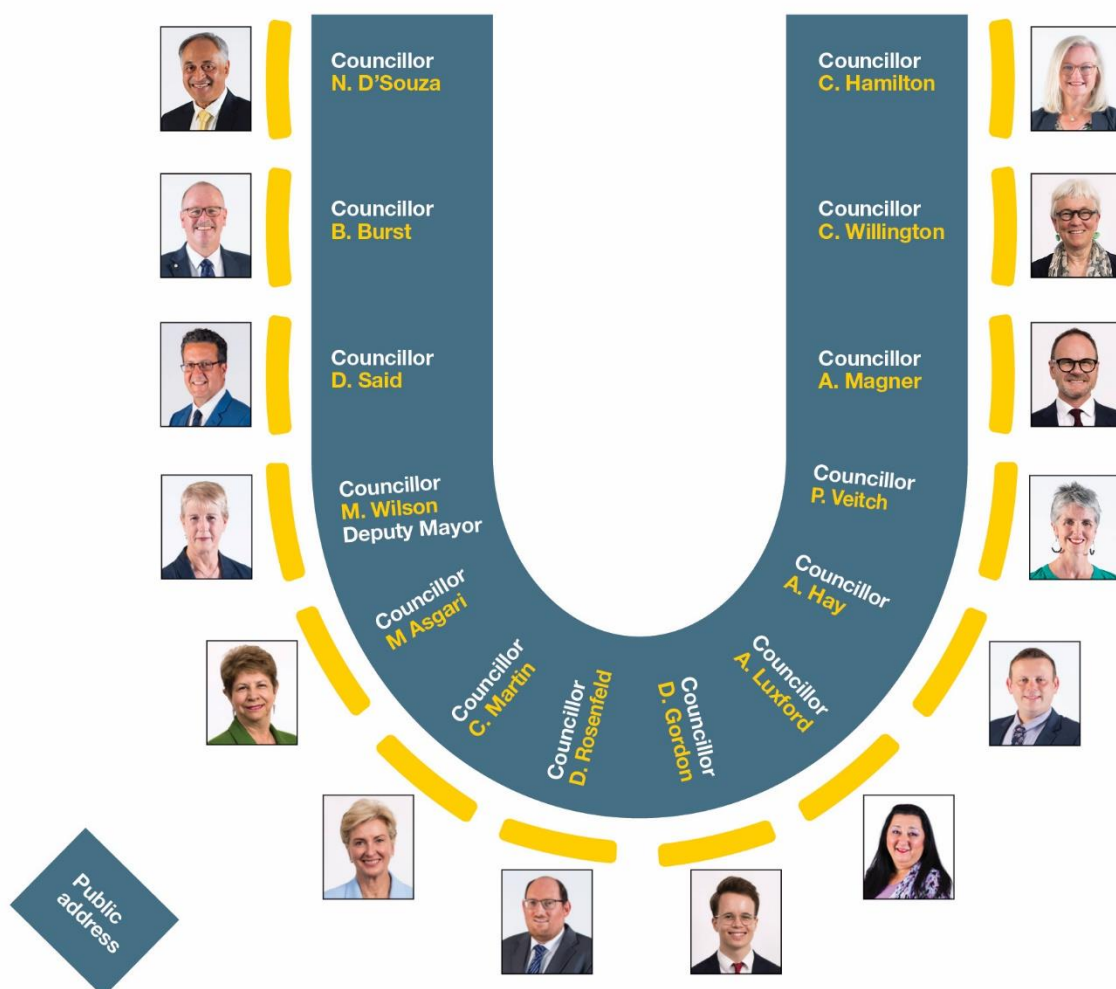


# Ordinary Council Meeting

Tuesday 27 May 2025

# Seating plan for Council meetings



# Statement of ethical obligations

Obligations	
<b>Oath [Affirmation] of Office by Councillors</b>	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	
<b>Pecuniary interests</b>	<p>A Councillor who has a <b>pecuniary interest</b> 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.</p> <p>The Councillor must not be present at, or in sight of, the meeting:</p> <ul style="list-style-type: none"><li>a) at any time during which the matter is being considered or discussed, or</li><li>b) at any time during which the council is voting on any question in relation to the matter.</li></ul>
<b>Non-pecuniary conflict of interests</b>	A Councillor who has a <b>non-pecuniary conflict of interest</b> 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.
<b>Significant non-pecuniary interests</b>	A Councillor who has a <b>significant</b> 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.
<b>Non-significant non-pecuniary interests</b>	A Councillor who determines that they have a non-pecuniary conflict of interest in a matter that is <b>not significant</b> 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.



Notice is hereby given that an Ordinary Council meeting of Randwick City Council will be held in the Council Chamber, 1st floor Town Hall building, 90 Avoca Street, Randwick on Tuesday, 27 May 2025 at 7pm

### **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 - 29 April 2025

### **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.*

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GM4/25	Audit, Risk & Improvement Committee - Chairperson's Annual Performance Report <i>This matter is considered to be confidential under Section 10A(2) (f) Of the Local Government Act, as it deals with matters affecting the security of the Council, Councillors, Council staff or Council property.</i>

**Confidential Director Corporate Services Report**

CO31/25 Audit, Risk &amp; Improvement Committee Minutes - April 2025

*This matter is considered to be confidential under Section 10A(2) (f) Of the Local Government Act, as it deals with matters affecting the security of the Council, Councillors, Council staff or Council property.*

**Confidential Director City Services Reports (record of voting required)**

CS22/25 Provision of Hygiene and Washroom Services - SSROC Tender T2024-03

*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.*

CS23/25 Animal Care and Rehoming Services

*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. (Commercial contract from Sydney Dogs and Cats Home attached to the report.*

Ray Brownlee, PSM  
**GENERAL MANAGER**

## Mayoral Minute No. MM14/25

### Subject: Financial Assistance and Donations - April - May 2025

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#### Motion:

That Council:

- a) note the donation of \$500 for IndigiGrow Australia's Biggest Morning Tea. \$250 has been donated for the Morning Tea and \$250 donated directly to Cancer Council.
- b) note the waiving of the hire fees for the use of Maroubra Beach on 10 May 2025 for a fundraiser for Kids Cancer Project to the value of \$544.
- c) waive the fees for the hire of DRLC Training pool for Surf Life Saving Sydney for Surf Sports Pool Rescue Clinic and Branch Championships on 1 June and 15 June 2025 to the value of \$2379.
- d) donate an amount of \$990 to the Salvation Army's Red Shield Appeal to help people in need.
- e) waive the fees for the hire of Coral Sea Park to the Vintage Sports Car Club to celebrate the Centenary of the opening of Maroubra speedway on 5 December 2025 to the value of \$737.
- f) donate an amount of \$1000 to the Randwick City football Club in support for the Purple Hearts program.

#### Background:

- a) **IndigiGrow Biggest Morning Tea**  
IndigiGrow is organising a Biggest Morning Tea on 22 May 2025 in honour of people impacted by cancer. The funds will go to Cancer Council towards vital cancer research, support services, prevention programs and advocacy.
- b) **Fund raising for Kids Cancer Project**  
A fundraising event was organised on 10 May 2025 to support kids with cancer. Friday 400 club at Maroubra took on a rowing challenge on Saturday 10 May 2025 to fund raise for over 1000 kids diagnosed with cancer every year to support cancer research.
- c) **Surf Life Saving Club – Surf Sports Pool Rescue Clinic and Branch Championships**  
Surf Life Saving Sydney Branch will be organising Surf Sports Pool Rescue Clinic and Branch Championships being offered to youth and senior members of the 15 Surf Clubs. Surf Life Saving Sydney has requested for the waiving of hire fees for the 1 and 15 June 2025.
- d) **The Salvation Army Red Shield Appeal**  
The Salvation Army Red Shield Appeal helps people facing homelessness, hardship and injustice. It helps to bring hope, help and give a new beginning to individuals, families and communities in crisis. As the cost of living deepens it is resulting in financial and personal stress for many.
- e) **Vintage Sports Car Club**  
Vintage Sports Car Club is proposing to celebrate the Centenary of the opening of the Maroubra Speedway on 5 December 2025. They propose to have a small gathering of appropriate cars and a picnic over a few hours and have requested for the fees of Coral Sea Park waived for the event.

MM14/25

**f) Support for Purple Hearts – Randwick City Football Club**

The Purple Hearts was formed in 2010 by the Randwick City Football Club to provide people with a disability the opportunity to play football and develop a love of the game within a club environment.

To ensure the Purple Hearts remains affordable for the players, the football club requires financial help. Every year they need to buy new uniforms, balls, training equipment, pay for hire of a training field, and importantly, cover registration costs.

In addition to providing opportunities for the players to participate in sport, the Purple Hearts enables players to form friendships, build confidence, and feel included.

I propose a donation of \$1000 in support of the Purple Hearts program as a contribution towards uniforms and training equipment. Council's support will be duly recognised through logo placement on jerseys, website and social media.

This grant has been made in previous years.

**Source of funding:**

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

**Attachment/s:**

Nil

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**Submitted by:** The Mayor, Cr Dylan Parker

**File Reference:** F2025/06574

## Mayoral Minute No. MM15/25

**Subject:**     **Honouring the memory of Rodney MacDonald with a plaque at Malabar Pool**

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### **Motion:**

That council erect a plaque in memory of Rodney MacDonald at a spot at Malabar Pool.

### **Background:**

Rodney was born and raised in Malabar and was a long-time member of South Maroubra Surf Club, joining as a young teenager in the late 70's.

He excelled in surf lifesaving competition, winning medals at both State and National titles in board paddling and beach sprint, which is a very rare feat.

Rodney also played rugby league for La Perouse and Rugby Union for Randwick.

In his professional life he was a career lifeguard in Cornwall, England for over 20 years.

In the late 90's Rodney was diagnosed with MS, an insidious disease that ultimately took his life in March 2025.

He was a true local, who spent most days keeping himself fit, active and fighting his MS by training at the DRLC and Malabar Pool.

Rodney would have turned 60 next month on June 5. We are planning to unveil a plaque in his memory at Malabar Pool in conjunction with a paddle out and a swim at Malabar on Saturday 7 June.

He was a fighter, who never complained and put simply was a good man.

### **Source of funding:**

The financial implications of \$765 will be funded from the 2024-25 Contingency Fund.

### **Attachment/s:**

Nil

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**Submitted by:**           The Mayor, Cr Dylan Parker

**File Reference:**         F2025/06574

MM15/25

## Director City Planning Report No. CP15/25

**Subject: Variations to Development Standards under Clause 4.6 - 1  
April to 30 April 2025**

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### Executive Summary

- On 15 September 2023, the NSW Government published amendments in relation to the operation and reporting requirements of Clause 4.6 of the Standard Instrument (including Randwick Local Environmental Plan 2012) to commence on 1 November 2023, in which it is no longer necessary to report determined variations to Council on a quarterly basis.
- Notwithstanding the above, a monthly report providing details of applications subject to a variation of a development standard under clause 4.6 of Randwick Local Environmental Plan 2012 has been submitted to the Ordinary Council meeting since February 2009.
- This report provides Council with details of Development Applications (DA) that were determined within the period from 1 April through to 30 April 2025 in which a variation to a development standard under Clause 4.6 of the Randwick Local Environmental Plan 2012 was approved, in accordance with Council's internal reporting requirements.

### Recommendation

That Council receive and note the report - Variations to Development Standards under Clause 4.6 of Randwick Local Environmental Plan 2012.

### Attachment/s:

1.  Clause 4.6 Register - April 2025

## Purpose

This report provides Council with details of Development Applications (DA) that were determined within the period from 1 April through to 30 April 2025 in which a variation to a development standard under Clause 4.6 of the Randwick Local Environmental Plan 2012 was approved.

## Discussion

### Changes to Legislation

On 15 September 2023, the NSW Government published amendments in relation to the operation and reporting requirements of Clause 4.6 of the Standard Instrument (including Randwick Local Environmental Plan 2012) to commence on 1 November 2023.

Under Department's Planning Circular PS 20-002, Councils were required to provide quarterly reports to the DPE for all variations to development standards that were approved. Furthermore, the Circular required a report of all variations approved under delegation from a Council to be provided to a meeting of the Council meeting at least once each quarter. As part of the Clause 4.6 reform, Planning Circular PS 20-002 has been repealed as of 1 November 2023 and the amendments have introduced a new provision under Section 90A of the *Environmental Planning & Assessment Regulation 2021* (EP&A Regulation) which requires the following:

*“As soon as practicable after the development application is determined, the Council of the area in which the development is proposed to be carried out must notify the Planning Secretary of the Council's or panel's reasons for approving or refusing the contravention of the development standard.*

*The notice must be given to the Planning Secretary through the NSW planning portal.”*

As of 1 November 2023, any variations approved by Council/Planning Panel will be made publicly available via a variation register published on the NSW Planning Portal. As such, in accordance with Section 90A of the EP&A Regulation, Councils are no longer required to submit quarterly reports to the Department of Planning, Housing and Infrastructure, as this information will be extracted from the NSW Planning Portal. Furthermore, as Planning Circular PS 20-002 has been repealed and the variation register shall be publicly available, it is no longer necessary to report determined variations to Council on a quarterly basis.

Notwithstanding the above, a monthly report provides Council with details of the relevant applications subject to a variation to a development standard pursuant to Clause 4.6 of RLEP 2012 for the period specified in accordance with Council's internal reporting requirements.

### Clause 4.6 – Exceptions to Development Standards

Clause 4.6 is required to be addressed if a development application seeks to vary a development standard in the Local Environmental Plan. The consent authority (i.e. Council, Randwick Local Planning Panel, Sydney Eastern Planning Panel or NSW Land and Environment Court) must not grant consent for development that contravenes a development standard unless, a written request has been provided by the applicant addressing Clause 4.6 of the LEP. If Council (or the relevant consent authority) is satisfied that the Clause 4.6 request is adequately justified, it may grant consent to the development even though the proposal does not comply with the relevant standard.

### Details of Variations

A table is attached to the report detailing all Clause 4.6 exceptions approved in the period between 1 April through to 30 April 2025. Further analysis of the largest numerical variation for the period is detailed below. It should be noted that a detailed assessment report is prepared for each DA with a Clause 4.6 exception and is publicly available through Council's website.

#### April 2025

Two (2) Clause 4.6 variations were approved in the April period (being 1 April through to 30 April 2025), with both applications determined by Randwick Local Planning Panel (RLPP) due to variations greater than 10%. There were no variations to development standards determined under delegated authority (less than 10%) for the April period.



Of the variations approved, the greatest extent of variation related to DA/63/2025 at 70 Johnston Parade, South Coogee, in which a 29.5% variation to the Floor Space Ratio (FSR) development standard was approved. The RLPP supported the variation to the FSR standard for the following reasons:

- The application sought consent for alterations and additions to two (2) x semi-detached dwellings which were approved under a Complying Development Certificate which is yet to be constructed. The proposal included excavation works, reconfiguration of floor plans, new lifts, changes to the front fencing, and additional outdoor recreation space.
- The site is zoned R2 Low Density Residential and is subject to a maximum FSR of 0.6:1. The approved CDC has a FSR of 0.65:1 which already contravenes the FSR standard.
- The proposal shall provide for an additional 89.83m<sup>2</sup> of Gross Floor Area (GFA) and a resultant FSR of 0.77:1. However, the additional floor space is provided at the Lower Ground Floor level of each dwelling and is largely contained within the approved building envelope. As such, there shall be no change to the overall height, bulk and scale of the development when viewed from the adjoining properties and within the streetscape, and the development shall maintain a two-storey appearance as viewed from the street.
- The detailed assessment demonstrated that the resultant development would not result in any unreasonable impacts upon the amenity of adjoining and surrounding properties with regards to visual bulk, privacy, view loss and overshadowing.
- In view of the above, the proposal was found to be consistent with the objectives of the FSR standards and the R2 zone, and it was considered that the site-specific circumstances warranted the variation in this instance.

### Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Development Assessment
Function	Assessment of Development Applications
Delivery program commitment	Assess and determine Development Applications, Modification Applications and Review Applications under the Environmental Planning and Assessment Act 1979

### Resourcing Strategy implications

There is no direct financial impact for this matter.

### Conclusion

This report provides details of the relevant applications subject to a variation to a development standard pursuant to Clause 4.6 of RLEP 2012 for the period specified in accordance with Councils reporting requirements.

**Responsible officer:** Angela Manahan, Executive Planner

**File Reference:** F2008/00122

CLAUSE 4.6 REGISTER – APRIL 2025														
DA number	Street No.	Street name	Suburb/Town	Postcode	Category of development	Zoning of land	Development standard to be varied	Justification of variation	Extent of variation	Concurring authority	Date DA determined dd/mm/yyyy	Approved by	Submissions	
													Objection	Support
DA/1246/2024	218	Coogee Bay Road	Coogee	2034	10: Mixed	E1 – Local Centre	Clause 4.4 - FSR = 1.5:1	Maintains compatible scale with neighbouring buildings and does not adversely impact in terms of overshadowing, privacy and views.	Proposed FSR = 1.65:1 (198.9m²) or 9.8%	DPHI	10-April-2025	RLPP	0	0
DA/63/2025	70	Johnston Parade	South Coogee	2034	1: Residential - Alterations & additions	R2 – Low Density Residential	Clause 4.4A - FSR = 0.6:1	Maintains compatible scale with neighbouring buildings and does not adversely impact in terms of overshadowing, privacy and views.	Existing FSR 0.65:1, Proposed FSR = 0.77:1 (575.12m²) or 29.5%	DPHI	10-April-2025	RLPP	0	0

## Director City Planning Report No. CP16/25

**Subject: Celebrating Randwick's 20th Eco Living Festival**

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### Executive Summary

- This report is to inform Council that this year marks the delivery of the 20<sup>th</sup> Eco Living Festival, Randwick's flagship sustainability event, and in celebration we will be extending the festival into a month-long program of events.
- The program will include the traditional main event, the festival, to be held on Sunday 14 September 2025. The festival will again be held at Broadarrow Reserve, Maroubra, following the success of last year's move to this location.
- A month-long program of activities, running from 1-28 September, will support the main event and extend the 20<sup>th</sup> celebration throughout the wider LGA. Activities will include workshops, community-led initiatives, and events covering climate resilience, biodiversity, and waste reduction.
- The month-long program and Festival activities are scheduled within the existing funded programs. The Festival will be delivered within the allocated 2025-26 Eco Living Festival budget of \$150,000.

### Recommendation

That Council:

- a) endorse the main festival, Eco Living celebration activities will be extended throughout the month of September, across the LGA, to expand the impact and accessibility of the program.
- b) note that 2025 will mark its 20<sup>th</sup> annual Eco Living Festival, which is the longest-running sustainability festival in the Eastern Suburbs area.
- c) note the main festival event will be held on Sunday 14 September 2025 at Broadarrow Reserve, Maroubra and
- d) note the month-long program of events and the festival is funded from the 2025-26 Environment Levy (Festival funding and existing funded program of activities).

### Attachment/s:

Nil

CP16/25

Purpose

The purpose of this report is to inform Council of the celebration of the 20<sup>th</sup> Eco Living Festival and month-long celebrations held between 1-28 September 2025.

Discussion

Randwick’s Eco Living Festival is the Eastern Suburbs longest running, free community and sustainability event promoting innovative green living in an accessible, family-friendly way. This year Council is celebrating the delivery of its 20<sup>th</sup> annual Eco Living Festival.

The aims of the Eco Living Festival are to engage with individuals, businesses, and communities living and working in Randwick and showcase practical, everyday actions they can adopt that can positively impact the environment and support a net-zero future. It educates attendees on topics such as biodiversity, climate change, resilience and waste reduction, while equipping them with practical skills.

In 2024, the Eco Living Festival was relocated to Broadarrow Reserve and integrated into the popular Maroubra Beach Markets to reach new audiences. This relocation and collaboration increased attendance by 150%, attracting 25,000 participants. Following this success, the festival will be delivered at Broadarrow Reserve.

To mark its 20<sup>th</sup> year, the traditional festival will expand into a month-long celebration in September. This extended format will showcase Council’s leadership in sustainability and resilience, improve accessibility by reaching new areas across the LGA, and highlight existing sustainability initiatives. A preliminary list of events is shown in the table below.

Eco Living events and programs held throughout September 2025

DATES	EVENT	LOCATION
3, 7, 14, 18, 25, 26	Bushcare and Parkcare Groups <i>Promoting caring and restoring bushland across the LGA</i>	Clovelly, Randwick, Coogee, Maroubra, Malabar, Little Bay <a href="#">Bushcare Location Map - Randwick City Council</a>
ALL	Randwick Community Nursery <i>Promoting local provenance and spring plantings</i>	Barker St, Kingsford
5, 12, 19, 26	PermaBee Gardening Program <i>Gardening working bees - meeting new people, learning new skills, promoting resilience</i>	Randwick Sustainability Hub, Randwick
Saturday 6	Cambridge Markets vintage clothing stalls <i>Promoting circular economy</i>	Broadarrow Reserve or Heffron Park, Maroubra
Sunday 7	Plant with Us - Father’s Day	Arthur Byrne Reserve, Maroubra
Saturday 13	The Saturday Circle <i>Promoting circular economy, sustainability and community connectedness</i>	Randwick Sustainability Hub, Randwick
Sunday 14	Eco Living Festival	Broadarrow Reserve, Maroubra

DATES	EVENT	LOCATION
	<i>Main event</i>	
Saturday 20 TBC	Recycling Centre Tour <i>Promoting Council facilities and recycling efforts</i>	Randwick Recycling Centre, Matraville
Saturday 26	Sea The Weed - Ceremony, Science, Snorkel <i>Promoting Crayweed restoration and caring for Sea Country</i>	Malabar Beach or Wylie's Baths, Coogee
Various times through September	Community Gardens – open days <i>Promoting community and resilience</i>	Coogee, Randwick, Maroubra
	Randwick's community volunteer groups activities: E.g. <a href="#">Sustainable community volunteers - Randwick City Council</a>	Across the whole LGA

### Strategic alignment

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

Delivering the Outcomes of the Community Strategic Plan:	
Strategy	Environment
Outcome	A city that protects and conserves our limited natural resources
Objective	Reduce the consumption of energy and water across Randwick City per capita by 30% by 2030, from a 2017 baseline
Delivery program commitment	Implement the principles of a circular economy and the UN Sustainable Development Goals into Council strategies and operational plans by 2025.
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	Monitor and increase the number of trees planted, retained and maintained to provide habitat, shade and heat reduction benefits and increase plantings by 100% (by approx. an additional 180 trees) in 2021 and annually increase after that to achieve meeting the Greater Sydney Commission target of 40% tree canopy cover across council managed land by 2040.
Delivery program commitment	Increase residential and school participation in food waste avoidance and food growing initiatives such as, Love Food Hate Waste and Grow it Local, by 20% by 2025 from a 2020 baseline.
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

The following risks and mitigations have been identified for the program.

Risk	Description	Mitigation Solution
<b>Reputation</b>	The event could impact Council's reputation if not managed well or poorly executed.	Engage a reputable event producer for the main event. Ensure clear communication and effective promotion. Engage local media, influencers, and community leaders for publicity. Ensure other activities and celebrations are Council run or delivered by reputable organisations.
<b>WHS – Large Event</b>	The festival is a large event and therefore hazards including congestion, weather, infrastructure damage, noise, security and waste management need to be identified and managed.	A detailed risk assessment will be undertaken for the main festival in consultation with WHS and the Events teams and approved by the insurers prior to the event.
<b>Accessibility</b>	Some community members have limited mobility or other accessibility needs.	Providing a range of different events over the month and throughout the LGA will improve accessibility over the wider program. Each event will consider accessible opportunities including parking, pathways, facilities and other support.

## Resourcing Strategy implications

The Eco Living Festival's budget for 2025/26 is \$150,000. This budget will cover the cost of an external event producer, and all other operational expenses associated with delivering the main festival event on 14 September.

Operational expenses include event infrastructure (e.g. staging, marquees, signage), performer and facilitator fees, equipment hire, permits, waste management, safety and security measures, and promotion and marketing. These inclusions ensure the event is professionally delivered, well-attended, and aligns with Council's sustainability and resilience goals.

The additional activities are already scheduled within existing funded programs and therefore will not require additional funding.

The Festival and events are funded from the Environment Levy.

## Policy and legislative requirements

- [Randwick Environment Strategy](#)
- Sustainable Procurement Policy
- [Sustainable Events Checklist](#)
- [Food Act 2003](#)
- Councils WHS Register for Contractors.

## Conclusion

The 20<sup>th</sup> Eco Living Festival presents an exceptional opportunity to celebrate Randwick's leadership in sustainability and community engagement. Expanding the festival into a month-long celebration with activities across the LGA, will make the event more impactful and accessible. The

diverse range of events will inspire long-term eco-friendly practices. This extended format aims to deepen the community's connection to sustainability, promote environmental leadership, and increase community participation.

Focusing on safety, accessibility, and effective event coordination, the festival will continue to be the Eastern Suburbs' premier environmental event.

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**Responsible officer:** Julian Lee, Coordinator Sustainability

**File Reference:** F2025/00182

CP16/25



## Director City Services Report No. CS17/25

### Subject: Play Streets Proposal

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#### Executive Summary

- This report is in response to a Notice of Motion from Cr Neilson that was resolved by Council in July 2020 (Cr Neilson / Cr Andrews) that “Sense of Community Play Streets” be trialled through the 2020/2021 year at a small number of appropriate locations.
- The Play Streets program proposed to give residents the skills and authority to close their streets on a regular basis, allowing children to play on the road safely.
- Implementation of the trial in the format proposed stalled as public liability challenges were difficult to resolve.
- Alternative solutions to address the challenges have been examined, including analysis of other council’s programs.
- Ultimately, given the challenges associated with implementing play streets, it is considered that alternate opportunities for improving children’s recreational facilities would be a more effective use of Council resources.

#### Recommendation

That Council, given the challenges associated with implementation, the proposal to trial play streets do not proceed, at this time.

#### Attachment/s:

Nil

## Purpose

At its ordinary meeting on 28 July 2020, Council resolved:

### **RESOLUTION: (Neilson/Andrews) that:**

- a) "Sense of Community Play Streets" be trialled through the 2020/2021 year at a small number of appropriate locations, in line with the details within this report, and
- b) at the conclusion of the trial, an evaluation report be brought back to the Council with recommendations on future actions.

This report provides background information regarding the challenges associated with trialing play streets and recommends that they not proceed.

## Discussion

The early work involved in preparing for the *Play Streets* trial was undertaken by council officers in 2021. Three local streets were identified, local street champions/volunteers were found, completion of traffic management plans and development of an application form was undertaken.

However, on the recommendation of our insurers, legal advice was sought. The legal advice advised that the Council should require residents/volunteers coordinating the event have their own Public Liability insurance covering the event. This posed a dilemma as the cost, responsibility and time involved in organising insurance would have to be borne by local residents. Further, the residents who had volunteered to be part of the trial were resistant to this onerous responsibility and potential cost.

The proposed structure, outlined in the Council Report of 28 July 2020, of the *Play Streets* project was to have residents lead, organise and manage the *Play Street* activities, including undertaking the road closure and being trained in traffic management.

### **The Liability Challenge**

Council officers have considered ways of overcoming this liability challenge. The risk analysis for *Play Streets*, identifies potential events and ways to enhance them, however the very nature of play can occasionally result in injury. If the road environment is not managed appropriately then the risk can become even higher.

Research on how other councils have overcome the liability issue, has concluded that no NSW council has successfully overcome the challenge.

At Waverley Council, Public Liability insurance is mandatory for any *Play Street* application. All street play requests are treated as road closures. It was identified that no *Play Street* events have been hosted since the initial one in 2021.

North Sydney Council delivered the *Street Play 2023 Program* (however due to rain, only one event went ahead). The program was also treated as a road closure. All activities and processes were organised and paid for by the Council, including traffic control, temporary street furniture, play equipment, ice cream truck, first aid officer etc. at the event. Unfortunately, the resourcing demands of organising this program were significant (full time staff member equivalent) and has not been continued in 2024.

Our research indicates that no other NSW councils were identified as having delivered such a program in the past five years. The trial of *Play Streets*, as originally proposed, is affected by a seemingly insurmountable insurance challenge, placed upon residents.

### **What do we do that is similar?**

A number of annual Christmas street parties are supported, with Council taking on responsibility for implementing and staffing road closures.

These street parties are approved with the following condition:

*Council's liability for this street closure only covers any negligence of Council relating to the road itself. Any liability associated with equipment as part of the set-up of the Street Party and/or liability caused by activities at the street party are the responsibility of the organiser/ participants/owners of equipment.*

The likelihood of risk is less for a one-off street party, than a regular (monthly/quarterly) road closure for *Play Streets*, implemented by residents – as per the original proposal. The greater frequency of events increases the risk as does the street closure set up being undertaken by residents. This increases council's exposure to liability.

### Potential Future Considerations

One possible way to overcome the challenges is to operate a *Play Street* event in a similar way to Street Parties and have council staff be present at each session (similar to other Council's).

Operationally this would be much easier to manage, but this option would change the general nature of the *Play Street* activities (less local community driven, and more external influences). It will also significantly increase costs and be challenging to resource.

A second option would be not to undertake a formal *Play Street* program and look at alternative ways to integrate play into the street environment. Concepts like footpath and street art, colour patches, bells and games could be easily included in local streets, creating a sense of community, opportunities for street play and fun for young community members. These could be changed or evolve as the age of children in the street shifted.

At this time, it is recommended that the *Play Street* program be removed from the Operational Plan.

### 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 and expand opportunities to bring neighbourhoods together through our 'play streets' policy.

### Risks

Legal (Safety)	Injury to participants, damage to vehicles and damage to property. Residents to provide their own public liability insurance creates a significant obstacle to any uptake of the <i>Play Street</i> program.
Operational	Significant supervision and management by both residents and Council as well as ensuring that the road environment meets Australian Standards.

### Resourcing Strategy implications

There are no resourcing strategy implications associated with this report.

### Policy and legislative requirements

Local Government Act 1993.

## Conclusion

In conclusion, the Play Streets trial faced significant challenges, primarily due to the requirement for residents to obtain Public Liability insurance. Alternate approaches, such as council-managed events or integrating play into street environments without formal programs, present significant logistical and financial challenges. Ultimately, the Play Streets program, as originally proposed, is not currently feasible.

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**Responsible officer:** Heidi Leadley, Community Road Safety Officer

**File Reference:** F2020/00636

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## Director City Services Report No. CS18/25

**Subject:** See Street, Kingsford - Median Reserve and Tree Planting

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### Executive Summary


- This report responds to a Notice of Motion from Cr Hay, resolved by Council (Cr Hay / Cr Luxford) in April 2023 to investigate the feasibility of creating a median reserve in See Street, Kingsford, to provide for tree planting and under canopy vegetation.
- Council officers have investigated and developed a concept plan to construct a median island in See Street for additional tree planting and landscaping.
- The proposal does not impact the existing parking and will continue to allow adequate access to properties with turning lanes across the median.
- It will be recommended that a funding allocation of \$350,000 for this project is nominated in the draft 2026-27 capital works budget.
- It is recommended that the concept plan be endorsed.

### Recommendation

That Council:

- a) the concept plan to construct a median island for tree planting and landscape planting in See Street, Kingsford, be endorsed.
- b) community consultation and detailed design for the project be undertaken when the funding is adopted in the capital works program.

### Attachment/s:

1.  See Street, Kingsford - Concept Plan for Median Island

## Purpose

This report responds to a Notice of Motion from Cr Hay. At its ordinary meeting held in April 2023, Council resolved:

**RESOLUTION: (Hay/Luxford)** that Council brings back a report assessing the feasibility of creating a median reserve in See Street Kingsford to provide for tree planting and under canopy vegetation.

## Discussion

### Background

See Street, Kingsford, is a local road in a residential area located between Houston Road and Doncaster Avenue.

The width of the road reserve varies along See Street as follows:

- See Street – Houston Road to Day Lane: 24.3m
- See Street – Day Lane to Doncaster Avenue: 20.1m.

As a result, the carriageway between Houston Road and Day Lane is approximately 17.1m compared to a standard carriageway width of 12.8m.

The wider carriageway in See Street presents an opportunity for a median island along the centre of the street for additional tree planting.

### Concept Design – Median Island

A concept plan has been developed to create a median island along the centre of See Street to allow Tree Planting and under canopy planting. See attachment 1.

The concept plan proposes a median island 5.7m wide in the section between Houston Road and Day Lane. Due to the narrower carriageway between Day Lane and Doncaster Avenue, the width of the median is 1.6m which is less than ideal for tree planting. This narrower median island and traffic islands will be landscaped with low plantings.

To allow access to properties, there is a turning area at the eastern end near Houston Road and another turning area at Day Lane.

In developing this concept, consideration was given to creating additional parking spaces. However, this was not pursued because:

- It would reduce the width of the median. A wider median provides better tree planting conditions for trees with a larger tree canopy.
- Parking demand is moderate in See Street.
- Safety improvements in reduced lane widths

The proposed concept design proposes linemarking and traffic islands to delineate the parallel parking adjacent to the kerb. The concept design retains the same number of parking spaces.

Matters for consideration in developing the detailed design include:

- Select trees from the Street Tree Masterplan that will grow to a height of 10-12m with a canopy spread of 6-8m.
- Select under canopy plantings in accordance with the Technical Guidelines for Urban Planting.

## Strategic alignment

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

**Delivering services and regulatory functions:**

Service area	Infrastructure Services
Function	Asset construction
Delivery program commitment	Construct new public assets and infrastructure.
Function	Tree and Plant Management
Delivery program commitment	Manage public and private trees and plants with the LGA including tree assessments and tree work implementation; as well as management of the Council Nursery

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**Risks**

There is a risk that the community may oppose the median island due to changes in access to their property. To mitigate this risk, community consultation will be undertaken when planning this project (scheduled for 2026-27) to inform the residents of the project's objectives and the environmental and visual benefits.

There is a risk that the trees in the median will not establish and grow to the maturity. To mitigate this risk, consideration of the suitability of the tree species for the location will be undertaken. Further, planting will be undertaken in accordance with best practice and maintenance will be undertaken including watering and formative pruning.

To avoid visual impacts from dead or dying landscaping (low plantings), regular maintenance will be scheduled to address weeds and maintain plant health.

**Resourcing Strategy implications**

It will be recommended that a funding allocation of \$350,000 for this project is nominated in the draft 2026-27 capital works budget.

**Policy and legislative requirements**

- Roads Act, 1993
- Road Rules, 2014
- Urban Forest Policy 2007
- Tree Policy.

**Conclusion**

Council officers have investigated the option of constructing a median island in See Street for additional tree planting and landscaping.

A concept plan has been developed that allows a median island to be constructed without negatively impacting access and parking. The concept will allow for large canopy trees to be planted and for accompanying low planting to improve the streetscape.

Funding will be nominated in the draft 2026-27 budget for this project.

It is recommended that the concept plan be endorsed.

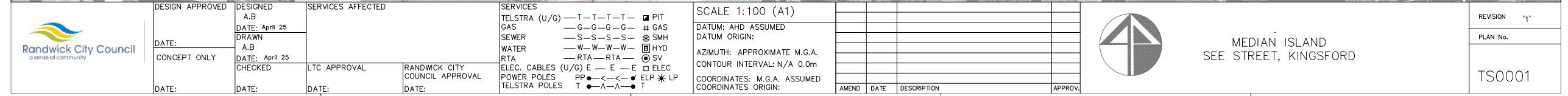
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**Responsible officer:** Joe Ingegneri, Manager Technical Services

**File Reference:** F2019/06142



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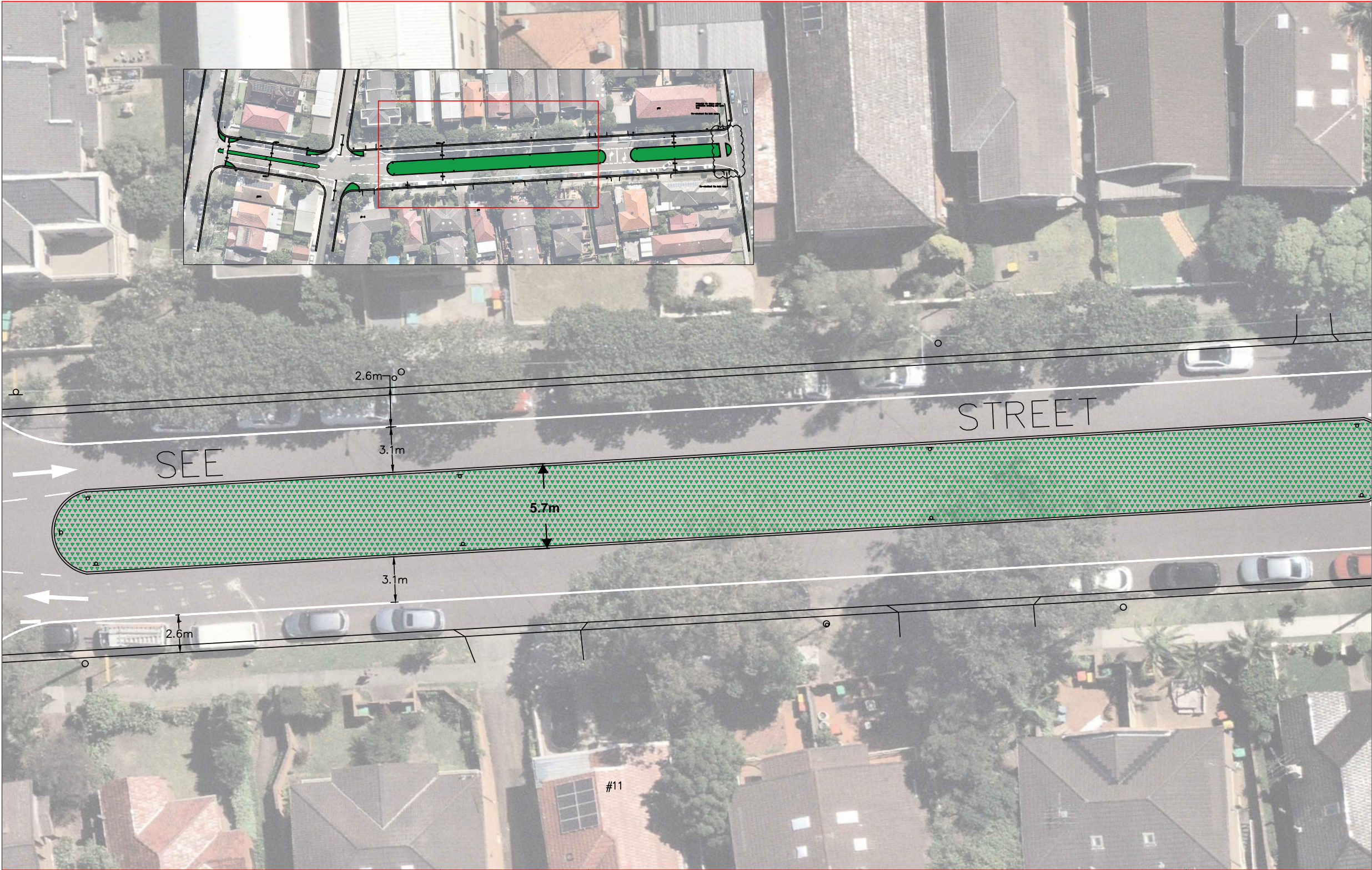



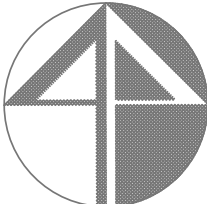
SHEET No.	1 of 3
REVISION	'1'
PLAN No.	TS0001



SHEET 2 of 3

TS0001



	DESIGN APPROVED	DESIGNED A.B		MEDIAN ISLAND SEE STREET, KINGSFORD	SHEET No. 2 of 3
	DATE:	DATE: April 25			REVISION '1'
	APPROVED FOR CONSTRUCTION	DESIGNED A.B			PLAN No. TS0001
	CONCEPT ONLY	DATE: April 25			
		DESIGNED A.B			
		DATE: April 25			



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SHEET 3 of 3

TS0001



## Director City Services Report No. CS19/25

**Subject: Submission to the NSW Government's Review of the Companion Animals Act 1998**

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### Executive Summary

- This report is in response to a Notice of Motion from Cr Magner, that was resolved by Council (Cr Magner / Cr Willington) in March 2025 to prepare a submission to the NSW Government's review of the Companion Animals Act 1998.
- In line with this resolution Council Officers provided a formal submission to the NSW Government's review of the Companion Animals Act 1998.
- The submission responded to key themes raised in the Government's discussion paper, including responsible pet ownership, compliance and enforcement powers, and strategies to reduce stray and homeless animals.
- The submission advocated for a greater focus on education, improved enforcement tools for councils, and legislative support for cat containment.

### Recommendation

That Council receive and note this report.

### Attachment/s:

1.  Submission - OLG - Companion Animals Act 1998 Review - Randwick City Council



## Purpose

At its Ordinary Council meeting held 25 March 2025, it was resolved:

**RESOLUTION: (Magner/Willington) that:**

- a) Council requests that the relevant Council officers prepare a submission to the NSW Government's review of the Companion Animals Act 1998 that:
  - is informed by community feedback
  - incorporates best practice research on responsible pet ownership
  - aligns with Council's environmental and sustainability commitments
  - balances the needs of native wildlife protection with respecting pet owners' rights
  - addresses key issues including pet containment, identification requirements, nuisance management, enforcement options, education initiatives, and protection of sensitive habitats.
- b) a draft submission be circulated to Councillors for review prior to the 4 May deadline; and
- c) following the submission, a report be provided to Council outlining key points made and any recommended changes to Council's approach to pet management.

The purpose of this report is to provide Council with a summary of its submission to the NSW Government's review of the Companion Animals Act 1998 and to identify opportunities to refine Council's approach to companion animal management based on emerging sector trends and legislative reform directions as per the above resolution.

## Discussion

### Background

In February 2025 the NSW Government announced a review of the Companion Animals Act 1998 in order to ensure the legislation remains fit for purpose in managing companion animals across the state. As part of this review, a discussion paper was released inviting submissions from local councils and other stakeholders. The review provides an opportunity to address gaps in the current framework and strengthen regulatory responses to key issues such as dog attacks, cat containment, and responsible pet ownership.

The published Discussion Paper sought feedback from local councils and other stakeholders to inform future amendments to the CA Act.

The Discussion Paper identified that the NSW Government aims to transition the CA Act from being predominantly focused on rules and processes, to legislation focused on principles and outcomes. By placing rules and processes within subordinate legislation, such as the Companion Animals Regulation, greater flexibility is achieved to amend provisions between formal legislative review cycles and in response to emerging issues or operational needs.

Three focus areas were identified in the discussion paper:

1. Strategic framework for encouraging responsible ownership for companion animals.
2. Compliance and enforcement role of councils.
3. Companion animal population and rehoming.

For the second focus area, the Discussion Paper sought feedback on changes to legislation that could support responsible pet ownership, support local councils to better manage dangerous and restricted dogs, and queries whether the current enforcement provisions in the CA Act are appropriate.

Submissions were able to be made on the Discussion Paper up until 4 May 2025.

### Randwick City Council Submission

Council's submission to the NSW Government's review of the Companion Animals Act 1998 has outlined the following key positions:

### 1. Encouraging Responsible Pet Ownership

- Supported legislative reforms that prioritise education and preventative compliance over punitive measures.
- Recommended public education campaigns targeting dangerous dog behaviour, appropriate handling, and responsible ownership.
- Proposed stronger requirements for leash use, dog waste disposal, and effective control in public areas.
- Endorsed measures to support cat containment and mandatory desexing to mitigate environmental impacts and community nuisance with regard to semi owned and stray cat populations.

### 2. Enhancing Compliance and Enforcement

- Called for broader powers for councils to issue control orders based on observed behaviour, not just confirmed attacks.
- Recommended earlier intervention capabilities for managing restricted breeds, including mandatory enclosures and behavioural assessments.
- Suggested revised penalty frameworks, including scaled penalties based on offence severity, and enforcement of custodial penalties for serious cases.
- Emphasised the need for increased Ranger resourcing, inter-agency cooperation, and public reporting mechanisms.

### 3. Reducing Stray and Homeless Companion Animals

- Advocated for mandatory desexing, improved identification compliance, and support for low-income desexing programs.
- Proposed empowering councils to develop containment policies for cats and stricter breeder regulations to reduce abandonment.
- Supported enhanced funding and frameworks for rehoming and stronger partnerships with rescue organisations.

Councils position in the submission was informed by extensive community feedback and consultation gathered over the past several years. This included engagement processes linked to off leash dog park proposals, precinct committee meetings, responses to animal-related customer service requests, and feedback received through community satisfaction surveys, healthy pet days and enforcement programs. This collective input has consistently highlighted community concerns regarding dog control in public spaces, the environmental impacts of roaming cats, and support for more compliance measures. The submission reflects these community sentiments and seeks to ensure that any legislative reforms provide Councils with the tools and flexibility needed to respond effectively at the local level.

The submission was sent to Councillors for their information prior to the submission in line with item b) of the March 2025 resolution.

## Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Waste, Cleansing and Public Safety
Function	Public Safety
Delivery program commitment	Implement measures to maintain the physical safety and wellbeing of the community, including lifeguard and ranger.

## Risks

The review of the Companion Animals Act 1998 presents both operational and strategic risks for Council.

Operationally, there is a risk that changes to enforcement powers, compliance expectations or community behaviour may exceed current staffing, training and infrastructure capacity.

Strategically, uncertainty around the final scope of legislative amendments may limit Council's ability to plan effectively in the short term.

Inadequate resourcing and misalignment with community expectations also pose risks to service delivery, public safety and Council's reputation. These risks will need to be monitored and managed as the legislative reform process progresses.

### **Resourcing Strategy implications**

While there are no immediate resourcing implications arising directly from Council's submission to the review of the Companion Animals Act 1998, it is acknowledged that future legislative changes resulting from the review may have operational impacts. Depending on the nature and scope of any reforms adopted—particularly in relation to expanded enforcement powers, education initiatives, or containment provisions—there may be a need to review Council's existing Ranger staffing, training requirements, public education resources, and infrastructure servicing commitments.

### **Policy and legislative requirements**

- Companion Animals Act 1998 (NSW)
- Companion Animals Regulation 2018 (NSW)
- Randwick City Council Compliance and Enforcement Policy.

### **Conclusion**

Randwick City Council's submission to the NSW Government's review of the Companion Animals Act 1998 reflects Council's strong commitment to effective and balanced companion animal management. It aligns with current operational practice while identifying areas for potential improvement. Notably, the emphasis on proactive education, enhanced enforcement tools, and support for rehoming initiatives is consistent with community expectations and current sector best practice. Council should continue to monitor the outcomes of the State Government review and prepare to align with any resulting legislative amendments.

---

**Responsible officer:** Duncan Scott, Manager Ranger Services

**File Reference:** F2015/06453





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30 April 2025

Ref No: F2015/06453

Dear Sir/Madam,

## Submission to the Review of the Companion Animals Act 1998 (NSW)

### Introduction

This submission is presented on behalf of Randwick City Council in response to the NSW Government's Discussion Paper on the review of the Companion Animals Act 1998. We welcome the opportunity to contribute to this important review. Our community has a strong interest in responsible pet management and its implications for public safety, amenity, and the environment. In this submission, we emphasise the need for stronger provisions in the Act to ensure greater owner responsibility and accountability. We also highlight specific community concerns as well as recent findings from NSW parliamentary and coronial inquiries that underscore gaps in the current regulatory framework. Our aim is to support a modernised Companion Animals Act that balances the benefits of pet ownership with the safety and well-being of the broader community and environment.

### Strengthening Public Safety and Enforcement

Public safety must be paramount in companion animal legislation. In recent years, NSW has witnessed a concerning rise in dog attack incidents – increasing from under 900 reported attacks in 2004 to over 5,000 in 2024. Tragically, several fatal attacks have occurred, prompting coronial inquiries that have exposed deficiencies in the current system. Over the past three years, three coronial inquests into fatal dog attacks (involving two young children and an elderly woman) found common issues and urged tighter laws. Deputy State Coroner Carmel Forbes, who oversaw these inquiries, has recommended significant reforms. These include imposing stricter penalties (such as heavier fines and even prison terms for severe cases) on pet owners who fail to comply with the law and mandating minimum safety standards for enclosures to prevent dog escape and unauthorised access by children. We support these recommendations. They align with the view that owning a pet, especially a powerful dog, is a serious responsibility.

Stronger provisions in the Act are needed to hold pet owners accountable for preventing harm.

Key measures we advocate include:

- **Tougher Penalties and Deterrents:** Increase fines and other penalties for violations of the Act (e.g. owning an unregistered dog or failing to control a dog that then rushes or attacks someone). Currently the Act does not differentiate between a dog-on-dog attack or a dog on person attack. Neither do the penalties reflect the seriousness of the attack or its outcome. It is our view that any new legislation establishes a framework which considers

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the severity of the attack when determining the scale of fines and penalties, ensuring that regulatory responses are proportionate to the nature and seriousness of the incident. Coronial inquiries found that many dangerous dogs were unregistered or owned by people with histories of non-compliance. Significantly higher fines for such offenses, as recommended by the coroner, will act as a deterrent and compel owners to properly register and control their animals.

- **Effective Identification and Regulation of Dangerous Dogs:** A notable regulatory gap identified is the misidentification of dog breeds to evade restrictions. Under current rules, breed classification relies on owner self-reporting, which has allowed some owners to falsely label restricted breeds (like pit bull types) as crossbreeds to avoid strict controls. We urge the Government to tighten breed identification so that existing laws on restricted or dangerous breeds can be enforced without loopholes. Furthermore, the Act's provisions for declaring dogs as "dangerous" or "menacing" should be bolstered: Councils need greater authority to seize or restrain dogs that exhibit aggressive behaviour before a tragedy occurs. Currently Councils only have a window of 72 hours after an attack has occurred to seize the offending dog. In many instances this timeframe is insufficient for the incident to be reported, and the identity of the offending dog established. Further considerations could include lower thresholds for the issuing of control orders and greater powers to remove dogs that pose an imminent risk to the community.
- **Public Education:** Education and training should be central in informing pet owners of their obligations under the Act. The goal should be to build a culture of compliance, where owners understand that actions like walking a dog off-leash in a prohibited area or not containing a wandering cat are serious matters with real impacts. A state-wide responsible pet ownership program (building on existing initiatives) should be funded and promoted, covering topics such as effective training and socialisation of dogs, bite prevention, and the importance of cleaning up dog waste. By coupling stronger laws with education and consistent enforcement, we can greatly improve public safety outcomes.

#### **Responsible Pet Ownership and Environmental Protection**

Promoting responsible pet ownership is not only about preventing injuries to humans – it is also about protecting public amenity and our environment. The Act's review is an opportunity to strengthen provisions regarding day-to-day pet management habits and to address the impact of companion animals on wildlife and public spaces.

**Responsible Dog Ownership in Public Spaces:** Dog owners must act responsibly when enjoying public parks, beaches, and streets with their pets. Submissions from our community highlight a need for clearer rules and etiquette to guide dog handling in shared spaces. Key expectations include keeping dogs under control at all times, respecting other people and animals, and cleaning up after pets. Unfortunately, these common-sense practices are not universally observed. Many residents have reported negative experiences due to a minority of irresponsible dog owners – such as off-leash dogs harassing children or wildlife, or owners neglecting to pick up dog droppings, leaving mess in parks.

We recommend that the Act emphasise the responsibilities of dog owners in public places, backed up by both education and sanction. Recent community consultation in our area gathered ideas for off-leash park signage, and the top suggestions were instructive: signs should remind owners to supervise their dogs at all times, be respectful of other park users (especially children and the elderly), keep dogs on-leash outside designated off-leash zones, and always pick up after their dog. We fully endorse these messages – they encapsulate responsible pet ownership behaviour.

