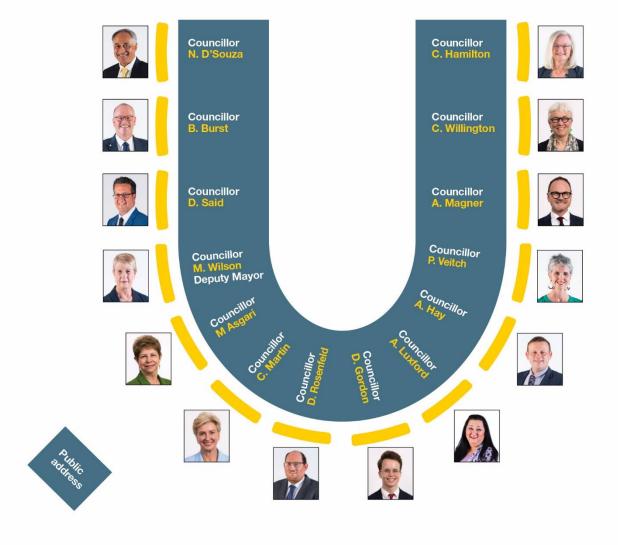
Ordinary Council Meeting

Tuesday 10 December 2024



Seating plan for Council meetings





Statement of ethical obligations

Obligations

Oath [Affirmation] of Office by Councillors

I swear [solemnly and sincerely declare and affirm] that I will undertake the duties of the office of councillor in the best interests of the people of Randwick City and the Randwick City Council and that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the Local Government Act 1993 or any other Act to the best of my ability and judgment.

Code of Conduct conflict of interests

Pecuniary interests

A Councillor who has a **pecuniary interest** in any matter with which the council is concerned, and who is present at a meeting of the council at which the matter is being considered, must disclose the nature of the interest to the meeting.

The Councillor must not be present at, or in sight of, the meeting:

- at any time during which the matter is being considered or discussed, or
- b) at any time during which the council is voting on any question in relation to the matter.

Non-pecuniary conflict of interests

A Councillor who has a **non-pecuniary conflict of interest** in a matter, must disclose the relevant private interest in relation to the matter fully and on each occasion on which the non-pecuniary conflict of interest arises in relation to the matter.

Significant nonpecuniary interests

A Councillor who has a **significant** non-pecuniary conflict of interest in relation to a matter under consideration at a council meeting, must manage the conflict of interest as if they had a pecuniary interest in the matter.

Non-significant nonpecuniary interests

A Councillor who determines that they have a non-pecuniary conflict of interest in a matter that is **not significant** and does not require further action, when disclosing the interest must also explain why conflict of interest is not significant and does not require further action in the circumstances.

Ordinary Council meeting 10 December 2024



ORDINARY COUNCIL MEETING

Notice is hereby given that an Ordinary Council meeting of Randwick City Council will be held in the Council Chamber, 1st Floor Randwick Town Hall, 90 Avoca St Randwick on Tuesday, 10 December 2024 at 6:00pm

Acknowledgement of Country

"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples who occupied the Sydney Coast, being the traditional owners. On behalf of Randwick City Council, I acknowledge and pay my respects to the Elders past and present, and to Aboriginal people in attendance today."

Prayer

"Almighty God,

We humbly beseech you to bestow your blessings upon this Council and to direct and prosper our deliberations to the advancement of your glory and the true welfare of the people of Randwick and Australia. Amen"

Apologies/Granting of Leave of Absences

Requests to attend meeting by audio-visual link

Confirmation of the Minutes

Ordinary Council - 26 November 2024

Declarations of Pecuniary and Non-Pecuniary Interests

Address of Council by Members of the Public

Privacy warning;

In respect to Privacy & Personal Information Protection Act, members of the public are advised that the proceedings of this meeting will be recorded for the purposes of clause 5.20-5.23 of Council's Code of Meeting Practice.

Audio/video recording of meetings prohibited without permission;

A person may be expelled from a meeting for using, or having used, an audio/video recorder without the express authority of the Council.

Mayoral Minutes

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Ordinary Council meeting 10 December 2024

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| CS65/24 | Woomera Reserve Playground Upgrade Tender No. T2025-02 (record of voting required) |
| | This matter is considered to be confidential under Section 10A(2) (c) Of the Local Government Act, as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business. (Tender/ Procurement) |
| CC37/24 | Community Service Awards 2024-2025 |
| | This matter is considered to be confidential under Section 10A(2) (a) Of the Local Government Act, as it deals with personnel matters concerning particular individuals (other than Councillors). (Personal details of Award recipients for the Community Service Awards) |
| CC38/24 | DRLC Maintenance Services - Tender No. T2025-06 (record of voting required) This matter is considered to be confidential under Section 10A(2) (d) Of the Local Government Act, as it deals with commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or |
| CO64/24 | (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret. Medical and Related Services - Tender No. T2024-24 (record of voting required) This matter is considered to be confidential under Section 10A(2) (d) Of the Local Government Act, as it deals with commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret. |

Ordinary Council meeting 10 December 2024

Notice of Rescission Motions

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Ray Brownlee, PSM **GENERAL MANAGER**

Mayoral Minute No. MM52/24

Subject: Financial Assistance and Donations November to December

2024

Motion:

That Council:

 Council contribute \$6570.40 towards the St Andrew's Catholic Church Annual Pere Receveur Mass being held at La Perouse on 16 February 2025;

- b) Council apply a rate of \$83.00 per month for the next 24 months to Coogee Probus Club to use two rooms for two hours at the Randwick City Library within the Randwick Shopping Village.
- c) Council waive the hire fees of \$965 for the Heffron Park Synthetic Field for a one-day social all-gender charity 6-a-side competition 'Coogee Unites For a Cause' for members and the wider Eastern Suburbs football community organized by Coogee United Football Club.

Background:

a) St Andrew's Catholic Church - Pere Receveur Annual Mass

The Annual Pere Receveur Mass is being held at La Perouse on 16 February 2025.

The 'Pere Receveur Mass', hosted by the Catholic Parish of St Andrew, is held every year at La Perouse Museum and has been supported in some way or another by Council for 20+ years. It has been funded by the Mayor's Contingency Fund for the last few years.

The applicant is requesting \$6570.40 to cover event costs for the sound system, and chair hire.

b) Coogee Probus Club

The club has been serving the local community for over five years, with membership now exceeding 60 retirees. Probus Club plays an essential role in fostering social connections and combating isolation among retirees providing opportunities for social engagement through monthly meetings, trips, and other activities, offering an opportunity for friendship, intellectual stimulation, and personal growth.

The Randwick City Library within the Randwick Village is ideal for their needs, and we deeply appreciate the helpfulness of the library staff. Due to the growth of the club, they require the use of two rooms.

Initially, they were charged \$83 per month (\$41.50 per hour for two hours for two rooms). However, they have recently been informed that this rate will now be \$166 per month for the two rooms.

As a not-for-profit organization with very limited funds the Coogee Probus Club has requested assistance in reviewing this matter.

c) Coogee United Football Club

Coogee United Football Club is a community grassroots football club in the Eastern Suburbs run solely by volunteers. On 12 January 2025, they are organising a one-day social all-gender charity 6-a-side competition 'Coogee Unites For a Cause' for their members and the wider Eastern Suburbs football community, which will be hosted at Heffron Park Synthetic Field. This will be the third year they are running the event.

The purpose of the day is twofold:

- Raise much needed funds for the Crohn's and Colitis Australia for both support services for those living with IBD (Inflammatory Bowel Disease), and to fund much needed research on medical advancements for this condition.
- Increase awareness within our community of IBD, which is often an illness that is overlooked or not talked about, which yet impacts over 100,000 Australians, of all ages and genders, including within the football community. 80% of people who have an inflammatory bowel disease will need surgery at some point in their life.

The club is requesting to waive the hire fees of \$965.00 for the Heffron Park Synthetic Field.

Source of funding:

The financial implications to Council will be \$9527.40 funded from the 2024-25 Contingency Fund.

Attachment/s:

Nil

Submitted by: The Mayor, Cr Dylan Parker

Mayoral Minute No. MM53/24

Subject: WNOW - Touch Football Competition - March 2025 - Waiving

of fees

Motion:

That the fees of \$960 for the Touch Football competition planned in March 2025 by WNOW (When No One's Watching) be waived.

Background:

WNOW is a not-for-profit organisation helping men feel comfortable in their own skin by becoming better people, better fathers, partners, sons, brothers, and mates.

WNOW seeks to create a community where men explore in a fun way what it means to be a better man by tackling challenges together and focusing on improving their mental, physical, and emotional health to be the best role model they can be for themselves and all those around them.

WNOW utilise sand space on Maroubra Beach one morning a week to train as a community. Maroubra was the original chapter founded in April 2020 and now has over 300 members.

WNOW is planning a touch football competition on Sunday 2 March 2025. The fees for this event are:

Application Fee: \$219.00
Beach Hire Fee: (full day) \$741.00
Total: \$960.00

WNOW have requested that the fees be waived.

Source of funding:

The financial implications to Council will be \$960 funded from the 2024-25 Contingency Fund.

Attachment/s:

Nil

Submitted by: Joe Ingegneri, Manager Technical Services

Mayoral Minute No. MM54/24

Subject: Ongoing Support for the Rainbow Club of Australia - Murray

Rose Malabar Magic Ocean Swim

Motion:

That:

a) Council waive all associated fees for the Rainbow Club Australia Inc's annual ocean swim for five (5) years from 2026-2030;

- b) The organiser of the event appropriately and prominently acknowledges and promotes Council's contribution to the swim and;
- The Mayor (or representative) be given the opportunity to address the event on behalf of Council.

Background:

The Rainbow Club of Australia holds an annual swimming event each year in February at Malabar Beach for Rainbow club participants and supporters. The Murray Rose Malabar Magic Ocean Swim is an inclusive event for swimmers of all abilities, who have the option of completing a fun splash, 250m, 1km or 2.5km swim as part of the day.

Council has had a special relationship with the Rainbow Club since the inception of the Murray Rose Malabar Magic Ocean Swim. Since 2009 this swim has successfully established itself as one of the premier ocean swims on the Australian calendar with over 1,000 swimmers participating and the numbers growing each year.

The naming of the event as the Murray Rose Malabar Magic Ocean Swim was to reflect the great work Murray undertook as an ambassador for swimming and his life-long affinity with the beaches of the eastern suburbs of Sydney. All funds raised from this annual event go to Rainbow Club Australia.

Council has previously resolved to waive all associated fees for the Rainbow Club Australia annual ocean swim for five (5) years from 2010-2015, 2016-2020 and again from 2021-2025. The Rainbow Club of Australia has written to Council seeking to extend the agreement for a further five (5) years from 2026-2030.

Associated fees include:

Beach hire and facilities cleaning Lifeguards and equipment for the duration of the event Waste removal (approximately 10 bins)

The total fees waived in previous years has totaled approximately \$17,000 per year plus CPI for the period up until 2030.

Source of funding:

The financial implication to Council is \$17,000 and will be funded from the Contingency Fund.

Attachment/s:

Nil

Submitted by: Todd Clarke, Director City Services

Mayoral Minute No. MM55/24

Subject: Spot On

Motion:

That Council consider future iterations of 'Spot On' activations in the budget for 25/26, including various options for Town Centres, and that Council Officers prepare a report back with further detail.

Background:

From August to October 2025 Council held 'Spot On', a weekly road closure which hosted alfresco dining, live music and entertainment at The Spot.

Funded in part through the State Government's Open Streets Program, Spot On was designed as a pilot program to help bring the community together and boost local business, opening up the streets and turning The Spot, on.

From the outset, the idea and delivery were driven by and co-delivered by the local business community. Eleven restaurants in and adjacent to the zone, participated in the program with the majority expanding their footway dining onto the road, and boosting trade and visibility through the normally quieter winter months. Those adjacent in Perouse Road, also benefited from the increased visitation to the area.

Alongside a celebration of The Spot restaurant offerings, over 45 local musicians and performers were engaged to create a lively and culturally vibrant atmosphere for the duration. An estimated 30,395 guests attended in total, including delegations from other Councils, and from different State Government departments.

Community feedback has been overwhelmingly positive. 240 feedback forms were completed; most visitors were local and walked or took public transport to Spot On, many of whom brought their young families and became weekly regulars securing a table before the crowds swelled. Comments including the appreciation for the village party atmosphere, the sense of community, supporting local business, bringing nightlife to Randwick, dining opportunities and the lack of cars. Many asked that Council make it permanent, and for some that the area zoned for Spot On, could be closed permanently.

Whilst final data from the participating businesses is still to be collated, all operators reported marked increase in trade.

Council staff across several teams worked collectively to make Spot On such a success; including waste and cleansing, traffic management, risk and safety, events, arts and culture, integrated transports and the economic development team.

There is an opportunity for Council to consider this activation, either in its current form or an iteration, in future years.

Source of funding:

To be considered as part of the 2025-2026 budget process and to seek grant opportunities.

Attachment/s:

Nil

Submitted by: The Mayor, Cr Dylan Parker

Director City Planning Report No. CP54/24

Subject: Supporting UNSW Net Zero Apartment Retrofit Project

Executive Summary

- This report responds to the resolution of Council (Cr Veitch MM40/24) at the 27 August 2024 its Ordinary Council meeting that requested a report on how Council could "support the UNSW net zero apartment retrofit project".
- Council's Environment Strategy includes a target to achieve a 60% reduction in community greenhouse gas emissions by 2030 and with over half of Randwick's housing zoned R3 Medium Density Residential, apartment net zero retrofits have been prioritised.
- In consultation with UNSW researchers, staff have identified an opportunity to support the
 net zero apartment retrofit project, formally called "Identifying and Realising Retrofit
 Opportunities for Apartment Buildings", by becoming a project partner.
- Council becoming a project partner would support a Randwick apartment complex implement net zero retrofits and inform the development of a case study which will be locally relevant to a common Randwick apartment typology.
- The case study will report on the retrofit implementation for that apartment typology and
 policy pathways that directly address obstacles to implementation, benefiting Randwick and
 other stakeholders. This will inform future Development Control Plan controls and
 engagement programs for Randwick strata buildings, for example through a net zero retrofit
 guide for apartments.
- Entering into the partnership and funding the locally relevant case study will require a \$40,000 contribution which can be funded from the Environment Levy within the 2025-26 budget. This investment will directly support the project by contributing to the co-funding required to implement the project.
- Collaborating with UNSW strengthens Council's commitment to climate goals and supports
 practical approaches to implementing net zero apartment retrofits.
- This report recommends to Council to enter the partnership with UNSW.

Recommendation

That Council:

- a) support participation as a project partner in the RACE for 2030 and UNSW Cooperative Research Centre's "Identifying and Realising Retrofit Opportunities for Apartment Buildings" project; and
- approve the allocation of \$40,000 from the Environment Levy in the 2025-26 budget to support the development of a case study relevant to a common Randwick apartment typology.

Attachment/s:

1.1 Project Factsheet - UNSW Net Zero Apartment Retrofit Opportunities

Purpose

At its ordinary meeting on the 27 August 2024, Council resolved (MM40/24):

RESOLUTION: (Mayor, Cr P Veitch) that Council:

- a) acknowledges the remarkable innovations being developed by the UNSW School of Photovoltaic and Renewable Energy Engineering; and
- b) requests a report on how Council could collaborate with the UNSW to incorporate cutting edge renewable technology design into future Council projects and/or support the UNSW net zero apartment retrofits project.

This report is responding to the second part of item b) of the resolution, being how Council could support the UNSW net zero apartment retrofits project. The remainder of item b) relating to renewable technology design is still under investigation and will be the subject of a future report.

Discussion

In the move to net zero in Australia, apartments present unique difficulties when it comes to retrofitting, especially those owned under strata title, meaning that they have ended up in the "too hard" basket when it comes to both policy and practice.

To address this issue *RACE for 2030* and *UNSW Cooperative Research Centre* are implementing a \$1.6 million net zero apartments project, formally called "*Identifying and Realising Retrofit Opportunities for Apartment Buildings*". The project seeks to bring together experts in apartment building governance and renewable energy to provide resources to help apartment owners make a case for retrofits and evidence to support regulatory reform and behaviour change.

The program for the project includes:

- Dedicated website hosted by UNSW.
- Factsheets and detailed reports on potential retrofits for different apartment building typologies.
- Report on regulation across selected states.
- Individual case study reports demonstrating what was achieved and how obstacles were overcome.
- Report on policy pathways identified to overcome obstacles.

The expected outcomes are:

- Increased uptake of retrofits in apartment buildings with associated reductions in carbon emissions.
- Improved fairness for energy customers in apartments.
- Insights to inform government investment and policy decisions
- Informing future Development Control Plan (DCP) controls and engagement programs for Randwick strata buildings, for example through a net zero retrofit guide for apartments.

For more information refer to the project factsheet attached to this report.

In response to the Council resolution of 27 August 2024 staff met with UNSW researchers to discuss how Council could support this project and identified an opportunity to become a project partner. The project team are seeking partners to fund approximately four case studies to compliment the theoretical research and directly support the project by contributing to the cofunding required to implement the project. The City of Melbourne have confirmed they will be joining the project as a partner and funding a case study.

As a project partner Council would support the development of a Randwick local apartment case study which would ensure a relevant apartment block typology was included in the project. An apartment block in Randwick would be identified to receive support from governance and renewable energy experts within the project team who will assist them implement retrofits at their complex. This will include navigating strata approvals and measuring and monitoring the impact.

The findings from the process will inform the development of a comprehensive report on locally relevant retrofit implementation, including case studies, and policy pathways that will also benefit broader stakeholders. This information will be considered in the development of future DCP controls and engagement programs for Randwick strata buildings, for example through a net zero retrofit guide for apartments.

Randwick's participation in this project is highly relevant, as:

- Over half of Randwick's housing is zoned R3 Medium Density Residential, which is significantly made up of apartments.
- Achieving our community greenhouse gas emission target to reduce emissions by 60% by 2030 and ensuring equity will require solutions tailored for apartment retrofits.
- Apartment retrofits are complex, and therefore collaborating with a large research partner on a national project allows Randwick to leverage the expertise and resources attached to this project.
- Randwick's Environment Strategy includes partnering with UNSW to strengthen education and research collaborations (Strategic Approach 3.3).

The selection of a Randwick apartment typology for the case study will be guided by several factors, including input from the project team, Randwick Council staff, and agreement from the building's strata. Following recent consultation with the Strategic Planning Team, a potential apartment typology for the case study could be three-story brick walk-up apartments built in the 1960s and 1970s. These buildings are well-suited as they:

- Represent a common apartment typology within the LGA, especially in the suburbs of Randwick, Coogee, and Maroubra.
- Provide a relatively affordable housing option, which can be enhanced rather than replaced with less affordable, higher-density developments.
- Have a structure and layout more conducive to straightforward retrofits.
- Are smaller, with fewer owners, making it easier to secure owner approvals.

Council will seek to identify the apartment complex to participate in the project and be the subject of the case study through an Expression of Interest process.

Strategic alignment

The relationship with our Community Strategic Plan and 2022-26 Delivery Program is as follows:

| Delivering the Out | Delivering the Outcomes of the Community Strategic Plan: | | | |
|-----------------------------|--|--|--|--|
| Strategy | Environment | | | |
| Outcome | A community more knowledgeable, proactive and responsive to climate change impacts | | | |
| Objective | Achieve a 60% reduction in greenhouse gas emissions (CO2-equivalent) across Randwick City by 2030 from a 2018 baseline, while acknowledging the significance and importance of aspiring to a 100% greenhouse gas emissions reduction target for the same timeframe | | | |
| Delivery program commitment | Implement by 2021, residential and business participation in energy saving or similar programs (Australian Energy Foundation, Council rebates or GreenPower) to achieve direct and indirect greenhouse emission reductions across those participating by 20% by 2025 from a 2020 baseline. | | | |

Risks

| Area | Risk | Mitigation | |
|-----------|---|---|--|
| Financial | The \$40,000 investment may not yield sufficient actionable insights or | Develop clear project deliverables and regular check-ins with UNSW to monitor | |

| Area | Risk | Mitigation |
|---|---|--|
| | outcomes specific to Randwick's needs. | progress and ensure alignment with Randwick's objectives. |
| Technical Feasibility The proposed retrofit solutions may not be feasible or cost-effective for widespread adoption in Randwick's common apartment typologies. | | Select an apartment building that accurately represents a broader segment of Randwick's housing stock and ensure that proposed solutions are practical and replicable. Consult with internal technical experts during the planning phase to assess feasibility. |
| Stakeholder Engagement and Buy-In | Lack of engagement from strata owners and residents may result in not being able to select a suitable apartment block and/or limited cooperation, making it challenging to complete the case study. | Allow sufficient time in the project to engage strata representatives and residents early in the process to communicate the benefits and obtain buy-in. Regular updates and opportunities for feedback will also help maintain stakeholder support. |
| Policy and Regulatory Challenges | Regulatory barriers may hinder the implementation of certain retrofit recommendations, limiting the project's effectiveness. | Ensure the reports include detailed regulatory analysis to identify specific policy or regulatory changes needed to support retrofits enabling future retrofits to benefit from this case study. |
| Unrealised Long- Term Outcomes | The project may not achieve its anticipated long-term outcomes, such as significant emissions reductions or behavior change. | The project includes measuring and monitoring by research experts from UNSW to ensure both the direct and potential future impacts are quantified. |
| Reputational Risk | If the project does not deliver meaningful results, it could reflect poorly on Randwick Council and reduce confidence in future sustainability initiatives. | UNSW is a high visibility and well- established research institution, therefore reducing the potential for results not being achieved. Further Council will be part of the project working group to receive regular updates and provide input to the project. |

Resourcing Strategy implications

For Council to join as a project partner and funding a case study in Randwick requires funding of \$40,000. This can be funded from the Environment Levy and included in the 2025/26 budget. Councils' contribution will directly support the project by contributing to the co-funding required to implement the project. The reserves have sufficient funds to support this project.

To ensure objectives are met, a staff member from the Sustainability and Resilience Team will need to participate in the project working group, including supporting stakeholder engagement to identify a suitable apartment, and regular communication with UNSW. The Sustainability and Resilience Team have sufficient staff resources to support this participation.

Policy and legislative requirements

The following policy and legislative requirements are relevant to Randwick Council's participation in the *RACE for 2030 and UNSW Cooperative Research Centre* project:

- Climate Change Act 2022 Australia's commitment to achieving net zero by 2050.
- Building Code of Australia (BCA) Technical design and construction provisions for buildings.
- State Environmental Planning Policy (Sustainable Buildings) 2022 Encourages the design and construction of more sustainable buildings across NSW.

 Strata Schemes Management Act 2015 (NSW) - Defines the rights and responsibilities of the parties involved in strata schemes.

Conclusion

Council has the opportunity to support the RACE for 2030 and UNSW Cooperative Research Centre project "Identifying and Realising Retrofit Opportunities for Apartment Buildings" by becoming a project partner. This collaboration would support a local apartment block to implement net zero retrofits and ensure an apartment typology relevant to the Randwick community is included as a case study in the project. The multiple benefits include:

- A Randwick apartment block will be supported by industry experts to implement net zero retrofits.
- A detailed, transferable methodology will be developed for retrofitting a common apartment typology in Randwick.
- Identification of policy and financial pathways to reduce retrofit obstacles for other apartment blocks in the LGA.
- Alignment with Randwick's Environment Strategy and greenhouse gas emission reduction targets.
- Informing future DCP controls and engagement programs for Randwick strata buildings, for example through a net zero retrofit guide for apartments.

A \$40,000 investment and staff time is required for Randwick Council to capitalise on this opportunity. The budget can be sourced from the 2025/26 Environment Levy and staff from currently available resources within the Sustainability and Resilience Team. It is recommended that Council approve the proposed partnership and allocation of funding.

Responsible officer: Julian Lee, Sustainability Education Officer

Apartment Typologies















a) Narrow Infill Apartments

b) Row Apartments

c) Shop-top Apartments

d) Courtyard Apartments

e) Perimeter Block Apartments

f) Tower Apartments

g) Tower Complex

Provided by Government Architects NSW, 2023

- Typologies of apartments ages, materials, form
- Typology modelling of energy use and costs
 - Retrofit case study sites building performance &

7-8 typologies 7-8 models 3-4 apartment buildings undergoing retrofits

\$1.6m

RACE for 2030 and UNSW Cooperative Research Project

Identifying and realising retrofit opportunities for apartment buildings

In the move to Net Zero in Australia, apartments have been largely left behind. The unique difficulties of retrofitting apartments, especially those owned under strata title, mean that they have ended up in the 'too hard' basket when it comes to both policy and practice.

This project brings together experts in apartment building $% \left(1\right) =\left(1\right) \left(1\right) \left$ governance with experts in renewable energy to provide resources to help property owners make a case for retrofits and evidence to support regulatory reform and behavior change

WP1 Identifying retrofits opportunities and regulatory barriers (year 1) will develop a typology of apartment buildings considering form, materials and age, and identify cost and feasible retrofit strategies for each type. It will also include a review of regulation across (2-4) states, with associated recommendations.

WP2 Modelling retrofit opportunities (year 2) will model the running costs, payback periods, impacts on electricity use and peak and off-peak demand for each of building type identified in WP1.

WP3 Realising retrofit opportunities (years 1-3) will engage with buildings undertaking retrofits to understand and document the process, and track changes to thermal comfort and electricity usage throughout.

Potential partners:

Outputs and Deliverables

YEAR 1

- Dedicated project website (UNSW hosted)
- Factsheets with graphics, on potential retrofits in each building type from WP1
- Report on regulation across selected states

YEAR 2

• Detailed report on each building model's potential retrofit achievements

YEAR 3

- Individual case study reports demonstrating what was achieved and how obstacles were overcome
- Report on policy pathways to overcoming obstacles identified in WP1 and WP3

Expected Outcomes

- Increased uptake of retrofits in apartment buildings with associated reductions in
- Improved fairness for energy customers in
- Insights to inform government investment and policy decisions





racefor2030.com.au

Director City Planning Report No. CP55/24

Subject: Homes NSW - Redevelopment of 195-213 Fitzgerald Ave and

40-64 Yorktown Pde, Maroubra (SSD 71454960)

Executive Summary

• This report provides an overview of a State Significant Development 71454960 Application (SSDA) for an affordable / social housing redevelopment on an existing Homes NSW land holding (formerly Land and Housing Corporation) at 195-213 Fitzgerald Avenue and 40-64 Yorktown Parade, Maroubra. This SSDA was exhibited until 9 December 2024.

- The Department of Planning, Housing and Infrastructure (DPHI) is the consent authority, as the application is for more than 75 dwellings and the applicant is Homes NSW (formerly Land and Housing Corporation).
- The SSDA seeks consent for the demolition of nine existing buildings (33 dwellings), bulk
 earthworks and tree removal, and the replacement with 144 social and affordable dwellings
 along with associated car parking, landscaping and public domain works contained within
 six residential flat buildings of 3-4 storeys.
- Given the timing of the Council meeting, an interim submission has been provided to DPHI noting that a Council endorsed submission will be provided following the December Council meeting.
- Council's interim submission to DPHI on the SSD reiterates support of Homes NSW's
 efforts to increase the supply of social and affordable dwellings within our Local
 Government Area (LGA). With regards to the specific development, it is broadly supportive,
 however raises several considerations and recommendations relating to improved design
 variation, improved pedestrian access and calling for affordable housing component to be
 delivered in perpetuity.

Recommendation

That Council endorse the attached submission on the Homes NSW Proposal (SSD-71454960) for 195-213 Fitzgerald Avenue and 40-64 Yorktown Parade, Maroubra and forward it to DPHI for consideration in the assessment of the application.

Attachment/s:



Purpose

This report provides an overview of a new State Significant Development (SSD) proposal for an affordable / social housing redevelopment on an existing Homes NSW land holding at 95-213 Fitzgerald Avenue and 40-64 Yorktown Parade, Maroubra together with a summary of Council's interim submission.

This application is a State Significant Development (SSD) with the Minister (DPHI as delegate) as the consent authority as under Schedule 1, Clause 26 of the *Planning Systems State Environmental Planning Policy* (SEPP). Development carried out by or on behalf of the Land and Housing Corporation (Homes NSW) is considered to be SSD if it has an estimated development cost of more than \$30 million or would result in more than 75 dwellings.

As the closing date for public exhibition did not align with Council's reporting timeframes, an interim submission was provided to the Department on 9 December 2024. This report seeks Council's endorsement of the interim submission.

Discussion

Description of site

The site is located at 195-213 Fitzgerald Avenue and 40-64 Yorktown Parade, Maroubra occupying a total area of approximately 9,647 square metres (Figure 1). It is currently developed with nine existing buildings that are occupied by Homes NSW tenants. There are street trees located along the Fitzgerald Avenue frontage and a series of trees within the site between the buildings and along both street frontages. To the south of the site is Coral Sea Park.



Figure 1 – Context Plan, sourced from Urban Design Report prepared by SJB

Existing planning controls

The Site is zoned R3 Medium Density Residential, under the Randwick LEP 2012 with a maximum height of building of 9.5m and a Floor Space Ratio of 0.75:1. Residential flat buildings are permitted with consent in the R3 Zone.

In accordance with State Environmental Planning Policy (Housing) 2021 (Housing SEPP)¹, given the project comprises 100% social and affordable and is residential development carried out by or on behalf of Land and Housing Corporation, it can utilise an additional 30% height and 0.5:1 floor space ratio (FSR). This makes the permissible building height up to 12.35m and FSR up to 1.25:1.

Further, the non-discretionary car parking rates contained within the Housing SEPP require the provision of 70 resident car parking spaces while there are no requirements for visitor parking. Moreover, as per clause 2.10 of the Planning Systems SEPP, the proposal is not required to comply with DCP provisions.

Approvals sought

SSD-71454960 seeks approval for construction of an affordable/social housing development comprising:

- The demolition of nine existing buildings (33 dwellings), bulk earthworks and tree removal
- Construction of four, three storey and two part three / four storey residential flat buildings with 144 social and affordable dwellings; and
- 77 car parking spaces, landscaping and public domain works

It should be noted that the proposal does not seek to rezone the land nor amend the applicable planning controls that currently apply to the site. As outlined above in this report, the proposal seeks to utilise height and density bonuses available under the Housing SEPP and seek a variation to the maximum height of building.

The redevelopment is proposed to include a total of 144 new dwellings comprising 50 social dwellings and 94 affordable dwellings available to households on very low to moderate incomes. There will be a net increase of 111 dwellings on the site, including a net increase of 17 social dwellings (from an existing provision of 33 dwellings). A breakdown of bedroom and tenancy type is provided in Table A below.

| Dwellings | Existing | | Proposed | |
|-----------|------------|--------|------------|--------|
| Туре | Affordable | Social | Affordable | Social |
| 1 bedroom | - | - | 40 | 24 |
| 2 bedroom | - | - | 51 | 22 |
| 3 bedroom | - | 33 | 3 | 4 |
| Sub-Total | - | 33 | 94 | 50 |
| Total | 33 | | 14 | 14 |

Table A – Comparison between existing and proposed dwelling count and bedrooms

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¹ Section 17 and 18 of Chapter 2, Part 2, Division 1 of the Housing SEPP

Key areas of the SSD proposal

A summary of key components of the SSDA is provided below:

- <u>Built form</u> The proposal includes a total of six residential flat buildings, with four fronting Fitzgerald Avenue (2 x three storey and 2 x four storey) and two (2 x three storey) fronting Yorktown Parade. It is noted that the design process for the SSD included consultation with the NSW Government Architect at two design review meetings and included modifications relating to the provision of the through-site link, improved communal space design and programming and the length of buildings along Fitzgerald Avenue to address the Government Architect's comments and findings.
- <u>Vegetation and landscaping</u> The proposal achieves approximately 40% landscaping area and 7% deep soil area. All street trees along both Fitzgerald Avenue and Yorktown Parade frontages are to be retained. A total of 119 (82.6%) trees will require removal to accommodate the works, however 112 (77.7%) of these trees are a combination of exempt weeds or have been assigned Low or Very Low/Remove Retention Values. Only 3 (2%) of those sought for removal have been assigned a High Retention Value. The Landscape Plans show that 131 new/replacement trees and palms will be provided, which are exclusively native/endemic.
- <u>Communal facilities</u> The proposal includes a shared landscaped courtyard with communal facilities running parallel to the street frontages between the buildings. The facilities include a children's play area/rock garden, communal herb gardens, a palm grove, seating/benches, lighting, table tennis and BBQ facilities.
- Ownership structure The proposed social housing dwellings are to be retained under ownership of Homes NSW (LAHC) in perpetuity with a corresponding management lease awarded to the Community Housing Provider (CHP) for 49 years. For the affordable dwelling component, it is understood that the ownership of these properties will be transferred to a Community Housing Provider with the requirement that they be retained as affordable housing dwellings for 25 years.
- <u>Sustainability measures</u> The proposal includes PV Panels, double glazing to facades, heat pump hot water and no natural gas connections. It is noted that the proposal will achieve compliance with National Construction Code (NCC) 2022 for communal areas and BASIX for residential dwellings.
- <u>Car parking</u> Car parking is located within a basement that is accessed from a single consolidated access cross over from Fitzgerald Avenue. The proposal includes the provision of 70 resident spaces and 7 visitor spaces.



Figure 2 - View from Yorktown Parade

Compliance with key controls

| | Control | Proposed |
|-----------------------|---|---|
| Land use | RLEP R3 Zone = Residential Flat Building - permissible | Residential Flat Building |
| Height of Building | RLEP = 9.5m Housing SEPP = 2.85m (30% bonus) Maximum building height =12.35m | Variation sought for two locations: 15.85m in two areas on northern boundary 13.8m for lift overrun and parapet in south western corner. See height plane extract below. |
| Floor Space Ratio | RLEP = 0.75 Housing SEPP = 0.5:1 (bonus) Maximum FSR = 1.25:1 | 1.23:1 |
| Car parking | Resident – Housing SEPP = 70 spaces for number of dwellings Visitor – Housing SEPP = no requirement | Resident car parking spaces = 70 Visitor car parking spaces = 7 |

Table B – Comparison between current / bonus controls and proposed

As outlined in the Environmental Impact Statement (EIS) and the accompanying Clause 4.6 variation, the proposal exceeds the maximum building height control of 12.35m (afforded under the Housing SEPP bonuses) in two distinct areas. With regards to the centrally located fourth storey on Buildings 1B and 1C fronting Fitzgerald Avenue, this exceedance reaches 15.85m. With regards to the height exceedances of up to 13.8m, these relate to the lift overruns and parapets on Buildings 2C and 2D fronting Yorktown Parade. These are shown in Figure 3 below.

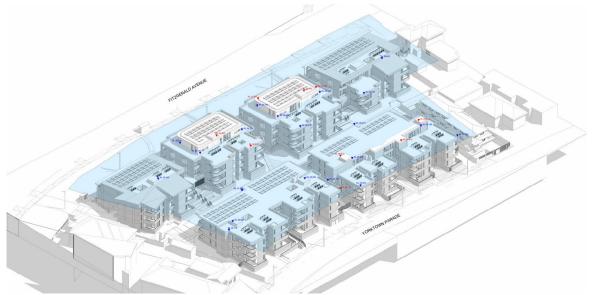


Figure 3 – showing the proposed built form with a 12.35m height plane in blue²

² Sourced from Architectural Package, prepared by SJB, Revision 3 October 2024



Figure 4 – View from Fitzgerald Avenue – no existing trees



Figure 5 – View from Fitzgerald Avenue – transparent existing trees



Figure 6 – View from Fitzgerald Avenue – with existing trees³

³ Figures 3-6 sourced from View Analysis, prepared by SJB, Revision 4 October 2024

Summary of submission

The SSD was exhibited from 12 November to 9 December 2024. Given Council' report schedule, an interim submission was issued to the Minister (Department of Planning Housing and Industry) prior to the Council meeting.

