access for waste vehicles during collection times.

In June 2024, the City of Ryde invited feedback on the proposal to install "NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" and "NO STOPPING" zones on Buena Vista Avenue, Denistone.

Council assessed the community feedback received and acknowledged residents' concerns about loss of on street parking. As such, Council amended the proposal to provide unrestricted parking where it was determined functional and safe.

On 27 June 2024, the Ryde Traffic Committee considered the amended proposal and their recommendation was then discussed at the Council Meeting held on Tuesday 23 July 2024.

At this meeting, Council resolved for further consultation to be undertaken with street residents.

Details on the proposed parking changes and information on how you can Have Your Say are outlined below. Council will also be hosting on-site information sessions for residents of Buena Vista Avenue.

#### What are the proposed parking changes?

Council is proposing to make the following parking changes on Buena Vista Avenue, Denistone:

- A "NO STOPPING" zone be installed on both sides of Buena Vista Avenue at the property frontages of 14, 19-23, and 47-51 Buena Vista Avenue, Denistone.
- A "NO PARKING 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED" zone be installed on both sides of Buena Vista Avenue (loop road) except along the frontages of property nos. 14, 18, 26 – 28, 29, 35, 39 and 43 Buena Vista Avenue, Denistone.

To view the proposed parking changes, please see Figure 1 overleaf.

Customer Service Centre  
11 Pope Street, Ryde NSW 2112  
(opposite 111 Ryde City shopping centre)

North Ryde Office  
Level 6, Building G, Riverside Business Park  
3 Robertson Place, North Ryde NSW 2113

Phone (02) 9558 6222  
Email [cityofryde@cityofryde.nsw.gov.au](mailto:cityofryde@cityofryde.nsw.gov.au)  
Post Locked Mail 2000, North Ryde NSW 2113  
[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)  
ABN 10 624 218 630

**ITEM 7 (continued)**

**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)

### HAVE YOUR SAY LETTER (continued)

Stage 2



#### Why are the changes being proposed?

The width of Buena Vista Avenue is approximately 4.5m. When vehicles are parked on both sides of this street, they restrict the safe manoeuvring of waste collection trucks.

To facilitate the safe and efficient movement of waste trucks, Council is proposing to install 'NO PARKING: 5AM-11AM WEDNESDAY, WASTE VEHICLES EXCEPTED' and 'NO STOPPING' zones on Buena Vista Avenue.



Figure 1: Location map of proposed parking changes on Buena Vista Ave 'loop road'.

#### Information Sessions

Council will be hosting three (3) on-site Information Sessions for residents of Buena Vista Avenue.

The Information Sessions will provide an opportunity for residents to meet with the Council Project Team and learn more about the proposed parking changes. A Council waste collection truck will also be on-site to demonstrate the manoeuvring issues experienced on sections of Buena Vista Avenue.

**When:** Friday 27 September 2024

**Where:** Buena Vista Avenue, Denistone (near start of loop road)

**Session 1:** 10.00am - 10.30am; **Session 2:** 10.45am - 11.15am; **Session 3:** 11.30am - 12.00pm

To register, visit [www.ryde.nsw.gov.au/HYS/BuenaVista](http://www.ryde.nsw.gov.au/HYS/BuenaVista) or scan the QR code below.

Customer Service Centre  
1 Page Street, Ryde NSW 2112  
(Within Top Ryde City shopping centre)

North Ryde Office  
Level 4, Building 4, Denistone Business Park,  
30 Richardson Place, North Ryde NSW 2113

Phone (02) 9552 6244  
Email [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)  
Post Locked Bag 2044, North Ryde NSW 2113  
[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)  
ABN 61 63272 610



**ITEM 7 (continued)**

**ATTACHMENT 2**

# BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)



## HAVE YOUR SAY LETTER (continued)

Stage 2



Registration is required to attend an Information Session and closes on Tuesday 24 September 2024.

When registering, you also have the opportunity to submit any questions or suggestions regarding this proposal, which the Project Team can then address during the Information Sessions.

### Road Closure Notice

**Buena Vista Avenue will be closed on Friday 27 September 2024, from 9.30am - 12.30pm**

For safety reasons, Buena Vista Avenue will be closed during the Information Sessions. This will allow for residents and Council staff to safely traverse the street and watch the waste collection truck demonstration.

Resident vehicle access will be maintained; however, some delays may be experienced during the on-site demonstration times. Traffic control will be in place to assist with access through the area and a temporary barrier will be set up at the end of Buena Vista Avenue near Chatham Road.

We apologise for any inconvenience and thank you for your cooperation.

### Make a Submission

Following the Information Sessions, you will have the opportunity to make a submission on the proposed parking changes.

Details on how you can provide feedback will be available on the Have Your Say page at [www.ryde.nsw.gov.au/HYS/BuenaVista](http://www.ryde.nsw.gov.au/HYS/BuenaVista).

We will be welcoming submissions from Friday 27 September 2024 - Sunday 20 October 2024.

### Further Information

If you require more information about the proposed changes or if you are unable to register for an Information Session online, please contact Customer Service on (02) 9952 8222 during business hours or email Council at [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au) and quote our Reference Number D24/128547.

Yours faithfully,  
**Waste Team**  
Circular Economy – City of Ryde



Scan to Have  
Your Say



Translation  
Assistance  
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Customer Service Centre  
1 Fero Street, Ryde NSW 2112  
(Within 1st Ryde City shopping centre)

North Ryde Office  
Level 4, Building G, Riverside Business Park,  
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 6222  
Email [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)  
Post Locked Bag 2000, North Ryde NSW 2113  
[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)  
ABN 61 623292 610

ITEM 7 (continued)

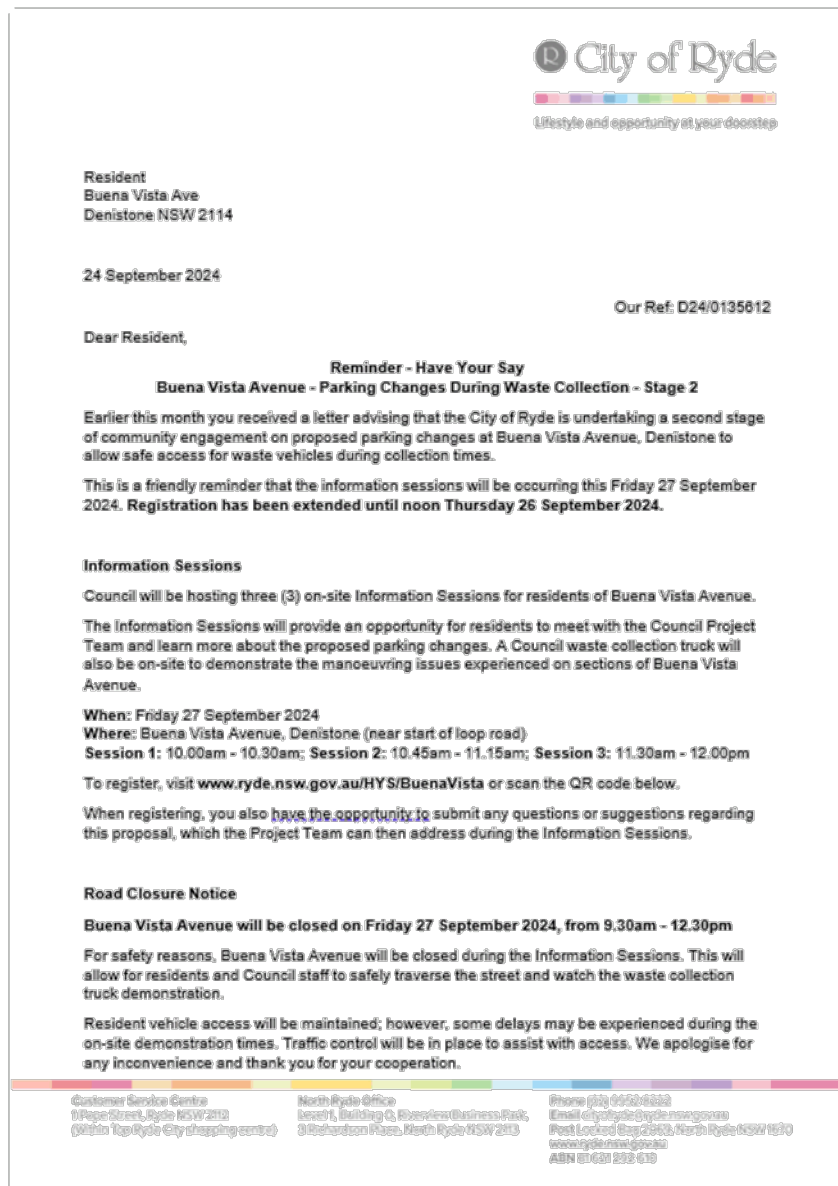
ATTACHMENT 2

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)

### INFORMATION SESSIONS REMINDER LETTER

Stage 2





ITEM 7 (continued)

ATTACHMENT 2

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)



### INFORMATION SESSIONS REMINDER LETTER (continued)

Stage 2



#### Make a Submission

Following the Information Sessions, you will have the opportunity to make a submission on the proposed parking changes.

Details on how you can provide feedback will be available on the Have Your Say page at [www.ryde.nsw.gov.au/HYS/BuenaVista](http://www.ryde.nsw.gov.au/HYS/BuenaVista).

We will be welcoming submissions from **Friday 27 September 2024 - Sunday 20 October 2024**.

#### Further Information

If you require more information about the proposed changes or if you are unable to register for an Information Session online, please contact Customer Service on (02) 9952 8222 during business hours or email Council at [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au).

Yours faithfully,

**Waste Team**  
Circular Economy – City of Ryde



Scan to Have  
Your Say



Translation  
Assistance  
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Customer Service Centre  
180 George Street, Ryde NSW 2112  
(Within Top Ryde City shopping centre)

North Ryde Office  
Level 1, Building 6, Riverside Business Park,  
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 8222  
Email [cityofryde@rydenew.nsw.gov.au](mailto:cityofryde@rydenew.nsw.gov.au)  
Post Locked Bag 2920, North Ryde NSW 2113  
[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)  
ABN 95 621 272 610

ITEM 7 (continued)


ATTACHMENT 2

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)

### HAVE YOUR SAY REMINDER LETTER

Stage 2

  
Lifestyle and opportunity at your doorstep

Resident  
Buena Vista Ave  
Denistone NSW 2114  
15 October 2024

Our Ref: D24/0143324

Dear Resident,

**Reminder | Have Your Say**  
**Buena Vista Avenue - Parking Changes During Waste Collection - Stage 2**

On 2 September 2024, you received a letter from City of Ryde regarding the second stage of community engagement on proposed parking changes at Buena Vista Avenue, Denistone. The proposed changes are to allow safe access for waste vehicles during collection times.

This is a friendly reminder that the Have Your Say will be open until **Sunday 20 October 2024**.

**Make a Submission**

You can Have Your Say on the 'Buena Vista Avenue - Parking Changes During Waste Collection - Stage 2' in the following ways:

**Online:** Via the online submission form by scanning the QR code below or visit [www.ryde.nsw.gov.au/HYS/BuenaVista](http://www.ryde.nsw.gov.au/HYS/BuenaVista)

**Email:** [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)

**Post:** City of Ryde, Locked Bag 2069, North Ryde NSW 1670

Email and post submissions should be clearly marked as 'Buena Vista Avenue - Parking Changes During Waste Collection - Stage 2'.


All submissions must be received by 11.59pm on Sunday 20 October 2024.


**Further Information**

For more information on the proposed parking changes please visit the Have Your Say page at [www.ryde.nsw.gov.au/HYS/BuenaVista](http://www.ryde.nsw.gov.au/HYS/BuenaVista), email [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au) or call (02) 9952 8222.

Yours faithfully,

**Waste Team**  
Circular Economy – City of Ryde

  
Scan to Have  
Your Say

  
Translation  
Assistance  
한국어 | 中文

Customer Service Centre  
1 Page Street, Ryde NSW 2112  
(within Top Ryde City shopping centre)

North Ryde Office  
Level 1, Building G, Rydges Business Park,  
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 8222  
Email [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au)  
Post Locked Bag 2069, North Ryde NSW 1670  
[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)  
AEN 00421215 GAO

**ITEM 7 (continued)**

**ATTACHMENT 2**

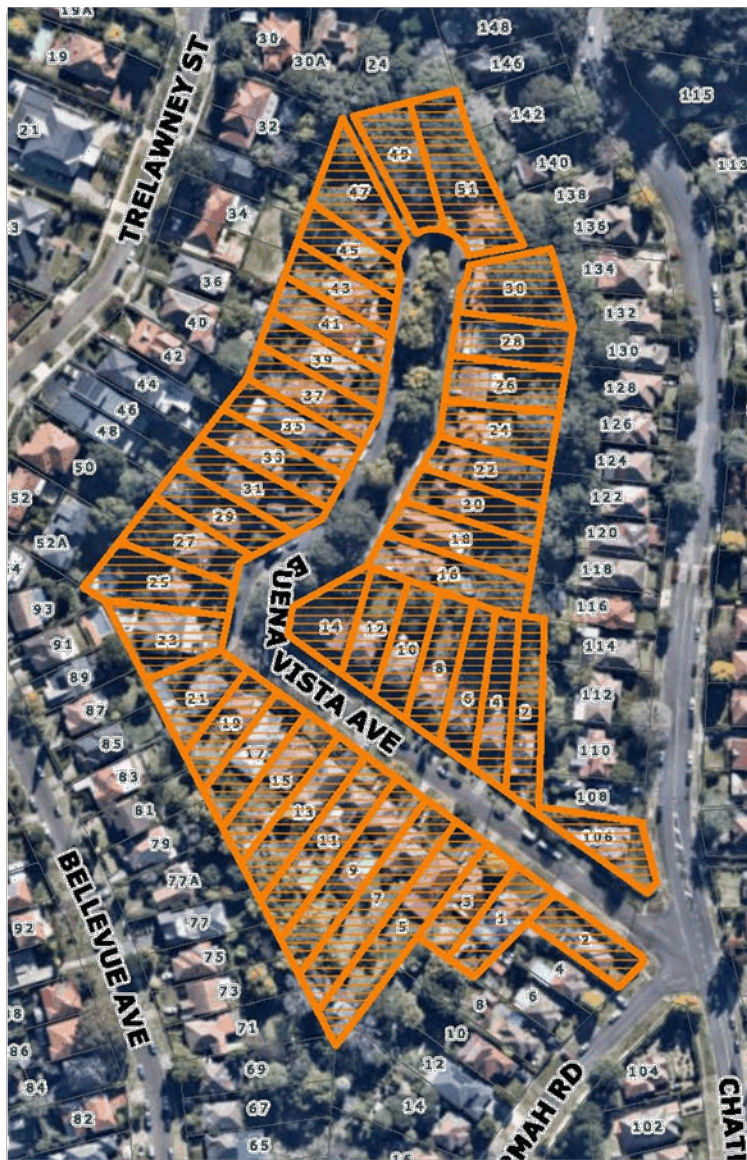
**BUENA VISTA AVENUE - PROPOSED PARKING CHANGES  
DURING WASTE COLLECTION - STAGE 1 & 2**

Appendices (continued)



**HAVE YOUR SAY LETTERS DISTRIBUTION**

Stage 2



ITEM 7 (continued)


ATTACHMENT 2

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2

Appendices (continued)

### HAVE YOUR SAY REMINDER ENEWSLETTER

Stage 2



Thank you for your interest in the proposed parking changes during waste collection on Buena Vista Avenue, Denistone.