Lastly, dog waste management deserves attention as an environmental and amenity issue. Uncollected dog faeces pollute parks and waterways and create a public nuisance. While the Act already requires owners to pick up after their dogs, compliance can be low in some areas. We advocate for stronger enforcement of this rule and possibly higher fines for repeat offenders. The community feedback strongly supports this – “pick up your dog’s poo and bin it” was one of the top-ranked messages recommended for park signage. Randwick City Council provides free waste bags and more bins in parks to encourage compliance. We ask that the review consider amending the Act or regulations to require dog owners to carry a waste bag when walking their dog (a law in some other jurisdictions), as this is an easy-to-check measure that encourages preparedness to clean up. Overall, ensuring responsible dog owner behaviour will greatly improve the public amenity of our parks and beaches, allowing everyone to enjoy these spaces.

#### **Strengthening Cat Management and Environmental Protection:**

A significant gap in the current legislative framework is the lack of effective provisions regarding cats. Unlike dogs, cats in NSW are generally allowed to roam freely; the Act does not require cats to be leashed or contained and only provides limited grounds for declaring a cat a nuisance or restricting it from certain areas. This gap has serious consequences for wildlife, community amenity, and the cats themselves. Numerous studies have documented the toll of free-roaming cats on native fauna – each roaming pet cat is estimated to kill many native animals per year, contributing to the loss of birds, lizards, and small mammals in urban areas. Uncontrolled cats also cause nuisance by defecating in neighbours’ gardens, spraying/marketing territory, and fighting (creating noise disturbances). From an animal welfare perspective, cats allowed to wander are at risk of injury, disease, or traffic accidents.

We therefore urge the Government to include stronger provisions for responsible cat ownership and containment in the updated Act. The need for action on cats has been recognised by many stakeholders and inquiries in recent years. Notably, an NSW Parliamentary inquiry in 2023 into the management of cats heard evidence from councils and experts on the benefits of mandatory cat containment. Tamworth Regional Council, for example, called for legislation requiring that all cats be contained (and desexed) across NSW, reflecting growing public sentiment that pet cats should not roam at will. The inquiry received numerous submissions supporting cat curfews or 24-hour containment and recommending that the Companion Animals Act be amended to empower councils in this area. Indeed, the Biodiversity Council and other environmental experts have recommended “a clear legal pathway within the NSW Companion Animals Act 1998 to enable councils to introduce cat containment policies relevant to their local area”, noting that prior NSW Government reviews have already endorsed this idea and that it has strong public support. We concur with these recommendations. Currently, even if a community overwhelmingly wants a cat curfew (for example, no cats outside at night, or a requirement to keep cats on the owner’s property at all times), there is no explicit provision in NSW law allowing a council to mandate this. This is a significant regulatory gap. By contrast, the ACT and many local governments in Victoria and other states have implemented successful cat containment rules that dramatically reduce wildlife predation and nuisance complaints. NSW should not be left behind on this issue.

Accordingly, we advocate that the revised Act include provisions to empower local councils (or the state by regulation) to require cat containment in specific areas or times where appropriate. At minimum, the Act should permit councils to declare a cat containment area (such as an entire local government area or a suburb) after community consultation, wherein cats must be kept on the owner’s premises (indoors or in secure enclosures, unless on a leash or similar control when outdoors). This could be phased in with public education and support (for example, the NSW Government could expand its “Keeping Cats Safe at Home” program, which has been assisting communities with cat enclosure initiatives). We note that stakeholders have recommended allowing flexible, local-specific approaches with adequate transition periods, which seems

prudent. Ultimately, the goal is to move toward a norm of responsible cat ownership where cats are not allowed to roam and threaten wildlife or cause nuisance.

In addition to containment, the Act's provisions on cat identification and desexing could be strengthened. We support mandatory microchipping and lifetime registration of cats, which is already required, and suggest that compulsory desexing of cats (with exceptions for registered breeders) be considered as a statewide measure. Many councils (including ours) run education and subsidized desexing programs, recognizing that desexed cats are less prone to roam and fight. A statewide desexing requirement would reduce unwanted litters and feral cat populations over time. It would complement containment by ensuring fewer cats are freely reproducing or exhibiting mating-driven wandering.

Finally, enforcement mechanisms for cat-related offences should be reviewed. The Act currently makes it difficult to address a wandering cat unless it is in a wildlife protection area or causing defined harm. If containment rules are introduced, owners who consistently allow their cat to stray should face penalties similar to dog owners who allow dogs to stray. Funding will be needed for councils to enforce this, as noted in the parliamentary inquiry – a recommendation was to provide long-term funding to support local governments in enforcing cat management policies, including employing staff and providing community education. We echo this: any new cat management responsibilities for councils must be paired with resources (financial and technical) to implement them effectively.

In summary, these community-derived insights reinforce the necessity of the reforms we propose. They show that responsible pet owners and other residents alike want clearer rules, safer facilities, and stronger enforcement – in fact, they go hand in hand. By heeding these local voices, the reviewed Act can achieve practical, accepted solutions on issues like fencing, signage, and balancing the needs of different park users. We have heard the community; now we convey their suggestions in this submission with the expectation that any legislative updates will enable councils to respond to these grassroots concerns more effectively.

### **Conclusion and Recommendations**

Randwick City Council strongly supports the NSW Government's initiative to review and update the Companion Animals Act 1998. Based on the evidence presented – including recent inquiry findings, community consultations, and our on-ground experience – we believe there is both a clear need and broad support for reform. The overarching aim should be to foster a culture of responsible pet ownership where pet owners are mindful of their pets' impact on others and the environment, and where those who neglect their duties are held to account. At the same time, well-behaved pets and their owners should be accommodated with appropriate infrastructure (like dog parks) and not unduly restricted. Achieving this balance will require a combination of stronger laws, better enforcement, and continued community engagement.

In closing, our organisation reiterates its commitment to the goals of the Companion Animals Act: to provide for the effective and responsible care and management of companion animals and to protect the community and environment from any negative impacts. The evidence from recent inquiries and our community's input both signal that some aspects of the 1998 Act are outdated and in need of strengthening. By adopting the recommendations above, the NSW Government can modernise the law to reflect contemporary community expectations and challenges. This will result in safer public spaces, healthier environments, and more harmonious relationships between pet owners and non-owners.

We appreciate the opportunity to contribute to this discussion. We trust that the review will take the views of our community into account and deliver a Companion Animals Act that is comprehensive, enforceable, and forward-looking. Our Council stands ready to assist in implementing the outcomes, through local policies, education, and enforcement, to ensure the objectives of the Act are fully realised.

Thank you for considering our submission. We are confident that, working together, state and local governments can achieve a framework that promotes responsible pet ownership, enhances public safety, and protects our community's amenity and environment for years to come.

Yours Sincerely



**Duncan Scott**  
Manager Ranger Services  
Duncan.scott@randwick.nsw.gov.au

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## Review of the NSW Companion Animals Laws

# Review of the NSW Companion Animals Laws – Submission on the Discussion Paper

### What is this all about?

The NSW Government made a commitment to review the *Companion Animals Act 1998* (CA Act).

The CA Act is the legislative framework for the management of pet cats and dogs in NSW. It legislates the identification and registration requirements of companion animals and the duties and responsibilities of their owners, with the principal object being to 'provide for the effective and appropriate care and management of companion animals'.

As part of this review, the Office of Local Government (OLG) is gathering feedback on the emerging trends and issues involved in animal care and management. This is an opportunity for your input to inform future amendments to the CA Act.

It is intended that this review will ensure the legislation effectively enhances responsible pet ownership across NSW, ensuring the well-being of pets and the safety of our communities.

### Who are we seeking feedback from?

Many households, communities, and institutions across NSW play a key role in animal management and ownership. If you are part of one of the following groups, we encourage you to make a submission:

- Councils
- Pet owners
- Breeders
- Industry / advocacy organisations
- Veterinarians
- Authorised identifiers
- Rehoming organisations / rescue groups
- NSW State Government agencies
- Individual members of the public

### What are you being asked to do?

OLG has prepared a Discussion Paper outlining the key focus areas of the review. We are seeking your input on these matters through the questions below.

When providing your feedback, we encourage you to keep responses outcomes-focused. There is no need to suggest draft wording or clauses for the legislation.

Note: organisations with multiple teams or individuals contributing responses may wish to save a shared copy of this form and make one submission on behalf of the organisation.

Instructions on submitting your feedback are included at the end of this form.

Not all questions need to be answered.

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150  
Locked Bag 5022, Parramatta NSW 2124

[www.dphi.nsw.gov.au](http://www.dphi.nsw.gov.au)

1



## Review of the NSW Companion Animals Laws – Submission on the Discussion Paper

### Information of privacy and confidentiality

When you give us your feedback, OLG will be collecting some personal information about you, in particular:

- your name
- your email address
- any personal information you decide to put in the additional comments fields.

All feedback received through this consultation process may be made **publicly available**. Please let us know below if you **do not want** your name and personal details published.

As part of the consultation process, we may need to share your information with people outside OLG, including other public authorities and government agencies. We may also use your email to send you notifications about further feedback opportunities or the outcome of the consultation.

There may also be circumstances when OLG is required by law to release information (for example, in accordance with the requirements of the *Government Information (Public Access) Act 2009*). There is a privacy policy located on OLG's website that explains how some data is automatically collected (such as your internet protocol (IP) address) whenever you visit OLG's website. The link to that policy is <http://www.olg.nsw.gov.au/privacy>.

CS19/25





## Review of the NSW Companion Animals Laws – Submission on the Discussion Paper

### Provide your feedback below

Your Details	
Question	Response
I would like my name and personal details to be treated as confidential:	<input type="checkbox"/> Yes, please keep my details confidential <input checked="" type="checkbox"/> I consent to my details being shared
Name	Duncan Scott
Name of Organisation (If applicable)	Randwick City Council
Role/position	Manager Ranger Services
Postal Address	30 Frances St, Randwick 2031
Telephone	90936620
Email address	Duncan.scott@randwick.nsw.gov.au





## Review of the NSW Companion Animals Laws – Submission on the Discussion Paper

### Your Details

Which of the following best describes you?

- ☒ Council Metro
- ☐ Council Metro- fringe
- ☐ Council Regional
- ☐ Council Rural
- ☐ County council
- ☐ Joint Organisation/Regional Organisation of Councils
- ☐ Pet owner
- ☐ Breeder
- ☐ Industry / advocacy organisation
- ☐ Member of the public
- ☐ Veterinarian
- ☐ Authorised identifier
- ☐ Rehoming organisation / rescue group
- ☐ NSW State Government agency
- ☐ Other \_\_\_\_\_

CS19/25



## Review of the NSW Companion Animals Laws – Submission on the Discussion Paper

### 1. Strategic framework for encouraging responsible ownership of companion animals (see Part 1 of the Discussion Paper for background information)

Question	Response
<b>Do you support the CA Act being amended to focus more on encouraging responsible pet ownership outcomes over strict compliance processes?</b>	Yes, Council supports amendments that emphasise responsible pet ownership outcomes, including public education and proactive compliance strategies, rather than relying solely on punitive enforcement.
<b>How can responsible pet ownership education be used to manage menacing or dangerous dogs?</b>	Education should be central to managing menacing and dangerous dogs. Public campaigns on responsible dog handling, training programs for owners of high-risk dogs, and education initiatives in schools can improve awareness and reduce the risk of aggressive behaviour.
<b>How could the legislation be improved to motivate better dog owner behaviour and encourage owners to manage their dogs more responsibly? (For example, what does responsible dog control in public look like?)</b>	Stronger legislative requirements for leash use, effective control in public spaces, mandatory dog waste clean-up, and incentives for completing training programs would encourage responsible dog ownership. Clear signage and on-the-spot fines for common offences will also promote better compliance.
<b>How could the legislation be improved to motivate better cat owner behaviour and encourage owners to manage their cats more responsibly? (For example, cat containment)</b>	The Act should empower councils to enforce cat containment and support public awareness campaigns on the environmental and safety impacts of roaming cats. Desexing and microchipping requirements, combined with containment rules, are critical steps in addressing cat nuisance and wildlife harm.
<b>Are there other matters that should be considered?</b>	Council recommends recognising the need for stronger breed identification mechanisms, and clearer rules for managing pet behaviour in shared spaces.



## Review of the NSW Companion Animals Laws – Submission on the Discussion Paper

2. Compliance and enforcement role of councils (see Part 2 of the Discussion Paper for background information)	
Question	Response
<b>What changes to NSW laws, regulations, codes or guidelines could be provided to councils and other enforcement authorities to better support responsible pet ownership?</b>	NSW laws should give councils broader authority to issue control orders for aggressive dogs based on behaviour, not just confirmed attacks. Resources for increased Ranger presence and standardised training would improve enforcement.
<b>How could NSW laws, regulations, codes or guidelines be improved to support councils to better manage dangerous and restricted dogs?</b>	Councils require the ability to take earlier action in managing restricted breeds and dangerous dogs, including mandatory enclosures, behavioural assessments, and permit requirements for high-risk breeds.
<b>Are the current enforcement provisions under the Act (including penalties for offences - see Appendix B of the discussion paper) appropriate? If not, what enforcement provisions should be changed?</b>	Current penalties are not sufficient deterrents for serious breaches. The Act should introduce scaled penalties based on severity and differentiate between dog-on-dog and dog-on-person attacks. Custodial penalties for the most serious cases should be retained and enforced where warranted as outline in recent coronial inquests.
<b>Are there other compliance and enforcement matters that should be considered?</b>	Council recommends strengthening enforcement through improved resourcing, inter-agency cooperation, and public reporting mechanisms to ensure greater compliance and safety.



## Review of the NSW Companion Animals Laws – Submission on the Discussion Paper

### 3. Companion animal population and rehoming (see Part 3 of the Discussion Paper for background information)

Question	Response
<b>What more could be done to reduce stray and homeless cats and dogs in NSW?</b>	Mandatory desexing, improved identification compliance, and support for cat containment will help reduce stray populations. Increased funding for community desexing programs would assist low-income pet owners.
<b>What changes can be made to NSW laws, regulations, codes or guidelines to reduce the number of companion animals entering the pound and rehoming system in the first place?</b>	Introduce statewide education campaigns, support desexing, and empower councils to implement containment policies for cats. Improved breeder regulations and penalties for abandoning animals are also recommended.
<b>For companion animals needing to enter the 'pound' system, what could be done to increase rehoming?</b>	Standardised best-practice rehoming frameworks and increased funding for rescue groups and rehoming organisations would support successful rehoming outcomes.
<b>Are there other dog and cat population and rehoming matters that should be considered?</b>	Council recommends funding to support community-based prevention programs and collaborative partnerships with local rescue groups to reduce entry into the pound system.

**Please send your completed submission form, via:**

- Mail to C/- Office of Local Government, Locked Bag 3015, Nowra, NSW 2541; or
- Email to: [ca.review@olg.nsw.gov.au](mailto:ca.review@olg.nsw.gov.au)
- Online via: <https://www.olg.nsw.gov.au/councils/policy-and-legislation/acts-and-regulations/companion-animals-act-review>

## Director City Services Report No. CS20/25

### Subject: The Spot Streetscape Upgrades - Concept Design and Community Consultation

CS20/25

#### Executive Summary

- A proposal to upgrade the streetscape at The Spot, Randwick has been developed. This proposal includes:
  - Undergrounding of powerlines and installation of Smartpoles.
  - Pedestrian safety improvements.
  - Tree planting and landscaping improvements.
  - Footpath widening to facilitate additional footway dining, area activation, and urban greening. This results in the loss of approximately 20 parking spaces.
- Community consultation has been carried out for the proposal. In the first instance, 86% of respondents were supportive of the proposal, either outright or with suggested changes. A common theme in feedback related to the loss of on-street parking associated with the proposal.
- In response to community and business feedback, Engineering Services sought to create additional parking spaces in surrounding streets to offset the parking loss and further support the proposal. Lee Street, Stewart Street, and Coogee Bay Road were identified as suitable locations for the implementation of additional parking. The assessment revealed that, with this implementation, the locality could gain up to 19 additional spaces within walking distance of The Spot.
- A second round of community consultation was conducted to seek feedback on the proposed additional parking. Community feedback on the proposed parking changes was divided, with many respondents either strongly opposing or strongly supporting the various elements.
- Feedback from the community and businesses has been considered extensively. The implementation of the widened footpath, supported by the recommended implementation of parking changes on Coogee Bay Road, is anticipated to deliver a positive benefit to the long-term prosperity of the town centre. It is considered that the safety of the proposals has been adequately assessed.
- The total estimated construction cost for the project is \$6,287,000 ex GST. There is currently \$1,711,547 allocated for this project, carried over from previous capital works budgets and \$272,944 is available, as funded under the Australian Government Black Spot Program to assist funding for the pedestrian safety improvements. An additional \$1,750,000 has been nominated in the draft 2025-26 budget with \$1,150,000 nominated in the draft 2026-27, 2027-28 and 2028-29 capital works budgets respectively.
- Should the concept plan be endorsed, Council will begin further planning the implementation plan, in line with the following initial works:
  - Construction of the pedestrian safety improvements at the roundabout intersection to be carried out in the 2025-26 financial year. Planning for this item is to commence immediately.
  - Planning is to commence for the undergrounding of powerlines and the installation of smart poles with construction activities to be completed in the 2025-26 financial year.
  - Implementation of the proposed parking changes on Coogee Bay Road is to occur in line with the works to underground the powerlines to retain parking availability as support for businesses during construction.

**Recommendation**

That Council:

- a) endorses The Spot's proposed town centre upgrade, including:
  - a. widening of the footpath on St Pauls Street (East);
  - b. widening of the footpath on St Pauls Street (West).
- b) proceeds with implementation of the proposed angled parking arrangements in Coogee Bay Road to support the proposed streetscape upgrades.

**Attachment/s:**

1. [LINK TO VIEW](#) The Spot Streetscape Upgrades - General Arrangement, Landscaping and Parking Proposal Concept Plans - Combined
2. [LINK TO VIEW](#) Community Consultation Report - The Spot Upgrades and Parking proposals 2025

## Purpose

This report presents a landscape design concept for The Spot, Randwick town centre upgrade project and outlines the community consultation activities that have been carried. The report seeks endorsement of the concept design and recommends the procedure for implementation of the proposed works.

## Discussion

### Project Background

Randwick City Council is committed to the ongoing improvement of our community infrastructure and the vibrancy of our city centres. The Spot in Randwick is a busy locality, centred around the intersection of Perouse Road and St Pauls Street. Known for its lively atmosphere, The Spot attracts visitors and locals to the Ritz cinema, various restaurants, retail outlets and other businesses. The Spot attracts both visitors and locals is supported by programmed events such as 'Spot On' and The Spot Festival.

The key project visions and focal points at the time of community consultation were (see attached concept plan):

- Undergrounding of powerlines  
"The Underground Powerlines" program was identified as a key project in the 2018 Our Community Our Future Special Rate Variation Program. At a previous Councillor Workshop, the Spot was identified as a key strategic site to enact this OCOF project strategy. Undergrounding all powerlines throughout The Spot to improve visual amenity and reduce clutter. Council has engaged professional consulting services to undertake electrical design work for the undergrounding of powerlines.
- Installation of Smartpoles  
As part of the electrical design, existing light poles are proposed to be replaced with Smartpoles which provide versatility to the area for the future installation of banners, or the adaptation of the streetscape for future requirements. Smartpoles are considered modular and allow for the inclusion of multiple "accessories" should future utilisation of the space require it.
- Pedestrian safety upgrades  
The proposal includes the construction of two raised pedestrian crossings on the eastern and southern legs of the roundabout, as well as the introductions of traffic calming devices to manage vehicular movement and improve the overall safety for pedestrians travelling through this town centre.
- Streetscape Improvements  
Landscape design concepts have been developed for the town centre to refresh the area with particular focus on footpath pavement renewal, planting efforts (trees and gardens), new street furniture and landscape features (tree pits, retaining walls) and areas for activation programs.
- Footpath Widening – St Pauls Street (East)  
Considering the ongoing successes of 'Spot On' and The Spot Festival, it is clear from feedback that the provision for additional footway dining and area activation is desired by the wider community. For this reason, it has been proposed for the footpath on the southern side of St Pauls Street (across from the Ritz) to be widened to facilitate additional footway dining for restaurants whilst also retaining safe pedestrian access along the street. The extent of footpath widening has been proposed to be from Randwick Dental Care (54 St Pauls Street) to Seahorse Restaurant (24 St Pauls Street). See page 3 in attached concept plan.
- Footpath Widening – St Paul's Street (West)  
Widening of the footpath in front of Thairiffic (46 Perouse Road) and Kurtosh (20B and 20C St Pauls Street), immediately west of the roundabout has been proposed to facilitate footway dining and to also provide much needed opportunity for tree planting and landscape development in this town centre. See page 2 in the attached concept plan.

Community Consultation Stage 1

Council undertook the stage 1 community consultation between 12 December 2024 and 13 February 2025. The consultation asked community members, business owners and other key stakeholders to share their feedback about the proposed design elements for the streetscape upgrades. Please refer to the attached consultation report for details of consultation activities and in-depth details for consultation results.

The Stage 1 consultation attracted the following interaction:

- 3869 Your Say website visits
- 202 Survey responses
- 27 Community submissions
- Approximately 50 attendances at pop-up consultation events.

Community feedback on the Stage 1 consultation was generally positive, with 86% of 202 survey respondents either supporting the proposal outright or with changes. Supporters valued the improved dining and visual appeal, while those wanting changes raised concerns about the impact of parking loss and cyclist safety. The outcomes of the consultation were as follows:

Do you support the proposed streetscape upgrades? (202 responses)		
Yes	Yes, with changes	No
48%	38%	14%

Presentations and meetings were independently held with the businesses of The Spot where they expressed concern surrounding the loss of parking (particularly on St Paul's Street East) and the impact that this may have on their day-to-day operations. This concern was shared with all businesses that partook in the consultation meetings/presentations.

Council Response to Community and Business Feedback

As a result of the feedback received from the businesses and the community, Engineering Services carried out an assessment of surrounding streets to determine whether additional parking could be implemented in these streets to offset the parking loss and support the overall proposal. The assessment was carried out on the following streets:

- Soudan Street
- St Pauls Street
- Daintrey Crescent
- Lee Street
- Stewart Street
- Coogee Bay Road
- Aeolia Street.

Following a detailed assessment against the relevant standards and parking schematics which have been safely implemented throughout Randwick Council LGA, Lee Street, Stewart Street and Coogee Bay Road were determined to be feasible and practical options.

All other locations were deemed not to be feasible due to space constraints, existing traffic conditions, or safety considerations. Subsequently, it was determined that the additional parking spaces would address concerns regarding the loss of parking. Please see attached proposed parking plans for the determined streets. A brief description of each parking schematic is below.

Stewart Street

Stewart Street is a cul-de-sac located immediately southeast of The Spot. The width of the road reserve allows for the implementation of 90-degree angled parking on the northern side whilst also retaining the existing parallel parking on the southern side. The parking schematic proposed has been safely implemented on Frances Street (in front of Council's administration building) and around the light rail corridor to bolster parking in line with demands. Additionally, all properties on Stewart Street benefit from rear access via Nancye Street or Lee Lane, meaning that there are no vehicular crossings to contend with along the street. This enables the unimpeded implementation of altered parking arrangements.



The feature which made Stewart Street favorable is the existing footpath connection between the cul-de-sac and Nancye Street which provides direct pedestrian access to the heart of The Spot and The Ritz. This footpath will require further accessibility and lighting design, however, has been deemed feasible and practical to carry out.

#### Lee Street

Like Stewart Street, Lee Street has a width which facilitates safe vehicular movements for staggered implementation of angle parking. The selected locations for the angled parking have been chosen due to their relative absence of vehicular crossings. Although the net gain of parking on this street is lower, it is still seen to provide necessary parking availability to support business activity in The Spot.

#### Coogee Bay Road

Coogee Bay Road is approximately 17m wide, providing ample room to facilitate additional parking arrangements which will benefit the local business centres. To improve accessibility, the proposal includes the construction of a pedestrian path at the base of the retaining wall to allow pedestrians to safely exit their vehicles and travel to the nearest path to the east or west.

Council has plans to implement a cycleway on the northern side of Coogee Bay Road which has been factored into this proposal. Integrated Transport has been consulted throughout this proposal and it has been determined that there will be no major impact to the feasibility of this development. Detailed design will be further carried out as part of the cycleway development to refine the arrangements onsite.

The table below compares the total number of parking spaces lost from St Pauls should the proposed streetscape upgrades be endorsed and compares this with the number of additional parking spaces proposed at each location.

Total Loss of Parking on St Pauls Street = 20			
<i>*Additional parking spaces created per proposed street*</i>			
	Stewart Street	Lee Street	Coogee Bay Rd
<b>Existing parking spaces</b>	33	27	16
<b>Proposed parking spaces</b>	53	30	28
<b>Net</b>	<b>+20</b>	<b>+3</b>	<b>+16</b>

Given the significance of the parking proposals to offset the loss of parking, it was determined that an additional round of consultation was required.

#### **Community Consultation Stage 2**

To seek feedback on the proposed parking in Stewart Street, Lee Street and Coogee Bay Road, Council undertook an additional consultation between 26 March 2025 and 23 April 2025. This consultation focused on the parking proposals. Community members, business owners, and other key stakeholders were invited to share their feedback about the proposed changes to parking in the surrounding streets.

The Stage 2 consultation attracted the following interaction:

- 1968 Your Say website visits
- 150 survey responses
- 24 community submissions
- 30 business responses.

Community feedback on the proposed parking changes was polarised, with many respondents either strongly opposing or strongly supporting the various proposals.

The reasons why respondents were supportive of the proposal were:

- Practical solution that adds much-needed parking capacity near The Spot.

- Support for time-limited parking to balance visitor and resident needs.

The reasons why respondents were unsupportive of the proposal were:

- Safety and access issues
- Traffic and congestion concerns
- Increased car parking impacts negatively on liveability
- Street will be too narrow because of changes
- Impact on street character and value of property.

It is noted that, generally, individuals within immediate proximity of the parking changes (i.e. residents who reside in the impacted streets) were most dissatisfied with the changes. While individuals from the wider community were more supportive.

#### Business Consultation

Council separately consulted with businesses throughout The Spot by carrying out in person door knocks to gather surveys which gauged their opinion on the proposal. The feedback was mixed, however, a common theme which arose was concern relating to the removal of parking which would impact deliveries, customer convenience and longevity of businesses. Of the 33 businesses who successfully engaged with Council, 10 were supportive, 18 expressed concerns (predominantly due to the loss of parking) and 5 were opposed to the changes.

Significant effort was directed towards engaging businesses immediately adjacent to the proposed footpath widening to gauge their level of support for the proposal, however, Council was unable to contact several of them who were poised to experience the most impact/benefit from the changes. For this reason, they have been recorded as unresponsive.

#### Council Response to Community and Business Feedback

Whilst the concerns of the community are acknowledged and appreciated, it is imperative to understand and appreciate that the proposals for parking changes have been developed in line with established and safely performing parking schematics within Randwick City Council's LGA. Safety in design has been at the forefront of the assessment and design.

The economic benefits expected to be experienced with the widened footpath (area activation, footway dining, pedestrian congestion, nighttime economy, urban greening etc.) align with Council's relevant strategic plans.

Parking demand for the locality is expected to increase with time due to the recent zoning changes in the area. The streets immediately surrounding The Spot, including those where we are proposing additional parking, have recently been captured in NSW Government's low and midrise housing reforms. This allows for larger developments to be permissible in the area and indicates a potential future densification which may solidify the requirement for additional on street parking needing to be considered in the future.

#### **Proposal**

Council's Engineering Services Team has been actively monitoring submissions and assessing the concerns, feedback and recommendations from the community. Despite the polarised nature of feedback, there are significant social and economic benefits associated with the proposed town centre concept plan. The loss of parking in St Pauls Street can be nearly completely offset by implementing additional parking in Coogee Bay Road alone. On this basis, it is recommended to proceed with the widening of the footpath on St Pauls Street and to implement the proposed parking changes (subject to further detailed design and road safety auditing) on Coogee Bay Road only.

Should the concept plan be endorsed, Council will progress to finalising construction plans and formulating a methodology for implementing the proposed streetscape upgrades. Currently, the proposed implementation plan is as follows:

1. Construction of the pedestrian safety improvements (raised pedestrian crossing and traffic related devices) to be carried out in the 2025/26 financial year. Planning for this item is to commence as soon as possible and will include:
  - a. The reconstruction of the raised pedestrian crossing on Perouse Road (south of the roundabout)

- b. The relocation and reconstruction of the raised pedestrian crossing on St Paul's Street (east of the roundabout).
  - c. Other associated/required civil works to support the construction and safety of the raised crossings.
- 2. Planning is to commence for the underground of powerlines and the installation of smart poles with construction activities to be completed in the 2025/26 financial year. These works are being prioritised as they have a major impact on the surrounding infrastructure.
- 3. Implementation of the proposed parking changes to occur in line with the works to underground the powerline. This has been proposed to provide necessary parking availability during construction activities and minimise the impact on businesses.

Further planning will prioritise the implementation of the remainder of the works with portions being carried out each year, as the necessary funding becomes available. Specific focus will be placed on balancing the requirement to complete work with impacts on local businesses and the local community.

### Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Integrated Transport
Function	Transport Planning and Facilities
Delivery program commitment	Planning required in the operations, provision, project management and issues management of facilities and services for all modes of transport
Service area	Technical Services
Function	Asset Lifecycle Planning
Delivery program commitment	Manage asset lifecycle planning (including creation, renewal, operation, maintenance and disposal) to ensure sustainable service delivery
Delivering the Outcomes of the Community Strategic Plan:	
Strategy	Economic Development
Outcome	A city with diverse, active places for businesses, including vibrant town and neighbourhood centres
Objective	Ensure 86% or more of our community are satisfied* with the vitality of town centres by 2032
Delivery program commitment	Implement place management plans that reflect the unique character of town centres to guide planning, marketing and activation initiatives that nurture small business by 2030.

### Risks

There is a risk that businesses in the town centre will be impacted during construction. This risk will be mitigated through thoughtful construction planning and the appointment of a designated business liaison officer during construction to balance business and construction needs.

There is a risk that businesses oppose the design concept for The Spot town centre upgrade. Based on the stage 1 consultation, there was overwhelming support for the proposal if the parking loss was addressed. The feedback from opposition to loss of parking has been addressed by providing additional parking in Coogee Bay Road.

There is a risk that if we do not undertake upgrades in the town centre that the infrastructure will become dilapidated, pose a public safety risk and will potentially have an adverse impact on the local businesses.

### Resourcing Strategy implications

The total estimated construction cost for the project is \$6,287,000 ex GST.

There is currently \$1,711,547 allocated for this project, carried over from previous capital works budgets and \$272,944 is available, as funded under the Australian Government Black Spot Program to assist funding for the pedestrian safety improvements.

An additional \$1,750,000 has been nominated in the draft 2025-26 budget with \$1,150,000 nominated in the draft 2026-27, 2027-28 and 2028-29 capital works budgets respectively.

Should the design be supported, planning will commence on the best implementation strategy. It is currently proposed that construction be carried out in a staged process to compliment the funding strategy and to ensure that benefits are experienced in the town centre progressively.

### Policy and legislative requirements

- Roads Act, 1993
- Local Government Act, 1993
- Road Rules, 2014
- Infrastructure Asset Management Policy.

### Conclusion

The Spot, Randwick has been identified as a location in need of asset renewal to bolster the aesthetic appeal, safety and functionality of the busy town centre. A project which was initiated through an endeavor to underground powerlines has been developed into a concept design which will provide a completely renewed town centre from an infrastructure perspective. This is expected to support long term business prosperity as well as meeting Council's objectives to support a vibrant community and strong economy.

The concept design includes pedestrian safety improvements, new footpath paving, undergrounding powerlines, new street furniture, additional trees and additional landscaping areas. The concept plan includes the widening of the footpath on the southern side of St Pauls Street (west and east of Perouse Road) to provide opportunity for additional footway dining, area activation and urban greening. Community and resident feedback generally opposed the loss of parking associated with this footpath widening. However, we have developed options to offset the parking loss in the surrounding area.

It is recommended that the landscape design concept plan and parking proposal for Coogee Bay Road be endorsed due to the technical feasibility and the anticipated long term social and economic benefits that it will have on the locality.

Should council endorse the concept plan, it is proposed to complete the detailed design and proceed to planning construction accordingly.

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**Responsible officer:** Jake Irvine, Coordinator Engineering Services

**File Reference:** F2024/00011

## Director City Services Report No. CS21/25

**Subject:      Cycleways and Bicycle Facilities Advisory Committee - May 2025**

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### Executive Summary

- The Council's Cycleways and Bicycle Facilities Advisory Committee (CABFAC) meets quarterly to examine issues relating to bike riding and cycling facilities.
- The May 2025 meeting of this Committee was attended by Councillors, representatives of BIKEast, members of the community, and Council staff.

### Recommendation

That the Minutes of the Cycleways and Bicycle Facilities Advisory Committee Meeting held on 7 May 2025, be received, and noted.

### Attachment/s:

1.  CABFAC Minutes - May 2025 (Cycleways and Bicycle Facilities Advisory Committee)

## Purpose

At its ordinary meeting on 10 October 2017, Council resolved:

**Mayoral Minute No. MM29/17 (The Mayor, Cr Lindsay Shurey)** that a Cycleway and Bike Facilities Advisory Committee be established, consisting of Councillors Matson, Neilson and Veitch and representatives of BikeEast with the following terms of reference:

1. report to the Works Committee;
2. enhance consultation between Council and the bike riding community;
3. advance implementation of the planned and funded cycle ways in the Randwick local government area;
4. review and provide advice on proposed Council bike related capital works projects;
5. participate in the yearly draft budget process by recommending appropriate bike related projects;
6. be consulted by Council on cycle way and bike facility issues involving significant planning proposals and Development applications before Council;
7. Regularly review and propose updating of the Randwick Council bike plan in line with the strategic direction of priority cycleways as detailed within "Sydney's Cycling Future";
8. help advance a Regional Cycle Strategy with neighbouring Councils, and
9. The meetings of this Advisory Committee be open to the public with Agendas and Minutes being published on a relevant page of the Council's website.

The CABFAC, at its 7 May 2025 meeting, considered numerous matters of importance to local bicycle riders.

## Discussion

Minutes of the CABFAC Meeting held on 7 May 2025 are attached.

The next meeting of this advisory Committee is scheduled for Wednesday 6 August 2025, at 7:30am.

## Strategic alignment

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

Delivering the Outcomes of the Community Strategic Plan:	
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	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.
Delivery program commitment	Provide 200 new bicycle parking spaces across our beaches, local centres and key destinations across the LGA by 2027.

## Risks

There are no operational or strategic risks associated with the recommendation of this report.

## Resourcing Strategy implications

Any proposals for expenditure arising from the CABFAC recommendations are either covered by existing funding allocations or would be the subject of separate reports to Council for funding.

## Policy and legislative requirements

The CABFAC was set up to advise on bicycle infrastructure related matters. It was established from a Council Resolution on 10 October 2017.

## Conclusion

The Cycleways and Bicycle Facilities Advisory Committee is a positive forum for the consideration of matters important to bicycle riders. The Committee's recommendations are supported, and it is considered that they be endorsed by the Council.

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**Responsible officer:** Lachlan Wood, Senior Sustainable Transport Officer

**File Reference:** F2018/00158



**MINUTES OF CYCLEWAYS AND BICYCLE FACILITIES ADVISORY COMMITTEE  
MEETING  
HELD ON WEDNESDAY, 7 MAY 2025 AT 7.30AM**

**Attendees:**

Councillors		
Cr Philippa Veitch	Councillor	RCC
Cr Aaron Magner	Councillor	RCC
Cr Dexter Gordon	Councillor	RCC
Stakeholders		
Yvonne Poon		BIKEast
Kristina Warton		Safe Streets for School / Resident
Paul Chilcott		Resident
Elliot Jones		BIKEast
RCC Officers		
Tony Lehmann	Manager Integrated Transport	RCC
Lachlan Wood	Senior Sustainable Transport Officer	RCC
Jay Lee-Pieterse	Senior Sustainable Transport Officer	RCC
Renna Korn	Traffic Engineer	RCC

**1. Terms of Reference**

The following information is provided so that you may be aware of the structure and operation of the Cycleways and Bicycle Facilities Advisory Committee.

**Randwick Council resolved to establish a Cycleway and Bicycle Facilities Advisory Committee with the following terms of reference:**

1. Report to the Council;
2. Enhance consultation between Council and the bike riding community;
3. Advance implementation of the planned and funded cycle ways in the Randwick local government area;
4. Review and provide advice on proposed Council bike related capital works projects;
5. Participate in the yearly draft budget process by recommending appropriate bike related projects;
6. Be consulted by Council on cycle way and bike facility issues involving significant planning proposals and development applications before Council;
7. Regularly review and propose updating of the Randwick Council bike plan in line with the strategic direction of priority cycleways as detailed within "Sydney's Cycling Future"; and
8. Help advance a Regional Cycle Strategy with neighbouring Councils.

*(Council resolution references 172/17 & 87/18)*

This is page 1 of the Minutes of the Cycleways and Bicycle Facilities Advisory Committee meeting held on 7 May 2025



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**2. Apologies**

Apologies were received from Mr Lee Roberts.

**3. Declaration of pecuniary or non-pecuniary interests**

Nil

**4. Confirmation of the Minutes****Confirmation of the Minutes of the Cycleways and Bicycle Facilities Advisory Committee meeting held on Wednesday 5 February 2025**

**RECOMMENDATION:** that the Minutes of the Cycleways and Bicycle Facilities Advisory Committee meeting held on Wednesday 5 February 2025 (copies of which were circulated to all Councillors) be and are hereby confirmed as a correct record of the proceedings of that meeting.

**5. Items for consideration****Cycleways and Bicycle Facilities Advisory Committee Reports****BAC17/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Get NSW Active Program Funding / TfNSW Walking and Cycling Program (F2018/00158)****Discussion**

Nil

**Recommendation**

That the information be received.

**BAC19/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Kingsford to Centennial Park Cycleway (F2018/00158)****Discussion**

Nil

**Recommendation**

That the information be received.

**BAC20/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Anzac Parade (Walking and Cycling) Paths Project (APPP) (F2018/00158)****Discussion**

Ms Poon observed that if traffic signal phasings do not adequately accommodate cyclist movements at the crossings then they are likely to use the road rather than the bike path. Mr Lehmann acknowledged this concern.

**Recommendation**

That the information be received.

This is page 2 of the Minutes of the Cycleways and Bicycle Facilities Advisory Committee meeting held on 7 May 2025

CS21/25

**BAC21/25 Cycleways and Bicycle Facilities Advisory Committee Reports - South Coogee to Kingsford Walking and Cycling Project (F2018/00158)****Discussion**

Cr Gordon requested an update on design changes from the 2019 concept design. An update was provided noting that the Sturt Street/Botany Street intersection will remain as a roundabout rather than new traffic signals as presented in the concept design, that the bicycle path will now be an at-grade path with concrete separators instead of a raised path with kerb extension, and that there are additional pedestrian crossing points across the project.

Ms Warton noted that the temporary pedestrian refuges are performing well.

Mr Jones noted that the height of the 'keep left' signage on the temporary refuges may prevent children from seeing oncoming traffic. Mr Lehmann confirmed Council officers will investigate the issue and adjust the signs if required.

**Recommendation**

That:

- the information be received; and
- the signage associated with the temporary pedestrian refuges be investigated to ensure adequate sight lines are provided for all users.

**BAC22/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Coogee to Randwick Walking and Cycling Improvements Project (F2018/00158)****Discussion**

Cr Magner requested details of the proposed route through the Prince of Wales Hospital. Mr Lehmann provided an update on the proposed route between Botany Street and Coogee Bay Road.

**Recommendation**

That the information be received.

**BAC23/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Todman Avenue and Lenthall Street Walking and Cycling Improvements Project (F2018/00158)****Discussion**

Cr Gordon queried whether the project can be separated and presented as two independent projects. This approach was supported by both Cr Veitch and Cr Magner. Ms Poon also endorsed this approach. The Committee endorsed separation of these projects.

**Recommendation**

That:

- the information be received; and

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- the Todman Avenue and Lenthall Street Walking and Cycling Improvements Project be considered separately.

**BAC24/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Alison Road - Length of shared path near Doncaster Avenue (F2018/00158)****Discussion**

Nil.

**Recommendation**

That the information be received.

**BAC25/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Paine Reserve, Randwick - North-South Shared Path (F2018/00158)****Discussion**

Mr Jones and Ms Warton both noted that the shared path is being well used by the community.

**Recommendation**

That the information be received.

**BAC26/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Darley Road / Govett Street Gates (F2018/00158)****Discussion**

Ms Warton noted a related concern to the east for cyclists and pedestrians accessing the shared path on Darley Road from Dangar Street, and requested improvements be investigated. Mr Lehmann confirmed that this issue is on Council's list of projects to provide a pedestrian refuge and associated pram ramps for safe access to shared path.

**Recommendation**

That the information be received.

**BAC27/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Market Street / Queens Park Cycleway (F2018/00158)****Discussion**

Cr Magner noted that this is a prime location for a pedestrian crossing.

Mr Chilcott noted a crossing facility should also be considered across Market Street. Mr Lehmann noted this will be investigated with any future proposals.

**Recommendation**

That the information be received.

This is page 4 of the Minutes of the Cycleways and Bicycle Facilities Advisory Committee meeting held on 7 May 2025

CS21/25

**BAC28/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Bicycle Parking (F2018/00158)****Discussion**

Nil.

**Recommendation**

That the information be received.

**BAC29/25 Cycleways and Bicycle Facilities Advisory Committee Reports - The Spot - Contra-flow bicycle traffic (F2018/00158)****Discussion**

Ms Poon enquired whether the proposed facility would be a legally enforceable bicycle lane under the NSW road regulations, noting a preference for a non-mandatory bicycle lane.

Ms Poon noted that the City of Sydney example does not include line marking and allows for cyclists to mix with traffic and that they have studies to support safe operation in a contra-flow environment. Mr Lehmann stated there remains a risk of motorists being unaware of the conditions if not clearly marked, but noted the City of Sydney example will be explored during the design development.

Mr Chilcott queried whether the contra-flow lane should be on the northern side to better align with the existing pedestrian crossing over Avoca Street or whether an additional crossing should be provided. Mr Lehmann noted the additional costs and potential delays associated with an additional crossing, and that users could stage the crossings over St Pauls Street and then Avoca Street.

**Recommendation**

That the information be received.

**BAC30/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Malabar Road at Nymboida Street, South Coogee - Bicycle Lane (F2018/00158)****Discussion**

Mr Chilcott queried the timing for the delivery of the interim design solution. Ms Lee-Pieterse noted the intention to report this to the next Traffic Committee, with completion this year.

Ms Poon noted the Nymboida Street crossing is too wide for pedestrians to cross safely. Mr Lehmann confirmed that the final design solution will seek to reduce this width to provide a safer pedestrian facility.

**Recommendation**

That the information be received.

**BAC31/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Eastgardens Development and Active Travel Provisions (F2018/00158)****Discussion**

This is page 5 of the Minutes of the Cycleways and Bicycle Facilities Advisory Committee meeting held on 7 May 2025

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Cr Gordon observed that active transport movements are strongest north of the Eastgardens shopping centre, and suggested Wild Street as a good alternative to provide access to Heffron Park for the new residential development.

Ms Poon noted this is currently an unofficial route for cyclists to avoid using Maroubra Road.

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### Recommendation

That the information be received.

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### BAC32/25 Cycleways and Bicycle Facilities Advisory Committee Reports - High Street Cycleway Terminus (F2018/00158)

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### Discussion

Ms Poon noted that previously the issue of poor lighting was discussed and asked for an update. Ms Lee-Pieterse noted that Council is still investigating this issue.

Mr Chilcott queried if the new terminus will affect maintenance activities, particularly the issue of leaves accumulating on the bike path. Mr Lehmann noted that there are other points of access but that Council will check and confirm with the maintenance team if these activities would be impacted.

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### Recommendation

That the information be received.

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### BAC16/25 Cycleways and Bicycle Facilities Advisory Committee Reports - Advisory Committee - Meeting Times (F2018/00158)

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### Discussion

Mr Chilcott noted that the August meeting time clashes with the Randwick Precinct meeting and requested this be rescheduled. It was suggested that the date be retained but the meeting be in the morning, instead of in the evening. This was supported by other members of CABFAC.

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### Recommendation

That the next meeting be held Wednesday 6 August 2025 at 7:30am in line with the CABFAC members preference.

The minutes of this meeting were confirmed at the Cycleways and Bicycles Facilities Advisory Committee meeting held on Wednesday 6 August 2025.

The meeting closed at 8:45am.

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This is page 6 of the Minutes of the Cycleways and Bicycle Facilities Advisory Committee meeting held on 7 May 2025



## Director Community & Culture Report No. CC14/25

**Subject: A Safer Randwick City: Community Safety Study and Action Plan, 2025-35**

### Executive Summary

- At its Ordinary Meeting on 22 February 2022, Council resolved (Chapple/Veitch) to adopt the Inclusive Randwick Strategy (2022). Section 3.1 of the Strategy outlined a commitment to undertake an internal study for the purpose of updating Council's Community Safety Action Plan, 'A Safer Randwick City' (adopted in 2008).
- Randwick City Council undertook a Community Safety Study throughout 2023-2024. The study adopted a contemporary framework to analyse a broad range of community safety issues. The study drew on resident perceptions of safety, combined with relevant data, and will be published alongside the updated *A Safer Randwick City Plan*.
- The draft *A Safer Randwick City: Community Safety Action Plan (2025-2035)* is informed by the Community Safety Study (2024) and responds to actual and perceived community safety issues through a series of proposed actions to be delivered over 10 years. The draft actions have been developed in consultation with a Technical Advisory Group and relevant Council Officer representatives.
- The purpose of this report is to seek Council endorsement to place the draft *A Safer Randwick City: Community Safety Action Plan (2025-2035)* on public exhibition.

### Recommendation

That Council:

- a) endorse A Safer Randwick City: Community Safety Action Plan (2025-2035) to be placed on public exhibition;
- b) note that the Community Safety Study (2024) report will be published on Council's website to accompany public exhibition of A Safer Randwick City: Community Safety Action Plan (2025-2035); and
- c) note that following public exhibition the final plan will come back to Council for endorsement and commencement of A Safer Randwick City: Community Safety Action Plan (2025-2035).

### Attachment/s:

1. [LINK TO VIEW](#) Community Safety Study - Report
2. [LINK TO VIEW](#) A Safer Randwick City Community Safety Action Plan (2025-2035)

## Purpose

At the Ordinary Council Meeting held on 22 February 2022, it was resolved:

**RESOLUTION: (Chapple/Veitch)** that the amended Inclusive Randwick Strategy be adopted, subject to the following amendments and inclusions:

*Principles – remove Empathy*

*Throughout the strategy, use capital A when referring to Aboriginal communities*

*P.40 - Strategic approach 1.1*

*Develop a diversity framework by 2024, which will include community plans to address the needs of our diverse population, including First Nations, aged, disabled, youth, families, and culturally and linguistically diverse (CALD) communities.*

*P7 - Strategic approach 1.5*

*Investigate and implement an interactive 'what's on' website listing events and activities across the city by 2023/24.*

*New 1.13 Make a plan for dual naming and signage that appropriately reflects the First Nations and colonial heritage of this area.*

*New 2.14 Advocate for welfare and support payments that keep people out of poverty and do not place unfair administrative burdens on those seeking assistance*

*P.41 - New 1.8a*

*Investigate the availability of non-Council halls, facilities and open space (e.g. schools, churches, golf courses, etc.) that can be used for community activities and incorporate them into a database to complement 1.8.*

*P.42 - Strategic approach 3.1*

*Undertake a study and update the 'Safer Randwick' plan by 2023 to incorporate measures to improve safety across community demographics, including Aboriginal, aged, disability, youth, women, families, LGBTQI and culturally and linguistically diverse (CALD) communities.*

This report presents a summary of the Community Safety Study (2024) and requests endorsement for the draft *A Safer Randwick City: Community Safety Action Plan (2025-2035)* to be placed on public exhibition.

## Background

Local Government NSW states that 'Council involvement in community safety and crime prevention initiatives is often in partnership with police and other government and non-government organisations' (Source: LGNSW Policy Area - Crime Prevention and Safety, webpage updated 2023). This accurately describes the collaborative and intersectional nature of Local Government's role in facilitating safer conditions for the local community.

In 2008, Council endorsed 'A Safer Randwick City', a 10-year plan focused predominantly on crime prevention. This plan was reviewed quarterly throughout its lifecycle and incorporated into reporting to Council on an annual basis as part of the 'State of our City' reporting process.

The 'State of our City' report in 2021 (pertaining to the delivery period of A Safer Randwick City 2008) was published in 2021. It indicated that:

- Incidents of anti-social behaviour, a key focus area of A Safer Randwick City (2008), **decreased** within the Randwick Local Government Area by 22% from 2016 through to 2020.
- Satisfaction with community safety **increased** to 79% from a 2016 baseline of 75%, well exceeding Council's target value (65%).

A further State of Our City report was published by Council in 2024. This report indicated that:

- Satisfaction with community safety further **increased** during the period 2021-2024, to a level of 92%.

These indicators demonstrate significant progress in perceptions of safety among residents of Randwick LGA since A Safer Randwick City (2008) was published.

## Discussion

In accordance with the requirements of the Inclusive Randwick Strategy (2022), a Community Safety Study (2024) was undertaken to inform the development of a new Community Safety Action Plan (2025-2035).

Since publication of Council's previous plan in 2008, understanding of community safety has broadened across the Local Government and other sectors, in recognition that crime prevention alone is insufficient to foster enhanced conditions for safety (actual and perceived) within diverse communities.

Social connection, freedom from prejudice and discrimination, access to services, economic inclusion and housing security are examples of additional areas of community life that significantly influence levels of safety and wellbeing. The Community Safety Study (2024) enabled analysis of safety through a comprehensive lens that considered the role of a multitude of factors, including but not limited to crime prevention and response, in fostering a safer Randwick.

### Resilience and Safety

Resilience is the capacity of individuals, communities, businesses and systems to survive, adapt and thrive through shocks and stressors, particularly those that are unforeseeable or unexpected. These include natural disasters or extreme weather events, biological threats such as the outbreak of communicable disease, civil unrest, economic shocks or disruption of access to essential resources. Chronic pressures such as housing affordability, mental health challenges, family violence, food insecurity and climate change also fall into this category.

Community safety is an integral part of Randwick's resilience – community members need to feel safe in their homes, their neighbourhoods, and within their social and built infrastructure in order to deal with these constant challenges. Social cohesion, support networks, inclusivity and access to essential services are the foundations of resilience and are largely based on an individual's perception of their own safety. A community cannot be resilient in dealing with shocks and stressors without a general foundation of safety.

The Covid-19 pandemic highlighted the importance of disaster preparedness and the role of community resilience in navigating and recovering from acute shocks. More recently, incidents of cultural and racially-based vilification within Randwick LGA have further underscored the significance of capacity-building and emergency response mechanisms in enhancing community safety. These considerations have been considered in the drafting of the Community Safety Action Plan, and Council is separately working towards a draft Resilience Strategy in 2025.

### Social Cohesion and Safety

Social cohesion is a process that involves building shared values within communities, and strong bonds between individuals, groups, services and government agencies. Strong social bonds and community connections contribute to perceptions of safety and well-being, as communities with high social cohesion tend to have lower crime rates and more proactive safety initiatives, leading to greater perceived safety.