At a high-level, Council's interim submission on the SSD reiterates support of Homes NSW's efforts to redevelop aging assets which don't meet social housing tenant needs and to increase the supply of social and affordable dwellings within our Local Government Area (LGA). With regards to the specific development, the submission is generally supportive of the renewal, including highlighting the extensive consultation Homes NSW has undertaken to date.

The submission raises several commendations, considerations, and recommendations from internal consultation between Council's Strategic Planning, Community Development, Integrated Transport and Development Assessment and Engineering teams, including:

- <u>Building height non-compliance</u> The non-complying height is considered acceptable as
 it has been centralized on the site, noting that is broadly screened by existing vegetation
 when viewed from most public areas and is a result of efforts to reduce off-site
 overshadowing impacts while maintaining on-site amenity.
- <u>Streetscape presentation</u> There is a need to consider greater design variation to Fitzgerald Avenue through different materiality, setbacks or articulation or a combination of all three.
- <u>Built form and side setbacks</u> There has been appropriate consideration of adjoining properties and the positioning of built form through the various design iterations, however further refinement of south-west portion of the streetscape should be considered.
- <u>Pedestrian access and infrastructure</u> Given the long street block distance, there is a
 need to consider delivering public pedestrian access through the site between Yorktown
 Parade and Fitzgerald Avenue. Further, given the increased density and pedestrian
 movement, consideration should be given to providing new infrastructure to ensure safety
 for pedestrians and cyclists crossing Fitzgerald Avenue.
- <u>Landscape and tree management</u> Support for high level of street tree retention on both Fitzgerald Avenue and Yorktown Parade, along with deep soil and landscaping areas proposed. Consolidating the multiple vehicle crossings into one common point of access from Fitzgerald Avenue is seen as a major advantage as this would directly increase the space available for existing trees to reach maturity and provide opportunities for future street tree planting.
- Ownership of Affordable Housing Recommendation for the affordable housing component to be provided in perpetuity to provide ongoing community benefit, retention of government land and security of tenure for occupants.
- <u>Bedroom mix</u> It recommended that the number of affordable three bedroom dwellings in the proposal be increased, given family households groups have the highest need for affordable housing as outlined by Randwick's Community Profile (Housing Monitor).
- <u>Cohesive design</u> Commendation that the proposal incorporates several safety-bydesign elements and blends in with surrounding private market homes.
- <u>Tenant selection</u> While outside the scope of the SSD approval, it is submitted that an
 agreement be considered between Homes NSW and the managing CHP to reserve a
 portion of the social and/or affordable portfolio specifically for Domestic and Family
 Violence survivors, being an area of high priority for Council.

The interim submission can be found at **Attachment A**.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | | | | |
|--|--|--|--|--|
| Strategy | Housing | | | |
| Outcome | A city with diverse and affordable housing that responds to local needs | | | |
| Objective | Increase the percentage of all households that are either social or dedicated affordable housing to a minimum of 10% by 2040 | | | |
| Delivery program commitment | Work with the Land and Housing Corporation to develop a staged approach for the renewal of social housing estates, and ensure that the number of social housing dwellings is increased in any future redevelopment of public housing estates in Randwick City. | | | |

Risks

The following four key risks have been identified:

| Area | Risk | Mitigation | |
|-------------------------|---|--|--|
| Scale of development | While the proposal increases the overall density on the site, the proposal has been designed to be generally compliant with existing development standards Comments contained within the Engagement Report prepared by Homes NSW have highlighted that the proposed height and scale of development | The interim submission is generally supportive of the proposed development, noting the renewal of state housing assets, improved landscaping, new communal facilities and an increase in affordable and social dwellings. | |
| | has raised some concern for local residents. | By retaining existing vegetation within the road reserve and providing for new planting within setbacks. It is therefore considered that the overall net benefit of the project in delivering increases in social and affordable housing within the Randwick LGA is positive. | |
| Loss of social bedrooms | The number of social dwelling bedrooms contained in the proposal is 80, with the current provision at 99. An overall reduction in the total number of social bedrooms is of concern and contrasts with the overall message of increasing social housing provision | To address these concerns Homes NSW has presented information to Randwick Council officers and Councillors that the strongest demand for social housing in the Eastern Suburbs Allocation Zone is for dwellings up to 2 bedrooms. As stated above, it recommended that the number of affordable three bedroom dwellings in the proposal be increased, given family households groups have the highest need for affordable housing as outlined by Randwick's Community Profile (Housing Monitor). | |

| Area | Risk | Mitigation | |
|---|--|---|--|
| Time limited funding for affordable housing component | Potential loss of affordable housing from RCC after 25 years | For the affordable dwelling component, it is understood that ownership of these properties will be transferred to a Community Housing Provider (CHP) with the requirement that they be retained as affordable housing dwellings for 25 years. This timeframe is linked to a period of Housing Australia Future Fund (HAFF) funding. After the 25 year period, once the HAFF funding finishes, the CHP can determine the ongoing use of the dwellings as affordable housing. | |
| Relocation of tenants | Key issue raised by current tenants is concern about the relocation process and timings for existing residents | It is understood that tenants will be given at least 6 months' notice before needing to move, however they can choose to move as soon as a suitable home is found. Tenants can choose to relocate to another property in their local area or another part of NSW, with Homes NSW paying for all reasonable relocation costs. | |

Resourcing Strategy implications

The submission was prepared in-house with staff time funded out of the respective team budgets.

Policy and legislative requirements

Environmental Planning and Assessment Act 1979
Planning Systems State Environmental Planning Policy 2021 (Planning Systems SEPP)
Housing State Environmental Planning Policy 2023 (Housing SEPP)
Randwick Local Environmental Plan 2012.

Conclusion

A State Significant Development (SSD) application has been lodged with the Department of Planning, Housing and Infrastructure and comprises demolition of nine existing buildings (33 dwellings), bulk earthworks and tree removal, and the replacement with 144 social and affordable dwelling along with associated car parking and landscaping.

The attached interim submission is generally supportive of the proposed development, noting the renewal of state housing assets, improved landscaping, new communal facilities and aligns with Council's Community Strategic plan to achieve a net increase in affordable and social dwellings within the LGA.

It is recommended that Councill endorse the attached interim submission, including the recommended amendments to the proposal as outlined in this report, and that it be forwarded to DPHI for their consideration.

Responsible officer: Liam Stanley, Coordinator Strategic Planning



Randwick City Council 30 Frances Street Randwick NSW 2031

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Follow us here







26 November 2024

Ref No: F2024/00464

Kiersten Fishburn Secretary Department of Planning, Housing and Industry 4 Parramatta Square 12 Darcy Street Parramatta NSW 2150

Submission via NSW Government Planning Portal

Dear Ms Fishburn,

RE: SSD 71454960 - Redevelopment at 195-213 Fitzgerald Avenue and 40-64 Yorktown Parade, Maroubra by Homes NSW

Randwick City Council submits this interim response to the Department of Planning, Housing and Infrastructure regarding the lodged State Significant Development application for the redevelopment at 195-213 Fitzgerald Avenue and 40-64 Yorktown Parade, Maroubra by Homes

Randwick City Council is supportive of Homes NSW's efforts to increase the supply of social and affordable dwellings within our Local Government Area (LGA). We acknowledge the extensive engagement undertaken by the Homes NSW team with Council officers, Randwick Councillors and the community prior to the lodgement of this SSD. We also acknowledge the role of the public sector in meeting the National Housing Accord and the associated focus by the State government of New South Wales on increasing the supply of social and affordable dwellings.

Council Officers have reviewed the application documentation and provide the following, structured around key themes, in response. Please note this interim submission will be reported to Council's Ordinary Meeting of 10 December 2024, with a Council endorsed submission to be provided shortly thereafter.

Building height, setbacks and materiality

Broadly, the design of the proposal should be commended, with a considered site layout, including a substantial central shared open space along with a three-storey streetscape presentation to both Fitzgerald Avenue and Yorktown Parade. The general architectural detailing and evolution of the design highlights that feedback provided by Council officers has been taken into consideration and reduced impacts relating to overshadowing and visual bulk have been achieved. Further commentary is provided below.

Building height non-compliance

As outlined in the Environmental Impact Statement (EIS) and the accompanying Clause 4.6 variation, the proposed building height exceeds the maximum height of building control of

12.35m afforded under the Housing SEPP bonuses in two distinct areas¹. With regards to the centrally located fourth storey on Buildings 1B and 1C, this exceedance reaches 15.85m. The location of this height exceedance is in response to repositioning built form bulk away from 66 Yorktown Parade to reduce overshadowing of earlier schemes, while maintaining setbacks and separation in other areas of the development. While Council will always seek compliance with principal development objectives, such issues arise from density and height bonuses that assume a linear relationship between increases in floorspace and height of building. As the additional height has been centralised, is broadly screened by existing vegetation when viewed from most public areas and has been designed to reduce off-site overshadowing impacts while maintaining on-site amenity, no objection is raised.

With regards to the height exceedances of up to 13.8m relating to lift overruns and parapets on Buildings 2C and 2D, it is understood these are associated with addressing flooding requirements. Given this exceedance is minor and are substantially offset from site boundaries, no objection is raised.

Side Setbacks

The proposal's side setbacks are generally consistent with those required in the Apartment Design Guidelines, however it is noted that a reduced setback between the development and 38 Yorktown Parade is proposed. Given the combination of the reduced setback and sloping nature of the site, the south west portion of the streetscape becomes a prominent element. While it is understood that flooding and a desire to maintain consistent floor levels within Building 2A and 2B limits the design response, further refinement of this corner should be considered.

Materiality

While the existing vegetation located within the large street verge reduces the visual bulk of the proposal to Fitzgerald Avenue, as shown on the northern elevation, there is no change in materiality in any of the four buildings.

To reduce the repetition along this interface, there is a need for greater design variation through materiality, setbacks or articulation or a combination of all three. It is recommended that a condition be imposed that an alternative brick colour, material selection or other design change be required for either building 1B or 1C to reduce the apparent repetition. With only two buildings facing Yorktown Parade, no material changes are considered necessary for this street frontage.

Transport

Pedestrian access and movement

The consolidation of 14 vehicle crossovers into a single crossover is supported as it removes potential conflicts areas for pedestrians along the site's boundaries. Considering through site links, the introduction of a direct link with clear sightlines between Fitzgerald Avenue and Yorktown Parade is supported. However, it is recommended that this should be open to the public, not just the residents via an access gate. Increasing public pedestrian permeability is strongly supported and public access via the through site link is recommended as a condition of consent.

Further, with the proposed increased in dwelling density and increased pedestrian movements to and from the site along with access to bus stops on both sides of Fitzgerald Avenue, investigations into the provision of a pedestrian refuge on Fitzgerald Avenue is recommended.

Vehicular access

¹ The Randwick LEP currently specifies 9.5m, with an additional 30% afforded through the Housing SEPP, resulting in the 12.35m figure.

As raised above, the consolidation of vehicle crossovers is supported, however the chosen location of the vehicular access is questioned. While site constraints relating to flooding and retention of existing street trees are understood to have led to the access in this location, the proposed location is to the higher order road interface of the development (Fitzgerald Avenue), is positioned on a convex curve and is located with minimal setback from adjoining properties. It is submitted that extensive planting and associated screening within the site occurs to minimise impact on neighbouring properties and sightlines available from the proposed crossover location be reviewed.

Landscaping and Tree Management

General comments

Council is supportive of the high level of street tree retention on both Fitzgerald Avenue and Yorktown Parade and along with the substantial deep soil and landscaping areas proposed. Regarding canopy cover, as shown in the application documentation, the proposal at 24% does fall short of the 30% target contained within the DPHI greener places guidance.

Given substantial reduction in vehicle crossovers to Fitzgerald Avenue and Yorktown Parade and the associated increase in potential landscape / planting area, it is recommended that new street tree planting be incorporated into the proposal to assist with offsetting any reduced canopy cover that can be achieved within the subject site.

As several large tree species are located within the Fitzgerald Avenue verge, appropriate space should be retained for these species to reach maturity. It is therefore recommended that any proposed street tree planting be directed to Yorktown Parade.

Senior Landscape Development Officer's comments

The submission demonstrates compliance with the SEARs via the Arboricultural Impact Assessment Report by Arterra² and Landscape Plans by McLean Design Pty Ltd³.

The Arborists Report confirms the following:

- 144 trees on both public and private property have been assessed;
- 22 (15.2%) of these are street trees, comprising 16 (11.1%) along Fitzgerald Avenue, and
 6 (4.1%) along Yorktown Parade;
- 25 (17.3%) are to be retained and protected;
- 11 of these have no/minimal impact from construction activities;
- 6 of these will be subject to 'minor encroachments' which poses no threat;
- 1 of these will sustain a 'major encroachment' which can be addressed by protection measures;'
- Only 1 tree will require minor canopy/clearance pruning;
- A total of 119 (82.6%) will require removal to accommodate the works;
- However, 112 (77.7%) of these are a combination of exempt weeds or have been assigned Low or Very Low/Remove Retention Values;
- Only 3 (2%) of those sought for removal have been assigned a High Retention Value.

The variety of Figs on the Fitzgerald Avenue verge are identified as the most important specimens at this site due to their size and presence in the streetscape, most notably **T140** & **T44**.

To ensure preservation of the nominated trees, Council requests the formal appointment of an AQF Level 5 Consulting Arborist ('*Project Arborist*') for the duration of works to both implement and monitor the Tree Management Recommendations at Section 3.0 of the Arborist Report, to

² rev A dated 18/1024

³ dwg's LDA-00 - 11, rev B dated 07/10/24

the extent shown on Appendix 4.1, Tree Protection & Removal Plan, along with ensuring compliance with AS4970-2009: 'Protection of trees on development sites' and AS4373-2007: 'Pruning of amenity trees'.

In this regard, particular attention is drawn to potential impacts arising from the new vehicle crossing adjacent T41-44, the new external footpath adjacent T140 (which will need to be provided above existing grades to avoid the huge buttress roots at surface level throughout this area) as well as the new external stormwater pipe in Yorktown Parade adjacent T2.

Consolidating the multiple vehicle crossings into one common point of access in Fitzgerald Avenue is seen as a major advantage as this directly increases the space that is available for these Figs to attain their full biological potential as well as increase opportunities for new public tree planting which will assist in integration of the development into the respective streetscapes.

It is critical that species selection for any new street trees in Fitzgerald Avenue does not result in over-crowding of the Figs and should be 'infill plantings' only, with any new street trees in Yorktown Parade to be mindful of restrictions created by the overhead power lines along this frontage. New tree planting locations must also consider the need for passive surveillance around external footpaths, site entries/exists and similar.

In this regard, Council's Street Tree Masterplan should be consulted as it lists preferred species for this precinct (for the purpose of achieving uniformity/consistency in streetscapes) together with desired spacings, setbacks from corners, cross overs and similar, to ensure that satisfactory lines of sight are provided for both pedestrian and vehicular movements.

The Landscape Plans show that <u>131 new/replacement trees and palms</u> will be provided, which are exclusively native/endemic, in areas of deep soil within the site, being the E-W corridor between the two built forms, as well as the site perimeter, which will result in a slight increase in quantity compared to the existing situation. Consideration must be given to the mature size of planting shown for the NW site corner where a new 600mm diameter concrete stormwater pipe and easement is shown on the plans, and the need for service authorities to have ease of access for emergencies/maintenance.

Wherever possible, all new trees plantings will be sited a minimum distance of 2.5m from any part of a building to maintain suitable separation as well as to allow unimpeded future growth.

The <u>Landscape Plans</u> show an acceptable level of detail and treatment, including a layered/tiered planting arrangement of Trees and Understory, with the main feature being a shaded central corridor that will include a children's play area/rock garden, communal herb gardens, a palm grove, seating/benches, lighting, table tennis and BBQ facilities, all of which will cater to the future amenity needs of occupants.

Community and social considerations

Bedroom numbers

Currently the site accommodates 33 social dwellings contained within 9 separate buildings. As stated within the Social Impact Assessment all 33 social dwellings are 3 bedroom properties, leading to a current provision of 99 bedrooms.

The number of social dwellings proposed within the development is 50 comprised of 24 one-bedroom, 22 two-bedroom and 4 three-bedroom apartments. This totals 80 bedrooms within the proposed development. For the affordable housing component, the proposal is for 40 one bedroom, 51 two bedroom and 3 three bedroom apartments. While Homes NSW has presented information to Randwick Council officers and Councillors that the strongest demand for social housing in the Eastern Suburbs Allocation Zone⁴ is for dwellings up to 2 bedrooms, the proposal

⁴ The Eastern Suburbs Allocation Zone covers Woollahra, Waverley, Randwick and part of Bayside LGA

will result in an overall reduction in the total number of bedrooms. It recommended that the number of affordable 3 bedroom dwellings in the proposal be increased, given data showing that family households have the highest need for affordable housing. ⁵

Ownership

Regarding ownership and temporal considerations, it is understood that the social dwellings are to be retained in Homes NSW (LAHC) ownership in perpetuity, with a corresponding management lease awarded to the Community Housing Provider (CHP) for 49 years. The retained ownership by Homes NSW (LAHC) of the social dwelling in perpetuity is strongly supported.

For the affordable dwelling component, it is understood that the ownership of these properties will be transferred to a Community Housing Provider with the requirement that they be retained as affordable housing dwellings for 25 years, being linked to period of Housing Australia Future Fund (HAFF) funding. Notwithstanding project feasibilities, it is strongly recommended that affordable housing should be retained in government ownership and is provided indefinitely. This will ensure continuous community benefit, transparency of government ownership of the entire site and secure tenure for residents.

Cohesive design

It is noted that the proposal incorporates several safety-by-design elements and appears as a solid example of what social housing renewal should be. A positive outcome is the way the proposal is designed to blend in with surrounding homes.

Tenant selection

While outside the scope of the SSD approval, it is submitted that as part of future planning, an agreement be made between Homes NSW and the managing CHP to reserve a portion of the social and/or affordable portfolio specifically for Domestic and Family Violence survivors. This being an area of high priority for Council, and one where Council currently has limited dwelling stock of our own.

We wish to reiterate Council's appreciation for Homes NSW's extensive engagement throughout the preparation of this SSD application. Further, Council welcomes the opportunity to continue working collaboratively with DPHI and Homes NSW on their redevelopment of landholdings within our LGA.

We trust the Council's comments on this SSD application will be taken into consideration during the assessment and determination.

If you have any further questions regarding Council's submission please contact Liam Stanley, Coordinator Strategic Planning on 02 9093 6679.

Yours sincerely,

Meryl Bishop

Director City Planning

⁵ Randwick's Community Profile (Housing Monitor), 2021.

English

If you need help to understand this letter, please come to Council's Customer Service Centre and ask for assistance in your language or you can contact the Telephone Interpreter Service (TIS) on 131 450 and ask them to contact Council on 1300 722 542.

Greek

Αν χρειάζεστε βοήθεια για να καταλάβετε αυτή την επιστολή, παρακαλείστε να έρθετε στο Κέντρο Εξυπηρέτησης Πελατών της Αημαρχίας (Council Customer Service Centre) και να ζητήσετε βοήθεια στη γλώσσα σας ή τηλεφωνική τη Τηλεφωνική Υπηρεσία Διερμηνέων (Telephone Interpreter Service — ΤΙS) τηλ. 131 450 και να ζητήσετε να επικοινωνήσουν με τη Δημαρχία τηλ. 1300 722 542.

Italian

Se avete bisogno di aiuto per capire il contenuto di questa lettera, recatevi presso il Customer Service Centre del Municipio dove potrete chiedere di essere assistiti nella vostra lingua; oppure mettetevi in contatto con il Servizio Telefonico Interpreti (TIS) al 131 450 e chiedete loro di mettersi in contatto col Municipio al 1300 722 542.

Croatian

Ako vam je potrebna pomoć da biste razumjeli ovo pismo, molimo dodite u Općinski uslužni centar za klijente (Council's Customer Service Centre) i zatražite pomoć na svom jeziku, ili možete nazvati Telefonsku službu tumača (TIS) na 131 450 i zamoliti njih da nazovu Općinu na 1300 722 542.

Spanish

A la persona que necesite ayuda para entender esta carta se le ruega venir al Centro de Servicios para Clientes [Customer Service Centre] de la Municipalidad y pedir asistencia en su propio idioma, o bien ponerse en contacto con el Servicio Telefònico de Intérpretes ["TIS"], número 131 450, para pedir que le comuniquen con la Municipalidad, cuyo teléfono es 1300 722 542.

Vietnamese

Nếu qui vị không hiểu lá thơ này và cần sự giúp đỡ, mởi quí vị đến Trung Tâm Dịch Vụ Hướng Dẫn Khách Hàng của Hội Đồng Thành Phố (Council's Customer Service Centre) để có người nói ngôn ngữ của qui vị giúp hay quí vị có thể liên lạc Dịch Vụ Thông Dịch qua Điện Thoại (TIS) ở số 131 450 và yêu cầu họ liên lạc với Hội Đồng Thành Phố (Council) ở số 1300 722 542.

Polish

Jeśli potrzebujesz pomocy w zrozumieniu treści tego pisma, przyjdź do punktu obsługi klientów (Customer Service Centre) przy Radzie Miejskiej i poproś o pomoc w języku polskim, albo zadzwoń do Telefonicznego Biura Tłumaczy (Telephone Interpreter Service — TIS) pod numer 131 450 i poproś o skontaktowanie się z Radą Miejską (Council) pod numerem 1300 722 542.

Indonesian

Jika Anda memerlukan bantuan untuk memahami surat ini, silakan datang ke Pusat Pelayanan Pelanggan (Customer Service Centre) Pemerintah Kotamadya (Council) dan mintalah untuk bantuan dalam bahasa Anda, atau Anda dapat menghubungi Jasa Juru Bahasa Telepon (Telephone Interpreter Service - TIS) pada nomor 131 450 dan meminta supaya mereka menghubungi Pemerintah Kotamadya pada nomor 1300 722 542

Turkish

Bu mektubu anlamak için yardıma ihtiyaciniz varsa, lütfen Belediye'nin Müşteri Hizmetleri Merkezi'ne gelip kendi dilinizde yardım isteyiniz veya 131 450'den Telefonla Teretime Servisi'ni (TIS) arayarak onlardan 1300 722 542 numaradan Belediye ile ilişkiye geçmelerini isteyiniz.

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Arabic

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Chinese

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Director City Services Report No. CS62/24

Subject: Active Transport Plan

Executive Summary

- This report is in response to a resolution of Council (Parker/Neilson) at the 27 February 2024 meeting, regarding the Active Transport Plan.
- Council adopted the Integrated Transport Strategy on 27 July 2021 which included a requirement to develop an Active Transport Plan for the Randwick LGA (NB: The Active Transport Plan was referred to previously as the Active Transport Strategy).
- The Active Transport Plan is a suite of documents that establish the vision for active transport in the City, consistent with the Integrated Transport Strategy, to guide the strategic decisions of Council and Council officers regarding walking, public transport, and bicycle riding matters.
- The Active Transport Plan and supporting documents have undergone two rounds of community consultation and stakeholder engagement.
- The Active Transport Plan is aligned with Council and State Government policy and strategies.

Recommendation

That Council adopts the Active Transport Plan including the "Active Transport Plan: Analysis" and the "Active Transport Plan: Walking and Cycling".

Attachment/s:

- 1. Randwick Active Transport Plan
- Ažohs
- 2. LINK TO VIEW Randwick Active Transport Plan: Analysis
- 3. LINK TO VIEW Randwick Active Transport Plan: Walking and Cycling
- 4.4 Community Consultation Report Active Transport Strategy -
- Stage 1
- 5. Community Consultation Report Active Transport Strategy -
- Stage 2

Purpose

At its ordinary meeting held on the 27 February 2024, Council resolved:

RESOLUTION (Parker/Neilson) that Council:

- amend the proposed Transport Mode Hierarchy, such that Public Transport be number two, and People Riding be number three when considering priorities in managing traffic, transport, and parking issues; and
- b) approve the draft Active Transport Strategy for community consultation.

This report informs the Council of the outcomes of the community consultation on the draft Active Transport Plan. This report also presents the final Active Transport Plan and the alignment with Council and State Government strategies and policy and recommends that Council adopt the Active Transport Plan.

Discussion

Background

The Active Transport Strategy previously presented to Council and the Community is now referred to as the Active Transport Plan to better reflect its position as a Related Plan rather than an Informing Strategy in Council's document hierarchy.

The Active Transport Plan will provide guidance for Council and Council Officers in delivering a transport network where sustainable transport options are the preferred choice for people.

The requirement to develop an Active Transport Plan arises from the 2021 Integrated Transport Strategy (under Strategic Approach 1.1). The development of the Active Transport Plan has been funded (\$140,000) by Transport for NSW, under the 2022 / 2023 Get NSW Active program.

The first stage of community consultation was carried out in June / July 2023 to initially understand current behaviour, community aspirations and local issues relating to active transport. A draft Active Transport Plan was then developed in consultation with internal stakeholders and in consideration of the community feedback received.

The second stage of community consultation on the draft Active Transport Plan was approved at the February 2024 Council meeting, with consultation carried out in March / April 2024. The Active Transport Plan was then finalised following this further community feedback and internal consultation.

Active Transport Plan

The Active Transport Plan is comprised of three separate but related documents:

- 1. Active Transport Plan (see attachment 1)
- 2. Active Transport Plan: Analysis (see attachment 2)
- 3. Active Transport Plan: Walking and Cycling (see attachment 3)

1. Active Transport Plan

The Active Transport Plan is the public facing document which simply communicates the Council's vision and objectives for walking and cycling in Randwick.

It presents the overarching guiding principles and the strategic approaches in delivering the six desired outcomes for active transport (see Figure 1), and the related objectives and strategic approaches required to deliver on these outcomes. Also included are the measurements for success. These measurements are aligned with existing objectives and performance indicators set in Council's Community Strategic Plan and do not create additional targets except for the 'aim to increase the proportion of children who walk, scoot or cycle to school from a baseline of 15% to 25% by 2031'.



Figure 1: Six desired outcomes for walking and cycling in Randwick City

2. Active Transport Plan: Analysis

The Active Transport Plan: Analysis is the supporting report which presents the technical analysis of walking, cycling and active travel to school within Randwick City. It is based on contemporary guidance and best practice and provides the foundation for the vision and objectives for active transport in the Randwick LGA.

3. Active Transport Plan: Walking and Cycling

The Active Transport Plan: Walking and Cycling provides the detailed delivery plan outlining how Council will deliver the outcomes and objectives of the Active Transport Plan. It includes a comprehensive series of actions that Council can take to realise the objectives and outcomes for walking, cycling and active travel to school in Randwick City.

Included in the Walking and Cycling Plan are the Walking Improvement Areas and the proposed Cycling Network plan (see Figure 2).

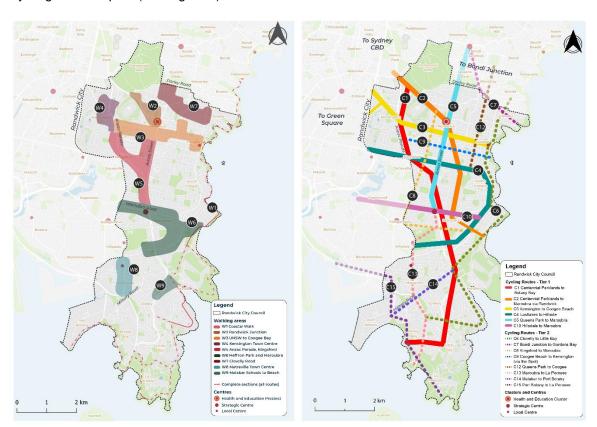


Figure 2: Walking Improvement Areas and the Cycling Network plans.

The Walking Improvement Areas designate nine areas where streetscape enhancements will be prioritised, such as footpath widening or new pedestrian crossings. These areas include our vibrant shopping districts and are aimed at facilitating easy access to nearby schools and public transport.

The Cycling Network builds on our previous bicycle routes and the NSW Government's Strategic Cycling Corridors introduced in 2022. There are 15 strategic bicycle route connections identified, which link our key destinations with the current cycling network and to destinations in our neighbouring Councils.

Following adoption of the Active Transport Plan, an update of the 2015 Bicycle Route Construction Priority List will be undertaken, based on the Cycling Network and a community consultation process.

Community Consultation

The Active Transport Plan and supporting documents underwent two stages of community consultation.

Stage One of consultation was undertaken from 13 June to 12 July 2023 (see attachment 4) to understand current behaviour, community aspirations and local issues. There were 825 visits to Council's 'Your Say Randwick' website, 355 people completed the survey and 574 pins were dropped on an interactive map by 89 contributors. Overall, the first engagement identified strong community interest in improvements to enable more walking and cycling (see Figure 3).

| 养 Walking | Riding | | |
|---|--|--|--|
| 86% of survey respondents are interested in walking more often | 7 out of 10 respondents own a bike and use it sometimes | | |
| The biggest enablers to walk more often are: 1. Wider and better-quality footpaths 2. More pedestrian areas 3. Clean, tidy and pleasant street | The biggest enablers to ride more often are: New cycleways to provide separation from vehicles Improving connectivity and continuity of cycle routes Reducing traffic speeds on streets | | |
| Concerns about pedestrian safety on streets and at intersections Accessibility and infrastructure, including narrow footpaths and uneven surfaces Concerns about driver behaviour e.g. speeding | The main issues which discourage more people from riding bikes were: 1. Intersection safety and access issues 2. A lack of dedicated cycling infrastructure connecting people to their destination 3. Poor connectivity to existing safe routes and detours away from direct routes | | |
| The top 3 ideas for improving walking in Randwick were: 1. Infrastructure changes and upgrades to improve pedestrian safety 2. Introduction of new public space 3. Reallocating road space to alternative uses | | | |

Figure 3: Summary of community interest in active transport modes from Stage 1 consultation

Stage Two of consultation was undertaken from 20 March to 17 April 2024 (see attachment 5) to seek feedback on the draft Active Transport Plan (Strategy) and supporting documents. There were 2,155 visits to the Your Say Randwick website, 846 views of the Active Transport Plan documents, 218 responses to the survey and 39 written submissions emailed to Council.

The second stage of consultation found that the overall sentiment of respondents towards the proposed Active Transport Plan and supporting documents was: 61% very happy or happy,15% were neutral and 24% were unhappy or very unhappy (see Figure 4).

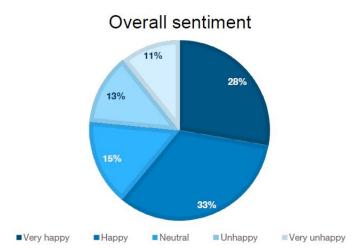


Figure 4: Overall sentiment of respondents for the Active Transport Plan

The survey questions also focused on gaining feedback to help refine and prioritise the Walking Improvement Areas and the strategic bicycle route connections identified in the Cycling Network Plan. An additional aim was to increase understanding of the support and initiatives needed to improve safety and to facilitate increased active transport participation at schools.

Internal Consultation

An internal staff Project Control Group (PCG) was established to ensure the opportunity for Council departments to provide feedback and guidance during the development of the Active Transport Plan. The PCG consisted of representatives from the following Council departments:

- Integrated Transport
- Technical Services
- Strategic Planning
- Infrastructure Services

The draft Active Transport Plan was distributed to members of the PCG on 3 October 2023 for review and feedback. The report was also sent to Community and Culture on 11 October 2023. All feedback received was considered and adopted.

Following stage 2 of the community consultation the draft Active Transport Plan was updated and issued to members of the PCG on 24 May 2024. No further comments were received.

State Government Alignment

The Active Transport Plan is consistent with the objectives of NSW Government policy. Of direct relevance to this decision, the following Transport for NSW (TfNSW) documents apply:

- The Future Transport Strategy provides the forty-year vision to guide transport in NSW
- The <u>Active Transport Strategy</u> which Guides the planning, investment and priority actions for walking and cycling in NSW.
- The <u>South-East Transport Strategy</u> further develops Future Transport as applied to South-East Sydney including Randwick LGA. It provides directions on the integration of land-use planning and transport to support mode shift to sustainable transport (walking, cycling and public transport)
- The <u>Movement and Place Framework</u> is a cross-government policy that guides the planning and management of streets throughout NSW to achieve better place outcomes
- The <u>Road User Space Allocation Policy and Procedure</u> is a TfNSW corporate policy that all
 projects and initiatives undertaken or funded by TfNSW must apply without exception. This
 specific policy applies to all public road reserves in NSW, to apply the Movement and Place
 Framework. It requires all road projects to consider road user space first for pedestrians, then

bicycle riders, public transport users, the movement of freight, ride-share vehicles, taxis, and then private motor vehicles.

TfNSW Road User policy applies to projects that are funded by TfNSW, it is therefore a key consideration for any road-related project undertaken by Randwick City Council where all or part of the project may be funded by the NSW Government. Movement and Place is also considered as best practice in NSW and is therefore an important policy to take into account with State government funded projects.

Council Strategy Alignment

The Active Transport Plan is consistent with, and supports, the objectives of the following Randwick Council strategies and plans.

Integrated Transport Strategy (2021)

The Integrated Transport Strategy establishes the principles of providing a transport network that:

- prioritises safety for everyone, particularly vulnerable road users,
- enables people to easily choose active and public transport options more often,
- caters to a variety of people, modes, and journey types.
- improves the resilience of Randwick City by enabling people to choose healthier options such as walking and bicycle riding, and
- is enhanced by working with partners and the community.

The adoption of the Active Transport Plan will provide direction and guidance for active transport in Randwick, directly helping to realise these principles for Randwick's transport network. The Active Transport Plan will also directly assist in meeting the following Integrated Transport Strategy objectives:

- Increase the active transport mode share to 35% by 2031, from a 26% baseline.
- Reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031.
- Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents by 2031.

In addition, the Active Transport Plan will help meet or facilitate the following strategic approaches that have been identified to meet the above objectives:

- 1.1 to update the 2015 Bicycle Route Construction Priority List and develop an Active Transport Plan for the LGA
- 1.2 Provide an additional 30km of safe cycling routes by 2031, prioritising fully separated bicycle lanes where possible, in locations informed by our Bicycle Route Construction Priority plan and the TfNSW Principal Bicycle Network plan.
- 1.4 Deliver a network of walking paths by 2031 informed by the Green Grid strategy and Active Transport Plan.
- 1.5 Implement measures to increase safety for people riding bikes or walking in 5 locations each year until 2031, with priority given to identified crash sites.

Disability and Inclusion Action Plan (2022-2026)

A key priority of the Disability and Inclusion Action Plan (DIAP) is improving the accessibility of commercial centres, recreation areas, streetscapes, open spaces, and beaches. The DIAP includes Key Outcome 2.3 Design for Accessibility which seeks more pedestrian facilities, parks, buildings and beaches to be accessible to people with disabilities.

The Active Transport Plan supports this outcome under Action 1.1a – identifying and addressing missing pram ramps, accessibility barriers and ensuring flat and even surfaces for walking is provided throughout the LGA. Furthermore, the Active Transport Plan identifies walking catchments and walking improvement precincts, aligned with schools and neighbourhood, local and strategic centres, where footpath improvements would be prioritised.