The Have Your Say period is now open and we invite you to provide your feedback.

Please visit the [Have Your Say](#) page or see below for further details.

[Have Your Say](#)

#### Have Your Say

You can Have Your Say on the 'Buena Vista Avenue - Parking Changes During Waste Collection - Stage 2' in the following ways:


Online: Via the online submission form on the [Have Your Say](#) page  
Email: [cityofryde@rydenews.gov.au](mailto:cityofryde@rydenews.gov.au)  
Post: City of Ryde, Locked Bag 2068, North Ryde NSW 1670

Email and post submissions should be clearly marked as 'Buena Vista Avenue - Parking Changes During Waste Collection - Stage 2'.

All submissions must be received by 11.59pm Sunday 20 October 2024.

#### For more information

To learn more about the 'Buena Vista Avenue - Parking Changes During Waste Collection - Stage 2', please visit the [Have Your Say](#) page, email [cityofryde@rydenews.gov.au](mailto:cityofryde@rydenews.gov.au) or call Customer Service on 9952 8222.

 City of Ryde



**ITEM 7 (continued)**


**ATTACHMENT 2**

## BUENA VISTA AVENUE - PROPOSED PARKING CHANGES DURING WASTE COLLECTION - STAGE 1 & 2


Appendices (continued)

### INFORMATION SESSIONS ENEWSLETTER

Stage 2



**REMINDER: INFORMATION SESSION**  
**Buena Vista Avenue - Parking Changes During**  
**Waste Collection**



Thank you for registering for the information session regarding Parking Changes During Waste Collection on Buena Vista Avenue. We appreciate your interest and participation.

The information session will provide an opportunity for you to meet with Council's Project Team and learn more about the proposed parking changes. A Council waste collection truck will also be on-site to demonstrate the manoeuvring issues experienced on sections of Buena Vista Avenue.

This is a friendly reminder that you registered for the following session tomorrow:

**Date:** Friday 27 September 2024  
**Time:** 10am - 10:30am  
**Location:** Buena Vista Avenue, Denistone - near start of loop road at the front of 12 Buena Vista Avenue.

Please arrive 5 minutes prior to your session to allow time to check-in.

It is important you are present at the start of the session for a safety induction as the session will involve attendees walking along the loop road to watch the waste collection truck demonstration.

In the case of wet weather, please bring a raincoat.

We look forward to seeing you tomorrow.

(Session 1 eNewsletter shown)

#### Background information

Before attending the information session, we encourage you to visit the Have Your Say page to learn more about the proposed parking changes, the reasons for the changes, and other frequently asked questions.

Further information will also be provided during the session.

[Visit the Have Your Say page](#)

#### How do I make a submission?

Following the information session, you will have the opportunity to make a submission on the proposed parking changes.

Details on how you can provide feedback and an online submission form will be available on the [Have Your Say](#) page from tomorrow.


We will be welcoming online and written submissions from Friday 27 September 2024 - Sunday 20 October 2024.

#### Information Session Guidelines

- Please be respectful to Council staff and other attendees while participating in the information session.
- Please follow the safety advice and directions provided by Council staff during the information session.
- The information session will be photographed/filmed by Council and images/footage may be displayed publicly.
- The information session must not be recorded by others without the prior written consent of the Council.
- An attendee may be withdrawn from the information session by Council for engaging in conduct that is unreasonable or in contravention of these rules.
- If an attendee is feeling unwell, they must not attend the information session and can instead provide an online/written submission.
- Comments and the exchange of information between the attendees and Council at the information session will be recorded and used for reporting purposes. Reports may be accessed by others and could be made publicly available under the *Government Information Public Access Act 2009 (GIPA Act)*. If you require further information, please contact Council's Customer Service Centre on 9952 8222.

#### For more information

To learn more about the Buena Vista Avenue - Parking Changes During Waste Collection, please visit the [Have Your Say](#) page, email [cityofryde@ryde.nsw.gov.au](mailto:cityofryde@ryde.nsw.gov.au) or call Customer Service on 9952 8222.

 **City of Ryde**

**ITEM 7 (continued)**

**ATTACHMENT 2**

**BUENA VISTA AVENUE - PROPOSED PARKING CHANGES  
DURING WASTE COLLECTION - STAGE 1 & 2**

Appendices (continued)



**INFORMATION SESSIONS PHOTOS**

Stage 2





## 8 BRUSH FARM AND LAMBERT PARK MASTERPLAN

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**Report prepared by:** Senior Coordinator - Parks Planning  
**File No.:** GRP/25/9 - BP25/176

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### REPORT SUMMARY

Brush Farm Park and Lambert Park have both shared and individual histories. They were originally part of the Brush Farm Estate. However, Brush Farm Park was established in 1914 as a Trust, the land for Lambert Park was acquired by the Municipality of Ryde around 1957.

In 2017 the Sport and Recreation Strategy 2016 – 2026 was adopted by Council. This strategy identified the development of a Masterplan for Brush Farm Park (level 2 park) as a high priority. With current and projected population growth, there are increasing pressures on Council's open spaces, particularly in the north western edge of the City. To meet current and future demands Council requires a Masterplan to establish the long-term vision for the Parks.

The 2025 Masterplan, provided in **ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER**, integrates the Parks into the surrounding context, ensuring they are well connected to adjacent areas and accessible to the broader community. This is with the aim of encouraging greater use for passive recreation from those residents in the Eastwood area. It enhances the sporting, recreational, and ecological functions of the Parks, creating a balanced and sustainable environment that supports a variety of uses.

Feedback obtained through community consultation, details of which are outlined in the Community Consultation Report, provided in **ATTACHMENT 2 – CIRCULATED UNDER SEPARATE COVER**, affirmed that the Masterplan for Brush Farm Park and Lambert Park needs to address a complex set of issues to balance the preservation of natural, cultural, and recreational values while promoting sustainable use and management.

To ensure the Parks continue to meet the evolving needs of the community, the Masterplan recommends staged improvement projects for Council, facilitating strategic upgrades over time. It provides facilities that support a diverse range of passive and active recreation opportunities, ensuring accessibility for all sections of the community.

The Masterplan guides the future planning, conservation, and development of facilities and services within the Parks, serving as a strategic document for Council over the next 20 years. It directs the improvement and renovation of existing infrastructure while introducing new facilities and uses that enhance safety and enjoyment for both the local community and visitors to Ryde.

**ITEM 8 (continued)**

It also aims to strengthen the connection between Brush Farm House, the Parks, and the surrounding precinct, fostering better integration of these significant community assets. It supports the identified view corridor from Brush Farm House through the Parks and establishes appropriate measures to preserve and enhance this important visual connection.

**RECOMMENDATION:**

- (a) That Council adopts the Brush Farm and Lambert Park Masterplan provided in **ATTACHMENT 1**, as its vision for the two parks prepared by TURF Design Studio (April 2025).
- (b) That Council write to thank all participants who participated in the development of the Masterplan and inform them of this resolution.

**ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER**

- 1** Final Brush Farm Park and Lambert Park Masterplan for adoption
- 2** Final Consultation Report Report - Brush Farm Park and Lambert Park Masterplan - Stage 2

Report Prepared By:

**Mark Taylor**  
**Senior Coordinator - Parks Planning**

Report Approved By:

**Simon James**  
**Executive Officer - City Spaces**

**Michael Galderisi**  
**Deputy Chief Executive Officer**

## **ITEM 8 (continued)**

### **BACKGROUND**

Brush Farm Park and Lambert Park are located on the western boundary of the City of Ryde in the suburb of Eastwood. The Parks collectively are 11.3 hectares in size. Brush Farm House, located at 19 Lawson Street, Eastwood, is not part of the Brush Farm Park and Lambert Park Masterplan, but its historical context and functionality are being considered in the precinct's planning.

Between 2011 and 2013 Council engaged an external landscape consultancy to prepare a draft Masterplan for the Parks. The previous draft Masterplan attempted to balance the historic elements with environmental outcomes. The previously prepared draft Masterplan (2013) was reported to Council, however, Council resolved (at that time) not to adopt the plan due to competing community views on the proposed plan. Therefore, since 2013 the Parks have not had a coordinated Masterplan to guide Park improvements and protection of environmental systems.

In 2017, Council adopted the Sport and Recreation Strategy 2016–2026, which identified the development of a Masterplan for Brush Farm Park, a level 2 park, as a high priority. With ongoing and projected population growth, increasing pressure is being placed on Council's open spaces. To address current and future demands, a Masterplan is essential to establish a long-term vision for the Parks, ensuring they continue to meet the recreational needs of the community.

With the Masterplan now prepared and should it be adopted, it can serve as a strategic framework to meet the current and future sporting, recreational, and leisure needs of the Ryde community over the next 20 years. The plan ensures that these needs are met while conserving the bushland character and heritage values of the Parks. Its implementation enhances user safety, provides opportunities to improve sport and recreation facilities, increases the diversity of activities within the Parks, strengthens connections with the surrounding area, and protects the historic and natural environmental features.

The Masterplan acts as a key tool for the City of Ryde, guiding Council on the future development of the two Parks. It helps prioritise capital works projects, manage environmental outcomes, and ensure heritage values are considered in all planning and development decisions.

Building upon the existing Generic Plans of Management (PoM), previous site-specific Plans of Management (outlining how Council is to manage the land), and other heritage documents, the Masterplan provides a more detailed and practical framework for the long-term embellishment of the Parks. It recognises their modern function as both a recreation hub and a valued green space for the City of Ryde, ensuring they continue to serve the community effectively into the future.

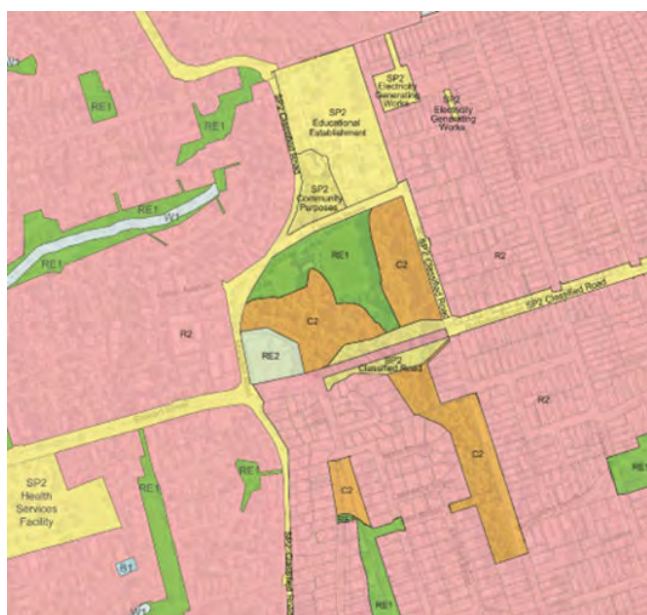
## ITEM 8 (continued)

**Map 1: Brush Farm and Lambert Parks**



\*Area in blue dash is Road Reserve, Purple dash is owned by Transport for NSW

**Map 2: Planning and Zoning**



## ITEM 8 (continued)

### Observations

- RE1 zoning contains a variety of community recreation opportunities RE1 Permissible Uses of relevance: Community facilities; Environmental facilities; Kiosks; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Restaurants or cafes.
- The Land zoned as R2 adjoining Rutledge Street and Stewart Street is the site of former Brush Farm Bowling Club.
- Land zoned as SP2 roadway to the north of Lambert Park contains significant vegetation that connects Brush Farm Park and Lambert Park.
- C2 zoned areas support environmental conservation protects, manages and restores areas of high ecological, scientific, cultural and aesthetic value.

**Map 3:** Land Categorisation



The land categorisation (made in accordance with the Local Government Act (1993) and Crown Lands Management Act (2016) and the Parks are categorised in the City of Ryde Generic Plan of Management – Parks and General Community Use (2020) And City of Ryde Generic Plan of Management – Natural Areas (2021)

- Sportsgrounds contain a mix of recreation facilities including paved netball courts and multipurpose sportsfield
- Parks - contain a mixture of amenities for passive recreation containing stand seating, open lawns and shade trees.
- The area categorised as natural areas contains two endangered ecological communities and offers bushwalking opportunities.



## **ITEM 8 (continued)**

- Watercourses that run through-site correspond with natural areas and are inundated in flooding conditions. Bridges provide pedestrian access over ephemeral watercourses.
- A small area of Lambert Park is categorised as general community use for the Girl Guides Hall.

## **HISTORY**

### **Introduction**

Brush Farm Park, formally established as a public park in 1914, has a long and significant history. The land grants covering the park area originated in 1794 and were part of the broader Brush Farm Estate. The estate played a pivotal role in Australia's early agricultural and viticultural development and has undergone numerous transformations over the years, reflecting changes in land use and ownership.

### **Early Settlement and Establishment of Brush Farm**

Brush Farm was established by Gregory Blaxland, a notable pastoralist, explorer, and one of Australia's earliest winemakers. In 1806, the land was primarily used for cattle grazing and viticulture. Blaxland conducted viticultural experiments on the property and, in 1822, became one of the first individuals to export Australian wine to England. The remnants of his vineyards, in the form of artificial terraces, can still be found in the heavily forested gullies of Brush Farm Park.

The original homestead, Brush Farm House, was built around 1820 at 19 Lawson Street, Eastwood. Over the years, the house was modified and extended, reflecting shifts in ownership and land use. The estate was sold in 1881 to the Bennett family, who expanded its orchards. By 1894, the government leased the property and repurposed it as the Carpentarian Reformatory for Boys, marking a new chapter in its history focused on reformatory education.