Local government holds a crucial role fostering social cohesion in local communities, as how local places and communities are planned and managed has a direct impact on how socially connected residents feel to neighbours, local services, and agencies. There are six areas that local government can strengthen social cohesion, these are (i) civic engagement and participation, (ii) public spaces, (iii) social and cultural inclusion, (iv) partnership, collaboration and networks, (v) leadership, strategy and planning, (vi) tracking and monitoring (NSW Department of Premier and

Cabinet 2023). These elements have been considered in the drafting of the Community Safety Action Plan, and Council is separately working towards a draft Social Cohesion Plan in 2025.

**Study Methodology**

Council facilitated a range of core engagement and consultation activities to inform the Community Safety Study (2024), designed to gather both quantitative and qualitative data.

Key activities included:

Activity	Dates
1. Statistical data and trend review	January 2023 – October 2024
2. Community survey ('Your Say Randwick')	Conducted March – April 2023
3. Internal staff workshops	Conducted in April 2023
4. Targeted community focus groups	Conducted April – June 2023
5. Data analysis and report writing	July – December 2023
6. Internal consultation with Council leaders	March – June 2024
7. Draft Plan finalised / graphic design complete	October – December 2024
8. Technical Advisory Group consultation	Ongoing for the life of the project

**The Quadrants of Safety**

The Community Safety Study (2024) adopted a contemporary community safety framework to analyse safety issues from a broad, evidence-based perspective. The Quadrants of Safety are acknowledged as being interconnected, and include:

- *Structural conditions for safety:* Institutional and socio-economic factors outside of individuals' direct control, which affect their everyday lives - including the role of government, the labour market, housing systems, the economy and the welfare state, or the provision of accessible services and information.
- *Environmental conditions for safety:* Factors related to the physical environment, both natural and built - for example, the provision, maintenance and accessibility of community infrastructure, the condition of housing and commercial buildings, or risk management and access to natural features such as beaches and reserves.
- *Interpersonal conditions for safety:* Factors related to human interaction - including safe relationships, inclusion and acceptance of diversity, freedom from discrimination, or the levels of trust and social cohesion within communities.
- *Individual conditions for safety:* Factors specific to the individual which impact on their experience and differentiate it from others - such as disability, age, gender, cultural background, education level, financial circumstances, living situation; as well as subjective factors such as one's personality, sense of achievement, self-esteem, future security or belonging.

These elements of community safety served as a framework for the study, enabling the analysis of an extensive range of safety issues in diverse places and contexts.

**Key Findings of the Community Safety Study**

In the aggregate, Randwick LGA enjoys a low crime rate and high levels of community safety. As a Local Government entity, Randwick City Council is committed to enhancing the safety and wellbeing of its residents, workers, and visitors to the area.

*Issues of concern: Community safety in Randwick*

During consultation as part of the Study, the following overarching themes emerged consistently as top issues of concern across population cohorts:

- Public amenity and comfort
- Roads and traffic safety
- Access to services
- Housing stress, affordability and homelessness
- Mental health and social-emotional wellbeing.

*Areas of strength: Community safety in Randwick*

The highest levels of satisfaction identified by participants related to:

- Beach safety and lifeguard services
- Daytime neighbourhood safety
- Social cohesion and satisfaction with the local area.

In addition to community consultation, extensive desktop research and engagement with a Technical Advisory Group was undertaken throughout the study. These activities ensured a robust evidence base and insights from those working on the frontline of community safety were incorporated into the development of the new Community Safety Action Plan (2025-2035).

Methodology, findings, and outcomes of the study are outlined in detail within *Attachment 1: Community Safety Study Report (2024)*.

**Structure of Safer Randwick: Community Safety Action Plan (2025-2035)**

The Community Safety Action Plan (2025-2035) responds to the data gathered and findings extrapolated from the Community Safety Study (2024). The structure of A Safer Randwick follows the Quadrants of Safety framework. The focus areas and key outcomes are outlined below:

Focus Area	Outcome
1. Structural conditions for safety	1.1 Randwick City is a safe, inclusive, low-crime area that is welcoming to diverse communities
	1.2 Housing in Randwick City is appropriate and affordable to a socio-economically diverse population
	1.3 Young people in Randwick City are supported and engaged with equitable access to education, employment, and social opportunities
	1.4 Residents of Randwick City have access to services and facilities required to maximise quality of life
	1.5 Randwick LGA is prepared and equipped to manage the effects of climate change, extreme weather events or other acute shocks
2. Environmental conditions for safety	2.1 Public spaces in Randwick are vibrant, welcoming, and designed to maximise safety for a diverse range of users
	2.2 Levels of antisocial behaviour and opportunistic crime are reduced in Randwick LGA
	2.3 Active transport is prioritised in Randwick City, combined with measures to improve the safety of motorists, pedestrians, and cyclists
	2.4 Randwick's coastline and aquatic centres are safe places to meet, exercise and play
3. Interpersonal conditions for safety	3.1 Residents of Randwick enjoy safe, respectful relationships
	3.2 Safety in the home is maximised for women, children, and vulnerable residents



Focus Area	Outcome
	3.3 Local neighbourhoods and communities are cohesive, connected, and resourceful
4. Individual conditions for safety	4.1 Psychological safety and social-emotional wellbeing is maximised for Randwick residents
	4.2 Harms related to alcohol and other drug misuses are minimised in Randwick LGA
	4.3 Residents experiencing financial hardship are supported to participate in society and avoid escalation into crisis
	4.4 Residents of Randwick enjoy safe, responsible and equitable pet ownership

The draft Plan is provided as *Attachment 2: Safer Randwick: Community Safety Action Plan (2025-2035)*.

### Governance

While actions arising from the Plan are assigned across Council directorates, the Community Development team will monitor and report on implementation of the Community Safety Action Plan (2025-2035) in accordance with the Integrated Planning and Reporting framework for Local Government set out by the Office of Local Government NSW.

### 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 city dedicated to the individual and collective health, wellbeing and safety of the community
Objective	An overall stabilisation and improvement in safety, health and wellbeing indicators
Delivery program commitment	Undertake a study and update the 'Safer Randwick' plan by 2023 to incorporate measures to improve safety across community demographics, including Aboriginal, aged, disability, youth, women, families, LGBTQI and culturally and linguistically diverse (CALD) communities.

### Risks

Risks and mitigations associated with the exhibition and implementation of A Safer Randwick City: Community Safety Action Plan (2025-2025) include:

Risk	Mitigation
<b>Misalignment between community expectations and the role of Council</b>	<p>As a Local Government authority, Council has limited jurisdiction over certain statutory functions, such as law enforcement, public transport policy, and social housing. During consultation for the study, it was evident that the complexity of these issues and the limitations of Council's control and influence are not always well understood by the general public.</p> <p>This risk will be mitigated by the design of realistic, achievable actions and an enhanced commitment to working in partnership with local</p>

Risk	Mitigation
	stakeholders such as Police, Emergency Services, resident groups and social service providers.
<b>Non-delivery, or inadequate delivery of proposed actions</b>	This risk is inherent in any public commitment to action and will be managed by ensuring that robust and continuous monitoring and coordination occurs throughout the life of the plan, accompanied by thorough and timely reporting to ensure accountability and tracking of progress.
<b>Resourcing and coordination across Council departments</b>	The Community Safety Action Plan sets out actions to be delivered across multiple directorates and teams within Council, involving the risk of double-handling, inefficient delivery and/or minimal awareness of the Plan's objectives. These risks will be managed by ensuring that accountability for the Plan's success is overseen by a single team with primary responsibility for its delivery.
<b>Emergence of unforeseen issues and external influences throughout the life of the plan</b>	<p>The Community Safety Action Plan (2025-2035) is informed by current knowledge, data and insights. It is proposed for delivery over 10 years. During this period of time, unpredictable events may occur, and/or influences may arise which were not anticipated or accounted for at the time of the Plan's design.</p> <p>The risk of the Plan failing due to these factors will be managed by regular reporting, progress reviews, and responsiveness to the needs of the community through seeking Council approval for amendments to the Plan in future should the need arise. In addition, inclusion of an action related to building 'resilience', or the community's capacity to respond to unforeseen shocks and crises, will provide further direction as to managing these challenges.</p>

## Resourcing Strategy implications

This work is being prepared by Council's Community Development team as part of the Council 2023-2024 and proposed 2024-2025 budget allocations. Over the course of the 10-year period of the Plan, operational budgets will be sought by responsible Council teams as part of future budget planning cycles.

## Policy and legislative requirements

It is not legislated that local government organisations have a Community Safety Action Plan, however Local Government NSW acknowledges the unique role of Councils in driving community safety measures, and the importance of working in partnership with relevant stakeholders on common goals.

Council is currently working on a draft Resilience Strategy and a draft Social Cohesion Plan, which will contain links to issues related to the Community Safety Action Plan.

## Conclusion

Informed by the Inclusive Randwick Strategy, the Community Development team undertook a Community Safety Study (2024). The Study looked at community perceptions of safety, statistical data, behavioural and crime trends, and considered potential actions through a lens of four focus areas – structural, environmental, interpersonal, and individual conditions for safety.

The Study informed the development of the draft *A Safer Randwick City: Community Safety Action Plan (2025-2035)*, which was informed by a Technical Advisory Group and teams from across Council. The Study and Plan are prepared for Council, requesting endorsement for the Plan to go on public exhibition.

**Responsible officer:** Rachel Low, Coordinator Social Planning

**File Reference:** F2012/00534

CC14/25

## Director Community & Culture Report No. CC15/25

**Subject: Childcare in Randwick City**

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### Executive Summary

- At its Ordinary Meeting on 28 November 2023 Council resolved (Hay/Rosenfeld) to receive a report back regarding the current situation regarding supply and demand on childcare spaces across Randwick City.
- This report is also in response to Randwick Council's 2024-25 Operational Plan which requires preparation and implementation of a Childcare Survey, analysis of data and advocacy for increased affordable childcare places.
- Throughout 2024 and early 2025, Randwick Council staff undertook focus groups with local parents and a survey of childcare centres in the Randwick LGA to understand issues regarding affordability, availability, supply and demand and opportunities to improve and strengthen the industry.
- Council staff also accessed a range of comprehensive research to review the sector including reports released by the Australian Competition and Consumer Commission (ACCC), the Commonwealth Productivity Commission, and the Independent Pricing and Regulatory Tribunal (IPART).
- The survey and analysis found significant challenges exist regarding the affordability of childcare in Randwick City and difficulty finding care for the 0-2 age group. Childcare is generally more expensive in the northern part of the City, although there is general availability of childcare places, particularly for 3-5 year-olds.
- Feedback from parents expressed difficulty in finding information to help make informed decisions about childcare, financial cost, inflexibility and employment impacts, while childcare operators said their biggest challenges were around staff retention and pay, legislative requirements and workload and community undervaluing the industry.

### Recommendation

That Council:

- a) note the consultation and survey feedback has indicated there is a general availability of childcare places currently in Randwick City.
- b) investigate running or supporting parent and guardian information sessions within Randwick City Libraries, to increase understanding of accessing childcare.
- c) host a networking event for local childcare service providers, to increase knowledge sharing opportunities across the sector.
- d) explore further improvements for waitlist practices at Moverly Children's Centre, to increase transparency for families seeking to access childcare.
- e) investigate hosting an early childhood educators awards night to recognise and celebrate the contribution of childcare workers in Randwick City.
- f) note that Council is currently undertaking an infrastructure needs assessment. This assessment will provide evidence of any gaps in the provision of social infrastructure within the LGA, including childcare centres.

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- g) write to the State and Federal Governments to support and prioritise the provision of reducing costs for childcare in Australia.
- h) note the application for the Federal Government Early Childhood Education and Care (ECEC) Worker Retention Payment grant was submitted on 6 December 2024 and is currently being processed.

**Attachment/s:**

1. [LINK TO VIEW](#) Childcare in Randwick City Community Consultation Outcomes Report

CC15/25



## Purpose

At its ordinary meeting on 28 November 2023, Council resolved:

**RESOLUTION: (Hay/Rosenfeld)** that a report be prepared on the current situation regarding supply and demand on childcare and family daycare spaces across Randwick City at various age ranges under five (5). If appropriate, the report should propose changes that could improve availability, this could include increasing childcare capacity inside new developments, the expansion of both Council provided childcare facilities and other childcare facilities and any other proposals that would benefit the community.

This Council report responds to the above Council resolution.

This report also responds to an activity in Council's 2024-25 Operational Plan to *Advocate to State and Federal Governments for increased affordable childcare places and carry out a childcare survey.*

## Discussion

### Background

In addition to the Council resolution outlined above, Council has resolved a number of other motions in relation to Childcare which have been or are in the process of being addressed.

At its ordinary meeting on 22 August 2023, Council resolved:

**RESOLUTION: (Chapple/Said)** that:

- a) Council endorses the following motion to be submitted to the Local Government NSW 2023 Annual Conference; and
- b) the General Manager be delegated the authority to make any minor amendments to the wording of this motion if requested by LGNSW and agreed to by the mover of the motion.

Text of LGNSW Motion:

That Local Government NSW commits to supporting councils to recruit and retain early childhood educators by:

1. calling on the NSW State Government to:
  - a. increase support for public early childhood education services, including extending the paid placement funding offered to ECT students to Diploma and Certificate III students, and;
  - b. support councils to expand high quality early childhood education and care through long daycare, out of hours care, pre-school, and occasional care.
2. bargaining with the United Services Union and its members in good faith to achieve an increase to wages for early childhood educators above inflation, as well as leave provisions and hazard pay that reflect the risk of infection associated with work in early childhood education.

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

**RESOLUTION: (Pandolfini/Chapple)** that Council:

- a) commends early childhood educators in the United Workers Union for taking action on the 8th of March for a pay increase;
- b) commends the United Services Union on its campaign to negotiate an award for early childhood educators in local government;
- c) reiterates support for the LGNSW motion to negotiate with the United Services Union, and requests an update from LGNSW on its progress; and
- d) that councillors are briefed on the operation and fee structure on Moverly Childcare Centre and such briefing to consider barriers to access and the Centre's business plan.

At its ordinary meeting on 26 November 2024, Council resolved:

**RESOLUTION: (Veitch/D'Souza)** that Council:

- a) notes the intention to submit an application for the Early Childhood Education and Care Worker Retention Payment grant offered by the Commonwealth Department of Education; and
- b) write to the Federal Government calling on them to continue the grant funding beyond the two-year limit to ensure that early childhood education and care workers continue to receive the benefits of the pay increase.

At its ordinary meeting on 25 March 2025, Council resolved:

**RESOLUTION: (Veitch/D'Souza)** that Council endorses the following motion to be submitted to the 2025 National General Assembly of Local Government:

This National General Assembly of Local Government calls on the Australian Government to:

1. Ensure that programs to fund meaningful wage increases to Early Childhood Education and Care and Residential Aged Care Workers continue beyond 2025 and 2026, including workers employed in the Local Government Sector;
2. Continue working with all relevant stakeholders to address Gender Based Undervaluation and ensure the pay and conditions of workers in traditionally feminised industries properly reflect the value of the work, skills and responsibility required and / or the conditions under which the work is performed;
3. Allocate funds to support councils in delivering and expanding our services in these areas to address the growing needs of our communities amidst the increasing cost of living and sectoral crises.

At its ordinary meeting on 29 April 2025 Council resolved:

**RESOLUTION: (Asgari/Hay)** that Council writes to the Prime Minister, the Minister for Early Childhood & Education and the NSW Minister for Early Education and Early Learning to request that the government put stronger measures in place to protect the safety and wellbeing of children.

### Context

Three major reviews of the early childhood education and care sectors were completed in 2024, at the federal and state level.

- ACCC (Australian Competition and Consumer Commission) (final report published January 2024)
- The Commonwealth Productivity Commission (final report published September 2024)
- IPART (The Independent Pricing and Regulatory Tribunal) (final report published March 2024).

These reviews take an extensive range of factors into account, including policies at all levels of government, childcare workforce requirements, regulatory issues, the operation of the childcare market, and costs of operating childcare services.

These reviews offer several findings and recommendations, aimed to improve the access to and quality of childcare services in NSW and in Australia. However, by their nature they are unable to focus on any issues relevant to a single geographical area.

In order to better understand issues directly related to the Randwick LGA, Council undertook a number of consultation and research methods as follows:

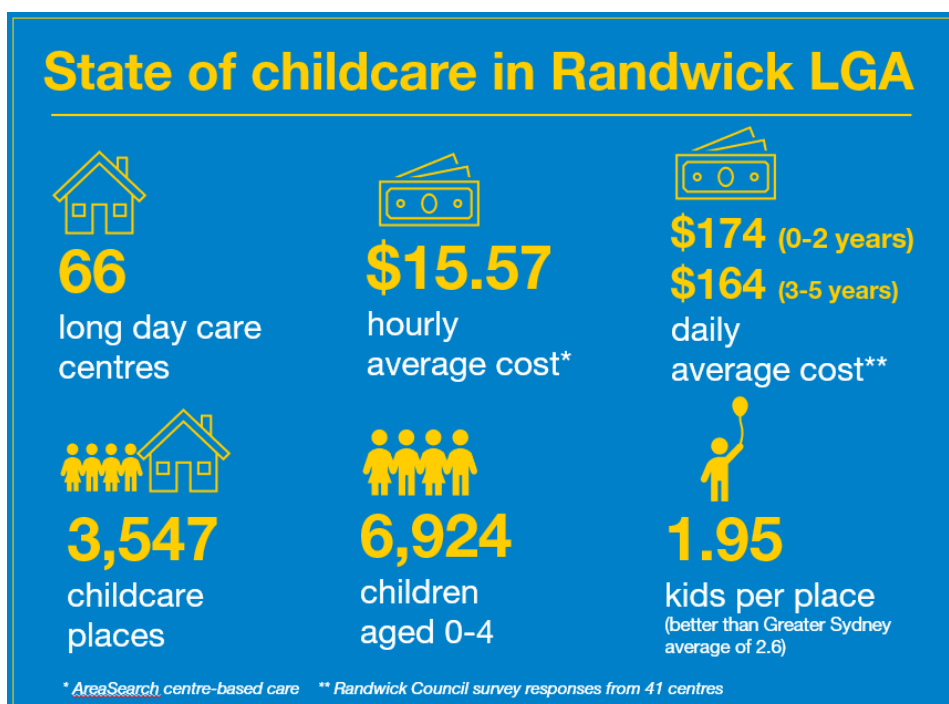
### Methods employed for the current report

A summary of the methods employed for the current report are within the table below. Attachment 1 provides further detail of the procedure and results of the focus groups and the survey completed by childcare centres.

	Summary	Topics addressed
<b>Focus groups</b>	25 participants in total across two focus groups, in May 2024	Barriers to accessing childcare, including: <ul style="list-style-type: none"> <li>• Preferred childcare providers</li> <li>• Costs of childcare</li> <li>• Impact on returning to work</li> <li>• Flexibility of childcare</li> <li>• Sources of information regarding childcare services</li> </ul>
<b>Survey of childcare centres</b>	41 responses from long day care centres in the LGA, between September 2024 – January 2025	<ul style="list-style-type: none"> <li>• Per age group (0-2, 2-3, and 3+ year olds):               <ul style="list-style-type: none"> <li>○ Number of places offered</li> <li>○ Current occupancy rates</li> <li>○ Fee per day</li> </ul> </li> <li>• Waitlist length and fees (if applicable)</li> <li>• Challenges and proposed changes in the industry</li> <li>• Interest in a networking opportunity for childcare services</li> </ul>
<b>Desktop research</b>	Using government provided data, AreaSearch, and discussions with Waverley Council	<ul style="list-style-type: none"> <li>• Supply and demand of long day care places in Randwick LGA</li> <li>• Supply and demand of long day care places in other areas of Sydney</li> <li>• Supply of regulated family day care places in Randwick LGA</li> </ul>

### Results and recommendations

This section is a summary of the key results from the research undertaken, and subsequent recommendations. For further detail, please see attachment.



**Graphic 1:** Summary of state of childcare in Randwick LGA

### 1. Difficulty in finding childcare information

Focus group participants discussed a general dearth of information regarding childcare, as well as specifics of childcare providers. Some felt that some online information could not be trusted, and that using 'word-of-mouth' avenues (including online local groups) were more trustworthy than relying on other sources of information. This reflects a finding by the NSW Productivity Commission, where parents noted that comparison tools for comparing childcares often included outdated information or were hard to use. Similarly, the ACCC Childcare Inquiry roundtable found that staff at childcare services spent their own time assisting families with understanding the Child Care Subsidy, and that word of mouth was an important factor for families when selecting a childcare.

Randwick City Libraries would be well-placed to run or support childcare-related information sessions. All three libraries offer early literacy programs for children aged 0-5 years – meaning that parents and guardians with children in that age group already access these Council venues. Sessions centred on accessing the Child Care Subsidy (which is under the purview of Services Australia) could be considered, as Randwick City Libraries has already partnered with Services Australia for other information sessions.

Report recommendation B: Consider running or supporting parent and guardian information sessions within Randwick City libraries, to increase understanding of accessing childcare.

### 2. Networking opportunity for childcare staff in the LGA

Of the long day care centres that provided a response to the online survey, 97% indicated that they would be interested in attending a networking event with other childcare providers in the eastern suburbs. This event could be used as an opportunity to share knowledge and experiences across the sector.

Report recommendation C: Host a networking event for childcare service providers within the LGA, to increase knowledge sharing opportunities across the sector.

### 3. Explore improvements for waitlist practices at Moverly Children's Centre

Of the 41 childcare centres that provided a response to the childcare survey, 32 used a waitlist. Approximately a quarter of these centres charged a waitlist fee, but this fee ranged from \$20 to \$200. The number of children on a waitlist also varied widely, with a range from 4 to 600.

This variability in waitlist numbers particularly aligned with findings from the parent and guardian focus groups. The length of time spent on waitlists and the lack of transparency around a child's place on the waitlist were discussed as barriers to accessing childcare.

While some focus group participants were able to access childcare with a few days' notice, others waited for months or were told they would need to wait for years. At both focus groups, discussion also arose around local families all being on the same waitlists for the same childcare centre. This may inflate the length of the waitlist if, for example, a child secures a place at a centre but does not have their name removed from other childcare centre waitlists.

While frustrating for families, issues caused by waiting for a childcare place is a widespread issue. As part of their review into early childhood education and care services in NSW, IPART surveyed parents and also found that families were on waiting lists for multiple services, for long periods of time. In a similar vein to the focus group findings of the current report, IPART also found that children had been on a waiting list before or since birth but were not enrolled in a service up to a year and a half later.

While a council cannot require childcare providers in the area to change their waitlist practices, Council can make operational changes within its own facilities.

Randwick Council runs a single childcare facility: Moverly Children's Centre in South Coogee. This centre is approved for 39 childcare places, and families can complete an online form to place their child on the waitlist.

In late 2024, Moverly Children's Centre contacted all families on their waitlist through SMS to verify whether a place on the waitlist was still required. Further improvements to Moverly's waitlisting practices could include a regular waitlist 'cull', and SMS notifications for when a childcare place became available.

Report recommendation D: Explore further improvements for waitlist practices at Moverly Children's Centre, to increase transparency for families seeking to access childcare.

#### **4. Valuing and recognising childcare workers**

The long day care centre online survey included the optional questions of 'What do you think are the major challenges faced by the childcare industry?' and 'What changes would you like to see in the childcare industry?'

Responses to this question highlighted educators' views that their work was underappreciated within the community, and that there should be more respect for the industry.

Council could consider addressing these perceptions by publicly recognising and celebrating the hard work of childcare educators within Randwick City.

Report recommendation E: investigate hosting an early childhood educators awards night to recognise and celebrate the contribution of childcare workers in Randwick City.

Report recommendation H: note the application for the Federal Government Early Childhood Education and Care (ECEC) Worker Retention Payment grant was submitted on 6 December 2024, and is currently being processed.

#### **Fees and availability of long day care places**

As per the September 2024 data release of Department of Education, Randwick City is the 9<sup>th</sup> most expensive LGA for centre-based childcare within the Sydney region.

The mean fee per hour is \$15.57 in Randwick, compared to \$14.07 across Sydney. Childcare costs in the northern part of the Randwick LGA are generally higher than in the south.

Publicly available data on childcare costs does not include fees per hour or occupancy information per age group; however Council's survey undertaken as part of this report provides more local insights.



These have been summarised in the table below. From the data below, the average fee per hour for responding childcares is higher than the Sydney average.

Age group	Number of responding centres who provide care for this age group*	Range of fees per hour for age group	Average of fees per hour for age group	Percentage of responding childcare centres, who are at 95% or more occupancy in this age group
0-2	27	\$11.90 - \$21.90	\$16.56	72%
2-3	33	\$10.48 - \$21.90	\$16.03	42%
3+	33	\$10.48 - \$19.20	\$15.30	33%

*\*Although 41 responses to the survey were received, the total number of completed responses was 33.*

Graphic 2: Table showing fees for childcare in Randwick LGA

Additionally, availability of places varies depends on age, with the 0-2 year old age group having the lowest availability. Limited availability of long day cares places in the 0-2 year old age group is not unique to the Randwick LGA.

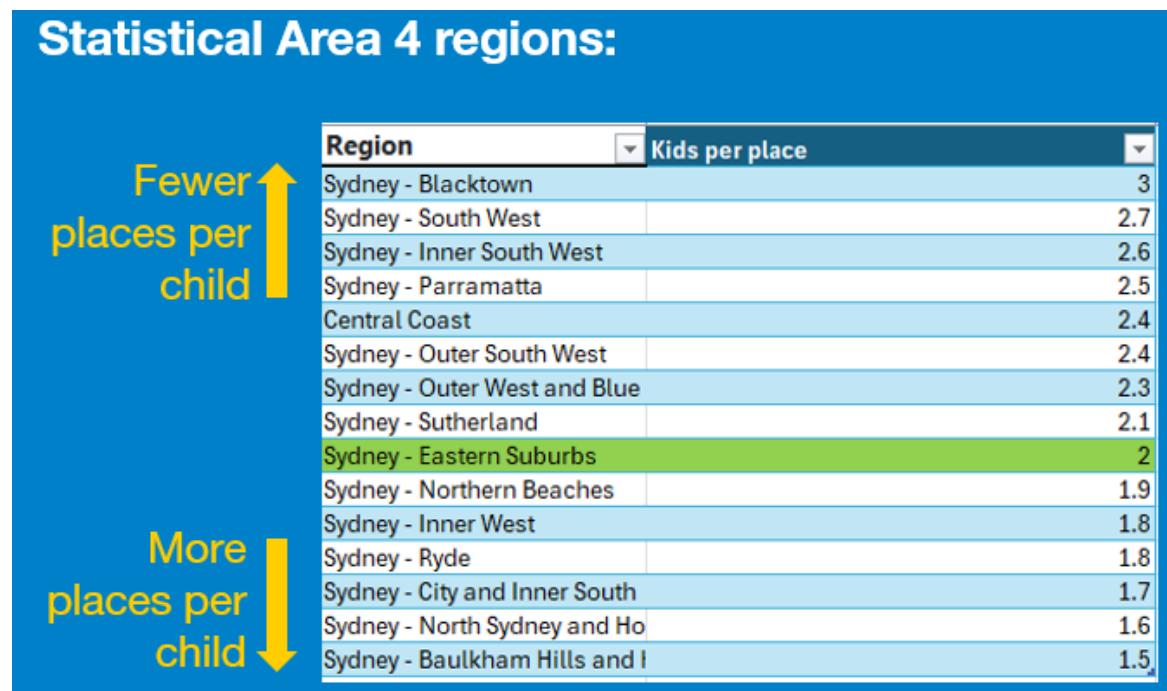
The ACCC noted in their childcare inquiry that that providers limit childcare places for this age group due to the higher costs of staffing (as smaller children require a higher ratio of staff per child), equipment, and purpose-fit space; it was added that these issues are intensified in remote areas of Australia.

Number of places at long day cares

Using data available in the AreaSearch portal, Randwick City has 3,547 total long day care places and an estimated total 0-4 year old population of 6,924.

Applying this information, there are 1.95 resident children for each long day care place. This is lower than the Greater Sydney ratio of 2.6 children (as of October 2024) for every long day care place, indicating that there is a slightly better provision of child care places in Randwick City compared to Greater Sydney.

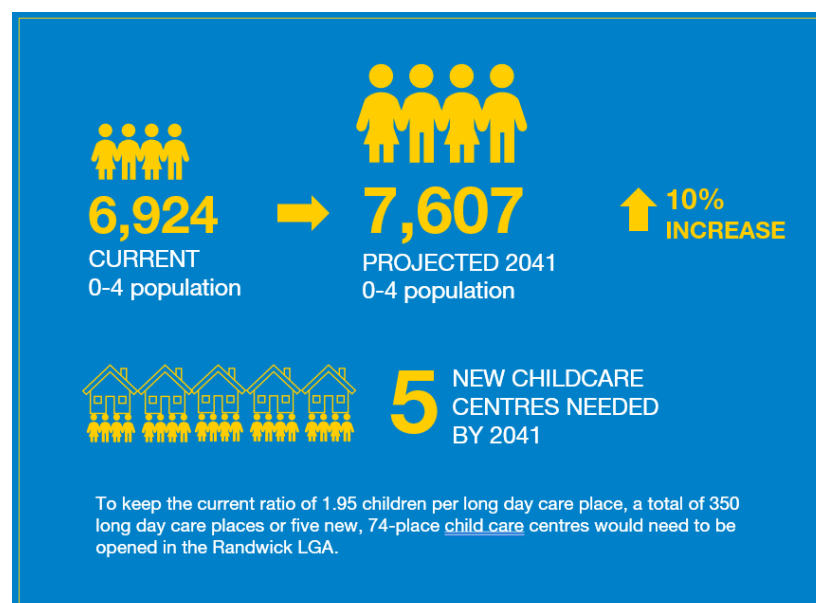
When using the ABS defined Statistical Area 4 regions through the AreaSearch portal, the 'Sydney - Eastern Suburbs' area as a whole has a ratio of 2 resident children per long day care place, ranking it 9 of 15 in the East Sydney region.



**Graphic 3:** Table showing availability of 'kids per place' in the Randwick LGA compared to other areas of Sydney.

Using the latest release of NSW Department of Planning and Environment data (in November 2024), there are 7,607 children aged between 0-4 projected to live in Randwick City by 2041. To keep the current ratio of 1.95 resident children per long day care place, a total of 350 long day care places (5 new childcare centres) would need to be added across the LGA, assuming no childcare centres are closed.

Council's Strategic Planning team is currently in the planning stages of an infrastructure needs assessment. A Request for Quotation closed in mid-March 2025 and assessment of consultants is underway, with a final report expected in late 2025. This needs assessment will provide evidence of where there are gaps in the provision of social infrastructure, including childcare centres to inform future planning and prioritisation of infrastructure needs. Further information and analysis will be provided in a future report to Council.



**Graphic 4:** Projected 0-4 population and growth in childcare centres required to maintain current ratio. Source: AreaSearch <https://areasearch.com.au/>

Another issue that arose was the impact of childcare arrangements on employment, with some people drawing attention to existing gender roles around childcare and work. Others noted that the inability to secure days at childcare affected their ability to work. Access and affordability are key in responding to this issue.

Report recommendation G: write to the State and Federal Governments to support and prioritise the provision of reducing costs for childcare in Australia.

**Family day cares**

Family day cares involve an educator caring for children in their own home. Randwick City Council does not run or oversee any family day care centres and does not keep a register of properties where family day care is run from.

According to the Family Day Care Australia website, as of March 2025 there are 21 family day care educators within Randwick City. As family day care is limited to caring for up to four children ‘under school age’ at one time, it can be estimated to be about 84 places for under 6 year olds in the LGA.

Further data on individual family day educators is not publicly available. Family day care educators must be registered with an overseeing family day care provider, which is often a private entity and not necessarily based in the same local area as the educator.

None of the 21 family day care educators within the LGA are registered with a provider based in Randwick City. However, discussions with Waverley Council Family Day Care indicated that six family day cares in the Randwick LGA are registered with Waverley Council, and that fees for family day care generally ranged from \$155-\$190 per day.

**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 that empowers businesses to start, grow and thrive through a collaborative business culture
Objective	Increase number of businesses by 20% by 2032
Delivery program commitment	Advocate to State and Federal government for increased affordable childcare places and carry out a childcare survey.

**Risks**

Risk	Mitigation
Reputation and ongoing social challenges by not addressing issue	The possible reputational risk is mitigated by the recommendations of holding information sessions, a childcare awards night, hosting a networking event for childcare providers, and investigating ways to improve waitlist practices for Council’s childcare facility.
Financial risk if Council were to over commit funds or resources	As there are a range of childcare providers within Randwick LGA and there is an upcoming infrastructure needs assessment, at this point in time there is currently no requirement for Council to commit funds or resources to building a new Council-run childcare facility.

Risk	Mitigation
Ongoing affordability issues for parents	Council can write to State and Federal government to write to the State and Federal Governments to support and prioritise the provision of reducing costs for childcare in Australia.

## Resourcing Strategy implications

At this stage there are no direct resourcing implications as a result of this report. Further information regarding costs of carrying out the proposed recommendations such as childcare information sessions and an awards night will be reported back to Council for consideration, along with a proposed funding source.

## Conclusion

To summarise, Randwick City:

- has higher average fees per hour per age group than the Sydney average, for long day care places (\$15.30-\$16.56 vs. \$14.07)
- is the ninth most expensive area in Sydney for childcare
- has day rates for childcare ranging from an average of \$164 (3-5 years) to \$174 (0-2 years)
- generally has higher fees in the north of the LGA
- has higher occupancy rates for the 0-2 age group that when compared to the 2-3 and 3+ years age groups
- has fewer children per long day care place (1.95 children per place) when compared to the Greater Sydney region (2.6 children per place)
- has approximately 84 places for children in family day care within the LGA boundaries, all registered with family day care providers outside of the LGA
- currently has childcare options available for 0-2 and 3-5 years.

The data gathered for this report shows that while childcare within Randwick City is more expensive than the Sydney average and that there is reduced availability for the 0-2 age group within the area, there is general availability of places and availability is much better than other areas of Sydney.

The LGA-wide infrastructure needs assessment currently underway by Council will provide more detailed evidence in this area, including what areas of the LGA could most benefit from further provision of childcare centres.

Furthermore, Council may consider advocating to the NSW Government highlighting local needs such as accessing affordable childcare and emphasise the importance of childcare provision for working parents in the LGA who are facing financial pressures, such as high housing costs.

Multiple government bodies have already undertaken research into childcare services. This report focuses on lived experiences in the local area, as well as localised data on fees, waitlists, and availability of childcare places.

Based on desktop research, focus groups, and a survey to childcare centres in the LGA, this report makes a set of recommendations that support both families accessing childcare, and childcare staff who deliver this important service to the community.

**Responsible officer:** Riza Veloso, Community Consultation Officer

**File Reference:** F2024/00175

## Director Community & Culture Report No. CC16/25

### Subject: Mobile Food Vending Vehicles (Food Trucks) Policy - Community Consultation Outcomes

#### Executive Summary

- At its Ordinary Meeting on 10 December 2024, Council resolved (Luxford/Burst) that Council (a) *endorse the draft Randwick Mobile Food Vending Vehicles Policy to be placed on public exhibition* along with endorsing a range of other activities relating to food trucks/mobile food vending vehicles.
- This Report presents a summary of outcomes and responses from the Community Consultation held 17 February to 31 March 2025, seeking feedback on the new Mobile Food Vending Vehicles (MFVV) Policy.
- The consultation resulted in 200 submissions, the majority of respondents very happy or happy with proposals (62%), or neutral (15%). 23% of respondents were unhappy or very unhappy.
- Council began a live trial parallel to the Consultation to implement the itinerant and fixed site options for MFVV operators. Both have had a gradual uptake. The itinerant model has been largely successful, and two monthly fixed sites have been booked, one in operation at the time of this report.
- There is strong support for the Policy, including providing more opportunities for family-friendly gatherings, increasing accessible food offerings and greater variety in food trucks, and the program adding a vibrant and engaging community element to the LGA.
- The community and businesses raised concerns including loss of parking, impact on local businesses, high fees (fixed sites), fixed sites being too close to residents, environmental impacts, and clustering of too many food vending vehicles in car parks. Many of these concerns are addressed in the draft Policy.
- This Report proposes 4 new Recommendations responding to community concerns; being (1) a limit of 3 itinerant MFVVs in car parks at any one time, (2) Fixed sites: to remove the Dacre St Malabar fixed site and ensure future fixed sites are not adjacent to residents, and reduce proposed fees by 30% to encourage more operators, (3) to introduce a cancellation clause for operators who breach the Policy and as next steps (4) to make permanent the amended Policy (attached) and embed in the annual renewal and application process for all MFVVs.
- Other activities as outlined in the Council resolution have commenced.

#### Recommendation

That Council:

- note the outcomes of the community consultation on the draft Mobile Food Vending Policy;
- endorse the addition to the Mobile Food Vending Vehicles Policy of a limit of 3 itinerant Mobile Food Vending Vehicles in council car parks at any one time;
- endorse the amendments to the Fixed Site program, including removal of the Dacre Street Malabar site;
- endorse a 30% reduction on site fees from \$3200 to \$2240 (peak) and from \$2400 to \$1680 (off-peak), to be updated in the 2025-26 fees and charges;



- e) endorse the addition to the Mobile Food Vending Vehicles Policy of a cancellation of an approval clause; and
- f) endorse making the attached and amended Mobile Food Vending Vehicles Policy permanent.

**Attachment/s:**

1.  Community Consultation Report\_Food Trucks Mobile Food Vending Vehicles Policy 2025
2.  FINAL - Randwick Mobile Food Vending Vehicles Policy - with proposed additions following Community Consultation - 17 May 2025

CC16/25

## Purpose

At the 10 December 2024 Ordinary meeting, Council resolved:

**RESOLUTION: (Luxford/Burst):** That Council

- a) **endorse the draft Randwick Mobile Food Vending Vehicles Policy to be placed on public exhibition;**
- b) 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.

This report provides the background information to the Council to make a decision in relation to the above Resolution. This includes the outcomes of the public consultation on the draft Mobile Food Vending Vehicles Policy, and findings from the live trial of the new operational model. Council requested to consider and approve the recommendations and endorse the final Mobile Food Vending Vehicles Policy for implementation.

*The Community Consultation Report, and the proposed amended Mobile Food Vending Vehicles Policy are attached to this Report.*

Investigation into a monthly food truck market trial site will continue, and an update will be provided back to Council. Increasing the diversity of food trucks will also be undertaken following finalisation of the policy.

## Discussion

A Report to Council was presented on 10 December 2024 proposing new models for the operation of mobile food vending vehicles across the City of Randwick governed by a new Mobile Food Vending Vehicles Policy.

The draft Policy responded to a need for greater accountability for how food trucks and food vans operate, to increase food choices for residents and visitors, to better manage the impact of food trucks on existing businesses and residents, to encourage food trucks from outside the Randwick LGA, activate underutilised spaces, and to build vibrant and engaging places for people to meet. Aligned with the Policy and included in the Report were proposals to explore a monthly food truck market concept and expand the Council-managed *Eat Drink Play* food truck events.

As above, the Report and the draft Mobile Food Vending Vehicles Policy was endorsed with next steps being a Your Say public exhibition to gain feedback on the proposals. This Report outlines the results of the community consultation and provides recommendations in response to community feedback.

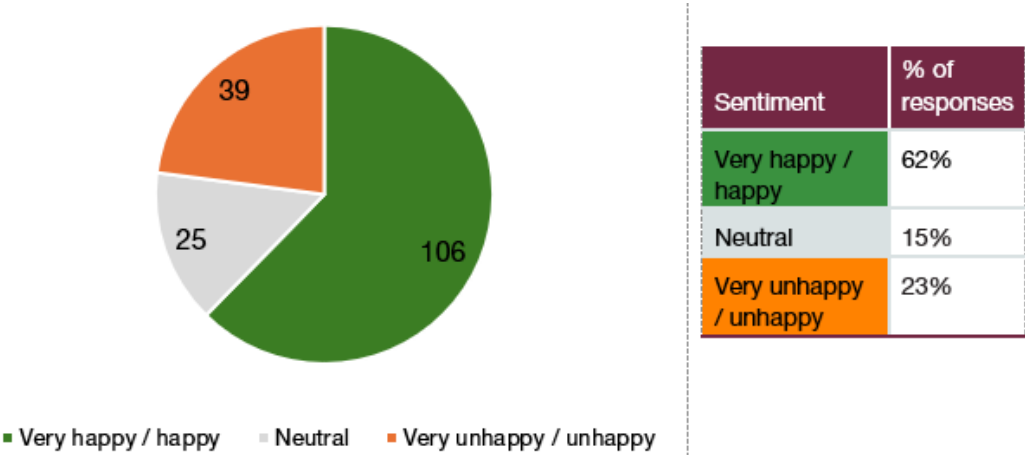
### **Your Say: Mobile Food Vending Vehicles Policy summary and outcomes**

The community consultation was open from 17 February to 31 March 2025. The consultation aimed to gain feedback from the community, inform existing operators about the changes and new opportunities, and identify any concerns and / or support for the new ways of operating including the itinerant model and the fixed sites program.

The campaign was widely advertised on all Council communication channels and platforms, and the Economic Development team further promoted to all MFVV operators, to other councils in Greater Sydney, and to local business networks.

The overall response to the Have Your Say campaign was relatively modest, with 2243 website visits and a total of 200 documented responses. The majority of feedback came via the HYS survey portal (170).

In summary, the general sentiment towards the MFVV Policy was positive, with 62% of respondents being 'very happy', 'happy' and 15% 'neutral'.



Community Consultation Report – Food Trucks (p.5)

Responses came from a wide geographical area including outside the LGA, with the primary number of replies from areas that have had food trucks and food vans as a longstanding feature in the community. This included 28 from Randwick, 32 from Maroubra and 43 from Malabar. Unsurprisingly Malabar had the highest number of 'unhappy' replies, given two of the proposed fixed sites were located in the suburb and there is a relatively low density of fixed food businesses in the area.

Community responses

The below is a summary of emerging themes collated from the **170 community consultation surveys**, and related comments to each theme. The Recommendations in this Report are largely informed by the key issues / themes below.

Key themes from comments	Verbatim comments:
Positive impact of food trucks <ul style="list-style-type: none"><li>Food trucks add vibrancy, affordable food, outdoor dining options</li></ul>	<i>"It's great to have varied and affordable options, and it livens up our public spaces."</i>
Environmental and amenity impacts <ul style="list-style-type: none"><li>Noise and air pollution from generators</li><li>Trucks disrupting quiet, green spaces</li><li>Compostable packaging</li></ul>	<i>"Many food vans emit ghastly fumes as well as very unpleasant noise...section 5.6 about noise limits is far too vague."</i> <i>"Would like to see a commitment to using compostable packaging to minimise rubbish at beaches."</i>
Waste and cleanliness Trucks should be responsible for: <ul style="list-style-type: none"><li>Waste and recycling facilities</li></ul>	<i>"As long as there is proper waste management (availability of FOGO on site and recycling) and not an increased environmental impact on the sites."</i>

Key themes from comments	Verbatim comments:
<ul style="list-style-type: none"> <li>Cleanliness of the surrounding area</li> </ul>	<p><i>"It'd be sad to see otherwise tranquil places overcrowded and full of rubbish due to the presence of food trucks."</i></p>
<p>Traffic, parking and access</p> <p>Concerns re. food trucks and traffic:</p> <ul style="list-style-type: none"> <li>Loss of car parking</li> <li>Increased traffic or congestion near popular spots</li> <li>Safety of pedestrians</li> </ul>	<p><i>"They [food trucks] could crowd the parking lots and reduce access for the public as well as reducing the amenity of the area."</i></p> <p><i>"I just don't want it to contribute to traffic congestion or remove parking options."</i></p>
Requests for more diverse offerings	<p><i>"Anything that encourages food trucks is great. I would more variety and vegetarian food available..."</i></p>
High site fees a barrier for small operators	<p><i>"I think council fees need to be fair to allow businesses to flourish &amp; provide a high standard."</i></p>
Perceived negative Impact on local business	<p><i>"Food trucks should only operate in spaces that do NOT already have local businesses offering food. Local business is struggling you should not compete with them."</i></p>
<p>Site specific comments – Malabar (43 responses):</p> <ul style="list-style-type: none"> <li>Opposition to proposed fixed site on Dacre Street – proximity to residential homes (noise, privacy, odours, waste concerns), loss of parking, pedestrian safety and visual impact.</li> <li>Preference for proposed fixed site on Fishermans Road – safer, less intrusive, and better equipped with parking and waste facilities.</li> <li>Concern about impacts on existing local businesses – food trucks should not unfairly compete with established businesses.</li> <li>Support for food trucks in general – food trucks bring vibrancy, variety, and convenience, especially in a suburb with limited dining options.</li> </ul>	<p><i>"Strongly oppose location on Dacre Street opposite residential houses. Will remove parking, users of truck will not be able to park, will create additional noise and rubbish by users in residential area."</i></p> <p><i>"There are local cafes that pay huge rent and expenses to service the Malabar community and its visitors. Food trucks in operation for such long hours will bring unnecessary competition to these businesses."</i></p> <p><i>"Food trucks on a temporary basis are generally a positive addition to a neighbourhood."</i></p> <p><i>"Looks good, I like food trucks."</i></p> <p><i>"They should be able to operate as there is a shortage of food outlets in the area."</i></p>
<p>Site specific comments – Clovelly (10 responses):</p> <ul style="list-style-type: none"> <li>Concerns about noise and pollution from generators or engines</li> <li>Concerns about parking loss and impact on the natural surrounds.</li> <li>Support for food trucks</li> </ul>	<p><i>"I am opposed to permanent or temporary food trucks in Clovelly car park...noise due to the generators/coolers in a natural environment"</i></p> <p><i>"Concerned about customers leaving waste on the rocks around Clovelly"</i></p> <p><i>"Great opportunity for food trucks reoccurring weekly at Clovelly."</i></p>

Alongside the 170 survey responses received via Your Say Randwick, Council received 22 community and 8 business email submissions. While most submissions supported the draft policy, several raised concerns about the proposed fixed site on Dacre Street, Malabar – similar to those highlighted in the Your Say responses. Of the business submissions, 7 were from food truck and food van operators (noting several cafe owners responded via the survey portal).

A summary of the written submissions can be found in the attached Community Consultation: Food Trucks Report (pp.8-9). The following is a selection of business email comments received:

Submission	
<b>Food truck</b>	<i>... there could be more places that food trucks are able to serve on the daily. The high pricing, especially for fixed positioning isn't ideal as money made from those trucks are not guaranteed. Lowering the pricing for fixed positions, and opening up more trade spots would be highly beneficial...</i>
<b>Café</b>	<i>...Café owners face substantial operating expenses and whilst the Council assures that food trucks will not operate within 200 meters of existing businesses, the reality is that such a program will inevitably jeopardise café owners in the vicinity. In addition, the operating hours allowed mean that café owners have no period free of extra competition...</i>
<b>Food truck</b>	<i>...The mobile van policy is very positive for the community to allow Local food trucks to pop up within the local area and serve the community. I am happy and excited for this new policy program in our area as a small business with a small crepe trailer and I think we should have more events happening in Eastern suburbs. However, if any of the food truck becomes overbearing and not complying with the policy and abusing other food trucks Council should revoke their permits If after the warning is given, they don't comply with policy.</i>
<b>Food truck</b>	<i>...200m rule is too large – suggest changing the rule to be 'only 100m from a similar food offering business' and not just any food business Prices are too high for fixed and itinerant – City of Sydney is \$400 a year for itinerant. All MFVVs should have silent generators.</i>
<b>Food truck</b>	<i>Very happy.</i>
<b>Food truck</b>	<i>...I feel the cost is way too high. City of Sydney charges \$600 per annum from the date you register not once a year. It's very hard to pay \$1500 for two months and then again on the 1st July.</i>
<b>Food truck</b>	<i>This sounds great. We are very happy with it.</i>

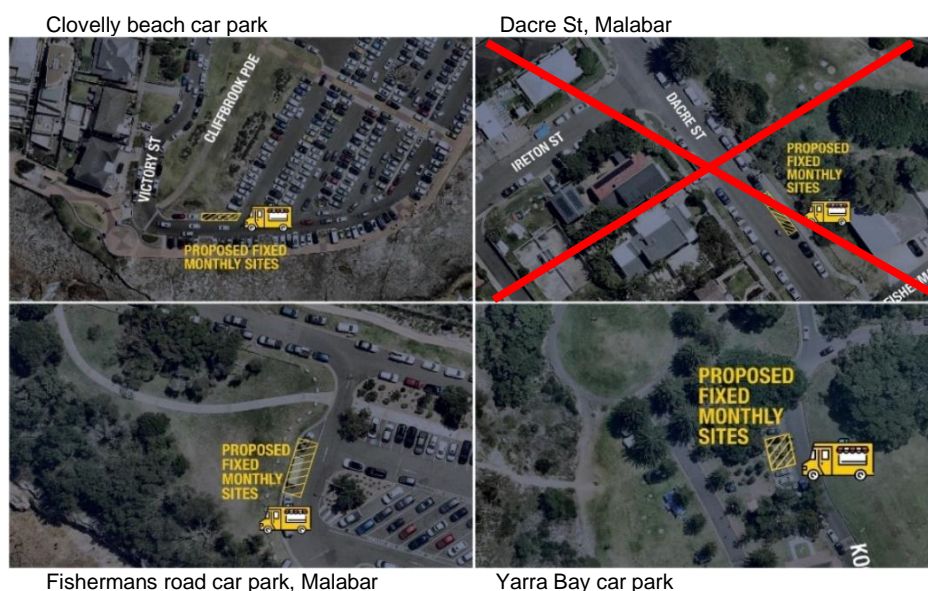
### A Live Trial during Community Consultation

From the commencement of the Community Consultation period 17 February 2025, Economic Development implemented a live trial of both the itinerant model and the fixed sites model across the LGA.

All compliant mobile food vending vehicle operators received an interim approval to allow itinerant operation within the MFVV Policy guidelines. A small number of operators have begun to operate across the LGA outside of the exclusions zones outlined in the Policy.

Limited feedback has been received from itinerant operators and community during this period. However two incidents involving police intervention have been reported to Council staff and the rangers, between newly itinerant food trucks and food vans who have been long established in some areas (La Perouse and Clovelly). Both incidents involved behaviour in breach of the draft Policy, and this will inform a recommendation included in this report to implement stronger consequences including cancellation of mobile food vending vehicle approvals.





The Fixed Monthly Site 6 month-trial also commenced in line with the Community Consultation currently offering the four locations as per image above: Clovelly car park (top left), Dacre Street Malabar (top right) OR Fisherman's Road Boat ramp car park (bottom left), and Yarra Bay car park (bottom right).

Uptake for sites has been gradual, with two slots booked to date, one at Fisherman's Road car park Malabar for May initially, and one booked for Clovelly Car Park in June. Feedback from some operators indicate that the proposed monthly fees (\$3200 December to March, \$2400 April to November) are high especially for MFVVs those with a lower typical turnover, and that Dacre Street Malabar and Yarra Bay car park are less attractive sites for a monthly booking.



Food truck at the monthly fixed site: Fisherman's Road Malabar, 1 – 31 May 2025

### Recommendations

In general, the themes and community sentiment identified through the Community Consultation and Live Trial, align with the research undertaken by council officers in the development of the draft Mobile Food Vending Policy.

Many of the comments and concerns are addressed in the draft Policy i.e. *Environmental Protection* is a key Principle of the Policy and is addressed further in Section 5.3 Waste Management. *Sustainable practice and impact* is a key criteria for the assessment of Fixed Site applications.

Noise disturbances including impacts from generators and playing of music, are addressed in detail in Section 5.6 Noise (p.11) and operators are encouraged to use silent generators as part of their operations.