Environment Strategy (2022)

Objective 2 of the Environment Strategy is to achieve a 60% reduction in greenhouse gas emissions (CO² equivalent) across Randwick City by 2030 from a 2018 baseline, while acknowledging the significance and importance of aspiring to 100% greenhouse gas emissions reduction target for the same timeframe.

The Active Transport Plan supports this through reducing the use of private vehicles for some trips. Objective 2 of the Active Transport Plan is to ensure walking and riding are fun and encouraged, to help reduce the proportion of private vehicle trips from 58% in 2018-19 to 45% by 2031. Additionally, Objective 6 aims to make walking and riding the first choice for travel to school, seeking to increase active transport modes for these trips by 30% by 2031. Both objectives and their related actions will contribute to reduced greenhouse gas emissions in Randwick City.

Open Space and Recreation Strategy (2021)

Strategic Approach 3.1 of the Open Space and Recreation Strategy is to develop options to close the broken links in the Coastal Walkway to realise the long-term vision of a continuous pedestrian link between Clovelly and Botany Bay.

The Active Transport Plan directly supports this under Action 2.2a which seeks to address missing links and to widen footpaths along the Coastal Walk route and key access points.

Risks

The Active Transport Plan has been developed to be aligned with existing objectives and performance indicators set in Council's Community Strategic Plan and does not create additional targets except for 'aim to increase the proportion of children who walk, scoot or cycle to school from a baseline of 15% to 25% by 2031'. This 10% increase target is in line with the existing objective for increasing active transport within the LGA from 26% to 35% by 2031 (an increase of 9%).

In addition, the series of actions Council can choose to take to help meet these objectives, as presented in the Active Transport Plan: Walking and Cycling, are prioritised and are typically aligned with current Council actions to avoid creating onerous new tasks.

The following risks have been identified if the Active Transport Plan is not adopted:

Risks

Council would not meet the commitment set out in Strategic Approach 1.1 in the Integrated Transport Strategy to develop an Active Transport Plan.

Without a guiding plan Council and Council Officers would have no clear direction or surety around active transport projects within the LGA which would compromise the Integrated Transport Strategy target of increasing active transport modes of transport in the Randwick LGA from 26% to 35% by 2031.

Reputational risk to Council within the community following two rounds of consultation and published intent to develop an Active Transport Plan.

Reputational risk to Council within TfNSW if the Active Transport Plan is not adopted following expenditure of grant funding, potentially resulting in a risk to future grant funding consideration.

Potential risk to future grant funding for active transport projects without a sound foundation and direction for active transport aligned with state government strategy and policy.

There may be a level 'community backlash' if the Active Transport Plan is not adopted.

There may be a level 'community backlash' in relation to some of the priorities identified in the plan(s). Further specific community consultation will be completed on a project by project basis.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Strategy | Integrated Transport |
|-----------------------------|--|
| Outcome | A city with a transport network where sustainable transport options are the preferred choice for people |
| Objective | Increase the active transport mode share to 35% by 2031, from a 2018-19 baseline of 26% |
| Delivery program commitment | Update the 2015 Bicycle Route Construction Priority List and develop an Active Transport Plan for the LGA by 2023. |
| Delivery program commitment | Provide an additional 30km of safe cycling routes by 2031, prioritising fully separate bicycle lanes where possible, in locations informed by our Bicycle Route Construction Priority plan and the TfNSW Principal Bicycle Network plan. |
| Delivery program commitment | Deliver a network of walking paths by 2031 informed by the Green Grid strategy and Active Transport Plan. |
| Delivery program commitment | Develop a Green Grid strategy to improve pedestrian amenity by 2024. |
| Delivery program commitment | Investigate options to improve accessibility through large blocks and/or large developments, so as to enhance and strengthen our walking and bike riding networks, by 2027. |
| Delivery program commitment | Implement measures to increase safety for people riding bikes or walking in 5 locations each year until 2031, with priority given to identified crash sites. |
| Objective | Reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031 |
| Delivery program commitment | Develop a program of works by 2023 to improve accessibility and amenity at public transport stops such as pedestrian crossings, lighting, shelter, and wayfinding signage, to improve overall customer experience of public transport. |
| Outcome | A city with a safe, efficient and sustainable road network that balances the needs of movement and place to ensure roads are used for their intended purpose |
| Objective | Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents by 2031 |
| Delivery program commitment | Apply the principles for road space allocation in 100% of local centre upgrade plans by 2031. |
| Delivery program commitment | Work with TfNSW to review speed limits (differentiating between town centres and residential areas) in 2 identified areas each year until 2031. |
| Delivery program commitment | Develop 'Principles for Road Space Allocation' based on a Transport Mode Hierarchy and the future Movement and Place framework in the South East Sydney Transport Strategy by 2027. |

Resourcing Strategy implications

The adoption of the Active Transport Plan will have future resourcing implications as the Council undertakes actions to meet the objectives, in both this Active Transport Plan and the Integrated Transport Strategy.

As and when required, future reports will be brought back to Council seeking approval for the funding of projects identified in the plan.

Policy and legislative requirements

The Active Transport Plan aligns with the intent of the following documents:

- Randwick Integrated Transport Strategy (2021)
- Randwick Community Strategic Plan (2022)
- Randwick Place Strategy (Greater Sydney Commission 2018)
- Randwick Disability and Inclusion Action Plan (2022-2026)
- Randwick Environment Strategy (2022)
- Randwick Open Space and Recreation Strategy (2021).

It is also consistent with relevant NSW Government plans and policies including:

- Future Transport Strategy (TfNSW 2022)
- Movement and Place Framework (NSW Government)
- Active Transport Strategy (TfNSW 2022)
- Strategic Cycleway Corridors: Eastern Harbour City (TfNSW 2022)
- South-East Sydney Transport Strategy (TfNSW 2022)
- Road User Space Allocation Policy (TfNSW 2021).

Conclusion

The Active Transport Plan and associated documents align with Council's existing strategic commitments, as well as NSW Government policy and best practice. It establishes the vision for active transport in the City, provides a clear pathway to deliver the outcomes established in the Integrated Transport Strategy and will guide strategic decisions of Council and Council officers in delivering a transport network where sustainable transport options are the preferred choice for people.

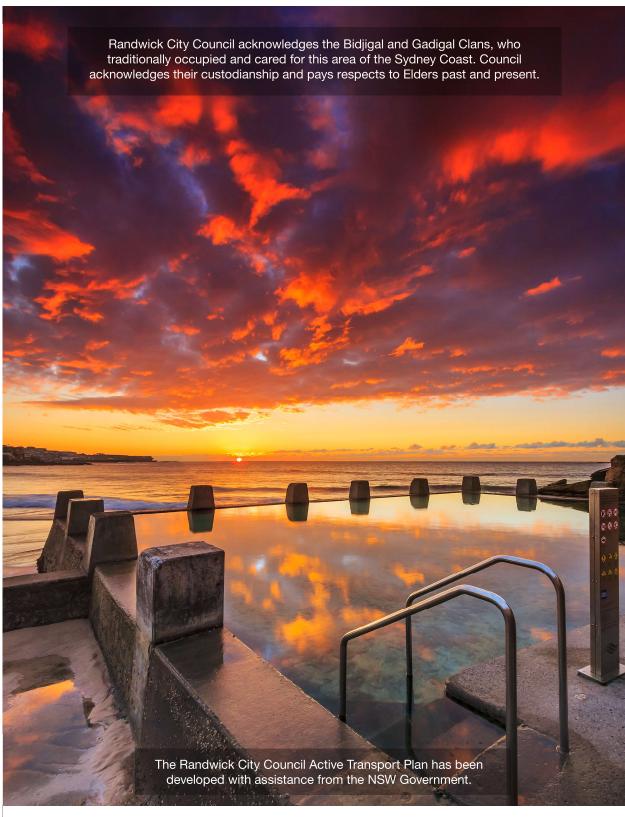
Responsible officer: Lachlan Wood, Senior Sustainable Transport Officer

File Reference: F2022/00615





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1. Active Transport Plan

Moving around by walking or by riding a bicycle is vital for many of our Randwick community. Walking is fundamental to everyday access, whether it's to get to your local shop, park, beach, school, bus stop or light rail. Riding a bike can provide a convenient and reliable way to get around the local area or commute to work without needing a car or relying on public transport.

In addition to transport, many people in Randwick enjoy walking and riding bikes for fun, fitness and social connections – especially along our spectacular coastal walk and around Centennial Park. We are fortunate to have these outstanding facilities at our doorstep, and this Active Transport Plan will further leverage these to ensure that more people in our community are enabled to walk and ride more often.

We want to make it easier for people to move around on foot and by bike by providing safe, connected and accessible paths for people of all ages and abilities.

This Plan recognises that places that are more walkable tend to be more compact, mixeduse environments, with a range of shops and destinations that enable people to meet all or most of their daily needs without needing to drive. Providing for walking and bike riding helps everybody in our community to participate in society and go about their daily lives independently. It also provides a low-cost and environmentally-friendly way to move around our suburbs.



Coogee Bay Road

This Plan also covers active travel to schools – where children, teachers and parents can walk, ride, scoot or catch public transport to schools in the Randwick area easily and safely.

We recognise that people walk and ride for different purposes, at various speeds, and have differing needs. An elderly person accessing the hospital by bus might need to use a walking aid and walk very slowly.

By comparison, a parent riding to the beach with kids needs to feel safe and protected from traffic.

Our Plan aims to provide the right infrastructure for people of all ages and abilities to walk and ride in our LGA with suitably wide footpaths, shared paths, cycleways and quiet streets, and with frequent opportunities to cross streets easily.

1.1 Our Vision

Our vision for active transport, outlined in Figure 1.1, is quite simply that everyone should be able to safely and easily walk and/or ride a bike.

Active Transport Vision

Everyone should be able to safely and easily choose to walk or bike – regardless of their age, gender, race or location – to move about, get daily exercise, enjoy fun and healthy lives and to access public transport.

To achieve this, we will collaborate with the community, schools and state government to rebalance street space toward active modes and make transport more resilient.



This aligns with our Vision 2040 Local Strategic Planning Statement and our Integrated Transport Strategy which commit us to providing a 'transport network where sustainable transport options are the preferred mode choice for people'. This vision will help us guide planning and decision-making in partnership with the community and the NSW Government to ensure it can be implemented.



The vision is supported by the Transport Hierarchy in which any road works first considers people walking, followed by people catching public transport, riding bicycles, delivering goods, sharing rides such as taxis, and finally people driving in private vehicles.

1.2 What is active transport?

This Plan and accompanying documents use the term 'walking', which includes all people moving on the footpath; people using mobility devices including wheelchairs, canes and walking frames; people pushing prams and trolleys for shopping and deliveries; and people using unpowered scooters, skateboards and rollerblades.¹ 'Walking' does not include people on bikes, although children and youths under 16 can legally ride on footpaths.

'Cycling' in this Plan refers to riding a bicycle, tricycle, e-bike or cargo bike; as well as using any form of legal micromobility. Micromobility refers to e-bikes and potentially e-scooters if they are made legal in the future. See the Walking and Cycling Plan for more detailed definitions.

It is important to acknowledge that walking and cycling are quite different from one another.

Within a 15-minute walk a person can travel 800 to 1500 metres (which is about the distance from Centennial Park to Randwick shops). Whereas a 15-minute cycle can get them 2.5 to 6 kilometres, depending on their speed (approximately from Randwick shops to Surry Hills, for example). Cycling also involves a bike, which needs parking. And because of the difference in travel speed, separated infrastructure for different modes of active transport is crucial to everyone's safety, particularly where there are a lot of people in one place.

However, walking and cycling can use similar infrastructure and the principles for planning and delivery are similar, as described in Figure 1.3.

¹ In NSW law, a pedestrian includes "a person in or on a wheeled recreational device or wheeled toy". This includes rollerblades, a skateboard, scooter, unicycle or similar

1.3 Why do walking and riding matter?

Figure 1.2 outlines some key facts about how we live and move around Randwick, and how walking and riding are integral to these.

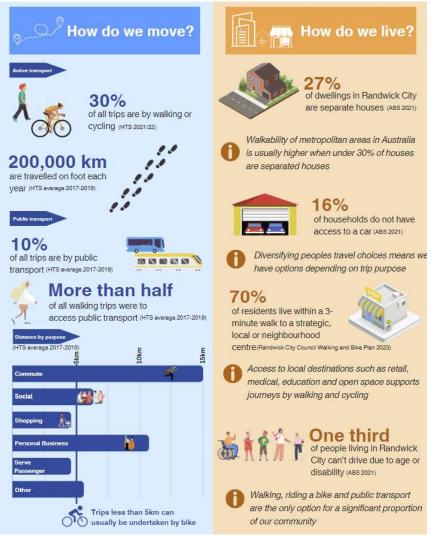


Figure 1.2 Key facts on how we move and how we live in Randwick LGA

It shows that a third of our residents cannot drive – because they're too young or old to have a licence or are living with a disability. Around 16 per cent of households do not own a car, and many more only have one car or would rather not drive much.

So, it is important that we provide easy, comfortable and safe walking and cycling connections for people to get around our LGA wherever and whenever they want to, including when they'd like to walk or ride a shared bike for parts of their journey.

1.3 Why do walking and riding matter?

The density of housing and jobs, particularly in the northern half of our LGA, creates the ideal environment to support walking. This Plan aims to address any impediments that might make it harder or less appealing to walk, and we expect this will lead to more people living active, healthy lives.

Already a third of all trips in our LGA are by walking or by bike, and another 10 per cent are by public transport. Almost every trip to the bus or light rail involves a walk to or from the stop, so it's a key part of our whole transport system.

Most trips in Randwick are less than 5 kilometres, which makes them relatively easy to be done by bicycle, especially with an e-bike or cargo bike that can carry passengers and gear.

Walking and riding have several advantages. First, they contribute to better health for individuals in our community and better social connections. With more people walking and riding, we can reduce traffic congestion and improve air quality – we're all familiar with the sudden drop in traffic during school holidays.

Replacing short car trips with riding and walking is one of the most effective ways to reduce transport emissions. And walking and riding can lead to large cost savings for the healthcare system due to people enjoying healthier, longer lives.

Walking saves the economy about \$6.85 for every kilometre walked.² About 80% of that economic benefit is for health – mental health, heart and lung health, building muscle and so on. The remaining benefits include reduced air and noise pollution, reduced carbon emissions and less maintenance for roads. By walking just half a kilometre each way to school with your child instead of driving, you've saved \$10 for the economy. For riding, the economic benefit is \$2.90 for every kilometre cycled. So, if you ride five kilometres each way to work, you've saved the economy \$29 that day.

² M4 Active Travel - Australian Transport Assessment and Planning (atap.gov.au)



Maroubra Beach is a popular destination to walk to and along, so footpaths to and from the beach need to be easy to use

1.4 What do our residents say?

I walk to school by myself.
I like being able to meet friends at the park without mum or dad taking me.
Today I walked to Mel's house for a swim in his pool.

6677

Hugo, age 9

I do a lot of sport which means I have to get to training and matches. Our family doesn't have a car, so we get there by bike, bus or shared car.

6677

Zeb, age 11







I used to walk and bus everywhere, but now need a wheelchair. I get anxious if my chair starts to tip on ramps or sloped footpaths, so Council improved the footpath outside my house.

6677

Narelle, retiree, age 79

1.4 What do our residents say?

I take my daughter to school on our e-bike and then continue on to work. I reckon it's important that all kids learn how great walking and cycling are for getting around every day.

6677

Owen, teacher and parent





I ride to work every day. I also love riding with friends to explore our area by bike looking for new cafes and experiences. That way we support local businesses as well.

6677

Jullietta, transport planner

1.5 Guiding principles for active transport

The NSW Government's principles for active transport are outlined in the NSW Cycleway Design Toolbox and Active Transport Plan as:













Safe Dire

Direct Connected

Attractive

Comfortable

le Adaptable

Using these principles as a guide, Randwick's Active Transport Plan (Figure 1.3) will help to inform the planning, provision and maintenance of our walking and bike riding infrastructure and programs.



Walking and cycling facilities are designed for all ages and abilities, feel safe during the day and night, and minimise conflict with vehicle traffic.

Safe



Direct



Routes are continuous and fully connected so people can find and reach their destinations easily.

Connected



Well-designed public spaces are a pleasure to be in and provide public amenity. They have places to stop, public art and active frontages.

Attractive



People of all ages and abilities can comfortably move around and pass each other on paths, and are sheltered from heat, rain and noise where feasible.

Comfortable

Figure 1.3 Guiding principles for our Active Transport Plan



We accommodate everybody walking or riding including people walking with prams and mobility aids or riding larger bikes. Our designs will accommodate growth in numbers over time.

Adaptable

1.6 Outcomes, strategic approaches and measures

In our pursuit of a sustainable and community-centric future, Randwick City Council has already established clear targets in its Community Strategic Plan to be achieved by the year 2031. These represent our commitment to fostering a healthier, more connected, and environmentally conscious community:

We aim to elevate the proportion of all journeys made via walking and cycling from the current 26% to an ambitious 35%. This will help our communities to live healthy, happier and more

In tandem with promoting active transport, our objective is to reduce our reliance on private vehicles, targeting a reduction to 45% of all trips. This will help reduce our carbon footprint and assist in addressing traffic congestion.

Recognising the importance of safe bike routes for our residents, visitors and workers, we are committed to delivering an additional 30km of secure bike pathways. This will not only encourage more residents to take up bike riding but will also help to improve their safety.

Beyond physical infrastructure, the well-being of our residents is paramount. We aim to boost the Personal Wellbeing Index score, reflecting the holistic health and happiness of our community.

We understand the importance of local businesses and the vibrancy they bring to our town centres. Our goal is to maintain a high percentage, 89% to be precise, of residents who prefer shopping within their local neighbourhood. Additionally, we aim to uphold the 86% of residents who already enjoy the vitality of our town

We envision a future where our children are more active and environmentally aware. To this end, we will establish an additional target to increase the proportion of children who walk, scoot, or ride bikes to school by 30%.

We will measure our progress against achieving these targets as part of our standard reporting on the Randwick Community Strategic Plan.

Based on the guiding principles in Figure 1.3, we have developed six outcomes and 23 strategic approaches for active transport, shown at Figure 1.4 on the following page.

The strategic approaches will guide the planning, delivery and maintenance of walking and cycling infrastructure and initiatives. These are detailed further in the accompanying Walking and Cycling Plan, which steps out the actions that Council can take over the coming years to implement these approaches.

1.6 Outcomes, strategic approaches and measures

| Outcome | Objective | Strategic approach | | How we measure success | |
|---|---|--------------------|---|--|--|
| | To make walking and riding feel safe and comfortable for all ages and abilities, we will make sure footpaths and bike paths are fit for purpose, allocate more space to footpaths and cycleways, make walking and riding safer, particularly after dark, and seek to roll out safer speeds, better crossings, and places for people to stop and rest. | 1.1 | Ensure footpaths and bike paths are fit for purpose and well-maintained | | |
| | | 1.2 | Deliver safety improvements at key locations | Increase the proportion of all trips undertaken by active transport modes from 26% in 2019-20 to 35% in 2031 Maintain the baseline of 70% of residents who are satisfied with the construction of cycleways (2021) Reduce casualties on the road network by 50% from a 2018 baseline of 269 incidents by 2031 | |
| Walking and cycling feel safe and comfortable for all ages | | 1.3 | Make walking and cycling feel safe particularly after dark | | |
| and abilities | | 1.4 | Support the introduction of traffic speeds | | |
| A STORES | | 1.5 | Provide more crossings for people walking or riding | | |
| | | 1.6 | Ensure road space is allocated to support safe and comfortable walking and bike riding | | |
| | | 1.7 | Provide places to stop and rest | | |
| Walking and cycling are fun | To ensure walking and riding are fun and | 2.1 | Provide additional courses, events, or programs that encourage more people to walk and cycle | | |
| + encouraged | encouraged, we will increase tree canopy, inform and encourage the community to walk and ride more, | 2.2 | Deliver recreational riding and walking paths and links | Reduce the proportion of private vehicle trips from 58% in 2018-19 to 45% by 2031 | |
| | and encourage development to provide things to see and do along routes. | 2.3 | Provide things to see and do along key walking and bike routes | Increase the baseline Personal Wellbeing index score of 74.9 for Randwick (2021) | |
| 2/ | | 2.4 | Increase tree canopy along walking and riding routes | | |
| Enable walkable neighbourhoods | To enable walkable neighbourhoods by improving walking environments around shops, schools, bus and light rail stops and major destinations like university, parks and hospitals. | 3.1 | Facilitate 2 to 3-minute catchments to shops and schools by walking and cycling | Reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031 Maintain the baseline of 89% of residents who prefer to shop in their local neighbourhood (2021) Maintain the baseline of 86% of residents who are satisfied with the vitality of town centres (2021) | |
| | | 3.2 | Facilitate 15–20-minute catchments to major destinations | | |
| | | 3.3 | Facilitate 5-minute access to local bus and 10-minutes to major public transport | | |
| | | 3.4 | Provide or enhance places to which people can walk or ride | | |
| Sufficient space and time for people to walk | To ensure there is sufficient space and time for people to walk, we will provide more space on paths around local centres and schools, and work to reduce crossing times at traffic signals. | 4.1 | Ensure footpaths are wide enough for comfortable movement for people of all abilities as well as amenities that makes walking more pleasant | Maintain the baseline of 81% of residents who are satisfied with the maintenance of footpaths (2021) | |
| | | 4.2 | Declutter streets | | |
| Neighbourhoods are connected by safe cycling infrastructure | To ensure neighbourhoods are connected by safe cycling infrastructure we will deliver key bike routes linking up strategic centres and neighbouring council's bike facilities, and trial innovative methods to expand the cycling network. | 5.1 | Deliver a connected cycling network between local neighbourhoods and strategic centres | | |
| | | 5.2 | Deliver a cohesive cycling network that connects to adjoining councils | Provide an additional 30km of safe cycling routes by 2031 | |
| | | 5.3 | Use trials and innovative methods to deliver the future cycling network | | |
| Walking and cycling are the first choice for travel to school | To promote walking and riding as the first choice for travel to school we will collaborate with schools and the state government to encourage behaviour change, design safer approaches to schools and test innovative approaches to encourage active travel to school. | 6.1 | Collaborate with schools and state government to implement travel behaviour change programs to increase walking and riding to school | | |
| | | 6.2 | Ensure infrastructure supports safe and comfortable access to schools by walking, riding and scooting | Aim to increase the proportion of children who walk, scoot or ride to school from a baseline of 15% to 25% by 2031 | |
| | | 6.3 | Test innovative approaches to improve walking and riding access to schools | | |

Figure 1.4 Active Transport outcomes, objectives, strategic approaches and measures

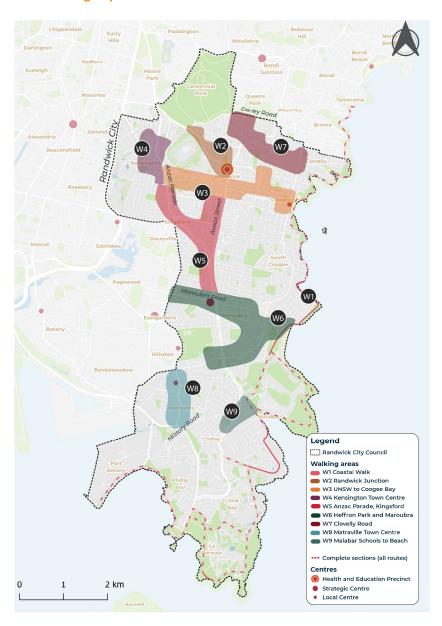
1.7 Priority Actions

Council has identified eight priority initiatives to ensure we are well on the way to achieving our targets for 2031. The following table summarises the actions that are identified as 'high priority' in the Walking & Cycling Plan (W&CP).

| Priority initiative | Description | W&CP Action # |
|----------------------------------|--|---------------------|
| Walking Improvement Precincts | Nine precincts have been earmarked for streetscape enhancements. These precincts encompass our busiest 'bustling' shopping streets and ensure seamless access to nearby schools and public transport. | 3.2a |
| Cycling Network | Building on the foundation of our 2015 Priority Routes and the NSW Government's Strategic Cycling Corridors from 2022, we have delineated 14 cycling routes to explore to safely connect our key destinations to the existing cycling network. | 5.1a |
| Footpath Upgrades | A cornerstone of our plan is to continue ensuring that footpaths across our LGA are universally accessible wherever possible. This means providing even surfaces and consistent ramp installations, catering especially to parents with prams and individuals with disabilities. These will help people reach bus and light rail, and other local destinations, more easily. | 1.1a, 4.1b |
| School Streets Trial | In our ongoing efforts to bolster safety around schools, we propose to pilot a School Streets Trial on the local streets around select schools. This initiative is geared towards ensuring the safety of students, parents, and school staff. Similar 30kmh trials in Manly and Wollongong have been highly successful. | 6.3a |
| Pedestrian Crossings | To further enhance safety and convenience for people walking, we will install more pedestrian crossings throughout our LGA. These will enable people to walk to shops, schools, and other amenities, which is good for our local businesses and good for our local communities. | 1.5a, 3.2b, 6.2d |
| Street Activation | We will make it easier to install kiosks, pop-up coffee carts, and outdoor dining spaces. These will provide more local places to visit, foster community engagement, and support locals being enterprising. | 2.3a |
| School Footpaths | Footpaths leading to schools will be made wider, making it easier and more fun for families to walk, scoot or cycle together, fostering both health and bonding. | 6.2a |
| Space Allocation | Recognising the multifaceted needs of our community and use of street space, we will work on ways to better allocate our street space for diverse activities such as walking, outdoor dining, greenery, and riding. | 1.6a |

1.8 Our long-term plans for walking and cycling

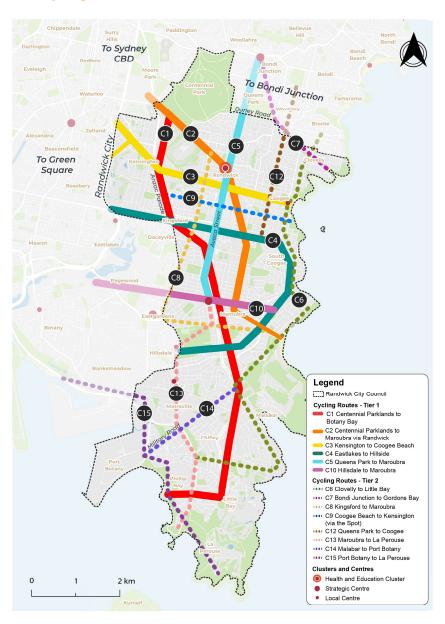
1.8.1 Walking Improvement Areas Plan



Nine areas have been earmarked for streetscape enhancements over time. These areas encompass our bustling shopping streets and ensure seamless access to nearby schools and public transport. See Action 3.1b and Figure 9.2 in our Walking and Cycling Plan.

1.8 Our long-term plans for walking and cycling

1.8.2 Cycling Network Plan



Building on the foundation of our 2015 Priority Routes and the NSW Government's Strategic Cycling Corridors from 2022, we have delineated 14 bike routes to safely connect our key destinations to the existing cycling network. See Action 5.1a and Figure 9.3 in our Walking and Cycling Plan.



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COMMUNICATIONS

Community Consultation Report Active Transport Strategy: Stage 1

12 July 2023



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Community Consultation Report

1. Summary

Randwick Council is developing a new Active Transport Strategy.

The following report outlines the findings of the stage one consultation which was delivered online from 13 June to 12 July 2023. The community were invited to respond to a survey to understand current conditions and community experiences, and place pins on a map of Randwick City to identify issues and opportunities regarding walking and cycling.

The Your Say Randwick webpage had 825 visitors, with 355 survey responses and 574 pins dropped on the map.

Overall, the engagement identified strong community interest in improvements to enable more walking and cycling. Many specific suggestions and issues have been identified throughout Randwick Council area. Traffic speeds and driver behaviour were identified as the main barriers to walking and riding more. Improved infrastructure for walking and riding was considered the most effective way to make active transport more attractive.

The findings of the online engagement will be analysed to inform the development of the draft Active Transport Strategy, to be considered by Council later in 2023.

2. Community engagement strategy

2.1. Background

Randwick City Council is developing a new Active Transport Strategy to make walking and riding the easiest option for short trips across our City.

The Randwick Integrated Transport Strategy set targets for 2031 to increase active transport mode share to 35 percent and cut road casualties by half. To achieve these goals, the Active Transport Strategy will identify priorities for the next 15 years for Council.

Community input is sought to help understand local experiences, issues and opportunities to improve walking and riding throughout Randwick and help develop Draft Walking and Cycling Plans. The draft plans will be exhibited for further community feedback, before refining the Active Transport Strategy.

2.2. Objectives

- Gather data and community experiences to understand existing conditions
- Determine community aspirations at a local level to inform walking and cycling plans

2.3. Consultation period

The consultation was open for 4 weeks from 13 June to 9am, 12 July 2023.

The project was assessed as having a lower-level city wide impact.

The International Association Public Participation (IAP2) Consultation level: Consult

We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

Community Consultation Report

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2.4. Consultation activities

Community engagement activities undertaken:

- Dedicated consultation website to view take a survey and/or use interactive map
- Email to Your Say subscribers: 13 June 2023
- Randwick News (weekly email): weekly listing throughout consultation period
- Social media:
- Email to key stakeholders
 - Bikeast
 - o Bike clubs in Randwick
 - o UNSW
 - o Hospital Precinct
 - Randwick Racing Club
 - o Bicycle NSW
 - o Bike Sydney
 - Better Streets
 - o Pedestrian Council
 - TAFE NSW
 - Safe Streets to Schools
 - SE Sydney Health District
- Email to all Randwick City Precincts
- Emails to local schools
- Digital display screens at Randwick City libraries, Des Renford Aquatic Centre and Customer Service Centre
- Listing on Randwick City Council's Current Consultations webpage
- Councillor notification

3. Consultation outcomes

The consultation was open from 13 June to 9am 12 July 2023.

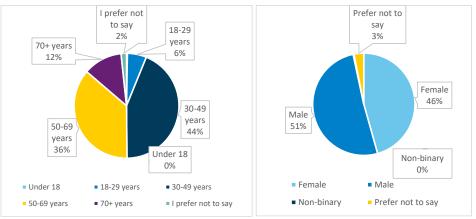
During this time, the consultation generated:

- 825 visits to the Your Say Randwick website
- 355 people completed the survey
- 574 pins dropped on the map by 89 contributors
 - 123 walking idea pins
 - o 94 walking problem pins
 - o 165 riding idea pins
 - o 138 riding problem pins
 - o 11 school idea pins
 - o 12 school problem pins
 - o 31 'other' pins

3.1. Survey results

3.1.1. Participation demographics

Age and gender of survey respondents



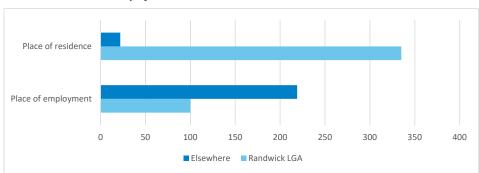
Questions: Your age: and Your gender: Total responses = 355.

The 30-49 and the 50-69 age cohorts were over-represented compared to Australian Bureau of Statistics (ABS) census data.

- 30-49 year old (44% Your Say vs 27.4% ABS)
- 50-69 year old (36% Your Say vs 23.3% ABS)

Survey participants we more likely to be male than ABS census data (51% Your Say vs 48.7% ABS).

Place of residence and employment



Questions: Which suburb do you live in? and Which suburb do you work in? Total responses = 355.

- 95 percent of survey respondents live within Randwick LGA
- 68 percent of respondents indicated they are employed outside of Randwick LGA
- 17 percent of respondents indicated they do not travel for work

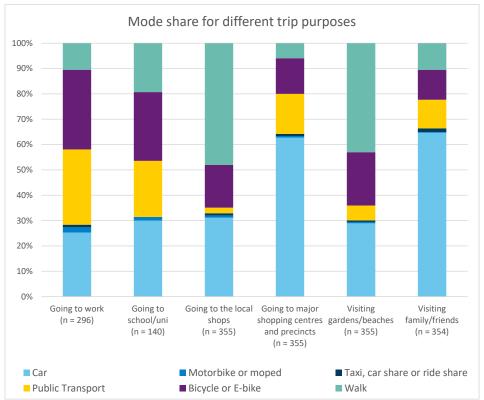
Five percent of respondents indicated they identify as living with a disability (four percent preferred not to say).

One percent of respondents identified as Aboriginal, and 0.3 percent identified as both Aboriginal and Torres Strait Islander. Four percent preferred not to say.

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3.1.2. Trip purpose and mode choice



Question: For each of the following types of trip, please indicate your usual method of transport (select one transport option per trip purpose, n = number of respondents).

The top trip purposes for walking trips were:

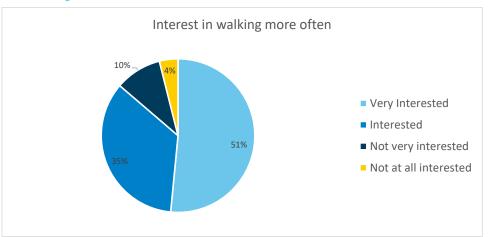
- 1. Going to local shops (48%)
- 2. Visiting parks and beaches (43%)
- 3. Going to School or University (19%)

The top trip purposes for bicycle trips were:

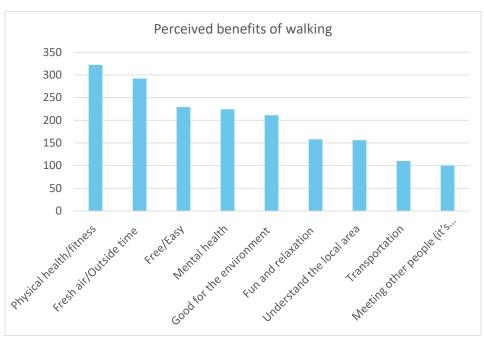
- 1. Going to work (31%)
- 2. Going to School or University (27%)
- 3. Going to parks and beaches (21%)

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3.1.3. Walking attitudes and motivations



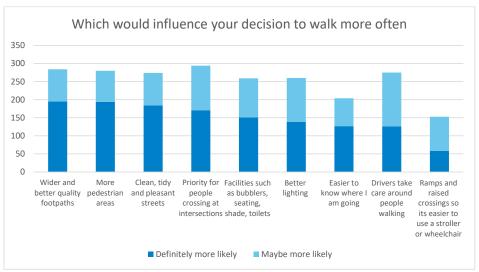
Question: How interested are you in walking more often, for transport or recreation? Total responses = 355 Eighty-six percent of respondents were either interested or very interested in waling more often.



Question: What do you feel are the main benefits of walking? (Select multiple. Chart shows total number of responses per item)

Respondents indicated they value the personal wellbeing benefits of walking: physical and mental health, and outside time. Cost and convenience were also considered primary benefits.

Community Consultation Report



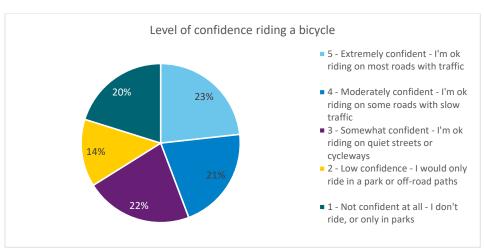
Question: For each of the items below, how much would they influence your decision to walk more often? (Select Chart shows total number of responses per item. Chart excludes 'would make no difference' responses.)