### **20th-Century Developments and Heritage Recognition**

In 1913, Brush Farm underwent further changes due to urban development, leading to the removal of significant landscape features such as Norfolk Island pines believed to have been planted by Blaxland. In the post-reformatory period, the site was used for care and educational purposes, including the Eastwood Home for Mothers and Babies. After the closure of Brush Farm Home in 1988, ownership was transferred to the Department of Corrective Services, further shaping its modern configuration.



### **ITEM 8 (continued)**

The 1980s saw growing community recognition of Brush Farm's historical significance. The formation of the Brush Farm Historical Society contributed to advocacy efforts for its conservation. Council acquired Brush Farm in 1990 and initiated conservation efforts, leading to stabilisation works in 1993 and major restoration works after 2001. The fully restored Brush Farm House was officially reopened on 7 April 2007 and now serves as a community space, currently housing the NSW Spinners and Weavers Guild.

**Map 4: Aerial photograph 1981: Brush Farm Park**



## **ITEM 8 (continued)**

### **Heritage Listings**

Brush Farm House is a recognised heritage site listed under multiple legislative frameworks, including:

- **State Heritage Item** (Heritage Act 1977, State Heritage Register #612 since 1990)
- **Ryde Local Environmental Plan (2014)** – Schedule 5 Environmental Heritage, Local Heritage Item (#62)
- **Register of the National Estate** (#002934, File No. 1/13/032/0008)
- **Non-statutory listings:** National Trust Australia (ID 6863)

### **Brush Farm House – Present**

An extensive restoration of the House was undertaken and reopened in 2007. The House remains under Council ownership and is currently licenced for use by the NSW Spinners and Weavers Guild. The Hall at the rear of the House is hired by Council to a variety of community groups for different purposes. City of Ryde have in the past conducted guided tours and small-scale community events on the front lawn of the House (e.g. Orchestra in the Park), however the lack of parking and public amenities is currently considered to be site constraint for the conduct of events.

Whilst Brush Farm House and the adjoining Brush Farm Corrective Services Academy (owned by NSW Corrective Services) does not formally fall within the Park Masterplan, the historical context and functionality of the precinct was considered when developing the Masterplan for the nearby Parks.

### **Environmental and Landscape Features**

The landscape of Brush Farm Park is a key feature of its heritage. The City of Ryde Flora and Fauna Study (2016) highlights the presence of Blue Gum High Forest remnants and unique rainforest vegetation within the gullies. These areas, originally referred to as "brush" by early settlers, support a range of native species.

### **Aboriginal Heritage**

The City of Ryde acknowledges the deep cultural and historical significance of the area to the Wallumedegal people, the traditional custodians of the land. The Wallumedegal, whose name derives from 'wallumai' (snapper fish) and 'matta' (place near water), were intrinsically connected to the Parramatta River and its resources. Their early interactions with European settlers were initially amicable but were later disrupted by colonial expansion and military presence.

## **ITEM 8 (continued)**

### **Council's Strategic Position**

There are several applicable Strategies and Policies that inform how the site can be managed and used to best meet the current and future needs of the Ryde Community. As this site is zoned in part for recreational use consideration has been given to Council's Open Space Future Provision Plan (2021), as well as City of Ryde Biodiversity Plan (2016), and the City of Ryde Dog Recreation Needs Study (2020).

The Open Space Future Provision Plan identifies that in winter, Denistone, Denistone East, Denistone West, Eastwood, Ryde (Santa Rosa), and Ryde (Top Ryde) have poor access to outdoor sporting fields.

### **Community Feedback**

The process began with an initial community consultation in December 2023, where feedback was gathered to inform the preparation of the draft plan. In August 2024, a second round of consultation was conducted to allow the community to provide further input on the draft Masterplan and proposed improvements.

During the period from August 12 to September 8, 2024, submissions to the draft Master Plan were sought and two drop-in sessions conducted by Council staff. A total of 245 online survey responses, six email submissions, and 73 attendees at drop-in events contributed to the ongoing review of the Masterplan, ensuring it reflects the community's diverse needs and environmental considerations. A consultation report is provided in **ATTACHMENT 2**, providing further details from the outcome of the process.

The consultation was promoted through the City of Ryde's Have Your Say webpage, flyers to surrounding residents, signage in the Parks, eNewsletter to stakeholders, post on social media, listings in the local newspaper, and the Your City News eNewsletter.

There were 231 respondents who shared their connection to Brush Farm Park and Lambert Park, reflecting a variety of community ties. Among them: -

- 45% (104 respondents) were residents.
- 34% (78 respondents) belong to sporting groups.
- 27% (63 respondents) identifying active recreation, such as bushwalking, jogging, or fitness activities, as a reason for their connection to the park.
- The Brush Farm Dog Training Club has a significant presence as well, with 19% (45 respondents) as members.
- 13% (29 respondents) use the park for passive recreation, like picnicking or relaxation.
- Other key groups include dog walkers (12%, 28 respondents), Girl Guides (11%, 25 respondents), and Scouts (3%, 6 respondents).

### ITEM 8 (continued)

Further details from the responses received identified:-

- 43% visiting at least once a week.
- 29% visiting at least three times a week.
- 6% visit at least once a fortnight.
- 6% at least once a month.
- 9% at least once every six months.
- 4% visit less often.

Overall, The Brush Farm Park draft Masterplan has received strong community support for several key elements:

- Creek Rehabilitation and Bush Regeneration/Protection (84% support): This initiative is highly valued for enhancing the park's ecosystem, supporting wildlife, and preserving the natural environment.
- Pause Points and Interpretation Spaces (72% support): These areas offer educational and reflective spaces, allowing visitors to connect with the park's history and ecological significance.
- New and Upgraded Passive Open Space and Picnic Areas (64% support): Improvements to open spaces are appreciated for creating welcoming areas for relaxation and gatherings, making the park more enjoyable for families and social groups.
- Bank Stabilisation and Detention Basin Infrastructure Improvements (81% support): This proposal addresses erosion and flood risks, contributing to both environmental stability and visitor safety along the park's waterways.

The feedback received through the consultation process on the Brush Farm Park and Lambert Park Draft Masterplan, also shows strong community support for key proposed elements, with from 70% to up to 78% of respondents backing improvements such as pedestrian circulation, wayfinding signage, and bushwalking track upgrades. While most approve of these features, a smaller percentage (between 6% and 16%) support them with suggested changes, reflecting a desire for enhancements to specific aspects of the plan. Opposition is low, ranging from 3% up to 7%, suggesting that core elements of the Masterplan align well with the majority's vision for the park.

This feedback emphasises that any upgrades should maintain the park's natural character, support community-oriented spaces, and ensure accessibility and safety without sacrificing existing popular amenities.

### **ITEM 8 (continued)**

The consultation open-ended responses raised several recommendations and suggested modifications. These included support for environmental and safety considerations, advocating for minimal disruption to native flora and fauna, especially in remnant bushland, and expressing concern that certain additions, such as BBQ areas, could increase fire risks, attract waste, and disturb wildlife.

Parking and traffic flow improvements are also noted, with recommendations for additional parking that maintains pedestrian access and sports court space, along with one-way traffic for small car parks and improved right-turn exits.

The growing popularity of the use of Brush Farm Park for Pickleball competition games, hosted by one of the largest clubs in NSW, has led many supporters to request no reduction in court numbers, instead suggesting adjustments to pedestrian paths and parking improvements to maximise court space.

Retaining the existing community buildings like the Guide Hall and Brush Farm Dog Training Clubhouse, was raised by club members highlighting their historical connection and ongoing bookings and use of the parks.

### **DISCUSSION**

It is noted that the NSW Government is proposing to construct twenty-nine outdoor courts, as part of the West Ryde Multi Sports Facility on the previous Marsden High School site. The realisation of this facility will address the shortfall of outdoor courts in and around the Eastwood area. A 5000sqm multi-sport 4-court indoor facility is also planned at the site. The realisation of this facility will address the shortfall of indoor courts in and around the Eastwood area. Site establishment works, including adding site sheds and fencing commenced in mid-February 2025. The main construction works were scheduled to start in March 2025 with Schools Infrastructure NSW advising completion in the first half of 2026. The facility is proposed to be managed by an external organisation under a contract arrangement and how the facility is managed and access provided to community users will impact on how effectively the Centre meets broader community needs.

At Brush Farm Park over recent years, there have been ongoing challenges with maintaining the condition of the existing hard courts. The condition of the surface has been deteriorating, with investigations indicating that significant subsurface works are required to permanently rectify the issue.

Given the expected relocation of most Netball activities to the West Ryde Multi Sports Facility it is proposed to reduce the size of the hard-court area, allowing for three rather than the current four netball hardcourts to be retained. The final size of the area however will allow for capacity for 12 Pickleball courts and appropriate run off areas. Works should be scheduled in 2-5 years or following the opening of West Ryde Multi Sports Facility.

## **ITEM 8 (continued)**

### **Existing Clubs and User Groups**

A significant amount of community feedback was received regarding the proposed consolidation of community buildings within Brush Farm Park. In particular, the Brush Farm Dog Training Club, Girl Guides, Scouts, opposed the approach outlined in the draft Masterplan, which suggested consolidating existing single user facilities to reduce the number of buildings, allowing a reduction in the required clearings and subsequent buffers for fire protection.

In response to this feedback, further investigation was undertaken into the condition of the existing buildings based on asset information available from Council. The assessment did not provide data to indicate that the Brush Farm Dog Training Club leased building, amenities building, or other community facilities were in poor structural condition or approaching the end of their useful life within the 20-year horizon of the Masterplan.

Based on the community feedback and asset information, the Masterplan has been adjusted to retain all existing buildings rather than proceeding with consolidation at this stage. Consideration of a future integrated facility will be revisited in the next iteration of the Masterplan when these assets approach the end of their lifecycle. It is noted that in the medium term this will not provide the most cost-effective approach to asset management due to the associated maintenance costs.

The plan includes a number of improvements including sport field layout and irrigation, loop track, lighting, more secure dog proof fencing to Lawson Road, access pathways. The shared zone outside Scouts will be designed to retain access to the Scouts building and also provide a safer area for drop off and reduce conflicts between pedestrians and cars.

Netball currently uses the hardcourts and the grass fields for winter competition, any change in the current use of Brush Farm Park by this group would occur in consultation with them and not before construction is completed on the West Ryde Multi Sports Facility (previous Marsden High School site). For netball the current issues are carparking, canteen and storage and the ongoing use of the oval for the winter season. The Club is able to continue to share with other users including Pickleball.

Pickleball itself currently operates on the hardcourts mid-weekdays and evenings with portable nets on marked courts. The proposed reduction from 4 to 3 courts would still allow the current 12 Pickleball courts at the location in the Masterplan. Pickleball would prefer courts with permanent nets and court fencing but are happy with the current shared arrangements at Brush Farm Park. 12 Pickleball Courts can still be maintained with the 3 Netball court layout proposed in the Masterplan.

The proposed court reconstruction, access ramp, lighting upgrade and addition timekeeping/storage building will improve the functionality of the hardcourts in the future for all sports.



## ITEM 8 (continued)

### Natural Areas

Residents have strongly endorsed measures that prioritise ecological restoration, passive recreation, and spaces that foster connection with nature. Key elements such as creek rehabilitation, bush regeneration, and improved passive open spaces have been widely recognised for their role in preserving the park's unique landscape while enriching visitor experiences.

The reconfiguration of the car park within Brush Farm Park will be designed to ensure the protection of the existing mature Turpentine trees (*Syncarpia glomulifera*), which are a valuable part of the park's ecological and historical landscape. The detailed design will be made to safeguard these trees preserving their role within the park's ecosystem.

Additionally, it was raised that it is important to recognise and celebrate the more recent history of Brush Farm Park and Lambert Park's revegetation efforts. In the 1970s, these parks were heavily impacted by weeds, and it took a group of dedicated volunteers—some of whom worked seven days a week—to restore the landscape with native 'Brush Farm' vegetation. Their efforts have significantly shaped the park as it stands today, and acknowledging their contributions would be a meaningful way to honour their work.

Restoring the Blue Gum High Forest is recommended to include the reintroduction of native species characteristic of this vegetation type to improve and strengthen the ecological community. The suggested plantings include:

- *Eucalyptus saligna* – Blue Gum
- *Eucalyptus paniculata* – Grey Ironbark
- *Syncarpia glomulifera* – Turpentine
- *Acmena smithii* – Lilypilly
- *Backhousia myrtifolia*
- *Breynia oblongifolia* – Coffee Bush
- *Bursaria spinosa* – Native Blackthorn
- *Dianella caerulea* – Blue Flax Lily
- *Lomandra longifolia* – Mat Rush
- *Microlaena stipoides* – Weeping Grass

By integrating these efforts—both in the preservation of mature trees and the introduction of appropriate native species—the rehabilitation of Brush Farm Park will ensure long-term ecological sustainability while also recognising the important contributions of the community in restoring this valuable landscape.

## **ITEM 8 (continued)**

### **Traffic and parking**

As part of the Masterplan, consultants have modelled three potential layouts for the car park, aiming to improve connectivity with the existing road network, provide safer exit options, and eliminate illegal right-hand turn exits. Based on feedback and options received during the consultation process, Council's Transport Planner has recommended further detailed studies to implement effective traffic management improvements in and around the park. The current preferred model is an exit to Marsden Road however as a State Road this would be subject to obtaining approval from Transport for NSW.

When funding is identified for these improvements, the process will begin with comprehensive traffic data collection, including manual traffic counts during both peak and off-peak periods. This will allow for precise tracking of vehicle types, pedestrian movements, and traffic flow at key intersections, capturing critical metrics such as Level of Service (LoS), queuing, and Degree of Saturation (DoS). Once data collection is complete, analysis will focus on key performance indicators such as intersection delays, queuing, and vehicle throughput to identify existing bottlenecks and inefficiencies. Future traffic scenarios will also be modelled to assess the impact of increased traffic volumes on road capacity and overall flow.

Using these insights, targeted improvements will be identified in areas where congestion or queuing is expected to worsen. A phased approach will be developed, incorporating measures such as traffic signal optimisation, the addition of turning lanes, and adjustments to road geometry to accommodate higher traffic volumes. Close coordination with planning and engineering departments will be essential to ensure alignment with broader infrastructure and community development goals, supporting a sustainable long-term traffic management strategy.

The implementation of these improvements will be subject to funding availability and the prioritisation of resources.

### **Masterplan Final Design**

The Masterplan identifies a range of opportunities to enhance Brush Farm Park and Lambert Park, focusing on cultural connections, recreation, accessibility, and environmental sustainability.

There is an opportunity to create cultural and contemplative spaces that Connect with Country and nature, providing a place for reflection and connection to the landscape. Continued Bushcare initiatives will encourage community engagement in conservation efforts. Interactive and informal nature play areas will be introduced to promote outdoor learning and exploration.