The following proposed Recommendations are informed by the outcomes of the consultation and address new emerging issues and concerns. They are as follows:

**1. Introduce a maximum of three MFVVs in any public car park at one time (new to Policy)**

- To address concerns of clustering, **a maximum of three itinerant MFVVs in a public car park** at any one time (remaining outside of the 200m exclusion zone of bricks-and-mortar food businesses and fixed site operators, and adhering to council parking restrictions) is recommended, to be monitored by rangers.

This will be added to the current MFVV Policy as follows: (p.7)

**4.2 Road Rules and Parking Rules**

Vehicles can park in minimum required car parking spaces required or must comply with the specific car park rules i.e. 'parked in marked bay only' will not allow MFVVs to park in more than one space. There is a maximum limit of three itinerant vehicles allowed at any one time in council car parks. (addition)

**2. Continue the 6 month trial for the Fixed Sites with the amendments: remove Dacre Street Malabar site and reduce Fixed Site fees by 30%**

*2.1. Remove fixed sites immediately adjacent to residential areas (Dacre Street)*

- Feedback from residents at Malabar on this proposed site shows a significant lack of support, and operators also express concern at the location for effective community engagement.

*2.2. Reduce monthly fixed site fees to accommodate wider range of food trucks and food vans by 30% from \$3200 to \$2240 per month peak season and from \$2400 to \$1680 per month off peak – and update the 2025/2026 Fees and Charges*

- Operator feedback and low uptake indicate fees for fixed sites are too high for smaller operators, reducing diversity of offerings to the community at each site.
- It is recommended to reduce fixed site fees by 30%: i.e. per month: peak: **\$2240 per month Dec - March**, off-peak **\$1680 April – Nov.** and amend in the 2025/2026 Fees and Charges

Further amendments during the 6 month trial, may include the introduction of non-permissible offerings for food vans and food trucks specific to each fixed site to complement the local food businesses, included in the EOI criteria.

The Fixed Site model will be reviewed in September 2025 to be made permanent, and Council will be informed of the outcome. Fixed sites may be removed or added to the program, the latter subject to community consultation prior to implementation. This has also been added to the Policy (Section 2.2 p.6).

**3. Cancellation of Council approvals for operators who breach Policy obligations**

- Responding to the Consultation feedback and recent incidents during the live trial, operators who repeatedly disregard or breach the Policy requirements may have their Council approvals cancelled at the discretion of the General Manager.
- This will be added to the current MFVV Policy as follows: (p.11)

5.8 Cancellation of Approvals

Council reserves the right to cancel approval for any food truck or food van if the operator breaches any provisions of the Policy, and/or at the discretion of the General Manager. Should this occur, refunds to the MFVV operator may apply. (addition).

#### 4. Endorse the amended Mobile Food Vending Vehicles Policy as final and make publicly accessible

- The proposed final Randwick Council Mobile Food Vending Vehicles Policy is attached to this Report, including any additions as outlined above (highlighted).
- It is recommended that if endorsed by Council, the final Policy will be issued to all compliant food truck and food van operators in the LGA and be made publicly accessible on the Council website.
- Adherence to the Policy will be a requirement for all food truck and food van approvals.

#### 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.

#### Risks

Risk	Mitigation
Non-compliance of Policy	Rangers report to Council, applicable consequences, exclusion from Fixed Site assessment, non-renewal of approvals
Traffic congestion and loss of parking	Operators are bound to abide by State Road Rules, Council parking restrictions, and limitations imposed by Policy. Rangers can move vehicles on for any perceived risk to community or operators.
Monopolisation of Fixed Sites	Monthly applications are assessed based on EOI criteria and diverse offerings. Reduction in Fixed Site fees to facilitate a greater diversity of applicants at locations.
Exclusion Map does not reflect current brick and mortar food businesses	Operational Map including Exclusion Zones is suggestive and not specific to individual businesses.

#### Resourcing Strategy implications

The Fees and Charges 2025-26 will require an amendment for the reduced Fixed Site Fees – the reduction of fees by 30% is expected to result in a greater number of applications.

The recommendations in this Report do not require additional resourcing, and the ongoing management of food trucks and food vans are within the operational mandate of relevant Council teams.

## 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

The outcomes of the Your Say Community Consultation for the draft Mobile Food Vending Vehicles (MFVV) Policy, show there is strong community support for both the itinerant and fixed site operating models for food vans and food trucks. The live trial of both operations further indicates that, whilst uptake has been gradual, both the community and operators are relatively satisfied with the outcomes.

Many of the comments and concerns raised by the community during the consultation are already addressed in the draft MFVV Policy. Additional recommendations are proposed in this Report to address potential clustering of itinerant vehicles in car parks, better delivery of the fixed sites program, and repercussions for those operators who ignore or breach the Policy's requirements.

If endorsed, the amended Mobile Food Vending Vehicles Policy will be embedded in Council's annual and ongoing approvals process, increasing accountability and clarity in the way food vans and trucks operate in the City of Randwick.

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**Responsible officer:** Roxanne Fea, Manager Economic Development & Placemaking

**File Reference:** F2024/00049

COMMUNICATIONS

# Community Consultation Report Food Trucks – Mobile Food Vending Vehicles Policy.

13 May 2025

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## 1. Summary

### **Randwick Council has developed a draft Mobile Food Vending Vehicles Policy for Randwick City.**

This report presents feedback from the community and businesses on the policy.

Overall, the community was broadly supportive of the draft policy and food trucks, recognising their contribution to local vibrancy, affordable dining, and activation of public spaces.

However, concerns were raised about noise and pollution from generators, waste management, loss of parking, and the impact on residential amenity and local businesses.

There was also strong opposition to the proposed fixed site on Dacre Street, Malabar.

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## 2. Community engagement strategy

### 2.1. Background

To help manage the operation of food trucks and food vans and balance the needs of local businesses and residents, Council has developed a draft Mobile Food Vending Vehicles Policy for Randwick City.

Randwick Council aims to:

- Support food trucks and vans
- Expand food choices for residents and visitors
- Fairly manage the impact of food trucks on existing businesses and residents
- Encourage food trucks from outside the Randwick LGA
- Activate underutilised spaces, creating vibrant and engaging places for people to meet
- Trial a monthly food truck market concept
- Continue and expand the Council-managed Eat Drink Play food truck events

In the policy, Council is proposing two models for food trucks to operate:

1. Itinerant model - Under this approach, food trucks and vans can trade in car parks and on streets throughout Randwick City.
2. Fixed site model - Food truck operators who want exclusive use of a location, can pay a higher monthly fee of up to \$3,200 to access one of three nominated fixed site locations for a month at a time: Clovelly Beach, Yarra Bay Beach, Malabar Beach option 1 or Malabar Beach option 2 (an operator can choose one of two sites).

### 2.2. Objectives

The consultation aimed to:

- Gather feedback from food truck/van operators, local businesses, and the community on the draft Mobile Food Vending Vehicles Policy.
- Inform existing operators about significant changes and new opportunities under the draft policy.

- Identify concerns, opportunities, and support for the proposed itinerant and fixed-site models.
- Determine community support for potential food truck markets.
- Collect feedback on the location of three proposed fixed sites.

Consultation Level: Lower-level City-wide impact.

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.

### 2.3. Consultation period

The consultation was open for 6 weeks from 17 February to 31 March 2024.

### 2.4. Consultation activities

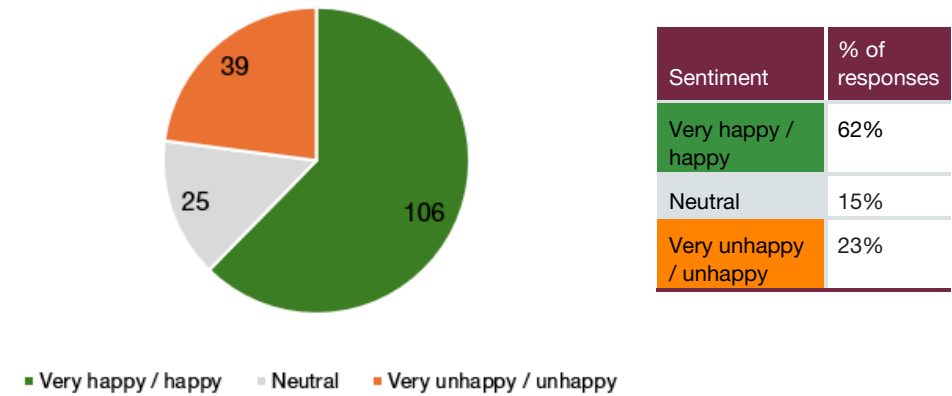
- Dedicated website: Your Say Randwick webpage.
- Signage: A1 posters and footpath decals at proposed fixed site locations (Clovelly Beach, Yarra Bay Beach, Malabar Beach)
- Email campaigns: Sent to Your Say subscribers, local businesses, food truck operators, and Randwick City Precincts.
- Scene Magazine: Advertisement in Autumn 2025 edition
- Weekly eNews: Featured in Randwick News during the consultation period
- Social media: Facebook and Instagram posts
- Digital Displays: Information at libraries, the Des Renford Aquatic Centre, and Council's Customer Service Centre
- Randwick Council Website: Listed on Current Consultations webpage
- Hard copies: Policy available at libraries and Council's Customer Service Centre
- Councillor Notification: Local councillors were informed

## 3. Consultation outcomes

- Website visits: 2243
- Survey responses: 170
- Submissions: 22
- Business surveys/submissions: 8

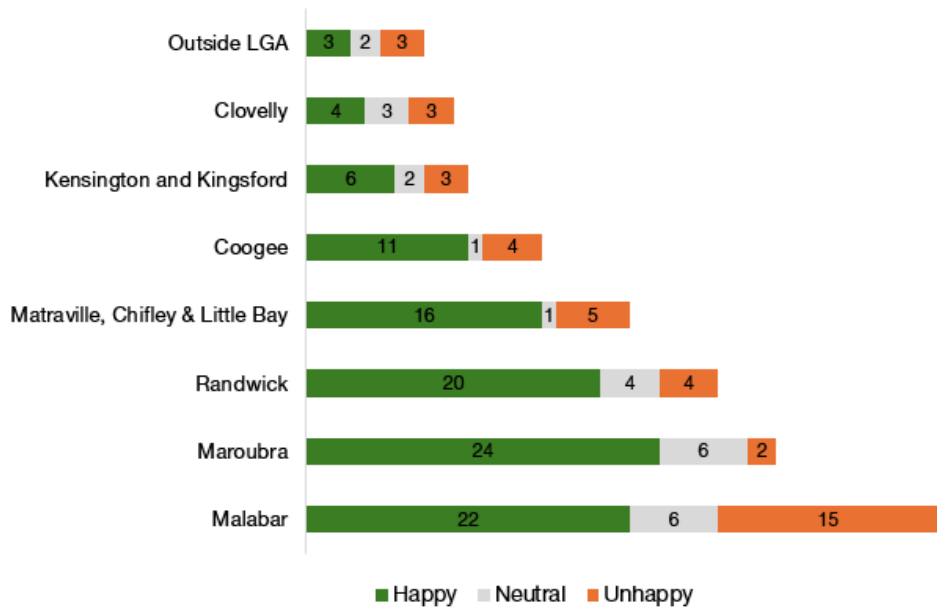
3.1. Survey results

Overall sentiment toward the draft policy was positive, with 62% of respondent happy or very happy.



Graph 1: Sentiment on draft policy (n=170)

Graph 2 below shows overall sentiment toward the draft policy by respondents' suburb of residence.



Graph 2: Sentiment on draft policy based on respondent's location

### 3.2. Community sentiment

The following table summarises the key themes from survey participant comments, along with supporting verbatim quotes.

See Appendix A for a full list of comments.

Key themes from comments	Verbatim comments:
<b>Positive impact of food trucks</b> <ul style="list-style-type: none"> <li>Food trucks add vibrancy, affordable food, and outdoor dining options to public spaces</li> </ul>	<i>"It's great to have varied and affordable options, and it livens up our public spaces."</i>
<b>Environmental and amenity impacts</b> <ul style="list-style-type: none"> <li>Noise and air pollution from generators</li> <li>Trucks disrupting quiet, green spaces</li> <li>Truck should use compostable packaging</li> </ul>	<i>"Many food vans emit ghastly fumes as well as very unpleasant noise...section 5.6 about noise limits is far too vague."</i> <i>"Would like to see a commitment to using compostable packaging to minimise rubbish at beaches."</i>
<b>Waste and cleanliness</b> Trucks should be responsible for: <ul style="list-style-type: none"> <li>Waste and recycling facilities</li> <li>Cleanliness of the surrounding area</li> </ul>	<i>"As long as there is proper waste management (availability of FOGO on site and recycling) and not an increased environmental impact on the sites."</i> <i>"It'd be sad to see otherwise tranquil places overcrowded and full of rubbish due to the presence of food trucks."</i>
<b>Traffic, parking and access</b> Concerns were raised about food trucks causing: <ul style="list-style-type: none"> <li>Loss of car parking</li> <li>Increased traffic or congestion near popular spots</li> <li>Safety of pedestrians</li> </ul>	<i>"They [food trucks] could crowd the parking lots and reduce access for the public as well as reducing the amenity of the area."</i> <i>"I just don't want it to contribute to traffic congestion or remove parking options."</i>
<b>Requests for more diverse and higher-quality offerings</b>	<i>"Anything that encourages food trucks is great. I would more variety and vegetarian food available..."</i>
<b>High site fees seen as a barrier for small, independent operators</b>	<i>"I think council fees need to be fair to allow businesses to flourish &amp; provide a high standard."</i>
<b>Perceived negative Impact on local businesses</b>	<i>"Food trucks should only operate in spaces that do NOT already have local businesses offering food. Local business is struggling you should not compete with them."</i>
<b>Site specific comments – Malabar (43 responses):</b>	<i>"Strongly oppose location on Dacre Street opposite residential houses. Will remove parking, users of truck will not be able to park,</i>

Key themes from comments	Verbatim comments:
<ul style="list-style-type: none"> <li><b>Opposition to proposed fixed site on Dacre Street</b> – proximity to residential homes (noise, privacy, odours, waste concerns), loss of parking, pedestrian safety and visual impact.</li> <li><b>Preference for proposed fixed site on Fishermans Road</b> – safer, less intrusive, and better equipped with parking and waste facilities.</li> <li><b>Concern about impacts on existing local businesses</b> – food trucks should not unfairly compete with established businesses.</li> <li><b>Support for food trucks in general</b> – food trucks bring vibrancy, variety, and convenience, especially in a suburb with limited dining options.</li> </ul>	<p><i>will create additional noise and rubbish by users in residential area."</i></p> <p><i>"There are local cafes that pay huge rent and expenses to service the Malabar community and its visitors. Food trucks in operation for such long hours will bring unnecessary competition to these businesses."</i></p> <p><i>"Food trucks on a temporary basis are generally a positive addition to a neighbourhood."</i></p> <p><i>"Looks good, I like food trucks."</i></p> <p><i>"They should be able to operate as there is a shortage of food outlets in the area."</i></p>
<p><b>Site specific comments – Clovelly (10 responses):</b></p> <ul style="list-style-type: none"> <li>Concerns about noise and pollution from generators or engines</li> <li>Concerns about parking loss and impact on the natural surrounds.</li> <li>Support for food trucks</li> </ul>	<p><i>"I am opposed to permanent or temporary food trucks in Clovelly car park...noise due to the generators/coolers in a natural environment"</i></p> <p><i>"Concerned about customers leaving waste on the rocks around Clovelly"</i></p> <p><i>"Great opportunity for food trucks reoccurring weekly at Clovelly."</i></p>

### 3.3. Community submissions

Alongside the 170 survey responses received via Your Say Randwick, Council received **22 submissions** via email (note: three of these were also submitted through Your Say Randwick).

While most submissions supported the draft policy, several raised concerns about the proposed fixed site on Dacre Street, Malabar – similar to those highlighted in the Your Say responses.

There was also one submission related to the proposed fixed site at Yarra Bay, concerned about the loss of parking.

See Appendix B for a full list of submissions.

### 3.4. Business submissions

Eight submissions were received from business operators: seven from food van/truck operators and one from a local business.

Overall, the food van/truck operators supported the draft policy, although some expressed concerns about the proposed fees and exclusion zone.

The local business raised concerns about the potential impact of food trucks on existing local trade.

All submissions are listed in the following table.

	Submission
<b>Café</b>	<p>I have great concerns regarding Randwick Mobile Food Vending Vehicle policy and the implications for existing cafes.</p> <p>Thank you for allowing businesses to have a say in the above program. As a café owner, I have significant concerns regarding the potential implications this program may have on existing cafes in the area, especially in these trying times when many café owners are struggling to keep their businesses viable.</p> <p>Café owners face substantial operating expenses, including initial licensing fees, monthly fees for outside seating, rent, council rates, trade waste fees, Public Liability / workers compensation insurances, electricity and gas bills and whilst the Council assures that food trucks will not operate within 200 meters of existing businesses, the reality is that such a program will inevitably jeopardise café owners in the vicinity. In addition, the operating hours allowed mean that café owners have no period free of extra competition.</p> <p>For instance, if someone chooses to purchase a coffee from a food truck located at Clovelly Beach, they are less likely to visit a café that is 201 metres away from the beach. In the current challenging economic climate for the hospitality sector, this could lead to irreversible damage and loss of business in Clovelly and the surrounding Randwick areas.</p> <p>It is crucial to consider the broader impact on the local café community before implementing such initiatives. Maintaining a balanced and fair environment for all businesses will ensure the continued vibrancy and economic health of our beloved local areas.</p>
<b>Food truck</b>	<p>The mobile van policy is very positive for the community to allow Local food trucks to pop up within the local area and serve the community. I am happy and excited for this new policy program in our area as a small business with a small crepe trailer and I think we should have more events happening in Eastern suburbs.</p> <p>However, if any of the food truck becomes overbearing and not complying with the policy and abusing other food trucks Council should revoke their permits If after the warning is given, they don't comply with policy.</p> <p>I would also like to inform you that the few of the trucks love when we are together, as we all Have different foods trucks and we all helping bring business at the same location: Pizza truck, schnitzel trunk.</p>
<b>Food truck</b>	<p>200m rule is too large – suggest changing the rule to be 'only 100m from a similar food offering business' and not just any food business</p> <p>Prices are too high for fixed and itinerant – City of Sydney is \$400 a year for itinerant</p> <p>All MFVs should have silent generators, a specific Honda brand</p>



	Submission
	<p>La Perouse should be a fixed site and Yarra Bay should not be</p> <p>Overall happy Council is finally making a policy – needs some tweaks</p> <p>Upset that their operation may be asked to moved on from their current trading location as this would not comply with policy – parking within bays</p>
Food truck	Very happy
Food truck	<p>I feel as though there could be more places that food trucks are able to serve on the daily. The high pricing, especially for fixed positioning isn't ideal as money made from those trucks are not guaranteed. Lowering the pricing for fixed positions, and opening up more trade spots would be highly beneficial for those food truck owners and the community overall.</p>
Food truck	<p>I feel the cost is way too high. City of Sydney charges \$600 per annum from the date you register not once a year. It's is very hard to pay \$1500 for two months and then again on the 1<sup>st</sup> July. I just don't understand this policy at all but it basically is made for us to go out of business. It's hard enough as a small business but these costs are excessive. Not every one sells a \$20 meal. My product is \$3.00. The fixed sites fees are also extremely expensive. It will be interesting to see if anyone can afford these sorts of fees. Why would you want to park all day in the car park at Malabar in the middle iof winter on a Monday where 9o one can see you. Even in summer who is going to drag there kids all the way from the beach all that way to purchase food in a hot carpark.miles away. It just seems that the residents are not being considered at all when this draft been out together. I was trading at Malabar in the beach and the amount of people thanked me for being there so they didn't have to drag there kids across the busy road to get a bottle of water. It's such a shame that there was such a knee jerk reaction to a complaint from one café and how it could have such an impact of people's accessibility to food and drinks.</p>
Food truck	This sounds great. We are very happy with it.
Food truck	Happy

## A. Survey comments

	Level of satisfaction	Comment
1	Very happy	Sounds like a great idea. Food trucks events have been popular and the food trucks at the Maroubra markets have been great. Would be great to have the available on a more regular basis. Also good to expand beyond just the usual local ones so we have more variety
2	Very happy	I like both option 1 and 2, can't we have both itinerant and fixed locations?
3	Happy	No reservation of spots. You want variety. Also you can't be in the same spot for a long time. This will discourage people from arriving the day before or early to take the spot. Fines apply.
4	Happy	I suggest the best option is the non fixed location one for the fee of approx \$1500. This allows access to more operators due to the lower fee and also allows more possible locations giving more convenience to the residents of the various suburbs.
5	Very happy	Both types of food vending policies are great. the Fixed space, and the individual truck choosing the venue. This is a great opportunity for both small businesses and members of the community to get out doors, try something new and not be confined to the same choices in a restaurant.
6	Very happy	Its great to have varied and affordable options, and it livens up our public spaces
7	Very happy	These are a great initiative especially the vendors with quality food such as brazilian BBQ, Turkish, Greek pides and kebabs, Ethiopian food trucks etc. Well Done
8	Happy	I think it is a great approach to allow food trucks park-up in the local areas. I hope there will be more seen around. I live in Maroubra and I have only seen and visited the one parked at Malabar. I hope to see more around Maroubra beach area.
9	Happy	I think the policy is fine, and the exclusions for existing businesses is a good idea.  I really wish there was more creativity in the food trucks themselves in that they provide food that was not readily available everywhere, like pizza, chicken schnitzel and fish and chips!
10	Neutral	Food trucks should have access to Queens Park and Centennial Park.
11	Happy	Why can't they serve alcohol? That doesnt feel like a good rule, it feels like one for no good reason really. and i'd be interested in the costs for the vans to park on council property, hopefully its not too high as to deter good foodies from coming to our area.
12	Neutral	Love the idea of food trucks but I hate the concept of them lining beaches and nature focused areas. People already don't pick up their trash and care for our local beaches. I'd hate to see what food trucks and their takeaway focused dining would do to our beautiful area. I Much prefer them at festivals and local markets. Seems more appropriate in these kinds of spaces.

	Level of satisfaction	Comment
13	Very unhappy	To protect public health, and especially children, the policy must limit exhaust emissions from food vending vehicles. There is no safe level of exhaust pollution. It causes cancer, heart disease, asthma and other illnesses. Therefore, electrical outlets should be provided at vending locations. Where there is no alternative to fossil fuel engines/generators, they should comply with Euro 6d or later petrol emission standards. Diesel engines/generators should not be permitted at all due to their extremely harmful NOX emissions. Otherwise, I support the policy.
14	Happy	It would be great to allow the Food Trucks to operate in the car parks at Maroubra Beach. Its the largest beach we have and the local cafes could certainly use the competition as their offerings are below par. Ignoring the largest beach, with the worst cafes in the LGA to protect established businesses is a mistake. Competition is good for the residents and the incumbent businesses would do well to up their game!
15	Happy	I'd like more because often there are long queues or the food runs out.
16	Happy	Why not allow a fixed truck to set up at South maroubra beach car park. Allow mobile ones to set up on street spots (not just car parks). I'm thinking north side of Clovelly at burrows park. Or at Lurline bay on Marine Pde. Or at the dog park above Wylie's. Ensure a tendering process to ensure food quality and affordable pricing. Ensure each truck provides their own waste and recycle receptacles and it's their responsibility to remove. Ensure that use minimal or zero non recyclable or compostable waste. Allow trucks with liquor licence so we can get a beer or a wine. (You know you can by a take away beer at the kiosk at the back of the restaurant at maroubra beach pavilion. )
17	Very happy	Great idea
18	Neutral	Fixed site model shouldn't be introduced. We'd prefer just the Itinerant model to exist.
19	Happy	Be good if they sell healthy food options rather than fast fatty food.
20	Happy	It would be good to have a policy! I'd like to see more mobile food vending vehicles available.
21	Very happy	Great initiative, should be more of it. Happy As Larry food truck a particular standout.
22	Unhappy	The ice cream van in Clovelly Beach car park is noisy and polluting as it needs to keep the engine going. We need a better modern solution for our environment.
23	Very happy	We definitely need more food trucks everywhere.
24	Unhappy	There is no limit on the number or size of mobile food vending vehicles. They could crowd thr parking lots and reduce access for the public as well as reducing the amenity of the area
25	Happy	I looked at your report and am interested in permanent spots in Clovelly car park, however i was unable to see what the proposal the proposal detailed specific times and locations and numbers in the car park (i didn't

	Level of satisfaction	Comment
		read every word of the report so perhaps it was detailed an i couldn't find the info). It's so great having a large free carp park in their area, and so i wouldn't want too many spaces taken away. The kids bike park is great in winter as beach traffic is much lower then, but is there a specific proposal for how permanent food trucks would work/operate? As a winter activity alongside the bike park i think it could make it a fun winter space for different age groups.
26	Happy	Mobile itinerant approach is good to follow the market need - Vans will set up where the need is greatest to deliver a variety of hygienic food in a cost effective way.
27	Happy	Iterant model sounds the most optimal model that allows for variation in food trucks that use said areas. Would also include pioneer park.
28	Neutral	Policy looks good, let's make it easy for people to access these vehicles. especially ice cream trucks
29	Unhappy	I disagree with the limitation of distance away from other food venues.
30	Happy	I think it's a really good idea! Great for local residents!
31	Very happy	Try and organise additional locations such as Coogee Beach, Randwick Junction and The Spot for the trucks.
32	Very happy	I think "the more the merrier" with good trucks, it's nice yo have more choice
33	Happy	It is a good idea
34	Very happy	Think it's an excellent idea as suits different patrons to -for example - dine in cafes and restaurants. Would like to see a commitment to using compostable packaging to minimise rubbish at beaches. Love the idea of live music too.
35	Happy	Can't see a problem myself, especially at the locations mentioned. I vote yes.
36	Very unhappy	I don't support mobile food trucks. They take revenue from local businesses and are not residents of Randwick and have no long term alignment with the community. I support hard working, local, permanent businesses.
37	Happy	I support the proposals as fairly regulating a service that enriches the life of the city while not duly impacting on existing businesses
38	Neutral	I just don't want it to contribute to traffic congestion or remove parking options.
39	Very happy	It seems pretty thorough and well thought out
40	Very unhappy	I am opposed to permanent or temporary food trucks in Clovelly car park for the following reasons: 1) noise due to the generators/coolers in a natural environment 2) public health - does not support healthy eating with icecreams and fried food the main food sold and this can be difficult for parents who walk past 3) litter so close to the ocean 4) I don't think it helps to create community, people sitting on the rocks or seats help to do this.

	Level of satisfaction	Comment
41	Neutral	Surely the starting point needs to be "how many outlets might be desirable?", and work backwards from there. Seems to me the relatively high monthly fee is a blunt-instrument means of deterring all but the larger players. When surely the idea of food-trucks is to encourage those who are different, new, smaller and most importantly providing something the larger, more established players do not? I think there should be a conscious bias in favour of outlets alternative to what customers can find elsewhere, encouraging new providers who do not already have a bricks+mortar business operating. And just as importantly, the Council fees should not inhibit their entry. \$3,200pm is way too much, I suspect, and means the same-old same-olds will be there.
42	Very unhappy	Way too expensive and limits who can participate
43	Very happy	Is 100% needed in the Randwick Council LGA. Great opportunity for food trucks reoccurring weekly at Clovelly.
44	Neutral	We need to have considered food truck offers - food that excites people, young entrepreneurs trying to forge a food career not food offers that are boring - suited to beachside outdoor eating - cleanliness and friendliness a priority.
45	Happy	For the fixed model: more locations, less \$, more restrictions on when they can park (eg peak parking hours when people need to park)
46	Happy	it looks sensible to me
47	Happy	I have a slight hesitation of the use of the spot behind the surf rescue in Malabar due to the new tree planting that has occurred around this point
48	Happy	I like the idea of having a number of food trucks parked together in a spot as it makes it easier to visit and have options.
49	Neutral	I very rarely see food trucks in Randwick aside from special events. Anything we can do to encourage more fixed and mobile food trucks would be great.
50	Neutral	I think both models can operate under supervision.
51	Neutral	I would like to be assured that the cost of the extra waste disposal and impact on the parks that inevitably comes with your "activating areas" policy is paid for by the fees from the vans -- especially if they are from outside the LGA. It is one thing to support local businesses - which I agree with. But it is entirely another proposition to give over public space to private profit taking if the the fees that are collected fail to cover the costs that inevitably come with the extra traffic in the area. I'm sick of my rates going up and not getting anything out of it -- and indeed losing the serenity of green space. ... And forcing me to rate the food vending trucks is meaningless. It's not about the trucks. It's about use of publicly held, community space - for which I pay a lot to live in.
52	Very happy	The more food trucks, the better! These are wonderful small local businesses, often operated by people without the financial capital to open a bricks-and-mortar restaurant.  Food trucks also provide a wonderful boost of foot traffic and vibrancy

	Level of satisfaction	Comment
		wherever they go. They're fantastic fun, and I'm so thrilled Randwick will have lots of them.
53	Very happy	Looks good, I like food trucks
54	Happy	Think they are fantastic
55	Neutral	It'd be sad to see otherwise tranquil places overcrowded and full of rubbish due to the presence of food trucks
56	Happy	I'm disappointed that Happy As Larry can no longer trade down next to the playground near the beach anymore...
57	Very happy	Rotating food trucks will be great for residents as well as food truck operators looking to make a name for themselves. I'm a Clovelly local and would love some diverse food options.
58	Very unhappy	Do not increase capacity
59	Happy	Water and power connection to truck sites would be beneficial for health and safety
60	Very unhappy	It's a Salmonella/Listeria highway to the public! Very high food safety risk with no one inspecting hygiene in the truck.
61	Happy	It is quite restrictive, but a good place to start in allowing more mobile food vending vehicles.
62	Happy	<p>I am writing to express my strong support for the proposal to allow food trucks in designated areas within our community.</p> <p>Food trucks have become a staple in many cities, offering unique and affordable culinary experiences while supporting small business owners. By permitting food trucks in designated areas, we can create new business opportunities for aspiring entrepreneurs who may not have the capital to open traditional brick-and-mortar restaurants. This can lead to job creation and increased tax revenue for the council.</p> <p>Additionally, food trucks contribute to the cultural and social fabric of a community. They encourage foot traffic and provide convenient dining choices for residents and visitors alike. Food trucks enhance accessibility to quality food and add to the overall appeal of our city.</p> <p>I do have a concern with the 200m exclusion zone around established food businesses. Many cities successfully integrate food trucks while maintaining a thriving restaurant industry. Furthermore, food trucks often complement rather than compete with existing businesses by drawing more customers to an area. I urge the council to look at reducing the exclusion zone to 50m.</p>
63	Very unhappy	<p>Placing Mobile Food Vending Vehicles in existing car parks again is limiting the number of car spaces for the public in high volume areas .</p> <p>I find so many policies are doing this when we should be finding ways to increase available car parks not keep reducing them</p> <p>So for this reason I say no to the vending vehicles</p>
64	Very unhappy	council already charge local businesses exorbitant rates they should be allowed to operate food trucks free of charge in allocated areas approved by ratepayers.



	Level of satisfaction	Comment
65	Unhappy	<p>The itinerant model needs more detail. The policy is too broad currently. We don't need every park to have a food truck. How will Council manage multiple food trucks vending in a small area? Food Trucks are likely to chase spot where people are and their could be conflict between vendors and an unacceptable impact on local communities. We don't want situations where spaces are 'reserved' by vehicles or trailers moved elsewhere by vendors to occupy the just vacated space. What are the notification requirements to nearby residents?</p> <p>The power requirement needs to be considered included, running motors a nuisance (aural and environmental) and connection to mains power almost always is necessary. Use of gas cylinders should be prohibited due to the safe risks and environmental impacts. We can do mains power connections for EV charging so should be same for food trucks. In addition, a mains power (three phase) requirement is a way of limiting multiple itinerant food trucks in a particular area, but the space would need to be time limited to prevent 'reserving' by other vehicles. Of course, no additional overhead wiring should be installed for food trucks. In Clovelly carpark, for example, would mean underground power lines to the food truck location. And for itinerant food trucks locations would be limited to where overhead or other mains power source is available.</p> <p>Council needs to lead waste management excellence as the draft policy is insufficient in this regard. All packaging from food trucks to be paper/cardboard. Where a 'prepackaged' food truck is licensed, detailed consideration would be required - coffee cups and lids to be paper (they have this at Seasalt Clovelly cafe) , takeaway food to be served in paper bags or cardboard. Obviously, we can't expect vendors to change prepackaged ice cream products, but they can use paper where the product is generated by a machine inside the truck. For soft drinks etc sold we have to accept packaging that at least that can be 'returned and earned' and is preferred over waxed or plastic cups and lids as these are hard to recycle.</p> <p>(Separately, waste management excellence should be part of all food businesses where Council leases / licences the premises to the vendor - the cafe at Wylies baths is a good example - takeaway coffee cups nil/minimal - it's a 'confined environment' - while this might be hard for small vending vehicles and other premises - the discussion should be part of the licence application).</p> <p>More detail in the Policy is required over the permit issued &amp; display. Vendors should be required to display the license issued by RCC on the windscreen of the vehicle while vending detailing the essential elements of the license including :</p> <ol style="list-style-type: none"><li>1. details of the licensee (including date / period paid for) and the contact information provided to Council as part of the application, including their public liability insurance information,</li><li>2. permitted hours of operation (notwithstanding this may be 'standard' - members of the public may not know this) &amp; type of licence (itinerant or fixed position), and</li><li>3. Council contact information, including the afterhours contact number.</li></ol>

	Level of satisfaction	Comment
		A better term than "itinerant" (not defined in the draft policy) might be "roving"
66	Very unhappy	<p>I am a Resident, Business Owner and Rate Payer in Malabar where you are proposing the Food Truck (Option 1) in Dacre Street, Malabar. I oppose this location in full for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Parking is already an issue in this area for Residents and you have not created any additional parking to allow for the increase in parking requirements as the result of the Food Truck. Where are you proposing people to park and how are you going to manage this?</li> <li>2. Noise - there will be a substantial increase in noise in the area and light protruding from the Trucks. It is a Residential Area, not a Night Club. I assume you will be banning any kind of noise or music coming from the Truck?</li> <li>3. Dacre Street is an extremely busy road and this will cause a substantial increase in traffic, hence it will become more dangerous. It is absolute negligence on behalf of the Council to place a Food Truck in this area. Is the Council prepared to sit on Dacre Street 24 hours per day controlling traffic so that no one gets injured or hurt as a result of the increase in traffic? Where is your Traffic Management Plan?</li> <li>4. You are proposing to put it across the road from my house and you have not allowed for rubbish removal and any mitigation to stop the increase in rubbish around the Food Truck generally. It will also cause a huge increase of rubbish in the park adjacent and the beach.</li> <li>5. The exhaust, grease and fat from the Food Truck will go all over our houses, cars and clothes hanging on the line in my backyard. Will the Council be prepared to pay for weekly house &amp; car cleaning and also launder resident's clothes off-site at their cost, as a result of this?</li> <li>6. Many residents bins (including ours) sit at the front of their houses. How will the Council stop people placing rubbish in our private bins? Will we be given additional collections at no charge when our bins are full of other people's trash?</li> <li>7. There is no Environmental Management Plan in place. The council is constantly at rate payers about being environmentally friendly however adding petrol guzzling trucks omitting fumes, smoke and grease seems to be in stark contrast in what they are asking rate payers to do.</li> <li>8. You are taking money away from the local Cafes who are paying huge rents to operate in the area to put cheap, sub-standard Food Trucks on the street.</li> <li>9. It appears to be a simple 'money grab' on behalf of the Council. There is no added value for the Malabar area at all. Residents pay a lot of money to live in this area, and having a Food Truck parked across the road from our houses not only de-values the area but also de-values our homes.</li> <li>10. You have done no consultation with the local Police to ascertain how they are going to manage the constant issues and complaints about noise, rubbish, parking and loitering as a result of the Food Truck.</li> </ol> <p>Accordingly, Food Trucks should not be placed in the Malabar area under any circumstance. The location on a busy, narrow and already crowded street is absolutely ridiculous and has not been thought out at all.</p>

	Level of satisfaction	Comment
67	Neutral	Concerned about customers leaving waste on the rocks around Clovelly carpark that would then fall into the ocean. Typically there are ice cream trucks there now which don't really cause packaging or serving waste.
68	Neutral	Itinerant model is preferred.
69	Neutral	It may be beneficial, as long as the proposed distance to other permanent food outlets is enough not to affect them - their responses are essential. Many food vans emit ghastly fumes as well as very unpleasant noise, and the section 5.6 about noise limits is far too vague. There should be silent ones (electric?) that do not emit fumes nor have noisy generators, otherwise it pollutes the venue and ruins the joyful quiet places where they are planned. Thank you.
70	Happy	Would prefer if food trucks are able to sell alcohol and stay open later at night under certain circumstances
71	Very happy	Anything that encourages food trucks is great. I would more variety and vegetarian food available in Randwick especially north of Malabar for a change. And independent businesses need support to survive when rent is so high everything is being replaced with chain stores. Thank you for putting a focus on this.
72	Very happy	Love it, very excited to see it happen!
73	Very unhappy	This will ruin the landscape. The loud ice cream trucks with their horrible petrol powered generators are a nuisance. Besides, there are already cafes in this area, people can visit those very easily.
74	Neutral	it does not matter what comments we make. council has made the decision and this council survey is therefore irrelevant.
75	Very happy	Overall I think they add to the atmosphere and attraction. They are particularly good for special events. I do think they could be limited to 1-2 days per week.
76	Very unhappy	I live opposite the Malabar one site and do not want a business operating outside my property. It not only raises safety concerns, privacy concerns, hygiene issues with waste rubbish it devalues the immediate residents. It is far too close to people's homes. I am a supporter of these food trucks but you can't just allocate a section of road in a residential area to them.
77	Happy	Great idea. Good initiate. Fair and feasible for our lively outdoor community.
78	Very happy	Great idea. Will need to move all the illegal camper vans out of Clovelly Beach though
79	Very happy	Why are the rates so high for these vendors?
80	Very happy	There was a great truck that sold donuts in Heffron park. Can you get them to come to Coogee?!
81	Happy	I am overall satisfied with the policy however I would like the waste management section to be stricter regarding their environments. Even though the business itself will be operated according to the law, what always happens with food trucks is that there usually aren't enough rubbish bins or the customers have poor civic sense and litter. The

	Level of satisfaction	Comment
		business won't clean up after the customers and then you end up with an unclean area near the food truck.  The food truck should be responsible for keeping the area as clean as it was when they started their lease if the rubbish is caused as a result of the food truck, even though the food truck disposes of their waste responsibly.
82	Very happy	An annual fee looks fair to a business like this - if they can trade 1-7 days a week. Fixed sites at the beaches - it's only a weekend trade, weather permitted - not a great value for tenders. Maybe Hefron Park is better for both fixed/casual sites as they are near the sports fields.
83	Unhappy	Site #2 in malabar is inappropriate. A lot of rubbish is discarded around food trucks. This is too close to the National park and sensitive coastal area. There is not enough parking around the beaches already, and we need to be taking better care of the environment at these sites, as the top priority.
84	Happy	My preference is for the Fixed Site model. It will be extremely difficult to ensure policy compliance in the itinerant model.
85	Very happy	Happy for Council to continue with the itinerant model of food truck deployment. It's a great way to promote community engagement.
86	Unhappy	I am supportive of Food Vans as they are low risk in terms of health and I often use these particularly ice cream trucks in La Perouse and coffee vans/carts in various locations. I think they operate well and provide overflow services which local businesses don't provide. I do not support allowing Food trucks as they will put pressure on local premises who have been struggling for too long. I also don't trust the health standards of these operators as they are highly variable from previous experience. I think RCC should support local food premises rather than bringing in more permanent and cheap competition. This will inevitably lead to more closure of local businesses.
87	Unhappy	This comment relates to the Clovelly Beach carpark. There are already 2 permanent food vans in the car park. we do not need more vans. one should be enough. the newly proposed permanent food van site is apparently going to occupy 2 parking spaces, a further loss of parking for visitors and residents which council often cites as a reason not to make changes to the traffic flows in the carpark. There will also be the addition of noise and carbon emissions from the generators used to operate fridges and cooktops.
88	Unhappy	I note that according to the policy, Mobile Food Vending Vehicle operators are THEORETICALLY responsible for the waste materials generated during their trading period. However, in practice, this is not enforced/enforceable. Most customers carry their purchases away to be consumed in scenic spots or at least away from the busy and smelly food trucks. This means that the rubbish is then either dumped or placed into the nearest Council bin (whether this is a recycling bin or not). Unfortunately, there are not enough recycling bins in strategic places and the bins are not sufficiently labelled with what should and should not go inside them. My first preference would be requiring food trucks to accept BYO containers AND ADVERTISING THIS FACT or establishing a paid deposit system. In addition, more recycling bins are required in strategic

	Level of satisfaction	Comment
		spots such as the Clovelly car park as unfortunately people will not walk any extra distance to recycle their rubbish. While Randwick Council plays a lot of lip service to the environment, there is not much follow-up and real action. Trendy initiatives such as clothes swaps and planting veggie gardens are warm and fuzzy but the real proof of commitment is with the dirty everyday business of food and drink packaging waste in our beautiful parklands and near beaches and coastal lookouts. Please take this feedback on board and improve the current situation!
89	Very unhappy	The food trucks shouldn't be able to park in front of peoples houses. Make sure they are in better locations
90	Happy	Initially I am concerned for the Brick-&-Mortar cafes and restaurants in the Randwick area principally Coogee Bay Road and the Spot. I can appreciate that having food truck in the right venue and during the right time means that thesis food vans are more adaptable in serving more diverse range of foods adding change to the 'foodscape' of the community. my understanding would be that the best locations are those with wide streets, footpaths with sage and plenty of parking, they would be ideal for those large events in the area where the existing Brick-&-mortar establishment would not easily accommodate large numbers of customers. We know that Australians are prolific travellers, experiencing other cultures. The food vans if strategically managed may provide the same sensation that people recognise by experiencing new unexpected national food fare.
91	Very happy	I think they are a great idea and offer diversity and new food for residents and visitors. Would prefer the food trucks to be on rotation. Would be great to have these at Coogee Beach to offer people at the beach and grass area other food alternatives and add a more social aspect into this area. I also think for areas nominated where there are limited options - Clovelly, Malabar - this is a great idea.
92	Very happy	For the warmer months or longer nights there should be more than one food truck available like 3 food trucks. Not in direct competition of local business and not to each other
93	Unhappy	I am happy with the policy but in relation to Malabar specifically I think the proposed operating hours are too long, my view is it should be afternoons/evenings only. From 7am is ridiculous and will spoil the quiet nature of the area. In relation to the Malabar option I am supportive of the Option 1 on Dacre street but I am vehemently against the Option 2 location as again what I live about our area is its peace and natural beauty. By being a commercial operation to the northern boat ramp, especially as early as 7am you ruin the ability for anyone to take a quiet walk there in the morning (it is currently extremely peaceful in the mornings) and to appreciate the peace and quiet. It is also going to create a littering issue down there as inconsiderate folk won't throw rubbish in the bins (assuming there are enough provided) and rubbish will be swept straight into the ocean. At least on dacre street it is not right on the ocean and people will eat the takeaway at the beach park where there is more regular cleaning occurring
94	Neutral	Yes, I dont agree with fixed site option. Particularly at Malabar beach. Firstly the location is poor (this applies also to the mobile site option), it

	Level of satisfaction	Comment
		takes up valuable public space in what is already a small beachside park that is getting busier and totally full on weekends over summer. It is also situated on top of the footpath blocking easy access and viewing of the beach. Secondly I feel it is too closely located to the existing Beach Cafe, that has only recently reestablished itself, the current site is far less than 200m from the cafe, and it relies heavily on trade from the beach and park visitors particularly over the summer period.
95	Very happy	I think it's a great idea - would love to see it go ahead at Malabar.
96	Happy	For the Malabar option 2 is best as there is much more parking. Also I think if you had 2 trucks that would actually bring in more business for both trucks and more options for locals.
97	Very unhappy	<p>There are already two ice cream trucks and a permanent cafe at clovelly beach, there is also another cafe 5 minutes walk up the road, not to mention a small grocer.</p> <p>The issue at clovelly beach is the lack of car parks when its busy, like weekends! We dont need more food being offered! You should not be coming yo the beach 'for food'! Can we not begin the process of turning beautiful clovelly into the next mess bondi and coogee are!</p> <p>Besides the above, you'll be adding additional litter that will be going directly into the ocean! Are you going to add more garbage bins? Not that most people will use them anyway! Or they will over flow on weekends again, into the ocean.</p> <p>What separates clovelly from coogee, bronte and bondi? The lack of morons is the answer, begin to build it into the above mentioned and it will be the same as every other Sydney beach.</p> <p>Always thinking about \$, \$3.200 rent off another food van, maybe do the right thing by the beach and the locals for a change.</p>
98	Happy	<p>The draft policy seems reasonable but I was not sure if it was Council's intention to adopt both the itinerant and fixed licence options, I would certainly favour both options to provide greater flexibility. If both licence options are accepted as the way forward there will need to be clarity re the situation where a vendor has a fixed site licence and has paid a premium price for that, will there be restrictions on an itinerant conducting business at the same location - this requires clarification. Also I am surprised at the inclusion of Dacre st (across the road from residences) as a site. I noted that Fishermans Road was also included as a site option for Malabar (near the boat ramp) but perhaps a better site would be in the Fishermans Rd carpark adjacent to the toilet/change facility- This would better suit beach users and those walking Malabar headland</p>
99	Very happy	<p>I am very much in favor of "a new proposal to expand the areas where food trucks can operate". For me, the proposed policy does not go far enough in removing restrictions on food trucks. For example, I would be happy if MFVVs were allowed to:</p> <ol style="list-style-type: none"> <li>1. Occupy more than on space in a car park.</li> <li>2. Trade within 200m of food-related businesses.</li> <li>3. Trade in front of residential buildings (with the permission of the residents in the immediate vicinity).</li> <li>4. Receive deliveries.</li> </ol> <p>Regarding 1, I understand the desire to limit food trucks parking in front of</p>



	Level of satisfaction	Comment
		<p>existing restaurants, but 200m seems excessive. Something more like 30m would seem sufficient.</p> <p>Regarding 4, I presume this is to limit the MFVVs staying in a fixed location indefinitely and restocking as needed? Perhaps it depends on the definition of "delivery", but it could have unintended consequences. What if a truck runs out of a key ingredient due to unexpectedly high demand -- because locals love the food so much! Do they have to shut down rather than replenish?</p> <p>When considering a forward-thinking initiative such as this (and kudos for doing so), care should be taken not to lock in unnecessary restrictions that can reduce the potential uptake may be difficult to lift in the future. I understand the need to balance vested interests (e.g., not be too disruptive to existing local restaurants), but I urge your to err on the side of promoting future growth and dynamism over protecting beneficiaries of the status quo.</p> <p>If local businesses feel they are being treated unfairly by having the operate by a different set of rules, perhaps the Council can examine how to reduce similar restrictions for them. For example, imagine how vibrant our neighbourhoods would be if we followed the lead of world-class cities like Tokyo that allow small businesses to operate in residential areas as of right. I would love to pop over to my neighbour's garage cafe in the morning, rather than hike up to the nearest high street (which in many areas requires a long walk, crossing fast/heavy traffic, with limited tree cover)!</p>
100	Neutral	<p>Food trucks on a temporary basis are generally a positive addition to a neighbourhood. I do not believe that they need to be excluded from operating near other food businesses provided they offer completely different food options. Acknowledging that fixed premises pay higher rates, 1+1 is still often greater than 2.</p> <p>I have 2 concerns: operating hours and rubbish. I suggest that a 21.00 curfew is better. Whilst I am sure that the truck operators comply with bins and a desire for people to use them, there is too much evidence of food truck garbage being distributed by wildlife or simply people who deem it not their responsibility to dispose of their rubbish properly. The wind then does a magnificent distributing this further afield, beyond sight and responsibility of the food truck. Somehow this responsibility needs to be put back to the vendors.</p>
101	Happy	Food trucks/vans should not be allowed to play amplified music/jingles at any time in residential areas.
102	Very happy	Supportive of food trucks
103	Very unhappy	We do not want Randwick Council to become like market area there is no other Council would allowed this activity
104	Very happy	Love food trucks! Would be great for Malabar!
105	Very happy	Dacre street is the preferable option.
106	Unhappy	I do feel it's a little over prescriptive and over restrictive. Eg, the 200m rule. I get that business's make their business model based on having a

	Level of satisfaction	Comment
		<p>certain level of competition. But we, as consumers, need competition to drive up the quality of food and keep the prices within reason, and to make good food more accessible.</p> <p>As a resident of the southern portion of RCC, we are sitting in a huge dearth of dining options. I have a cafe that is at the bottom of my hill near the beach in Malabar, but it is exorbitantly expensive because its the only one at the beach. We need more options and diversity. It is quite stagnant when it's just residential area as far as the eye can see with little entertainment. It is a similar problem for nightlife, eg, we have a golf club and an RSL, which are not bad, but not terribly amazing (well the golfie is pretty good). But a couple small establishments like small bars some other form of low key (but not low bar) nightlife would be well appreciated.</p>
107	Very unhappy	<p>I disagree with the food trucks down at Malabar. It is an easy cash grab from the council to get rent off these trucks that don't care about our local area. The reasons I disagree are:</p> <ul style="list-style-type: none"> <li>- There will be an abundance of rubbish left everywhere which will blow into the parks and ocean. More bins and rubbish collection will end up costing us rate payer more.</li> <li>- There is no parking at Malabar now, no extra car spaces have been added despite the growth of the area - where are all these people going to park. It will be an accident waiting to happen with people double park to grab food</li> <li>- Vans devalue the area, we are starting to look like downtown Mexico with food trucks parked everywhere. It's not a good look for the area we pay so much to live in.</li> <li>- No thought has been given to the space of the proposed area; it is a small area with a park and minimal parking. There are parents and small kids everywhere, cars zooming and illegally parking on such a narrow and winding road is sheer negligence by the council</li> <li>- These vans impact all the other local businesses that pay good money to own or rent spaces in the area. You are running the risk of impacting these families financially.</li> <li>- The Happy as Larry food truck at Pioneer Park is a prime example how ridiculous this is. They take up so much space in the car park so there is nowhere to park for people actually using the park facilities. The rubbish there is a disgrace and people double parking blocking you in if you are lucky enough to get a spot.</li> <li>- Food trucks should only come out on occasions like the Christmas carols or festivals. It should not be a permanent feature of our beautiful area.</li> </ul> <p>My biggest question is why Randwick Council is considering this at all? How is substandard food being sold out of a van benefiting rate payers? So much needs to be done to the area this whole proposal is a waste of time and rate payers hard earned money.</p> <p>I don't see any value for me, my family or friends.</p>
108	Very unhappy	<p>Strongly oppose location on Dacre Street opposite residential houses. Will remove parking, users of truck will not be able to park, will create additional noise and rubbish by users in residential area not zoned for retail use. Suggest alternate location in park at beach next to parking</p>