More dedicated space for people walking was considered most likely to influence the decision to walk more often.

Cleanliness and signal priority also scored highly.

The sequence of top six factors directly align with the City of Sydney Active Transport Survey (2021).

3.1.4. Cycling attitudes and motivations



Question: How would you rate your level of confidence riding a bicycle in Randwick LGA? (Total responses = 355)

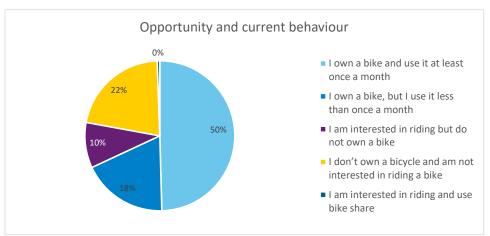
Respondents expressed higher levels of confidence than TfNSW data for Greater Sydney

- Extremely confident 23% Randwick vs 6% Greater Sydney
- Moderately confident 21% Randwick vs 12% Greater Sydney

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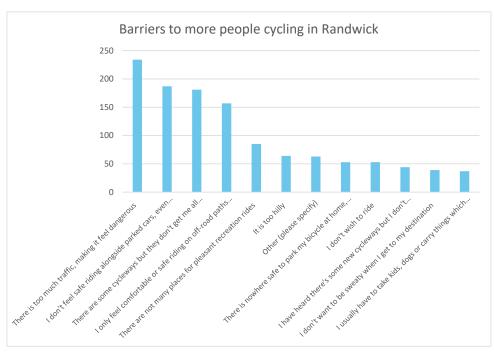
There were less respondents not interested in riding (22%) than comparable TfNSW data (30%).



Question: Which of the following statements best describes you? (Total responses = 355)

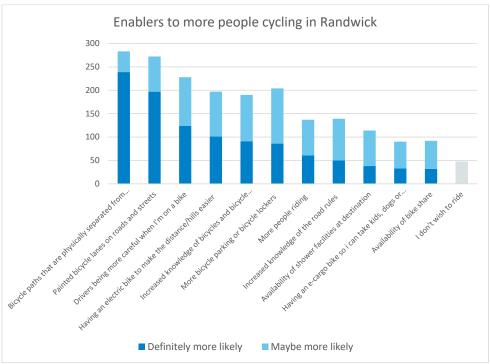
Sixty-eight percent of respondents own a bike, while 50 percent ride at least once a month.

10 percent were interested in riding but do not own a bike.



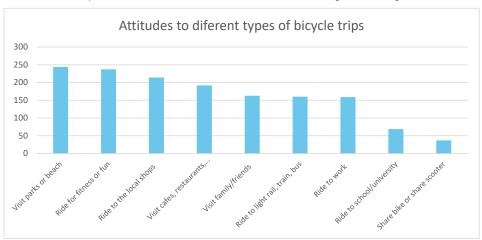
Question: Thinking about riding in Randwick LGA, which of the following factors discourage you from riding, or riding more often? (Chart shows number of responses per item)

The top barriers to riding a bicycle were concerns about parked and moving vehicles. Respondents had concerns about the connectivity of the bike network, and for many, riding on off-road paths is the only place they feel comfortable.



Question: For each of the items below, how much would each influence you to ride? (Select one per item. Chart excludes 'would make no difference responses. Total respondents = 355.)

Respondents indicated the availability of bicycle paths and lanes as having the greatest influence on their decision to ride. Improved driver awareness and behaviour was the third highest enabling factor.



Question: Which types of bicycle trips would you consider doing more often? Select multiple (Chart shows number of responses per item. Total respondents = 355)

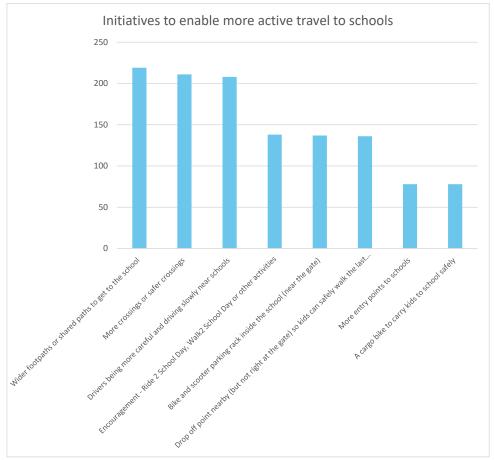
Taking more recreational and exercise trips by bicycle were the most appealing to respondents.

The top four trip types of interest are the same as in the City of Sydney. Respondents in Randwick were more likely to express interest regarding each trip type

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3.1.5. Active travel to school



Question: What would make it easier and safer for children, parents and teachers to get to school in Randwick? Select multiple (Chart shows number of responses per item)

The most popular actions to help kids get to school are walking network improvements and slower speeds.

Two in every five respondents (40%) said encouragement programs, bike/scooter parking and drop off points nearby would help increase active transport for trips to school.

3.2. Mapping results

A total of 574 pins were placed by respondents on the map.

The majority of pins were placed in the northern half of Randwick local government area. The majorty of pins related to cycling ideas and problems, however there were also more than 200 pins relating to walking.

138 riding problem pins

The top three themes in the riding problem pins were:

- 1. Intersection safety and access issues
- 2. A lack of dedicated cycling infrastructure in key locations
- Poor connectivity and inconvenience detours away from more direct routes.

165 riding idea pins

The top three themes from the riding idea pins were:

- 1. Delivering new separated cycleways
- 2. Improving connectivity and continuity of cycle routes
- 3. Improving safety for riders to encourage more people to ride bikes.

94 walking problem pins

The top three themes across the walking problem pins were:

- Concerns about pedestrian safety on streets and at intersections
- Accessibility and the quality of infrastructure, including narrow footpaths and uneven surfaces
- 3. Concerns about driver behaviour including speeding.

123 walking idea pins

The top three themes across the walking idea pins were:

- 1. Infrastructure changes and upgrades to improve pedestrian safety
- Introduction of new public space
- 4. Reallocating road space to alternative uses.

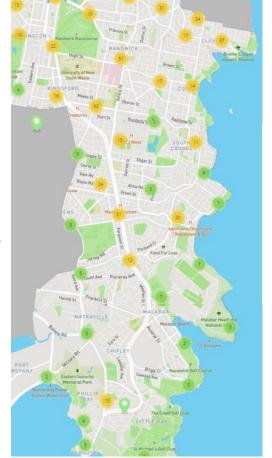
12 school problem pins

The problem pins in relation to schools included the following themes:

- 1. Concerns about traffic speeds near schools
- 2. Low driver awareness and poor behaviour near schools
- 3. Dangerous crossing facilities

11 school idea pins

Similar themes emerged from the school idea themes relating to both walking and cycling:



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- 1. Pedestrian infrastructure including wider footpaths to make it easier to walk to school
- 2. Traffic management and parking, including reducing traffic speeds and improved management for pick up and drop off
- 3. Bicycle and scooter parking suggestions.

31 'other' pins

The other pins identified a number of issues which were less directly related to walking and cycling. The top three themes were:

- Impacts of traffic configuration changes due to new cycleways, particularly the removal of the roundabout on Doncaster Avenue
- 2. Positive feedback about new traffic calming and crossings
- 3. Some suggestions for new public space opportunities.

These suggestions of issues and opportunities identified on the map will be further analysed to identify initiatives and actions which are included in the draft Active Transport Strategy.

Annotated maps of all of the comments which were made on the map are provided at Appendix A.

3.3. Submissions

A total of nine written submissions and written correspondence were received by council officers from residents and organisations during the consultation period.

Organisations represented included:

- 1. St Margaret Mary's Catholic Primary School
- 2. School infrastructure NSW
- 3. Safe Streets to School
- 4. Bicycle NSW

Some of the key themes identified in this correspondence included:

- 1. Inadequate provision of safe pedestrian crossing facilities
- Requests for lower speed limits on residential streets, including as a complimentary measure to new cycleways.
- 3. Improvements to the quality of existing footpaths
- 4. Importance of improving safe access to schools for both walking and riding, to enable students to travel safely and independently

These submissions will be further considered to inform the development of the draft Active Transport Strategy.

3.4. Social Media



Facebook posts:

| Date | Reach | Engagement rate* | Reactions |
|--------------|-------|------------------|-----------|
| 15 June 2023 | 1440 | 1.46% | 4 |
| 28 June 2023 | 950 | 2.21% | 1 |
| 5 July 2023 | 2839 | 4.16% | 10 |

O Instagram:

| Date | Reach | Engagement rate* | Likes |
|--------------|-------|------------------|-------|
| 15 June 2023 | 560 | 1.61% | 8 |
| 28 June 2023 | 593 | 0.84% | 4 |
| 5 July 2023 | 603 | 1% | 5 |

^{*}Engagement rate refers to any action taken on the post (such as reactions, comments, shares, photo views or clicking on a link). Most social media marketing experts agree that a good engagement rate is between 1% and 5%.



Image: Facebook post 15 June 2023

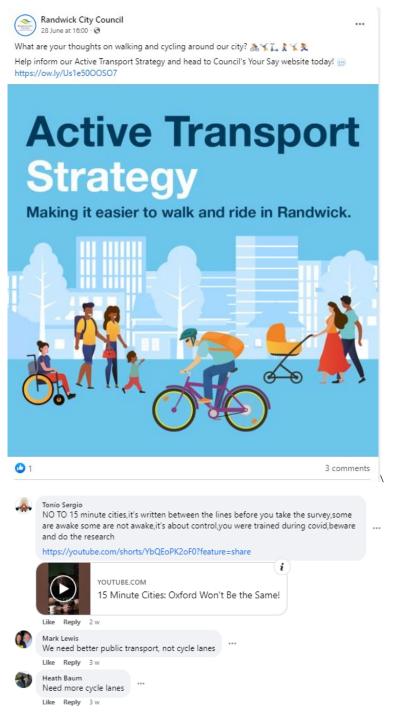


Image: Facebook post and comments 28 June 2023

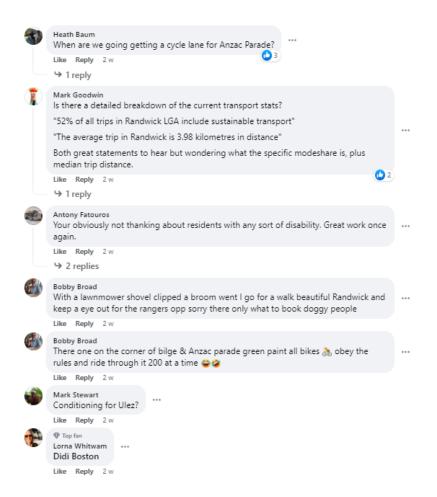
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4. Next Steps

All feedback received during the stage one online consultation will be analysed and considered to inform the draft Active Transport Strategy, which is to be considered by Council later in 2023.

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Appendix A

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Community Consultation Report Active Transport Strategy: Stage 2

01 June 2024



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Community Consultation Report

1. Summary

Randwick City Council has developed a draft Active Transport Strategy and draft Walking and Cycling Plan to make it easier for people to move around our city on foot or by bike by providing safe, connected, and accessible paths for people of all ages and abilities.

The following report outlines the findings of the stage 2 consultation which was delivered online from 20 March to 17 April 2024. The community were invited to respond to the draft Active Transport Strategy (the Strategy) and draft Walking and Cycling Plan (the Plan). The Your Say Randwick webpage had 2,155 visitors and 218 people participated in the survey. 846 people viewed the documents.

Overall, 61 percent of respondents were 'happy' or 'very happy' about the Strategy and Plan. Sixteen per cent of respondents had neutral feelings about it, and 23 per cent were unhappy or very unhappy with it.

Among supportive responses, the community highlighted support for project implementation, road safety improvements, and infrastructure enhancements like separated cycleways and better footpaths. Supporters advocated for more ambitious targets, particularly in reallocating road space to increase walking and cycling and called for more detailed implementation plans, especially for cycling routes. Neutral responses often underlined uncertainty of implementation timelines and budgets. Where there was dissatisfaction with the Strategy many respondents are concerned about reductions of on-street parking and other impacts on car drivers.

2. Community engagement strategy

2.1. Background

Randwick City Council is developing a new Active Transport Strategy to make walking and riding the easiest option for short trips across our City, and to get more children walking, riding and scooting to school

The Randwick Integrated Transport Strategy (2021) set targets for 2031 to increase active transport mode share to 35 per cent, and to reduce road casualties by half. To help achieve these goals, the Active Transport Strategy will identify priorities for the next 15 years for Council.

The Stage 1 consultation for the draft Active Transport Study was undertaken from 13 June to 12 July 2023, with a Community Consultation Report published online. During stage 1 consultation, which was undertaken to understand current behaviour, community aspirations and local issues, there were 825 visits to the Your Say Randwick website, 355 people completed the survey and 574 pins were dropped on an interactive map by 89 contributors. Overall, the first engagement identified strong community interest in improvements to enable more walking and cycling, detailed in Table 1.

Table 1 Summary of stage 1 consultation results.

| * Walking | ORiding |
|---|--|
| 86% of survey respondents are interested in walking more often | 7 out of 10 respondents own a bike and use it sometimes |
| The biggest enablers to walk more often are: 1. Wider and better-quality footpaths 2. More pedestrian areas 3. Clean, tidy and pleasant street | The biggest enablers to ride more often are: 1. New cycleways to provide separation from vehicles 2. Improving connectivity and continuity of cycle routes 3. Reducing traffic speeds on streets |
| The main walking issues identified were: Concerns about pedestrian safety on streets and at intersections Accessibility and infrastructure, including narrow footpaths and uneven surfaces Concerns about driver behaviour e.g. speeding | The main issues which discourage more people from riding bikes were: 1. Intersection safety and access issues 2. A lack of dedicated cycling infrastructure connecting people to their destination 3. Poor connectivity to existing safe routes and detours away from direct routes |
| The top 3 ideas for improving walking in Randwick were: 1. Infrastructure changes and upgrades to improve pedestrian safety 2. Introduction of new public space 3. Reallocating road space to alternative uses | |

2.2. Objectives

The main objective of the stage 2 consultation was to seek feedback on the Strategy and the Plan. The survey questions focused on refining and prioritising the Walking Improvement Areas and cycling routes identified in the Plan. An additional aim was to increase understanding of the support and initiatives needed to improve safety and active transport participation at schools.

2.3. Consultation period

The consultation was open for 4 weeks from 20 March to 17 April 2024.

The project's level of impact on the Council area means, by the standards of the International Association Public Participation (IAP2), that feedback was sought at a 'Consult' level, meaning "We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision."

2.4. Consultation activities

Community engagement activities undertaken:

 Dedicated consultation website to view the draft Active Transport Strategy, draft Walking and Cycling Plan, and associated documents.

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- A survey with specific questions based on the draft Strategy
- Randwick News (weekly email): weekly listing throughout consultation period
- Social media
- Email to Your Say subscribers
- Email to key stakeholders:
 - BIKFast
 - Bike clubs in Randwick
 - UNSW
 - Hospital Precinct
 - Bicycle NSW
 - Pedestrian Council
 - Safe Streets to Schools
 - SE Sydney Health District
- · Email to all Randwick City Precincts
- Emails to local schools
- Digital display screens at Randwick City libraries, Des Renford Aquatic Centre and Customer Service Centre
- · Councillor notification

3. What we heard

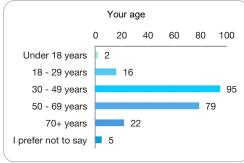
The public exhibition period of the Draft Active Transport Strategy generated:

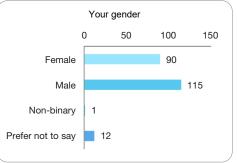
- 2,155 visitors to the Your Say Randwick webpage
- 846 views of the Active Transport Strategy
- 218 responses to the survey
- 39 written submissions emailed to Council

3.1. Survey results

3.1.1. Participation demographics

Age, gender and personal identifiers of survey respondents





Questions: Your age: and Your gender: Total responses = 218.

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The 30-49 and the 50-69 age cohorts were over-represented compared to Australian Bureau of Statistics (ABS) census data.

- 30-49 year old (44% Your Say vs 27.4% ABS)
- 50-69 year old (36% Your Say vs 23.3% ABS)

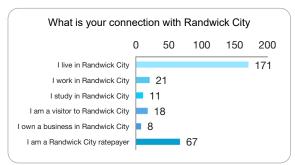
Survey participants were more likely to be male than ABS census data (52% Your Say vs 48.7% ABS).

Four per cent of respondents indicated they identify as living with a disability (9 per cent preferred not to say).

One respondent identified as Aboriginal or Torres Strait Islander. Six per cent preferred not to say.

Respondents' relationship to Randwick City

The majority (78%) of survey respondents live within Randwick LGA. Most respondents live in Randwick (28% of respondents), Maroubra (17%) or Kingsford (14%) suburbs.

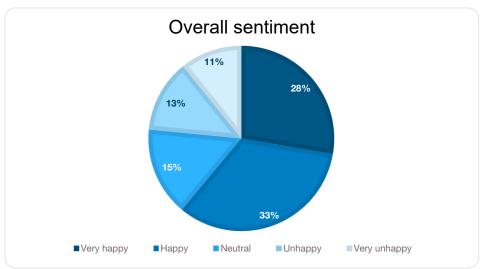


| Respondent's suburb of residence | Number of responses |
|-------------------------------------|------------------------|
| RANDWICK | 60 |
| MAROUBRA | 37 |
| KINGSFORD | 29 |
| COOGEE | 11 |
| SOUTH COOGEE, | 11 |
| CLOVELLY | 10 |
| KENSINGTON | 10 |
| Others | 45 |

Questions: What is your connection with Randwick City? Which suburb do you live in? Total responses each = 213.

3.2. Overall response

3.2.1. Sentiment



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Question: Overall, how do you feel about the Active Transport Strategy? Total responses = 213

- 61% of respondents answered 'very happy' or 'happy'
 Typically, these responses emphasised strong support for the Strategy and Plan, encouraging Council to progress implementation of the projects.
- 15% were neutral
 Recurring issues in these responses were uncertainty about implementation timeframes, and that
 the Strategy and Plan provided less specific project scope than was desired.
- 24% of respondents answered 'unhappy' or 'very unhappy'.
 We note in the detailed comments that around 12% of total respondents were concerned about changes to on-street car parking. Numerous respondents noted that they don't oppose cycleways but also don't want to reduce motor vehicle priority or capacity.

Happy:

"Much of it is common
sense and work enacting the
strategy should commence
immediately."

Neutral:
"Big red flag is there is
no mention of how you
will actually implement
the plans, no mention of
impact on car users
which will be negative."

Unhappy:

"I don't see any changes that would be made to make my life easier. [Council] just want to create more cycleways using existing infrastructure."

3.2.2. General comments

Question: Do you have any comments on the draft Active Transport Strategy? Total responses = 169

The top five themes which repeatedly arose in responses to this question were:

- Improving safety with infrastructure: There was strong support for improving road safety with
 infrastructure interventions. Support for a broad range of infrastructure responses consistent with the
 draft Strategy were identified, including separated cycleways, better footpaths, and safer road
 designs. Concerns about interactions between different types of road users, especially on busy streets
 and shared paths, were frequently noted. These issues and responses were noted in about one third of
 responses.
- Implementation: About 10 per cent of comments noted support for the Strategy, but emphasised that
 the implementation was the most important issue. Some of these comments presented scepticism
 about Council's capacity in relation to the scope of the Strategy. There is a desire for clear delivery
 timelines and budget commitments.
- 3. **Integration with public transport**: Numerous comments expressed a desire for more focus on the integration of cycling and walking paths with public transportation to enhance overall mobility.
- 4. Under-representation of certain users and issues: Comments requested the final strategy increase focus on users including the elderly, disabled, and those with mobility issues, ensuring that infrastructure is accessible to everyone. Some comments felt that health outcomes should be elevated in the final strategy.
- Concerns about de-prioritising private motor vehicles: This was a significant concern in about 20 responses, with many respondents worried about the impact on car users, including loss of parking and increased congestion.

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Outcomes and Strategic Approaches

Question: Do you have any comments on the strategy's six outcomes and strategic approaches? Total responses = 152

The key suggestions identified from these responses to improve the outcomes and strategic approaches included:

- Accelerating infrastructure investment: Many respondents supported the outcomes but made
 points in support of rapidly progressing the delivery of new cycling infrastructure and improving
 footpaths.
- Accountability against the outcomes: A number of comments emphasised the need to move quickly
 from planning to action, ensuring that the Strategy is implemented. Some comments voiced
 scepticism about whether the strategy will be adhered to or effectively enforced, reinforcing the need
 for transparent monitoring and reporting.
- 3. Increased focus on behaviour change and education: A number of comments, while supporting infrastructure, emphasised that the outcomes should involve more active consultation with stakeholders, including schools, neighbouring councils, and the general public through implementation to ensure the strategy meets current and future community needs.

Very happy:

"All of these sounds absolutely wonderful! I so desperately want all of these things to be true for Randwick council. Please, please, please actually make them a reality

by investing heavily in this,"

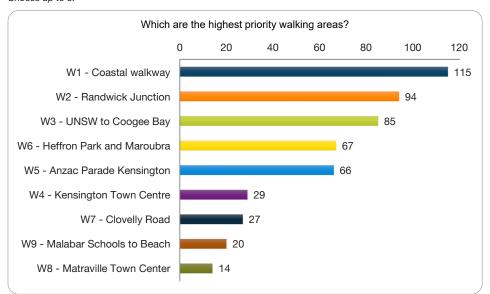
Neutral:

"You're missing what will you do to make drivers accept cyclists. What will you do make cyclists fit in with cars. Let's not spend millions on bike paths. Let's figure out a way to change behaviour."

Unhappy:
"Council only cares
about strategic centres.
Seems we need to
remind you that you are
responsible for the
whole
neighbourhood?!"

3.2.3. Walking Improvement Areas

Question: Of the Walking Improvement Areas identified, which three do you think are the highest priority? Choose up to 3.



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Question: Do you have any comments on the Walking Improvement Areas plan? Total responses = 129

Overall, comments in response to this question were very positive. The main point of criticism was that the scope, specifics and timing of works is too vague. Key themes in response to the question were:

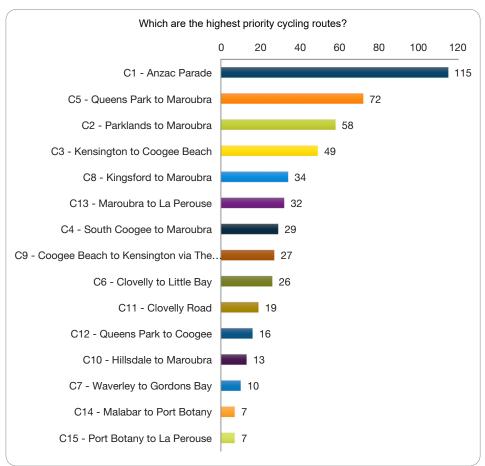
- Balancing maintenance with infrastructure upgrades: A theme across many comments was that
 maintenance should be improved before footpaths were upgraded, while other comments emphasised
 the opportunity to integrate maintenance and new works. Fixing uneven surfaces and cracks and
 making movement easier for wheelchairs and prams are highly important to the community.
- Integrating priority areas with their surroundings: There were a range of comments seeking minor adjustments to the extent of different Walking Improvement Areas, while there was also a recurring request to improve connectivity to these areas, as well as within them.
- Support for key locations: Places like schools, shopping centres, and public transport stops are the
 most important destinations for people walking, and these destinations were noted to generally be in
 alignment with the Walking Improvement Areas.
- Reduce non-pedestrian movements on footpaths: A number of comments emphasised a desire to further reduce the use of wheeled devices on footpaths, in general and within the Walking Improvement Areas.

Happy:
"The plan is considered and appropriate and work should begin immediately."

Neutral:
"No provision for residents who are unable to walk, more public transport please"

Unhappy:
"Ridiculously high-level strategic points, I want to see detailed plans (not platitudes designed to obfuscate)"

3.2.4. Cycling Routes



Question: Of the cycling routes shown, which three do you think are the highest priority? Choose up to 3.

Question: Do you have any comments on the Cycling Network Plan? Total responses = 160

Themes in the responses to this question where the most polarised of the survey questions. There is very strong support from some aspects of the Cycling Network Plan, and also strong opposition for other aspects including some of the routes and concern about future project impacts. The top themes identified in the comments are:

- Benefits of safe cycleways: The most commonly occurring theme in these comments emphasised
 why protected infrastructure benefits individuals in the community. These comments emphasised the
 need to physically separate people riding from vehicles and support implementation of dedicated
 paths.
- 2. **More specific details are desired:** A number of comments noted that while the Cycling Network Plan proposes improved connectivity, it doesn't describe the treatments or specific streets.
- Changes to on-street parking is a concern: About 12% of responses voiced concern that delivery of
 the Cycling Network is likely to require a reallocation of on-street parking, and this would require them
 to park in a different location.

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- 4. Some residents are concerned about new cycleways near their homes: A number of comments questioned route C4, with particular reference to Bundock Street including previous project development and consultation.
- 5. Increase traffic capacity before building new cycleways: Several comments noted that they don't oppose cycleways but also don't want to reduce motor vehicle priority or capacity. Several of these comments requested that cycleways widen roads rather than reallocate road space.

Happy:
"Don't let perfect be the enemy
of good - it will be better in 2
years' time to have newly built
cycle paths that are 90% good
enough but that exist and
induce new cycling demand,
than to have a shelf full of
consultant's reports."

Neutral:
"[Cycleways] should
be done along routes
that will have the
minimum disruption
to residents
accessing their
homes and on street
parking."

Unhappy:
"Existing roads need to be widened before any bike lanes go in. With all the extra people coming into area, with more than 1 car per household, roads to drive on are more important than bike lanes."

3.2.5. Walking and cycling to schools

Question: Do you have any specific suggestions to enable children to walk, cycle or scoot to and from school, or to get around their neighbourhoods independently? Total responses = 142

The responses to this final question were the most consistently supportive. There was strong consensus across the suggestions and alignment with the strategic priorities in the Strategy:

- Safer Crossings and Traffic Calming Measures: The most frequently raised suggestion was for more pedestrian crossings and traffic calming measures to ensure children can cross streets safely. This was mentioned approximately 45 times.
- Reduce motor vehicle speeds and volumes: The second most frequently occurring suggestion was to reduce traffic volumes and speeds near schools, especially during pick-up and drop-off times to make the areas safer for children (mentioned approximately 30 times).
- 3. Separated and safe cycleways and shared paths: Over and above the comments on the cycle network, school aged respondents emphasised the need for safe, dedicated, and separated cycle paths to enhance safety for children cycling to school. There was also a much higher preference for shared paths for children to ride on, rather than narrow footpaths.

Happy:
"School dropoff was the scariest
and more dangerous experiences

and more dangerous experiences we had when walking or cycling with our kids to school. I suggest to only allow school drop-offs within 50 metres of a school for students who are disabled.

Neutral:
"Reduce the number of cars - both on the street and parked. Make it difficult for cars to park half in driveways/half on

Unhappy:

"Kids don't want to cycle
to school. Go and have a
good look. You have taken
the road lines for pick-ups
and drop-offs."

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3.3. Submissions

A total of 39 written submissions were received from residents and organisations during the consultation period. Twenty-six of these submissions were supportive of the Strategy (74% supportive, 9% neutral, 17% opposed).

Organisations represented included:

- 1. NSW Ports
- 2. Australian Logistics Council
- 3. Bicycle NSW
- 4. BIKEast
- 5. Southern Eastern Sydney Local Health District
- 6. Kingsford East Precinct
- 7. Safe Routes to School Randwick
- 8. Department of Education
- 9. Safe Streets to School Randwick
- 10. Transport for NSW

Some of the key themes identified in this correspondence included:

- Strong support for the strategy, its clarity and the visuals that help reader comprehension. There
 was also consensus and support that the Walking Improvement Areas are broadly accurate, a top
 priority, with some specific suggestions to refine the extents.
- Stronger targets and further detail: There was a theme from supporters that the Strategy should be more ambitious in road re-allocation to favour active transport. Submissions also noted a desire for more detail, particularly on the Cycling routes, about how the plan would be implemented, and using benchmarking data so that success can be measured.
- 3. **Structure, language changes and clarity of actions:** Submittals noted possible changes to language of outcomes, structure of documents (combining the Strategy + Plan being one suggestion), and alignment between the Outcomes, Objectives and Outcomes, which several respondents found challenging to match up.
- 4. Safety concerns and inclusivity regarding street furniture was noted several times: lighting at night, avoiding unsafe obstacles including bollards. Respondents also noted that Council needs to ensure people of all abilities can be supported by the actions in this plan: children riding on footpaths, people with limited mobility and those using mobility devices having a smooth path.
- Cycle Network Map: There were a number of targeted suggestions to improve the cycling route
 map, particularly in line with previous consultation with TfNSW, and along respondents' personal
 travel routes.
- 6. The comments that were **not supportive** of the strategy mentioned scepticism that people want to ride and general safety concerns (including speeding cars).
- 7. NSW Ports and Australian Logistics submitted objection to routes C14 and C15 due to significant risk issues involving the port's heavy vehicles and operational integrity. Suggested alternative to C15 is C13 then west via Wentworth Avenue. Proposed Route C14 is only feasible as a separated cycleway.

These submissions are being considered alongside the survey responses to update and refine the Strategy and the Plan.

3.4. Social Media



Facebook posts:

| Date | Reach | Reactions | Link clicks and shares | Comments |
|---------------|-------|--------------------------------------|------------------------|----------|
| 27 March 2024 | 4816 | 55: 44 likes / 9 love / 1 laugh | 8 | 47 |
| 9 April 2024 | 8836 | 52: 42 likes / 15 loves / 1 angry | 32 | 97 |

Instagram:

| Date | Reach | Shares | Likes | Comments |
|---------------|-------|--------|-------|----------|
| 27 March 2024 | 619 | 1 | 11 | 1 |
| 9 April 2024 | 920 | 3 | 27 | 0 |

4. Next steps

This feedback informed improvements to the Active Transport Strategy and Walking & Cycling Action Plan. The revised Strategy and Plan will be considered for adoption by Council in the coming months.

Randwick City Council 30 Frances Street Randwick NSW 2031

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Director City Services Report No. CS63/24

Subject: Coogee Beach Volley Association - Licence Agreement

alteration request

Executive Summary

 The Coogee Beach Volleyball Association (CBVA) has an existing Licence Agreement for the use of Coogee Beach to train and play beach volleyball on 5 courts. The agreement was renewed in July 2024 for a 3-year period.

- The Coogee Beach Volleyball Association has submitted a request to amend to the agreement to increase the operating hours of the beach volleyball courts, increase the size of the storage facility and request permanent posts be installed for Court 5.
- Council officers have consulted with the *Waste, Cleansing and Public Safety Lifeguards* to seek feedback on the requests and whether it is suitable to support them.
- The assessment concluded that there is support for 2 of the 4 requests including for increasing the storage facility and extending the operational hours of courts 3 and 4 in summer so all courts can be used as follows:

Weekdays: Use of all courts (5) between 6am and 8pm.
 Saturday: Use of all courts (5) between 6am and 8pm.
 Sunday: Use of all courts (5) between 12pm and 8pm.

Recommendation

That:

 the Licence Agreement between Randwick City Council and Coogee Beach Volleyball Association for Occupation of land for 5 volleyball courts and storage box be amended as follows:

The hours of operation for the summer period:

Weekdays: Use of all courts (5) between 6am and 8pm.
Saturday: Use of all courts (5) between 6am and 8pm.
Sunday: Use of all courts (5) between 12pm and 8pm.

b) the storage facility be increased in width or height to support the beach volleyball operations to council's satisfaction and the CBVA work with council officers to determine the final configuration of the storage box.

Attachment/s:

1.1 Coogee Beach Volleyball Association - Alteration Requests to Licence Agreement

Coogee Beach Volley Ball Association - Appendices 1- 5 - Support for requested changes to the Licence Agreement

3.1 Coogee Beach Volleyball Association - CBVA - Club Overview

Purpose

This report outlines the assessment of a request to amend the existing licence agreement relating to the use of Coogee Beach for beach volleyball.

Discussion

Background

The Coogee Beach Volleyball Association (CBVA) has an existing Licence Agreement, which was renewed in July 2024 for a 3-year period. The agreement is for the use of Coogee Beach to train and play beach volleyball on 5 courts. The location and layout of the courts is shown in Image 1.

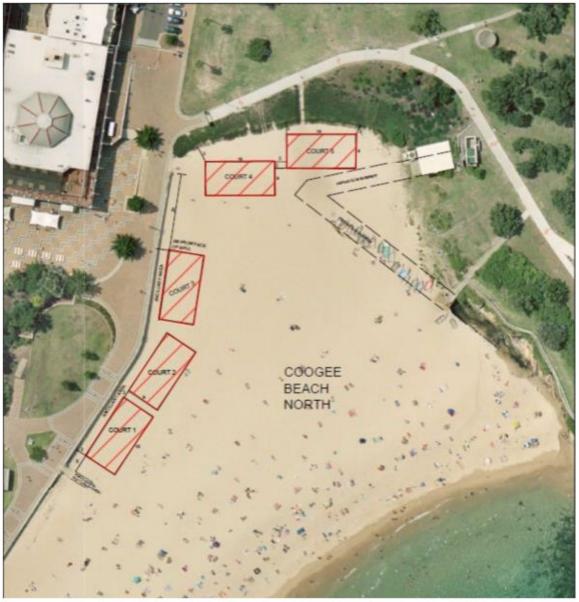


Image 1 - Location of Beach Volleyball Courts at Coogee Beach

The existing approved hours of operation are shown in the schedule below. The use of courts and hours vary depending on summer and winter seasons. The hours of operation also vary for weekdays versus weekends due to the visitors and users of Coogee Beach at these times.

| | SCHEDULE OF COURT USE | | | |
|----------|------------------------------|--------------|--------------|--|
| | Refer Attachment "A" - Map o | | Courts | |
| | SUMMER: 1 OCTOBE | | | |
| | TIME PERIOD | COURT NO | NO OF COURTS | |
| WEEKDAYS | 6.00 am – 10.00 am | 1,2,3,4,5 | 5 courts | |
| | 10.00 am - 5.00 pm | 1,2,5 | 3 courts | |
| | 5.00 pm – 8.00 pm | 1,2,3,4,5 | 5 courts | |
| WEEKENDS | | | | |
| Saturday | 6.00 am - 9.00 am | 1,2,3,4,5 | 5 courts | |
| | 9.00 am 6.00 pm | 1,2,5 | 3 courts | |
| | 6.00 pm – 8.00 pm | 1,2,3,4,5 | 5 courts | |
| Sunday | 12 noon – 5.30 pm | 1,2,5 | 3 courts | |
| | 5.30 pm – 8.00 pm | 1,2,3,4,5 | 5 courts | |
| | WINTER: 1 APRIL TO | 30 SEPTEMBER | | |
| WEEKDAYS | 6.00 am - 8.00 pm | 1,2,3,4,5 | 5 courts | |
| WEEKENDS | | | | |
| Saturday | 6.00 am - 8.00 pm | 1,2,3,4,5 | 5 courts | |
| Sunday | 6.00 am – 8.00 pm | 1,2,3,4,5 | 5 courts | |

Requested Changes

Council has received a request from the CBVA to increase the hours of operation for the use of the beach volleyball courts to meet demand as the membership grows and additional programs are offered to local community groups.