## ITEM 8 (continued)

**Map 5:** Lambert Park- Pausing points at key junctions.



Prioritising walking as a main attraction and embedding passive pausing points throughout Lambert Park to encourage connection with nature and as informal social spaces for environmental education spaces even for ephemeral art displays.

Upgrading infrastructure such as bridges and pathways will help prevent closures during climate events, ensuring continuous access throughout the Parks. A cohesive wayfinding strategy will be implemented, incorporating Country symbols, stories, and natural materials to enhance navigation and cultural storytelling.

Improvements to safety and accessibility will include upgraded ramps, accessible elements, and additional pedestrian crossings, particularly at Rutledge Street and Lawson Street.

Recreational opportunities will be expanded by reconsidering the use of existing hardcourt areas and reconfiguring sports fields to better align with community needs. Inclusive and upgraded play spaces will be developed to cater to all ages and abilities.

Public amenities will be improved through the installation of new seating, BBQ areas, and gathering spaces, while the public amenity building will also be upgraded to provide better facilities for park users. Passive recreation opportunities will be enhanced by increasing spectator seating and improving open spaces for relaxation and social interaction.



## ITEM 8 (continued)

### Map 6: Brush Farm Park- Improved Courts, Storage and Timekeeping Room and Picnic facilities



Protecting and interpreting significant historical views and elements will ensure the site's broader heritage remains a key focus. Educational and interpretive features will be embedded into the park experience, offering learning opportunities for visitors. The Masterplan also aims to enhance ecological values by improving biodiversity and natural habitats.

Improving mobility and connectivity within and to the Parks is a priority, with plans to optimise park entries and improve overall legibility. A new shared loop path will be developed, supported by fitness nodes to encourage fitness and walking. Upgrading the lighting strategy will enhance safety and support recreational use in the evenings. The completion and realignment of the park's path network will ensure better accessibility and connectivity throughout the site.

The plan also considers site planning and the future use of park infrastructure. The car park will be reassessed to better suit the needs of the users and to be accessible to the upgraded park facilities.

These opportunities will guide future upgrades and planning to ensure Brush Farm Park and Lambert Park continue to serve as vibrant, accessible, and culturally significant spaces for the City of Ryde.

### Financial considerations

There are no financial implications for accepting the recommendations of this report. Implementation of the embellishment works identified in the Masterplan will be subject to funding being identified through Council's annual business planning process and development of the One Year Operational Plan.

### **ITEM 8 (continued)**

By adopting this Masterplan, it strengthens Council's ability to seek and lobby for future open space grant opportunities such as the Metropolitan Greenspace Program or Office of Sport Grant programs.

An opinion of probable costs has been prepared by an independent Quantity Surveyor considering the staged delivery of the Masterplan. The total estimated cost for this Masterplan is \$5.19 Million (excluding GST, inclusive of contingency, preliminaries, and fees).

### **Conclusion**

For the reasons outlined in the report, it is recommended to Council to adopt the Brush Farm Park and Lambert Park Master Plan provided in **ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER.**

The 2025 Masterplan for Brush Farm Park and Lambert Park establishes a long-term vision that balances the preservation of natural and cultural heritage with the evolving recreational needs of the community. By guiding strategic upgrades and improvements, the plan ensures that the Parks remain accessible, functional, and sustainable for future generations. Through a staged approach to development, it supports a diverse range of activities while maintaining the ecological and historical significance of these open spaces.

By strengthening connections between the Parks, Brush Farm House, and the surrounding precinct, the Masterplan enhances the integration of these valued community assets. It provides a clear framework for future planning, ensuring that both Brush Farm Park and Lambert Park continue to serve as vibrant, well-connected spaces that meet the needs of residents and visitors alike. With a focus on accessibility, safety, and environmental sustainability, the Masterplan ensures these Parks will remain cherished and well-utilised public spaces for years to come.

The Masterplan can be rolled out in distinct stages, allowing for targeted improvements over time. Each phase will need to be developed with consideration of budget constraints and staged to ensure alignment with Council's Long Term Financial Plan. Initial stages will prioritise critical updates, such as accessibility improvements and safety measures, while later stages will address larger projects, including facility expansions and new pathways. This approach will help ensure smooth transitions and minimise disruptions to regular park users.

## **9 FOR ADOPTION - DRAFT MACQUARIE PARK CORRIDOR SECTION 7.12 LOCAL INFRASTRUCTURE CONTRIBUTIONS PLAN**

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**Report prepared by:** Development Contributions Coordinator  
**File No.:** GRP/25/7 - BP25/212

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### **REPORT SUMMARY**

At its meeting of 25 February 2025, Council considered a report on the Draft Macquarie Park Corridor Section 7.12 Local Infrastructure Contributions Plan (Draft 7.12 Plan). The Draft 7.12 Plan seeks to address the infrastructure demands of future growth facilitated by the NSW Government's recent rezoning of Macquarie Park.

If adopted, the Draft 7.12 Plan will be Council's primary mechanism to fund new local infrastructure in Macquarie Park. The implementation of this plan requires an administrative amendment to the adopted Section 7.11 Development Contributions Plan 2020 Version 1.1 (S7.11 Plan) to ensure that only one contributions plan applies to the land. This administrative amendment was reflected in the Draft Section 7.11 Development Contributions Plan 2020 Version 2 (Draft 7.11 Plan).

Council resolved to place the Draft 7.12 Plan and the Draft 7.11 Plan on public exhibition. The documents were publicly exhibited from 28 February to 30 March 2025 in accordance with all statutory requirements. No submissions were received.

Two minor post-exhibition amendments are proposed to the Draft 7.12 Plan:

- Update to the savings and transitional provisions to ensure that the plan applies to State Significant Development (SSD) applications that have not progressed to the Environmental Impact Statement stage at the date the plan comes into effect.
- Update of the map in the works schedule to improve clarity and readability.

These post-exhibition amendments have been incorporated in the Macquarie Park Corridor Section 7.12 Local Infrastructure Contributions Plan (Attachment 1).

The timely adoption of the Draft 7.12 Plan and Draft 7.11 Plan will maximise the collection of funds for the provision of local infrastructure in Macquarie Park. If adopted, the plans will come into force on 2 May 2025.

### **RECOMMENDATION:**

- (a) That Council notes the public exhibition of the Draft Macquarie Park Corridor Section 7.12 Local Infrastructure Contributions Plan 2025 and the Draft Section 7.11 Development Contributions Plan 2020 Version 2.
- (b) That Council supports the post-exhibition amendment to the savings and transitional provision and adopts the Draft Macquarie Park Corridor Section 7.12 Local Infrastructure Contributions Plan 2025 and the Draft Section 7.11 Development Contributions Plan 2020 Version 2.



**ITEM 9 (continued)**

- (c) That a notice is published on Council's website within 28 days of Council's decision, in accordance with Clause 214 of the Environmental Planning and Assessment Regulation 2021.

**ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER**

- 1** Macquarie Park Corridor 7.12 Local Infrastructure Contributions Plan 2025
- 2** Section 7.11 Contributions Plan 2020 Version 2

Report Prepared By:

**Robert Platt**  
**Development Contributions Coordinator**

Report Approved By:

**Kylie Mhanna**  
**Chief Property Officer**

**Wayne Rylands**  
**Chief Executive Officer**

## **ITEM 9 (continued)**

### **Background**

Development contributions are used by local councils to fund the delivery of new or augmented local infrastructure to support growth. Development contributions are a critical funding source for the City of Ryde.

There is a strict regulatory framework governing the management of development contributions. Councils can only levy a contribution if it is consistent with an adopted contributions plan that has been prepared in accordance with all legislative requirements.

On 27 November 2024, the NSW Government finalised the rezoning of the Macquarie Park corridor. The rezoning amended the planning controls in the *Ryde Local Environmental Plan 2014* (RLEP) and facilitates significant growth which must be supported by appropriate infrastructure.

The Department of Planning, Housing and Infrastructure (DPHI) anticipate that the rezoning will facilitate up to 9,600 new homes and capacity for 100,000 jobs. There is also potential for an additional 11,300 new build-to rent (BTR) dwellings which are permissible in the E2 Commercial Centre zone under the *State Environmental Planning Policy (Housing) 2021*.

Council's current primary mechanism for funding local infrastructure in Macquarie Park is the S7.11 Plan. The S7.11 Plan was adopted by Council on 24 August 2021 and applies to all land within the City of Ryde. This plan does not account for the additional infrastructure demand that will be generated by the Government's recent rezoning of Macquarie Park. Accordingly, an updated infrastructure strategy must be implemented to support the additional residents and workers that are now anticipated under the rezoning.

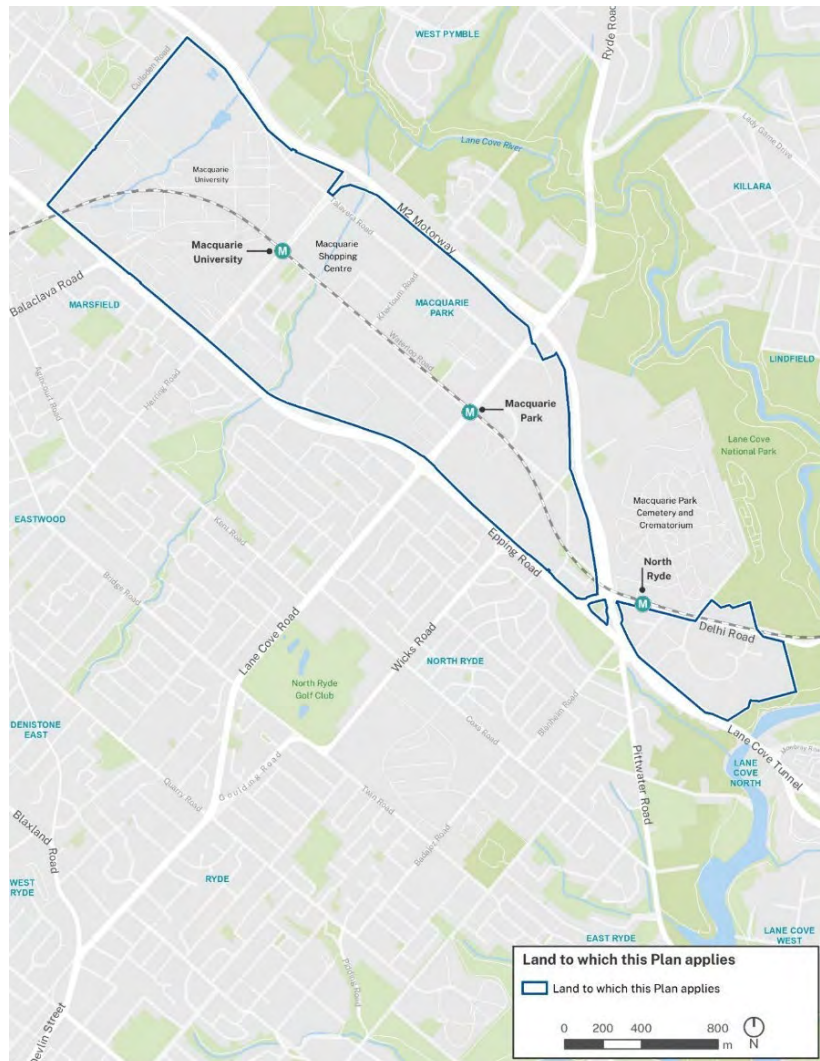
DPHI has prepared the Draft 7.12 Plan, with input from Council staff. If adopted, this plan will be Council's primary mechanism to fund local infrastructure in Macquarie Park. The NSW Minister for Planning and Public Spaces (the Minister) has directed Council to exhibit and adopt the Draft 7.12 Plan by 2 May 2025.

The exhibition and adoption of the Draft 7.12 Plan is critical to achieving the coordinated delivery of new and upgraded infrastructure alongside anticipated growth in Macquarie Park.

### **Discussion**

The Draft 7.12 Plan will apply to the Macquarie Park corridor (Image 1) and will replace the existing S7.11 Plan which currently applies to this land.

**ITEM 9 (continued)**



*Image 1 – Land to which the Draft 7.12 Plan will apply*

The Draft 7.12 Plan will levy a fixed rate contribution on all new development, based on the cost of works. The maximum fixed rate levy is set by the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) at 1%. However, a higher levy may be permitted if agreed by the Minister for Planning and Public Spaces (the Minister).

On 27 November 2024, the Minister amended the EP&A Regulation to allow the Draft 7.12 Plan to exceed the maximum levy of 1%. The levy rates in the Draft 7.12 Plan are shown in Image 2. Council staff advocated for a 5% levy for both residential and non-residential development which was not supported. DPHI have advised Council that any further increase to the levy amounts will not be supported.

## ITEM 9 (continued)

Development type and proposed development cost	Levy
Up to but not including \$250,000	Nil
\$250,000 or more if the development is for the purposes of residential accommodation or mixed-use development including residential accommodation	4%
\$250,000 or more for all other development (excluding residential accommodation and mixed-use development including residential accommodation)	1.5%

*Image 2 – Excerpt of the levy rates from the Draft 7.12 Plan*

Council can only impose the increased levy rates once the Draft 7.12 Plan has been adopted and comes into force. The Draft 7.12 Plan contains savings and transitional provisions. These provisions ensure that the plan only applies to applications submitted after the Draft 7.12 Plan comes into force. Applications submitted before this time will be assessed under the existing S7.11 Plan and will likely pay a lower monetary contribution to Council. It is therefore imperative that the Draft 7.12 Plan is adopted and comes into force as soon as possible.

The Draft 7.12 Plan contains a works schedule of infrastructure that will be funded by the plan. This schedule has been developed by DPHI with input provided by Council staff. The projects in the Draft 7.12 Plan currently total \$649,797,917 and comprise 54 items across the following categories:

- Community facilities
- Open space and recreation
- Public domain
- Transport

Once adopted, the Draft 7.12 Plan will be constantly monitored and reviewed at a maximum of every five (5) years to ensure that assumptions and costings are still relevant, and the works schedule remains appropriate. These reviews are required to ensure the higher contributions levy granted by the Minister are maintained.

### **Changes to the existing S7.11 Plan**

The adoption of the Draft 7.12 Plan will require an amendment to the existing S7.11 Plan which currently applies to all land within the City of Ryde. This amendment is necessary to ensure that only one contributions plan applies to the land in the Macquarie Park corridor.

The Draft 7.11 Plan excludes the Macquarie Park corridor. The Draft 7.11 Plan was publicly exhibited with the Draft 7.12 Plan in accordance with all statutory requirements.