	Level of satisfaction	Comment
		areas where safe for people to sit and eat without being on a semi busy road.
109	Neutral	pretty decent disadvantage to the stores in the area that have leases and large operation costs.
110	Happy	I think that the distance requirements should be reviewed. Currently there is a pizza mobile site regularly operating out of Pioneer Park carpark and there is a pizza shop approx 400m away. I think this is unfair to the business operators, Nude Pizza who are regularly in direct competition with the MFVV who are only paying a minimal fee to council. Malabar has a very limited number of restaurants/food outlets and a regular MFVV supplying the same food item should not be allowed in such close proximity. With the size of Malabar Junction, the 5-6 takeaway/restaurant outlets should not have to compete with a highly visible MFVV supplying the same product.
111	Very happy	Great initiative, bring on more!
112	Happy	<ul style="list-style-type: none"> <li>- food trucks should only be from businesses operating out of randwick LGA - we need to support local</li> <li>- the fees are too high</li> <li>- food trucks should only operate in spaces that do NOT already have local businesses offering food. local business is struggling you should not compete with them</li> <li>- this should be a win for residents &amp; LOCAL businesses NOT RCC and outside businesses who put nothing into the local economy like jobs, revenue, etc</li> </ul>
113	Happy	For the Clovelly site will the grassed area to the north of the food truck be fitted out with tables and benches so people will have some where to sit and eat?
114	Happy	Great idea & long overdue. I think council fees need to be fair to allow businesses to flourish & provide a high standard.
115	Very happy	<p>As long as there is proper waste management (availability of FOGO on site and recycling) and not an increased environmental impact on the sites, I'm very happy to have more and frequent mobile food trucks in our area. I lived in Austin Texas in 2009 where there is a big foodie truck scene.</p> <p>It also helps our family because I have a disability and having access to food closer to the beach makes it easier. It means less walking, logistics and organisation and means we can enjoy more "swim and dins", which help with my quality of life.</p>
116	Very unhappy	Hello, the food truck site in Malabar would be too closed to the beach!!! There is already a Cafe in the area. Malabar got 3 cafes, one pizza shop, a golf club, South Junior club, chicken shop and Food work enough business for a small suburb like Malabar. For the welfare of the already established business please don't add another one
117	Very unhappy	While I understand the need to protect local businesses, the placement of the Food Trucks at Malabar Beach is very unsatisfactory. Prior to the new cafe owners the trucks were allowed in the park where families could use

	Level of satisfaction	Comment
		the beach for a swim, the park for play and the pizza on the grass. The cafe is for a different demographic and this would add to the experience at Malabar not detract from it. Where you have placed it would require children to cross Fishermans Road to get to the food trucks in Dacre St. If it cannot be in the park it should be close to the driveway in the parking area in Fishermans Rd where there are no roads to cross for children & parents with children in tow. The cafe doesn't serve pizza so there is no conflict here- rarely do you see children & families at the cafe for dinner as it is too expensive & licences. The distance from the eateries should be reduced to take into consideration the geography of the area.
118	Neutral	I see the policy outlines sites for the food trucks on streets and carparks which I support. I totally disagree with food trucks in our parks and green spaces, unless for a special event. There have been instances of food trucks in malabar Park near the beach with noisy generators and music. This totally distracts from enjoying the natural aspect of this location. Food trucks need to be low waste, low noise and adhere to sustainable event / waste principles.
119	Unhappy	Yes, it can lead to inappropriate selections being shortlisted. A large truck directly opposite an otherwise residential area as a permanent fixture trading till 10pm is ill-conceived. Food trucks serve a purpose, I use them. They must however be a little away from homes, preferably nearest carpark, but not street parking please.
120	Happy	I think it is a great initiative.  I am curious what the fee charges contribute towards. Does the vendour get cheaper rates if they already have their own insurance covers, etc? Could there be a round of grants each quarter to wave the fees?  When the fees are 1500 for one night, and they are at an empty sports field in Malabar, would they be able to make the money back and with profit?  Great initiative, as many beach front shop locations are taken up with franchised food companies. The Food truck culture is a way for people to experiment and innovate cuisine.  Success stories would be Christchurch's implementation of food trucks and permanent markets, as places people are extremely happy to frequent for their variety and unique dishes.
121	Neutral	Concerned that these may use generators which make noise and air pollution, or wood-burning ovens which make smoke pollution. (I have bought from temporary mobile food truck only at Maroubra Beach markets or Beach Breaks.)
122	Happy	It sounds like a good balance not allowing food trucks within 200m of permanent food businesses, who have greater overheads and could be unfairly disadvantaged by food trucks. I don't think good trucks can abide by parking rules though eg happy as Larry isn't legally parked in a single bay at pioneers park because that's not possible with the size of the truck. So that may need to be re-addressed. Also the policy should cover

	Level of satisfaction	Comment
		odour and noise. There should not be excessive noise from eg music or equipment.
123	Happy	Working well
124	Very unhappy	What about the existing businesses near the proposed permanent food truck sites? They are established and pay rates and employ people in the area. A food truck may impact their business. Also, based on truck based food businesses their cleanliness is not as good as businesses who are established.
125	Happy	I disagree with the option for exclusive permits.  I completely disagree with option 1 in Malabar. I think this is incredibly insensitive to the homes across the road.
126	Very unhappy	I consider it irresponsible for the amount of potential damage it will do to the surrounding environment. For the Malabar options, Fisherman's Road option 2 is the least worst option as there are bins and possibly less damage to the wildlife. Option 1 is a disaster as the noise, bright lights, litter/food will disturb the wildlife and ecosystem that exists along Dacre Street. Personally I would never use such a facility due to my distrust of food preparation in these sites.
127	Very happy	The hours don't need to be as long as you have stated and it is very quiet here at Malabar after 8pm
128	Neutral	They should be able to operate as there is a shortage of food outlets in the area
129	Neutral	The monthly site fee is very high and I feel like it would discourage vendors from choosing one of the more popular locations and be less enticing for visitors if there are less options.  I love food trucks and think they offer a lot to the community. We are regular patrons of Happy as Larry and with only 9 (off the top of my head) food options in Malabar, I think we could do with more variety.
130	Very unhappy	The cost is absurd
131	Unhappy	I like them for events but not everyday use parking in parks
132	Neutral	Malabar is a nature sensitive zone. Having mobile food vehicles around that run on petrol may be detrimental. It would be great to have vehicles that are electric or no vehicles at all.
133	Unhappy	It's too expensive that it will deter amazing vendors from the area..
134	Very happy	Lower the fee. There is plenty of business for everyone. Not just one café. The food trucks encourage locals to get together, be social and have family evenings together.
135	Very unhappy	The fees for vendors seem exorbitantly and prohibitively high and in favour of bricks and mortar food vendors. Why is the fee so high? How does the high fee benefit rate payers that have even more options to eat with food trucks? Do you think these food vans even make \$3200 a month after operating expenses excluding council fees? Food trucks and bricks and mortar eateries don't have to compete, they can co-exist as

	Level of satisfaction	Comment
		<p>they both attract a different market. If you want to eat in and have a drink with full service, you can't do that at a food truck. If you want a quick snack, you can get that from a food truck.</p> <p>Are you trying to force the food trucks to increase their prices so it's not worth buying from them, in the middle of a cost of living crisis?</p> <p>The council has a 'plan' to be more inclusive yet this seems to be totally exclusive.</p> <p>Ultimately, these ridiculously high fees will be passed on to the patrons of food trucks, who are in the end rate payers of Randwick council. What a way to disincentivise people (residents and rate payers) spending their hard earned money.</p>
136	Unhappy	<p>Malabar 1 policy moves the food truck a road across where they used to be near the park. I understand the cafe doesn't like it there but it needs to be on the same block because of safety for children. A parent with food in their hands is going to find it difficult to control a child when crossing the road. If it is on the park side but maybe closer up towards the station maybe a better compromise and the safety of children is mitigated. That turning corner onto fisherman road is very difficult and dangerous if there are a lot of cars and people around.</p>
137	Very unhappy	<p>Should be encouraging variety and safe practices. This policy is a deterrent for food trucks to come to the area.</p>
138	Happy	<p>While I think the initiative is great and I support the policy, I have concerns around the Dacre Street (option 1) for food trucks in Malabar.</p> <p>As the only option that is directly across residential buildings, there's several concerns around this option;</p> <p>Safety - the street is fairly busy with cars driving down the road but also footpath walkers/joggers, especially on weekends. Having a food truck placed by the footpath with customers lining up can lead to blocked footpath for other pedestrians and more people crossing the busy road.</p> <p>Rubbish - the closest public litter bin is located at least 100 metres away (each end) from the proposed area, meaning the public will use residential rubbish bins or throw rubbish away on the street/park.</p> <p>Noise - the noise from the generator will affect the nearby residents as well as the general noise from customers.</p>
139	Very unhappy	<p>There are local cafes that pay huge rent and expenses to service the Malabar community and its visitors. Food trucks in operation for such long hours will bring unnecessary competition to these businesses.</p>



## B. Community submissions

	Submission
1	<p>As a rate payer I would like to give feedback on this policy, which I think is a great idea.</p> <p>Given the lack of cafes around Maroubra and Malabar, I personally have often thought it would be great to get a coffee from a van at Pioneers Parks, near Anzac Parade, Malabar, as it is part of the walk between the 2 areas, and cafes are few and far between. It would be a nice addition on a daily walk. That also goes for other parks in the area where a cafe is too far, but having coffee in reach of a morning walk, along coastal paths and ovals, contributes to the lifestyle of this beautiful part of Sydney.</p>
2	<p>I dont think either option will improve the availability of food trucks in the local area.</p> <p>Itinerant Model - For example last summer we greatly enjoyed having the Happy as Larry pizza truck parked right at the front of Malabar beach along with the donut van for a sweet treat after. For some reason this year they had advised (after I enquired when they would be starting this again), that Randwick Council was not permitting it this summer. The location of this food truck allowed people to enjoy pizza on the beach or at the nearby playground. This location would be prohibited under the new 200m rule in the Itinerant Model, even though that cafe is not open after 4pm. Makes no sense to me. This then means that if they park up at pioneer park we then have to trek back down to the beach for a more enjoyable location to picnic or play...</p> <p>Fixed Site Model - I dont think food trucks want to trade all days of the week and with the cost of the monthly fees being as high as you say this will lessen the interest in food trucks wanting to do this option. I also dont think that once again the locations that you have proposed are viable. Also what happens when the carpark is full? where does the foodtruck park? will Randwick council be restricting spots?</p> <p>Its a real shame, I had hope that the new options would benefit food truck offerings in the local community but I think this has missed the mark a bit.</p>
3	I think the food trucks are a great idea.
4	I'm happy with both policies
5	I oppose to the food trucks in council car parks. They will take away much needed business from all the small businesses around the said beaches. It will open up a can of worms!!! Car parking is vital and already this will be a disaster if implemented.
6	<p>I am not nuts about food trucks. There are already too many place to buy food and far to many advertisements for it.</p> <p>In the meant time the population is getting fatter with obesity becoming more prevalent.</p> <p>We are following in the steps of the USA.</p>
7	I only have experience on the Clovelly trucks. There are positives and negatives.

	Submission
	<p>Negatives being</p> <p>1: constant motor running to keep the refrigeration going.</p> <p>2: there are two trucks running their motors constantly not one</p> <p>3: it's a bit of stretch to call them 'food' trucks. It appears to very little to no nutritional value at all. Just ice creams and sugary drinks. Maybe food trucks that offered food might be an idea.</p> <p>Positives.</p> <p>1: it's nice to get an ice cream or coke when you want one.</p>
8* (also sent a submission via Your Say Randwick)	<p>I am writing to express my deep concern regarding the recent approval for a food trailer at La Perouse Beach. It is difficult to understand how such an approval could have been granted, given the serious safety hazards and potential risks it poses to the community.</p> <p>La Perouse Beach is a popular and beautiful tourist destination, and having a food trailer operating there not only threatens public safety but also undermines the local businesses that depend on the area for their livelihood. Our community already has a variety of local food shops that serve the area well, and there is no need for additional mobile food outlets in such a prime location.</p> <p>We believe this type of operation could be better suited to a market stall or a special event, not in a public space that is meant to benefit our local businesses and community.</p> <p>We respectfully urge the council to reconsider this approval and take into account the safety and wellbeing of both locals and visitors.</p> <p>I have attached ingress for your record. Thank you for your time and attention to this important matter.</p>
9	<p>1. I am writing to formally express my objection to the current permission granted for food trucks to operate in the Loop. While we support local business, this decision unfairly disadvantages established rate-paying businesses in the area. Food trucks do not contribute to Council rates, yet they operate in prime locations, competing directly with businesses that bear the financial burden of supporting local infrastructure. Furthermore, they do not pay for rubbish removal, leaving Council responsible for cleaning up waste generated by these vendors—costs that are ultimately borne by ratepayers.</p> <p>2. While I appreciate efforts to diversify local amenities, I believe this decision unfairly disadvantages rate-paying businesses and residents and imposes an unreasonable burden on community resources.</p> <p>3. My primary concerns are as follows:</p> <p>3.1 Financial Inequity:</p> <p>Food truck operators do not contribute to council rates, unlike permanent local businesses that invest significantly in infrastructure, leases, and municipal fees. This creates an unlevel playing field, allowing mobile vendors to profit without sharing the financial responsibilities that sustain our community.</p> <p>3.2 Rubbish Management Costs:</p> <p>Food trucks generate additional waste, yet they are not directly billed for rubbish removal or cleanup. This forces council-funded services—and by extension, ratepayers—to bear the cost of maintaining cleanliness in the area. This is both unjust and unsustainable.</p> <p>3.3 Impact on Local Businesses:</p>

	Submission
	<p>Existing brick-and-mortar establishments, which already face rising operational costs, must now compete with mobile vendors who avoid equivalent overheads. This threatens the viability of long-term businesses that contribute to the character and economy of the La Perouse Loop.</p> <p>4. I urge the council to reconsider this policy and implement measures to address these issues, such as:</p> <p>4.1 Requiring food trucks to pay proportional council rates or operational fees.</p> <p>4.2 Mandating that vendors fund their own waste management (e.g., rubbish bins, cleaning services).</p> <p>4.3 Conducting a transparent review of the economic and environmental impact of food trucks on the area.</p> <p>5. As a ratepayer invested in the prosperity and fairness of our community, I trust the council will act in the best interests of all stakeholders.</p> <p>6. This policy places an unfair strain on those who contribute to the local economy year-round. We urge the Council to reconsider its approach and ensure a fair and equitable trading environment. I look forward to your response on this matter.</p> <p>7. In the meantime I would welcome the opportunity to discuss this matter further and request a formal response outlining your plans to address these concerns.</p> <p>8. Thank you for your attention to this urgent issue.</p>
10	<p>Randwick used to have a fantastic selection of restaurants. Sadly, with the advent of Uber Eats and COVID many of those great places are now closed. We have an over-abundance of Thai, pizza and burgers places as well as Vietnamese banh mi so eating from food trucks that sell the same items we can procure easily here and at high cost is not exactly appealing.</p> <p>Also, charging food trucks \$3,200 a month to park their trucks is unfair. It is the vendors who eat the expenses - not the council. You are exploiting the food trucks like you exploit local residents. The unfettered greed of Randwick Council is an open secret all us long-term residents are all too familiar with. As Coogee and Randwick has the most foot traffic and is the most easily accessible places, it is frustrating that you never offer trucks in these areas. Coogee has very bland dining options as does the Spot who charge insane prices (\$26 for a prawn appetiser consisting of 3 prawns cut in half at The Spanish Fly? Insanity).</p> <p>No reply needed.</p>
11* (also sent a submission via Your Say Randwick )	<p>I strongly object to the location being allocated to one of the food truck sites. In particular Malabar site one on Dacre Street. I live opposite this site and do not want a business running outside my home. It raises many concerns of which i would like to point out. First its raises safety concerns to me and my family as it is immediately outside my house, privacy concerns again as to its such close proximity. Noise issues as operating until 10pm (Even the recycling machines get turned off at 8pm at Randwick golf course) ! Hygiene and waste concerns as to excess</p>

	Submission
	<p>pedestrians in such a residential area. There is no parking required for such a business? On top of this it will clearly devalue all the immediate properties as it is just too close to them!</p> <p>I am a supporter of the food truck industry but they can't just be placed in residential streets in reserved areas. Locations need to be thought through more thoroughly and with consultation of the immediately affected neighbourhood if there is one.</p>
12	<p>I beg council not to put food trucks in Dacre Street Malabar. To have it/them opposite people's homes is just wrong and extremely unfair. Often they have noisy motors. People will be hanging around instead of just passing by.</p> <p>I don't think any council members would like to have the trucks opposite their homes.</p> <p>Please NO to Dacre Street Malabar</p> <p>The proposal to have them at the end of fisherman's road is much more reasonable.</p>
13	<p>I am writing to oppose the proposal for a permanent food truck on Dacre Street, Malabar. As a resident of this street, I am deeply concerned about the noise, air pollution, parking issues, and safety risks this development would introduce, particularly given its proximity to residential properties.</p> <p>Having previously experienced food trucks on Dacre Street, I can attest to the significant disturbance they cause. The constant operation of motors, generators, and fans required for cooking, generates excessive noise which is disruptive to nearby residents. The proposed operating hours until 10pm further exacerbate this issue. Additionally, the smells from motor fumes and food extraction fans have proven offensive in the past for local residents.</p> <p>Parking is another pressing concern. Malabar Beach and Dacre Street have seen a notable increase in visitors over recent years, and dedicating street space to a food truck would further limit parking availability for residents and visitors alike.</p> <p>Finally, the proposed location near the entrance to Fisherman's Road raises serious safety concerns. At peak times such as weekends, turning in and out of Fisherman's Road is already challenging due to heavy traffic and obstructed sightlines from parked cars on Dacre Street. Adding a large food truck would further worsen visibility and increase the risk of accidents at this intersection.</p> <p>I strongly believe there are more suitable and considerate locations for a permanent food truck, that would minimise disruption to residents. The Fisherman's Road carpark, or the site within Cromwell Park where Larry's food truck once operated, adjacent to the surf patrol tower, both offer greater distance from homes and better infrastructure to accommodate such a venture. These alternatives would be far more considerate of the Malabar community.</p> <p>Thank you for taking the time to consider my objections. I urge the council to prioritise the well-being of residents and explore less intrusive locations for this proposal.</p>

	Submission
14	<p>I note the following important points included in the policy:</p> <ul style="list-style-type: none"><li>- For the Fixed site models, Malabar Beach option 1 is the only site situated on a residential street in direct proximity to houses.</li><li>- It is the only site not situated in a parking area adjacent to accessible public beach/park lands.</li><li>- There are several equivalent tried and tested sites close by (Fisherman's Rd parking near beach entrance, Pioneer Park parking, both of which have been successful and are more accessible and in places where people congregate).</li><li>- An even larger parking area is just up the road between Pioneer Park and Cromwell Park, where people gather to play sport every day, watch their children play/train, walk their dogs, collect their children from school etc</li></ul> <p>One express aim of the council is stated to be Fairly manage the impact of food trucks on residents. And considerations included in the policy are Lighting and Noise both of which may be the cause of complaints and risk the truck having to move. In addition, the hours of operation for trucks adjacent to residential areas is stated to be 7am-10pm, or within residential areas 7am-7pm.</p> <p>As a resident close by I am opposed to this particular site and as a fixed site, I cannot see how it could possibly achieve the aim to Fairly manage the impact on residents.</p> <p>Importantly I am in support of the initiative generally and see many opportunities, including those alternative sites mentioned above, some already used successfully.</p> <p>Why would this site, at odds with each other proposed site, and at odds with the expressed aims, and at risk of failing to meet the requirements at number five of the policy (like noise, lighting), and with more restrictive trading hours, be included where there are many better alternatives?</p> <p>I very much look forward to your response.</p>
15	<p>I am writing in response to the Draft Mobile Food Vending Vehicles Policy currently on exhibition. While I have no issue with the policy itself and support initiatives that bring vibrancy and services to our community, I strongly object to the proposed location under Option One in Malabar.</p> <p>My concerns relate specifically to people's safety and amenity impacts on our residential area:</p> <ul style="list-style-type: none"><li>• Pedestrian Safety: The proposed site will encourage people to line up and congregate near the roadway, creating a risk for pedestrians, particularly in the evening when visibility is reduced. This risk is heightened for families with children and people walking dogs in the area.</li><li>• Noise and Disruption: The policy allows trading after 5 pm, which raises concerns about noise levels in what is otherwise a quiet residential street. This would have a significant impact on residents' ability to enjoy peace and quiet in their homes during the evening.</li></ul>

	Submission
	<ul style="list-style-type: none"> <li>• Litter and Waste: Increased food vending activity often leads to additional rubbish, and managing waste effectively in a residential area could be problematic, impacting cleanliness and local amenities.</li> <li>• Increased Traffic from Non-Residents: Introducing a mobile food vendor in this location will draw additional traffic from people outside the area, increasing congestion and raising concerns about the safety of residents and children living on this street.</li> </ul> <p>For these reasons, I strongly urge the council to reconsider the nominated location and look for a more suitable, non-residential site that can accommodate this kind of activity without compromising safety and residential amenities.</p> <p>Thank you for the opportunity to provide feedback. I look forward to hearing the outcome of the consultation.</p>
16	<p>Malabar locations. Definitely Dacre location What about Pioneers Park on Anzac Pde? There's</p> <ol style="list-style-type: none"> <li>1.Heaps of parking,</li> <li>2.Easy access for people driving past</li> <li>3.Toilets</li> <li>4. Heaps of grass</li> <li>5. Both Malabar &amp; East Matraville &amp; South Maroubra residents can walk to = reaching more people</li> </ol>
17* (also sent a submission via Your Say Randwick )	<p>I refer to the suggested sites at Malabar. I have made a general submission in which I am generally in favour of the operation of food trucks within the greater RCC area however I did not notice until the pavement stickers appeared that sites had been pre-selected. The sites chosen will not affect me directly. As a local I make the following comments: Generally:</p> <ol style="list-style-type: none"> <li>1. There is room for two trucks to operate in the Malabar area.</li> <li>2. Rotating over static operation is preferred. Variety stimulates demand.</li> <li>3. The hours suggested are not appropriate for a quiet residential beach suburb. This is not Bondi or Coogee. <ol style="list-style-type: none"> <li>a) 07.00 is too early – especially when start-up time is considered.</li> <li>b) 22.00 is far too late. It will attract more anti-social behaviour – which council and police are demonstrably powerless to prevent. Fishermans' Road and carpark already witness dangerous driving and other anti-social activity. Late night service here will only facilitate it.</li> </ol> </li> <li>4. Increased double parking will create safety issues and road blockage (observable any warm weekend). This must be monitored and breaches prevented/enforced.</li> <li>5. The adopted Malabar Local Character Statement was (for it to remain) a quiet beach/park suburb, not another Bondi/Coogee. This must be taken into account.</li> </ol> <p>Option1. Dacre St by Ireton St.</p> <ol style="list-style-type: none"> <li>1. This is directly opposite a number of residential homes. That's not fair to these people.</li> <li>2. It seems like a randomly chosen site as is not on a particularly high traffic walking route nor proximate the beach/beach reserve.</li> </ol>



	Submission
	<p>3. The adjacent Cromwell Park north has a steep bushy incline from Dacre St. This will not prevent diners creating a path and taking their meal into Cromwell Park. The area has one table and one bench. Council removed the bins from here many years ago on the basis that it was too hard for them to be emptied. Rubbish left by (other local takeaway) diners is cleared daily by dog walkers and other early park users. This site only makes sense if council re-instate bins and undertake their regular emptying.</p> <p>Option 2 Fisherman's' Road/Boat Ramp Car Park</p> <p>1. Food trading until after dark will bring more people to the area, staying later and leading to more anti-social activity and dangerous driving along Fishermans Road and out of Malabar. Council and Police have spent years suppressing anti-social driving in the Yarra Bay area. Trading cannot be allowed to continue beyond dusk.</p> <p>2. Rubbish: the 2 bins in this area are full to overflowing most warm weekends. Council have done a marvellous job in increasing the frequency of emptying these however any food truck operation will require significant increased bin capacity and litter picking patrols along the boat ramp and adjacent rocks/grassed areas. It might be remembered that it was only embarrassment caused by the FB publishing of photographs of litter around the Golf course Return and Earn site that made the operator/golf club take action to prevent litter from blowing everywhere. Pre-emption is better than reaction.</p> <p>3. Alcohol: the (BYO) alcohol ban is never enforced. Given the demographic here – it is not young families, it becomes critical that it is enforced with the advent of a food truck.</p> <p>Suggested Better Sites</p> <p>The constraint of 200m from an operating business seems random and unnecessary. It is well documented that eat street hubs thrive better than isolated locations. I evidence McKeon St./Marine Parade in Maroubra or the Bronte Rd café strip.</p> <p>1. The hard standing at the SLC Fishermans Rd. This would not prevent access for equipment to the facility and it is only used by SLC attendees at weekends. There are many other places they could park with great flexibility. It has the advantage of being RCC land so is a visible demonstration of council support. Rubbish removal would be easy.</p> <p>2. The most northerly space at the beach carpark or by the Ocean Pool; both great council owned locations. There is no comparison with the premium licenced golf course offerings or the now very high standard Beach café.</p> <p>3. The Pioneers Park carpark. This is already used and is close to sports field users and with easier access to residents on the Matraville side. If it is claimed to be not successful, perhaps it is the product, not the location?</p> <p>4. Comments are often heard that all the action takes place beachside so why not an occasional truck at the Ella Reserve or near the Kooloora Community Centre. Residents at this end of Malabar and the weekend visitors to Long Bay would welcome the opportunity.</p> <p>5. The car park/access road (Bernie Kelly Drive) to the South Maroubra SLC has space and potential customer flow and may meet unserved needs.</p>

	Submission
	I thank you for your consideration of these comments and suggestion.
18	<p>I understand and support allowing food trucks into the Randwick Council area, but what protection will be afforded to current restaurant and cafe owners who are paying rent and have investment in costly fit outs?</p> <p>As an example, there is a cafe across from Malabar Beach and you are offering a food truck exclusive right if they pay the cost ( which is extremely low compared to the rent and fit out of a cafe) which will take a substantial amount of business off this cafe ( to which I have no affiliation by the way, just an example) so curious how you will protect those with fixed sites or is it just a case of do your best against previously unforeseen opposition?</p> <p>Or will there be a restriction of trade hours?</p>
19	<p>I'm a Malabar resident and I think the food truck idea would be wonderful.</p> <p>Option 1 Malabar site - is opposite residential property and I believe this would be a detriment to the people who live across the road, parking would be a nightmare. You would move it to inside Malabar beach park.</p> <p>Option 2 Malabar site - will require some tables and chairs to enable customers to enjoy their food.</p> <p>You will need to provide the communicate with at least 2 permanent food trucks at any given time in order for the vendor to survive by itself for 30 days. The community would get very bored with 1 food trucks food.</p>
20	<p>Notices have been placed in the second (small) carpark at Yarra stating that it is proposed to displace parking spaces for the permanent location of a food truck.</p> <p>The signage placed on the walkway indicates that 6-7 parking spaces of the total of 12 parking spaces would be replaced by such a facility and seeking public feedback.</p> <p>That very small carpark is the only carpark that has direct access to the toilet facilities and is used by disability groups every day. It is also the closest car park to the beach on a level surface and preferred by those with mobility issues and also for kite surfing, providing a shorter distance carrying equipment.</p> <p>Parking is at a premium on busy days and to lose 7 parking spaces for a food truck is completely unnecessary and it is poor location for such a facility which is better suited on the central walkway under the pines with better visibility and access for the park and beach users.</p> <p>As well as denying parking and accessibility to the amenities building, the car park area is almost invisible from the users of the park with a screen of trees in between.</p> <p>The main car park does not have direct path access to the amenities building with changes in level, broken surfaces, it is recessed below the road level and separated by landscaping, making access more difficult for</p>

	Submission
	<p>disability groups, which gives justification to preserve all of the parking spaces in the carpark proposed for a food truck, the demand for which is questionable given the limited food offered by the current food trucks stationed at times around the Randwick City. They are hardly flushed with customers and one wonders why we have them at all, when we have great facilities nearby.</p> <p>Accessibility is essential and Council decisions recently are making access more difficult and there seems to be a bias against parking, which for an aging population, is ever more important, especially when there is no direct public transport.</p> <p>I wish to oppose the proposed location for a food truck at Yarra Bay as it reduces public access and accessibility to amenities.</p> <p>Enclosed are photos showing the direct path access to the amenities, access route to beach and the central pathway under the pines which is a more suitable location for food truck facility where the public are located.</p>
21	<p>Proposed site location -Dacre St. Malabar.</p> <p>As a long time resident of Malabar for over 60 years , I have seen my community grow immensely into a beautiful well sought after coastal location. I am now seeing a new influx of young families and love seeing young children with their families enjoying Malabar Beach and surrounding parks and facilities.</p> <p>Our community population has grown and our popular family beach is drawing a large influx of visitors on weekends and holidays from other suburbs within our city.</p> <p>With more people comes more vehicles parking at the beach and anyone either living or visiting are finding it difficult to secure parking near the beach having to now cross busy streets close to the beach with children, strollers, bags and sun protection tents. With arms full it is quite often that children are seen running across the road away from their parents.</p> <p>I personally enjoyed the food trucks when they were parked within the park at the beach where families were safe in walking to and from the food trucks. I am aware of the reason why they no longer are allowed within the park because of their close proximity to Coastal Brasserie.</p> <p>I strongly object as a resident who lives in Australia St. but walks along Dacre St. every day, to having the food truck being located in the proposed parking site. I feel this site will be very dangerous to pedestrians crossing the road either across Dacre St or heading back to the beach. I can envisage kids running out in front of the truck to cross the road, parking will be horrific and the corner where the Surf Life Saving building is located is only metres away from the proposed site and a very busy corner.</p> <p>My thoughts would be to have the truck located in one of the parking spots at the top of the council toilet block in Fisherman's Rd. This way families would not need to cross roads to access the truck, there would be no kids running across the road and no truck blocking visibility on a busy street.</p> <p>As I have said above, I know this area well and see the traffic every single day. I want a safe community and am very excited to have the food truck for residents to enjoy , but please put it somewhere safe . Dacre St. location will be an accident waiting to happen.</p>

	Submission
22	How dare you traumatise the sacred area with more pollution, junk food and crowds. Have you consulted with the elders about this? I am strongly against this absolute garbage proposal.



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COMMUNITY AND  
CULTURE

# Mobile Food Vending Vehicles Policy

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Adoption Date:

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Review Date:**Click or tap to enter a date.**

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Version:**Version 3**

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Responsible Department:**Economic Development**

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TRIM Document Number:**D05719917**

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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 Council approved 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).

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## 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 Local Approval and 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) 2008 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 approval or as part of a Council event)
- Beaches and National Parks
- State Roads
- Any distance within 200m of an established food business including but not limited to restaurants, cafes, sporting kiosks, takeaway businesses and including Council-approved fixed sites for MFVVs.

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 designated fixed sites for an ongoing period of 30 days or longer as determined by Council e.g. 60 days or 90 days, between the hours of 7am-10pm, up to 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 the local area, to build a sense of community and contribute to the local economy.

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

- Food Quality and Variety:
- Customer Experience:

- Compliance and Safety:
- Sustainable practice and impact
- Aesthetics and Branding
- Complementary Offerings to businesses

Fixed sites are located no less than 200m from established food businesses. The 200m distance rule from other businesses can be waived at the General Manager's discretion, pending agreement with local businesses. (addition).

Council may remove, or add new fixed sites to the program. New sites will be subject to community consultation prior to implementation. (addition).

A set 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. Both options require an application fee. 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 and notice of determination 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 approved by 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 approval must include full details of the operation and use of the Mobile Food Vending Vehicle and compliance with food safety standards.

Fees for the approvals and inspection of Mobile Food Vending Vehicles are in accordance with Council's Fees and Charges.

*Note: A separate application for Council approval 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 and Vehicle inspection, Event fees, Mobile Food Vending Approval / Licence fees, and Fixed Site fees.

## 4. Restrictions

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 and conditions of approval.

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. Vehicles must not park on Council reserves or parks without prior written permission.

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

Further limitations may be specified in the conditions of approval.

### 4.2. Road Rules and Parking Rules

All Mobile Food Vending Vehicles must adhere to NSW Government and Council Road Rules and parking restrictions.



Vehicles can park in minimum required car parking spaces required or must comply with the specific car park rules i.e. 'parked in marked bay only' will not allow MFVVs to park in more than one space. **There is a maximum limit of three itinerant vehicles allowed at any one time in council car parks. (addition).**

Council reserves the right to direct 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 fine or revoking of approval.

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:

1. 7am to 10pm, 7 days a week for areas adjacent to residential zones in accordance with SEPP NSW codes
2. 7am to 7pm within residential zones in accordance with SEPP NSW codes
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.

#### 4.6. Proximity to Existing Businesses

MFVVs operating under the Itinerant model are not permitted to trade within 200m of any food-related business including cafés, kiosks, restaurants and fixed site food trucks approved 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, kiosk or authorised Mobile Food Vending Vehicle.

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. Food Safety and Vehicle Compliance

Mobile Food Vending Vehicles must be approved by 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 fine.

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

#### 4.8. Liquor Licensing

MFVVs are not 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.

#### 4.9. Approval Limits

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

1. Approvals are issued by Council on a per vehicle basis.
2. 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.
3. 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 and the Local Government Act 1993) is permitted.
6. Approvals will be issued subject to the conditions of approval 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 Mobile Food Vending Vehicle.

---

## 5. Other Requirements

### 5.1. Food preparation outside of MFVVs

Food storage, cooking or preparation is not permitted outside the approved and designated zone and on public property.

### 5.2. Maintenance of the Vehicle

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

### 5.3. Waste Management

1. 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).
  - 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. Legislation and Compliance

1. 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.
2. 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.

#### 5.8. Cancellation of Approvals

Council reserves the right to cancel approval for any food truck or food van if the operator breaches any provisions of the Policy, and/or at the discretion of the General Manager. Should this occur, refunds to the MFVV operator may apply. (addition).

## Contact:

### Randwick City Council

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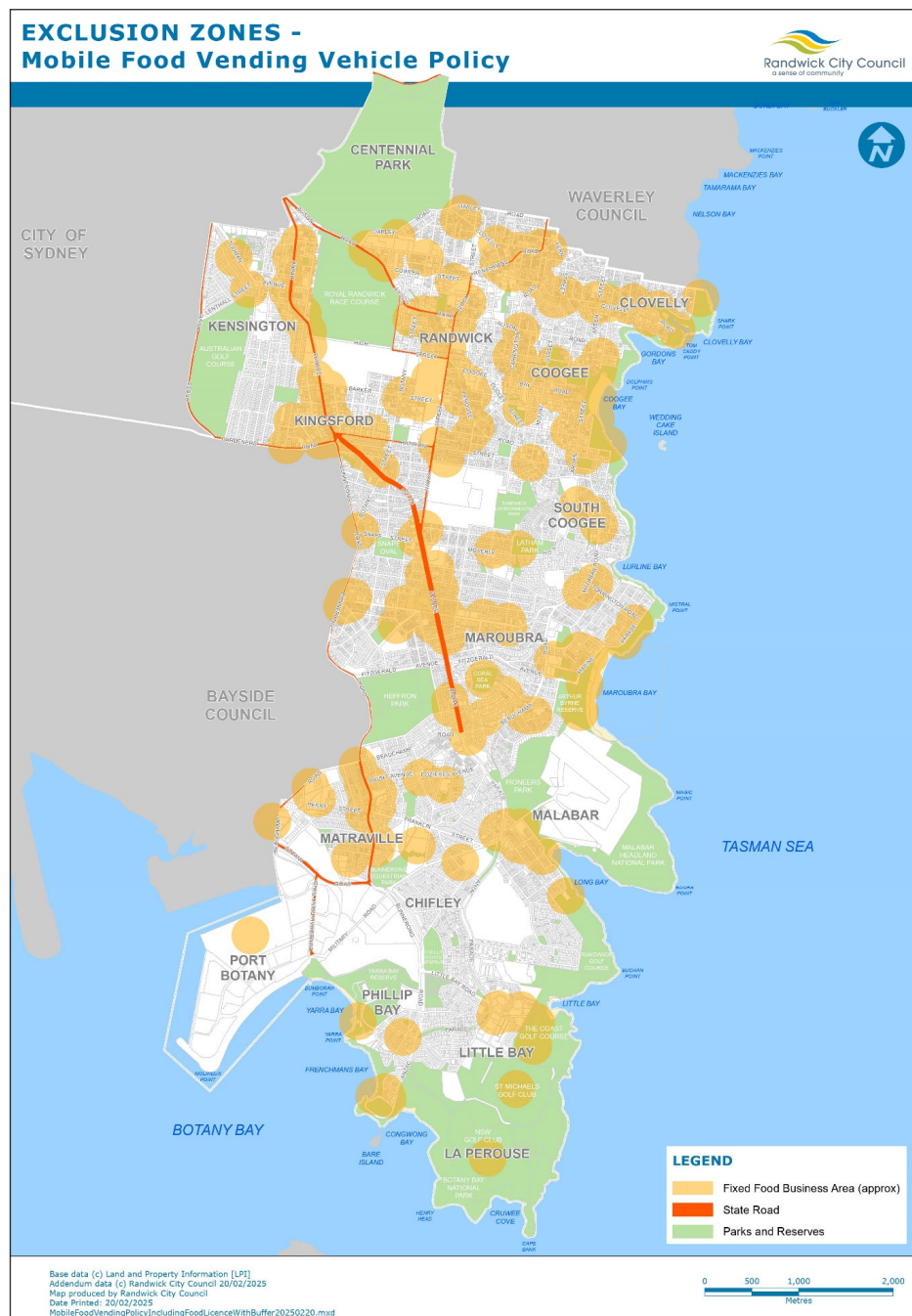
Appendix 1: Exclusion Zones Randwick City

Exclusion Map highlighting State Roads



## 200m Exclusion Map highlighting approx. locations of fixed food businesses

Please note this is a density map and does not feature every fixed food business in the LGA





## 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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**Randwick City Council**  
30 Frances Street  
Randwick NSW 2031

## Director Corporate Services Report No. CO23/25

**Subject: Code of Conduct - Statutory Review**

---

### Executive Summary

- Councils must adopt a Code of Conduct that incorporates the provisions of the Office of Local Government (OLG) 'Model Code of Conduct for Local Councils in NSW – 2020'.
- Under section 440(7) of the Local Government Act, Council must, within 12 months after each ordinary election, review its adopted Code and make such adjustments as it considers appropriate and as are consistent with the Model Code.
- The current Code of Conduct for Councillors and Code of Conduct for Council committee members, delegates of Council and Council advisers are based on the Model Code of Conduct for Local Councils in NSW 2020 – which is the current Model Code.
- It is proposed that the current Code of Conduct for Councillors and Code of Conduct for Council committee members, delegates of Council and Council advisers be reconfirmed pending the release of the updated Model Code of Conduct based on the outcomes of the consultation on the November 2024 OLG Discussion Paper "Councillor conduct and meeting practices".

### Recommendation

That the Code of Conduct for Councillors and Code of Conduct for Council committee members, delegates of Council and Council advisers be reconfirmed.

### Attachment/s:

1. [LINK TO VIEW](#) Code of Conduct for Councillors
2. [LINK TO VIEW](#) Code of Conduct for Council committee members, delegates of Council and Council advisers

CO23/25

Purpose

To review and endorse the Code of Conduct for Councillors and the Code of Conduct for Council committee members, delegates of Council and Council advisers, as required by section 440(7) of the Local Government Act (the Act).

Discussion

Under section 440(7) of the Act, Council must, within 12 months after each ordinary election, review its adopted code and make such adjustments as it considers appropriate and as are consistent with the Model Code. Council's current Codes are based on the 'Model Code of Conduct for Local Councils in NSW – 2020', with some Randwick City Council specific provisions added.

In November 2024 the OLG released a Discussion Paper in relation to “Councillor conduct and meeting practices”. The purpose of the Discussion Paper was to review the current Councillor conduct framework. Council made a submission on the Discussion Paper which proposed a number of key changes to the Model Code of Conduct, including:

Key changes proposed
Move to a streamlined Code of Conduct modelled on the Code for NSW Members of Parliament which will clearly and succinctly outline behavioural expectations
Councillor misbehaviour provisions restricted to conflicts of interest or misbehaviour in public office (conduct unbecoming of a Councillor; conduct that brings Council into disrepute; conduct that is assessed as being outside the norms and expectations of a Councillor)
All serious conflicts of interest to be dealt with by the OLG
New Privileges Committee (senior and experienced Mayors and ex-Mayors from across NSW) to assess complaints about Councillor misbehaviour and determine any actions/penalties. Complaints would be made directly to the Privileges Committee
OLG to be given the power to issue fines for minor breaches of the conflict of interest provisions – quick process for dealing with minor matters to free up resources. Serious misconduct (referred by the Privileges Committee) or conflict of interest matters (referred by the OLG) would be referred to the NSW Civil and Administrative Tribunal

The outcomes of the consultation on the Discussion Paper and the revised Model Code of Conduct have not yet been released by the OLG.

It is proposed that the current Code of Conduct for Councillors and Code of Conduct for Council committee members, delegates of Council and Council advisers be reconfirmed pending the release of the updated Model Code of Conduct at which time both Codes will be reviewed and reported to Council.

Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Customer Service & Governance Management
Function	Governance Management
Delivery program commitment	Manage Council's governance framework and controls to ensure accountability, transparency, integrity, equity and ethical Council decision making.

## Risks

Legislative compliance - Council is required to have a Code of Conduct that complies with the OLG Model Code.

## Resourcing Strategy implications

Nil.

## Policy and legislative requirements

Model Code of Conduct for Local Councils in NSW 2020  
Local Government Act 1993  
Local Government (General) Regulation 2021.

## Conclusion

Councils must, within 12 months after each ordinary election, review its adopted Code of Conduct. The current Code of Conduct of Councillors and Code of Conduct for Council committee members, delegates of Council and Council advisers are based on the most recent Model Code of Conduct and, as such, it is proposed that Council's current Codes (copies attached) be reconfirmed.

Both Codes will be reviewed and reported back to Council once the OLG releases the updated Model Code of Conduct based the outcomes of the public exhibition of the "Councillor conduct and meeting practices" Discussion Paper (November 2024).

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**Responsible officer:** Julie Hartshorn, Coordinator Administration

**File Reference:** F2004/06569

## Director Corporate Services Report No. CO24/25

**Subject: Code of Meeting Practice - Statutory Review**

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### Executive Summary

- Council adopted its current Code of Meeting Practice on 28 June 2022. The current Code is based on the Office of Local Government (OLG) Model Code of Meeting Practice 2021.
- If Council amends its Code of Meeting Practice, prior to adoption, the amended Code must be publicly exhibited for at least 28 days and members of the community must be provided at least 42 days in which to comment on the draft (amended) code.
- Under section 360(3) of the Local Government Act Council must, not later than 12 months after an ordinary election of Councillors, adopt a Code of Meeting Practice that incorporates the mandatory provisions of the Model Code prescribed by the regulations. The adopted Code may also incorporate the non-mandatory provisions and other provisions.
- In December 2024 the OLG released a consultation draft of a new Model Code of Meeting Practice. The consultation draft was reported to the 25 February 2025 Council meeting and Council subsequently made a submission on the consultation draft.
- No changes are proposed to be made at this time to the currently adopted Code as the OLG is expected to release an amended Model Code of Meeting Practice later this year.

### Recommendation

That, in accordance with section 360(3) of the Local Government Act 1993, the Code of Meeting Practice be adopted (without amendment).

### Attachment/s:

1. [LINK TO VIEW](#) Code of Meeting Practice

Purpose

To adopt a Code of Meeting Practice within 12 months of the September 2024 ordinary election of Councillors, as required by section 360(3) of the Local Government Act.

Discussion

Council’s current Code of Meeting Practice was adopted on 28 June 2022 and is based on the OLG Model Code of Meeting Practice 2021.

In December 2024 the OLG released a consultation draft of a new Model Code of Meeting Practice to give effect to the reforms proposed in the September 2024 discussion paper “Councillor conduct and meeting practice: a new framework”. The consultation draft was reported to the 25 February 2025 Council meeting and Council subsequently made a submission on the consultation draft.

The proposed amendments to the OLG Model Code of Meeting Practice will be given legal force through an update to the reference to the Code in the Local Government (General) Regulation 2021 (the Regulation).

No changes are proposed to the current Code of Meeting Practice given the imminent release of a new Model Code by the OLG.

Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Customer Service & Governance Management
Function	Governance Management
Delivery program commitment	Manage Council's governance framework and controls to ensure accountability, transparency, integrity, equity and ethical Council decision making.

Risks

Legislative compliance – the current Code of Meeting Practice will be invalid if not adopted by Council within 12 months of the September 2024 Council elections.

Resourcing Strategy implications

N/A.

Policy and Legislative Requirements

- Local Government Act 1993

Extract from relevant sections of the Local Government Act:

- 360 Conduct of meetings of councils and committees**
- (1) The regulations may prescribe a model **code of meeting practice** for the conduct of meetings of councils and committees of councils of which all the members are councillors.
  - (2) The model code may contain both mandatory and non-mandatory provisions.
  - (3) A council must, not later than 12 months after an ordinary election of councillors, adopt a **code of meeting practice** that incorporates the mandatory provisions of the model



code prescribed by the regulations. The adopted code may also incorporate the non-mandatory provisions and other provisions.

- (4) A code adopted or amended by the council must not contain provisions that are inconsistent with the mandatory provisions.
- (5) A council and a committee of the council of which all the members are councillors must conduct its meetings in accordance with the **code of meeting practice** adopted by it.

- Local Government (General) Regulation 2021
- Model Code of Meeting Practice for local councils in NSW.

## Conclusion

It is proposed that Council's current Code of Meeting Practice be re-affirmed without amendment given the expected release of a new Model Code of Meeting Practice in response to the December 2024 consultation draft.

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**Responsible officer:** Julie Hartshorn, Coordinator Administration

**File Reference:** F2004/06570

## Director Corporate Services Report No. CO25/25

### Subject: Review of Councillors Expenses and Facilities Policy

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#### Executive Summary

- The Councillors Expenses and Facilities Policy is required to be reviewed within 12 months of each ordinary election of Councillors.
- This policy is required to comply with the Office of Local Government “Guidelines for the payment of expenses and the provision of facilities for Mayors and Councillors in NSW”.
- Section 253 of the Local Government Act requires that Council must give public notice of its intention to adopt or amend this policy allowing at least 28 days for the making of public submissions.

#### Recommendation

That the amended Councillors Expenses and Facilities Policy be endorsed for public exhibition in accordance with section 253(1) of the Local Government Act.

#### Attachment/s:

1.  DRAFT Councillors Expenses & Facilities Policy - April 2025

## Purpose

To review the Councillors Expenses and Facilities Policy as required by Section 252 of the Local Government Act.

## Discussion

The Councillors Expenses and Facilities Policy was last reviewed in September 2022 when the carer expense limit was increased from \$4,000 to \$6,000 per Councillor per annum.

As required, our policy complies with the Office of Local Government Guidelines for the payment of expenses and the provision of facilities for Mayors and Councillors in NSW.

As part of the current review of the policy, the following changes are proposed:

ICT expense provisions;

- Combine the expense limit for computer technology and related equipment and mobile telephone equipment to provide Councillors with more flexibility as to how this expense limit is utilised. It is proposed that the maximum combined cost of this equipment be set at \$12,000 per Councillor per term. The increase in this expense limit takes into account the price increase of new release mobile phones.

Home office expenses provisions;

- Combine the expense limit for home office and stationery consumables and subscriptions to provide Councillors with more flexibility as to how this expense limit is utilised.

Update the data sim provisions for laptop devices and mobile phones to reflect current practice, as follows:

- Provide a data sim for laptop devices as per Council's contracted rates and including a 100GB data cap per month.
- Provide a voice and data sim for mobile phone devices as per Council's contracted rates and including a 100GB data cap per month and unlimited calls and text messages to any Australian domestic number.

## Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Customer Service & Governance Management
Function	Governance Management
Delivery program commitment	Manage Council's governance framework and controls to ensure accountability, transparency, integrity, equity and ethical Council decision making.

## Risks

Operational risks include:

- Lack of accountability and transparency in Councillor expense reimbursements
- Facilities and expenses provided to Councillors that do not meet community expectations
- Facilities and expenses that do not support diversity of representations
- Lack of legislative compliance
- Reputational risks for Councillors and the Council.

## Resourcing Strategy implications

Provision has been included in the 2024-25 Budget for expenses and facilities provided for in the current Councillor Expenses and Facilities policy.

## Policy and legislative requirements

- Local Government Act 1993

Under the *Local Government Act 1993* (NSW), s.252 – Payment of Expenses and Provision of Facilities - Council, within the first 12 months of each term “*must adopt a policy concerning the ... provision of facilities to, the mayor, deputy mayor and the other Councillors in relation to discharging the functions of civic office*”

s.253 imposes requirements for public consultation of the Policy:

### **253 Requirements before policy concerning expenses and facilities can be adopted or amended**

- (1) *A council must give public notice of its intention to adopt or amend a policy for the payment of expenses or provision of facilities allowing at least 28 days for the making of public submissions.*
- (5) *A council must comply with this section when proposing to adopt a policy in accordance with section 252(1) even if the council proposes to adopt a policy that is the same as its existing policy.*

- Office of Local Government Guidelines for the payment of expenses and the provision of facilities for Mayors and Councillors in NSW (October 2009).

## Conclusion

The Councillors Expenses and Facilities Policy has been reviewed in accordance with the requirement to review the policy within 12 months of each ordinary election of Councillors.

Prior to adoption, the policy is required to be placed on public exhibition for 28-days in accordance with section 253 of the Local Government Act.

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**Responsible officer:** Julie Hartshorn, Coordinator Administration

**File Reference:** F2004/06576

C025/25

COUNCILLORS

# DRAFT Councillor Expenses & Facilities Policy

Adoption Date:  
**xxxx 2025**

Review Date:  
**xxxx 2029**

Version:  
**5**

Responsible Department:  
**Customer & Compliance**

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**Randwick City Council**  
a sense of community

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CO25/25

## Policy summary

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

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

The policy has been prepared in accordance with the *Local Government Act 1993* (the Act) and *Local Government (General) Regulation 2005* (the Regulation) and complies with the Office of Local Government's Guidelines for the payment of expenses and provision of facilities to Mayors and Councillors in NSW.