The request received from CBVA includes 3 documents included as appendices. A summary of the requests and priority for CBVA is presented in table 1 below.

| Item | Modification Request | Priority for CBVA |
|------|--|----------------------|
| 1 | Change the available playing hours of Court 3 and Court 4 in Summer. | High |
| | Weekdays & Saturday - Allow play on Court 3 and 4 between 6am and 8pm (to match the schedule of Courts 1, 2 and 5). | |
| | Sunday - Allow play on Court 3 and 4 from 12pm to 8pm (to match the schedule of Courts 1, 2 and 5). | |
| 2 | Change the available playing hours of Court 4 and Court 5 in Summer on Sunday. | High |
| | Allow play on Court 4 and 5 between 6am and 12pm. | |
| 3 | Additional storage space. | Moderate |
| | Increase the height of the current storage box. The height of the final box would not exceed the surrounding planter or fencing. | |
| | CBVA would install any approved modifications to the storage box at CBVA's expense. | |
| 4 | Permanent posts. | Low |
| | Permanent posts to be installed on Court 5. | |
| | CBVA would install any approved permanent posts at CBVA own expense. | |

Assessment of Requests

The CBVA has been using Coogee Beach to play beach volleyball for many years. As the association has grown, council has supported them by increasing the number or courts, installation of permanent posts and approved a storage facility.

Consideration on the number of courts and hours of operation was previously determined with consideration to local residents, businesses, other users of Coogee beach, council management operations (beach rake) and our safe management of the beach by our Lifeguards, Rangers and operational staff.

The alteration requests, items 1-4 have been assessed by council officers in consultation with our Lifeguards. A summary of our assessment on each item is provided below.

Item 1

The request is to increase the hours of operation for Courts 3 and 4 during summer as follows:

Weekdays: Use of all courts (5) between 6am and 8pm.
Saturday: Use of all courts (5) between 6am and 8pm.
Sunday: Use of all courts (5) between 12pm and 8pm.

After consultation with our Lifeguards, we have determined to support this request.

Item 2

The request is to increase the hours of operation of Courts 3 and 4 during summer as follows: Sunday: Use of Courts 4 and 5 between 6am and 8pm.

Sunday mornings at Coogee Beach during summer is when the Nipper program operates. The Nipper program is very popular and attracts hundreds of children and their parents onto Coogee Beach.

Generally, we do not approve other activities when the Nippers use our beaches for crowd control and public safety.

Further, to manage noise impacts for local residents, particularly on Sunday mornings, the 6am start is not supported.

Based on our assessment, this request is not supported.

Item 3

The request to increase the storage has been assessed. The current location of the storage box is adjacent to a garden bed and does not impede pedestrian access.

CBVA has advised that they will fund the works to increase the size of the storage box.

It has been determined that there is scope to increase the storage box without impacting the amenity of the local area.

This request is supported. Council officers will work with CBVA representatives to facilitate the changes if endorsed.

Item 4

The request for permanent posts on Court 5 has been assessed. As can be seen in image 1, the available are for Court 5 is constrained by the easement for the fishing club to store and transport the boats to / from the club. The area is also constrained by the beach access from the north.

For these reasons, location of Court 5 should remain flexible and therefore permanent posts are not supported.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | |
|--|---------------------------|
| Strategy | Open Space and Recreation |

| Outcome | A community that is healthy and active |
|-----------------------------|--|
| Objective | Maintain a community satisfaction* rating for coastal open spaces, coastal walkway, playgrounds and parks of 97% |
| Delivery program commitment | Optimise existing sports field layouts to increase number of fields provided and diversity of codes catered for. |

Risks

Council through its lifeguards manage public safety in the water and on our beaches along the Randwick coastline. A key consideration of public safety is to manage access and formal activities on the beach to ensure that there are adequate resources to manage crowds.

Resourcing Strategy implications

CBVA, as a not-for-profit association, received discounted licence fees for the use of Coogee Beach for beach volleyball. Should the supported changes be endorsed, there will be no increase in licence fee. There is no cost to council arising from the recommendation.

Policy and legislative requirements

Activities and use of community land require approval via a licence agreement in accordance with the Local Government Act, 1993.

Conclusion

The use of Coogee Beach for beach volleyball is a compatible activity that has been in place for many years. Beach volleyball is a popular sport and commonly played on many beaches in NSW and across Australia.

The request by the CBVA for additional operating hours to meet demand has been assessed and is supported for certain requests.

On this basis, it is recommended that the existing Licence Agreement be amended to increase the operating hours in summer as follows:

- Weekdays & Saturday Allow play on Court 3 and 4 between 6am and 8pm (to match the schedule of Courts 1, 2 and 5).
- Sunday Allow play on Court 3 and 4 from 12pm to 8pm (to match the schedule of Courts 1, 2 and 5).

It is also recommended that the request to increase the size of the storage facility be supported and council staff work with the CBVA to develop the scope of work.

Responsible officer: Joe Ingegneri, Manager Technical Services

File Reference: F2004/07591



| Item | Lease reference | Modification request | Detailed description | Rationale | Supporting evidence | Priority for CBVA |
|------|-----------------------|--|--|--|--------------------------|-------------------|
| 1 | 58.01 & Schedule 2 | Change the available playing hours of Court 3 and Court 4 in Summer. | Weekdays & Saturday - Allow play on Court 3 and 4 between 6am and 8pm (to match the schedule of Courts 1, 2 and 5). Sunday - Allow play on Court 3 and 4 from 12pm to 8pm (to match the schedule of Courts 1, 2 and 5). | Our understanding of the primary reason for the current restriction on use of these courts is that the space Court 3 and 4 occupies needs to be kept clear to allow emergency access to the beach during peak hours of the day. The primary impact of the current restrictions is to have the unintended consequence of rendering this beach space unusable to the community for beach volleyball at times when it would make no material difference to the use of the beach by others. | Refer to appendix 1 & 2. | High |
| 2 | 58.01 & Schedule 2 | Change the available playing hours of Court 4 and Court 5 in Summer on Sunday. | Allow play on Court 4 and 5 between 6am and 12pm. | Currently no courts are able to be set up before 12pm on a Sunday during Summer when Nippers are running and occupy a large portion of the beach. Court 4 and Court 5 are so far out of the way of Nippers' activities that we believe it's reasonable for these courts to be made available. | Refer to appendix 1& 3. | High |



| 3 | 58.13 & Annexure B | Additional storage space | Increase the height of the current storage box. The height of the final box would not exceed the surrounding planter or fencing. CBVA would install any approved modifications to the storage box at our own expense. | The storage box as it currently stands is in a discreet corner surrounded by fencing and a plantation. Our proposal would not extend the dimensions of the storage box any further out onto the promenade, and so would not present any additional safety risk for passers by. The only extension of the box would be vertical space, which we believe is not obstructive to any members of the public. | Refer to Appendix 1& | Moderate |
|---|-----------------------|-----------------------------|--|--|-------------------------|----------|
| 4 | N/A | Permanent posts | Permanent posts to be installed on Court 5. CBVA would install any approved permanent posts at our own expense. | Approving the installation of new permanent poles will make it easier for our members to set up, enhances their experience and increases their participation. | Refer to Appendix 1 & 5 | Low |



Appendix 1 - Summary of mutual benefits

What are the benefits to CBVA?

- Additional playing hours Enabling these courts for use could allow for training of our Junior Program, which would make a great demonstration of the local community's commitment to nurturing young athletes (both beach volleyball and surf skills).
- Additional storage space As a growing club with many competing needs, having
 adequate storage allows us to securely store equipment used by our coaches and
 players. For example, Junior players have different needs to adults, and we have
 equipment used for sand conditioning and agility work that is brought to the beach by a
 coach in their car each time.
- Additional permanent posts Approving the installation of two new permanent poles
 will enhance our facilities, improve the overall quality of our beach volleyball programs,
 training and tournaments. Approving the installation of new permanent poles will make
 it easier for our members to set up, enhance their experience and increase their
 participation.

What are the benefits to Randwick Council?

We believe we help Randwick Council deliver on it's vision and strategic plans to create an inclusive community that cares about the sustainability and the environment:

- Environment Strategy Our members have supported environmental and beach clean un initiatives
- Inclusive Randwick Strategy we foster an inclusive and respectful culture within our club.
- Open Space and Recreation Strategy we act as an enabler to foster a healthy and connected community.
- Economic Development Strategy we support local businesses by hosting formal and
 informal events in their venues as well as partner with local businesses during
 tournaments. In addition, when we play in tournaments at local, state and national level
 we represent and promote the local area by wearing CBVA clothing attracting visitors to
 the area.



Appendix 2 – Additional commentary and supporting information for Request 1

Request 1: Change the available playing of Court 3 and Court 4 in Summer

An extension to the allowable use times of existing court space covering Court 3 & 4 during the summer months. Specifically, we ask for the allowable use time to be altered so that they match that of Court 1, 2 and 5.

Request Goal/Purpose

Community participation and engagement in Beach Volleyball has continued to grow. The current court allocations are no longer sufficient for demand, and they limit the ability for CBVA to deliver valuable community initiatives like junior training sessions, local school training programs, outdoor recreational activity, and generally reduce sedentary behaviour of community members.

The goal of this request is to enable CBVA to address this challenge, while respecting and balancing the impact our use of the beach could have on other beachgoers.

Logic & Impact Considerations

We understand the primary reason for current restrictions on the use of Court 3 & 4 is driven by the need for there to be unrestricted emergency access to the beach via the north point entry. We have analysed the location of Courts 3 & 4 and confirmed that these do not have any impact on this (refer to Images 1 & 1.1, below), and the lifeguards have supported this view (via initial in-person discussion). We would welcome you to visit the beach and sight this for yourself.

A secondary consideration here is the impact on other beachgoers. We have determined that the space occupied by these courts is rarely populated on account of it being quite some distance from the water. On hot summer days when the beach becomes extremely busy and this space does get filled by the public, the sand temperature is far too hot to play on and all courts are usually vacant of play during the peak hours of 11am-4pm irrespective of their availability for this reason.

The practical application of the current court restrictions therefore mainly sees our 400+ members limited to only three courts through key summer months, with courts 3 & 4 often unavailable for use on times and days where their use by CBVA would have little to no impact on the experience of others users of the beach.





Image 1 - Court 3 & 4 position



Image 1.1 – evidencing Court 4 set up and access unimpeded (evidenced by large vehicle tyre tracks). Court 3 space is to the right of this entry and further along the wall to the south end, having no impact on this entry point).



Appendix 3 – Additional commentary and supporting information for Request 2

Request 2: Change the available playing hours of Court 4 and Court 5 in Summer on Sunday

Allow play on Court 4 and 5 between 6am and 12pm, as we believe this does not impact use and access required for Nippers program.

Request Goal/Purpose

Currently no courts can be set up before 12pm on a Sunday during Summer when Nippers are running and occupy a large portion of the beach.

Court 4 and Court 5 are so far out of the way of Nippers' activities (see image 2, below) that they have no impact at all on their already approved existing activities. We have determined through consultation with various parties that it would be safe and reasonable for these courts to be made available.

Logic & Impact Considerations

The area around Court 4&5 is away from Nippers' activitles and is seldomly used by beachgoers as it's very far away from the beach. We believe by providing access in Court 4&5 we can achieve win-win for both CBVA members that would like to play in the mornings on the weekend, as well as for the Nippers program as the play will not get in the way of Nippers training.

We have consulted with the Captain of the Coogee Minnows (Nippers) as part of this process, and they have supported our assessment. Included here is correspondence with Kali Ogle (Captain, Coogee Minnows).

We have also considered that the use of these courts will increase the number of people using the beach on these days, and that the lifeguards are ultimately responsible for the safety of all beach users. We have noted that despite the likely increase of users versus the current approach, the number of beach users on Sunday mornings would remain significantly below the number of users usually on the beach on summer days. We have also noted that to date, CBVA members have never previously required medical intervention/help from RCC lifeguards, and the club has its own processes and procedures in place.





Image 2 - Overview of position of Court 4 and Court 5. Evidencing remoteness of this space, and distance away from Coogee Nippers program.

Commented [1]: can we mark court 3 here as well and use the image for Request 1 and 2



Appendix 4 – Additional commentary and supporting information for Request 3

Request 3: Additional storage space

The development and growing needs of our club necessitate additional storage space for various equipment, including nets, poles, court maintenance tools, and training gear. The current storage box (see image 3, below) also serves as a place for players to deposit lost and found items, preventing them from being left on the beach. However, the existing storage box is insufficient to meet our expanding requirements.

Request Goal/Purpose

The storage box is discreetly located in a corner surrounded by fencing and vegetation, ensuring it does not encroach on the promenade or pose a safety risk to passersby. The proposed extension will only add vertical space, which will not obstruct views or movement (see image 4, below). The club will cover all costs associated with the extension, including installation and ongoing maintenance. By increasing the storage capacity, we aim to support the club's growth and improve the experience for all members.

Logic & Impact Considerations

The storage box as it currently stands is in a discreet corner surrounded by fencing and a plantation. Our proposal would not extend the dimensions of the storage box any further out onto the promenade, and so would not present any additional safety risk for passers by. The only extension of the box would be vertical space, which we believe is not obstructive.

If the extension of the storage box is approved, the club would pay the cost of the box, its installation and maintenance.

(Refer to images below)





Image 3 - Current storage



Image 4 - Proposed extension to current storage. Exact specifications to be coordinated with Council.



Appendix 5 – Additional commentary and supporting information for Request 4

Request 4: Permanent wooden poles to be installed on Court 5

Our club currently provides members with access to two courts equipped with permanent poles and three courts with portable poles and nets. Due to the club's development and an increasing number of members, there is a growing need to enhance our infrastructure by installing permanent poles on Court 5.

Request Goal/Purpose

With the rising number of members and increased court usage, the club faces escalating costs for equipment maintenance and renewal, especially in relation to our portable nets. Our subcommittee dedicated to equipment renewal must frequently replace the portable poles and nets as these suffer damage and faster degradation when compared to permanent netting. This issue impacts the quality of training and member experience when a court is unavailable due to net maintenance. Installing permanent poles will also improve the quality of our training programs and tournaments by ensuring the net is set at the exact necessary height, which is a challenge with portable nets. Additionally, having permanent poles will help members set up and take down the courts more quickly, enhancing their overall experience.

Logic & Impact Considerations

The club will cover all costs associated with the purchase, installation, and maintenance of the permanent poles. The placement of the poles will not affect beachgoers, as the courts are situated far from the water and in areas where few people typically settle (see image 5, below). Additionally, the poles will not obstruct the view for existing residents as their height is lower than that of the footpath (see image 6, below).

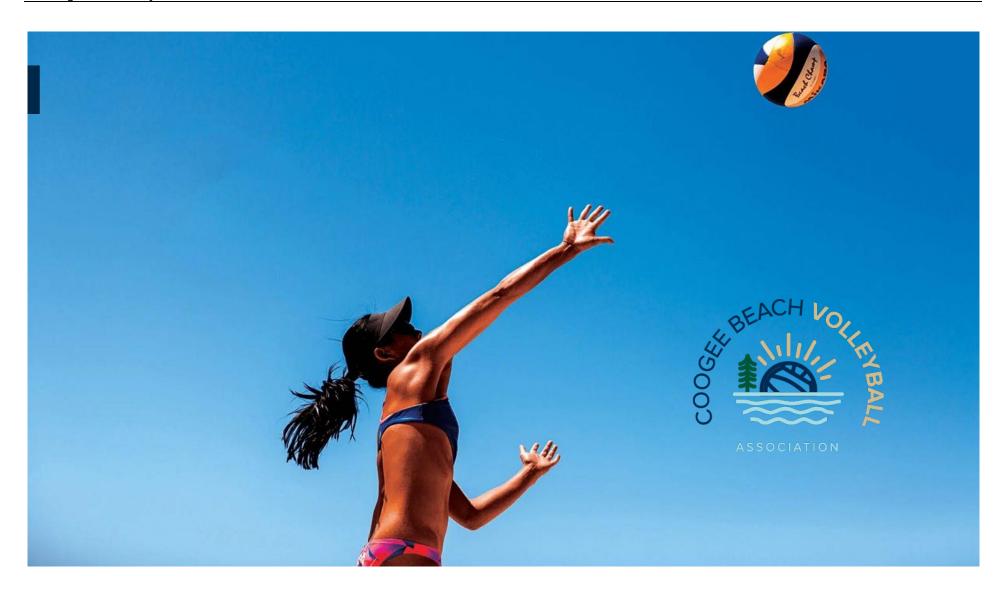




Image 5 – showing the space court 5 occupies, sitting below/hidden from view to residents by Dunningham Reserve hill and foliage.



Image 6 – showing the net height on Court 5 to demonstrate the low impact permanent posts would have on beach views





Overview of CBVA

- A rapidly growing club, with a reach of over 450 members who are largely based locally
- A club who regularly host social events in the local community. Member venue spend of >6.5K at our last function
- A strong supporter of local businesses, with members regularly shopping, drinking & dining in Coogee
- Growing visibility which includes social media, a refrehsed website, and an expanding membership base





Community focused

- CBVA is a conscious contributor to our local community, participating in a range of community initiatives
- Appetite to facilitate more events at local venues for our members





500,000

Players

215

Local Associations

15,000 Clubs

25,000

Teams



4





Our Story

We welcome anyone who wants to join and partner with other members to play and socialise. We also participate in all state tournaments, organise our own tournaments, and offer coaching for players of all skill levels.

Our courts are where everyone comes together to have fun, exercise, and support each other's goals. By supporting us, you join a movement that celebrates active lifestyles and a tight-knit community.



6



A vibrant fusion of health, activity, and community spirit











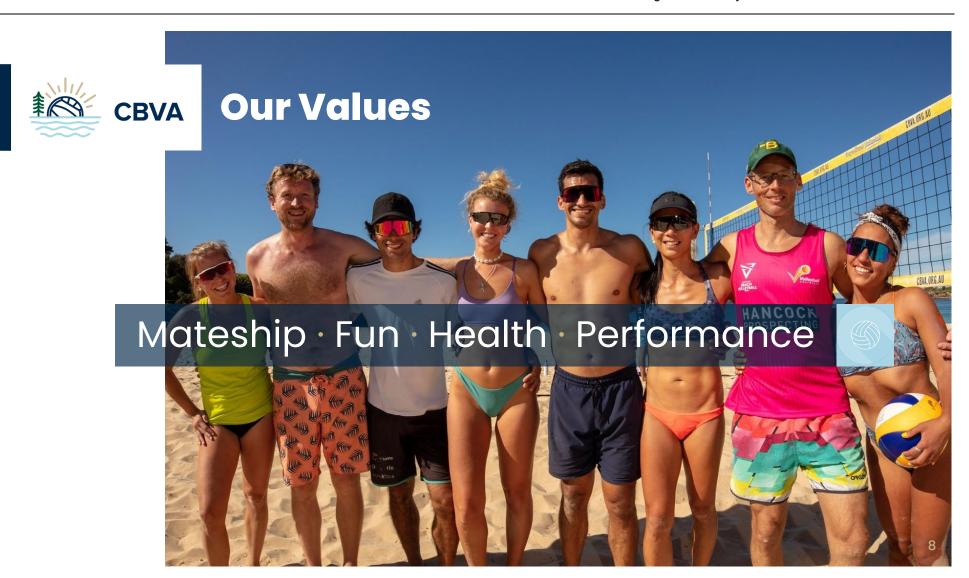








7



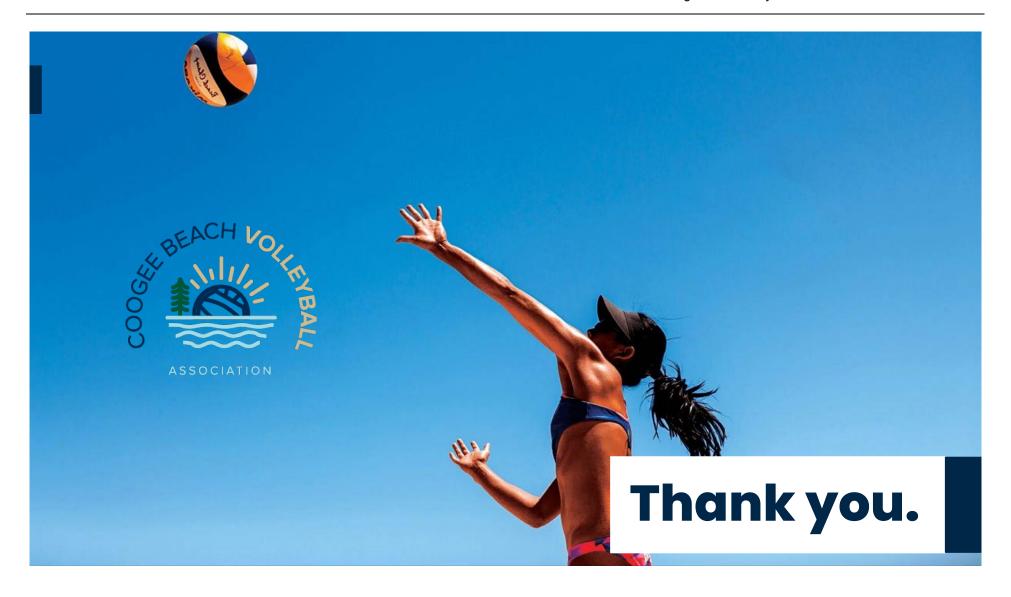


Our Results

Largest beach volleyball club in NSW

10 players in the latest TOP 20 NSW rankings 20 medals in the last 3 tournaments 12 Juniors at Australian championship (3 medals)

= =



Director City Services Report No. CS64/24

Subject: Muraborah Reserve - Proposed off-leash dog park

Executive Summary

- This report responds to a Notice of Motion by Cr Parker and a council resolution from its meeting in July 2024, to investigate the proposal to establish an off-leash dog park at Muraborah Reserve, Maroubra.
- In accordance with the resolution, community consultation was conducted from 21 August 2024 to 18 September 2024.
- There was a high level of community participation with 536 survey responses and 18 submissions.
- Of the survey respondents, 83% supported the establishment of an off-leash dog park at Muraborah Reserve.
- Based on the assessment of the community consultation feedback and the existing use of the park, it is recommended to proceed with the proposal to establish a new off-leash dog park at Muraborah Reserve and install supporting infrastructure.

Recommendation

That:

- a) Muraborah Reserve, Maroubra be established as an off-leash dog park including installation of signage, dog bag dispensers, litter bins and water fountain/s.
- b) An environmental assessment be undertaken to identify how to effectively manage the activity at this location.
- c) New gates be planned and installed on the existing perimeter fence.

Attachment/s:

1. LINK TO VIEW Community Consultation Report - Muraborah Reserve - Dog off-leash proposal

Purpose

This report outlines the community consultation undertaken in response to the Notice of Motion by Cr Dylan Parker and council's resolution at its meeting held in July 2024.

Discussion

Background

At its ordinary meeting on 23 July 2024, council resolved:

RESOLUTION: (Parker/Chapple) that Council:

- exhibit in the month of August a proposal for an off-leash dog park encompassing the entirety of Muraborah Reserve, Maroubra including consideration of the enclosure of any gaps in gates;
- b) ensure that any proposal developed include consideration of 'ground rules' signage, additional waste bags, bins and water stations; and
- c) commence work on any required environmental assessment to facilitate the accompanying change.

This report provides the outcome of community consultation as per the resolution and should the recommendation be endorsed, details of the planned implementation.

Community Consultation

Community consultation for the off-leash dog proposal at Muraborah Reserve was conducted from 21 August 2024 to 18 September 2024.

The Community engagement activities undertaken include:

- Dedicated consultation website to take a survey
- Flyer to all households within a 800m radius of the Reserve
- Posters on site
- Email to Maroubra Bay Public School and Maroubra Community Gardens
- Email to Your Say subscribers: 21 August 2024
- Randwick News (weekly email): Listed every week during consultation period
- Social media: Instagram and Facebook 27 August 2024
- Email to all Randwick City Precincts
- · Digital display screens at Randwick City libraries, Des Renford Aquatic Centre and
- Customer Service Centre
- Listing on Randwick City Council's Current Consultations webpage
- Councillor notification

This community engagement generated:

- · 2341 visits to the Your Say Randwick website
- 536 survey responses
- 18 submissions

Survey Results

There was overall support for off-leash dogs at Muraborah Reserve with 443 out of 536 (83%) respondents supporting the proposal.

Of the total number of respondents, 411 were users of the reserve and 125 do not use the reserve.

The survey identified that 389 respondents own a dog with 377 in support of the off-leash proposal. There were 147 respondents who do not own a dog with 66 supporting the proposal, 66 against the proposal and 15 unsure.

Dog walking is the most popular activity at Muraborah Reserve.

Submissions

We received 18 submissions during the consultation period with the majority expressing support for off-leash dog exercise.

hose in support highlighted social benefits for both dogs and owners. Those opposed to the proposal expressed concerns about the negative impact on the reserve with perceived impact to other recreational activities.

Some submissions suggested creating separate areas with a designated off-leash area whilst keeping the top section dog free for other purposes.

The full list of submissions is included in the attached consultation report.

Assessment

The community consultation has identified strong support for Muraborah Reserve to be an off-leash dog park.

Muraborah Reserve is already being used by dog owners as an informal off-leash dog exercise area. Community feedback indicates that this location is preferred as an off-leash dog park because it has a perimeter fencing.

The proposal seeks to formalise existing practices and based on consultation outcomes is supported by the community.

Exercising of dogs off-leash is a suitable activity on public land. Council effectively manages 16 off-leash dog parks across the local government area.

On this basis, it is recommended that we proceed with the designation of Muraborah Reserve as an off-leash dog park. To ensure suitable environmental measures are in place, it is recommended that the proposal be supported by an environmental assessment.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | | | |
|--|--|--|--|
| Strategy | Open Space and Recreation | | |
| Outcome | A community where everyone has the opportunity to participate in sport and recreation | | |
| Objective | 75% or above satisfaction with new open space and recreation facilities within 2 years of implementation | | |
| Delivery program commitment | Identify off-leash dog areas for suburbs with greater than 25% high density dwellings including South Coogee, Kensington and Kingsford and one beach location (limited hours). | | |

Risks

There are public safety and environmental risks associated with designated off-leash dog parks. These risks are satisfactorily mitigated through several initiatives including signage that outlines owner responsibilities, dog bag dispensers, litter bins, enforcement and community education.

Resourcing Strategy implications

The funding for new signage, dog bag dispensers, litter bins and water fountain/s and gates on the existing fencing is in the existing capital works budget.

Policy and legislative requirements

· Local Government Act, 1993

Conclusion

Randwick Council effectively manages 16 off-leash dog parks. There continues to be a high demand for dog exercise areas.

The proposal to designate Muraborah Reserve as an off-leash dog park arose from community requests to formalise this park for this activity because it meets the needs of dog owners to safely exercise their dogs off leash.

The community consultation identified strong support for the proposal.

It is recommended that we proceed with establishment of an off-leash dog part at Muraborah Reserve including undertaking an environmental assessment and installation of supporting infrastructure.

Responsible officer: Joe Ingegneri, Manager Technical Services

File Reference: F2024/00356

Director Community & Culture Report No. CC31/24

Subject: Sea Place On Country Project Update

Executive Summary

- This report responds to a resolution of Council (Parker/Said) at the 28 May 2024 Ordinary Council meeting that requested a more detailed event proposal on the Sea Place On Country event.
- Council staff have developed a brief for a new event, Sea Place on Country, an evolution of the previous innovative arts event, NOX Night Sculpture Walk.
- Presented at the Council Meeting 28 May 2024 (Report CC8/24), the Sea Place on Country
 proposal was informed by a scope created by the Arts and Culture Advisory Committee and
 developed in partnership with the La Perouse Aboriginal community. In addition, the
 proposal delivers against a range of arts and culture strategic objectives.
- In response, Council staff have developed a comprehensive event proposal which includes detailed information on the project overview, project management, procurement, location, event management, artist curation, timeframe and budget. This information is outlined in this report for Council's consideration and approval.

Recommendation

That Council:

- a) approve the proposal and framework for the development and delivery of the Sea Place on Country event as detailed in this report; and
- b) notes that a budget allocation will be considered as part of the 2025-2026 budget process.

Attachment/s:

Nil

Purpose

At its 28 May 2024 meeting, Council resolved in response to the *Sea Place on Country* Project Update Report:

(Parker/Said) that Council:

- a) proceeds with the documentary and community preview of the 'Mullet Run' Film (\$89,600.00 over 23/24 and 24/25);
- b) proceeds with the programming and exhibition at La Perouse Museum around the 'Mullet Run' (existing LPM budget); and
- c) defers the Public Art installation event, 'Sea Place on Country', until Council can consider a more detailed event proposal (including logistics, location, timeframes, procurement).

This report seeks Council's approval to proceed with the proposed public art installation of *Sea Place on Country*. The methodology for this arts program is detailed in this report, including project overview, project management, procurement, location, event management, artist curation, timeframe, and budget.

Discussion

Background

In May 2024, Council received a Report and Briefing for the project *Sea Place on Country*. The proposal delivered against a range of Arts & Culture strategic objectives, informed by a scope identified by the Arts and Culture Advisory Committee, and developed in partnership with the La Perouse Aboriginal community.

The proposed *Sea Place on Country* program celebrates Aboriginal stories and connection to ocean. The multidisciplinary program includes a documentary on the La Perouse mullet run, a major exhibition at the La Perouse Museum, and a large-scale outdoor light sculpture installation on the La Perouse headland.

Project overview

An installation of illuminated sculptures is proposed to be featured across the La Perouse headland as part of a vibrant celebration of culture presented across five days – Wednesday to Sunday before the end of 2025.

The sculptures will be of sea creatures found in the water around La Perouse, including Frenchmans Cove, Congwong Bay, and Frenchmans Bay. Preliminary conversations with the La Perouse Aboriginal Community Cultural Fishing Group and potential light sculpture fabrication companies have suggested sea creatures could include mullet fish, sea horse, octopus, and mutton fish (Abalone). The types of sea creatures will be determined by the working party and the successful light sculpture fabrication company in consultation with Council.



Image: GLOW at Sydney Zoo. Light sculpture created by A Blanck Canvas.

The sculptures will be of varying size, stretching from one to five metres in length. The sculptures will feature designs commissioned from local Aboriginal artists, the designs wrapping the sculptures to create vibrant artistic interpretations of each creature. Examples of this approach to public art is evident in similar programs below, *Waterfront Whale Tales* and Celebrate *EuroFestival*.



Image: Waterfront Whale Tales, 2022. Darling Harbour.

An outdoor installation of 30 whale tales with each tale designed by a different artist – the methodology of different artworks created by different artists aligns with approach for Sea Place on Country.



Image: Celebrate EuroFestival 2023.

An outdoor installation featuring 12 Soloveiko Songbirds which featured different designs on each bird – the methodology of different artworks created by different artists aligns with the approach for Sea Place on Country.

Timeframe

Sea Place on Country will be presented across five days in September 2025. Proposed times for each day are outlined below.

Wednesday, 5pm to 7pm: School Preview
Thursday, 5pm to 10pm: Opening Night
Friday, 5pm to 10pm: Event Night 1
Saturday, 5pm to 10pm: Event Night 2
Sunday: 5pm to 10pm: Event Night 3

Across the five days, the La Perouse Loop (Anzac Parade to Endeavour Avenue) will be closed from early afternoon for Council's program of activities presented between 5pm and 10pm each night.

A summary of the proposed daily programming is as follows:

Wednesday 5pm to 7pm: School preview

A special night celebrating local schools who will be invited to preview *Sea Place on Country* before it opens to the public. Various school groups will be engaged in the creation of the artwork by young artists, and this will be a chance to celebrate their peers.

Thursday 5pm to 10pm: Opening event

The opening event will showcase the light sculpture installation featuring 30 sculptures with work by 30 plus young, emerging, mid-career, and established artists. As part of the opening event, we will present the Mullet Run documentary commissioned by Council, shown on a large outdoor screen on the green in front of La Perouse Museum. The event will feature live performances and audiences will be able to enjoy refreshments from local businesses and will be supplemented by food truck vendors along the Loop.

Friday, Saturday, Sunday 5pm to 10pm: Event Night 1, 2 & 3

Sea Place on Country continues, inviting community to walk the La Perouse headland after dusk each day. Audiences will be able to spend a night on the headland – weaving through the light sculptures and enjoying live performance and refreshments from local restaurants around the headland as well as food truck vendors.

Sea Place on Country will be presented alongside La Perouse Museum's major Mullet Run Exhibition. Throughout Sea Place on Country, there will be public programming including talks and workshops presented between the museum, headland and watchtower which complements the overarching program themes of Aboriginal stories and connection to ocean.



Image: Tarutharu, the Kaurna Skink. Blanck Canvas.

A 27-metre-long animatronic skink with moving head created in collaboration with Pitjantjatara and Yankunytjatjara artist Elizabeth Close with Kaurna and Nurungga man, Jack Buckskin. Accompanied by narration and soundscape.

Project management

Council has established a working group comprised of staff across the Community and Culture directorate which includes Manager Economic Development & Placemaking, Head Arts & Culture, Head La Perouse Museum, and Community Development Officer, Aboriginal Programs. Following endorsement by Council this working group will expand to include Producer Events and Head Economy and Place, as well as the engagement of an external producer to support the delivery of the program.

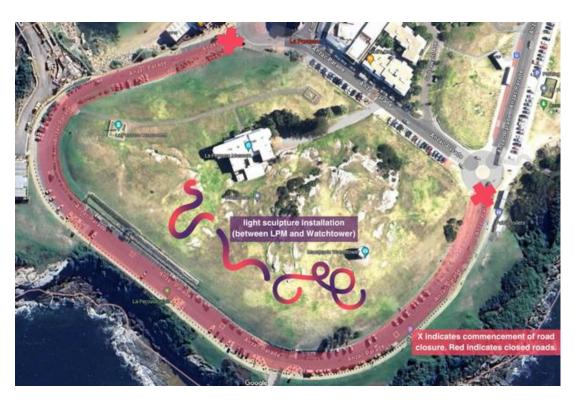
Council has established a remunerated Aboriginal working party which includes members of the La Perouse Aboriginal Community Cultural Fishing Group, community leaders with generational ties to cultural fishing practices. Preliminary conversations have already taken place with this working party, with Sea Place on Country receiving a positive response from different Elders across community.

An experienced outdoor light sculpture company will be engaged to design, develop, deliver, install and deinstall the installation. Council staff have commenced scoping potential companies experienced in delivering outdoor immersive installations locally, nationally, and internationally. These companies include teams of specialists experienced in design, lighting, fabrication, automation and more.

Location

Anchoring Sea Place on Country on the La Perouse headland highlights a culturally significant area within the LGA and meets multiple objectives in Randwick's Arts and Culture Strategy (2021):

- 1.8 Increase by 20% the opportunities for Council and external producers for outdoor performance and festival programming, art and mural installations, to generate a lively street culture both day and night in each town centre by 2031.
- 2.5 Transform La Perouse Museum into a flagship cultural hub and facility to increase artist and cultural engagement by 80% by 2031.
- 2.12 Increase visitation of La Perouse Museum by 20% through a diverse set of programming and exhibitions by 2027.



Light sculptures will be anchored on the headland between La Perouse Museum and the Macquarie Watchtower, indicated by red and purple swirls above. This placement establishes connection between the two venues and planned programming, creating a more holistic experience for audience members.