## ITEM 9 (continued)

If adopted, the Draft 7.11 Plan will come into force on 2 March and will replace the existing S7.11 Plan.

A more comprehensive review of the existing S7.11 Plan will be commenced in late-2025 to ensure the plan remains contemporary. The future review will include a detailed investigation of the works schedule to ensure that it reflects the community's changing needs and Council's infrastructure priorities.

### Financial Implications

Financial modelling has been undertaken to compare estimated revenue projections between the Draft 7.12 Plan and the existing S7.11 Plan. The revenue projections are identified in Table 1.

Scenario	S7.11 Income	S7.12 Income	Difference
40% development uptake by 2045	\$167 million	\$263 million	\$96 million

*Table 1 – Revenue projects in Macquarie Park*

Modelling indicates that Council will collect an estimated additional \$96 million under the Draft 7.12 Plan. This demonstrates that the Draft 7.12 Plan is the best mechanism to levy local infrastructure in Macquarie Park and supports the recommendation to adopt the Draft 7.12 Plan as soon as possible.

The revenue modelling is based on high-level assumptions including dwelling numbers and construction costs. A 40% development uptake by 2045 is consistent with Council's REMPLAN population projections and is a reasonable assumption. If development occurs at a faster rate, more income will be collected, and more infrastructure can be provided. It is expected that development of the precinct will extend past 20 years.

If adopted, revenue under the Draft 7.12 Plan will increase over the first five (5) years of the plan's life. Over this same period, revenue under the S7.11 Plan will decline. The adoption of the Draft 7.12 Plan will not adversely impact infrastructure delivery during this period as funds can be allocated to identified projects within the works schedule of both the Draft 7.12 Plan and the existing S7.11 Plan.

If the Draft 7.12 Plan and Draft 7.11 Plan are adopted, the Draft 2025-2029 Four-Year Delivery Program and the Long-Term Financial Plan will be updated to reflect the anticipated impacts on income and expenditure under each contributions plan.

The *Environmental Planning and Assessment Act 1979* stipulates that development contributions cannot fund the maintenance or renewal of infrastructure. The delivery of the new infrastructure identified in the Draft 7.12 Plan will have implications for Council's ongoing operating costs over the life of the development. These operating costs are unknown at this early stage but will need to be planned for as new infrastructure is delivered.

## ITEM 9 (continued)

### Public Exhibition

The Draft 7.12 Plan and Draft 7.11 Plan were placed on public exhibition from 28 February to 30 March 2025. This exhibition was undertaken in accordance with the Council's resolution of 25 February 2025, the Minister's direction to Council dated 22 November 2024, and all statutory requirements.

A dedicated 'Have Your Say' page was created for the project which received 154 total views. The project was advertised in the Your City News e-newsletter, which was delivered to 4,296 recipients, and notices were published in The Weekly Times.

No submissions were received during the public exhibition period.

### Post-Exhibition Amendment

Two post-exhibition amendments have been made to the Draft 7.12 Plan. The first amendment is an update of the map in the works schedule. This minor change seeks to improve clarity by providing a larger map which clearly identifies the location of proposed infrastructure.

The second post-exhibition amendment is to the savings and transitional arrangements and is shown below in blue below.

#### **1.9 Savings and transitional arrangements**

*This Plan applies in relation to all DAs, SSDs and CDC applications to carry out development under Part 4 of the EP&A Act made on or after the date of commencement of this Plan.*

*Applications made prior to the commencement of this Plan will be determined in accordance with the applicable contributions plan in force at the date the application was made. These applications are subject to the rates in the repealed or superseded plans.*

*For SSD applications, the Plan will apply to applications that have not submitted an Environment Impact Statement (EIS) that has commenced public exhibition, prior to the commencement of the Plan. SSD applications that have submitted an EIS that has commenced public consultation prior to commencement of this Plan, are subject to the rates in the repealed or superseded plans. To be clear, for an application that has received a Secretary Environmental Assessment Requirements (SEARS) prior to the commencement of the plan, but not yet undergone public exhibition of an EIS, the Plan will apply.*

*Modification applications will be assessed in accordance with the contributions plan in force at the time of the original approval.*



## ITEM 9 (continued)

This post-exhibition amendment will close a potential loophole that developers could potentially use to avoid the higher contribution rates for SSD applications. Under the exhibited Draft 7.12 Plan, there is uncertainty as to when a SSD application is made. This uncertainty undermines the intent of the Draft 7.12 Plan and DPHI's strategy for funding local infrastructure in Macquarie Park and has significant financial implications for Council.

The difference between the likely 7.11 and 7.12 contributions for a single data centre application could be approximately \$9,800,000. The cumulative impact of this difference across multiple applications will be enormous and will severely impact Council's ability to deliver the infrastructure identified in the works schedule.

The proposed post-exhibition amendments have been discussed with DPHI. No issues were raised regarding the amendment to the works schedule map. In relation to the amendment to the savings and transitional provision, DPHI advised:

*We understand council's aim to ensure to avoid delay in applying the new contributions plan to SSD, however, for the following reasons we recommend not proceeding with this edit.*

- 1. Council noted they didn't receive any submissions, so in relation to the Minister's requirement this isn't a change in response to submissions. As the change would affect contributions payable by SSD applicants it should have been included in the exhibited draft Plan which would have given affected applicants an opportunity to make a submission. For example, a developer that had submitted SEARs already when reviewing this draft plan on exhibition may not have considered the plan applying to them and therefore didn't make a submission. However, would they have made a submission if this change had been exhibited?*
- 2. We appreciate there is a grey area around when an application is considered 'made', but generally this is considered when relevant material is submitted on the planning portal and associated fees paid. Council will need to be certain that the requesting SEARs stage is not considered an application being made, or they could be challenged by developers.*
- 3. While local contributions aren't required to align to the policy of the state housing and productivity contribution (HPC), this contributions plan was drafted by the state so consistency with HPC savings and transitional arrangements is preferred and the HPC savings and transitional arrangements don't include a variation for SSD applications.*

DPHI's comments were provided as a recommendation only. The Draft Plan is a Council policy and Council has discretion to make any necessary post-exhibition amendments prior to adoption.

## **ITEM 9 (continued)**

The Minister's instructions state that Council is to *"approve the Plan after considering any submissions made during the period of public exhibition and making any alternations Council considers appropriate prior to, or by 2 May 2025"*. Neither this instruction, nor any legislative requirements, preclude Council from making post-exhibition amendments that are not in response to a submission.

DPIE's response acknowledges that there is *"a grey area"* in the drafting of the exhibited savings provision. DPIE's suggestion that the ambiguity should be retained to ensure consistency with an unrelated State Government policy is strongly rejected. Not addressing this ambiguity is unacceptable. The post-exhibition amendment must be made to provide certainty for all parties.

Advanced notice of the new contributions scheme was provided to the market by DPHI during its first public exhibition of the Macquarie Park rezoning in November 2023. This is adequate time for developers to price in any necessary impacts on feasibility and progress their applications.

DPHI's comment regarding opportunities for developers to make submissions to the proposed post-exhibition amendment is noted. However, by their own admission, the exhibited wording is ambiguous, and developers have already had an opportunity to make a submission on how this provision could be interpreted or improved. No submissions were received.

The re-exhibition of the proposed amendment is not considered necessary as it simply seeks to remove the uncertainty in the existing provision. Additionally, re-exhibition will not achieve the Minister's deadline for the plan to come into force by 2 May 2025.

If the proposed post-exhibition amendment is not supported by Council, the likelihood of future legal appeals is significantly increased due to the uncertainty in how the provision could be interpreted by Council and developers. If unsuccessful, these appeals will result in significant lost income for Council and severely impact the ability to fund the local infrastructure in the works schedule.

### **Risks**

Any delay to the adoption of the Draft 7.12 Plan reduces Council's potential income for local infrastructure in Macquarie Park.

In accordance with the Minister's instructions, if the Draft 7.12 Plan is not adopted by 2 May 2025, the Minister will use his powers to make the plan on Council's behalf. This will likely disregard Council's administrative amendments in the exhibited Draft 7.12 Plan, and which have been agreed by DPHI.

**ITEM 9 (continued)**

DPHI's Infrastructure Delivery Plan for the Macquarie Park rezoning doesn't accurately account for population growth associated with build-to-rent (BTR) developments. Council estimates that the Macquarie Park corridor could account for up to 11,300 additional BTR dwellings in the E2 Commercial Centre zone. There are currently three (3) BTR applications within Macquarie Park, in the SSD pathway, under assessment by DPHI. These applications comprise approximately 1,757 units. If the build-to-rent typology continues to be favored by developers over commercial/retail uses, the infrastructure schedule in the Draft 7.12 Plan will need to be reviewed to account for the additional infrastructure demand created by these new dwellings. This underscores the importance of regularly reviewing the Draft 7.12 Plan.

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## **10 SPONSORSHIP REQUEST - NORTHERN DISTRICTS LOCAL BUSINESS AWARDS 2025**

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**Report prepared by:** Executive Officer - City Economy  
**File No.:** GRP/25/9 - BP25/267

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### **REPORT SUMMARY**

Precedent Productions has written to the City of Ryde requesting \$3,000 of sponsorship towards the 2025 Northern Districts Local Business Awards (the **Awards**).

A Council resolution (BP23/542) of 26 September 2023 states: *“Future decisions on the sponsorship of business awards, managed by third parties, require a resolution of Council and a report from Council staff”*.

This report provides Council with various options regarding the sponsorship of the 2025 Awards. Council staff do not support sponsorship of the Awards.

### **RECOMMENDATION:**

That Council decline the request for sponsorship of the Northern Districts Local Business Awards for 2025.

### **ATTACHMENTS**

There are no attachments for this report.

Report Prepared By:

**Daniel Hughes**  
**Executive Officer - City Economy**

Report Approved By:

**Michael Galderisi**  
**Deputy Chief Executive Officer**

## ITEM 10 (continued)

### BACKGROUND

Between 2016 and 2023, the City of Ryde was the Major sponsor of the Northern Districts Local Business Awards (the **Awards**). On 25 July 2023, Council resolved that Council review the Awards and investigate its own business awards in consultation with local businesses and all the Chamber of Commerce in the Ryde Local Government Area.

On 26 September 2023, Council staff tabled their review of the Awards. The review, which was also informed by a workshop with Councillors on 12 September 2023, concluded that sponsorship of the Awards did not represent value for money for the following key reasons:

- 1) Sponsorship of the awards has no impact on the eligibility of local businesses to participate in the awards, nor does it affect the judgement of the awards.
- 2) Several other award programs operate without sponsorship from the City of Ryde (e.g., Australian Small Business Awards), and
- 3) The costs of sponsoring the awards would be better spent upskilling Local Chambers of Commerce.

In receiving the review on 26 September 2023, the Council resolved that “*Future decisions on the sponsorship of business awards, managed by third parties, require a resolution of Council and a report from Council staff*”.

On 26 March 2024, Council staff tabled a report relating to Precedent Productions’ request for \$7,700 in sponsorship for the 2024 Awards. Council resolved to decline the 2024 sponsorship request. It should be noted that no other Council provided sponsorship for the 2024 Awards.

### DISCUSSION

#### The Awards – Overview

A third party – Precedent Productions – operate the Awards.

The City of Ryde Local Government Area (**LGA**) falls within the ‘Northern District’, which incorporates the Hunters Hill LGA and parts of the Parramatta, Ku-ring-gai, Lane Cove and Hornsby Shire LGAs. The Northern Districts received 969 registrations, with 228 finalists and 295 people attending the 2024 presentation evening.

The 2025 Awards will be held on Tuesday, 5 August 2025, at the Epping Club. Nominations for awards will open on Monday, 5 May 2025.

## ITEM 10 (continued)

### 2025 Awards - Sponsorship Proposal

Precedent Productions is seeking \$3,000 (ex GST) from the City of Ryde to be a 'Support Partner' for the 2025 Awards. As a Support Partner, Council would receive:

- Access to finalists and winners lists.
- It's logo featured on the Award's website, in the Award's social media campaign, finalist certificates, invitations, the presentation evening's program, and on a large screen at the entrance to the event.
- A dedicated social media post (written by Council and posted on the Award's social media sites).
- Speaking opportunities, presentation of between 1-3 award categories, and two complementary tickets to the presentation evening.

### Evaluation of Sponsorship Proposal and Options

The Awards have not changed significantly since Council staff's September 2023 evaluation or the Council's March 2024 decision not to sponsor the 2024 Awards.

For clarity:

- Sponsorship has no direct link to the eligibility of local businesses to participate in the Awards.
- Council does not sponsor other third-party business award programs.
- Councillors can still purchase tickets to attend the presentation evening on 5 August 2025.
- Savings associated with the 2024 sponsorship have been repurposed into programs and events such as Empower Ryde, an annual Ryde Business Forum, an annual Small Business Month Event, and the recent Export Capability Workshop.

Although the sponsorship request for the 2025 Awards is lower than in previous years, Council staff maintain that it does not represent value for money, with the money better spent on local initiatives.

Nonetheless, the Council report includes the following options for Council's consideration:

- **Option 1** – Council declines the request for sponsorship of the Awards.
  - This is the recommended option as outlined in this report.
- **Option 2** – Council declines the request for sponsorship of the Awards, with Councillors using their own Council-allocated budgets to purchase tickets to the presentation evening on 5 August 2025.
  - This option has been included in recognition that Councillors may wish to attend the Awards as a show of support for businesses participating in the awards.



**ITEM 10 (continued)**

- Councillors would need to allocate approximately \$250.00 per person to purchase their own tickets.
- **Option 3(a)** – Council approves the request for sponsorship of the 2025 Awards, with the Mayor's budget covering the cost of sponsorship.
  - This option has been included as the utilisation of funding from the Mayor's budget would not impact operational budgets.
  - Furthermore, the Mayor or his delegate would be given the complementary tickets to the event alongside the speaking opportunities linked to the sponsorship.
- **Option 3(b)** – In addition to Option 3(a), Councillors use their own Council allocated budgets to purchase tickets to the presentation evening on 5 August 2025 (at an approximate cost of \$250.00 per person).

**FINANCIAL IMPLICATIONS**

Should Council resolve to sponsor the 2025 Awards it will result in a financial impact of \$3,000.00. The Manager of Business Assurance and Governance has confirmed that the sponsorship request of \$3,000 can be accommodated within the Mayor's existing budget.

## **INFORMATION REPORT**

### **11 REPORT FOR THE INFORMATION OF COUNCIL - INVESTMENT REPORT AS AT 31 MARCH 2025**

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**Report prepared by:** Team Leader - Financial Reporting  
**File No.:** GRP/25/8 - BP25/240

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#### **REPORT SUMMARY**

This report details Council's performance of its investment portfolio as at 31 March 2025, and compares it against key benchmarks.