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

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

## Limits on expenditure table

Clause	Expense/facility	Amount (per Cr unless otherwise stipulated)	Frequency
<b>Expenses</b>			
2.2.1(b)	Travel expenses (Councillors) <a href="#">[see page 5]</a>	\$5,000	Per year
2.2.1(b)	Travel expenses (Mayor) <a href="#">[see page 5]</a>	\$8,000 for Mayor	Per year
2.2.2(b)	Interstate, overseas and long-distance intrastate travel expenses (includes all out-of-pocket expenses and any allowable payments in advance) <a href="#">[see page 5]</a>	\$25,000 total for all Crs	Per year
2.2.4(c)	Payment in advance for meals (at conferences) <a href="#">[see page 6]</a>	\$150	Per day
2.2.6(a)	Professional development (includes all out-of-pocket expenses and any allowable payments in advance and annual memberships eg. Australian Institute of Company Directors) <a href="#">[see page 6]</a>	\$20,000	Per term
2.2.7(b)	Conferences and seminars (includes all out of pocket expenses and any allowable payments in advance) <a href="#">[see page 7]</a>	\$50,000 total for all Crs	Per year
2.2.8(a)	Attendance at events if representing the Council <a href="#">[see page 7]</a>	\$150	Per event/ function
2.2.8(c)	Spouse/partners/accompanying persons expenses <a href="#">[see page 7]</a>	\$150	Per event/ function
2.2.10	<del>ICT equipment described under 2.2.10 (a) and (b) Primary computer device (Laptop or tablet) <a href="#">[see page 8]</a></del>	<del>\$4,000</del> <b>\$12,000</b>	Per term
<b>2.2.10(d)(i)</b>	<b>Mobile data broadband service</b>	<b>As per Council's contracted rates – 100GB data cap</b>	Per month
<del>2.2.10</del>	<del>Multifunction printer/copier/scanner unit <a href="#">[see page 8]</a></del>	<del>\$1,500</del>	<del>Per term</del>
<del>2.2.10</del>	<del>Mobile smartphone <a href="#">[see page 8]</a></del>	<del>\$2,500</del>	<del>Per term</del>
2.2.10(d)(ii)	Mobile phone service <b>(including voice and data)</b> <del>voice calls placed in Australia to domestic fixed line and mobile numbers <a href="#">[see page 8]</a></del>	<b>As per Council's contracted rates – 100GB data cap</b>	Per month
<del>2.2.10</del>	<del>Mobile voice calls placed in Australia to international</del>	<del>\$100 (or as</del>	<del>Per month</del>



Clause	Expense/facility	Amount (per Cr unless otherwise stipulated)	Frequency
	numbers <a href="#">[see page 8]</a>	approved by the General Manager)	
2.2.10i	Mobile data service for smartphone <a href="#">[see page 9]</a>	Service incorporated into Council's standard data pool	Per Term
2.2.10	International Voice and Data Roaming for mobile telephone <a href="#">[see page 9]</a>  * for countries included in the International Roaming Pass Program	Equivalent of 28 days of international roaming at Council's contracted rates*	Per Year
2.2.10.c.v	Internet connection at place of residence (if required this service is to be arranged by the Councillor) <a href="#">[see page 9]</a>	\$100	Per month
2.2.10.c.vi	A messaging service (if required) <a href="#">[see page 9]</a>	\$200	Per month
2.2.11(d)	Carer expenses <a href="#">[see page 10]</a>	\$6,000	Per year
2.2.12(a)	Home office expenses <a href="#">[see page 10]</a>	\$1,000	Per year
2.2.12(b)	Subscription to resource material (including digital newspaper subscriptions) <a href="#">[see page 10]</a>	\$1,200	Per year
<b>Facilities</b>			
3.1.1(a)	Access to facilities in Councillors' Rooms within the Town Hall building <a href="#">[see page 12]</a>	Provided to all Crs	Not relevant
3.1.2(a)	Postage expenses <a href="#">[see page 12]</a>	600 standard stamps	Per year
3.1.2(a)	Christmas or festive cards <a href="#">[see page 12]</a>	300 cards per Cr & 500 cards for Mayor	Per year
3.1.2(a)	Letterheads, business cards etc (printed in-house) <a href="#">[see page 12]</a>	Provided to all Crs on request	Not relevant
3.1.3(a)	Maximum 2 full-time equivalent exclusive staff <a href="#">[see page 12]</a>	To support Mayor & Crs	Not relevant
3.2(a)	Council vehicle and fuel card <a href="#">[see page 12]</a>	Provided to Mayor	Not relevant
3.2(b)	Reserved parking space at Council offices <a href="#">[see page 12]</a>	Provided to Mayor	Not relevant
3.2(c)	Furnished office <a href="#">[see page 13]</a>	Provided to Mayor	Not relevant

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

Councillors must provide claims for reimbursement within 12 months of an expense being incurred. Claims made after this time cannot be approved.

## 1. Introduction

### 1.1. Introduction

The provision of expenses and facilities enables Councillors to fulfil their civic duties as the elected representatives of Randwick City Council.

The community is entitled to know the extent of expenses paid to Councillors, as well as the facilities provided.

The purpose of this policy is to clearly state the facilities and support that are available to Councillors to assist them in fulfilling their civic duties.

Council staff are empowered to question or refuse a request for payment from a Councillor when it does not accord with this policy.

Expenses and facilities provided by this policy are in addition to fees paid to Councillors. The minimum and maximum fees a Council may pay each Councillor are set by the Local Government Remuneration Tribunal as per Section 241 of the Act and reviewed annually. Council must adopt its annual fees within this set range.

### 1.2. Policy objectives

The objectives of this policy are to:

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

### 1.3. Principles

Council commits to the following principles:

**Proper conduct:** Councillors and staff acting lawfully and honestly, exercising care and diligence in carrying out their functions

**Reasonable expenses:** Providing for Councillors to be reimbursed for expenses reasonably incurred as part of their role as Councillor

**Participation and access:** Enabling people from diverse backgrounds, underrepresented groups, those in carer roles and those with special needs to serve as a Councillor

**Equity:** There must be equitable access to expenses and facilities for all Councillors

**Appropriate use of resources:** Providing clear direction on the appropriate use of Council resources in accordance with legal requirements and community expectations

**Accountability and transparency:** Clearly stating and reporting on the expenses and facilities provided to Councillors.

#### 1.4. Private or political benefit

Councillors must not obtain private political benefit from any expense or facility provided under this policy.

Private use of Council equipment and facilities by Councillors may occur from time to time. For example, telephoning home to advise that a Council meeting will run later than expected. Such incidental private use does not require a compensatory payment back to Council.

Councillors should avoid obtaining any greater private benefit from Council than an incidental benefit. Where there are unavoidable circumstances and more substantial private use of Council facilities does occur, Councillors must reimburse Council.

Campaigns for re-election are considered to be a political benefit. The following are examples of what is considered to be a political interest during a re-election campaign:

- production of election material
- use of Council resources and equipment for campaigning
- use of official Council letterhead, publications, websites or services for political benefit
- fundraising activities of political parties or individuals, including political fundraising events.

## 2. Expenses

### 2.1. General expenses

- a) All expenses provided under this policy will be for a purpose specific to the functions of holding civic office. Allowances for general expenses are not permitted under this policy.
- b) Expenses not explicitly addressed in this policy will not be paid or reimbursed.
- c) The exchange of one or more allowance(s) to fund an increase in another allowance is not permitted under this policy.

### 2.2. Specific expenses

#### 2.2.1 General travel arrangements and expenses

- a) All travel by Councillors should be undertaken using the most direct route and the most practicable and economical mode of transport.
- b) Each Councillor may be reimbursed up to a total of \$5,000 per year, and the Mayor may be reimbursed up to a total of \$8,000 per year, for travel expenses incurred while undertaking official business or professional development or attending approved conferences and seminars within NSW. This includes reimbursement:
  - for public transport fares
  - for the use of a private vehicle or hire car
  - for parking costs for Council and other meetings
  - for tolls
  - by Cabcharge card or equivalent
  - by Uber, when using Council's corporate Uber account only.
- c) Allowances for the use of a private vehicle will be reimbursed by kilometre at the rate contained in the NSW Local Government (State) Award.
- d) Councillors seeking to be reimbursed for use of a private vehicle must keep a record of the date, distance and purpose of travel being claimed. This record must be provided with the claim.

#### 2.2.2 Interstate, overseas and long-distance intrastate travel expenses

- a) In accordance with Section 4, Council will scrutinise the value and need for Councillors to undertake overseas travel. Councils should avoid interstate, overseas and long-distance intrastate trips unless direct and tangible benefits can be established for the Council and the local community. This includes travel to sister and friendship cities.
- b) Total interstate, overseas and long-distance intrastate travel expenses for all Councillors will be capped at a maximum of \$25,000\*\* per year. This amount will be set aside in Council's annual budget.
- c) Councillors seeking approval for any interstate and long-distance intrastate travel must submit a case to, and obtain the approval of, the General Manager prior to travel.
- d) Councillors seeking approval for any overseas travel must submit a case to, and obtain the approval of, a full Council meeting prior to travel.
- e) The case should include:
  - objectives to be achieved in travel, including an explanation of how the travel aligns with current Council priorities and business, the community benefits which will accrue as a result, and its relevance to the exercise of the Councillor's civic duties
  - who is to take part in the travel
  - duration of the travel

- a detailed budget including a statement of any amounts expected to be reimbursed by the participant/s.
- f) For interstate and long-distance intrastate journeys by air of less than two hours, the class of air travel is to be economy class.
- g) For interstate journeys by air of more than two hours, the class of air travel may be premium economy.
- h) For international travel, the class of air travel is to be premium economy if available. Otherwise, the class of travel is to be economy. For the Mayor the class of travel is to be appropriate to the position of Mayor, subject to the approval of the General Manager.
- i) Bookings for approved air travel are to be made through the General Manager's office.
- j) For air travel that is reimbursed as Council business, Councillors will not accrue points from the airline's frequent flyer program. This is considered a private benefit.
- k) On return from any overseas travel, which have been funded by Council under this policy, the Councillor will share outcomes of the trip. (eg. briefing sessions/papers on findings/outcomes) with the other Councillors, via the ~~Councillors' Bulletin~~ Councillor Communications channel on the Hub App.

### 2.2.3 Travel expenses not paid by Council

Council will not pay for traffic or parking fines or administrative charges for road toll accounts.

### 2.2.4 Accommodation and meals

- a) Council will reimburse the actual costs for accommodation and meals while Councillors are undertaking prior approved travel or professional development.
- b) The daily limits for accommodation and meal expenses both within and outside Australia are to be determined in advance by the General Manager, being mindful of Clause 2.2.2(b).
- c) Councillors can claim payment in advance, subject to a limit of \$150 per day for meals (subject to substantiation on return from the conference/seminar and reimbursement of any unspent funds).
- d) Councillors will not be reimbursed for alcoholic beverages.

### 2.2.5 Refreshments for Council related meetings

Appropriate refreshments will be available for Council meetings, Council Committee meetings, ~~Councillor briefings~~, approved meetings, **workshops** and engagements, and official Council functions as approved by the General Manager in accordance with budgetary limits.

### 2.2.6 Professional development

- a) Council will set aside \$20,000\*\* per Councillor per term in its budget to facilitate professional development of Councillors through programs, training, education courses and membership of professional bodies.
- b) In the first year of a new Council term, Council will provide a comprehensive induction program for all Councillors which considers any guidelines issued by the Office of Local Government (OLG). The cost of the induction program will be in addition to the ongoing professional development funding.
- c) Annual membership of professional bodies will only be covered where the membership is relevant to the exercise of the Councillor's civic duties, the Councillor actively participates in the body and the cost of membership is likely to be fully offset by savings from attending events as a member.
- d) If Councillors choose to become a member of the Australian Institute of Company Directors. The membership fee (as set by the Australian Institute of Company Directors) will be funded from the professional development limit set in Clause 2.2.6(a).
- e) Approval for professional development activities is subject to a prior written request to the General Manager outlining the:
  - details of the proposed professional development

- relevance to Council priorities and business
- relevance of the exercise of the Councillor's civic duties.

- f) In assessing a Councillor request for a professional development activity, the General Manager must consider the factors set out in Clause 2.2.6(e), as well as the cost of the professional development in relation to the Councillor's remaining budget.

#### 2.2.7 Conferences and seminars

- a) Council is committed to ensuring its Councillors are up to date with contemporary issues facing Council and the community, and local government in NSW.
- b) Council will set aside a total amount of \$50,000\*\* annually in its budget to facilitate Councillor attendance at conferences and seminars, including the Local Government NSW Annual Conference. This allocation is for all Councillors. The General Manager will ensure that access to expenses relating to conferences and seminars is distributed equitably.
- c) Approval to attend a conference or seminar is subject to a written request to the General Manager. In assessing a Councillor request, the General Manager must consider factors including the:
- relevance of the topics and presenters to current Council priorities and business and the exercise of the Councillor's civic duties
  - cost of the conference or seminar in relation to the total remaining budget.
- d) Council will meet the reasonable cost of registration fees, transportation and accommodation associated with attendance at conferences approved by the General Manager. Council will also meet the reasonable cost of meals when they are not included in the conference fees. Reimbursement for accommodation and meals not included in the conference fees will be subject to Clauses 2.2.7(b).

\*\* subject to review by the General Manager (in consultation with the Mayor) if considered necessary and appropriate.

#### 2.2.8 Events/functions

- a) Reimbursement for reasonable expenses incurred by a Councillor in attending functions if officially invited to events/functions representing the Council. This expense is subject to a limit of \$150 per Councillor per event/function.
- b) Expenses of a Mayor or Councillor's spouse/partner/accompanying person\* shall be met by Council in the following circumstances;
- Where the reasonable expenses of the spouse/partner/accompanying person have been met by the Mayor/Councillor; and
  - The Mayor's/Councillor's spouse/partner/ accompanying person has been officially invited to and has accompanied the Mayor/Councillor to a function/event; and
  - The function/event relates to the discharge of the civic functions of the Mayor/Councillor; and
  - The attendance of the spouse/partner/accompanying person at the function is considered reasonably necessary or appropriate in order for the Mayor/Councillor to fulfil his/her statutory role.

\*An accompanying person is a person who has a close personal relationship with the Councillor and/or provides carer support to the Councillor.

- c) This expense is subject to a limit of \$150 per Councillor per event/function.
- d) This reimbursement does not extend to functions where the attendance of the Councillor's spouse, partner or accompanying person may be convenient, but could not be properly seen as relating to the discharge of functions of civic office (eg. Attendance at seminars, conferences and the like, with the exception of the Annual Conference of LGNSW). Examples of the types of functions that could be reimbursed under this clause include charitable functions to which the Mayor has been invited and award ceremonies and other functions to which the Mayor is invited to represent the Council. The payment for spouses, partners and accompanying persons for

attending appropriate functions (as detailed above) will be confined specifically to the ticket, meal and/or the direct cost of attending the function. Peripheral expenses incurred by spouse, partners or accompanying persons such as grooming, special clothing and transport are not considered reimbursable expenses.

### 2.2.9 Local Government NSW Annual Conference

- a) All Councillors are able to attend the Local Government NSW Annual Conference each year. Council will reimburse the cost of registration fees and where the conference is outside metropolitan Sydney, the cost of travel, accommodation and meals not covered by the conference registration, subject to Clauses 2.2.7(b).
- b) For the Local Government NSW Annual Conference only, Council will meet the costs of the official conference dinner for an accompanying person of a Councillor.

### 2.2.10 ICT expenses

Council will either purchase and provide Councillors with ~~or~~ Council will reimburse Councillors for expenses associated with purchasing and providing appropriate ICT devices and services:

- a) **Computer Technology equipment and related ~~equipment~~ services:**
  - i) A laptop device to be determined by the Councillor from Council's standard models. A replacement laptop is available at the commencement of the third year of the term. ~~The maximum cost for this equipment is \$4,000 per Councillor per term.~~
  - ii) Accessories including home office equipment (docking unit, screens, keyboard and mouse) and laptop protective carry case or bag selected in conjunction with the Councillor from Council's approved models ~~(included in the laptop device costs);~~  
Licensed software and associated configuration necessary to utilise appropriate Council systems including access to business papers for Council as well as standard productivity software ~~(included in the laptop device costs);~~
  - iii) Multifunction printer/copier/scanner unit Councillor per term. Council will supply all consumables such as ink, toner or the like for the unit. ~~The maximum cost for this equipment is \$1,500 per Councillor per term.~~
- b) **Mobile Telephone equipment (Smartphone):**
  - ~~iv)~~ A mobile smartphone running an approved operating system as determined by Council is to be provided along with appropriate accessories such as a protective case and in car mount. A replacement mobile smartphone is available at the commencement of the third year of the Council term. ~~The maximum cost for the purchase of this equipment is \$2,500 per Councillor per term.~~
  - v) Repairs and replacements of the above should equipment failure, or loss or accidental damage occur, to ensure that the devices provided remain in working order and that an appropriate level of service is provided to the Councillor.
- c) **The maximum combined cost for points 2.2.10 (a) and (b) (above) is \$12,000 per Councillor per term.**
- d) **Telecommunication Services**  
Council will fund the following costs for services connected to Council's account. Other expenses are to be reimbursed once approved by the General Manager:

Service	Cap
i. Mobile data broadband service	As per Council's contracted rates – 100GB data cap.
ii. Mobile phone service (including voice and data) <del>calls placed in Australia to domestic fixed line and mobile numbers</del>	As per Council's contracted rates – 100GB data cap + Unlimited calls and text to any Australian domestic number per month.
iii. <del>Mobile voice calls placed in Australia to international numbers</del>	\$100 per month or as approved by the General Manager
iv. <del>Mobile data service for smartphone</del>	Service incorporated into Council's standard data pool



Service	Cap
v. International Voice and Data Roaming for mobile telephone	The equivalent of 28 days of international roaming per year at Council's contracted rates for countries included in the International Roaming Pass Program
vi. Internet connection at place of residence (if required this service is to be arranged by the Councillor)	\$100 per month (re-imbursement)
vii. A messaging service (if required)	The cost of this service is subject to a limit of \$200 per Councillor per month.

- a) Council supplied equipment will be purchased and maintained by authorised officers within Council's IMT Services Department, during standard business hours of 7:30am through 5:00pm on Council business days, and for the first three hours of any ordinary or extraordinary Council meeting. Support outside of these hours is at the discretion of the General Manager.
- b) All equipment remains the property of Council until the end of the Council term, when the ownership of the equipment may be transferred to each individual Councillor at the depreciated value (as determined by Council), subject to Council systems and Apps software being removed from the equipment.
- c) Councillors must take all reasonable steps to secure the equipment from loss or damage. Any loss, damage or failure of the items provided through this option should be reported to the Manager IMT Services promptly. Subject to the approval of the General Manager, Council will provide a like-for-like replacement of the equipment to ensure continuity of service.
- d) If a Councillors chooses to purchase and provide appropriate ICT equipment (both Computer and Mobile Telephone) must be approved by the GM prior to purchase.

The General Manager may extend ICT benefits beyond the limit of this allowance if considered necessary and appropriate.

#### 2.2.11 Special requirement and carer expenses

- a) Council encourages wide participation and interest in civic office. It will seek to ensure Council premises and associated facilities are accessible, including provision for sight or hearing impaired Councillors and those with other disabilities.
- b) Transportation provisions outlined in this policy will also assist Councillors who may be unable to drive a vehicle.
- c) In addition to the provisions above, the General Manager may authorise the provision of reasonable additional facilities and expenses in order to allow a Councillor with a disability to perform their civic duties.
- d) Councillors who are the principal carer of a child or other elderly, disabled and/or sick immediate family member will be entitled to reimbursement of carer's expenses up to a maximum of \$6,000 per annum for attendance at official business, plus reasonable travel from the principal place of residence.
- e) Child care expenses may be claimed for children up to and including the age of 16 years where the carer is not a relative.
- f) In the event of caring for an adult person Councillors will need to provide suitable evidence to the General Manager that reimbursement is applicable. This may take the form of advice from a medical practitioner.

#### 2.2.12 Home office expenses

- a) Each Councillor may be reimbursed up to \$1,000 per year for costs associated with the maintenance of a home office, such as minor items of consumable stationery.

- b) Subscription to resource material (including software apps and online subscriptions) which will assist in the performance of the role of a Councillor, ~~subject to a limit of \$1,200 per Councillor per annum.~~
- c) The maximum combined cost for points 2.2.12 (a) and (b) (above) is \$2,200 per Councillor per annum.

### 2.3. Insurances

- a) In accordance with Section 382 of the Local Government Act, Council is insured against public liability and professional indemnity claims. Councillors are included as a named insured on this Policy.
- b) Insurance protection is only provided if a claim arises out of or in connection with the Councillor's performance of his or her civic duties, or exercise of his or her functions as a Councillor. All insurances are subject to any limitations or conditions set out in the policies of insurance. The Mayor and Councillors will be provided with full indemnity against any action, liability, claim or demand, arising from the bona fide performance of their responsibilities, with the exception of defamation claims where the availability and extent of an indemnity shall be determined by Council, in its absolute discretion, after the claim has been disposed of by a final judgement in proceedings, withdrawn, settlement or compromise of proceedings or otherwise as the case may be, having regard to all circumstances that Council, in its absolute discretion, consider relevant.
- c) Council shall pay the insurance policy excess in respect of any claim accepted by Council's insurers, whether defended or not. All insurances are subject to any limitations or conditions set out in the Council's policy of insurance.
- d) Insurance provision for Councillors includes:
  - i) Public liability (for matters arising out of Councillors' performance of their civic duties and/or exercise of their Council functions);
  - ii) Professional indemnity (for matters arising out of Councillors' performance of their civic duties and/or exercise of their Council functions);
  - iii) Personal injury while on Council business (note: Councillors are not covered by Workers Compensation payments or arrangements);
  - iv) Appropriate travel insurances will be provided for any Councillors traveling on approved interstate and overseas travel on Council business.

### 2.4. Legal assistance

- a) Council may, if required, indemnify or reimburse the reasonable legal expenses of:
  - i) A Councillor defending an action arising from the performance in good faith of a function under the Local Government Act;
  - ii) A councillor defending an action in defamation, provided the statements complained of were made in good faith in the course of exercising a function under the Act;
  - iii) A councillor for proceedings before an appropriate investigative or review body, provided the subject of the proceedings arises from the performance in good faith of a function under the Act and the matter has proceeded past any initial assessment phase to a formal investigation or review and the investigative or review body makes a finding substantially favourable to the Councillor.
- b) In the case of a conduct complaint made against a Councillor, legal costs will only be made available where the matter has been referred by the General Manager to a conduct reviewer or conduct review panel to make formal enquiries into that matter in accordance with Council's Code of Conduct.
- c) Legal expenses incurred in relation to proceedings arising out of the performance by a Councillor of his or her functions under the Act are distinguished from expenses incurred in relation to proceedings arising merely from something that a Councillor has done during his or her term in office. For example, expenses arising from an investigation as to whether a Councillor acted corruptly would not be covered by this section.

- d) Council will not meet the legal costs:
  - i) Of legal proceedings initiated by a councillor under any circumstances;
  - ii) Of a councillor seeking advice in respect of possible defamation, or in seeking a non-litigious remedy for possible defamation
  - iii) For legal proceedings that do not involve a Councillor performing their roles as a councillor.
- e) Reimbursement of expenses for reasonable legal expenses must have Council approval by way of a resolution at a Council meeting prior to costs being incurred.

## 2.5. Superannuation contributions for Councillors

- a) In accordance with Section 254B of the Local Government Act and the Council resolution of 29 June 2021, Council will make a payment (a superannuation contribution payment) as a contribution to a superannuation account nominated by a Councillor, ~~starting from the financial year commencing 1 July 2022.~~
- b) A council is not permitted to make a superannuation contribution payment:
  - i) if the Councillor does not nominate a superannuation account for the payment before the end of the month to which the payment relates, or
  - ii) to the extent the Councillor has agreed in writing to forgo or reduce the payment.
- c) The amount of the contribution payment will be the amount the council would have been required to contribute under the Commonwealth superannuation legislation as superannuation if the Councillor were an employee of the council.
- d) A person is not, for the purposes of any Act, taken to be an employee of a council and is not disqualified from holding civic office merely because the person is paid a superannuation contribution payment and that a superannuation contribution payment does not constitute salary for the purposes of any Act.

## 3. Facilities

### 3.1. General facilities for all councillors

#### 3.1.1 Facilities

- a) Council will provide the following facilities to Councillors to assist them to effectively discharge their civic duties:
  - i) A councillor common room appropriately furnished to include telephone, photocopier, printer, desks, computer terminals, business equipment, meeting supplies and appropriate refreshments (excluding alcohol)
  - ii) access to shared car parking spaces while attending Council offices on official business
  - iii) personal protective equipment for use during site visits
  - iv) a name badge which may be worn at official functions, indicating that the wearer holds the office of a Councillor and/or Mayor or Deputy Mayor.
- b) The provision of facilities will be of a standard deemed by the General Manager as appropriate for the purpose.

#### 3.1.2 Stationery

- a) Council will provide the following stationery to Councillors each year:
  - i) Letterhead, to be used only for correspondence associated with civic duties
  - ii) business cards, 'With compliments' slips (if required) and envelopes
  - iii) up to 600 ordinary postage stamps
  - iv) up to 300 Christmas or festive cards per year for Councillors and 500 for the Mayor. The cards will be arranged and order by Council staff in accordance with budgetary limits.
- b) As per Section 4, stamps shall only be used to support a Councillor's civic duties. Councillor mail will only be posted using the stamps provided. Any stamps not used will not be carried over to the next year's allocation.

**\*\*Note:** Mass mail outs or letter box distributions to residents are not reimbursable under this policy as such mail outs/distributions are deemed to have a political component regardless of the subject matter. The maximum number of letters/flyers that may be distributed or posted to residents in relation to the one subject and using stationary, postage or other Council facilities under this policy is limited to 150.

#### 3.1.3 Administrative support

- a) Council will provide administrative support to Councillors to assist them with their civic duties only. Administrative support may be provided by staff in the Mayor's office or by a member of Council's administrative staff as arranged by the General Manager.
- b) As per Section 4, Council staff are expected to assist Councillors with civic duties only, and not assist with matters of personal or political interest, including campaigning.

### 3.2. Additional facilities for the Mayor

- a) Council will provide to the Mayor full private use of a maintained vehicle (including a fuel card) to a similar standard of the Council vehicle provided to the General Manager and as considered appropriate to the position of Mayor, with conditions of use being generally in accordance with Council's Private Use Policy for motor vehicles.
- b) A parking space at Council's offices will be reserved for the Mayor's Council-issued vehicle for use on official business, professional development and attendance at the Mayor's office.

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- c) Council will provide the Mayor with a furnished office incorporating a computer configured to Council's standard operating environment, telephone and meeting space.
- d) In performing his or her civic duties, the Mayor will be assisted by a small number of staff providing administrative and secretarial support, as determined by the General Manager.
- e) The number of exclusive staff provided to support the Mayor and Councillors will not exceed two (2) full time equivalents.
- f) As per Section 4, staff in the Mayor's office are expected to work on official business only, and not for matters of personal or political interest, including campaigning.

## 4. Processes

### 4.1. Approval, payment and reimbursement arrangements

- a) Expenses should only be incurred by Councillors in accordance with the provisions of this policy.
- b) Approval for incurring expenses, or for the reimbursement of such expenses, should be obtained before the expense is incurred.
- c) Up to the maximum limits specified in this policy, approval for the following may be sought after the expense is incurred:
  - i) Local travel relating to the conduct of official business
  - ii) Carer costs.
- d) Final approval for payments made under this policy will be granted by the General Manager or their delegate.

#### 4.1.1 Direct payment

Council may approve and directly pay expenses. Requests for direct payment must be submitted to the Manager Customer & Compliance (by email) for assessment against this policy, with sufficient information and time to allow for the claim to be assessed and processed.

#### 4.1.2 Reimbursement

All claims for reimbursement of expenses incurred must be made by email, supported by appropriate receipts and/or tax invoices and be submitted to the Manager Customer & Compliance.

#### 4.1.3 Advance payment

- a) Council may pay a cash advance for Councillors attending approved conferences, seminars or professional development.
- b) The maximum value of a cash advance is \$150 per day of the conference, seminar or professional development, subject to a period of stay not exceeding the period of the conference, seminar etc, plus one business day each way for travel.
- c) Requests for advance payment must be submitted to the Manager Customer & Compliance (by email) for assessment against this policy, with sufficient information and time to allow for the claim to be assessed and processed.
- d) Councillors must fully reconcile all expenses against the cost of the advance within one month of incurring the cost and/or returning home. This includes providing to Council:
  - i) a full reconciliation of all expenses including appropriate receipts
  - ii) reimbursement of any amount of the advance payment not spent in attending to official business or professional development.

#### 4.1.4 Notification

- a) If a claim is approved, Council will make payment directly or reimburse the Councillor through accounts payable.
- b) If a claim is refused, Council will inform the Councillor in writing that the claim has been refused and the reason for the refusal.

#### 4.1.5 Reimbursement to Council

- a) If Council has incurred an expense on behalf of a Councillor that exceeds a maximum limit, exceeds reasonable incidental private use or is not provided for in this policy:

- b) Council will invoice the Councillor for the expense
- c) the Councillor will reimburse Council for that expense within 14 days of the invoice date.
- d) If the councillor cannot reimburse Council within 14 days of the invoice date, they are to submit a written explanation to the General Manager. The General Manager may elect to deduct the amount from the Councillor's allowance.

#### 4.1.6 Timeframe for reimbursement

Unless otherwise specified in this policy, Councillors must provide all claims for reimbursement within 12 months of an expense being incurred. Claims made after this time cannot be approved.

### 4.2. Disputes

- a) If a Councillor disputes a determination under this policy, the Councillor should discuss the matter with the General Manager.
- b) If the Councillor and the General Manager cannot resolve the dispute, the Councillor may submit a notice of motion to a Council meeting seeking to have the dispute resolved.

### 4.3. Return or retention of facilities

- a) All unexpended facilities or equipment supplied under this policy are to be relinquished immediately upon a Councillor or Mayor ceasing to hold office or at the cessation of their civic duties.
- b) Should a Councillor desire to keep any equipment allocated by Council, then this policy enables the Councillor to make application to the General Manager to purchase any such equipment. The General Manager will determine an agreed fair market price or written down value for the item of equipment

### 4.4. Publication

This policy will be published on Council's website.

### 4.5. Reporting

Council will report on the provision of expense and facilities to Councillors as required in the Act and Regulations.

### 4.6. Breaches

- a) Suspected breaches of this policy are to be reported to the General Manager.
- b) Alleged breaches of this policy shall be dealt with by following the processes outlines for breaches of the Code of Conduct, as detailed in the Code and in the Procedures for the Administration of the Code.



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## A. Related legislation, guidance and policies

### Relevant legislation and guidance:

- Local Government Act 1993, Sections 252 and 253
- Local Government (General) Regulation 2021, Clause 403
- Guidelines for the payment of expenses and the provision of facilities for Mayors and Councillors in NSW, 2009

### Related Council policies:

- Code of Conduct.

## B. Definitions

The following definitions apply throughout this policy:

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

CO25/25

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## Director Corporate Services Report No. CO26/25

### Subject: Delegations of Authority - Statutory Review

#### Executive Summary

- The Local Government Act 1993, and other relevant legislation, authorises Council to undertake a range of functions.
- Section 377 of the Local Government Act allows the elected Council to delegate authority to the General Manager, by Council resolution, to make decisions and perform functions required for Council to operate business as usual activities. The General Manager sub-delegates these functions to Council staff in order to provide for the day-to-day operations of the Council.
- Councils are required to review their delegations during the first 12 months of each term of office (section 380 of the Local Government Act).
- It is recommended that the General Manager's current delegations be re-affirmed, subject to the addition of the tree removal delegations included in the revised Community Engagement Strategy, which was adopted at the 29 April 2025 Council meeting.

#### Recommendation

That:

- a) the General Manager's current delegations be re-affirmed by Council, delegating to the General Manager, or to the person acting in the position of General Manager, all the powers and functions of the Council that it may under any Act of Parliament lawfully delegate, subject to the limitations set out below:
  - i. those functions specified in Section 377(1) of the Local Government Act 1993 as functions which may not be delegated.
  - ii. any function specified in any other Act of Parliament as a function which may not be delegated.
  - iii. the writing off of debts over the amount of \$10,000 in accordance with clause 213(2) of the Local Government (General) Regulation 2021, in that the amount above which debts to the Council may be written off only by resolution of the Council is set at \$10,000.
  - iv. the writing off of an individual rate or charge over the amount of \$1,000 in accordance with clause 131(1) of the Local Government (General) Regulation 2021, in that the amount above which any individual rate or charge may be written off only by resolution of the Council is set at \$1,000.
  - v. decisions in relation to removing trees where the tree is;
    - a. a public fig tree or other species of significant size and age that has caused structural damage to public or private property and is not viable to retain OR
    - b. a public tree on Council's Significant Tree Register.
  - vi. any adopted policy, decisions or directions of the Council.
- b) Council re-affirms and delegates to the General Manager, or to the person acting in the position of General Manager, the functions conferred on local plan-making authorities under Section 3.31 and 3.36 of the Environmental Planning & Assessment Act 1979.
- c) the delegations to the Mayor and to the Mayor and General Manager jointly, as detailed in this report, be re-affirmed.

#### Attachment/s:

Nil

## Purpose

This report addresses the requirement for Council to review its delegations during the first 12 months of each term of office (section 380 of the Local Government Act).

## Discussion

### Legislative requirements

There are certain provisions contained in the Local Government Act 1993 that provide for Council to delegate functions to the General Manager:

Provision	Detail
<b>Local Government Act 1993</b>	
<b>s377 General power of the Council to delegate</b>  Council is unable to delegate certain functions as detailed in Section 377	<p>(1) A Council may, by resolution, delegate to the General Manager or any other person or body (not including another employee of the Council) any of the functions of the Council under this or any other Act, other than the following:</p> <ul style="list-style-type: none"> <li>(a) the appointment of a General Manager,</li> <li>(b) the making of a rate,</li> <li>(c) a determination under section 549 as to the levying of a rate,</li> <li>(d) the making of a charge,</li> <li>(e) the fixing of a fee,</li> <li>(f) the borrowing of money,</li> <li>(g) the voting of money for expenditure on its works, services or operations,</li> <li>(h) the compulsory acquisition, purchase, sale, exchange or surrender of any land or other property (but not including the sale of items of plant or equipment),</li> <li>(i) the acceptance of tenders to provide services currently provided by members of staff of the Council,</li> <li>(j) the adoption of an operational plan under section 405,</li> <li>(k) the adoption of a financial statement included in an annual financial report,</li> <li>(l) a decision to classify or reclassify public land under Division 1 of Part 2 of Chapter 6,</li> <li>(m) the fixing of an amount or rate for the carrying out by the Council of work on private land,</li> <li>(n) the decision to carry out work on private land for an amount that is less than the amount or rate fixed by the Council for the carrying out of any such work,</li> <li>(o) the review of a determination made by the Council, and not by a delegate of the Council, of an application for approval or an application that may be reviewed under section 82A of the Environmental Planning and Assessment Act 1979,</li> <li>(p) the power of the Council to authorise the use of reasonable force for the purpose of gaining entry to premises under section 194,</li> <li>(q) a decision under section 356 to contribute money or otherwise grant financial assistance to persons,</li> <li>(r) a decision under section 234 to grant leave of absence to the holder of a civic office,</li> <li>(s) the making of an application, or the giving of a notice, to the Governor or Minister,</li> <li>(t) this power of delegation,</li> <li>(u) any function under this or any other Act that is expressly required to be exercised by resolution of the Council.</li> </ul> <p>“(1A) Despite subsection (1), a Council may delegate its functions relating to the granting of financial assistance if:</p> <ul style="list-style-type: none"> <li>(a) the financial assistance is part of a specified program, and</li> <li>(b) the program is included in the Council’s draft operational plan for the year in which the financial assistance is proposed to be given, and</li> <li>(c) the program’s proposed budget for that year does not exceed 5 per cent of the Council’s proposed income from the ordinary rates levied for that year, and</li> <li>(d) the program applies uniformly to all persons within the Council’s area or to a significant proportion of all the persons within the Council’s area.”</li> </ul>

Provision	Detail
<b>s378 Delegations by the General Manager</b> Council delegates to the General Manager and the General Manager sub-delegates certain powers to staff to provide for the day-to-day operations of the Council	(1) The General Manager may delegate any of the functions of the General Manager, other than this power of delegation. (2) The General Manager may sub-delegate a function delegated to the General Manager by the Council to any person or body (including another employee of the Council). (3) Subsection (2) extends to a function sub-delegated to the General Manager by the Council under section 377(2).
<b>s381 Exercise of functions conferred or imposed on Council employees under other Acts</b>	(1) If, under any other Act, a function is conferred or imposed on an employee of a Council or on the mayor or a Councillor of a Council, otherwise than by delegation in accordance with this section, the function is taken to be conferred or imposed on the Council. (2) Such a function may be delegated by the Council in accordance with this Part. (3) A person must not, under any other Act, delegate a function to; <ul style="list-style-type: none"> <li>• the General Manager, except with the approval of the Council</li> <li>• an employee of the Council, except with the approval of the Council and the General Manager.</li> </ul>

#### Environmental Planning & Assessment (EP&A) Act 1979

<b>EP&amp;A Act 1979 – s3.36 Making of local environmental plan by local plan-making authority</b> Requires a specific delegation to the General Manager due to the wording of this provision	(1) The Planning Secretary is to make arrangements for the drafting of any required local environmental plan to give effect to the final proposals of the planning proposal authority. The Planning Secretary is to consult the planning proposal authority, in accordance with the regulations, on the terms of any such draft instrument. (2) The local plan-making authority may, following completion of community consultation; <ul style="list-style-type: none"> <li>(a) make a local environmental plan (with or without variation of the proposals submitted by the planning proposal authority) in the terms the local plan-making authority considers appropriate, or</li> <li>(b) decide not to make the proposed local environmental plan.</li> </ul> (3) The local plan-making authority may defer the inclusion of a matter in a proposed local environmental plan. (4) If the local plan-making authority does not make the proposed local environmental plan or defers the inclusion of a matter in a proposed local environmental plan, the local plan-making authority may specify which procedures under this Division the planning proposal authority must comply with before the matter is reconsidered by the local plan-making authority.
<b>EP&amp;A Act 1979 – 3.31 Making of environmental planning instruments for local areas (LEPs)</b> The delegation to the GM is required for s. 3.31 (3) (b)	(1) A local plan-making authority may make environmental planning instruments for the purpose of environmental planning— <ul style="list-style-type: none"> <li>(a) in each local government area, and</li> <li>(b) in such other areas of the State (including the coastal waters of the State) as the local plan-making authority determines.</li> </ul> (2) Any such instrument may be called a local environmental plan (or LEP). (3) For the purposes of this Division, the following are <b>local plan-making authorities</b> — <ul style="list-style-type: none"> <li>(a) the Minister,</li> </ul>

Provision	Detail
	(b) a council for its local government area if the gateway determination under this Division authorises the council to make the local environmental plan concerned.

### Delegations to the General Manager

At the 27 June 2023 Council meeting, the General Manager was delegated authority to exercise all the powers and functions of the Council that are detailed in this report and the recommendation.

Council is only able to delegate functions to the General Manager, not other Council staff. The General Manager, however, sub-delegates to the staff of Council all those matters that provide for the day-to-day operations of the Council. These sub-delegations are regularly reviewed, to ensure that Council officers are acting to the full extent of their responsibilities and in a manner that is most efficient for the organisation and to ensure optimal service delivery to the community.

Council adopted an updated Community Engagement Strategy at the 29 April 2025 Council meeting. The revised Community Engagement Strategy includes a new section relating to the delegation for tree removal, as follows:

*Decisions on removing trees is delegated to the General Manager to enact except where the tree is:*

- *a public fig tree or other species of significant size and age that has caused structural damage to public or private property and is not viable to retain;*  
OR
- *a public tree on Council's Significant Tree Register*

*In the above cases the recommendation to remove the tree should be reported to Council for consideration.*

### Delegations to the Mayor and General Manager jointly

At the 23 August 2022 Council meeting, the Council delegated to the Mayor and Mayor and General Manager jointly, those delegations detailed below (no changes are proposed to these delegations):

#### Delegations to the Mayor

Title	Detail
<b>Matters for investigation</b>	The Mayor is delegated authority to refer to the General Manager matters considered to need investigation and report with referral to Council, as necessary
<b>Presentation of gifts</b>	The Mayor is delegated authority to authorise the presentation of small gifts to visitor on appropriate occasions
<b>Public Statement</b>	The Mayor is delegated authority to make public statements on matters of official Council attitude or interpretation of Council policy
<b>General Manager leave</b>	The Mayor is delegated authority to determine leave applications of the General Manager, in accordance with the General Manager's contract of employment and relevant Council policies
<b>Certificates of Australian Citizenship</b>	The Mayor is delegated authority to present Certificates of Australian Citizenship after applicants have pledged the Oath or Affirmation of Allegiance, as provided by the Australian Citizenship Act 2007
<b>Correspondence</b>	The Mayor is delegated authority to sign outgoing correspondence in relation to the Office of Mayor, however, those matters relating to the day-to-day management of Council are matters that remain with the General Manager to sign



Title	Detail
<b>Emergency expenditure</b>	The Mayor is delegated authority to approve, in the event of an emergency, all necessary expenditure after consultation with the General Manager
<b>Meeting recess</b>	The Mayor is delegated authority to exercise, during meeting recesses, the powers, authorities, duties and functions of Council other than; (i) those reserved to the Council itself by section 377 and section 379 of the Local Government Act (ii) those powers and functions delegated to the General Manager by Council from time to time,  with such delegations to be effective from midnight on the day of the last Council meeting prior to a recess period as approved by the Council, up to the time of commencement of the first Council meeting at the conclusion of the recess period
<b>Senior staff consultation</b> (this delegation is no longer required as s. 337 of the Local Government Act has been repealed.)	<del>The Mayor is delegated authority to consult with the General Manager (in accordance with section 337 of the Local Government Act 1993) prior to the appointment or dismissal, by the General Manager, of senior staff</del>

#### Delegations to the Mayor and General Manager, jointly

Title	Detail
<b>Miscellaneous donations</b>	The Mayor and General Manager, jointly, are delegated authority to approve donations up to the sum of \$3,000 provided that funds are available within the adopted budget for Miscellaneous Donations
<b>Councillors attendance at conferences</b>	The Mayor and General Manager, jointly, are delegated authority to authorise Councillors attendance at conferences, seminars and similar functions in accordance with Council's Councillor Expenses and Facilities Policy

#### Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Customer Service & Governance Management
Function	Governance Management
Delivery program commitment	Manage Council's governance framework and controls to ensure accountability, transparency, integrity, equity and ethical Council decision making.

#### Risks

If comprehensive and practical delegations are not in place, the General Manager and Council staff will be unable to undertake their day-to-day activities in an efficient and timely manner and works and services will be impacted.

#### Resourcing Strategy implications

N/A.

## Policy and legislative requirements

The list of Act and Regulations, under which Council has powers and functions, are substantial and varied. The list includes, but is not limited to:

- Biodiversity Conservation Act 2016
- Boarding Houses Act 2012
- Building Professionals Act 2005
- Coastal Protection Act 1979
- Companion Animals Act 1998
- Contaminated Land Management Act 1997
- Criminal Procedure Act 1986
- Crown Lands Management Act 2016
- Electronic Transactions Act 2000
- Environmental Planning and Assessment Act 1979
- Food Act 2003
- Government Information (Public Access) Act 2009
- Heritage Act 1977
- Home Building Act 1989
- Impounding Act 1993
- Land & Environment Court Act 1979
- Library Act 1939
- Liquor Act 2007
- Local Government Act 1993
- Noxious Weeds Act 1993
- Protection of the Environment Operations Act 1997
- Public Health Act 2010
- Public Interest Disclosures Act 2021
- Road Transport Act 2013
- Roads Act 1993
- Strata Schemes Management Act 2015
- State Emergency & Rescue Management Act 1989
- State Records Act 1998
- Strata Scheme Management Act 1996
- Swimming Pools Act 1992
- Sydney Water Act 1994
- Trees (Disputes between neighbours) Act 2006
- Waste Avoidance & Resource Recovery Act 2001
- Work Health & Safety Act 2011.

## Conclusion

Delegations are a complex area. If comprehensive and practical delegations are not in place however, the General Manager and Council staff will be unable to undertake their day-to-day activities in an efficient and timely manner and works and services will be impacted.

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**Responsible officer:** Julie Hartshorn, Coordinator Administration

**File Reference:** F2004/06895

## Director Corporate Services Report No. CO27/25

**Subject: 2024-25 Quarterly Progress Report**

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### Executive Summary

- Progress Reports provide an update on the progress towards the implementation of the four-year Delivery Program 2022-26 and one-year Operational Plan 2024-25.
- The Randwick City Council Operational Plan 2024-25 contains 178 activities reported in Table A relating to the Community Strategic Plan and Informing Strategies and 164 activities relating to the provision of services required by our community and complying with regulatory functions.
- This report provides Council's progress results for the period from 1 January 2025 – 31 March 2025 (Q3).
- Of the total 342 indicators, 92% have been achieved or are on track to be completed in the financial year or have not yet commenced this quarter.
- Of the Table A activities, 96% have been achieved or are on track to be completed in the financial year or have not yet commenced this quarter.
- 88% of Table B have been achieved or are on track to be completed in the financial year or have not yet commenced this quarter.

### Recommendation

That the information contained in the attached Quarterly Progress Report for the 2024-25 Operational Plan be received and noted.

### Attachment/s:

1. [LINK TO VIEW](#) 2024-25 Q3 Quarterly Progress Report - Detailed Results

## Purpose

The purpose of this report is to present 2024-25 Quarterly Progress to the Council.

The Quarterly Progress Report is a report on progress of the implementation of the Delivery Program 2022-26 and Operational Plan 2024-25.

This Report covers the progress over the third quarter of the 2024-25 financial year.

## Discussion

The 2022-26 Delivery Program was adopted in June 2022 and covers the period 1 July 2022 to 30 June 2026.

The Delivery Program is a four-year program outlining how Council will work towards:

- a. Delivering the outcomes of the 2022-2032 Community Strategic Plan (CSP); and
- b. Providing the ongoing services required by our community and comply with regulatory functions.

The Operational Plan details the individual projects and actions that will be undertaken each financial year to achieve the commitments made in the Delivery Program. Each Operational Plan activity has at least one indicator to track performance against identified targets. The 2024-25 Operational Plan was adopted in June 2024 and is for the period 1 July 2024 to 30 June 2025.

Projects, programs, and services are categorised into Table A for Informing Strategy activities and Table B for regulatory and regular services provided by Council.

## What we measure

2024-25 Progress Reports include two types of performance indicators:

1. Indicators which show progress towards an objective or deliverable, for example an agreed work plan
2. Indicators which measure success in achieving a goal such as resolving 95% of service requests within the service level agreement period.

## How we measure progress

The progress report is presented in two tables:

*Table A:* Tracks progress in delivering the outcomes of the 2022-2032 Community Strategic Plan and the seven Informing Strategies.

*Table B:* Tracks performance in providing the ongoing regulatory and council services required by our community.

Performance is measured against the target value for each indicator. A progress indicator for each activity is provided for easy reference. This table provides examples of performance results and the corresponding progress indicators:

Performance Result	Example	Progress Indicator
Target achieved for year	Completed an amenity block upgrade project	●
Target achieved for quarter	SLA of 90% for requests in quarter	●
Partially completed project	25% of nominated bushland regenerated	●
Target partially achieved	Completed 34 of 100 bookings	●
Maximum not exceeded	Serviced 20 litter bins of a maximum 500 service requests in year	●

Performance Result	Example	Progress Indicator
Project not started	Construction of new park	●
Not achieved by target date	Complete 100% of review of draft policy in Q1	●
Not achieved in the quarter	Inspected only 10 of 15 nominated drains	●

Below is the summary of progress indicators in the Progress Report:

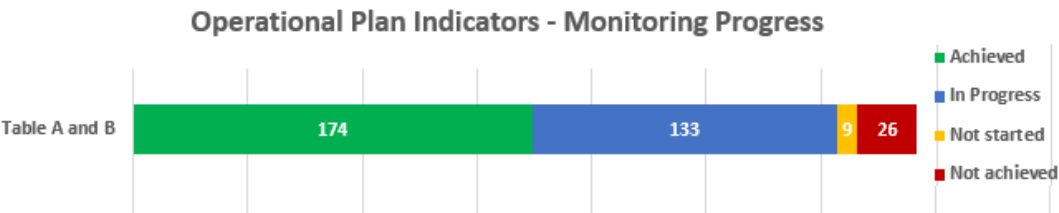
- Achieved
- On track
- Not started
- Not achieved

Summary of Performance

In Quarter 3, there were 342 indicators tracking progress of the Operational Plan activities scheduled in the quarter:

- 178 indicators measured progress in delivering the outcomes of the 2022-2032 Community Strategic Plan and seven informing strategies (Table A)
- 164 indicators measured progress in providing the ongoing services required by our community and complying with regulatory obligations (Table B)

Of the total 342 indicators, 92% have been achieved or are on track to be completed in the financial year or have not yet commenced this quarter.



2024-25 Q3 Highlights in delivering outcomes from the Informing Strategies

- Total rooftop solar installed has increased to a total of 50,268kW. The initiative is supported through the rebate program.
- The Perouse / Barker pedestrian refuge adjustments have been completed, which will improve safety for bike riders and pedestrians
- To improve rock fishing safety, Council used geo-targeting of our coastal visitors via social media; this proactive campaign reached 40,000 individuals with 100,000 views and 351 link clicks
- Our event program included Lunar New Year, Summer Sounds evening activations, The Spot Festival 2025 and Culture on Country 2025
- Our draft Reflect Reconciliation Action Plan was on public exhibition from 7 April to 5 May

Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Change and Performance Service
Function	Performance Management
Delivery program commitment	Identify, measure and develop the performance of Council.

Risks

Risk	Description	Mitigation
Legal/Governance Risk	If NSW government legislated progress reports are not reported to the community, Council may demonstrate poor governance of the strategic planning process.	Providing the community with accurate quarterly Progress Reports for the current Delivery Program.

Resourcing Strategy implications

There are no direct financial implications for this report. The 2024-25 Annual Budget has been developed to ensure that Council maintains financial sustainability, adequate liquidity, and sound asset performance.

Policy and legislative requirements

In accordance with Section 404(5) of the Local Government Act 1993, Council is required to make at least two progress reports with respect to the principal activities detailed in its delivery program each year. Randwick Council currently provides these reports on a quarterly basis in addition to the Annual Report.

Conclusion

The purpose of the attached Quarterly Progress Report is to inform and update the Council and community on the Q3 progress of all projects, programs, and services as set out in the adopted 2024-25 Delivery Program and Operational Plan.

**Responsible officer:** Edel Dickson, Coordinator Corporate Planning and Performance

**File Reference:** F2024/03001

## Director Corporate Services Report No. CO28/25

### Subject: Quarterly Budget Review - March 2025

#### Executive Summary

- The Quarterly Budget Review Statements (QBRS) are developed to support Council in meeting its financial reporting obligations under its management and operational plans.
- The QBRS for the third quarter ended 31 March 2025 has been prepared in compliance with regulatory requirements.
- This report is also in response to Mayoral Minute MM12/25 from Mayor Parker that was resolved by Council on the 29 April 2025, that Council for item (d):

*considers a report granting a one-off additional voluntary \$100 rebate for the period FY 25/26 for Pensioner Card Concession Holders in the event of a favourable quarterly budget review / result greater than the cost.*

The March 2025 QBRS is projecting a budget result of \$4.25m for the 2024/25 FY and per Council Resolution MM12/25 on 29 April 2025, \$380k has been restricted to reserve to fund the 2025/26 one-off additional pensioner rebate of \$100.

- As of 31 March 2025, Council's projected results after the restriction of \$380k to reserve are:
  - A Net Operating Result before Capital Items of \$523k for the 2024-25 financial year.
  - A projected budget surplus of \$3.87m for the 2024-25 financial year.
  - Projected unrestricted cash of \$14.1m as of 30 June 2025.
- The Chief Financial Officer, as the Responsible Accounting Officer, advises that the projected financial position is sound and that adoption of the report will satisfy statutory obligations.

#### Recommendation

That Council:

- Notes that the March 2025 Quarterly Budget Review includes a transfer of \$380k into the 2025/26 One-off Pensioner Rebate Reserve to fund the one-off additional pensioner rebate of \$100 in 2025/26 FY;
- Receives and notes the March 2025 Quarterly Budget Review Statements (QBRS) Report; and
- Adopts the proposed budget variations for March 2025, as detailed in the QBRS attachment to this report.

#### Attachment/s:

-  Quarterly Budget Review Statement March 2025



## Purpose

This report presents the QBRs for the third quarter of the 2024-25 financial year and informs Council of any variations from the original budget.

## Discussion

The Office of Local Government has issued guidelines to councils regarding the preparation of Quarterly Budget Review Statements (QBRs). According to clause 203(1) of the Local Government Regulation 2005, the responsible accounting officer is required to prepare and submit a QBRs to Council.

This Quarterly Budget Review outlines Council's financial performance for the third quarter of the 2024-25 financial year in relation to the current budget. It also includes recommendations for adjustments and explanations for any budget variations.

The March budget review resulted in a projected net operating result before capital items of \$523k and a budget result of \$4.25m.