Sculpture placement will be determined in consultation with the successful outdoor light sculpture company, highly experienced in delivering large-scale outdoor events exposed to the elements. As part of preliminary research and conversations, specialists have suggested sculpture placement between undulating hills to provide protection from elements and have advised that powering solutions for sculptures will determine placement and proximity to each other.

Furthermore, the placement of sculptures will be determined with consideration of community experience – access and inclusion will be incorporated into the design, endeavoring to make *Sea Place on Country* accessible to a broad cross section of our community.

Red crosses on map above indicate where road closures commence on Anzac Parade and the red highlighted road indicates proposed road closures. The event site is located close to public transport routes and on-street parking. Council will work with Transport for NSW and TransDev to increase and extend bus services to La Perouse as well as running a shuttle bus. A shuttle bus service to run from key town centres to La Perouse will be explored to alleviate pressures on parking and increase visitation to local restaurants.

Event Management

Council's working group of staff across community, arts, museum, events, and economic development will work collectively to manage various elements of event planning and delivery.

Nearby residents will be notified via letter box drop with event information. Outside of daylight savings timing, activation of the site can commence early from 5pm and conclude at 10pm to minimise impact on surrounding residents.

As an outdoor event, the durability of the sculptures will be incorporated into the fabrication process. Like other outdoor light sculpture events, for example VIVID Sydney, the event will proceed in wet weather unless there is identified risk, for example lightning or dangerous weather conditions.

A security company will be engaged to be onsite to support crowd management, safety and help protect the light sculptures from any vandalism. In the lead up to the event Council will liaise with emergency services, appropriately briefing departments, supplying risk documentation and requesting onsite staffing if required due to anticipated attendance numbers.

An external company will be engaged to develop a Traffic Management Plan and Hostile Vehicle Mitigation strategy to support the road closure of Anzac Parade as outlined in the location plans. Council have secured Permit/Plug/Play grant funding from Transport for NSW, which will support traffic management and traffic control planning for the event.

The Economic Development & Placemaking team will liaise with local businesses to prepare them for the event, including investigating extended trading hours, and seeking ways to capitalize on increased attendance to the local area. The team will also consult with the Bays and Beaches Precinct and Matraville Precinct.

As per all major outdoor events, Council staff will liaise with emergency services including Eastern Beaches Area Police Command and local Fire Services ahead of the event.





Images of a recent Mullet Run, taken by La Perouse community member, 27 April 2024

Artist Curation

Sea Place on Country provides opportunities for the next generation of Aboriginal artists while celebrating Aboriginal stories and connection to ocean.

The program will feature the work of 30 plus Aboriginal artists which can include 20 x young artists, 10 x emerging artists and 5 x emerging, mid-career and established artists.

The curatorial focus addresses suggestions from Council's Arts and Culture Advisory Committee including reimagining NOX as an Aboriginal event and generate an authentic First Nations experience and create an immersive event to share First Nations stories.

The program is in alignment with the Australian Government's Creative Australia strategic priorities, whose first pillar is *First Nations First*. Furthermore, is aligns with the NSW Government's Arts, Culture and Creative Industries Policy, whose first guiding principal is to *Prioritise First Nations Culture*.

The program meets the following strategic objectives in Council's Arts and Culture Strategy:

- 1.3 Recognise, value and celebrate our First Nations history through a minimum of 5 targeted events, activities or programs each year.
- 1.4 Increase by 10% the programs, activities and initiatives that preserve and tell the stories
 of the cultural heritage of the city by 2031.

Sea Place on Country responds to community surveyed in the La Perouse Museum Visitor Survey, in which 66% of respondents wanted to see more Aboriginal and First Nations Stories. Additionally,

the La Perouse Museum Your Say survey saw programming focused on Traditional Owners and Aboriginal Community as the highest rated programming area of interest.

The composition of Aboriginal artists will include:

Young artists:

Council will work with local childcare, preschool, primary school, and high school groups to showcase the work of young Aboriginal people. Inclusive of diverse ages and abilities, Council will facilitate a mixed approach of solo and collective work. For example, one sea creature might feature one artist's design (e.g. high school student) while another sea creature might feature collaged designs created by many young artists (e.g. childcare group).

Emerging artists:

Council will facilitate an Expression of Interest process for the emerging artists. Open to Aboriginal artists who live, work, study, or have ancestral connection to the Randwick LGA. These artists will be defined as artists in the beginning stages of their career. Emerging artists are not defined by an age limit and can include anyone at the beginning of their career.

The Expression of Interest will be open for at least two weeks, advertised through Council's communications channels and through our community networks. Artists will be selected by a panel including members of our Aboriginal working party, project staff and community representatives from the Arts and Culture Advisory Committee.

Emerging, mid-career and established artists:

Council will directly commission 5 Aboriginal artists at any stage of their practice including emerging, mid-career and established. This broad commissioning model will allow for a mix of exciting upcoming student artists, as well as mid-career and established artists.

Artist fees have been budgeted which are based off payment models upheld by National Association for Visual Arts.

Beyond Sea Place on Country

Council will investigate future opportunities for the sculptures created for *Sea Place on Country*, considering possibilities for future local or touring presentation.

The artworks will be retained by Council with potential use for future events, in consultation with the La Perouse Aboriginal community.

The delivery of an event of this scale on the La Perouse headland further provides a blueprint for future large-scale programming in alignment with Council strategies to be delivered at the same site.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | | | |
|--|---|--|--|
| Strategy | Arts and Culture | | |
| Outcome | A creative and culturally rich city that is innovative, inclusive and recognised nationally | | |
| Objective | Establish a strong cultural identity for the Randwick LGA by 2031 that is inclusive and founded on the contribution of First Nations people by 2031 | | |
| Delivery program commitment | Recognise, value and celebrate our First Nations history through a minimum of 5 targeted events, activities or programs each year. | | |
| Delivery program commitment | Increase by 10% the programs, activities and initiatives that preserve and tell the stories of the cultural heritage of the city by 2031. | | |

| Outcome | A city where everyone can develop, express and enjoy creativity throughout their life |
|-----------------------------|--|
| Objective | Increase attendance at Council's arts and cultural programmes, events and venues by 10% by 2031, from a 2018-19 baseline |
| Delivery program commitment | Expand and distribute Council's program of cultural activities and events to allow for a minimum of 1 cultural activity in each suburb (13) from 2025 onwards. |
| Delivery program commitment | Increase visitation of La Perouse Museum by 20% through a diverse set of programming and exhibitions by 2027. |

Resourcing Strategy implications

The total cost to deliver this project is \$355 851.00.

Council has \$275,163 allocated in its 2024-25 Arts & Culture budget to deliver a nighttime First Nations public art event and includes a rollover of NOX funding from last financial year.

Council has received \$65,000 from Transport for New South Wales via Permit/Plug/Play funding which can be used towards this event.

With those two budget allocations, there is a gap of \$15,688 which will be considered as part of the annual budget process for 2025-2026.

| Key Stage of Program | f Deliverables Estimate costing | | l Notes | |
|---|--|-----------|---|--|
| | | | | |
| Light Sculptures | Engagement of an experienced light sculpture fabrication company to work alongside Council and the working party to develop and implement light sculptures. | \$170,000 | Engaging experienced fabrication companies accustomed to working with artists to create durable and impactful outdoor light sculptures. Company will guide the creation of artworks, ensure best-practice with safe installation and deinstallation of works as well as complimentary multidisciplinary elements. | |
| Artist Fees and Program Creation | Fees for the 30 plus young, emerging and established artists engaged to create the 2D artworks which will be applied to the 3D light sculptures. Fees for additional creatives like musicians and event producers. | \$69,000 | The costs associated with artist material fees and fabrication sits within the Light Sculptures and Event Delivery budget line as it is part of the work of the fabrication company. | |
| Live Performance and Events | Fees for live performance across the four nights including performers, musicians, and dancers. Film truck for screening. | \$13,635 | | |
| Traffic Management Implementation | Traffic control, equipment, towing. | \$30,000 | | |
| Event Security | Security staff present throughout event delivery across four nights, security staff present overnight to protect light sculptures across five nights. First aid. | \$8,216 | | |
| Event Delivery TFNSW Funding | Traffic Management Plan, HVM Assessment, event infrastructure (furniture, AV, staging), security | -\$65,000 | | |

| TOTAL ALLOCATED 2024-25 | Arts & Culture Budget, Nighttime First Nations Public Art Event \$275,163 TFNSW Funding \$65,000 Outstanding \$15,688 to be found in Economic Development and Placemaking Budgets. | TOTAL COST | \$355,851 - \$65 000 grant \$290 851.00 to be funded through | 1/24 |
|-------------------------------|--|---------------|---|----------|
| | of funding would come from the 2024-2025 | | budget allocation | <u> </u> |

If approved, the majority of funding would come from the 2024-2025 budget allocation, with some funding to be considered as part of the budget planning process for 2025-2026.

Experienced light sculpture fabrication companies will be engaged via Randwick Council's procurement processes.

Conclusion

Sea Place on Country is an exciting multidisciplinary program which positions Randwick Council as a cultural leader. This flagship community and cultural event meets the objectives of the NOX Night Sculpture Walk, but further innovates through the inclusion of established and emerging Aboriginal artists working in partnership with leading sculpture fabricators.

Meeting multiple deliverables in the Arts & Culture Strategy, Sea Place on Country creates an opportunity for First Nations communities in the LGA to have ownership of their cultural histories through innovative creative programming that is accessible to a broad cross section of our community. The First Nations focus is in alignment with Australian Government and NSW Government strategies as well as community feedback sought through La Perouse Museum surveys and Your Say.

By anchoring Sea Place on Country on the iconic La Perouse Headland – Bidjigal Country – the event aims to highlight a culturally significant area within the LGA. Importantly, through the generation of story and art, Sea Place on Country will create a level of permanency in celebrating First Nations stories and histories and will also provide a powerful and engaging event for local residents, the wider community and visitors to the LGA.

Responsible officer: Emmaly Langridge, Head Arts and Culture

File Reference: F2023/00289

Director Community & Culture Report No. CC32/24

Subject: Randwick Draft Mobile Food Vending Vehicle Policy

Executive Summary

- This report responds to a resolution of Council (Luxford/Burst) at the 26 July 2022 Council
 meeting and a resolution of Council (Mayor, Cr Parker) on 27 June 2023 regarding a
 program and policy for food trucks.
- Food trucks have become a popular offering for our community since the inception of the Eat Drink Play (EDP) food trucks program during COVID in 2020.
- Food Trucks (mobile vehicles containing a kitchen) and food vans (selling pre-prepared food/drinks with no food preparation on-site) are collectively known as mobile food vending vehicles and currently operate very differently in the LGA. Food vans are able to operate across the LGA, whilst food trucks can only do so currently via booked monthly sites or through events.
- Generally the same food truck operators have been in the program since inception and at the same sites. Most sites now are barely used or are no longer appropriate in a post-COVID economy.
- This report reviews the current operational model of food trucks in Randwick and offers a range of recommendations.
- A draft Mobile Food Vending Vehicles (MFVV) policy for Randwick has been developed for public exhibition, bringing food trucks and food vans together under one framework. This is a common approach amongst many councils.
- The draft policy outlines the introduction of a daily LGA-wide itinerant model for food trucks and food vans with exclusions and also trialing three fixed sites via EOI for a 6-month period, expanding the number of food trucks in the *Eat Drink Play* program, and resourcing more annual food truck events.
- It is also proposed that Council explores the Duffy's Corner carpark as an appropriate site in the LGA for compliant food trucks to operate as a monthly food truck 'market'.

Recommendation

That Council:

- a) endorse the draft Randwick Mobile Food Vending Vehicles Policy to be placed on public exhibition;
- introduce an itinerant model for all Mobile Food Vending Vehicles to operate across the LGA from 7am 10pm, with exclusions;
- c) trial via expression of interest, a 6-month opportunity at three popular beach sites for mobile food vending vehicle operators to trade, at Cromwell Park carpark, Clovelly carpark and Yarra Bay carpark on a monthly rotation with the option to make the program permanent;
- d) endorses the itinerant and fixed site options to be in operation from December 2024 whilst the policy is on exhibition;
- e) notes that an additional budget allocation will be considered as part of the 2025-26 budget process to expand the Eat Drink Play community events;
- f) open and promote the EOI to food trucks outside of the LGA to increase diversity of offering;

- g) explore a monthly multi-food truck 'market' trial site at Duffy's Corner carpark, Maroubra; and
- h) note the existing fee for itinerant food trucks and endorse a new fee for fixed sites.

Attachment/s:

1.1 Randwick Draft Mobile Food Vending Vehicles Policy

Purpose

At its meeting held 26 July 2022, Council resolved:

RESOLUTION: (Luxford/Burst) that Council:

- a) make permanent the Eat, Drink, Play food truck program providing for food trucks to trade from Thursday to Sunday, and public holidays between 11am 8pm at approved locations;
- b) continue the Eat Drink Play Food Truck pop-ups until a review of the events schedule is considered in line with the strategic approach in the Arts & Culture Strategy; and
- c) give future consideration to reducing barriers to access for food trucks, including encouraging additional numbers and a greater diversity of operators.

At its meeting held 27 June 2023 Council further resolved:

RESOLUTION: (Mayor, Cr Parker) that:

- a) Council officers bring a report back seeking to develop a policy and accompanying resourcing strategy with the objective of encouraging/increasing food truck activity across Randwick City and an expanded Eat, Drink, Play program;
- b) this policy and accompanying resource strategy investigate additional suitable locations across our city focusing on a geographical spread; and
- c) Council look at encouraging a diversity of food truck offerings and businesses to Randwick residents including expanding the list of food trucks engaged to include those outside the Randwick LGA.

The purpose of this report is to respond to the Council Resolutions by reviewing Council's current food truck operations with recommendations including: a combined policy governing both food trucks and food vans, more food trucks into the LGA, introduction of an itinerant model for food trucks trade, trial via EOI three popular fixed beach sites for 6 months to test longer-term opportunities, expand Council's food truck events and investigate a monthly 'food truck market' at Duffy's Corner in Maroubra, for Council approval.

Discussion

This Report looks at the evolution of how food trucks are engaged and managed by Council within the Randwick LGA, and future opportunities.

Food trucks are classified as **mobile food vending vehicles (MFVVs)** by the NSW Government's Food Authority. The current definition is "a mobile food vending vehicle is any means of transport, whether self-propelled or not, which is moved from place to place and used for selling food. It includes vehicles used for on-site food preparation (for example hamburgers, hot dogs and kebabs), one-step food preparation (such as popcorn, fairy floss, coffee and squeezing juices), and the sale of any type of food including pre-packaged food".

This definition also includes food vans.

It is important that Council supports local businesses and that a balance is sought to protect local businesses whilst also offering diversity in food options. It is acknowledged that in adding food trucks can improve business and economic development opportunities whilst also activating open spaces.

The Eat Drink Play Program

Food trucks have been governed by Randwick Council via the food trucks activation program *Eat Drink Play* (EDP) since July 2020.

Eat Drink Play operates in two ways:

- Designated food truck sites booked monthly; and
- Invitation-only food truck events held by Council at set times throughout the year.

Compliant food trucks and food vans (any MFVV) can participate outside of the Eat Drink Play program, at Council and community events via invitation and subject to any event fees.

Food trucks are not currently permitted to operate in an itinerant manner in the City of Randwick.

Eat Drink Play emerged in the COVID-era and has continued to evolve. The aim of the program was to create an opportunity for the community to safely gather, enjoy takeaway food and recreate in open spaces whilst also supporting small business. The initial program in July 2020 during lockdown - comprised six invited food trucks with affiliations to the Randwick LGA, to operate at three sites (two at Heffron Park and one at Chifley Park).

Council further endorsed expansions of the program in late 2020, 2021 and in 2022 with food trucks now operating at nine sites, from Thursday to Sundays from 11am to 8pm. Sites were chosen for public and vehicle access, lighting, safety and viable proximity to existing businesses across the LGA with Council approval

An annual Eat Drink Play licensing fee was first introduced in June 2021 for trucks participating in the program and has remained in Council's Fees and Charges annually. The program was made permanent in July 2022.

The endorsed EDP sites offered to food trucks on a monthly basis are:

- 1. Heffron Park, Maroubra
- 2. Chifley Oval, Chifley
- 3. Coral Sea Park, Maroubra
- 4. Cromwell Park, Malabar
- 5. Pioneers Park, Malabar
- 6. Kensington Oval, Kensington7. Nagle Park, Maroubra
- 8. Latham Park, South Coogee
- 9. Randwick Environmental Park, Randwick

Currently the only actively used sites include Heffron Park, Pioneers Park and Cromwell Park (the latter up to end 2023 when it was closed for review).

These sites are currently only available to those food trucks that have completed an EOI to join the program and are local to the Randwick LGA. Since late 2023 the EOI to join Eat Drink Play has remain closed pending review of the program.

The same six food trucks have been aligned to this program since 2021.

Food Truck events

Each year Council also delivers the Eat Drink Play food truck events. These are popular community activations, modest in production and programming and include Easter Event at Pioneers Park in Malabar; 3-4 days of programming music and food trucks; Father's Day at Arthur Byrne or Broadarrow Reserve, Maroubra; and Christmas pop-up events.



Eat Drink Play Easter 2024 - Pioneers Park

Compliance Requirements

All MFVVs (food vans and food trucks) must first receive an annual Permit from Council's Environmental Health Team. Currently the key compliance obligations for food trucks comprises meeting food health requirements governed by Section 68 (68F. Item 7) of the Local Government Act and Food Act 2003 and motor vehicle inspections.

All approved vehicle operators are sent an approval letter with their licence details, conditions of approval as well as the expiry date so they can provide this document when participating in events, similar to providing their proof of insurance/public liability.

It is important to note that the current food truck monthly sites program is exempt from requiring development consent under the State Environmental Planning Policy (Exempt and Complying Codes) 2004. For sites located immediately adjacent to a residential zone (which includes all of the EDP sites, hours of operation are limited to between 7am and 10pm) without the need for a Development Consent.

Fees and Charges – Mobile Food Vending Vehicles

Food trucks and food vans (MFVVs) are included in Council's Fees and Charges.

Mobile food vending vehicles require the prior written approval of Council to operate on a public road or on community or public land, in accordance with the Local Government Act 1993. Applications are required to be made to Council under section 68 of this Act and include full details of the proposed operation and use of the mobile food vending vehicle.

Fees for the assessment of applications and the conducting inspections are determined by Council each year and are detailed in Council's Fees and Charges.

Subject to obtaining prior approval to operate a mobile food vending vehicle, all mobile food vending vehicles must be 'registered' with Council and be inspected by a Council Environmental Health Officer, to ensure compliance with the NSW Food Act, Regulation and food safety standards.

Applications for registration must be in compliance with food safety standards. The costs associated with registration, application and inspection of mobile food vending vehicles are further included in Council's Fees and Charges.

The current Fees and Charges are detailed in the Resourcing Strategy Implications section below.

A review of Council's Food Truck program - consultation and findings

For the purposes of this Report, comparative research and consultation was undertaken with other councils, via an internal forum with key Council stakeholders, and with local businesses and food truck operators.

Comparison with other Councils

Desktop research and phone interviews were conducted with nine Councils in Sydney and Greater Sydney, regarding their approaches to Food Trucks (and Food Vans / Temporary Food Stalls). Each Council has a different model for managing food trucks. Some councils embrace

them as a key economic development / community engagement opportunity, while others place significant limitations for operating in their LGAs.

Several key points emerged from the councils' review:

- Each council has a unique MFVV operating approach based on geography, population and business density
- All councils charged fees; some starting from \$105 per annum. One council reviewed had adopted a multi-year tender for four to five food mobile food vending vehicles only at specific sites, with considerable related fees.
- Of the policies reviewed, many councils have MFVVs operating in an itinerant fashion across their LGA. A smaller number permit food trucks at specific sites. All itinerant models require MFVVs to comply with road rules and parking regulations, and often have restrictions in terms of time allowed when stopping (from one to five hours for food trucks), distances from food-related businesses, and significant exclusion zones.
- Most had implemented versions of a combined Mobile Food Vending Vehicle policy (i.e. combining Food Trucks with Food Vans and excluding Temporary Food Stallholders).

Internal stakeholders

Two internal forums with Council stakeholders with responsibilities for the compliance, risk, operational delivery and engagement of food trucks and food vans in the LGA were held in April 2024 and November 2024. Attendees included staff from Environmental Health, Events, Open Spaces, Rangers, Economic Development and Planning. The forums hosted a discussion on all aspects of the *Eat Drink Play* program and the operation of MFVV in general.

Key findings showed that there are different approaches and resulting challenges to managing MFVVs across Council. The general consensus was that a more formalised and cohesive approach was needed to improve support, management of the programs and accountability.

Food Truck operator feedback

Feedback was sought from Food Truck operators, both in the LGA and in the Eat Drink Play program, and also with operators outside of the LGA wishing to operate in Randwick.

Feedback included:

- The most popular sites are beach or sports locations. These include Heffron Park, Cromwell Park (Malabar Beach), and Heffron Park Netball Courts during winter.
- Operators nominated more beach sites; La Perouse, Clovelly and Coogee for Council to consider as suggested new locations. Less popular sites were the Pedal Park at Heffron Park, Pioneers Park carpark, and Barwon Park at Matraville.
- A common issue raised is the perceived inequity between food trucks and food vans in the LGA. Food trucks are only permitted to operate on Council land and car parks via the EDP monthly approvals or at events, whereas food vans appear to have the capacity to operate throughout the LGA without any location exclusions.
- The operators were grateful for Council's ongoing support and opportunities provided, and expressed hope that support and opportunities for food trucks will continue.

Issues and Opportunities

Limited Offering

The same food trucks have been primarily operating within the *Eat Drink Play* program and at Council events since 2021 onwards.

There is an opportunity to now expand the program in the current financial year onwards via the EOI process for new operators both within and outside Randwick's LGA area.

Eat Drink Play fixed site locations

There are issues and opportunities relating to the current endorsed nine sites in the EDP program. The fixed site model was established during COVID to activate open spaces located a distance from Town Centres, and to provide a safe community offering.

Issues include:

- Most of the sites are now barely used or are no longer relevant.
- Proximity to local business can be problematic. Currently sites do not have a specific recommended distance to local business. Sites with a small number of businesses close by are typically more vulnerable to perceived competition from MFVVs than denser business precincts and there is a history of complaints in the LGA received by businesses regarding the nearby trade of mobile food vendor vehicles.
- Outside of an annual EDP fee, food health permit fees and events site fees, there is no monthly site fee for food trucks.

Eat Drink Play pop up events

Eat Drink Play annual events; including Father's Day, Easter and Christmas pop ups are very popular with the community, provide a unique offering and community spirit, and bring together creatives and live music, affordable family-friendly food offerings and activate public spaces.

The current budget for this program is \$18,000 per annum. There is a need to expand the resources and the number of Council-supported events in the annual calendar, with a commensurate budget.

Lack of a cohesive Mobile Food Vendor framework

A combined Mobile Food Vending Vehicles Policy is now a common process for those NSW councils who allow MFVVs to operate in their LGA. As previously outlined, there is no formal framework for the operation of these vehicles in the Randwick LGA. This causes confusion for food truck operators and for the wider public including the business community.

The discrepancy between the current itinerant operating model of food vans in Randwick and the fixed site operating model of food trucks via the *Eat Drink Play* program is a source of contention amongst food truck operators (perceived inequity) and from local businesses (perceived competition and unfair financial advantages).

To address these challenges, and to provide better direction, a Randwick Mobile Food Vending Vehicles Policy is required to bring together the compliance and operating models of all Mobile Food Vending Vehicles in our LGA.

Key Recommendations

1. A DRAFT MOBILE FOOD VENDING VEHICLE POLICY (ATTACHED)

A Draft Randwick Mobile Food Vendor Vehicle Policy (the Policy) is attached to this Report for Council's consideration, with a recommendation to put on exhibition for community consultation.

Modelled on other Councils' MFVV's policies and operations, and based on Randwick Council's compliance and operational needs, the Policy provides principles and obligations for all vehicles to operate in the LGA. Policy principles include activating open spaces, safe road use, balancing benefits of providing convenient food options and with need to consider public space, public safety, environmental protection, community wellbeing and fairness and equity.

The Policy includes:

- Inclusion of food health / motor vehicle approvals managed by Council
- Adherence to NSW and Local Road Rules and parking restrictions/timings, and exclusion from operating on state roads,
- Maximum operating time of 7am 10pm adjacent to residential areas and 7am 7pm for residential areas to align with the Exemption criteria of the State Environmental Planning Policy (Exempt and Complying Codes) 2004

- For itinerant MFVV there will be an exclusion zones of 200m to food-related businesses including cafés, kiosks, restaurants and fixed site food trucks
- For fixed sites there is a minimum of 150m from food-related businesses
- Council officers have the right to revoke permits in case of breach of the Policy.

2. INTRODUCE ITINERANT OPERATIONS FOR FOOD TRUCKS

It is recommended to Council that along with food vans and as governed by the proposed Policy, all Randwick compliant food trucks will now operate in an itinerant manner across the LGA on eligible roads and in car parks, within the State Environmental Planning Policy (Exempt and Complying Codes) 2004 hours of operation limited to between 7am and 10pm (or 7am – 7pm if operating in residential zones).

Larger compliant food trucks will have an exemption to be able to park across up to three car parking spaces, in Council car parks only, depending on public safety and availability.

As above, exclusions will apply as governed by proximity to food businesses, state and council road and parking rules and regulations.

Once a MFVV has applied via the online form and has obtained all the required compliance documentation it will be assessed and the applicant will be provided with an approval letter/permit and will be able to operate in accordance with the approval provided as per the policy.

3. TRIAL VIA EXPRESSION OF INTEREST - 3 FIXED SITES IN THE LGA

Food Truck operators through feedback have indicated a preference to be able to operate at popular locations near some of Randwick's busy beaches.

Whilst the majority of councils reviewed allow itinerant operations, some councils have created EOIs or tenders for popular fixed sites for mobile food vending vehicles for multi-year contracts, with some at significant cost. The high value reflects the projected income for popular locations and also provides an equitable financial parameter based on the rates typically paid by fixed businesses in the same area.

To test this model, it is recommended that Council temporarily trial three fixed locations to make available each to a single operator, via an Expression of Interest. The trial will run for 6 months. This will determine viability for a future multi-year tender model for prime sites across the LGA for a single operator food truck operation.

The Expression of Interest brief would include:

- A trial period to run for 6 months, on a monthly rotation of mobile food vendor vehicles
- Each area is no less than 150m from a food related business
- A fixed fee for each site, that is commensurate to the popular beachside locations
- Three car parking spaces will be reserved, site marked up and parking restriction signage
- Applicants can apply via an online EOI and will be assessed according to the criteria outlined in the policy. All applicants will be advised of the outcome.

The proposed fees for these sites are included in the **Resourcing Strategy Implications** section.

The three sites proposed for the 6-month trial are:

<u>Cromwell Park Car Park</u> (exact spaces to be determined)



Clovelly Car Park



Yarra Bay Car Park:



4. EXPAND EAT DRINK PLAY FOOD REGISTERED TRUCKS IN PROGRAM

In order to improve the variety of offerings, it is recommended Council reopen the Expression of Interest Food Truck form on the website and promote inside and outside of the LGA for food trucks to register.

All applicants regardless of location must have Randwick food health compliance. Applicants will be charged any MFVV licence fees as included in Council's Fees and Charges and must agree to adhere to the Policy.

Council will promote the Expression of Interest for food trucks outside the LGA to other councils via events and economic development networks, to increase the number of operators and diversity of offerings.

5. MORE EAT DRINK PLAY EVENTS AND A COMMESURATE BUDGET

The Eat Drink Play food truck events are low production value and highly popular community events. These events provide significant economic opportunities for food truck and food van operators, activating public spaces and contributing to community wellbeing.

The current budget allocated to these events is \$18,000 per annum.

It is recommended that the *Eat Drink Play* events calendar is expanded. Possible dates and locations could include:

- Christmas period: Arthur Byrne Reserve, Maroubra
- Easter: Pioneers Park, Malabar
- Halloween: Kensington Oval, Kensington
- Other locations and dates to be considered

Each event requires Council funding around \$10,000 to \$15,000 in terms of production, programming and staffing. Through the annual budget process it will be recommended that an annual budget of \$75,000 in 2025/2026 will be allocated to the Economic Development program to deliver these events in partnership with the MFVV operators.

INVESTIGATE A SINGLE SITE, MULTIPLE OPERATOR FOOD TRUCK "MARKET"

It is recommended that Council investigate the feasibility of a suitable site within the LGA to host a monthly food truck 'market'; allowing multiple *Eat Drink Play* food trucks to operate at set times and a day per month at a single safe and easily accessible location.

A precedent for this concept is a food trucks market space currently operating on McEvoy Street Alexandria, where a coterie of trucks and vans are located for easy access and sharing of space and resources (pictured).



The benefits of a food truck market would be a low cost, one-stop shop for the community to visit several of their favourite food trucks in a known site, facilitating access, and familiarity. An appropriate site would require hard surfacing, adjacent parking and amenity, good lighting, and in an area not in close proximity to other food-based businesses. The use of the site would need to comply with Council's planning and zoning restrictions.

It is recommended that Council consider the monthly repurposing of the **Duffy's Corner Car Park** (South Maroubra – corner Anzac Parade and Beauchamp Road) as a monthly food truck market site, operating one day per month from 12pm – 10pm for up to 10 compliant mobile food vendor vehicles at any one time.



This site meets all criteria, has ample adjacent parking, little local business competition, is highly visible, and is an area of the LGA not frequently activated by Council or community. Depending on food truck interest, it is recommended this is commenced once monthly on a Thursday evening at a date in 2025 to be confirmed.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | | |
|--|--|--|
| Strategy | Economic Development | |
| Outcome | A city with a 24-hour economy including diverse night time activities and experiences | |
| Objective | Increase night time spending by 7% by 2032 Note: night time is defined as 6pm - 6am | |
| Delivery program commitment | Prepare a program for the operation of food trucks and food vans or markets within suitable locations including requirements for safety, amenity and hours of operation by 2024. | |
| Delivery program commitment | Create partnerships and marketing opportunities for local businesses through events or activations that the City produces particularly night-time dining and entertainment events by 2025. | |
| Delivery program commitment | Identify and promote Randwick's night time activities and experiences as part of developing the visitor destination and management plan by 2027. | |

Resourcing Strategy implications

The cost to Council to implement the policy is absorbed within the fees that will be charged for various business units including the Economic Development and Placemaking, Environmental Health, Rangers, Infrastructure Services, Communications and Waste and Cleansing teams.

The resourcing strategy implications include the following fees and income to Council;

1. Itinerant model

| Existing fee in Fees & Charges 2024/2025 Section 68 activities | Mobile Food Vending Approval/Licence fee (annual) | \$1046.45 per approval |
|--|---|--------------------------|
| Existing fee in Fees & Charges 2024/25 Section 68 activities | Mobile Food Vending Application fee (annual) | \$346.90 per application |
| Existing fee in Fees & Charges 2024/25 Temporary Food premises, Stall & Vendors | Assessment & registration fee Inspection fee – per half hour, per officer | \$85.00 per half hour |

For each MFVV starting new, the cost to trade as part of the itinerant model would be approximately \$1563.35 per year and will be charged pro rata until the beginning of the next financial year and will then be renewed for the full amount.

For existing MFVVs it is recommended that the fees above are charged from the date of the adoption of the final Policy, at a pro rata rate until the beginning of the next financial year, as above.

The 2025/26 fees and charges are likely to be in line with the fees above plus CPI, which will be a financial year approval.

2. Fixed site fees for 6 month trial (December 2024 – May 2025)

| New fee and charge | Fixed site fee for all 3 sites December – March | \$3200.00 per month (\$800.00 / week) |
|--------------------|--|--|
| New fee and charge | Fixed site fee for all 3 sites April & May | \$2400.00 per month (\$600.00 / week) |

3. Eat Drink Play events

An expanded budget for these events will be considered as part of the annual 2025-2026 budget planning process. The cost to MFVV to participate in these events are outlined in the Fees and Charges.

4. Fees and Costs for the **Food Truck Market** will be considered as part of the annual 2025/2026 budget review. Income will be rediverted back into the program for promotion and infrastructure.

Policy and legislative requirements

Local Government Act and Food Act 2003 State Environmental Planning Policy (Exempt and Complying Codes) 2004 (Codes SEPP) Randwick Economic Development Strategy (2021)

Conclusion

Food Trucks in Randwick have become a popular low cost and accessible community activation, with some operators having developed large community followings. Trucks operate in the LGA via Council's Economic Development program *Eat Drink Play*; which provides *EDP* events, invitations to wider Council events, and monthly site approvals across the LGA.

However as the Program is now four years old, and emerged in a very different era during COVID, challenges and opportunities have emerged necessitating a review and redevelopment of the program and of both food trucks and food vans in general.

As such this Report investigates opportunities to refresh the offering by presenting a combined Mobile Food Vending Vehicles Policy and proposing an itinerant model for both types of vehicles across the LGA.

Further recommendations include inviting new operators from inside and outside the LGA, expanding and better resourcing the *EDP* annual events program and identifying a multi-food truck site as a one-stop 'food truck market'.

Collectively, this Report presents to Council an opportunity to streamline the way Mobile Food Vending Vehicles can operate in our LGA with improved management, accountability, access and more diverse food offerings for our community.

Responsible officer: Roxanne Fea, Manager Economic Development & Placemaking

File Reference: F2024/00049

COMMUNITY AND CULTURE

Mobile Food Vending Vehicles Policy

Adoption Date:

Review Date: Click or tap to enter a date.

Version:

Responsible Department: **Economic Development**

TRIM Document Number: **D05538853**



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Purpose and Objectives

This Policy aims to establish guidelines for the operation of food trucks and food vans (Mobile Food Vending Vehicles) in the Randwick Local Government Area.

Its objective is to balance the benefits of providing activation and convenient food options for the community with the need to maintain public space environments in a fair and equitable way. By adhering to this Policy, Mobile Food Vending Vehicles can operate in a responsible and sustainable manner, enhancing the experience of public spaces while contributing to the local economy.

The principles that apply to this policy include:

- Public Safety: Food truck operations must prioritise public safety, adhering to all relevant health and safety regulations.
- **Environmental Protection:** Food trucks must operate in an environmentally responsible manner, minimising waste and ensuring proper disposal of all materials.
- Community Well-being: Food truck operations should enhance the community
 experience, offering a variety of food options and contributing to a positive atmosphere.
- **Fairness and Equity:** The policy should ensure fair and equitable access to designated spaces, avoiding monopolistic practices and complimenting existing businesses.

1. Scope

The Policy applies to Council owned spaces and roads within the Randwick Local Government Area (LGA).

This Policy applies to all Mobile Food Vending Vehicles, defined as a registered vehicle which provides food or drinks.

The Policy does not apply to Mobile Food Vending Vehicles:

- Trading in accordance with a development consent on private land
- Trading on public land in accordance with an approved event
- Trading on private land in accordance with Subdivision 27A of State Environmental Planning Policy- Exemption and Complying Development
- · Not operating as a food business

1.1. Definitions

Food Truck:

A Food Truck is defined as medium/high risk vehicle which prepares food or drink with a kitchen and/or a kitchen preparation station. Examples include; Kebab Trucks, Burger Trucks and any trailers.

Food Van:

A Food Van is defined as a low-risk vehicle that sells prepackaged food, that requires little to no preparation. Examples includes ice cream trucks and coffee vans/carts.