Council's rate of return on investments for the reporting period is 5.01%, which is 0.85% above the benchmark figure of 4.16%.

Income from interest on investments is budgeted at \$13.4m and, as at 31 March 2025, funds of \$11.8m have been earned.

#### **ATTACHMENTS**

There are no attachments for this report.

Report Prepared By:

**Barry Gibb**  
**Team Leader - Financial Reporting**

Report Approved By:

**Steven Harris**  
**Chief Financial Officer**

## ITEM 11 (continued)

### Background

Council's Responsible Accounting Officer is required to report monthly on Council's Investment Portfolio as per the Local Government (General) Regulation 2021 Section 212 and certify that the Investments are held in accordance with Council's Investment Policy and Section 625 of the *Local Government Act* 1993.

The **preservation of capital is the principal objective** of Council's Cash Investment Policy. Investments are to be placed in a manner that safeguards the investment portfolio and risk tolerances are prescribed to ensure the best financial outcome for residents.

Funds are to be invested at the most favorable interest rate available at the time, whilst having due consideration of the following parameters to mitigate risk:

- **Liquidity:** Investment terms should be sufficient to meet cash flow requirements of Council operations.
- **Legislative Compliance:** Council is guided by both the Local Government Act 1993, Local Government Regulations 2021 and to the most current Ministerial Investment Order that has been issued by the NSW Minister for Local Government.
- **Institutional Limitations:** Council is not permitted to invest in Authorised Deposit taking Institutions (ADI) that is an Australian subsidiary of a foreign bank, all ADI's Council invests with must comply to ratios monitored by Australian Prudential Regulation Authority (APRA).
- **Overall Portfolio Limits:** To diversify risk of Council's Investment Portfolio, maximum limits apply based on Standard & Poor (S&P) credit rating. Council is not permitted to invest in any ADI which is BBB- or less.
- **Term to Maturity:** maximum limits apply to term deposit terms that are between 1 - 3 years and greater than 3 years.

### Standard & Poor (S&P) Rating Scale:

<b>AAA</b>	An obligor has <b>extremely strong</b> capacity to meet its financial commitments
<b>AA+</b>	An obligor has <b>very strong</b> capacity to meet its financial commitments. It differs from the highest rated obligors only to a small degree
<b>AA</b>	
<b>AA-</b>	
<b>A+</b>	An obligor has <b>strong</b> capacity to meet its financial commitments but is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligors in higher rated categories
<b>A</b>	
<b>A-</b>	
<b>BBB+</b>	An obligor has <b>adequate</b> capacity to meet its financial commitments. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity for the obligor to meet its financial commitments
<b>BBB</b>	
<b>BBB-</b>	

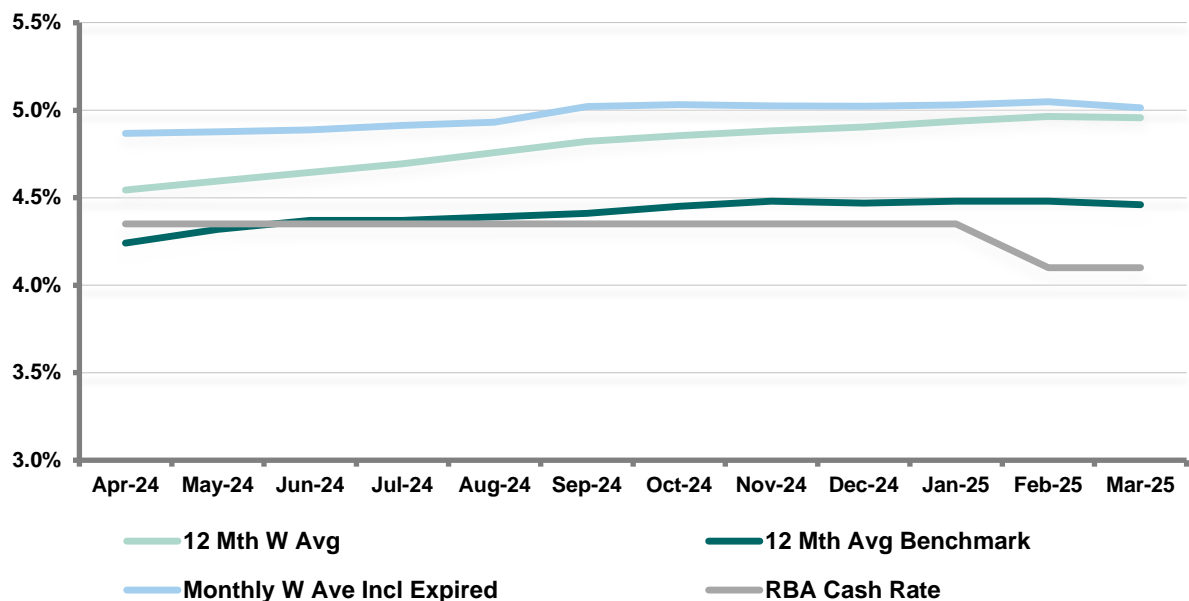
## ITEM 11 (continued)

### Investment Performance Commentary

Council's performance against the benchmark for returns of its investment portfolio for March 2025 and the past 12 months are as follows:

	March	12 Month	FYTD
<b>Council Return</b>	5.01	4.96	4.96
<b>Benchmark</b>	4.16	4.46	4.47
<b>Variance</b>	<b>0.85</b>	<b>0.50</b>	<b>0.49</b>

### Performance - All Investments



Council's investment portfolio as at 31 March 2025 was as follows:

Cash/Term Deposits	\$178.3m	52.39%
Floating Rate Notes	\$113.6m	33.40%
Fixed Bonds	\$48.4m	14.21%
<b>Total Investments</b>	<b>\$340.3m</b>	

Council continues to utilise the Federal Government's current guarantee (\$250k) investing in Term Deposits with a range of Authorised Deposit Taking Institutions (ADI's) on short to medium term investments (Generally 30 days to 365 days maturity) where more competitive rates are available.

Council's income from investments continues to exceed original budgeted expectations, primarily due to Council's cash reserves balances being higher than anticipated and higher interest rates being offered reflective of recent economic conditions.

## ITEM 11 (continued)

### INVESTMENT SUMMARY AS AT 31 MARCH 2025

Issuer	Investment Name	Investment Rating	Fossil Fuel Free	Invested at 31-Mar-25 \$000's	Annualised Period Return (%)	12 Month Average Return	Return since 01 July 2024	% of Total Invested	Maturity	Tenor
Australia and New Zealand Banking Group	1. Suncorp Covered Bond	AAA	N	3,986	3.56	3.57	3.58	1.17	24/08/2026	1593
Bank of Queensland	2. Bank of Queensland Floating Rate Note	AAA	Y	1,200	5.37	5.54	5.53	0.35	14/05/2025	1826
Bank of Queensland	3. BoQ FRN	AAA	Y	2,000	5.36	5.53	5.52	0.59	14/05/2025	1051
Bendigo and Adelaide Bank	4. Bendigo FRN (Covered)	AAA	Y	4,000	5.25	5.41	5.41	1.18	11/11/2025	1096
Westpac Banking Corporation	5. WBC Covered Bond	AAA	N	3,200	3.94	3.93	3.92	0.94	20/05/2025	1096
Australia and New Zealand Banking Group	6. Suncorp-Metway Fixed Bond	AA-	N	3,596	2.58	2.56	2.55	1.06	25/01/2027	1826
Australia and New Zealand Banking Group	7. Suncorp Fixed Bond	AA-	N	3,933	3.60	3.58	3.57	1.16	25/01/2027	1763
Australia and New Zealand Banking Group	8. ANZ Fixed Bond	AA-	N	2,000	4.09	4.09	4.08	0.59	12/05/2025	1096
Australia and New Zealand Banking Group	9. Suncorp Fixed Bond	AA-	N	1,436	5.49	5.47	5.46	0.42	25/01/2027	1683
Australia and New Zealand Banking Group	10. Suncorp-Metway Floating Rate Note	AA-	N	1,200	5.55	5.62	5.63	0.35	24/04/2025	1823
Australia and New Zealand Banking Group	11. Suncorp FRN	AA-	N	2,583	5.71	5.75	5.75	0.76	25/02/2027	1711
Australia and New Zealand Banking Group	12. Suncorp FRN	AA-	N	2,200	5.63	5.76	5.77	0.65	14/12/2027	1826
Australia and New Zealand Banking Group	13. ANZ FRN	AA-	N	1,200	5.58	5.57	5.58	0.35	31/03/2028	1827
Australia and New Zealand Banking Group	14. Suncorp FRN	AA-	N	3,000	5.32	5.51	5.51	0.88	18/05/2026	1096
Australia and New Zealand Banking Group	15. ANZ FRN	AA-	N	2,800	5.25	5.42	5.43	0.82	11/09/2028	1827
Australia and New Zealand Banking Group	16. Suncorp FRN	AA-	N	2,000	5.40	5.48	5.50	0.59	19/03/2029	1826
Commonwealth Bank of Australia	17. CBA Business Online Saver	AA-	N	18,277	4.18	4.41	4.40	5.37		
Commonwealth Bank of Australia	18. CBA Fixed Bond	AA-	N	3,000	4.30	4.29	4.29	0.88	18/08/2025	1096
Commonwealth Bank of Australia	19. CBA Fixed Bond	AA-	N	3,931	5.38	5.38	5.38	1.16	18/08/2027	1756
Commonwealth Bank of Australia	20. CBA FRN	AA-	N	2,400	5.60	5.66	5.67	0.71	13/01/2028	1826
Commonwealth Bank of Australia	21. CBA	AA-	N	2,500	5.22	5.40	5.41	0.73	17/08/2028	1827
Commonwealth Bank of Australia	22. CBA FRN	AA-	N	1,000	5.10	5.33	5.33	0.29	22/08/2029	1826
Commonwealth Bank of Australia	23. CBA FRN	AA-	N	2,000	5.29	5.29	5.29	0.59	9/01/2030	1826
National Australia Bank	24. NAB Fixed Bond	AA-	N	3,497	2.98	2.98	2.98	1.03	25/02/2027	1826
National Australia Bank	25. NAB Fixed Bond	AA-	N	2,921	4.84	4.80	4.80	0.86	27/03/2028	1124
National Australia Bank	26. NAB FRN	AA-	N	3,000	5.31	5.47	5.47	0.88	12/05/2028	1827
National Australia Bank	27. NAB FRN	AA-	N	3,200	5.31	5.49	5.49	0.94	16/11/2028	1827
National Australia Bank	28. NAB FRN	AA-	N	2,800	5.37	5.41	5.42	0.82	22/03/2029	1826
National Australia Bank	29. NAB Term Deposit	AA-	N	4,000	4.95	5.11	5.06	1.18	21/10/2025	364
National Australia Bank	30. NAB Term Deposit	AA-	N	4,000	5.06	5.08	5.06	1.18	15/07/2025	342
National Australia Bank	31. NAB Term Deposit	AA-	N	4,000	5.02	5.07	5.06	1.18	9/12/2025	364
National Australia Bank	32. NAB Term Deposit	AA-	N	4,000	5.15	5.16	5.15	1.18	19/06/2025	365
National Australia Bank	33. NAB Term Deposit	AA-	N	4,000	5.37	5.32	5.37	1.18	9/07/2025	363
National Australia Bank	34. NAB Term Deposit	AA-	N	4,000	4.88	5.01	4.95	1.18	23/09/2025	371
National Australia Bank	35. NAB Term Deposit	AA-	N	4,000	5.45	5.45	5.45	1.18	22/04/2025	299
National Australia Bank	36. NAB Term Deposit	AA-	N	4,000	4.80	4.98	4.97	1.18	4/02/2026	365
National Australia Bank	37. NAB Term Deposit	AA-	N	4,000	5.13	5.13	5.13	1.18	6/05/2025	272
National Australia Bank	38. NAB Term Deposit	AA-	N	2,000	5.15	5.15	5.15	0.59	2/04/2025	238
Westpac Banking Corporation	39. Westpac FRN	AA-	N	2,600	5.05	5.21	5.20	0.76	10/08/2026	1096
Westpac Banking Corporation	40. WBC FRN	AA-	N	3,500	5.36	5.43	5.45	1.03	19/09/2028	1827
Westpac Banking Corporation	41. Westpac FRN	AA-	N	3,400	5.27	5.37	5.37	1.00	19/09/2029	1826
Westpac Banking Corporation	42. WBC FRN	AA-	N	3,000	5.27	5.27	5.27	0.88	21/01/2030	1826
Westpac Banking Corporation	43. Westpac Term Deposit	AA-	N	4,000	5.03	5.26	5.21	1.18	11/11/2025	371
Westpac Banking Corporation	44. Westpac Term Deposit	AA-	N	4,000	5.00	5.21	5.14	1.18	4/11/2025	371
Westpac Banking Corporation	45. Westpac TD	AA-	N	4,000	4.95	5.17	5.13	1.18	17/12/2025	365
Westpac Banking Corporation	46. Westpac Floating TD	AA-	N	4,000	5.11	5.30	5.30	1.18	11/09/2025	372
Westpac Banking Corporation	47. Westpac Floating TD	AA-	N	4,000	5.06	5.25	5.25	1.18	9/09/2026	735
Westpac Banking Corporation	48. Westpac Floating TD	AA-	N	4,000	5.07	5.27	5.27	1.18	9/09/2027	1100
Macquarie Bank	49. Macquarie Bank FRN	A+	N	3,200	5.21	5.34	5.35	0.94	14/09/2026	1096
Bank of Queensland	50. BoQ Fixed Bond	A-	Y	3,798	2.14	2.13	2.15	1.12	27/10/2026	1826
Bank of Queensland	51. BoQ Fixed Bond	A-	Y	1,951	4.06	4.06	4.05	0.57	6/05/2026	1496