At the 29 April Ordinary meeting, Council resolved:

### **RESOLUTION: (Mayor, Cr D Parker): That Council**

- a) acknowledges the current cost-of-living pressures being felt by the community particularly those on fixed incomes;
- b) notes the maximum statutory pensioner concession is \$250. In addition to the statutory concession, Council also currently grants a further voluntary rebate of \$100 to eligible pensioners (funded by Council). A pensioner concession is generally available if a person:
  - is a pensioner and has a current Centrelink Pensioner Concession Card (PCC), Veterans Affairs TPI or EDA gold card, and
  - resides in a property within the Randwick city area, and
  - own the property or are legally liable to pay the rates on the property;

Pensioner concession card eligibility can be found here:

[Who can get a Pensioner Concession Card - Pensioner Concession Card - Services Australia](#)

- c) votes that at 10 April 2025 year to date 3,644 pensioners are provided with the rebate. For the last two years the average was ~3,758:
  - Council additional \$100 rebate = \$380,320
  - Council mandatory rebate \$250 (Council Portion of 45%) = \$424,916
  - Total Cost to Council = \$805,236
- d) considers a report granting a one-off additional voluntary \$100 rebate for the period FY 25/26 for Pensioner Card Concession Holders in the event of a favourable quarterly budget review / result greater than the cost.

With the March 25 QBRs projecting a budget result of \$4.25m for the 2024/25 FY, \$380k has been restricted to reserve to fund the 2025/26 one-off additional pensioner rebate of \$100. The revised projected budget result is \$3.87m.

**Operating Result - Income Statements**

	2024-25 Original Budget (\$'000)	2024-25 Carryover Budget (\$000)	2024-25 Sep Budget Review (\$'000)	2024-25 Dec Budget Review (\$'000)	2024-25 Mar Budget Review (\$'000)	2024-25 Projected Budget (\$'000)
Revenue from continuing operations	203,225	2,617	9,200	18,334	13,541	246,916
Expense from continuing operations	193,607	1,916	3,539	2,846	3,912	205,820
Net Operating Result-Surplus	9,618	701	5,661	15,488	9,629	41,096
Net Operating Position Before Capital	3,828	(1,916)	16	(1,430)	26	523

The **major** proposed budget adjustments for the March 2025 Quarter are:

Income & Expenses Items	Adjustment & Impact (\$000) Favourable/ (Unfavourable)	Commentary / Highlights
<b>User Charges and Fees Income</b>	1,173	Various budget adjustments to align with year-to-date actuals including \$600k in Construction Zone income; \$373k in Planning, Regulatory and Statutory Fees; \$250k in Parking Meter fees.
<b>Operating Grants &amp; Contributions Income</b>	1,210	Various grants and contributions income budgets added including: <ul style="list-style-type: none"> <li>- \$453k for Coastal Pollution Incident in October 2024</li> <li>- \$224k for FOGO Collection and Processing Grant</li> <li>- \$189k for Randwick Street Tree Planting Program</li> <li>- \$65k tree application fees</li> <li>- \$140k Childcare government subsidy</li> <li>- \$50k NSW Women's Week grant.</li> </ul> Corresponding expenditure budgets have been added.
<b>Capital Grants and Contributions Income</b>	9,603	Various grants budgets added including: <ul style="list-style-type: none"> <li>- Federal Road Safety Program grant for Maroubra &amp; Clovelly \$700k</li> <li>- Towards Zero Road Safety Program grant for Anzac Parade at Franklin St, Matraville \$1m</li> <li>- Black Spot program grant for Randwick and Little Bay \$368k</li> <li>- Active Travel to School Program grant \$263k</li> <li>- Surf Club Facility Program 2024/25 for Maroubra Surf Life Saving Club project grant \$940k</li> </ul> Various developer contributions budgets added and externally restricted: <ul style="list-style-type: none"> <li>- s7.12 Developer contribution \$958k</li> <li>- s7.12 Developer contribution K2K Kensington \$155k</li> <li>- K2K Community Infrastructure Kensington \$1.3m</li> <li>- K2K Affordable Housing Kensington contribution \$4m</li> </ul>

Income & Expenses Items	Adjustment & Impact (\$000) Favourable/ (Unfavourable)	Commentary / Highlights
Interest Income	1,020	Investment income adjustment from an increase in the portfolio balance and prevailing interest rate.
Materials and Contracts Expense	(728)	Expenditure budgets added funded from operational grants: - 2024/25 Women's Week Grant \$50k - Anzac Community Grants Program \$75k  Various budget adjustments to align with year-to-date actuals including: - Ranger services - CCTV Security \$150k - Water Conservation Strategy \$65k - Sustainability Strategy \$55k - Footpath maintenance \$315k (budget transferred from capital)
Disposal of Asset (Non-cash item)	(3,000)	Estimated written down value of infrastructure assets scheduled for renewal during 2024-2025 financial year.

### Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Financial Management
Function	Financial Management and Control
Delivery program commitment	Support Council's sustainable delivery of projects and services through sound Financial Management and Control, including long term financial planning, budget preparation, and financial performance monitoring.
Function	Accounting
Delivery program commitment	Manage and record the financial transactions arising from Council's activities, including the levy and collection of rates and charges, and the preparation of financial statements and returns.

### Resourcing Strategy implications

This report presents the March Quarterly Budget Review Statements (QBRs) for the 2024-25 budget. Upon adoption, the variations outlined in this review will be integrated into the current budget and, where applicable, into future revisions of the Long-Term Financial Plan.

### Policy and legislative requirements

- Section 203(1) and (3) of the Local Government (General) Regulation 2005
- Section 211 of the Local Government (General) Regulation 2005
- Local Government Act 1993.

## Conclusion

Council is projected to maintain a sound financial position, with a forecasted Operating Result before Capital items of \$523k and a projected budget surplus of \$3.87m for the 2024-25 FY, after the restriction of \$380k to reserve to fund the 2025/26 one-off additional pensioner rebate.

This outlook indicates that Council will be well-positioned to manage upcoming financial commitments and maintain sound financial health.

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**Responsible officer:** Stephen Wong, Chief Financial Officer

**File Reference:** F2021/00364

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CO28/25

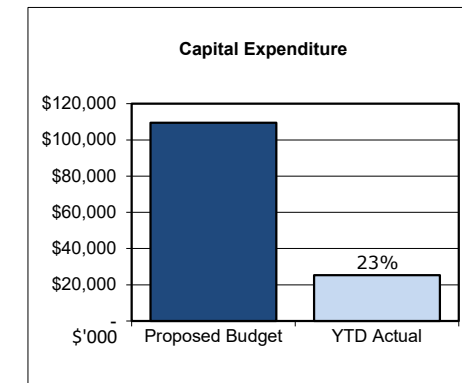
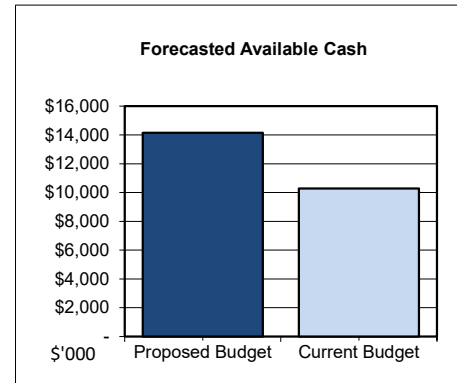
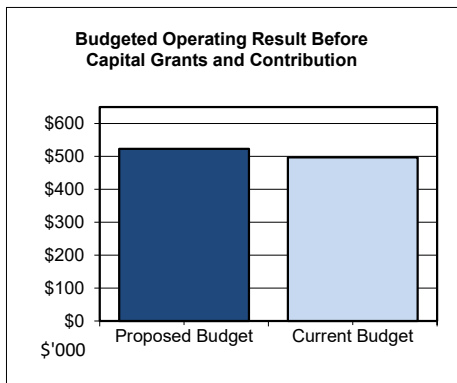
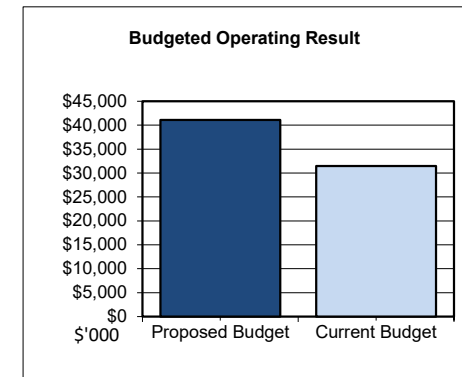
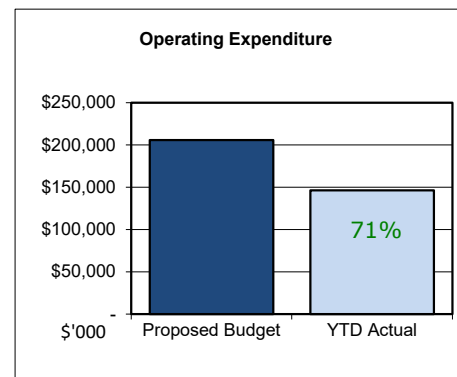
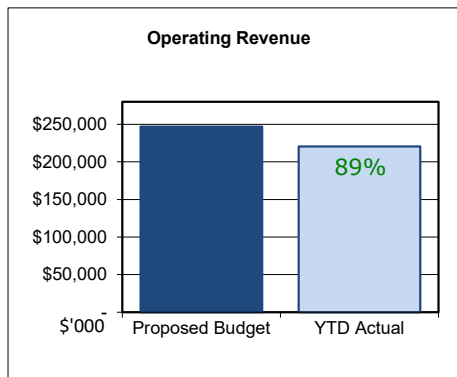



# Quarterly Budget Review Statement March 2025



Quarterly Budget Review Statement  
for the quarter ended 31 Mar 2025

## Budget Review Key Performance Indicators



 Randwick City Council a sense of community	2024/25 - March Quarter Budget Review Budget Variations			Key: Favourable variations Unfavourable variations Budget contras (no impact)
Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
User Fees and Charges			1,172,505	
Health, Building and Regulatory Services	Planning & Building Regulation	Budget increase to align with year-to-date actuals	25,000	Favourable
Health, Building and Regulatory Services	Regulatory/Statutory Fees	Increased number of construction/building sites relating to current developments in the LGA	348,437	Favourable
Library Administration	Community Facilities & Park Hire	Budget decrease to align with year-to-date actuals	(1,539)	Unfavourable
Library Administration	Library Charges	Budget increase to align with year-to-date actuals	4,702	Favourable
Library Administration	Photocopying	Additional income due to photocopying usage	12,423	Favourable
Library Administration	Other Fees & Charges	Budget increase to align with year-to-date actuals	14,902	Favourable
Street Trees and TPO	Other Fees & Charges	Budget decrease to align with year-to-date actuals due to reduction in tree applications	(30,000)	Unfavourable
Integrated Transport	Construction Zones	Increase in construction activities, hence work zone fees for the year	600,000	Favourable
Integrated Transport	Parking Meters	Volume of parking increased above expectation, adjust budget accordingly	250,000	Favourable
Footpath Maintenance	Regulatory/Statutory Fees	Budget increase in rectification fees income	20,000	Contra
Property Management	Community Facilities & Park Hire	Electoral Commission Hall Hire - Budget increase to align with year-to-date actuals	30,000	Favourable
Beach Inspectors	Community Facilities & Park Hire	Budget decrease to align with year-to-date actuals due to reduction in users	(30,000)	Unfavourable
Randwick Literary Institute	Community Facilities & Park Hire	Budget increase to align with year-to-date actuals	41,580	Favourable
Moverly Children's Centre	Childcare Centre Fees	Reduce childcare fees as government subsidy is substituting payments from families	(120,000)	Contra
Customer Service Centre	Photocopying	Budget decrease to align with year-to-date actuals	(6,000)	Unfavourable



Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
Strategic Planning	Planning & Building Regulation	Budget increase to align with year-to-date actuals	3,000	Contra
General Trade Waste	Sale of Recycled Materials	Additional recycled materials resulting in increased income	10,000	Contra
<b>Interest</b>			<b>1,020,000</b>	
Financial Services	Interest on Overdue Rates & Annual Charges	Slight increase in interest rate resulting in increased income	70,000	Favourable
Financial Services	Interest on Investment	Investment income adjustment from an increase in the portfolio balance and prevailing interest rate	900,000	Favourable
Financial Services	Other Interest & Dividend	Budget increase to align with year-to-date actuals	20,000	Favourable
Domestic Waste Levy	Interest on Overdue Rates & Annual Charges	Budget increase to align with year-to-date actuals	30,000	Favourable
<b>Other Revenue</b>			<b>337,200</b>	
Financial Services	Other Revenues	Payment received (one-off) from NSW Revenue for work done in land categorisation relating to Emergency Service Levy (ESL) reform	90,000	Favourable
Technical Services	Other Revenues	Discount received relating to Energy Saving Certificates from NSW Government	125,000	Favourable
Fleet Management	Commissions & Agency Fees	Budget increase to align with forecast additional rebate	54,000	Contra
Ranger Services	Fines - Parking	Increase in parking fines for the year	50,000	Favourable
Health, Building and Regulatory Services	Legal Fees Recovery - Other	Budget increase to align with year-to-date actuals	5,200	Favourable
Health, Building and Regulatory Services	Other Revenues	Increased building works in LGA	13,000	Favourable
<b>Other Income</b>			<b>197,743</b>	
Heffron Centre	Rental Income - Other Council Properties	Additional income received due to indexation	187,390	Favourable
Library Administration	Rental Income - Other Council Properties	Budget increase to align with year-to-date actuals	10,353	Favourable

Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
<b>Operating Grants and Contributions</b>			<b>1,210,433</b>	
Human Resources	Operating Contributions - Other	Budget increase due to additional payments in the form of paid parental leave from Centrelink	50,000	Contra
Street Trees and TPO	Operating Contributions - Other	Increase in tree application fees	65,000	Favourable
Integrated Transport	Operating Contributions - Other	Budget increase to align with year-to-date actuals - Line Marking	5,000	Favourable
Parks Construction	Operating Grant - Other	NSW Department Planning and Environment - Randwick Street Tree Planting program - Stage 1 - 10% final milestone payment (corresponding expenditure budget added) Budget related to Anzac Community Grants Program, fully funded from Department of Communities and Justice	189,732	Contra
State Emergency Service	Operating Contributions - Other	Budget added for Coastal Pollution Incident in October 24	453,000	Favourable
DWM - Waste Development	Operating Grant - Environmental Protection	FOGO collection and processing grant budget increase	223,949	Favourable
Library Administration	Operating Grant - Library	Budget increase to align with year-to-date actuals	8,752	Favourable
Moverly Children's Centre	Operating Grant - Childcare	Increase expected grants as government subsidy is substituting payments from families	140,000	Contra
Strategic Planning	Operating Contributions - Other	Budget added to align with payment of Department of Planning Cadetship grant (corresponding expenditure budget added)	25,000	Contra
Arts and Culture	Operating Grant - Other	The Cabinet Office - 2024-25 NSW Women's Week grant (corresponding expenditure budget added)	50,000	Contra
<b>Capital Grants and Contributions</b>			<b>9,602,889</b>	
Vehicular Access	Capital Contributions - Driveways	Align budget to reflect fees received from vehicle access construction	40,000	Contra
Roads Construction	Capital Grant - Transport	Transport for NSW, Federal Road Safety Program grant for Maroubra & Clovelly (corresponding expenditure budget added)	700,000	Contra
Roads Construction	Capital Grant - Transport	Transport for NSW, Towards Zero Road Safety Program grant for Anzac Parade at Franklin Street (southern intersections), Matraville (corresponding expenditure budget added)	1,000,000	Contra
Roads Construction	Capital Grant - Transport	Adjustment to Transport for NSW for Get NSW Active grant for Paine Reserve - Shared Path - North to South (capital program reduced to offset grant reduction)	(161,000)	Contra
Roads Construction	Capital Grant - Transport	Transport for NSW, Australian Government Black Spot program grant for Randwick & Little Bay (corresponding expenditure budget added)	367,560	Contra

Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
Roads Construction	Capital Grant - Transport	Transport for NSW, Active Travel to School Program relating to School Crossing Improvements in Randwick LGA (corresponding expenditure budget added)	263,397	Contra
Building Construction	Capital Grant - Park & Beaches	Office of Sport (NSW Government) Surf Club Facility Program 2024-25 for Maroubra Surf Life Saving Club project - grant approved (corresponding capital projects budget added)	940,000	Contra
Development Contributions	S7.12 Capital Developer Contributions	Additional income received - transfer to externally restricted reserve	958,296	Favourable
Development Contributions	S7.12 Contributions - K2K Kensington	Additional income received - transfer to externally restricted reserve	155,351	Favourable
Development Contributions	Community Infrastructure Contribution Kensington	Additional income received - transfer to externally restricted reserve	1,292,133	Favourable
Development Contributions	S7.23 Affordable Housing K2K Kensington	Additional income received - transfer to externally restricted reserve	4,047,152	Favourable
<b>Employee Costs</b>			<b>184,095</b>	
Human Resource Corporate	Training Costs	Budget increase to meet service and operational requirement - All Stops To Randwick (ASTR)	65,000	Unfavourable
Human Resource Corporate	Training Costs	Reallocation of budget from Human Resources	79,095	Contra
Street Trees and TPO	Salaries and Wages	Budget transfer from Footpath Maintenance	473,489	Contra
Street Trees and TPO	Superannuation - Defined Contribution Plans	Budget transfer from Footpath Maintenance	59,357	Contra
Footpath Maintenance	Salaries and Wages	Budget transfer to Street Trees and TPO	(473,489)	Contra
Footpath Maintenance	Superannuation - Defined Contribution Plans	Budget transfer to Street Trees and TPO	(59,357)	Contra
Health, Building and Regulatory Services	Salaries and Wages	Budget increase to meet service and operational requirements due to after hours award rates	15,000	Unfavourable
Strategic Planning	Training Costs	Budget increased to match grant received for Department of Planning Cadetship grant	25,000	Contra
Community and Culture Management	Salaries and Wages	Transfer Budget to Cultural Events to align with actual employee costs	(79,526)	Contra
Community and Culture Management	Employee Leave Entitlements	Transfer Budget to Cultural Events to align with actual employee costs	(7,621)	Contra
Community and Culture Management	Superannuation - Defined Contribution Plans	Transfer Budget to Cultural Events to align with actual employee costs	(9,907)	Contra

Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
Cultural Events	Salaries and Wages	Transfer of budget from Community and Culture Management to align with actual employee costs	79,526	Contra
Cultural Events	Employee Leave Entitlements	Transfer of budget from Community and Culture Management to align with actual employee costs	7,621	Contra
Cultural Events	Superannuation - Defined Contribution Plans	Transfer of budget from Community and Culture Management to align with actual employee costs	9,907	Contra
<b>Materials and Contracts</b>			<b>727,914</b>	
IMT Projects	Other Contractor & Consultancy Costs	Budget transfer to IMT Operating Organisation to meet service and operational requirement	(145,000)	Contra
IMT Operating Organisation	Telephone, Network and Communications	Budget transfer from IMT Projects to meet service and organisational requirements	145,000	Contra
Risk, Safety and Insurance	Raw Material & Consumables	Budget transfer from Consultancy costs to meet service requirements	5,000	Contra
Risk, Safety and Insurance	Other Contractor & Consultancy Costs	Budget transfer to Raw Materials & Consumables to meet service requirements	(5,000)	Contra
Human Resources	Other Contractor & Consultancy Costs	Budget transfer to Human Resources Corporate to meet service requirements	(33,221)	Contra
Human Resources	Subscriptions & Publications	Budget transfer to Human Resources Corporate to meet service requirements	(27,874)	Contra
Human Resource Corporate	Community Events & Functions	Budget transfer from Human Resources to meet service requirements	32,000	Contra
Communications	Raw Material & Consumables	Budget savings due to one less SCENE magazine due to LG election. Savings transferred to Street Banner Program	(65,000)	Contra
Communications	Other Contractor & Consultancy Costs	Budget savings due to fewer Let's Chat events and software costs. Savings transferred to Street Banner Program	(8,000)	Contra
Sustainability Strategy	Raw Material & Consumables	Evaluation/Survey to be completed next year when new team is finalised	(20,000)	Favourable
Sustainability Strategy	Other Contractor & Consultancy Costs	Works to the Sustainability Hub office space to accommodate the Sustainability & Resilience Restructure	55,000	Unfavourable
Sustainability Strategy	Community Events & Functions	Reduced community workshops and other community programs	(66,424)	Favourable
Climate Protection Strategy	Other Contractor & Consultancy Costs	Bicycle workshops was paid by SSROC, reduce the budget accordingly	(23,500)	Favourable
Water Conservation Strategy	Other Contractor & Consultancy Costs	Increased engagement to support contamination reduction	65,000	Unfavourable

Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
Street Trees and TPO	Other Contractor & Consultancy Costs	Sewer choke clearance estimate additional expenditure required to meet service requirements	35,000	Unfavourable
Fleet Management	Raw Material & Consumables	Transfer budget from plant repairs & maintenance to materials	114,000	Contra
Fleet Management	Other Contractor & Consultancy Costs	Transfer budget to raw materials	(60,000)	Contra
Horticultural Maintenance	Raw Material & Consumables	Budget transfer to Other Contractor & Consultancy costs to offset expenditure	(100,000)	Contra
Horticultural Maintenance	Other Contractor & Consultancy Costs	Budget transfer from Raw Material & Consumables to meet service requirements	100,000	Contra
Sportsfield Maintenance	Raw Material & Consumables	Budget transfer to Other Contractor & Consultancy costs to offset expenditure	(300,000)	Contra
Sportsfield Maintenance	Other Contractor & Consultancy Costs	Budget transfer from Raw Material & Consumables to meet service requirements	300,000	Contra
Streetscape Maintenance	Raw Material & Consumables	Budget transfer to Other Contractor & Consultancy costs to offset expenditure	(10,000)	Contra
Streetscape Maintenance	Other Contractor & Consultancy Costs	Budget transfer from Raw Material & Consumables to meet service requirements	10,000	Contra
Pavement Maintenance	Raw Material & Consumables	Budget transfer to Other Contractor & Consultancy costs to offset expenditure	(100,000)	Contra
Pavement Maintenance	Other Contractor & Consultancy Costs	Budget transfer from Raw Material & Consumables to meet service requirements	100,000	Contra
Public Place Waste Management	Garbage & Recycling Contracts	Budget transfer to Other Contractor & Consultancy costs to offset expenditure	(41,000)	Contra
Beach Inspectors	Other Contractor & Consultancy Costs	Budget transfer from Garbage & Recycling Contracts to meet service requirements	41,000	Contra
Vehicular Access	Other Contractor & Consultancy Costs	Budget added for vehicle access construction work, offset by increase in expected revenue	40,000	Contra
Footpath Maintenance	Other Contractor & Consultancy Costs	Budget increased to offset estimated Damage Rectification income	20,000	Contra
Footpath Maintenance	Other Contractor & Consultancy Costs	Budget transfer from Footpath CRMs	315,000	Contra
Parks Construction	Other Contractor & Consultancy Costs	Align budget with grant funding payment to be received from NSW Department Planning and Environment for Randwick Street Tree Planting program - Stage 1 along with balancing budget with reserve balance	(18,567)	Contra

Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
Parks Construction	Other Contractor & Consultancy Costs	Budget related to Anzac Community Grants Program, fully funded from Department of Communities and Justice; Budget transferred from Communications to fund Street Banner Program	74,500	Contra
General Trade Waste	Garbage & Recycling Contracts	Budget increased to offset income in Recycled Carboard Sales	10,000	Contra
Library Administration	Other Contractor & Consultancy Costs	Budget transfer to Bookvote project in Subscriptions & Publications	(31,682)	Contra
Library Administration	Subscriptions & Publications	Budget transfer from Consultancies - Informing strategies	31,682	Contra
Moverly Children's Centre	Other Contractor & Consultancy Costs	Budget increase to align with year-to-date actuals	20,000	Contra
Ranger Services	Raw Material & Consumables	Budget increase to align with year-to-date actuals	2,000	Unfavourable
Ranger Services	Other Contractor & Consultancy Costs	Budget adjusted to meet service and operational requirement for Security CCTV	150,000	Unfavourable
Ranger Services	Animal Pest Control	Increase in animal housing costs to align with year-to-date-actuals	10,000	Unfavourable
Health, Building and Regulatory Services	Other Contractor & Consultancy Costs	Engagement of consultant for business & operational improvements - adjusting budget to meet service and operational requirements	55,000	Unfavourable
Strategic Planning	Community Events & Functions	Budget increase to match additional income received to date	3,000	Contra
Community Centre Management	Raw Material & Consumables	Budget increases to align with year-to-date actuals	4,500	Contra
Community Centre Management	Garbage & Recycling Contracts	Budget increases to align with year-to-date actuals	5,500	Contra
Community Centre Management	Other Contractor & Consultancy Costs	Budget decreases to align with year-to-date actuals	(15,000)	Contra
Community Centre Management	Community Events & Functions	Budget increases to align with year-to-date actuals	5,000	Contra
Arts and Culture	Community Events & Functions	Budget related to the 2024-25 NSW Women's Week grant, fully funded from The Cabinet Office	50,000	Contra
<b>Gain or Losses from the Disposal of Asset</b>			<b>3,000,000</b>	
Asset Depreciation	WDV on Asset Disposal - Roads	Estimated written down value of roads scheduled for renewal during the financial year 2024-2025	3,000,000	Unfavourable

Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
<b>Capital Works</b>			<b>3,242,837</b>	
Sustainability Strategy	Biodiversity	Final costs for WIRES project variations and opening ceremony	200,000	Unfavourable
Parks Construction	Heffron Park	Budget transfer to fund Heffron Park POM project	500,000	Contra
Parks Construction	Snape Upper Flood Lights Upgrade	Budget transfer from Heffron Park Sportsfield Lighting to Snape Upper Flood Lights Upgrade	61,500	Contra
Parks Construction	Goldstein Reserve Landscaping	Budget transfer from Heffron Park Sportsfield Lighting to Goldstein Reserve Landscaping	15,000	Contra
Parks Construction	Heffron Park Sportsfield Lighting	Budget transfer from Heffron Park Sportsfield Lighting to Malabar Pool Pump Works; Snape Upper Flood Lights Upgrade & to Goldstein Reserve Landscaping	(136,500)	Contra
Parks Construction	Malabar Pool Pump Works	Budget transfer from Heffron Park Sportsfield Lighting to Malabar Pool Pump Works	60,000	Contra
Parks Construction	Heffron Park POM (Plan of Management)	Budget transfer to Heffron Park	(500,000)	Contra
Parks Construction	Fixed and retractable bollards - GM1/25	Budget adjusted to meet service and operational requirement	90,000	Unfavourable
Roads Construction	Kerb & Gutter Rehabilitation Program	Budget transfer from Footpath Construction Program	36,700	Contra
Roads Construction	Footpath Construction Program	Budget transfer to Kerb & Gutter Rehabilitation Program	(36,700)	Contra
Roads Construction	Footpath Construction Program	Budget transfer to Get NSW Active Program	(16,000)	Contra
Roads Construction	Get NSW Active	Budget transfer from Footpath Construction Program	16,000	Contra
Roads Construction	Footpath CRMs/Defects	Budget transfer to Footpath Maintenance	(315,000)	Contra
Roads Construction	Bicycle Route Construction	Budget transfer to Bicycle Parking Racks	(40,000)	Contra
Roads Construction	Bicycle Parking Racks	Budget transfer from Bicycle Route Construction	40,000	Contra
Roads Construction	Bicycle Route Construction	Budget transfer to TfNSW Bundock & Sturt St - Bike Path	(136,600)	Contra
Roads Construction	TfNSW Bundock & Sturt St - Bike Path	Budget transfer from Bicycle Route Construction	136,600	Contra



Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
Roads Construction	Electric Vehicle Charging Stations	Community Energy Upgrade Fund Grants unsuccessful, charger installation delayed. Will be installed in 2025/26	(360,000)	Contra
Roads Construction	Anzac Parade Bike Path	Design of new cycleways, footpaths, pedestrian/ cyclist crossings, intersection upgrades, lighting, street furniture and other associated works along the centre of Anzac Parade from Sturt Street to Fitzgerald Avenue	396,000	Contra
Roads Construction	Local Roads & Community Infra Program LRCI Phase 4	Budget transfer from Concrete Road Program to meet expenditure	358,000	Contra
Roads Construction	Concrete Rd Pavement Repair/Reconstruction	Budget transfer to Local Roads & Community Infra LRCI Phase 4	(358,000)	Contra
Roads Construction	Australian Government Black Spot Program 2023/24	Budget relating to Transport for NSW, Australian Government Black Spot program grant for Randwick & Little Bay (corresponding grant budget added)	367,560	Contra
Roads Construction	Doncaster Ave & Ascot St Roundabout	The construction of the roundabout was completed in 2024 but the lighting design was subject to Ausgrid review, which resulted in delay. The pedestrian crossing is along the Doncaster Avenue cycleway.	106,880	Unfavourable
Roads Construction	Kensington / West Kingsford Traffic Management	Budget relating to Transport for NSW, Towards Zero Road Safety Program grant for Anzac Parade at Franklin Street (southern intersections), Matraville (corresponding grant budget added)	1,000,000	Contra
Roads Construction	Get NSW Active	Scope changed to reflect the actual grants received from Transport for NSW for Paine Reserve - Shared Path - North to South	(161,000)	Contra
Roads Construction	Active Travel to School - TfNSW	Budget relating to Transport for NSW, Active Travel to School Program relating to School Crossing Improvements in Randwick LGA (corresponding grant budget added)	263,397	Contra
Roads Construction	Federal Road Safety Program - TfNSW grant funded	Budget relating to Transport for NSW, Federal Road Safety Program grant for Maroubra & Clovelly (corresponding grant budget added)	700,000	Contra
Building Construction	Maroubra Surf Club	Budget related to Office of Sport (NSW Government) Surf Club Facility Program 2024/25 for Maroubra Surf Life Saving Club project - grant approved	940,000	Contra
Building Construction	32 Belmore Road, Randwick	Budget transfer from Property Management for Unit 4, 32 Belmore Road, Randwick - repairs required	15,000	Unfavourable
<b>Reserves</b>			<b>6,686,775</b>	
Biodiversity Strategy	Ext Restricted - Environment Levy	Final costs for WIRES project variations and opening ceremony	(200,000)	Unfavourable
Sustainability Strategy	Ext Restricted - Environment Levy	Budget reduced due to reduced community workshops and other community programs	66,424	Favourable
Sustainability Strategy	Ext Restricted - Environment Levy	Funding required for the works to the Sustainability Hub office space to accommodate the Sustainability & Resilience Restructure	(35,000)	Unfavourable
Climate Protection Strategy	Ext Restricted - Environment Levy	Funding returned to reserve due to the Bicycle workshops being paid by SSROC	23,500	Favourable
Water Conservation Strategy	Ext Restricted - Environment Levy	Increased engagement to support contamination reduction	(65,000)	Unfavourable

Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
Parks Construction	S94 Reserve - Places for People	Budget transfer to fund Heffron Park POM project	(500,000)	Contra
Parks Construction	S94 Reserve - Places for People	Budget transfer to Heffron Park	500,000	Contra
Parks Construction	Ext Restricted - Special Purpose Unexpended Grants	Adjust budget in reserve to reflect actual grant received	206,799	Contra
Roads Construction	S94 Reserve - Moving Around	The construction of the roundabout was completed in 2024 but the lighting design was subject to Ausgrid review, which resulted in delay. The pedestrian crossing is along the Doncaster Avenue cycleway.	(106,880)	Unfavourable
Roads Construction	S94 Reserve - Moving Around	Design of new cycleways, footpaths, pedestrian/ cyclist crossings, intersection upgrades, lighting, street furniture and other associated works along the centre of Anzac Parade from Sturt Street to Fitzgerald Avenue	(396,000)	Contra
Roads Construction	Ext Restricted - Environment Levy	Transfer to TfNSW Bundock & Sturt St - Bike Path from Bicycle Route Construction	(136,600)	Contra
Roads Construction	Ext Restricted - Environment Levy	Transfer to Bicycle Parking Racks from Bicycle Route Construction	(40,000)	Contra
Roads Construction	Ext Restricted - Environment Levy	Transfer from Bicycle Route Construction to TfNSW Bundock & Sturt St - Bike Path	136,600	Contra
Roads Construction	Ext Restricted - Environment Levy	Transfer from Bicycle Route Construction to Bicycle Parking Racks	40,000	Contra
Roads Construction	Ext Restricted - Environment Levy	Community Energy Upgrade Fund Grants unsuccessful, charger installation delayed. Will be installed in 2025/26	360,000	Contra
DWM - Waste Development	Ext Restricted - Domestic Waste Management	Utilisation of Domestic Waste grants - projects completed	700,026	Contra
DWM - Waste Development	Ext Restricted - Special Purpose Unexpended Grants	Utilisation of Domestic Waste grants - projects completed	(700,026)	Contra
Financial Services	Int Restricted - 2025/26 One-off Pensioner Rebate Reserve	Restriction of funds to fund 2025/26 one-off additional pensioner rebate of \$100 per Council Resolution MM12/25 - Transfer to reserve	380,000	Favourable
Development Contributions	Ext Restricted - S94 Development Contributions	Restriction of developer contributions - Transfer to S7.12 Development Contributions	958,296	Favourable
Development Contributions	Ext Restricted - S7.12 Contributions - K2K Kensington	Restriction of developer contributions - Transfer to S7.12 Contributions - K2K Kensington	155,351	Favourable
Development Contributions	Ext Restricted - Community Infra Cont - K2K Kensington	Restriction of developer contributions - Transfer to Community Infra Cont - K2K Kensington	1,292,133	Favourable
Development Contributions	S7.23 Reserve - Affordable Housing - K2K	Restriction of developer contributions - Transfer to Affordable Housing - K2K	4,047,152	Favourable

Responsibility Centre	Account/Project	Comment	Amount (\$)	Narration (Favourable /Unfavourable /Budget contras)
Net Surplus/(Deficit)			2,699,149	
Add Current 2024-25 Budget Surplus/(Deficit)			1,170,437	
Total Revised 2024-25 Budget Surplus/(Deficit)			3,869,586	



## Budget Review for the quarter ended 31 Mar 2025 Income and Expenses

	Original Budget (\$'000s)	Approved Changes			Current Budget (\$'000s)	Proposed Mar Review (\$'000)	Total Revised Budget (\$'000s)	YTD Mar Actuals (\$'000s)	Comment
		Carry Over 2023-24 (\$'000s)	Sept Review (\$'000s)	Dec Review (\$'000s)					
REVENUE FROM CONTINUING OPERATIONS									
Rates And Annual Charges	148,948	-	885		149,832		149,832	148,959	Actuals reflect full year recognition of rates and annual charges per OLG Accounting Code.
User Charges And Fees	23,616	-	697	173	24,486	1,173	25,659	20,295	Various budget adjustments to align with year-to-date actuals including \$600k in Work Zone income, \$373k in Planning, Regulatory and Statutory Fees, \$250k in Parking Meter fees.
Interest	5,175	-	750	700	6,625	1,020	7,645	6,581	Investment income adjustment from an increase in the portfolio balance and prevailing interest rate.
Other Revenues	6,807	-	654	70	7,530	337	7,867	6,302	Various budget adjustments to align with year-to-date actuals including \$125k in Discounts Received to Energy Saving Certificates, Emergency Service Levy reform Reimbursement \$90k, Parking Fines revenue \$50k.
Other Income	5,704	-	(93)		5,611	198	5,809	4,722	Various budget adjustments to align with year-to-date actuals including Commercial Rental income for Heffron Park \$187k & Library income \$10k.
Operating Grants and Contributions	7,185	-	663	473	8,320	1,210	9,531	5,021	Various grants income budgets added including \$453k Coastal Pollution contribution, \$224k FOGO Collection and Processing grant & \$189k for Randwick Street Tree Planting Program – Stage 1 – final milestone payment, \$140k Child care government subsidy, \$65k in tree application fees, \$50k 2024/25 NSW Women's Week grant. Corresponding expenditure budgets have been added.
Capital Grants and Contributions	5,790	2,617	5,646	16,918	30,971	9,603	40,573	28,692	Various grants budgets added including: - Maroubra Surf Club Facility Program \$940k - Traffic Management grant - Kensington/West Kingsford \$1m - Aust. Govt. Black Spot program \$368k - Federal Road Safety Program \$700k - Active Travel to School grant - \$263k  Various contributions budgets added and externally restricted: - K2K Affordable Housing Kensington contribution \$4m - K2K Community Infrastructure Kensington contribution \$1.3m - s7.12 Developer contribution \$958k - s7.12 Developer contribution K2K Kensington \$155k
Total Revenue from Continuing Operations	203,225	2,617	9,200	18,334	233,376	13,541	246,916	220,572	
EXPENSES FROM CONTINUING OPERATIONS									
Employee Costs	88,817		(120)	19	88,715	184	88,900	62,875	Budget adjustment to meet service requirement and after hours inspections.
Borrowing Costs	547	-			547		547	417	
Materials & Contracts	71,085	1,916	3,722	2,127	78,851	728	79,579	57,973	Expenditure budgets added funded from operational grants: - 2024/25 NSW Women's Week Grant \$50k - Anzac Community Grants Program \$75k  Various budget adjustments to align with year-to-date actuals including: - Ranger services - CCTV Security \$150k - Water Conservation Strategy \$65k - Sustainability Strategy \$55k - Footpath maintenance \$315k
Depreciation & Amortisation	27,351	-		700	28,051		28,051	21,038	
Other Operating Expenses	5,807		(563)		5,244		5,244	3,833	
Losses from Disposal of Assets		-	500		500	3,000	3,500	209	Estimated written down value maily for roads and footpath scheduled for renewal during the 2024-2025 financial year.
Total Expenses from Continuing Operations	193,607	1,916	3,539	2,846	201,908	3,912	205,820	146,345	
Net Operating Result -Surplus/(Deficit)	9,618	701	5,661	15,488	31,468	9,629	41,096	74,227	
Net Operating Result Before Capital Items	3,828	(1,916)	16	(1,430)	497	26	523	45,535	

ORIGINAL Budget +/- approved budget changes in previous quarters = Current Budget  
Current Budget +/- recommended changes this quarter = Total Revised Budget

C028/25



## Budget Review for the quarter ended 31 Mar 2025 Capital Budget

		Approved Changes						
	Original Budget (\$'000s)	Carry Over 2023-24 (\$'000s)	Sept Review (\$'000s)	Dec Review (\$'000s)	Current Budget (\$'000s)	Proposed Mar Review (\$'000)	Total Revised Budget (\$'000s)	YTD Mar Actuals (\$'000s)
CAPITAL EXPENDITURE								
Parks Construction Projects	8,661	7,396	106	387	16,550	290	16,840	5,112
Roads Construction Projects	11,626	7,221	7,601	1,330	27,778	1,998	29,776	8,066
Drainage Construction Projects	2,230	1,263			3,493		3,493	821
Building Construction Projects	11,555	26,679	5,796	219	44,249	955	45,204	7,347
Library Resources	310				310		310	191
Plant & Equipment Purchases	6,838	3,599	1,778		12,215		12,215	2,439
ICT Equipment	932	524	160		1,616		1,616	1,324
Total Capital Expenditure	42,153	46,682	15,440	1,935	106,210	3,243	109,453	25,301

**Notes:**

ORIGINAL Budget +/- approved budget changes in previous quarters = Current Budget

Current Budget +/- recommended changes this quarter = Total Revised Budget

	Approved Changes				Current Budget (\$'000s)	Proposed Mar Review (\$'000)	Total Revised Budget (\$'000s)	YTD Mar Actuals (\$'000s)
	Original Budget (\$'000s)	Carry Over 2023-24 (\$'000s)	Sept Review (\$'000s)	Dec Review (\$'000s)				
CAPITAL FUNDING								
Rates and Other Untied Funding	16,194		219	(136)	16,277	(210)	16,067	7,121
Capital Grants and Contributions	1,926	2,617	5,646	1,690	11,879	3,110	14,989	1,879
Proceeds on Asset Disposal Plant and Equipment	1,138	763	408		2,308		2,308	
External Restrictions								
Domestic Waste	5,636	737			6,374		6,374	344
Specific Purpose Unexpended Grants		107		(6)	102		102	9
Section 94	7,051	2,462	100		9,613	503	10,115	1,719
S7.12 Contributions - K2K		500	574		1,074		1,074	413
Community Infrastructure Contribution-K2K			270		270		270	
Affordable Housing			238		238		238	116
Stormwater Management	1,930	694		(180)	2,444		2,444	455
Environmental Levy	1,040	1,315	5,515	567	8,436	(160)	8,276	6,662
Internal Restrictions								
Plant Replacement	2,565	2,558	1,370		6,493		6,493	2,162
Information & Communication Technology		48			48		48	
Works Incomplete/Future Works Reserve		21,672	(8)		21,664		21,664	2,020
Our Community Our Future	4,300	6,306	(19)		10,587		10,587	1,263
Building Levy		659			659		659	
Infrastructure Reserve	373	1,969	1,128		3,470		3,470	675
Infrastructure Loan		4,275			4,275		4,275	463
Total Capital Funding	42,153	46,682	15,440	1,935	106,210	3,243	109,453	25,301



## Budget Review for the quarter ended 31 Mar 2025 Cash and Investments

ORIGINAL Budget +/- approved budget changes in previous quarters = CURRENT Budget

CURRENT Budget +/- recommended changes this quarter = REVISED Budget

(\$'000s)	Approved Changes									
	Opening Balance as at 1 July 2024	Original Budget	Carry Over 2023-24	Sep Review	Dec Review	Current Budget	Proposed Mar Review	Total Proposed Budget	Projected Closing Balance 30 June 2025	Actuals Closing Balance 31 Mar 2025
Externally Restricted										
Domestic Waste	11,936	(5,184)	(737)	(2,357)		(8,278)	700	(7,578)	4,358	18,335
Specific Purpose Unexpended Grants	3,203		(736)		6	(730)	(493)	(1,223)	1,979	2,826
S7.12 Contributions (formerly Section 94)	12,450	(4,567)	(2,462)	(100)	1,196	(5,933)	455	(5,478)	6,972	15,291
Affordable Housing	1,064	32		(238)		(206)		(206)	858	971
Stormwater Management	1,950	(1,005)	(694)		180	(1,518)		(1,518)	432	2,252
Environment Levy	7,567	921	(1,809)	(4,170)	(567)	(5,625)	150	(5,475)	2,092	3,048
S7.12 Contributions - Affordable Housing - K2K	5,679	2,000			9,898	11,898	4,047	15,945	21,625	21,625
S7.12 Contributions - K2K	3,049	900	(500)	(574)	268	94	155	249	3,298	3,960
Community Infrastructure Contribution-K2K	1,661		(270)		2,061	1,791	1,292	3,083	4,744	5,014
Total Externally Restricted	48,559	(6,902)	(6,938)	(7,709)	13,042	(8,507)	6,307	(2,200)	46,358	73,321
Internally Restricted										
Des Renford Leisure Centre	285	-	-			-		-	285	285
Election of Councillors	710	(700)	-			(700)		(700)	10	710
Employee Leave Entitlements	9,292	500	-			500		500	9,792	9,667
Information & Communication Technology	4,457	-	(48)		2,500	2,452		2,452	6,909	6,908
Infrastructure Reserves	6,374	(373)	(1,969)	(1,128)		(3,470)		(3,470)	2,904	5,698
Insurance Claims /Risk Management	2,414	-	-			-		-	2,414	2,414
Plant Replacement	10,235	64	(2,558)	(1,520)		(4,015)		(4,015)	6,220	9,941
Property Development Reserves	1,404	-	-			-		-	1,404	1,404
Refundable Bonds & Deposits	3,266	-	-			-		-	3,266	3,266
Carry Over Works	30,208	-	(22,466)	8	(1,000)	(23,457)		(23,457)	6,751	27,058
Our Community Our Future	12,087	(279)	(6,306)	19		(6,566)		(6,566)	5,520	16,232
Light Rail Support Plan	89	-	-			-		-	89	89
Prince Henry Centre	62	-	-			-		-	62	62
Randwick Environmental Park	764	(160)	-			(160)		(160)	604	665
Affordable Housing Rental Scheme	1,069	-	-			-		-	1,069	1,069
Economic Development	465	-	-			-		-	465	465
Randwick Literary Institute	35	-	-			-		-	35	35
Building Levy	708	-	(659)			(659)		(659)	49	708
Lionel Bowen Library	111	-	-			-		-	111	111
La Perouse Museum	774	-	-			-		-	774	774
Community Connect	20	-	-			-		-	20	20
Community Creative	52	-	-			-		-	52	52
Community Partnerships	17	-	-			-		-	17	17
Education and Training	88	-	-			-		-	88	88
Strategic Planning	23	-	-			-		-	23	23
Kingsford&KensingtonTownCentres(Public Domain)	1,645	-	-			-		-	1,645	1,645
Infrastructure Loan	4,414	-	(4,275)			(4,275)		(4,275)	138	3,951
2025/26 One-Off Pensioner Rebate		-	-			-	380	380	-	-
Financial Assistance Grant Advance Payment	4,088	-	-			-		-	4,088	4,088
Total Internally Restricted	95,154	(948)	(38,281)	(2,621)	1,500	(40,350)	380	(39,970)	54,804	97,445
Total Restricted	143,713	(7,850)	(45,219)	(10,330)	14,542	(48,857)	6,687	(42,171)	101,542	170,766
Total Cash and Investments	153,992	(7,849)	(45,219)	(8,871)	14,253	(47,687)	9,386	(38,301)	115,691	187,890
Unrestricted Cash*	10,279	1	-	1,459	(289)	1,170	2,699	3,870	14,148	17,123

The Unrestricted Cash YTD Actuals Balance of \$17.1m as at 31 March 2025 included funds that have been committed through Council's capital works program and/or normal operations. The balance of unrestricted cash will decrease as the financial year progresses and capital works projects are completed. The projected closing balance of unrestricted cash increased to \$14.1m.

CO28/25

Budget Review  
for the quarter ended 31 Mar 2025  
Consultancy and Legal Expenses

Expense	Expenditure YTD \$	Budgeted (Y/N)
Consultancies	1,589,129	Y
Legal Fees	1,080,333	Y

**Definition of consultant:**

A consultant is a person or organisation engaged under contract on a temporary basis to provide recommendations or high level specialist or professional advice to assist decision-making by management. Generally, it is the advisory nature of the work that differentiates a consultant from other contractors.



## Randwick City Council

### Quarterly Budget Review Statements

for the period ending 31 March 2025

### Statement by Responsible Accounting Officer

made pursuant to Clause 203(2) of the Local Government (General) Regulations 2005

It is my opinion that the Quarterly Budget Review Statement for Randwick City Council for the quarter ended 31 March 2025 indicates that Council's projected financial position at year end will be satisfactory, having regard to the projected estimates.

The restricted funds of Council have been invested in accordance with Council's current Investment Policy (adopted February 2025).

Council's bank account in the general ledger and the cashbook has been reconciled with bank statements as at 31/03/2025.

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**RESPONSIBLE ACCOUNTING OFFICER**

C028/25

Randwick City Council  
30 Frances Street  
Randwick NSW 2031

Hours of operation:  
8:30am - 5:00pm, Monday to Friday

Call centre: 1300 722 542

[www.randwick.nsw.gov.au](http://www.randwick.nsw.gov.au)

## Director Corporate Services Report No. CO29/25

**Subject: Monthly Financial Report for 30 April 2025**

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### Executive Summary

- Monthly Financial Reports are produced as a means of monitoring the financial performance of the Council and ensuring that all appropriate financial controls are being adhered to.
- Council's liquidity remains sound as at 30 April 2025, with sufficient capacity to meet short - term obligations as they fall due.
- The Chief Financial Officer, as the Responsible Accounting Officer, advises that the projected financial position remains sound.

### Recommendation

That the Monthly Financial Report for 30 April 2025 be received and noted.

### Attachment/s:

1.  Monthly Financial Statement - Income Statement - April 2025
2.  Monthly Financial Statement - Balance Sheet Statement- April 2025
3.  Monthly Financial Statement - Cash Flow Statement- April 2025

## Purpose

Section 202 of Local Government (General) Regulation 2005 requires that the Responsible Accounting Officer of a council must:

- a) establish and maintain a system of budgetary control that will enable the council's actual income and expenditure to be monitored each month and to be compared with the estimate of the council's income and expenditure, and
- b) if any instance arises where the actual income or expenditure of the council is materially different from its estimated income or expenditure, report the instance to the next meeting of the council.

## Discussion

This report provides the financial results of the Council for 30 April 2025.

### Income Statement (Attachment 1):

- The Income Statement summarises the Council's financial performance year to date (YTD) and presents the financial results for a stated period. The statement quantifies the amount of revenue generated and the expenses incurred by the Council as well as any resulting net surplus or deficit.
- Interest income received to date continues to exceed budget expectations. This favourable result is driven by a higher-than-anticipated portfolio balance and prevailing interest rates. The investment income budget has been revised upward in the March Quarterly Budget Review.
- User charges and fees—primarily from work zone permits and paid parking—have exceeded the year-to-date (YTD) budget by \$969,000 as at April.
- Capital contributions include an additional \$4M for the Affordable Housing Contribution and an additional \$1.3M for the Community Infrastructure Contribution. As a result, the capital contributions budget has been revised accordingly in the March Quarter Budget Review.

### 2024-25 Financial Performance Summary

	Original Budget (\$'000)	Current Budget (\$'000)	April 2025 YTD Actual (\$'000)
Income from continuing operations	\$203,225	\$233,376	\$202,793
Expenses from continuing operations	\$193,607	\$201,908	\$161,303
Net operating result	\$9,618	\$31,468	\$41,490
Net operating result before Capital Grants and Contributions	\$3,828	\$498	\$11,394

### Balance Sheet Statement (Attachment 2):

The Balance Sheet provides a snapshot of Council's financial position at a specific point in time, detailing its assets, liabilities, and equity. In essence, it reflects the Council's net worth, showing what the Council owns and owes as at the reporting date.

**Cash Flow Statement (Attachment 3):**

The Cash Flow Statement outlines how cash is generated and used across three key activities: operating, investing, and financing. The net result of these activities is referred to as net cash flow. This statement provides insight into Council's ability to manage its cash position—demonstrating how effectively it generates sufficient cash to meet its debt obligations and fund day-to-day operations.

The current ratio is a key liquidity measure that assesses Council's ability to meet its short-term financial obligations—those due within one year. As at 30 April 2025, Council's current ratio stands at 3.84, well above the Office of Local Government's benchmark of 1.5. This result confirms that Council's liquidity position remains strong and well within the target range.

The year-to-date (YTD) Operating Result as at April 2025 is \$41.5M, including an \$11.4M surplus in the Operating Result before Capital Grants and Contributions.

**Strategic alignment**

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

Delivering services and regulatory functions:	
Service area	Financial Management
Function	Financial Management and Control
Delivery program commitment	Support Council's sustainable delivery of projects and services through sound Financial Management and Control, including long term financial planning, budget preparation, and financial performance monitoring.
Function	Accounting
Delivery program commitment	Manage and record the financial transactions arising from Council's activities, including the levy and collection of rates and charges, and the preparation of financial statements and returns.

**Resourcing Strategy implications**

There are nil implications from this report.

**Policy and legislative requirements**

Section 202 of Local Government (General) Regulation 2005.

**Conclusion**

Council's Chief Financial Officer as the Responsible Accounting Officer advises that the financial position is sound.