All Food Trucks and Food Vans are classified as Mobile Food Vending Vehicles (MFVVs).

2. Overview

There are two types of possible approvals for MFVVs in the City of Randwick.

2.1. Itinerant Model

Mobile Food Vending Vehicles that have Randwick Council Temporary Food Premises (TFP) approval can trade throughout the LGA on eligible roads and in car parks, within the State Environmental Planning Policy (Exempt and Complying Codes) 2004 hours of operation limited to between 7am and 10pm (or 7am – 7pm if operating in residential zones).

Excluded areas include:

- Council parks and reserves (unless with prior written Council permission or as part of a Council event)
- Beaches and National Parks
- State Roads
- Any distance within 200m of an established food business including and not limited to restaurants, cafes, sporting kiosks and takeaway businesses.

Randwick Council events that include mobile food vending vehicles can be delivered on Council parks and reserves (i.e. on grass) and are not governed by the exclusions in 4.1.

2.2. Fixed Site Model

MFVVs are also able to apply to Council to trade at a designated fixed sites for an ongoing period of 30 days, 60 days, 90 days or longer as determined by Council, between the hours of 7am-10pm, 7 days a week.

The intent of this model is to offer longer term tenure at a site, where the MFVV can create constancy for the local community, to contribute to activation of that space, to build a sense of community and contribute to the local economy.

Selection of MFVV's for the fixed sites will be via an online Expression of Interest and assessed by Council on the following criteria:

- Food Quality and Variety:
- Customer Experience:
- Compliance and Safety:

Mobile Food Vending Vehicles Policy

- Sustainable practice and impact
- Aesthetics and Branding
- Complementary Offerings:

A fixed fee will be charged for each site which will be in the Fees and Charges document.

3. Applications & Fees

3.1. Application and Approvals

Mobile Food Vending Vehicles require the prior written approval of Council to operate on a public road or on community or public land, in accordance with the Local Government Act 1993.

Applications are required to be made to Council under Section 68 of the Act and applications shall include full details of the proposed operation and use of the mobile food vending vehicle, including the type of operation i.e. itinerant and/or fixed site model and location/s.

Applications are considered in accordance with the Local Government Act 1993 and approvals are subject to any conditions contained in the notice of determination. Fees for the assessment of applications and the conducting inspections are determined by Council each year and are detailed in Council's Fees and Charges Pricing Policy.

Note: The operation and use of mobile food vending vehicles must meet the exempt development provisions in the NSW State Environmental Planning Policy (Exempt and Complying Development Code) 2008, otherwise a Development Application must be submitted to and approved by Council prior to obtaining approval under the Local Government Act 1993.

To apply to be an approved MMFVV, applications will be made via Council's website for both Itinerant and Fixed Site options. Once received they will be reviewed and if approved, they will be sent with an invoice. Once payment has been received an approval letter/permit will be issued. The permit will need to be displayed at all times when onsite.

3.2. Registration of Food Vending Vehicles

Subject to obtaining prior approval to operate a Mobile Food Vending Vehicle, all vehicles must be 'registered' with Council and be inspected by a Council Environmental Health Officer, to ensure compliance with the NSW Food Act, Regulation and food safety standards.

Applications for registration must include full details of the operation and use of the Mobile Food Vending Vehicle and compliance with food safety standards.

There are costs associated with registration, application and inspection of Mobile Food Vending Vehicles in accordance with Council's Fees and Charges.

Note: A separate application for registration and fee is required for each vehicle application. These fees are updated on an annual basis.

3.3. Council Events

All Council approved Mobile Food Vending Vehicles have the ability to be selected by Council to trade at Council events.

3.4. Fees

Please refer to the Fees and Charges on the Randwick City Council website for relevant fees and charges for the operation of Mobile Food Vending Vehicles in the City of Randwick.

Fees and charges include Temporary Food Permit application, Vehicle inspection, Event fees, and Fixed Site fees.

4. Restrictions

All Council approved Mobile Food Vending Vehicles are permitted to operate on Council-owned roads within existing lawful car parking spaces, subject to the exclusions noted within this Policy.

The operation of a Mobile Food Vending Vehicle must also comply with the local car parking restrictions of that parking space and all other applicable road rules. All Mobile Food Vending approval categories allow vehicles to pull up to a kerb, into a lawful parking spot, and to trade onto the footpath.

Vehicles must not park on the footpath or on driveways, and must not trade onto the street, bike lane or an adjacent car parking spot.

There must be no furniture or signage to be placed on public property.

4.1. Prohibited Roads, Streets and Land

Mobile Food Vending Vehicles are not permitted to trade on any land without prior consent from the landowner.

Mobile Food Vending Vehicles are not permitted to trade on State Roads. Refer to **Appendix 1** for an exclusion zone map and see below.

4.2. Road Rules and Parking Rules

All Mobile Food Vending Vehicles must adhere to NSW Government and Council road rules and parking restrictions.

If a vehicle is too wide or long to fit in a single parking bay, the driver must park in the minimum number of parking bays needed to park the vehicle, up to a maximum of 3 spaces.

Council reserves the right to request the Mobile Food Vending Vehicle to move on or relocate the truck if deemed unsafe. The Mobile Food Vending Vehicle must not impact the access of other vehicles or pedestrians. Failure to comply can result in a cancellation of approval and a fine.

Mobile Food Vending Vehicles Policy

All Mobile Food Vending Vehicles must not serve facing a road or cycleway at all times.

4.3. Vehicle Dimensions

The dimensions of a Mobile Food Vending Vehicle must not exceed the length of 11 metres and be no wider than 2.5 metres.

4.4. Deliveries

Mobile Food Vending Vehicles must arrive fully equipped at the approved trading site and are not permitted to receive deliveries to restock items for sale.

4.5. Hours of Operation

The use of Council owned land and roads for the purpose of operating Mobile Food Vending Vehicles is restricted to the following times:

- 7am to 10pm, 7 days a week for areas adjacent to residential zones as per SEPP guidelines
- 2. 7am to 7pm within residential zones as per SEPP guidelines
- 3. Other specific hours, duration, or days, as may be specified in the conditions of approval.

An authorised Council Officer may request a mobile food vending vehicle to move from an approved location during, before, or after the hours of operation.

4.6. Proximity to Existing Businesses

No MFVV operating under the Itinerant model is to trade within 200m of any food-related business including cafés, kiosks, restaurants and fixed site food trucks engaged by Council. This minimum distance requirement is primarily measured in a straight line from the closest point of the Mobile Food Vending Vehicle's location to the main entrance of the food premises.

Fixed mobile food vending vehicle sites managed by Council allow a minimum of 150m from the site to food-related businesses, for approved operators.

Mobile food vending vehicles associated with a Council authorised event or activation may be permitted to trade within the specified distance to other businesses.

4.7. Proximity to Residential Buildings

Mobile Food Vending Vehicles cannot trade directly in front of any residential building (house or apartment) or buildings that contain residential premises (mixed use sites) on the same side of the road as the building frontage.

4.8. Food Safety and Vehicle Compliance

All Mobile Food Vending Vehicles must be registered with Council, in accordance with the Food Act 2003 and Regulations.

The design, construction and operation of all permanent and temporary food premises, vendors and stalls must comply with the relevant requirements of the Food Act 2003, Food Regulation, the Australia New Zealand Food Authority (ANZFA) Food Standards Code and NSW Food Authority Guidelines for food businesses at temporary events.

These provisions include requirements relating to:

- The safe handling of food skills, knowledge and controls.
- Health and hygiene requirements.
- Requirements for food handlers and businesses.
- Cleaning, sanitising and maintenance.
- Design and construction of food premises, fixtures, fitting and equipment.

Details of the business operator, operation and use of the mobile food vending vehicle and compliance with relevant food safety standards must be provided in the application for Registration. Further details can be obtained from Council's Environmental Health Team.

Council's Environmental Health Officers may also carry out inspections of MFVVs, to check compliance with relevant food safety requirements and standards. The relevant fee is required to be paid to Council for any inspections carried out by Council's Environmental Health Officers, in accordance with Council's Pricing Policy and Fees and Charges.

All operators are advised that any breaches of the Food Act 2003, the Food Regulation 2015, or Food Safety Standards may be liable to a Penalty Infringement Notice (PIN) provided under the relevant legislation.

Council's Environmental Health Officers may issue Notices and Orders under the relevant legislation to ensure compliance with the Food Act 2003, the Food Regulation 2015 and Food Safety Standards.

4.9. Liquor Licensing

No MFVV is permitted to sell alcohol to the public regardless of whether it has a liquor licence or not.

MFVV's invited to Council events may be exempt from this requirement, with the approval of Council, relevant authorities and the correct documentation.

4.10. Approval Limits

Approvals issued to MFVV operators are limited by the following requirements:

- 1. Approvals are issued by Council on a per vehicle basis.
- Any modifications to the vehicle or business including; major changes to the food menu, or food items sold, or changes to the design of the vehicle requires prior approval of Council.
- Any change of address of the commercial kitchen supporting Mobile Food Vending Vehicles shall be notified to Council.

- 4. Approvals are specific to each MFVV, and they are not transferrable between vehicles.
- 5. No ownership transfer of a Council approval (under Section 68) is permitted.
- Approvals will be issued subject to conditions including, but not limited to compliance with this Policy.
- 7. Randwick City Council reserves the right at any time to refuse or revoke any approval for a MEVV

5. Other Requirements

5.1. Food preparation outside of MFVVs

No food storage, cooking or preparation is permitted outside the approved and designated zone and on public property.

5.2. Maintenance of the Vehicle

A Mobile Food Vending Vehicle must be kept clean and in a good state of repair and working order. Road worthiness shall be maintained and excessive noise, fumes, smoke, foul odours and other contaminants shall not be generated.

5.3. Waste Management

- Mobile Food Vending Vehicle operators are responsible for the waste materials
 generated during their trading period. Waste material such as food packaging should be
 collected in bins or suitable receptacles, separated in to recyclable or non-recyclables,
 bagged or contained, stored within the vehicle and disposed of at the cost of the
 operator.
- 2. Details of liquid waste and garbage disposal arrangements must be supplied with the application for the Mobile Food Vending Vehicle.
- 3. Wastewater and accumulated rubbish shall not be disposed of in a manner which would give rise to a pollution offence under the protection of the Environmental Operations Act 1997.

5.4. Signage

An approval under this Policy does not imply any approval for the erection or display of any sign or sign structure not directly attached to the MFVV.

5.5. Lighting

- 1) Lighting from Mobile Food Vending Vehicles shall not interrupt or distract traffic flows or be unreasonably observable from surrounding residential areas.
- 2) At no time is the intensity, period of intermittency and hours of illumination to cause objectionable glare or injury to the amenity of the precinct. If, in the opinion of authorised

Council officer, objectionable glare or injury is likely to be caused, the intensity, period of intermittency and hours of illumination must be varied to the approval of Council.

3) The use of flashing lights or signs is only permitted in accordance with the road regulations.

5.6. Noise

- 1) The emission of noise associated with the use of the vehicle, including the operation of any mechanical plant and equipment, must comply with the following criteria:
 - a) The use of the vehicle and any associated equipment must be controlled so that any emitted noise is at a level so as not to create an "offensive noise" as defined in the Protection of the Environment Operations Act 1997 (POEO) to any affected receiver.
 - b) If any noise complaints are received and substantiated by an authorised Council officer, the Council officer may direct that the use of the Mobile Food Vending Vehicle must be suspended or moderated to prevent nuisance or until attenuation measures are completed and Council has confirmed in writing that the use may resume.
 - c) Any noise emission from the vehicle (including music or amplified noise) must not affect the amenity of the surrounding area or adjacent noise sensitive receivers by creating noise that is considered 'offensive' by an authorised Council officer, or police officer, in accordance with the POEO definition.
 - d) A MFVV must not emit any noise that an authorised Council officer believes to be unreasonable in a public place or impact on a noise sensitive receiver.
 - e) An authorised officer may require the vehicle to relocate nearby or request it to leave an area to mitigate or resolve a noise problem.

5.7. Penalties Applicable

- Failure to obtain the prior written approval of Council to operate a mobile food vending vehicle, stall or the like or failure to comply with the conditions of Council's approval is an offence and Council may issue a fine, notice, order or commence legal proceedings for any breach of the Local Government Act 1993 or Environmental Planning and Assessment Act 1979.
- Failure to comply with the Food Act, Regulation or food safety standards is also an offence, which may result in the issue of fines, notices and or legal proceedings.
- 3. Randwick City Council Rangers or other authorised officers may take enforcement action to noncompliance with this Policy and all related legislation.

Contact:

Randwick City Council

30 Frances St, Randwick New South Wales 2031 \cdot

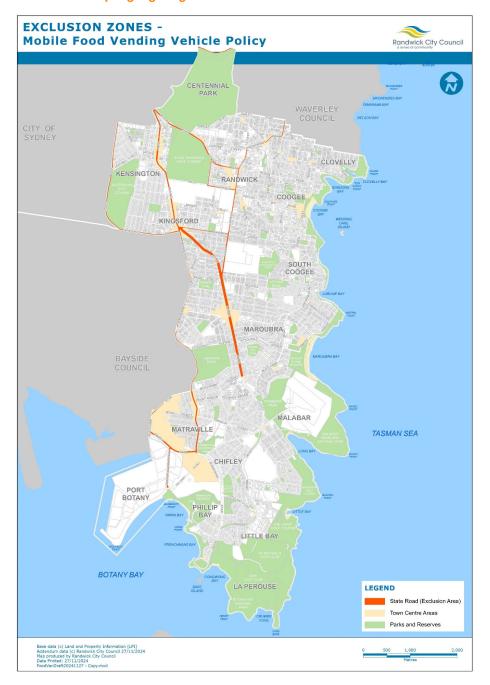
T: 1300 722 542 E: business@randwick.nsw.gov.au W: www.randwick.nsw.gov.au

Mobile Food Vending Vehicles Policy

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Appendix 1: Exclusion Zones Randwick City

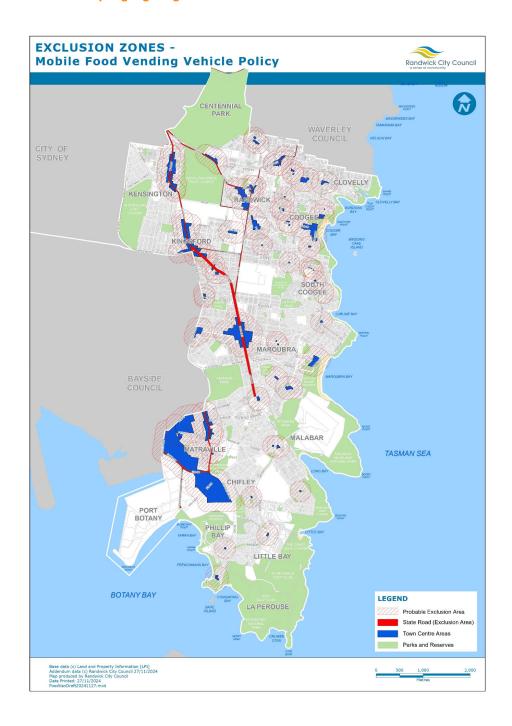
Exclusion Map highlighting State Roads



Mobile Food Vending Vehicles Policy

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Exclusion Map highlighting Buffer Zones of 200m and Town Centres



Mobile Food Vending Vehicles Policy

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Appendix 2: Definitions

The terms used within this Policy for Mobile Food Vending Vehicles are defined in the Dictionary in the Local Government Act 1993. The purpose of this Dictionary is to assist with the understanding of terms used throughout this Policy and to assist with the preparation of an application for approval.

"Approval" means an approval issued by Randwick City Council under the Local Government Act 1993.

"authorised person" means:

(a) an employee of a council generally or specially authorised by the council in respect of or whose duty it is to deal with, or to act in regard to, any acts, matters or things in relation to which the expression is used, or

(b) a police officer.

"MFVV" means:

Mobile Food Vending Vehicle

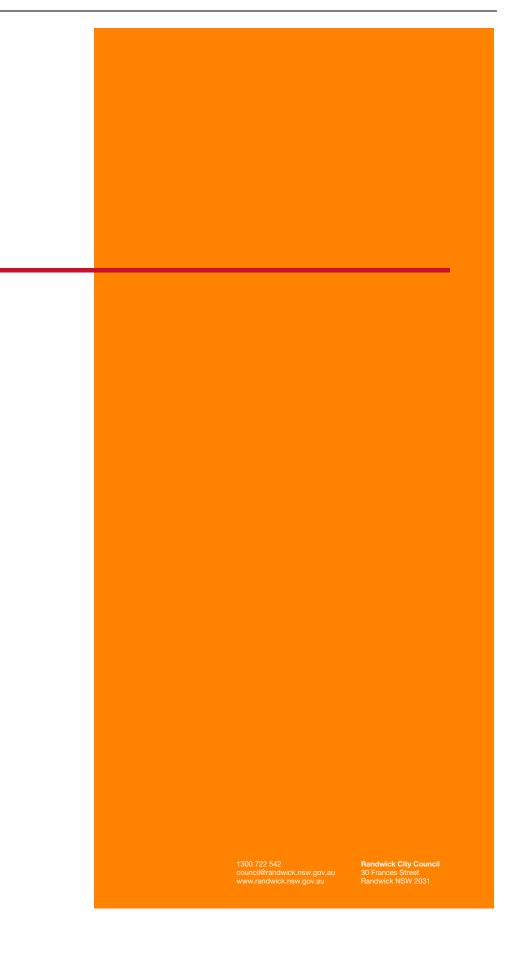
- "public place" for the purpose of this Policy means:
- (a) a public reserve, public bathing reserve, public baths or public swimming pool, or
- (b) a public road, public bridge, public wharf or public road-ferry, or
- (c) a Crown reserve comprising land reserved for future public requirements, or
- (d) public land or Crown land that is not:
- (i) a Crown reserve (other than a Crown reserve that is a public place because of paragraph (a), (b) or (c)), or
- (ii) a common, or
- (iii) land subject to the Trustees of Schools of Arts Enabling Act 1902, or
- (iv) land that has been sold or leased or lawfully contracted to be sold or leased, or (e) land that is declared by the regulations to be a public place for the purposes of
- this definition.

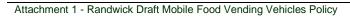
"road" includes:

- (a) highway, street, lane, pathway, footpath, cycleway, thoroughfare, bridge, culvert, causeway, road-ferry, ford, crossing, by-pass and trackway, whether temporary or permanent, and
- (b) any part of a road and any part of anything referred to in paragraph (a), and
- (c) anything forming part of a road or anything forming part of anything referred to in paragraph (a).

"waste" means:

- (a) effluent, being any matter or thing, whether solid or liquid or a combination of solids and liquids, which is of a kind that may be removed from a human waste storage facility, sullage pit or grease trap, or from any holding tank or other container forming part of or used in connection with a human waste storage facility, sullage pit or grease trap, or
- (b) trade waste, being any matter or thing, whether solid, gaseous or liquid or a combination of solids, gases and liquids (or any of them), which is of a kind that comprises refuse from any industrial, chemical, trade or business process or operation, including any building or demolition work, or
- (c) garbage, being all refuse other than trade waste and effluent, and
- (d) includes any other substance defined as waste for the purposes of the Protection of the Environment Operations Act 1997, and a substance is not precluded from being waste merely because it is capable of being refined or recycled.





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Director Community & Culture Report No. CC33/24

Subject: Community Engagement Strategy

Executive Summary

- Randwick Council's Community Engagement Strategy was developed in 2022 following extensive community engagement over a 12-month period.
- Integrated Planning & Reporting Guidelines from the Office of Local Government requires that councils review their Community Engagement Strategy within three months of a local government election.
- Council staff have undertaken a review of the strategy and suggested changes.
- The changes include removing out-of-date references, adding additional content relating to consultation with First Nations communities, simplifying the community engagement matrix and updating terminology relating to development matters.
- It is presented to Council for review prior to proceeding to public exhibition.

Recommendation

That Council endorses the revised Community Engagement Strategy to be placed on public exhibition.

Attachment/s:

1. LINK TO VIEW Community Engagement Strategy 2024 Update - Marked Changes

Purpose

NSW councils are required under the Local Government Act to have a Community Engagement Strategy. Randwick Council's strategy was last adopted by Council in December 2022.

Guidelines from the Office of Local Government require that a council review its Community Engagement Strategy within three months of an election.

Local government elections were held on the 14 September 2024.

Council staff have a conducted a review. This report provides a summary of suggested changes for Council's consideration prior to proceeding to public exhibition.

Background

Community engagement is an essential part of local government.

Providing communities with meaningful and relevant opportunities to input into Council decision-making processes leads to better outcomes and higher customer satisfaction.

Effective community engagement respects the right for people to have input into matters affecting them and values their knowledge and experiences.

Randwick City Council has been a leader in community engagement for many years.

In 2009, Randwick was one of the first councils in NSW to proactively adopt a consultation principles and a planning guide that prescribed a framework and process to engage with our community.

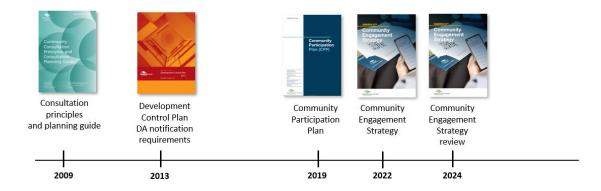
In 2019, in response to changes to the Environmental Planning and Assessment Act, Council consolidated its consultation principles guide and development planning notification requirements into a single Community Participation Plan.

In 2021, the NSW Government made amendments to the Local Government Act mandating that all councils must prepare and adopt a Community Engagement Strategy by the end of 2022.

In response, Council undertook significant community engagement in 2021 and 2022 to revise the Community Participation Plan into a new Community Engagement Strategy.

Following the local government elections on 14 September 2024 and inline with Office of Local Government requirements, Council staff have conducted a review of this strategy.

Timeline of Randwick City Council community engagement policies



Development of the 2022 Community Engagement Strategy

Legislative requirements

In 2021, the NSW Government made amendments to the Local Government Act requiring councils to prepare and adopt a Community Engagement Strategy.

Guidelines issued by the Office of Local Government required that the strategy identify relevant stakeholder groups within the community and outline when, how and why each group will be able to provide input into council's long-term planning and decision-making.

As a minimum, the Community Engagement Strategy is required to identify relevant stakeholder groups within the community and outline methods that will be used to engage each group.

Councils were also encouraged to integrate community engagement requirements under other legislation or regulations, wherever practical, into the Community Engagement Strategy. (For example, the Community Participation Plan requirements of the Environmental Planning and Assessment Act 1979.)

The OLG advice also recommended that for best outcomes, community engagement should:

- only occur where there is an opportunity for the community to influence decisions or actions
- provide enough information that participants can make informed decisions, understanding the wider context in which the decisions are being made
- be accessible and make every effort to include hard to reach or vulnerable groups
- contribute to and inform the development and enhancement of council plans and policies as well as the delivery of services and infrastructure assets
- be supported by appropriate, contemporary and accessible engagement tools and platforms
- clearly demonstrate it supports the social justice principles of equity, access, participation and rights
- identify how it will 'close the loop' on engagement and provide feedback to participants about outcomes and decisions made.

A 'good', 'better' and 'best' model was developed by the OLG to support councils develop their CES.

Randwick Council is aiming for the 'best' standards approach to community engagement.

Community consultation

Consistent with the OLG guidelines for a best practice Community Engagement Strategy, Council developed a community consultation plan to explore with stakeholders and community members perceptions around community engagement.

Key engagement activities undertaken by Council include:

- Internal interviews with Council staff to understand their needs around community engagement
- Research about community engagement practices by other councils
- An online community survey
- An interactive in person forum with 100 attendees called the Randwick 100 held on 20 August 2022
- A Councillor workshop held on 12 September 2022

Summary of main changes made in 2022 policy

Principles

Updated to be in plain English and also includes social justice principles.

Who we engage with

Council's community and main stakeholders are clearly identified.

Internal and external committees and reference groups

The variety of ways that Council engages through structured meeting practices is specifically referenced. This included an intention at the time to create references groups to engage with harder to reach community sectors.

Minimum face to face consultation activities

- twice yearly Let's Chat sessions in each ward
- quarterly reference group meetings
- monthly or bimonthly Precinct Committee Meetings

Minimum consultation periods

All consultation activities required to have a minimum exhibition period of 28 days (4 weeks) or 42 days (6 weeks). DAs remain at 14 days.

Exclusion of holiday period

The holiday period (which is a period of time in which consultations cannot be commenced and is excluded from calculation of exhibition periods) was reduced slightly to 20 December to 10 January to standardise it with the Environmental Planning & Assessment Act.

Removal of requirement to publish a notice in a newspaper

Previous requirements to publish written notifications in a newspaper removed to be consistent with changes to the Environmental Planning & Assessment Act.

Notification of tenants about development applications

New requirement introduced to notify tenants in addition to property owners about development applications. This change commenced on 1 July 2023.

These changes have bolstered Council's approach to community engagement. Between 2022 and 2023 there was an increase in visitation and engagement on Council's main engagement platform – Your Say Randwick.

| YOUR SAY RANDWICK CONSULTATION WEBSITE | 2022 | 2023 |
|--|--------|---------|
| Total visits | 61,689 | 100,890 |
| Contributions | 3,163 | 7,979 |
| Registrations | 1,285 | 2,734 |
| Engaged Contributed to a feedback tool | 5.1% | 7.9% |

2024 Community Engagement Strategy review

In accordance with the Office of Local Government requirements, Council staff undertook a review of the Community Engagement Strategy following the 14 September 2024 local government elections.

The updates proposed to the Community Engagement Strategy focus on five main areas:

New content

- Introductory paragraph translated into Mandarin, Greek, Cantonese and Spanish.
- New subsection '1.1 Shaping our strategy community insights' content about how our community helped develop the Community Engagement Strategy.
- New subsection '4.4 Aboriginal and Torres Strait Islander communities' content about engaging with these communities and the key stakeholders.

<u>Updated statistics (Section 3: Understanding our community)</u>

Statistics rationalised and updated to reflect latest Australian Bureau of Statistics data.

Internal and External Committees and Reference Groups (Section 4.2)

- Reference to 'portfolio committees' is removed as these groups are no longer functioning.
- · Reference to 'reference groups' is removed as these groups were not established.
- List of 'consultative committees' has been updated to reflect Council's resolution at its October 2024 council meeting.

Community Engagement Matrix (Section 5.3, Table 1)

Various minor changes are recommended to the matrix to ensure it is easier to understand and follow for council staff implementing the strategy. There are no major changes proposed to the intent of this policy section.

- Project type rename 'Council plans and strategies' to 'Other Council plans and strategies'.
- Project type rename 'Legislated plans and other matters' to 'Statutory Plans and other matters', and move to the top of the matrix.
- Impact swap the order of higher and lower impact items for ease of understanding and to avoid repeating dot points in the 'suggested communications' and 'suggested engagement activities' sections.
- Notes and clarifications add public holidays to timeframes.
- Notes and clarifications change 'longer minimum exhibition period' to 'specific exhibition period' Acts or Regulations may also mandate shorter minimum exhibition periods.

Notification Requirements for Development Matters (Section 5.5, Table 2)

- Updates aligned with NSW Government changes to the Standard Local Environmental Plan Instrument employment zone framework. This framework changed naming conventions from neighbourhood centres, local centres and light industrial to local centres, commercial centres, mixed use industrial zones and general industrial zones.
- Change references to a 'Senior Council Planning Officer' to 'Manager Development Assessment' to provide clarity on the position with this authority.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering services and regulatory functions: | | |
|---|---|--|
| Service area | Communications | |
| Function | Community engagement | |
| Delivery program commitment | Communicate with our local communities about Council's projects, strategies, goals, events and facilities, and value and make use of their knowledge and experience to make better decisions. | |

Risks

Ordinary Council meeting

| Risk | Mitigation |
|--|---|
| Failure to meet OLG requirements | This risk is addressed by Council discussing the Community Engagement Strategy at its 10 December 2024 Council meeting – which is within the three month requirement. |
| Limited community engagement to revised strategy | Council conducted an extensive review with considerable community consultation in 2022 when adopting the strategy. This lead to the development of a range of improvements which were adopted by Council. Additional community consultation will take place when the revised strategy is publicly exhibited – likely to be early 2025. |
| Public concern about impact of strategy | The changes proposed to the strategy are focused on providing additional clarity and updating out of date references. There is no substantial change to the policy intent of the current strategy. |

Resourcing Strategy implications

Reviewing the Community Engagement Strategy will not result in any additional resourcing or funding requirements.

Policy and legislative requirements

- Local Government Act 1993
- Environmental Planning and Assessment Act 1979
- Integrated Planning and Reporting Guidelines from the Office of Local Government
- Local Government Amendment (Governance and Planning) Act 2016.

Conclusion

The proposed updates aim to refine Council's Community Engagement Strategy for clarity, alignment with current practices, and adherence to legislative requirements. The revised CES will continue to support Council's commitment to effective and inclusive community engagement.

Responsible officer: Amanda Mather, Senior Community Consultation Officer

File Reference: F2022/00271

Director Community & Culture Report No. CC34/24

Subject: Business Sydney Renewal of Membership: 2025 and 2026

Executive Summary

- Business Sydney is a business membership model organization, working with its members
 to lead positive change by engaging stakeholders, defining critical issues, and collaborating
 to deliver meaningful solutions for business and community. Many of their objectives align
 with Council strategies and programming.
- In December 2023, Randwick Council joined Business Sydney as a member and in the successive year, has developed a productive partnership including outcomes such as the Creative Communities Arts/Business workshop in June 2024.
- As a member, Council representatives have been invited to attend meaningful and topical Business Sydney events with other government and business stakeholders.
- There are exciting potential future opportunities between Council and Business Sydney that are being explored, and that will benefit our business sector and the wider community.
- As such this report seeks Council's endorsement renew Business Sydney membership for the next two years, 2025 and 2026, at a total cost of \$24,255.00 inc. GST.

Recommendation

That Council endorses the renewal of membership to Business Sydney for 2025 and 2026, with a budget consideration to be determined as part of the annual budget process for 2025-2026.

Attachment/s:

Nil

Purpose

The purpose of this report is to seek Council's endorsement of a two-year membership renewal to Business Sydney, at a total cost of **\$24,255.00 inc. GST** (at \$12,127.50 inc. GST per annum).

Discussion

Business Sydney is one of the oldest and most established advocacy organisations for Sydney's business community. Since 1826, they have developed a highly connected membership and network brought together annually through a busy calendar of events, networking opportunities and forums.

Through advocacy and their event calendar they drive policies and outcomes for economic growth, fostering opportunities to invest, work, live and learn in Sydney. Membership to Business Sydney provides access to a network of senior leaders in government, influential business leaders, and key decision-makers from both the private and public sectors and provides opportunities for members to host events and forums in their own LGAs featuring high profile business leaders.

Following an endorsed Report to Council in November 2023, Randwick Council secured a one-year membership to Business Sydney. Since that time, there has been positive outcomes for our business communities including sharing of Business Sydney networking and capacity building opportunities, and access to resources and funding rounds through their communications channels and newsletter.

On 12 June 2024, Council partnered with Business Sydney to co-develop and present a unique workshop at the Randwick Town Hall titled *Creative Communities*, bringing together Randwick's local creative and business communities to network and hear from industry leaders.





The collaborative workshop featured a keynote by Create NSW Chief Executive Annette Pitman, who presented opportunities for creative practitioners and businesses to promote their work, provide an overview of grants and funding opportunities, and highlight successful creative/business partnerships to inspire attendees. It was well attended with over 120 guests, and feedback indicated that more events like these tailored to the needs of our business community would be welcomed.

Workshops focused on developments in the 24-Hour Economy policies and funding and featuring industry leaders, have been identified between Business Sydney and Council as future opportunities.

As indicated by the above outcomes, a continued membership to Business Sydney would facilitate more events, workshops and opportunities for our business sectors that would meet key strategic outcomes as outlined in the Economic Development Strategy.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | | |
|--|---|--|
| Strategy | Economic Development | |
| Outcome | A city with a 24-hour economy including diverse night time activities and experiences | |
| Objective | Increase night time spending by 7% by 2032 Note: night time is defined as 6pm - 6am | |
| Delivery program commitment | Create partnerships and marketing opportunities for local businesses through events or activations that the City produces particularly night-time dining and entertainment events by 2025. | |
| Outcome | A city that empowers businesses to start, grow and thrive through a collaborative business culture | |
| Objective | Increase by 20% the number of businesses that are members of a local network, chamber or association by 2032 | |
| Delivery program commitment | Facilitate a sustainable and active business network group/s e.g. Chamber/s which act as an advocate for business by 2023 to increase business engagement and provide networking, marketing and training opportunities. | |

Risks

The primary risk of not continuing with membership to Business Sydney is that our local businesses and business networks will have diminished and accessible exposure to economic and business leaders, and thus less opportunity to remain informed and empowered on key issues affecting the local economy.

Resourcing Strategy implications

The cost of a two-year membership to Business Sydney is \$24,255.00 including GST. The annual cost is \$12,127.50 inc. GST.

This will be funded through Council's Subscription annual budget allocation in 2024/2025. The 2026 membership will be considered as part of the budget planning process for 2025/2026 budget.

Policy and legislative requirements

Nil.

Conclusion

A further two-year membership renewal to Business Sydney will continue to provide Council with valuable networking and learning opportunities with industry leaders, access to discussions on a number of relevant policies, and ultimately strengthening Council's visibility and expertise within the business community.

Responsible officer: Roxanne Fea, Manager Economic Development & Placemaking

File Reference: F2023/00819

Director Community & Culture Report No. CC35/24

Subject: South East Block Party 2025

Executive Summary

- This report is in response to a resolution of Council (Mayor, Cr D Parker) at the 24 May 2022 meeting, regarding the South East Block Party.
- It was followed by a resolution of Council (Mayor, Cr P Veitch) at the 26 March 2023 Council meeting to allocate an additional \$25 000.00 to the South East Block Party.
- Since 2021, Randwick City Council has partnered with Weave Youth and Community Services and First Nations artist Kobie Dee to deliver the annual South East Block Party as part of Youth Week celebrations. This arrangement was part of a 5 year MOU, ending in 2025.
- The South East Block Party presents the Council opportunity to reach marginalised residents in a culturally safe environment, showcasing the Council's positive role in facilitating events that recognise the culture and achievements of local communities. The 2024 event attracted 5,000 attendees.
- Through Resolution of Council in December 2022, Council entered into a 3-year funding arrangement with Weave Youth and Community Services to contribute \$40,000 per annum in support of the event. This agreement expires in 2025 with a commitment to approach neighbouring Councils to assist with future growth, if proven a successful concept.
- Growing event popularity and rising event production costs require event partners to contribute additional funds. An additional \$25,000 minimum is required to ensure the 2025 event is viable.

Recommendation

That Council:

- note the growing success of the South East Block Party as a Youth Week event in reaching marginalised community members who may not otherwise attend a Council event;
- note 2025 is the final year of the 3-year agreement with Weave Youth and Community Services for the South East Block Party, and an end-term impact report will be prepared for Council with recommendations for consideration to be put to Council on the future of the concept; and
- endorse the additional \$25,000 cash allocation drawn from unallocated Community Partnerships budget to ensure delivery of the 2025 South East Block Party.