## ITEM 11 (continued)

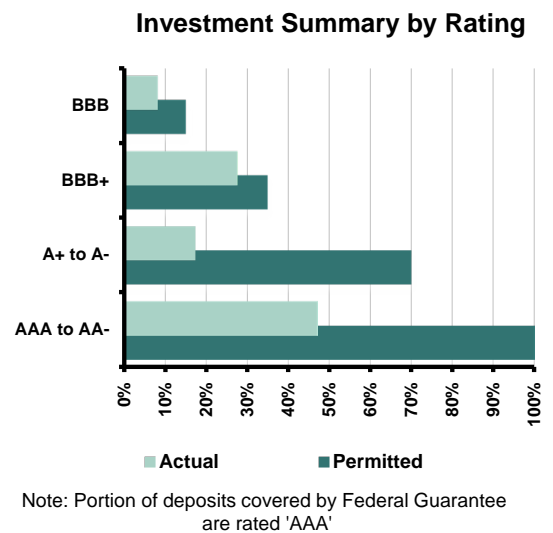
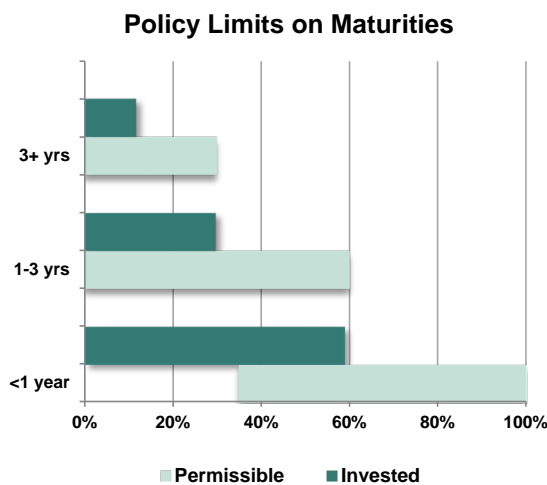
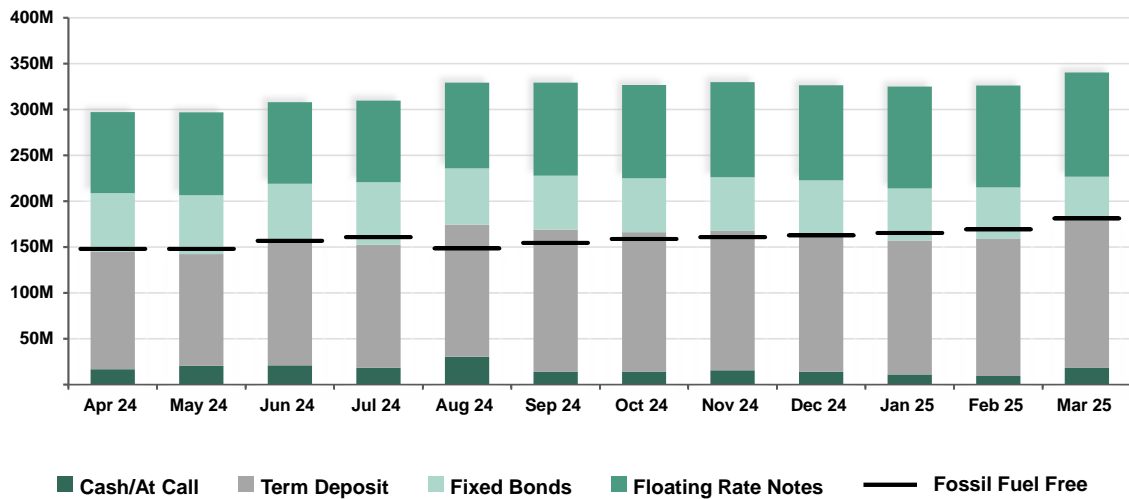
Issuer	Investment Name	Investment Rating	Fossil Fuel Free	Invested at 31-Mar-25 \$'000's	Annualised Period Return (%)	12 Month Average Return	Return since 01 July 2024	% of Total Invested	Maturity	Tenor
Bank of Queensland	52. BoQ Fixed Bond	A-	Y	768	5.26	5.25	5.26	0.23	27/10/2026	1498
Bank of Queensland	53. BoQ Fixed Bond	A-	Y	490	5.22	5.21	5.23	0.14	27/10/2026	1495
Bank of Queensland	54. BoQ Fixed Bond	A-	Y	2,608	5.14	5.14	5.13	0.77	6/05/2026	1321
Bank of Queensland	55. BoQ Fixed Bond	A-	Y	3,293	5.44	5.42	5.41	0.97	30/04/2029	1826
Bank of Queensland	56. BoQ Fixed Bond	A-	Y	3,955	5.47	5.43	5.43	1.16	27/01/2027	937
Bank of Queensland	57. BoQ FRN	A-	Y	3,517	5.49	5.60	5.60	1.03	30/04/2029	1712
Bank of Queensland	58. Bank of Queensland Term Deposit	A-	Y	3,000	5.08	5.07	5.08	0.88	15/04/2025	364
Bank of Queensland	59. Bank of Queensland Term Deposit	A-	Y	2,000	5.10	4.68	5.10	0.59	13/06/2025	365
Bank of Queensland	60. Bank of Queensland Term Deposit	A-	Y	4,000	4.72	5.13	5.08	1.18	7/01/2026	288
Bank of Queensland	61. Bank of Queensland Term Deposit	A-	Y	4,000	5.23	5.18	5.19	1.18	17/06/2025	182
Bank of Queensland	62. Bank of Queensland Term Deposit	A-	Y	4,000	4.70	4.70	4.70	1.18	6/03/2026	364
Bendigo and Adelaide Bank	63. Bendigo Bank FRN	A-	Y	3,500	5.54	5.72	5.72	1.03	15/05/2026	1096
Bendigo and Adelaide Bank	64. Bendigo Bank FRN	A-	Y	1,200	5.38	5.43	5.43	0.35	24/10/2028	1461
Bendigo and Adelaide Bank	65. Bendigo and Adelaide Bank Term Deposit	A-	Y	3,000	4.88	4.97	4.94	0.88	24/07/2025	268
Bendigo and Adelaide Bank	66. Bendigo and Adelaide Bank Term Deposit	A-	Y	4,000	5.01	5.01	5.01	1.18	22/07/2025	180
AMP	67. AMP FRN	BBB+	Y	2,000	6.18	6.24	6.27	0.59	29/06/2026	1096
AMP	68. AMP FRN	BBB+	Y	2,700	5.64	5.81	5.81	0.79	13/09/2027	1095
AMP	69. AMP Term Deposit	BBB+	Y	1,000	5.05	5.12	5.07	0.29	4/08/2025	367
Australian Military Bank	70. Australian Military Bank Term Deposit	BBB+	Y	4,000	5.14	5.14	5.14	1.18	14/01/2026	540
Australian Unity Bank	71. Australian Unity Bank Term Deposit	BBB+	Y	4,000	4.98	5.18	5.02	1.18	29/10/2025	365
B&E (T/as Bank of Us)	72. Bank of us Term Deposit	BBB+	Y	4,000	4.87	4.96	4.92	1.18	15/10/2025	363
B&E (T/as Bank of Us)	73. Bank of us Term Deposit	BBB+	Y	4,000	5.32	5.28	5.32	1.18	29/07/2025	364
B&E (T/as Bank of Us)	74. Bank of us TD	BBB+	Y	2,000	5.07	5.06	5.06	0.59	18/11/2025	370
Beyond Bank	75. Beyond Bank FRN	BBB+	Y	2,500	5.37	5.37	5.37	0.73	21/03/2028	1096
Beyond Bank	76. Beyond Bank Term Deposit	BBB+	Y	4,000	5.11	5.11	5.11	1.18	30/04/2025	184
Credit Union Australia	77. Great Southern Bank FRN	BBB+	Y	1,200	5.98	6.15	6.14	0.35	9/02/2027	1461
Credit Union Australia	78. Great Southern Bank FRN	BBB+	Y	1,900	5.37	5.48	5.48	0.56	1/11/2027	1095
Defence Bank	79. Defence Bank Term Deposit	BBB+	Y	3,000	4.95	4.95	4.95	0.88	7/01/2026	365
G&C Mutual Bank	80. G&C Mutual Bank Term Deposit	BBB+	Y	2,000	5.11	5.11	5.11	0.59	22/07/2025	350
G&C Mutual Bank	81. G&C Mutual Bank Term Deposit	BBB+	Y	4,000	5.35	5.35	5.35	1.18	24/06/2025	364
G&C Mutual Bank	82. G&C Mutual Bank Term Deposit	BBB+	Y	2,000	5.10	5.10	5.10	0.59	6/08/2025	365
G&C Mutual Bank	83. G&C Mutual Bank TD	BBB+	Y	4,000	4.98	4.98	4.98	1.18	12/08/2025	350
IMB Bank	84. IMB Term Deposit	BBB+	Y	4,000	4.76	5.12	4.91	1.18	1/09/2025	181
IMB Bank	85. IMB Term Deposit	BBB+	Y	4,000	4.71	4.71	4.71	1.18	2/09/2025	179
Members Banking Group	86. RACQ FRN	BBB+	Y	2,000	5.49	5.71	5.71	0.59	23/05/2025	1096
Members Banking Group	87. RACQ FRN	BBB+	Y	3,100	5.75	5.97	5.97	0.91	24/02/2026	1096
Members Banking Group	88. RACQ FRN	BBB+	Y	3,000	5.88	6.10	6.10	0.88	5/03/2027	1095
MyState Bank	89. MyState FRN	BBB+	Y	1,500	5.04	5.14	5.15	0.44	16/06/2025	1461
MyState Bank	90. MyState Bank Term Deposit	BBB+	Y	4,000	5.28	5.28	5.28	1.18	10/04/2025	289
Newcastle Greater Mutual Group	91. NPBS FRN	BBB+	Y	2,000	4.87	5.09	5.10	0.59	4/03/2026	1826
Newcastle Greater Mutual Group	92. NPBS FRN	BBB+	Y	3,246	5.01	5.24	5.25	0.95	4/03/2026	1458
Newcastle Greater Mutual Group	93. NPBS FRN	BBB+	Y	3,726	5.77	5.93	5.93	1.09	10/02/2027	1720
Newcastle Greater Mutual Group	94. NPBS FRN	BBB+	Y	992	5.88	6.05	6.05	0.29	10/02/2027	1482
Newcastle Greater Mutual Group	95. NPBS FRN	BBB+	Y	2,500	5.70	5.70	5.70	0.73	21/01/2030	1826
Police & Nurses Limited	96. P&N Bank Term Deposit	BBB+	Y	2,000	4.92	5.09	5.07	0.59	29/07/2025	180
Police & Nurses Limited	97. P&N Bank TD	BBB+	Y	4,000	4.86	5.05	5.05	1.18	15/09/2025	182
Police Bank	98. Police Bank FRN	BBB+	Y	2,000	5.76	5.98	5.98	0.59	21/11/2025	1096
Police Bank	99. Police Bank FRN	BBB+	Y	4,000	5.85	6.03	6.03	1.18	17/11/2026	1096
Police Financial Services	100. BankVic Term Deposit	BBB+	Y	2,000	5.27	5.27	5.27	0.59	29/04/2025	363
Police Financial Services	101. BankVic TD	BBB+	Y	4,000	4.81	4.81	4.81	1.18	9/09/2025	180
Teachers Mutual Bank	102. Teachers Mutual Bank FRN	BBB+	Y	1,100	5.06	5.17	5.18	0.32	16/06/2026	1826
Teachers Mutual Bank	103. Teachers Mutual Bank FRN	BBB+	Y	700	5.75	5.84	5.84	0.21	21/06/2027	1095
Auswide Bank	104. Auswide FRN	BBB	Y	3,000	5.92	6.03	6.04	0.88	17/03/2026	1096
Auswide Bank	105. Auswide FRN	BBB	Y	3,500	6.10	6.14	6.15	1.03	22/03/2027	1095
Auswide Bank	106. Auswide FRN	BBB	Y	2,000	5.92	5.90	5.90	0.59	13/09/2027	1095
Auswide Bank	107. Auswide Bank Term Deposit	BBB	Y	2,000	4.97	5.16	5.14	0.59	27/01/2026	364
Auswide Bank	108. Auswide Bank Term Deposit	BBB	Y	2,000	4.95	4.95	4.95	0.59	30/01/2026	365
Maitland Mutual	109. The Mutual FRN	BBB	Y	2,000	5.93	6.09	6.09	0.59	10/05/2027	1095
Maitland Mutual	110. Maitland Mutual Term Deposit	BBB	Y	4,000	4.70	4.70	4.70	1.18	8/02/2027	732
Police Financial Services	111. BankVic TD	BBB	Y	4,000	5.05	5.15	5.12	1.18	21/10/2025	273
				340,304	5.03	5.10	5.10	100		



**ITEM 11 (continued)**

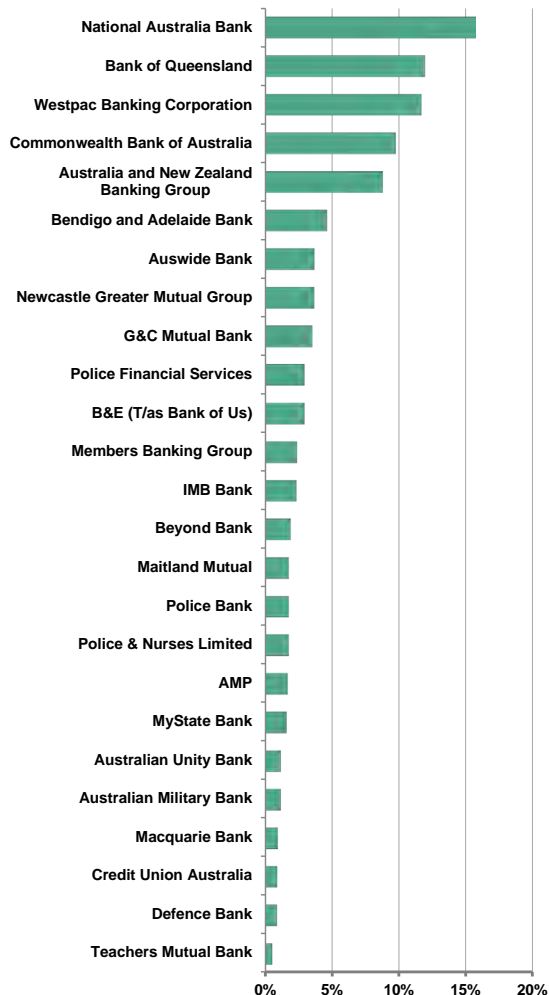
	<365 days	>365 days
Cash/TDs	\$166.3M	\$12.0M
FRNs	\$25.2M	\$88.4M
Fixed Bonds	\$8.2M	\$40.2M
	<b>\$199.7M</b>	<b>\$140.6M</b>

**Total Funds Invested**

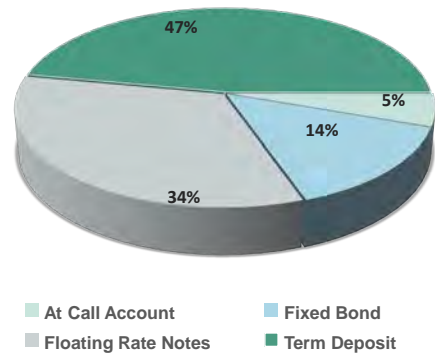


## ITEM 11 (continued)

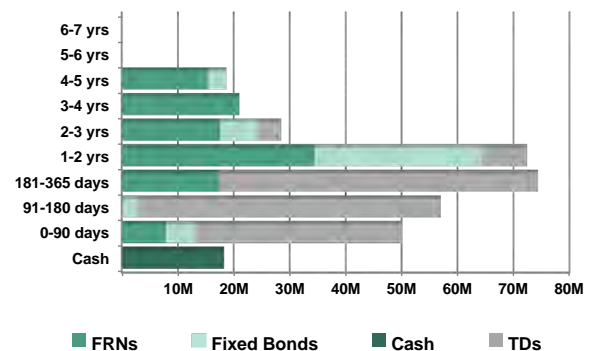
**Active Investment by Institution**



**Summary by Investment Type**



**Summary by Duration**



## Divestment of Fossil Fuel Aligned Financial Institutions

Council uses the entity Market Forces to validate its classes of investments into either fossil fuel or non-fossil fuel aligned institutions. Market Forces is a publicly available website and is not a contractor that Council has engaged for this information.