Attachment/s:

1.1

Weave - South East Block Party - Additional Funding Request 2025

2. J

South East Block Party 2024 Impact Snapshot

Purpose

At its Ordinary Meeting held on the 24 May 2022, Council resolved:

RESOLUTION: (Mayor, Cr D Parker) that Council investigate an ongoing partnership agreement with WEAVE Youth and Community Services and bring back a report to consider funding options to financially secure support for the South East Block Party and ensure it has financial security to enable the event to held as an annual event on an ongoing basis.

At its Ordinary Meeting held on the 22 November 2022, Council resolved:

RESOLUTION: (Said/Pandolfini) that:

- a) Council enters into a funding agreement with Weave Youth and Community Services for the delivery of the South East Block Party annually, for an initial period of 3 years and be subject to a review at that time;
- b) Council contributes \$40,000.00 annually for an initial (3) year period to Weave Youth and Community Services in support of the South East Block Party;
- c) Weave undertake to appropriately and prominently acknowledge and promote Council's contribution to the South East Block Party;
- d) the Mayor or the Mayor's representative be given the opportunity to address the event on behalf of Council;
- e) Council approves \$80,000.00 which is currently held in restricted reserves as Community Creative funding be re-allocated to year 1 and 2 (2023-2024) of this agreement;
- f) Council approve year 3 (2025) of this agreement be funded through a new allocation in the Community Development donations budget;
- g) after every event, Council officers bring back an impact report; and
- h) if successful, approach neighbouring Councils to assist with future growth of the concept.

This report recognises the growing success of the South East Block Party as an annual Youth Week event delivered in partnership with Weave Youth and Community Services. This report acknowledges the rising cost of event production and requests Council's endorsement for an additional \$25,000 cash contribution toward the 2025 South East Block Party allocated from the Community Partnerships budget to ensure event viability.

Discussion

Background

Since 2021, Weave Youth and Community Services (Weave), Randwick City Council and local artist Kobie Dee have hosted the annual South East Block Party to celebrate Youth Week.

The annual event is designed in consultation with young people from South East Sydney to showcase local talent, celebrate culture and community, and raise awareness of mental health experiences. The planning phase is a significant community building process that engages and empowers local young people through consultation, co-design and capacity building activities. Stakeholder collaboration is essential to the event being community-led and providing a platform for local emerging First Nations artists.

The event targets local children, young people, their families and Elders with free live performances, food, games and cultural activities.

Each year, the event grows in popularity. From 1,000 attendees in 2001, the event attracted an estimated 5,000 community members in 2024. The 2024 Impact Snapshot report is attached.

The success of the event is marked by the strong participation by community members who would not otherwise typically attend Council events. The event is free, accessible and culturally safe for Aboriginal and Torres Strait Islander community members. Kobie Dee, who grew up in the area and linked up to Weave for support, is a role model for many young people living in and around South Maroubra, especially for young First Nations people.

Event Partners

Weave Youth and Community Services supports children, young people, women, families and communities who have been impacted by systemic disadvantage and intergenerational trauma. Weave programs address complex social issues including poverty, poor mental health and social and emotional wellbeing, domestic and family violence, homelessness, family breakdown, racism and discrimination, lack of access to opportunities, relationship issues, high levels of incarceration and alcohol and other drug issues.

Kobie Dee is a Gomeroi man, rapper and master storyteller from Bidjigal Land in Maroubra. As an artist, Kobie is deeply engaged in his community through performance and community work, and his passion for his culture and people is inspiring new generations.

Event Funding

By resolution of Council on 22 November 2022, Council entered into a financial agreement with Weave committing \$40,000 per annum in support of the South East Block Party for an initial 3-year period, expiring in 2025.

In 2023, as per the Council Resolution, \$40,000 was allocated to the event from Community Creative budget held in restricted reserves.

In 2024, as per the Council Resolution, \$40,000 was allocated to the event from Community Donations budget. Citing rising production costs and increased community demand, Weave requested an additional \$25,000 from Council to ensure the successful delivery of the program, including lead-up stakeholder consultation and community capacity building activity. The additional allocation was drawn from operational underspend in the 2023/24 financial year Community Development budget as well as an allocation from the Mayor's Contingency Fund. This allocated funding was supported by the Mayoral Minute (MM9/24) at the Ordinary Meeting of Council on 26 March 2024.

As per the Council Resolution, \$40,000 is budgeted for the 2025 event in the Community Development donations budget.

2025 Funding Request

In planning the 2025 Youth Week event, Weave anticipate continued budget shortfall and is not likely to be able to deliver the event without additional contribution. Weave have tentatively secured philanthropic funds, in-kind and discounted services to address some shortfall, however additional contribution is also requested of Council.

An additional cash contribution of \$40,000 is requested by Weave (totaling \$80,000 requested contribution by Council for the 2025 event), supplied as Attachment A: Weave Funding Request 2025. Consultation with Weave suggests a minimum of \$25,000 additional contribution (total \$65,000 from Council) will ensure the 2025 event is viable.

It is recommended by this report that an additional \$25,000 in 2024/25 is endorsed by Council. As per the attachment, this amount contributes approximately 50% of the overall event production costs and matches the cash contribution by Council last financial year. Weave have indicated that the total of \$65 000.00 will be sufficient for the delivery of the event and will aim to fund the additional \$15 000.00 shortfall via other means.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | | |
|---|--|--|
| Strategy | Inclusive Randwick | |
| Outcome | A resilient city where people are engaged, informed, connected and feel a sense of community and belonging | |
| Objective | The percentage of residents who feel a part of their community will remain above the metro benchmark through to 2031 | |
| Delivery program commitment Explore opportunities to increase targeted events for communities feeling socially isolated on a needs basis. | | |

Risks

| Risk | Mitigation |
|---|---|
| Not proceeding with additional funding | The likely risk in Council not funding the additional \$25,000 is failure to deliver as the event will not proceed without additional cash support. If Council was not to provide the additional funding it is unlikely that Council could deliver the same event targeting young people with a budget of \$40,000 or \$65,000, for Youth Week. |
| Increasing budgets to deliver the Block Party | Following endorsement and delivery of the event, Council will review the impact report and put forward options for Council's consideration |

Resourcing Strategy implications

The current agreement with Weave Youth and Community Services commits Council to \$40,000 cash contribution in the 2024-25 financial year from the Community Development donations budget. The additional \$25,000 requested by Weave is proposed to be sourced from unallocated Community Partnerships budget, which was underspent in the 2024 round.

The community consultation and capacity building activities undertaken by Weave in the planning and production of the South East Block Party ensure the project meets the Community Partnerships funding criteria. This stream of Council's Community Investment Program aims to support not-for-profit, community-based organisations to deliver much-needed programs and services to disadvantaged residents of Randwick Local Government Area.

As an event partner, Council also contributes staff and in-kind resources, including:

- Event personnel from the Community Development team
- Marketing and promotion support from the Communications team
- In-kind park and amenity hire
- Cleansing
- Waste service.

The total recommended contribution from Council to Weave for the 2025 Block Party is \$65,000.

Policy and legislative requirements

Nil.

Conclusion

At its meeting in on 13 December 2022, Council resolved to enter a 3-year financial agreement with Weave Youth and Community Services, committing \$40,000 per annum in support of the South West Block Party as a Youth Week event. Growing event popularity and rising event production costs require an additional \$25,000 contribution last financial year and is requested for the successful delivery of the 2025 event.

This report seeks Council endorsement for the additional \$25,000 cash contribution from unallocated Community Partnerships budget in support of the 2025 South East Block Party. Following the Youth Week activity, an end-term impact report will be prepared for Council with recommendations on Council's role assisting the future growth of the concept.

Responsible officer: Trina Soulos, Manager Community Development

File Reference: F2019/07694



South East Block Party 2024

Impact Snapshot

SOUTH EAST BLOCK PARTY BIDJIGAL LAND

South East Block Party 2024

To celebrate Youth Week 2024, Weave Youth & Community Services, in partnership with Kobie Dee; a Gomeroi man, rapper and master storyteller, and Randwick Council, held the fourth annual South East Block Party at Coral Sea Park in Maroubra.

Thousands of local community members, including children, young people and families, gathered on Bidjigal Land on 24th April for live performances, food, games and cultural activities. This was an all ages, drug and alcohol free event.

With a celebration of culture at the heart of the event, South East Block Party 2024 opened with a Smoking Ceremony and dances from the Gamay dancers and Weave's Kool Kids Program dancers.

This year we saw impressive live performances by Minty and Stephen Wilson, Lil Arts, That Gurl Bella, Pannia, JK-47 and of course headliner Kobie Dee, with a surprise guest appearance by Barkaa.

This year's event had a giant inflatable obstacle course, teacup rides, hair braiding and barbers giving free haircuts, lawn games, face painting, a bustling kids art and craft tent, a basketball comp, 6 food trucks and stalls and more...all free to the community!









Ordinary Council meeting

Collaboration with other services is an important part of South East Block Party and many contributed their time, energy, and skills to the event by running informative stalls and activities. Thank you to Na Joomelah, The Shack (Benevolent Society) Mudgin-Gal, and the Uncles with the Kinchela Boys bus for being part of this year's event. At Weave we know the power of genuine community connection. South East Block Party was dreamed up by Kobie Dee and Weave's young men's group to showcase local talent, raise awareness of mental health experiences, and celebrate the strengths of the communities we work with.

We acknowledge Kobie's music, advocacy and message and the inspiration he provides to young people in his communities and people following his journey. Kobie is a true role model!

South East Block Party would not be possible without the sponsors, partners, volunteers and Weave supporters who help us create meaningful, positive experiences for the communities we work with - particularly Randwick City Council, who provide invaluable partnership and support, and have since the event was dreamed up.

A tremendous collaborative effort from all parties involved, South East Block Party 2024 is something we can all be very proud of.

Our deepest gratitude to every person who came together to make this day so special, the most important of those being the greater community who all showed up with such togetherness and ownership of this wonderful event.







Thank you for having me there with you my brother and always holding space! So proud of you!



So special Kobie, congratulations! Huge things to come!!



Well and truly worth the drive from Wiradjuri Country to watch the deadly storyteller Kobie. Thank you brother.

Your speech got me so emotional. Love to all the single parents out there that have raised kids in this community.



Good to be back at South East Block Party. Great to be inspired. Even better to be back with this mob again.

Love to everyone who came out to South East Block Party. Congrats to Kobie and Weave on such an amazing event. Truly inspirational to see and be a part of.

Kobie dreamt, now the whole community manifests.

Big ups on the fourth South East Block Party!



Bro well done the Block Party was epic, thank you. You're a big inspiration to me.



The amount of pride I feel having the privilege to watch Kobie's journey to where he is now fills me with joy.

Thank you & congratulations Kobie Dee, Weave and the entire local commnity for an upliftingn uplifting evening of celebration.



































































































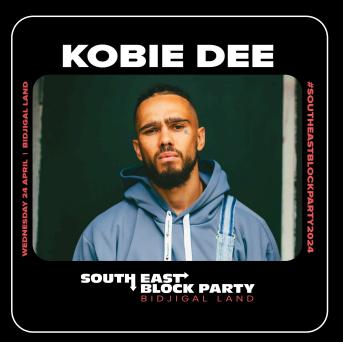




Social Media Campaign

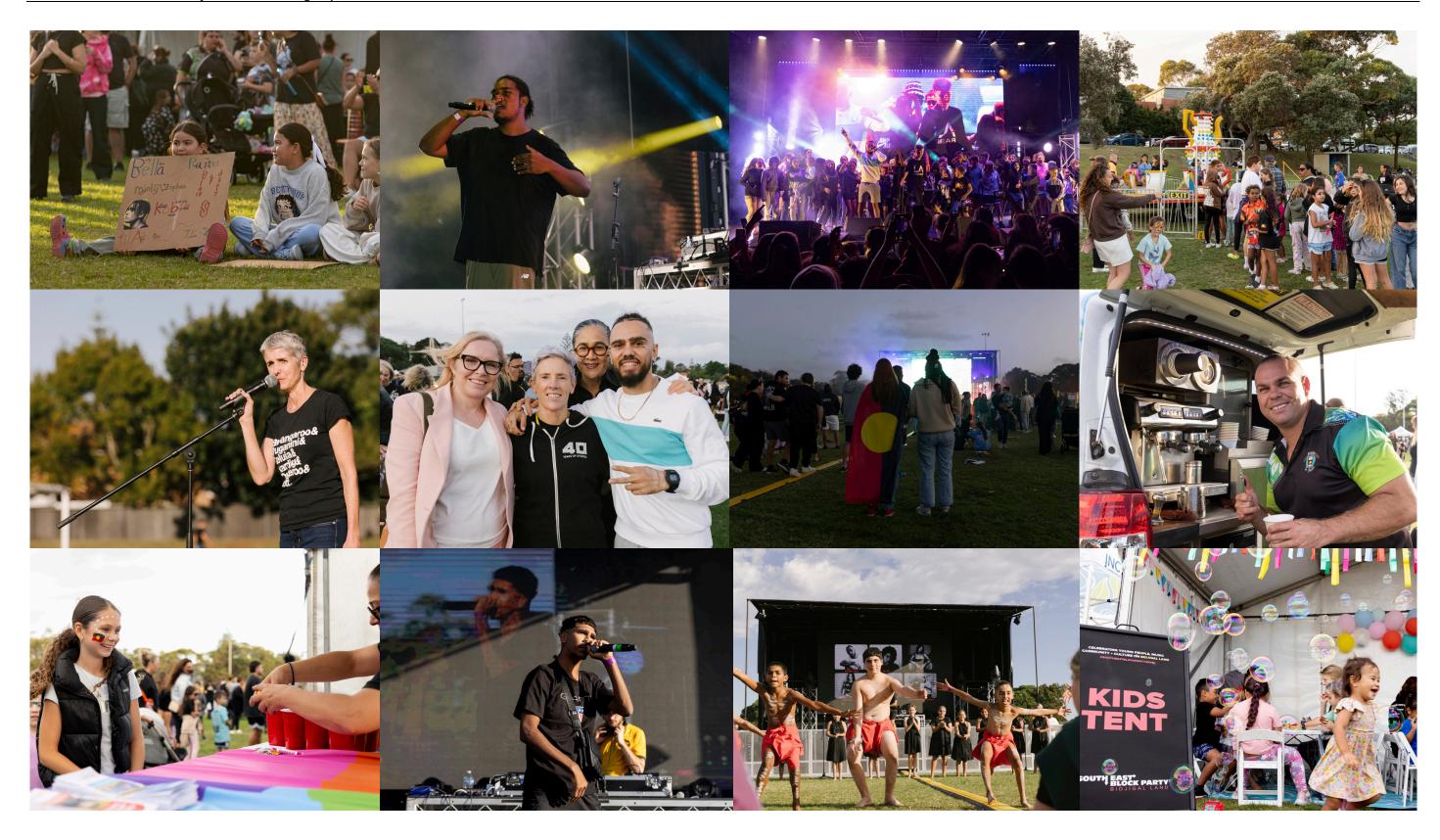
Social media campaign reach of over 185K and high engagement across posts on Weave and Kobie Dee's social media channels.











"From the Welcome to Country, smoking ceremony and cultural dances, to the joy on the children's faces, the sense of togetherness and pride in community and culture was so strong and palpable everywhere you looked. Kobie Dee's strong, positive messages and his love for the South East community shone through as strongly as the full moon that lit up the sky"

- Siobhan Bryson, CEO | Weave Youth & Community Services





















COLIN BIGGERS SPAISLEY

#SOUTHEASTBLOCKPARTY2024

SOUTH EAST BLOCK PARTY BIDJIGAL LAND

South East Block Party 2025

After the enormous success of the last four South East Block Party (SEBP) events in 2021, 2022, 2023, and 2024, Weave Youth & Community Services are looking forward, alongside Randwick City Council and Kobie Dee, to delivering the 5th South East Block Party in 2025!

Since 2021, Weave Youth & Community Services, Randwick City Council and Kobie Dee (local Aboriginal rapper/performer) have hosted South East Block Party on Bidjigal Land to celebrate Youth Week. The event brings young people and families from South East communities together to showcase local talent, raise awareness of mental health experiences and celebrate community.





South East Block Party 2025 will be a one-day festival-like event including:

- Professional stage
- Production team sound, lighting
- Live performances
- Free food stalls/trucks
- Cultural activities
- Community consultation
- MC
- Local support services

- Games for kids
- Art and craft activities
- Carnival Rides
- Security team
- Corporate volunteers

Check out South East Block Party videos: 2024, 2023, 2022, 2021

1

About the Partners

Weave Youth & Community Services | www.weave.org.au

Located on unceded Gadigal and Bidjigal Land in Sydney, Weave Youth & Community Services is a place-based community organisation that has been delivering a range of programs, supports and services developed with and for the community for 48 years.

Our diverse range of programs and services support children, young people, women, families and communities who have been impacted by systemic disadvantage and intergenerational trauma and as a result experience complex social issues including poverty, poor mental health and social and emotional wellbeing, domestic and family violence, homelessness, family breakdown, racism and discrimination, lack of access to opportunities, relationship issues, high levels of incarceration and alcohol and other drug issues.

Kobie Dee | www.kobiedee.com

Kobie Dee is a Gomeroi man, rapper and master storyteller from Bidjigal Land in Maroubra, South Sydney. As an artist, Kobie is deeply engaged in his community through performance and community work, and his passion for his culture and people is inspiring new generations.

"Kobie's vulnerability and willingness to tackle his problems through music is admirable, powerful and hopefully therapeutic.

— Declan Byrne, Triple J

Kobie spilling out his guts with full transparency, honesty, strength and vulnerability is admirable and powerful. You are a weapon!

— Claire Mooney, Triple J

Randwick City Council | www.randwick.nsw.gov.au

Randwick City Council is the second oldest local government area in New South Wales, proclaimed on 22 February 1859. The boundaries of the city have remained largely unchanged since this time and stretch from Centennial Park in the North to La Perouse in the South. It is home to the most stunning coastal beach strip in Sydney, including iconic Clovelly, Coogee and Maroubra beaches.

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The Origin Story

In 2020 Weave identified the need to host an Aboriginal Young Men's Healing Group. This was a direct result of conversations with young men from Sydney's South East, who were engaging in risky behaviour, multi-drug use and experiencing significant mental health and life challenges. The majority of the participants were young men aged 18-24 years of age who have grown up in the La Perouse, Matraville, Maroubra areas.

During healing group sessions, these young men expressed several times that they would love to host a free community event that brings young people together, to raise mental health and suicide awareness. To create an event that is engaging, fun and meaningful, an event that makes young people in their area feel valued, appreciated and seen.

The young men shared their view that an event like this would give the community access to:

- local role models,
- stories of lived experiences,
- activities that promote good health,
- improved self-esteem, free good food,
- interactive community consultations,
- the opportunity to enjoy a live concert featuring one of their own local heroes/artists.

In 2021, Weave was approached by Randwick Council to float the idea of partnering to host a Youth Week Event in 2021. This timing coincided with these young mens' dream, and so the partnership was formed, and the South East Block Party, with headline music act Kobie Dee began!

South East Block Party 2024

To celebrate Youth Week 2024, Weave Youth & Community Services, in partnership with <u>Kobie Dee</u>; a Gomeroi man, rapper and master storyteller, and <u>Randwick City Council</u>, held the fourth annual South East Block Party at Coral Sea Park in Maroubra.

Thousands of local community members, including children, young people and families, gathered on Bidjigal Land on 24th April for live performances, food, games and cultural activities. This was an all ages, drug and alcohol free event.

With a celebration of culture at the heart of the event, South East Block Party 2024 opened with a Smoking Ceremony and dances from the Gamay dancers and Weave's Kool Kids Program dancers.

This year we saw impressive live performances by Minty and Stephen Wilson, Lil Arts, That Gurl Bella, Pannia, JK-47 and of course headliner Kobie Dee, with a surprise guest appearance by Barkaa.

This year's event had a giant inflatable obstacle course, teacup rides, hair braiding and barbers giving free haircuts, lawn games, face painting, a bustling kids art and craft tent, a basketball comp, 6 food trucks and stalls and more... all free to the community!

Community benefits of South East Block Party

Engaging and Empowering Local Aboriginal Young People

In the lead up to the event Weave holds consultation meetings with the Switch Leaders of the Weave Kool Kids program which runs out of the Kool Kids Malabar office. The young people brainstorm ideas on the event theme, put forward ideas for performers, cultural activities, food, games and merchandise. Some of these young people are also engaged to work at the event on the day, giving them work experience for their resume and opportunities to gain valuable skills and capabilities for employment in the future. During this experience, and in broader community attendance at the event, local Aboriginal young people have access to inspirational, positive role models from their communities - including event partner, Kobie Dee.

Platform for Emerging Indigenous Artists

South East Block Party presents a platform for emerging Indigenous artists to share their music, build their public profile, and have access to experienced Indigenous artists on the performance lineup and in the planning process. A number of the artists who have performed at South East Block Party in the past 4-years have been from regional communities and the Greater Sydney area and have made the trip to south-east Sydney to perform at the event. Curation of all performance acts and emerging artists is made in conjunction with South East Block Party partner, Kobie Dee, a proud Gomeroi man from Bidjigal land in Maroubra.

Stakeholder Collaboration and Feedback

A range of stakeholders have been involved in South East Block Party, through hosting stalls, providing goods and services, or performance:

- Na Joomelah
- Kinchela Boys Home Aboriginal Corporation
- Junction Neighbourhood Centre
- The Shack The Benevolent Society
- Lexo Food Hub
- LaPa Bummers
- Mudgin-Gal Aboriginal Women's Centre
- Salvation Army
- Weber Shandwick
- Studio X (Barber)
- JD Sport
- Pat and Sticks
- Ben & Jerry's
- Tricksta Barista
- Manoosh Pizzeria
- Plate it Forward/Colombo Social
- Pure Foundation
- Sony Music Publishing
- Amanaki Studios
- Tristan Stefan Edouard
- Tatu
- Holy Schnitt
- Jackson Street
- Igniting Change
- O'Brien Criminal and Civil Solicitors
- South East Sydney Local Health District
- Plates for Mates
- Totem Skate School

Each year partners, stakeholders, community members, young people, staff, volunteers, vendors and external services are asked to give feedback so the event can improve and remain true to its original purpose.

Some of the practical feedback we have heard and responded to is the need to have sufficient food to feed everyone attending (all vendors are paid in advance so there is no cost for the community to access food trucks), more seating for those unable to sit on the grass or stand for long periods of time, and to improve security by increasing lighting and fencing off areas to ensure safety of the children in a large outdoor area.

Appreciation and Celebration of Culture

SEBP partners collaborate with the La Perouse Aboriginal Land Council to ensure culture is at the heart of the event. In 2024 the event opened with a Welcome to Country, cultural dance by the Gamay Dancers, a smoking ceremony, and cultural dance from the Weave Kool Kids dancers. The event promotes a culturally safe, strengths-based, community-led environment for attendees, and a celebration of local creativity, art, and achievement. The cultural consultation and engagement across the event is multi-generational, involving connections from children to Elders, local Switch Leaders from within Weave's programs, and external stakeholders such as the Kinchela Boys Home Aboriginal Corporation, whose Mobile Education Centre (Bus) was a highlight of the 2024 event. The Elders Tent at the SEBP is an essential component of the event each year with Elders shown the respect they deserve as key knowledge holders and central figures in their communities.

Funding needs in 2025

In previous years, Weave has worked hard to source funding for SEBP from a range of private and corporate donors, with core financial support from Randwick Council. Randwick Council has currently committed \$40,000 per year to the event, from 2023-2025. It takes an enormous amount of time and energy for Weave to raise these funds and takes away from our ability to raise funds from those same donors for our core services. Each year there is also no certainty that we will be able to raise the additional funds needed to put on the event.

Since the initial funding arrangement, event costs have increased significantly due to worsening inflation and costs of goods and services. As a result, we are facing a real challenge to deliver the event to the same standard as previous years, despite the current confirmed contribution from Randwick City Council of \$40,000.

We are very grateful for the increased funding allocation from Randwick Council for the 2024 event. With costs continuing to rise and the success and popularity of the event growing, we anticipate that the cost of putting on this event will rise significantly again for 2025.

Since the year of inception, the popularity of the Block Party has jumped exponentially. The very first year in 2021 there were close to 1,000 people reported in attendance. In 2023, around 4,000 community members, families, children, volunteers, performers, local services, and vendors were present, and in 2024 attendance grew to an estimated 5000!

This exciting leap in numbers demonstrates the value of this event for the Randwick Council community. In addition to paid vendors, performers and services, Weave has secured many donated items and services over the past 4 years such as:

- Sausage sizzle and slushies
- Snacks, grocery items
- Children's art and craft tables
- Volunteers x approximately 20-25
- Lawn games
- Barbers and face painters
- Prizes for kids competitions
- New outfits for young performers
- 25 x Weave staff in-kind support on the day of event and in the lead up
- Food and product donation

Many local vendors enlisted for the event have discounted their services by way of labour, install fee, or out of hours charges to assist with the costing. Despite these concessions, there is still a significant gap when comparing the 2023 budget to the costs for 2024 and anticipated costs for 2025.

| SOUTH EAST BLOCK PARTY | | | |
|--|-----------|---|-----------|
| 2024 BUDGET | | | |
| CULTURAL REPRESENTATION | 4,400.00 | PERFORMERS | 19,000.00 |
| Smoking Ceremony - ACE Welcome to Country - LaPa Cultural Dance - Gamay Dancers Cultural Dance - Weave Kool Kids | | Jackson street services Kobie Dee headliner 6 Artists DJ | |
| FOOD / DRINKS | 25,000.00 | INFRASTRUCTURE | 15,300.00 |
| Wholly Schnit Food Truck Manoosh Pizza Stall Gozleme Food truck Parties Plus burgers food truck Wallop Water Station Trickster Barista Coffee truck Meals for volunteers and workers Ice and Bottled water Snacks for Elders tent and greenroom Set up drinks and lunch for install team | | Marquee hire x 10 Outdoor furniture; chairs, tables, barrels, kids furniture, chairs for elders tent, trestle tables etc Installation items, stationary, Wristbands, lanyards Cleaning supplies Outdoor Lighting hire Fencing hire Generator Hire | |
| SAFETY | 2,500.00 | MERCH | 7,650.00 |
| First Aid Officers x 2- Medifast Security Guards x 7 Wrightways | | T-shirts for Staff, Partners, Volunteers, Kool Kids Promotional Posters and flyers | |
| YOUTH CONSULTATION | 1,450.00 | PRODUCTION | 23,500.00 |
| Switch Leaders vouchers for consultation meetings Switch Leaders working the event MC Role | | Outdoor Stage Hire Lighting for stage, production team, sound techs, stage hands, set up team. Live filming for screens - Clipped Videography - Amanaki Photography - Tristan Stefan | |
| ACTIVITIES | 7,600.00 | | |
| Hair braiding Facepainters x 2 Barbers x 2 Carnival Rides x 2 Lawn Games Young Kids/ Family craft tent | | | |
| 2024 SPEND | 106,400 | | |

Note; Table total does not include Weave in kind contribution, staff wages, marketing team, overheads etc. Does not include the donated services and items such as additional food stalls, volunteers, external service representation, activities run for free

Weave is requesting an increased funding allocation of \$80,000 from Randwick Council for the 5th South East Block Party in 2025.

We need a commitment of \$80,000 from Randwick Council to continue this unique collaboration and ensure a successful South East Block Party in 2025 for the Randwick community.

As mentioned above, Weave has sourced considerable additional funding and advocated to gain in-kind support and services for the South East Block Party. In addition to providing Weave staff time, we have recruited multiple volunteers to plan and implement the event, we also use our resources and expertise, and leverage the strong connections and relationships we have with the local community. This work reflects a significant in-kind contribution to this event allowing it to run at a significantly lower operating cost than its true cost.

If we are unable to cover event costs, there is a risk that the operating capacity of the event management partnership (Weave Youth & Community Services, Randwick City Council, and Kobie Dee) will be unable to meet the demand of increasing yearly attendance and deliver a safe and quality event.

Most importantly, if this event doesn't continue in 2025, it will be a huge loss to the local community offerings for residents of Randwick City Council and its visitors.

Providing adequate financial backing for the event will continue to allow residents of the Randwick City Council area to have access to strengths-based community events that are initiated and led by local community leaders of all ages, and access to positive role models. The value of this cannot be understated.

These communities and residents are those that might not necessarily engage with Randwick City Council or its communications. South East Block Party presents the Council with an opportunity to reach these residents in a culturally safe environment, showcasing the Council's positive role in facilitating events that recognise the culture and achievements of local communities.

Feedback from previous years indicates the importance of this event for the local community:

"Name a better place you'd rather be on a Friday night than with a community with jor for jarjums and community members." - Attendee

"It was unreal hearing your story. Being there with some young people who are going through hardships and then seeing a Koori face speaking up means so much!" - Attendee

"Kobie Dee, you are an extraordinary role model leading the way for the next generation. It was a privilege to experience your big, brave, beautiful heart and to feel the tight-knit community love. I love the enormous respect offered to the Elders in this very special local community." - Kylie Kwong

"I grew up across from Coral Sea Park and everyday I would look out at the park and think I'm going to do a show there and last night it happened. Having thousands of people from the community and outside the community there for this Block Party made my dream become a reality." - Kobie Dee





SOUTH EAST BLOCK PARTY
BIDJIGAL LAND

Motion Pursuant to Notice No. NM98/24

Subject: Notice of Motion from Cr Martin - E Bikes

Motion:

That Council take action to improve the safety of e-bikes within our community and prepare a report that includes;

- a) Investigation of e-bike safety including:
 - Policies and procedures for the hiring and use of e-bikes, including mandatory helmet requirements and clear safety guidelines for riders,
 - Company responsibilities in ensuring the timely collection of bikes left in disorderly or unsafe locations, with strategies to mitigate risks associated with improperly parked bikes
 - Enforcement protocols to address illegal e-bike use on footpaths, particularly by delivery riders, to reduce risks to pedestrians and enhance community safety.
 - Safety of the batteries attached to the e-bikes for hire within our Council area.
- b) Development of an e-bike safety campaign to educate the public on responsible e-bike use, especially targeting young riders, including:
 - An e-bike code with practical guidelines, such as reducing speed when sharing paths with others and using bells to alert pedestrians.
 - Educational resources for schools, parents, and bicycle retailers to promote safe and legal e-bike practices.
- c) Write to the NSW Minister for Transport to:
 - Review and update road rules concerning e-bikes.
 - Initiate a state-wide e-bike safety and education campaign.
- d) A call to action for other councils across NSW to implement similar e-bike safety measures, fostering a unified and effective approach to addressing this growing issue.

Background:

There seems to be an increase in the number e-bikes.

The bikes are being dumped or left strewn in places that are either unsafe or in a disorderly manner creating a risk to our community.

A range of options must be considered to alleviate this eyesore, community risk and environmentally unfriendly issue.

This motion aims to balance the benefits of e-bikes with the need for safety, education, and accountability to protect all members of our community.















Source of funding:

2025-26 Operational Plan and Budget

Attachment/s:

Nil

Submitted by: Councillor Martin, East Ward

File Reference: F2016/00303

Motion Pursuant to Notice No. NM99/24

Subject: Notice of Motion from Cr Hay - Meeks St Plaza Carols Friday

13th December

Motion:

That Council:

- a) thanks the Events and Economic Development teams for agreeing and helping facilitate
 the first ever carols at Meeks St Plaza on Friday 13th December, and all the extra
 work they do in the holiday season; and
- b) promotes the carols at Meeks St Plaza via its social media channels

Background:

The Meeks Street Plaza carols has been organised very quickly and on short notice. The carols themselves are hosted by Holy Trinity Kingsford with some help from the Anglican Chaplaincy at UNSW.

Unfortunately the event missed the cutoff to be included on the printed leaflets, but if we could mention the event on social media it would be greatly appreciated.

Attachment/s:

Nil

Submitted by: Councillor Hay, West Ward

File Reference: F2004/07077

2N19/24

Question with Notice No. QN19/24

Subject: Question with Notice from Cr Asgari - Council's current &

planned community engagement and communication

strategy

Question:

What is Council's current and planned community engagement and communication strategy?

Background:

Council communicates with the community through a variety of methods including digital newsletters and regular post. An example was the use of print, email, flyers, letterboxing and alike for Step Out Speak Out to make it accessible for wider community participation.

However, there seems to be gaps in reaching particular sections of the community. Particularly, people with no internet, low digital literacy, people who speak a language other than English may have limited access to learn about events.

Response from Director Community & Culture:

To be distributed in a supplementary business paper.

Submitted by: Councillor Asgari, East Ward

File Reference: F2022/00271

Notice of Rescission Motion No. NR1/24

Subject: Notice of Rescission Motion submitted by Councillors

Hamilton, Martin and Rosenfeld - Coogee Beach Amenities,

Kiosk and Bus Shelter Project - Outcomes of Stage 2

Community Consultation

That the resolution passed at the Ordinary Council meeting held on Tuesday 26 November 2024 in relation to Item CS54/24 (Coogee Beach Amenities, Kiosk and Bus Shelter Project - Outcomes of Stage 2 Community Consultation) and reading as follows:

That Council:

- endorse a knock-down-rebuild approach for the Coogee Beach amenities building;
- b) request a minor revision to the concept for a new building to incorporate, where practicable, stylistic features from the existing building yet retaining all the other additional features, footprint and functionality;
- c) once in receipt of a revised concept, proceed to planning approval and documentation of the works to tender; and
- d) endorse the funding strategy for the future redevelopment of Coogee Beach amenities.

BE AND IS HEREBY RESCINDED.

If the Rescission Motion is carried, it is intended to move the following motion:

That Council endorse:

- a) the concept design for a new building for the Coogee Beach amenities to proceed to planning approval and documentation of the works for tender, and
- b) the funding strategy for the future redevelopment of Coogee Beach amenities.

Attachment/s:

Nil

Submitted by: Councillor Hamilton, North Ward; Councillor Martin, East Ward;

Councillor Rosenfeld, Central Ward

File Reference: PROJ/10199/2021/4

Notice of Rescission Motion No. NR2/24

Subject: Notice of Rescission Motion submitted by Councillors Hay,

Rosenfeld, Hamilton and Burst - Responsible investments within Randwick City Council's Investment Policy

That the resolution passed at the Ordinary Council meeting held on Tuesday 26 November 2024 in relation to Item NM92/24 (Notice of Motion from Cr Willington – Responsible investments within Randwick City Council's Investment Policy) and reading as follows:

That Council:

- a) notes that the Investment Policy Version 5, is due for review 28 February 2025;
- notes that corporate investment best practice recognises that environmental, social and governance factors (ESG) can and do have a material impact on financial investment outcomes;
- c) acknowledges that leading public sector investment authorities (such as the NSW Treasury Corporation, T Corp) explicitly recognise "managing material environmental, social and governance (ESG) risks and opportunities, including climate change, will result in better long-term investment outcomes"; and
- d) reviews its Investment Policy to ensure it incorporates the identification, evaluation, management and monitoring of material ESG risks to deliver optimal investments for Council, consistent with investment best practice and Council's values and strategic goals.

BE AND IS HEREBY RESCINDED.

If the Rescission Motion is carried, it is intended to move the following motion:

That Randwick Council maintain its current risk profile, maximises our returns and does not jeopardise the liquidity and credit risk of council, aligning to Office of Local Government Guidelines and Ministerial Orders.

Attachment/s:

Nil

Submitted by: Councillor Hay, West Ward; Councillor Hamilton, North Ward; Councillor

Rosenfeld, Central Ward; Councillor Burst, South Ward

File Reference: F2016/06527