As at 31 March 2025, Council has a total amount of \$180.9m invested in non-fossil fuel aligned financial institutions, which is 53.2% of its total investment portfolio.

### **ITEM 11 (continued)**

Whilst Council has a preference for non-fossil fuel aligned institutions, these institutions are often rated at the lower end of the (S&P) rating scale and in order to manage risk, Council's Investment Policy places limits on BBB+ (35%) BBB (15%) and Council cannot risk investing 100% in these institutions as adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity for the obligor to meet its financial commitments. The Investment Policy ensures that the divestment in these categories are restricted to minimise risk and ensure preservation of capital. Council cannot breach its Policy, and any losses of income experienced as a result of poor investment decisions is ultimately Council's responsibility.

### **Financial Implications**

Council's return for the reporting period is 5.01%, which is 0.85% above the benchmark figure of 4.16%.

The budget for interest income from investments is \$13.4m and as at 31 March 2025 funds of \$11.8m have been earned.

### **Summary**

Council's investment portfolio continues to perform well and is consistent with Section 625 of the *Local Government Act* 1993, which deals with the investment of surplus funds by Councils.

### **Certificate of the Chief Financial Officer (Responsible Accounting Officer)**

I certify that as at the date of this report, the investments listed have been made and are held in compliance with Council's Investment Policy and applicable legislation.

**Steven Harris**

**Chief Financial Officer  
Responsible Accounting Officer**

## **NOTICES OF MOTION**

### **1 ENSURING SAFE AND APPROPRIATE AMENITIES AT COMMUNITY SPORTING FACILITIES - Councillor Kathy Tracey**

**File Number:** CLM/25/1/1/6 - BP25/272

#### **BACKGROUND:**

Recent sporting facility upgrades have replaced male and female toilets with unisex options, raising valid concerns around safety, privacy, and comfort – particularly for young people and vulnerable users. Feedback from the community has made it clear that this change does not meet the expectations or needs of all facility users.

As an inclusive Council, we have a responsibility to ensure our public amenities are safe, appropriate, and respectful of everyone's needs. While inclusivity is vital, it should not come at the expense of personal comfort or privacy. We must strive to cater for all members of our diverse community by providing a range of facilities that accommodate different preferences and ensure everyone feels safe, respected, and welcome.

#### **MOTION:**

That Council:

- (a) Investigates the recent shift towards unisex toilet facilities in newly built sporting amenities buildings and assesses the impact on community safety and comfort, particularly for young female participants.
- (b) Reviews best practices regarding the provision of separate male and female toilet facilities alongside unisex options where appropriate.
- (c) Ensures that future sporting facility developments prioritise the safety, privacy, and comfort of all users, including children, parents, volunteers, and players.
- (d) Engages with key stakeholders, including local sporting clubs and community groups, to gather feedback and determine the most suitable approach for future amenities.

## **2 LOCAL DISABILITY ART FESTIVAL - Councillor Roy Maggio**

**File Number:** CLM/25/1/1/6 - BP25/274

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### **MOTION:**

- (a) That the City of Ryde provides a report to explore and create a local disability art event with artistic works of people living with disability, experiencing social isolation, or at risk of marginalisation providing a platform for artists of all abilities to promote themselves and expand their creative talent.
- (b) That the report should include:-
  - i. A wide community discussion with all disability networks in Ryde and local artists.
  - ii. A disability art award be presented by the Mayor and invite interested Councillors on the day.
  - iii. That the event is open to artists aged 18 and over.
  - iv. That Artists are encouraged to submit drawings, graphic art or paintings.
  - v. That the exhibition is a celebration of International Day of People with Disability. This year's theme focuses on "Amplifying the leadership of persons with disabilities for an inclusive and sustainable future.
- (c) That the report be made available at the July Council meeting with usage of Councillor Maggio's discretionary fund of \$1,000 in support of the event.

## **3 IMPROVED BUS SERVICES FOR GLADESVILLE AND EAST RYDE - Deputy Mayor, Councillor Sophie Lara-Watson**

**File Number:** CLM/25/1/1/6 - BP25/286

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### **MOTION:**

That Council request the Mayor to write to the NSW Minister for Transport, John Graham MP, and the Member for Lane Cove, the Hon. Anthony Roberts MP, requesting:-

- (a) The extension of the Route 516 bus service into Sagar Place, East Ryde, to better service the surrounding community.
- (b) Insights into the feasibility of introducing a new bus route that would provide a direct connection between Gladesville and the North Ryde Metro Station, travelling via Pittwater Road.

**4 EXPANDING RYDE'S BASKETBALL FACILITIES TO MEETING  
COMMUNITY DEMAND - Councillor Keanu Arya**

**File Number:** CLM/25/1/1/6 - BP25/291

**MOTION:**

That Council staff prepare a report to be brought back to Council which outlines the following:

- (a) Investigate and record the existing locations and number of basketball courts, half courts and hoops in Ryde, including any multi-purpose facilities, together with indicative costings for the annual maintenance of these facilities.
- (b) Explore options for deploying cost-effective basketball court facilities (e.g. half courts and individual hoops) where feasible, including associated costing and the availability of grants to assist with funding, while recognising that larger-scale facilities requiring substantial funding would need to be planned and budgeted accordingly.
- (c) Identify proposed locations for five new basketball facility sites in Ryde on a scale from lowest costing (e.g. hoop on a wall) to highest costing (e.g. half court/full court), with a view to commencing installations in 2026.
- (d) Identify a second round of proposed sites for consultation in 2026, with a view to installation in 2027/2028.

**5 ENHANCING INCLUSIVITY AND SUPPORT FOR LGBTQIA+ COMMUNITY  
IN RYDE - Councillor Tina Kordrostami**

**File Number:** CLM/25/1/1/6 - BP25/292

**BACKGROUND:**

The City of Ryde acknowledges the current lack of dedicated LGBTQIA+ services within our community. Research conducted in 2019 confirmed the presence of a LGBTQIA+ community in Ryde, yet none of the 50 available community services cater specifically to their needs.

As we work towards renewing our Social Plan, I look forward to proudly supporting its implementation when approached by community members concerned about inclusivity. However, it is imperative that we proactively establish safe spaces within our Local Government Area, fostering a sense of pride and belonging for all.



As elected representatives, we can create an environment where events celebrating identity are recognised to be essential expressions of community and diversity. At present, the only service provided to the queer community is Ryde Pride – an event which excludes adults over the age of 24.

This highlights a clear barrier to accessibility and inclusion for Ryde residents, whom we are responsible for supporting. To address these gaps and promote a welcoming and educational approach to diversity, I seek your support in this motion to enhance inclusivity and create safe, accessible spaces for our LGBTQIA+ community.

**MOTION:**

That Council:

- (a) Establish an LGBTQIA+ advisory group to provide visibility for the community through active engagement in planning reports, to be funded from the Advisory Committees Admin Support budget.
- (b) Facilitate collaboration between the City of Ryde and existing organisations, such as ACON, Rainbow Families, The Gender Centre and Twenty10 to plan localised support services for LGBTQIA+ people in Ryde and to address and prevent harmful community responses.

**6 THE DELIVERY OF BLenheim PARK MASTERPLAN AND OPENING THE PARK FOR RYDE'S COMMUNITY TO USE - Councillor Penny Pedersen**

**File Number:** CLM/25/1/1/6 - BP25/293

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**BACKGROUND:**

The Blenheim Park masterplan was adopted by City of Ryde Council in 2020 and a commitment of \$8million was made by Jerome Laxale MP, prior to the 2022 federal election and this grant was delivered by the Albanese federal government. However, no part of the masterplan has been delivered by Council to date.

A national tree day event was celebrated at Blenheim Park in North Ryde on 28 July 2024, where many small trees were planted using funding from the state government small commitment grants. Only a few weeks later the park was closed and has remained closed since August 2024, after contamination was found.

The last update on the contaminated land remediation was January 2025 when the following statement was published on the council website:

*'Council is finalising investigation reports and engaging specialist contractors to carry out the necessary remediation works. While the park is tentatively scheduled to reopen in mid to late 2025, this reopening will be temporary. The park is expected to close again in early 2026 to allow for construction activities associated with the exciting Blenheim Park Masterplan, which will amplify activity on this popular recreation area for the long-term benefit of our community. We appreciate your patience and understanding as we address these challenges and work towards delivering a safe and improved park for everyone to enjoy.'*

- The park is still closed to the public in late April 2025.
- The North Ryde community are forced to walk around the park to reach Epping Road buses and the Metro station.
- Dog owners cannot walk their dogs off leash at the park as they have done in the past.
- There have been numerous sightings of large foxes coming and going from the park.

Staff have told Council that: *“the masterplan implementation project is progressing concurrently (alongside remediation)”*

#### **MOTION:**

That staff prepare a report that contains the following information:-

- (a) Detail of any work to progress the masterplan that has already been carried out alongside the remediation.
- (b) Detail of the contaminants; the remediation process; cost of remediation; funding source for the remediation and details of any safety risk to the public (those who attended the public tree planting and residents living on adjoining land).
- (c) Details of fox and invasive species management at the park.
- (d) An updated timeline for delivery of the masterplan.
- (e) An update on the health of plants that were planted by the public on national tree day in July 2024, including how many plants were planted and how many of those have survived.

**7      CONSIDERATION OF A NEW CATEGORY IN THE CITY OF RYDE  
COMMUNITY GRANTS PROGRAM TO COVER ENVIRONMENTAL  
PROJECTS - Councillor Penny Pedersen**

**File Number:** CLM/25/1/1/6 - BP25/294

**BACKGROUND:**

While Bushcare volunteers assist the City of Ryde with Council managed natural areas, using bush regeneration, there may be other opportunities to engage our community in projects that contribute to an ecologically sustainable city.

Inner West, Canada Bay, Kur-ring-gai; Willoughby and other Councils across NSW offer an environmental category for community grants, encouraging applicants to submit projects that focus on resilience and sustainability.

Inner West Council even has a new category to support not-for-profit community projects that focus on product/materials reuse, recycling, or repair.

**MOTION:**

That Council staff prepare a report to be brought back to Council which:

- (a) Explores a state or federal grant that would enable City of Ryde to expand the Community Grants program, so that it includes an Environmental category.
- (b) Explores the environment grants programs that are awarded at other Councils across Sydney and considers how the grant might work - including: guidelines; objectives; assessment; eligibility criteria; and how to apply.

**8      HELPING MAKE THE CITY OF RYDE A DEMENTIA FRIENDLY CITY -  
Councillor Penny Pedersen**

**File Number:** CLM/25/1/1/6 - BP25/295

**BACKGROUND:**

Dementia describes a collection of symptoms that are caused by disorders affecting the brain. It is not one specific disease. Dementia affects thinking, behaviour, and the ability to perform everyday tasks.

Around two-thirds of people with dementia live in the community, yet research shows that more than 60 per cent of people would rather not think about dementia.

A lack of knowledge and understanding of dementia may lead to people living with dementia experiencing stigma and discrimination in the community.

City of Ryde is home to Dementia Australia, whose offices are based at Macquarie Hospital on Coss Road, North Ryde.

Dementia Australia runs a Dementia Friendly Communities program, aimed at large organisations. They have helped Hornsby Shire Council and Northern Beaches Council gain recognition as Dementia Friendly Councils.

Staff at Dementia Australia North Ryde are available to deliver free Dementia Friendly Community workshops for Council staff as well as the Ryde business community and have indicated their willingness to facilitate these workshops and deliver a dementia friendly Council toolkit.

Councils that look at dementia strategically and positively are not only able to mitigate pressure on their services, stimulate new or better service systems and embed universal design principles into longer term planning but also to facilitate other innovative ways for people living with dementia to contribute to their community and in turn feel more valued and included.

There is no cost for the workshops, toolkit, or recognition as a dementia friendly Council.

**MOTION:**

That City of Ryde liaise with Dementia Friendly Australia staff to prepare a report for Council exploring:-

- (a) Delivery of Dementia friendly workshops to staff as suggested in the toolkit and attaining recognition as a dementia friendly Council.
- (b) Facilitating Dementia Friendly workshops for local business and community organisations.
- (c) Details on Hornsby Council's experience working toward being dementia friendly.

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## **CONFIDENTIAL COUNCIL REPORTS**

### **12 OUTCOME OF RECORDS STORAGE CONTRACT (COR-RFT-01-24)**

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#### **Confidential**

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (d) (i) commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

**Report prepared by:** Information and Records Manager

**File Number:** COR2025/188 - BP25/282

**Page Number:** 223

### **13 REQUEST FOR TENDER - SSROC T2023-03 CLEANING AND MAINTENANCE SERVICE OF GROSS POLLUTANT TRAPS**

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**Report prepared by:** Manager - Operations

**Report approved by:** Executive Manager - City Infrastructure

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#### **Confidential**

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (d) (ii) information that would, if disclosed, confer a commercial advantage on a competitor of the council.

**File Number:** GRP/25/8 - BP25/22

**Page Number:** 266

### **14 ICT PROCUREMENT - EXCEPTING PROCUREMENT FROM THE REQUIREMENTS FOR TENDERING IN THE LOCAL GOVERNMENT ACT 1993**

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#### **Confidential**

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (d) (ii) information that would, if disclosed, confer a commercial advantage on a competitor of the council.

**Report prepared by:** Chief Information Officer; Senior Coordinator - IT Applications

**File Number:** GRP/25/8 - BP25/280

**Page Number:** 384