**Responsible officer:** Stephen Wong, Chief Financial Officer

**File Reference:** F2021/00364



# INCOME STATEMENT

For the period ended 30 April 2025

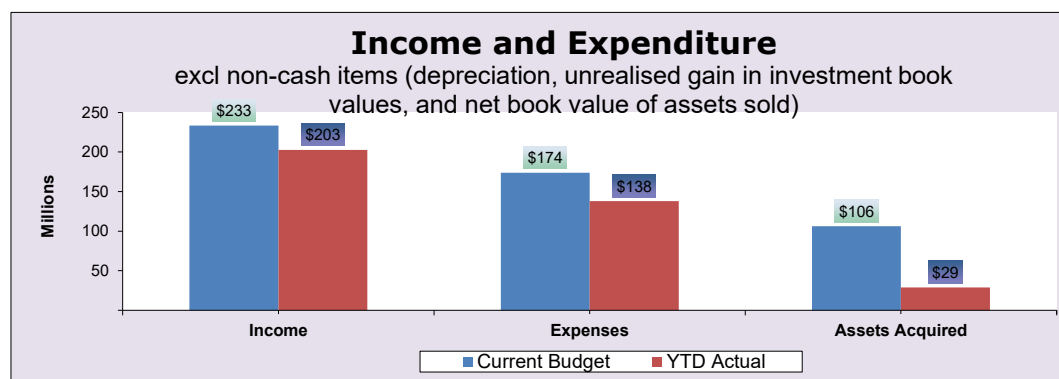
% OF YEAR EXPIRED  
AT 30 Apr 2025

83%

	Original Budget (\$'000s)	Current Budget (\$'000s)	YTD Actuals (\$'000s)	% Spent or Earned
<b>EXPENSES FROM CONTINUING OPERATIONS</b>				
Employee Costs	88,817	88,715	69,372	78.2%
Borrowing Costs	547	547	461	84.3%
Materials and Contracts	71,085	78,851	62,876	79.7%
Depreciation and Amortisation	27,351	28,051	23,376	83.3%
Other Operating Expenses	5,807	5,244	4,316	82.3%
Loss on Disposal of Infrastructure Assets	-	500	902	180.3%
<b>Total Expenses from Continuing Operations</b>	<b>193,607</b>	<b>201,908</b>	<b>161,303</b>	<b>79.9%</b>
<b>INCOME FROM CONTINUING OPERATIONS</b>				
Rates and Annual Charges	148,948	149,832	124,246	82.9%
User Charges and Fees	23,616	24,503	23,173	94.6%
Interest	5,175	6,625	7,352	111.0%
Other Revenues	6,807	7,530	6,977	92.7%
Other Income	5,704	5,595	5,000	89.4%
Operating Grants and Contributions	7,185	8,320	5,445	65.4%
Capital Grants and Contributions	5,790	30,971	30,096	97.2%
Gain on Disposal of Plant & Fleet Assets	-	-	504	0.0%
<b>Total Income from Continuing Operations</b>	<b>203,225</b>	<b>233,376</b>	<b>202,793</b>	<b>86.9%</b>
<b>Net Operating Result - Surplus/(Deficit)</b>	<b>9,618</b>	<b>31,468</b>	<b>41,490</b>	

## FUNDING STATEMENT

<b>SOURCE OF FUNDS</b>				
Surplus/(Deficit) from Operations - Accrual	9,618	31,468	41,490	131.8%
<b>Add Back Non-Cash Items</b>				
<b>included in Income &amp; Expenses Items above</b>				
- Depreciation	27,351	28,051	23,376	
- Sales of Assets (Book Value)	1,138	2,808	1,618	
- Unrealised (Gain)/Loss on Market Value of Investments	-	-	(132)	
<b>Reserve Movements</b>				
- Transfer from Internal Reserves	5,084	47,013	12,684	
- Transfer from External Reserves	12,629	27,843	12,876	
<b>Net Funds Available</b>	<b>55,819</b>	<b>137,182</b>	<b>91,911</b>	<b>67.0%</b>
<b>APPLICATION OF FUNDS</b>				
Assets Acquired	42,153	106,210	28,940	
Loan Principal and Lease Repayment	3,803	3,803	2,331	
Transfer to Internal Reserves	4,136	6,663	16,214	
Transfer to External Reserves	5,727	19,336	34,535	
<b>Total Funds Applied</b>	<b>55,818</b>	<b>136,011</b>	<b>82,021</b>	<b>60.3%</b>
<b>Total Funds Surplus/(Deficit)</b>	<b>1</b>	<b>1,171</b>	<b>9,890</b>	





# BALANCE SHEET

	Actual as at 30 April 2025 (\$'000s)	Actual as at 30 June 2024 (\$'000s)
<b>CURRENT ASSETS</b>		
Cash, Cash Equivalents & Investments	152,504	137,991
Receivables	5,641	11,819
Inventories & Other	1,741	2,008
<b>TOTAL CURRENT ASSETS</b>	<b>159,886</b>	<b>151,818</b>
<b>NON-CURRENT ASSETS</b>		
Investments	28,000	16,000
Receivables	653	653
Infrastructure, Property, Plant & Equipment	2,036,730	2,032,839
Right of Use Asset	224	224
<b>TOTAL NON-CURRENT ASSETS</b>	<b>2,065,607</b>	<b>2,049,716</b>
<b>TOTAL ASSETS</b>	<b>2,225,493</b>	<b>2,201,534</b>
<b>CURRENT LIABILITIES</b>		
Payables & Prepayments	10,709	24,152
Income received in advance	1,995	3,005
Contract liabilities	3,547	3,716
Lease liabilities	3	3
Borrowings	3,234	3,199
Provisions	22,117	23,434
<b>TOTAL CURRENT LIABILITIES</b>	<b>41,606</b>	<b>57,509</b>
<b>NON-CURRENT LIABILITIES</b>		
Income received in advance	19,835	19,835
Borrowings	20,980	22,606
Lease Liabilities	234	234
Provisions	782	782
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>41,832</b>	<b>43,457</b>
<b>TOTAL LIABILITIES</b>	<b>83,438</b>	<b>100,966</b>
<b>NET ASSETS</b>	<b>2,142,055</b>	<b>2,100,568</b>
<b>EQUITY</b>		
Retained Earnings	964,696	923,209
Revaluation Reserves	1,177,359	1,177,359
<b>TOTAL EQUITY</b>	<b>2,142,055</b>	<b>2,100,568</b>

CO29/25

C029/25



# STATEMENT OF CASH FLOWS

	For the period ended 30 April 2025 (\$'000)	Actual for the year ended 30 June 2024 (\$'000)
<b>Cash Flows from Operating Activities</b>		
<b>Receipts:</b>		
Rates and annual charges	122,893	141,271
User charges and fees	22,040	27,225
Interest received	6,602	7,289
Grants and contributions	35,401	27,553
Bonds, deposits and retentions received	2,361	3,269
Other	14,664	24,639
<b>Payments:</b>		
Payments to employees	(72,611)	(76,601)
Payments for materials and services	(71,265)	(84,796)
Borrowing Costs	(461)	(615)
Bonds, Deposits & retentions refunded	(2,139)	(2,808)
Other	(1,838)	(9,500)
<b>Net cash flows from (or used in) Operating Activities</b>	<b>55,645</b>	<b>56,926</b>
<b>Cash Flows from Investing Activities</b>		
<b>Receipts:</b>		
Sale of investments	94,791	82,500
Proceeds from sale of IPPE	1,220	972
<b>Payments:</b>		
Purchase of investments	(125,795)	(82,832)
Payments for IPPE	(28,886)	(52,184)
<b>Net cash flows from (or used in) Investing Activities</b>	<b>(58,669)</b>	<b>(51,544)</b>
<b>Cash Flows from Financing Activities</b>		
<b>Payments:</b>		
Repayment of borrowings	(1,591)	(3,129)
<b>Net cash flows from (used in) Financing Activities</b>	<b>(1,591)</b>	<b>(3,129)</b>
<b>Net Increase/(Decrease) in Cash and Cash Equivalents</b>	<b>(4,614)</b>	<b>2,253</b>
<b>plus: Cash and cash Equivalents - beginning of year</b>	<b>10,260</b>	<b>8,007</b>
<b>Cash and cash Equivalents - end of the year</b>	<b>5,646</b>	<b>10,260</b>
<b>Additional Information:</b>		
plus: <b>Investments on hand</b> at end of year	174,858	143,731
<b>Total cash, cash equivalents and investments</b>	<b>180,503</b>	<b>153,991</b>



## Director Corporate Services Report No. CO30/25

**Subject: Monthly Investment Report - April 2025**

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### Executive Summary

- This report provides an overview of Council's investment portfolio and performance as of 30 April 2025.
- All investments have been managed in accordance with relevant legislative and regulatory requirements, as well as Council's Investment Policy.
- As of 30 April 2025, Council's total investment and cash portfolio stood at \$180.5M. The portfolio generated \$0.7M in interest for the month.
- The investment portfolio provided a solid return of +0.40% (actual) or +5.02% p.a. (annualised), outperforming the benchmark AusBond Bank Bill Index return of +0.35% (actual) or +4.38% p.a. (annualised).
- The investment return remains sound. Investment income for the year to date (YTD) as of 30 April 2025 is \$7.1M exceeding the current annual budget of \$6.4M. The investment income budget will be adjusted accordingly in the March 2025 Quarterly Budget Review.
- Council's cash and investments portfolio is substantially restricted in both internal (\$98.7M) and external (\$68.8M) reserves to satisfy Council's legislative responsibilities, and to set aside specific funds for major initiatives outlined within the 2022-2026 Delivery Program. The remaining unrestricted fund balance stands at \$13.0M, providing for ongoing operational requirements.
- Cash flow will continue to be closely monitored to meet sufficient liquidity for operational needs.

### Recommendation

That the Investment Report for April 2025 be received and noted.

### Attachment/s:

Nil

CO30/25

## Purpose

The Local Government (General) Regulation requires a written report to be provided to the Ordinary meeting of the Council giving details of all monies invested and a certificate as to whether the investments have been made in accordance with the Act, the regulations, and the Council's Investment Policy.

## Background

In line with sound financial management principles, surplus cash not required for Council's immediate operational needs is strategically invested within defined risk parameters. The primary objective is to maximise interest income while ensuring the security and liquidity of these funds.

All surplus cash is invested in authorised investments that comply with relevant legislative requirements and Council's Investment Policy.

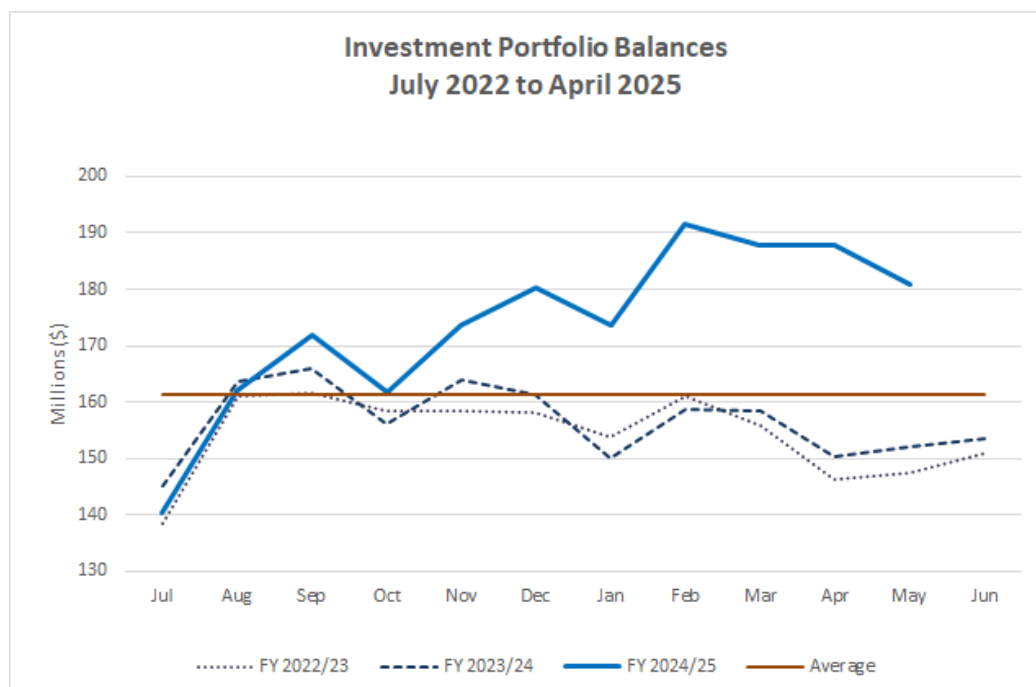
Cash flow is continuously monitored to ensure sufficient liquidity for day-to-day operations including the delivery of Council's capital projects by:

- Managing debtor balances effectively;
- Meeting payment obligations on time; and
- Maintaining a positive cash flow

## Portfolio Overview

As of 30 April 2025, the Council's investment portfolio had a market value of \$180.8M. The portfolio decreased by \$7.0M during the month. The value of the investment portfolio can fluctuate significantly from month to month, primarily due to cyclical cash inflows and outflows. Major inflows are primarily driven by the timing of rates instalment due dates and the receipt of various grants, including Financial Assistance Grants.

The variances in the portfolio value from July 2022 to April 2025 are shown in the chart below.



The majority of Council's investment portfolio is allocated to term deposits, comprising 64.17% of the total portfolio. The remainder of the portfolio is held in the overnight cash accounts with CBA (3.27%), senior floating rate notes (FRNs) (28.89%) and senior and covered fixed bonds (3.67%).

The FRNs provide added liquidity, with most being accessible within 2-3 business days. These FRNs are predominantly issued by higher-rated Australian Deposit-taking Institutions, enabling Council to maintain a focus on secure and high-quality investments.

### Investment Performance

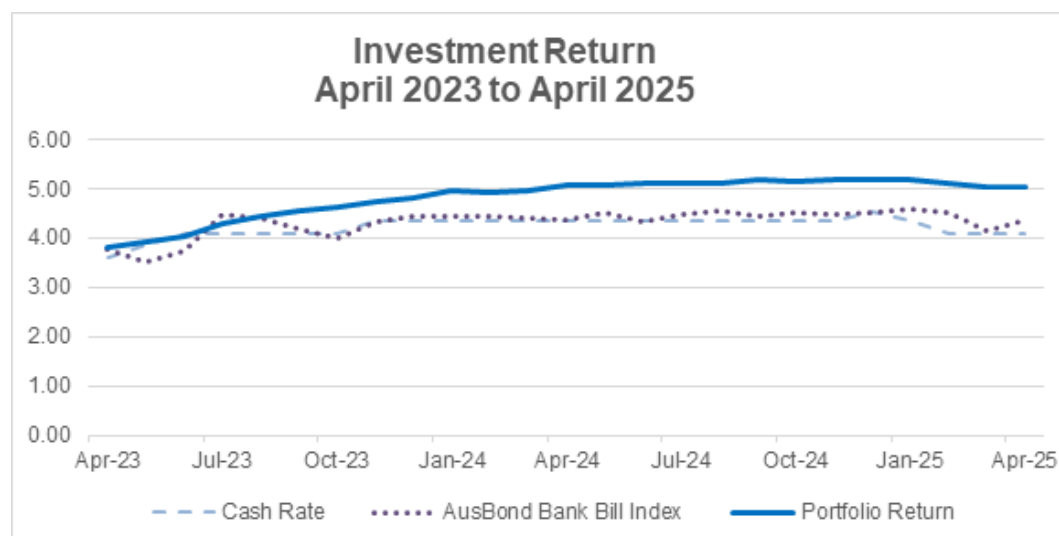
For the month of April, the total portfolio (T/Ds, FRNs and Bonds) provided a solid return of +0.40% (actual) or +5.02% p.a. (annualised), outperforming the benchmark AusBond Bank Bill Index return of +0.35% (actual) or +4.38% p.a. (annualised).

Performance (Actual)	1 month	3 months	6 months	FYTD	1 year**	2 years	3 years
<b>Official Cash Rate</b>	0.33%	0.98%	2.07%	3.55%	4.29%	4.25%	3.63%
<b>AusBond Bank Bill Index</b>	0.35%	1.04%	2.18%	3.70%	4.46%	4.35%	3.68%
<b>Council's T/D Portfolio</b>	0.40%	1.21%	2.49%	4.22%	5.08%	4.81%	3.97%
<b>Council's FRN Portfolio</b>	0.41%	1.25%	2.62%	4.48%	5.40%	5.28%	4.61%
<b>Council's Bond Portfolio</b>	0.32%	0.93%	1.34%	1.71%	1.90%	1.50%	1.37%
<b>Council's Portfolio*</b>	<b>0.40%</b>	<b>1.21%</b>	<b>2.51%</b>	<b>4.26%</b>	<b>5.12%</b>	<b>4.87%</b>	<b>4.06%</b>
<b>Outperformance</b>	<b>0.05%</b>	<b>0.17%</b>	<b>0.33%</b>	<b>0.55%</b>	<b>0.67%</b>	<b>0.53%</b>	<b>0.38%</b>

\*Total portfolio performance excludes Council's cash account holdings.

\*\*1 year represents the actual return over the previous 12 months.

The following graph compares the portfolio's investment returns with the AusBond Bank Bill Index and the official RBA cash interest rate for the period from April 2023 to April 2025.



YTD investment income as of 30 April 2025 is \$7.1M, exceeding current annual budget by \$0.7M.

### Market Condition and Economic Overview

In the March 2025 quarter, the Consumer Price Index (CPI) rose by 0.9% from the previous quarter, taking annual inflation to 2.4%. The annual trimmed mean inflation, which shows underlying price trends, was down to 2.9% from 3.3% in December. This is the lowest annual trimmed mean inflation since December 2021, suggesting that price pressures are easing.

The Reserve Bank of Australia (RBA) will hold its next monetary policy meeting on 19–20 May 2025, with the interest rate decision scheduled for release at 2:30 pm AEST on 20 May.

## Investment Breakdown by Asset Type

### On-Call Funds

- On-call funds are maintained to meet Council's immediate cash flow requirements. As of the end of April 2025, the on-call balance stands at \$5.9M, representing 3.27% of the total investment portfolio.

Counterparty	Rating	Balance 31 Mar 2025	Movement	Balance 30 Apr 2025	Interest Rate
CBA	AA-	3,382,144	2,525,442	5,907,585	4.10%

### Term Deposits

- At month's end, the portfolio included \$116.0M in term deposits making up 64.17% of the total investment portfolio.
- Seven term deposits, total valued at \$12.5M matured in April 2025.
- Three new term deposits were placed in April 2025 for \$3.0M.
- As at the end of April 2025, the term deposit portfolio yielded 4.84% p.a. (down 3bp from the previous month).
- Investments denoted with an asterisk (\*) are those that do not have any exposure to fossil-fuel lending.

Counter-party	Rating	Balance 31 Mar 2025	Movement	Balance 30 Apr 2025	Date Invested	Date Maturity	Interest Rate
Westpac	AA-	1,000,000	-	1,000,000	10/11/21	3/12/25	1.70%
Westpac	AA-	1,000,000	-	1,000,000	10/11/21	9/12/26	1.88%
Westpac	AA-	2,000,000	-	2,000,000	28/02/23	18/06/25	4.94%
Westpac	AA-	2,000,000	-	2,000,000	28/02/23	25/06/25	4.94%
NAB	AA-	1,500,000	(1,500,000)	-	2/03/23	9/04/25	4.95%
ING	A	2,000,000	(2,000,000)	-	8/08/23	16/04/25	5.16%
ING	A	2,000,000	-	2,000,000	3/11/23	5/11/25	5.52%
Suncorp (ANZ)	AA-	2,000,000	-	2,000,000	8/02/24	7/05/25	5.09%
Suncorp (ANZ)	AA-	2,000,000	-	2,000,000	8/02/24	17/09/25	5.00%
Suncorp (ANZ)	AA-	2,000,000	(2,000,000)	-	1/12/23	23/04/25	5.38%
Westpac	AA-	2,000,000	(2,000,000)	-	5/12/23	2/04/25	5.35%
Westpac	AA-	2,000,000	-	2,000,000	29/02/24	2/07/25	4.99%
ING	A	2,000,000	(2,000,000)	-	30/01/24	30/04/25	5.13%
Westpac	AA-	1,000,000	-	1,000,000	29/04/24	18/06/25	5.35%
Westpac	AA-	1,000,000	(1,000,000)	-	29/02/24	9/04/25	5.01%
NAB	AA-	2,000,000	-	2,000,000	20/05/24	9/07/25	5.15%
ING	A	2,000,000	-	2,000,000	4/06/24	16/07/25	5.31%
ING	A	2,000,000	-	2,000,000	4/06/24	23/07/25	5.31%
ING	A	2,000,000	-	2,000,000	13/06/24	17/12/25	5.15%
NAB	AA-	2,000,000	-	2,000,000	25/07/24	30/07/25	5.35%
ING	A	2,000,000	-	2,000,000	30/07/24	24/09/25	5.26%
NAB	AA-	2,000,000	-	2,000,000	7/08/24	1/10/25	4.98%
NAB	AA-	2,000,000	-	2,000,000	15/08/24	8/10/25	5.01%

Counter-party	Rating	Balance 31 Mar 2025	Movement	Balance 30 Apr 2025	Date Invested	Date Maturity	Interest Rate
NAB	AA-	2,000,000	-	2,000,000	19/08/24	15/10/25	4.93%
NAB	AA-	2,000,000	-	2,000,000	26/08/24	22/10/25	4.92%
NAB	AA-	2,000,000	-	2,000,000	27/08/24	29/10/25	4.95%
NAB	AA-	2,000,000	-	2,000,000	27/08/24	28/01/26	4.75%
NAB	AA-	2,000,000	-	2,000,000	29/08/24	24/12/25	4.84%
NAB	AA-	2,000,000	-	2,000,000	29/08/24	25/03/26	4.71%
Westpac	AA-	2,000,000	-	2,000,000	29/08/24	15/07/26	4.55%
NAB	AA-	2,000,000	-	2,000,000	2/09/24	25/06/25	4.98%
Westpac	AA-	2,000,000	-	2,000,000	2/09/24	7/01/26	4.85%
Westpac	AA-	2,000,000	-	2,000,000	2/09/24	15/04/26	4.75%
Westpac	AA-	2,000,000	-	2,000,000	2/09/24	24/06/26	4.70%
NAB	AA-	2,000,000	-	2,000,000	9/09/24	21/01/26	4.77%
NAB	AA-	2,000,000	-	2,000,000	10/09/24	14/01/26	4.78%
NAB	AA-	1,500,000	-	1,500,000	16/09/24	15/10/25	4.85%
ING	A	1,500,000	-	1,500,000	16/09/24	1/10/25	4.89%
NAB	AA-	2,000,000	-	2,000,000	16/09/24	11/06/25	4.97%
NAB	AA-	2,000,000	-	2,000,000	18/09/24	9/07/25	4.90%
Westpac	AA-	1,000,000	-	1,000,000	4/10/24	7/10/26	4.55%
ING	A	2,000,000	-	2,000,000	19/11/24	8/11/27	5.07%
ING	A	2,000,000	-	2,000,000	19/11/24	7/05/29	5.19%
ING	A	2,000,000	-	2,000,000	20/11/24	15/12/27	5.07%
BOQ*	A-	2,000,000	-	2,000,000	2/12/24	13/12/28	4.95%
NAB	AA-	2,000,000	-	2,000,000	3/12/24	17/12/25	5.05%
BOQ*	A-	2,000,000	-	2,000,000	4/12/24	11/03/26	4.90%
BOQ*	A-	2,000,000	-	2,000,000	5/12/24	10/01/29	4.75%
Suncorp (ANZ)	AA-	2,000,000	-	2,000,000	11/12/24	10/12/25	4.94%
Westpac	AA-	1,000,000	-	1,000,000	12/12/24	18/03/26	4.76%
ING	A	1,000,000	-	1,000,000	12/12/24	16/12/26	4.72%
ING	A	2,000,000	-	2,000,000	19/12/24	12/12/29	4.89%
ING	A	2,000,000	-	2,000,000	19/12/24	20/12/28	4.81%
Suncorp (ANZ)	AA-	1,000,000	-	1,000,000	20/12/24	17/12/25	4.94%
BOQ*	A-	1,000,000	-	1,000,000	20/12/24	10/09/25	5.05%
NAB	AA-	2,000,000	-	2,000,000	11/02/25	8/10/25	4.80%
Westpac	AA-	2,000,000	-	2,000,000	11/02/25	22/04/26	4.68%
Westpac	AA-	2,000,000	-	2,000,000	11/02/25	1/07/26	4.66%
Westpac	AA-	2,000,000	-	2,000,000	11/02/25	23/09/26	4.63%
ING	A	2,000,000	-	2,000,000	18/02/25	11/03/26	4.81%

CO30/25

C030/25

Counter-party	Rating	Balance 31 Mar 2025	Movement	Balance 30 Apr 2025	Date Invested	Date Maturity	Interest Rate
NAB	AA-	2,000,000	-	2,000,000	20/02/25	21/05/25	4.70%
NAB	AA-	2,000,000	-	2,000,000	20/02/25	14/05/25	4.70%
ING	A	2,000,000	-	2,000,000	27/02/25	6/05/26	4.74%
CBA	AA-	2,000,000	-	2,000,000	3/03/25	7/05/25	4.50%
NAB	AA-	2,000,000	-	2,000,000	3/03/25	16/07/25	4.70%
ING	A	1,000,000	-	1,000,000	5/03/25	15/03/28	4.62%
NAB	AA-	1,000,000	-	1,000,000	5/03/25	30/07/25	4.72%
NAB	AA-	1,000,000	-	1,000,000	6/03/25	8/07/25	4.70%
CBA	AA-	2,000,000	(2,000,000)	-	7/03/25	23/04/25	4.41%
BOQ*	A-	1,000,000	-	1,000,000	28/03/25	31/12/25	4.69%
ING	A	-	1,000,000	1,000,000	3/04/25	8/04/26	4.64%
Suncorp (ANZ)	AA-	-	1,000,000	1,000,000	17/04/25	22/07/25	4.55%
CBA	AA-	-	1,000,000	1,000,000	29/04/25	2/07/25	4.32%
<b>TOTAL</b>		<b>125,500,000</b>	<b>(9,500,000)</b>	<b>116,000,000</b>			

#### Floating Rate Notes

- The portfolio includes \$52.2M in FRNs (indicative value), making up 28.89% of the total portfolio.
- FRNs are classified as “held for trading” and are required to be reported at the latest indicative market valuations at month end.
- The indicative market value of the FRNs as at 30 April 2025 decreased by ~\$132K compared to the previous month.
- Council will continue to look at opportunities and new issuances as they become available and switch if viable.
- Investments denoted with an asterisk (\*) are those that do not have any exposure to fossil-fuel lending.

Investment	Rating	Purchase Price	Indicative Value 30 Apr 2025	Date Invested	Maturity Date	Interest Rate
UBS AG	A+	3,000,000	2,998,137	26/02/21	26/02/26	3m BBSW + 50 bps
ICBC Sydney Branch	A	1,700,000	1,698,382	18/06/21	18/06/26	3m BBSW + 58 bps
NAB	AA-	3,100,000	3,095,719	24/08/21	24/08/26	3m BBSW + 41bps
Suncorp (ANZ)	AA-	1,750,000	1,746,449	15/09/21	15/09/26	3m BBSW + 48 bps
Suncorp (ANZ)	AA-	1,800,000	1,801,409	25/01/22	25/01/27	3m BBSW + 78 bps
CBA	AA-	1,750,000	1,758,635	17/08/23	17/08/28	3m BBSW + 95 bps
ANZ Bank	AA-	2,800,000	2,811,220	11/09/23	11/09/28	3m BBSW + 93 bps
NAB	AA-	3,200,000	3,222,608	16/11/23	16/11/28	3m BBSW + 103 bps
Rabobank Australia Branch	A+	2,250,000	2,265,941	21/11/23	21/11/28	3m BBSW + 115 bps
ANZ Bank	AA-	750,000	753,168	5/02/24	5/02/29	3m BBSW + 96 bps
Rabobank Australia Branch	A+	2,000,000	2,005,506	26/02/24	26/02/29	3m BBSW + 103 bps

Investment	Rating	Purchase Price	Indicative Value 30 Apr 2025	Date Invested	Maturity Date	Interest Rate
Suncorp (ANZ)	AA-	2,500,000	2,500,555	19/03/24	19/03/29	3m BBSW + 98 bps
ING	A	500,000	502,220	22/03/24	22/03/27	3m BBSW + 95 bps
NAB	AA-	1,800,000	1,803,497	22/03/24	22/03/29	3m BBSW + 90 bps
BOQ*	A-	2,500,000	2,509,940	30/04/24	30/04/29	3m BBSW + 128 bps
Bendigo and Adelaide*	A-	800,000	801,838	14/05/24	14/05/27	3m BBSW + 105 bps
ANZ Bank	AA-	1,500,000	1,500,735	18/06/24	18/06/29	3m BBSW + 86 bps
Rabobank Australia Branch	A+	1,900,000	1,895,421	17/07/24	17/07/29	3m BBSW + 87.6 bps
ING	A	2,700,000	2,704,406	20/08/24	20/08/29	3m BBSW + 91 bps
Suncorp (ANZ)	AA-	3,300,000	3,295,915	27/09/24	27/09/29	3m BBSW + 92 bps
NAB	AA-	2,000,000	1,995,360	14/11/24	14/11/29	3m BBSW + 82 bps
ING	AAA	1,400,000	1,392,636	20/11/24	20/11/29	3m BBSW + 80 bps
Bendigo and Adelaide*	AAA	3,500,000	3,478,426	28/11/24	28/11/29	3m BBSW + 83 bps
CBA	AA-	1,500,000	1,496,867	9/01/25	9/01/30	3m BBSW + 84 bps
Rabobank Australia Branch	A+	1,000,000	1,000,211	27/01/22	27/01/27	3m BBSW + 73 bps
NAB	AA-	1,200,000	1,196,218	18/03/25	18/03/30	3m BBSW + 83 bps
<b>TOTAL</b>		<b>52,200,000</b>	<b>52,231,417</b>			

\* Indicates investments that do not have any exposure to fossil-fuel lending.

#### Fixed Bonds

- The portfolio includes \$6.6M in Bonds (indicative value), making up 3.67% of the total portfolio.
- The indicative value reflects the amount Council would receive on 30 April 2025 if it were to sell the bonds before their maturity date. However, selling prior to maturity would only be considered if it results in a capital gain. Holding the bonds to maturity guarantees the return of the full principal, along with semi-annual interest payments over the life of the investment.

Investment	Rating	Purchase Price	Indicative Value 30 Apr 2025	Date Invested	Maturity Date	Interest Rate
ING	AAA	1,794,762	1,733,231	19/08/21	19/08/26	1.10%
CBA	AA-	1,497,090	1,526,796	9/01/25	9/01/30	4.75%
Westpac	AA-	2,098,446	2,153,170	21/01/25	21/01/30	4.95%
NAB	AA-	1,199,268	1,213,282	18/03/25	18/03/30	4.60%
<b>Total</b>		<b>6,589,566</b>	<b>6,626,478</b>			

## Investment Compliance

### Term to Maturity

The portfolio remains well-diversified in terms of maturity, with investments spread across maturities of up to 5 years, in alignment with Council's strategic objectives. Short-term holdings ensure liquidity, while longer-term investments capture favourable returns. The maturity profile is structured to maximise returns while maintaining an appropriate balance of liquidity and risk.

Compliant	Horizon	Invested (\$)	Invested (%)	Min Limit	Max Limit
✓	0-90 days	37,907,585	20.97%	15%	100%
✓	91-365 days	58,998,137	32.64%	15%	100%
✓	1-2 years	24,577,620	13.60%	0%	70%
✓	2-5 years	59,282,138	32.80%	0%	50%
✓	5-10 years	-	-	0%	25%

### Credit Quality

As of the end of April 2025, and based on long-term S&P ratings, Council remains compliant with its policy across all individual counterparties. The investment portfolio is entirely allocated to assets rated "A" or higher, in line with Council's adopted policy framework.

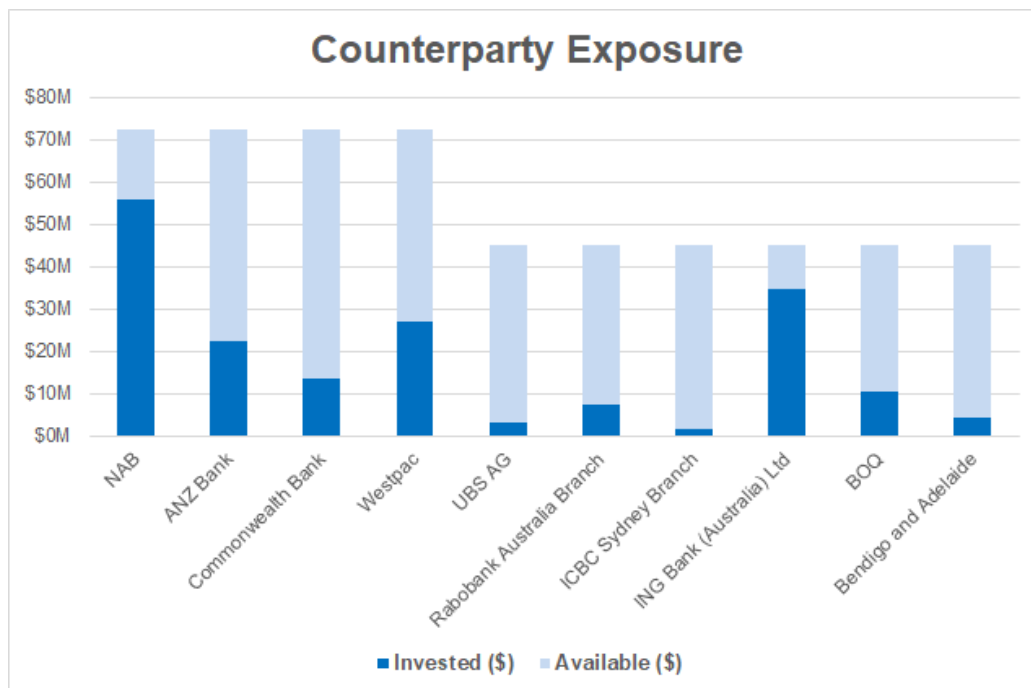
Compliant	Rating	Invested (\$)	Invested (%)	Max. Limit	Available
✓	AAA Category	6,604,293	3.65%	100%	174,161,188
✓	AA Category	119,279,187	65.99%	100%	61,486,294
✓	A Category	54,882,001	30.36%	80%	89,730,383
✓	Unrated ADIs	-	-	0%	-

### Counterparty

The table below outlines the individual counterparty exposures in relation to Council's current investment policy, based on long-term S&P ratings.

Compliant	Issuer	Rating	Invested (\$)	Invested (%)	Max. Limit	Available
✓	NAB	AA-	56,026,684	30.63%	40%	16,279,509
✓	ANZ Bank	AA-	22,409,451	12.48%	40%	49,896,741
✓	CBA	AA-	13,689,882	6.47%	40%	58,616,310
✓	Westpac	AA-	27,153,170	16.04%	40%	45,153,022
✓	UBS AG	A+	2,998,137	1.60%	25%	42,193,233
✓	Rabobank Australia Branch	A+	7,167,079	3.83%	25%	38,024,291
✓	ICBC Sydney Branch	A	1,698,382	0.91%	25%	43,492,989
✓	ING	A	34,832,493	20.15%	25%	10,358,878
✓	BOQ	A-	10,509,940	5.60%	25%	34,681,430
✓	Bendigo and Adelaide	A-	4,280,264	2.29%	25%	40,911,107





CO30/25

#### Environmental, Social, and Governance (ESG) focused Investment

Council's exposure to fossil fuel funds is shown below:

Counterparty	Funding fossil fuel	Position
ANZ Bank	Yes	Loaned to fossil fuels since 2016.
Commonwealth Bank	Yes	Loaned to fossil fuels since 2016.
NAB	Yes	Loaned to fossil fuels since 2016.
Westpac	Yes	Loaned to fossil fuels since 2016.
Rabobank Australia Branch	Yes	Loaned to fossil fuels since 2016.
ING	Yes	Loaned to fossil fuels since 2016.
UBS AG	Not yet determined	No position provided.
ICBC Sydney Branch	Not yet determined	No position provided.
Bank of Queensland	No	Do not loan to fossil fuels.
Bendigo and Adelaide	No	Do not loan to fossil fuels.

As of 30 April 2025, funding with banks that have no exposure to fossil fuels amounted to \$14.8M, which represents 8.18% of the total portfolio.

Institutions	Invested \$	Invested %
No exposure to fossil fuels	14,790,204	8.18%
Exposure to fossil fuels	161,278,759	89.22%
Not yet determined	4,696,519	2.60%

Since the previous reporting period, Council has continued to monitor the evolving climate-related financial disclosure landscape and has commenced preliminary discussions with its investment advisors with a focus on classification consistency with emerging ESG standards. While the sector awaits the first round of sustainability reports from major banking institutions, Council has also requested its platform managers to review the current ESG classification of its holdings and identify areas where reporting transparency can be improved. These steps form part of Council's

commitment to strengthening the ESG integrity of its investment framework ahead of future regulatory developments.

### Restricted Funds (Local Government Act 1993 s409)

The Council has significant restricted cash set aside for future purposes.

Restricted cash are funds set aside by Council for a purpose to meet future expenses and falls into two categories based on their use.

- External cash restrictions - These are funds received by Council where there is a legal obligation to use the funds for the purpose for which they were paid to Council such as a special rate variation, developer contribution or tied grants.
- Internal cash restrictions - These are funds set aside by resolution of Council for a particular purpose and these funds may be reapplied for a different purpose only by resolution of Council.

Unrestricted cash is funds that support daily operational requirements and can be used to cover unbudgeted expenses that cannot be funded from one of the reserves.

Council's restricted and unrestricted funds as of 30 April 2025 are shown below.

Balance as at 30 Apr 2025	
<b>Restricted Cash &amp; Investments</b>	
External restricted	68,782,692
Internal restricted	98,684,484
<b>Total Restricted</b>	<b>167,467,176</b>
<b>Unrestricted Cash &amp; Investments</b>	<b>13,036,585</b>
<b>Total Cash &amp; Investments</b>	<b>180,503,761</b>

### Strategic alignment

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

Delivering services and regulatory functions:	
Service area	Financial Management
Function	Accounting
Delivery program commitment	Manage and record the financial transactions arising from Council's activities, including the levy and collection of rates and charges, and the preparation of financial statements and returns.
Function	Financial Management and Control
Delivery program commitment	Support Council's sustainable delivery of projects and services through sound Financial Management and Control, including long term financial planning, budget preparation, and financial performance monitoring.

### Resourcing Strategy implications

The 2024–25 investment income budget is currently set at \$6.43M, comprising the original budget allocation of \$4.98M, supplemented by increases of \$0.75M and \$0.70M through the September and December Quarterly Budget Reviews, respectively. As at 30 April 2025, Council has earned \$7.1M in interest income, exceeding the full-year budget by approximately \$0.7M. This outperformance is attributable to a stable portfolio balance, elevated cash rates, and active investment management. The favourable variance will be incorporated into the upcoming Quarterly Budget Review.

## Policy and legislative requirements

- Section 625 of the Local Government Act 1993.
- Local Government (General) Regulation 2005
- Investment Ministerial Order 12 January 2011.

## Conclusion

Council's investment strategy for the 2024–25 financial year prioritises capital preservation while seeking to optimise returns in accordance with the adopted Investment Policy. As at 30 April 2025, the portfolio continues to perform strongly, with investment interest income totalling \$7.1M — exceeding the annual budget by \$0.7M

All investments held as at 30 April 2025 have been made in full compliance with the Local Government Act 1993, relevant regulations, and Council's Investment Policy.

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**Responsible officer:** Jasmine Hoang, Financial Accountant

**File Reference:** F2016/06527

CO30/25

## Motion Pursuant to Notice No. NM47/25

**Subject:** Notice of Motion from Cr Asgari - Investigation into Reducing Election Material Waste

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### Motion:

That Council:

- a) notes thousands of election corflutes are placed on Council property every election in this LGA and this:
  - creates visual pollution;
  - can inconvenience residents by the corflute placements;
  - produces a large amount of waste that has to be disposed of;
  - costs Council in recycling fees;
  - can become litter;
  - is a large impost on campaigns and thus impacts the democratic process;
- b) notes that hundreds of thousands of How-To-Votes are printed every election and eventually end up being recycled or part of the waste stream;
- c) bring back a report into reducing election material waste; and
- d) examine policies employed in other LGAs to reduce election material waste, consider banning corflutes on Council property (including parking poles, etc.) and explore the use of temporary billboards in major centres to display a reduced number of candidate corflutes as part of this report.

### Background:

In the past 3 years we have had two Federal elections, a State election and a Local Government election and in each case large amounts of waste have been produced in the form of corflutes and paper (How-To-Votes and flyers) in order to inform voters about candidates, their policies and how they should vote.

Corflute waste is a particular issue in the Randwick LGA. Ausgrid have banned them on telegraph poles, so the main display structures are Council's parking poles and the like. This annoys residents due to the visual pollution, the inconvenience of placement and the litter (including from plastic ties).

Council has already been proactive in setting up recycling services in order to reduce the environmental impact of this waste but it should be noted that this has a financial cost in itself and not creating the waste in the first place is always preferable.

Informing voters is essential in a democracy but it's time to investigate how this can be done with less waste.

### Source of funding:

No budget required.

### Attachment/s:

Nil

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**Submitted by:** Councillor Asgari, East Ward

**File Reference:** F2004/06815

## Motion Pursuant to Notice No. NM48/25

**Subject:** Notice of Motion from Cr Rosenfeld - Addressing motorist and pedestrian safety issues at the corner of Mason and Hannan Streets, Maroubra

---

### Motion:

That Council ask the Traffic Committee to investigate changes to extend the length of the current No Parking area at the South-East corner of Mason Street and Hannan Street, Maroubra.

### Background:

Several residents, who live in the area have mentioned that there are risks with this intersection due to the narrowness of Mason Street (4.1 metres wide). There are regular incidences of vehicles, some of which are trucks, parked near the intersection causing visibility issues for motorists.

There are also issues for pedestrians at this intersection due to the narrowness caused by parked cars.

20 residents have signed a letter that was sent to myself and other Central Ward Councillors asking for this action.



NM48/25

**Source of funding:**

Not required at this stage of investigation. Should any recommendations for interventions be identified they will come back to Council through a Council Report.

**Attachment/s:**

Nil

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**Submitted by:** Councillor Rosenfeld, Central Ward

**File Reference:** F2015/00395



## Motion Pursuant to Notice No. NM49/25

**Subject: Notice of Motion from Cr Burst - Council investigate The John Cann collection through a Significance Assessment & Preservation Needs Assessment**

### Motion:

That Council Officers bring back a report on investigation of The John Cann collection through a Significance Assessment & Preservation Needs Assessment.

### Background:

John was born at La Perouse in Yarra Rd on 15/1/1938 and has lived in La Perouse his entire life.

His knowledge of the area, Hill 60, Happy Valley and local communities is immense.

The John Cann collections are held on long-term loan at both the La Perouse Museum and the Lionel Bowen Library. The Snakeman display at the La Perouse Museum celebrates John Cann's legacy and there are further displays at the Lionel Bowen Library of some of his extensive collection of heritage materials he has acquired over time – including the Soviet Union flag he souvenired during the 1956 Olympics.

Randwick City Council (The La Perouse Museum and Lionel Bowen Library staff) have played a large part of some of this history coming to light, this will be an opportunity to unearth more knowledge and history of our area.

John has vast knowledge (a walking encyclopedia of our area) and a large collection of local photographs and history that would need cataloguing :

**The National Library Community Heritage Program** have a great structure in place for these kind of projects – as you can appreciate many private collections face the issue of being properly assessed before any physical cataloguing begins.

They recommend that the first process is to develop a Significance Assessment, which is a report prepared by a historian that rates the entire collection using a methodology called Significance 2.0.

John Cann OAM – The Last Snake Man

Local legend John Cann is best known for being the last Snake Man of La Perouse. Along the way, he has earned a global reputation as an authority on snakes and turtles, publishing scientific books, identifying new species and travelling the globe to speak as a guest herpetologist. But did you know that apart from the snakes he competed at the 1956 Melbourne Olympics, as a decathlete (placing 10th). He was an accomplished footballer representing at state level and a talented boxer.

The responsibility of the Snakeman Shows at 'the Pit' at La Perouse became John's alone once his brother George Jnr died in 2001. The two brothers had taken over the show after their father's death in the 1960s. This was a tradition that the Cann Family inherited from a series of early twentieth century snake men. The show capitalised on the tourism of weekend day-trippers to La Perouse from across Sydney, who came for the scenic beauty, The Timbery Boomerang Shop, the unique shell art of the La Perouse women and the snakes. The show at the La Per pit always had an important educative component. The Cann family snake men taught the audience about the reptiles and what to do in the instance of being bitten. Life Saving information for Australians.

### Source of funding:

Funding to be confirmed via a report back.

**Attachment/s:**

Nil

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**Submitted by:** Councillor Burst, South Ward

**File Reference:** F2018/01185

NM49/25



## Motion Pursuant to Notice No. NM50/25

**Subject:** Notice of Motion from Cr Burst - Yarra Oval - La Pouse Rugby League Club Canteen leaks

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**Motion:**

That Council investigate Yarra Oval La Pouse Rugby League Club Canteen leaks.

**Background:**

Yarra Oval - La Pouse Rugby League Club Canteen leaks.

There is a large, covered area in front of the Canteen structure, with heavy rain this water runs onto the roof of the canteen.

Investigate options in short term with potentially an angle roof over the canteen or similar until the long term plans for this area are finalised.

**Source of funding:**

Source of funding to be Budgeted 2025-26.

**Attachment/s:**

Nil

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**Submitted by:** Councillor Burst, South Ward

**File Reference:** F2025/00160

NM50/25

## Motion Pursuant to Notice No. NM51/25

**Subject:** Notice of Motion from Cr Wilson - Dog off-lead park Henning Avenue, South Coogee

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### Motion:

That Council Officers investigate the creation of an off-lead dog park, including suitable fencing, in the part of Latham Park in Henning Avenue, South Coogee next to the Latham Park Tennis Centre, and bring a report to Council.

### Background:

South Coogee residents have commented that they must walk considerable distances to any of Council's off-lead dog parks. Latham Park (the park) is a large park which contains several sporting fields. It would be inappropriate to make the entirety of the park dog off-lead, but the area of the park in Henning Avenue could be fenced to prevent off-lead dogs straying onto the playing fields.

### Attachment/s:

Nil

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**Submitted by:** Councillor Wilson, East Ward

**File Reference:** F2011/00200

NM51/25

## Motion Pursuant to Notice No. NM52/25

**Subject: Notice of Motion from Cr Willington - Greener verges: promoting biodiversity on the street via the Native Havens Program**

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### Motion:

That Council:

- a) acknowledges the importance of the Native Havens Program in promoting local biodiversity especially the opportunity provided by native verge gardens;
- b) seeks to increase community awareness of the Native Havens Program, through all the usual communications channels and where a new garden has been installed, by installing a discrete sign with a barcode linking to information about the program; and
- c) promotes the Native Havens Program at venues such as, but not limited to: The Saturday Circle, community markets, The Randwick Community Nursery, Indigigrow, Libraries and Councillor Let's Chat sessions.

### Background:

Most residents in Randwick maintain the verge or nature strip in front of their properties as an act of good citizenship. The verge or "nature strip" extends from the street boundary of a property to the gutter and is generally considered to be the responsibility of the property owner to maintain in good condition. Many streets in Randwick have verges that have been planted by residents with native shrubs and sometimes with exotic species or vegetable gardens, but most of the verges are covered in mown grass.

Where the verge is planted with mown lawn there is no useful habitat for native flora and fauna. Small animals such as insects and birds depend upon a corridor of habitat between larger areas provided by parks and gardens. As our city densifies with more built environment and less vegetation, habitat for native wildlife is shrinking.

At this time of urban densification and consequent pressure on wildlife, the verges of Randwick are an opportunity to provide habitat for wildlife and community building projects for residents. For example the residents in a block of units could work together with their strata and Council to create a beautiful planting on the verge, improving connectedness between neighbours and providing street amenity and habitat for wildlife.

Fortunately, Randwick already has the building blocks for greening our verges and improving our streetscapes: the Randwick Community Nursery, Indigigrow and Council's Native Havens Program.

The Native Havens program was designed several years ago to help give residents and schools the skills and resources needed to improve habitat on their properties and associated verges.

Native havens staff can provide assistance with designing and planning a verge garden, some native plants from Randwick Community Nursery (up to \$100 for residents and \$300 for schools). Council provides advice and resources not labour.

The Native Havens Program is not well known. It has the potential to greatly improve biodiversity in our suburbs as well as provide activities that build capacity, resilience and a sense of community between neighbours at the level of the "street community".

This motion seeks to build profile and uptake of the Native Havens Program.

**Resources and funding:**

- The Native Havens Program has good information and resources on the Council's website.
- Modest funding for signage promoting the program and banners to be used at Council events could be available via the Environmental Levy.

**Attachment/s:**

Nil

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**Submitted by:** Councillor Willington, North Ward

**File Reference:** F2005/00537

## Motion Pursuant to Notice No. NM53/25

**Subject:** Notice of Motion from Cr Luxford - Neon building light curfew

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**Motion:**

That Randwick City Council officers investigate building consents and write to building owners that have large neon lights advertising themselves to shut down the lights at 9pm.

**Background:**

The student accommodation that is being built throughout Kingsford and Kensington have large neon signs that shine into people's houses and home units. Increasingly, these buildings are being built in residential areas especially Doncaster Avenue and Ascot Street.

**Attachment/s:**

Nil

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**Submitted by:** Councillor Luxford, West Ward

**File Reference:** F2004/07929

NM53/25

## Motion Pursuant to Notice No. NM54/25

**Subject:** Notice of Motion from Cr Veitch - Taking action on Gender based violence

---

### Motion:

That Council:

- a) notes that Domestic and Family Violence Prevention Month is an annual event held each May to raise community awareness of the social and personal impacts of domestic and family violence and the support available to those affected;
- b) notes that 103 Australian women and 16 children were killed in 2024, with 28 women killed in the period January to May 2025 (at time of writing);
- c) expresses our sorrow at the death of Randwick resident Claire Austin, who died due to an alleged Domestic Violence incident on April 15;
- d) remembers and expresses our deepest sympathies to the victims and survivors impacted by the 13 April 2024 attack in Bondi Junction. Five of the six people killed in the attack were women, as were nine of the twelve people who were injured;
- e) calls on all levels of government and community to join forces to address the global pandemic of violence against women and girls, and the problems of gender-based violence that affect people in our community;
- f) notes the events being held and the work that is being done by Council to address issues around gender-based violence, including the Family and Domestic Violence Community Vigil, which was held on May 7;
- g) commends the work of the UNSEEN Women's Artists Group and their exhibition at the Bowen Library, which tackles issues relating to gender-based violence, disability and homelessness;
- h) hold a minute's silence in remembrance of Claire Austin and all victims of gender-based violence; and
- i) receive a report on how council can increase its direct funding for housing and support services for survivors of Family and Domestic Violence.

### Attachment/s:

Nil

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**Submitted by:** Councillor Veitch, West Ward

**File Reference:** F2013/00153

NM54/25

## Motion Pursuant to Notice No. NM55/25

**Subject: Notice of Motion from Cr Veitch - Call for a ceasefire in Gaza**

### Motion:

That Council calls on Australian Prime Minister, Anthony Albanese, and Minister for Foreign Affairs, Penny Wong, to:

- a) call for the release of all hostages and administrative detainees in Israel and Gaza; and
- b) unequivocally demand that the Israeli government withdraw its military from Gaza and the West Bank; stop the bombing of Gaza, and immediately end the blockade that has cut off food, water, electricity and medicine to Gaza since 2 March 2025.

### Background:

For almost twenty months the world has been bearing witness to unfathomable levels of death and destruction in the occupied Gaza Strip. Israel's brutal onslaught against Palestinians in Gaza has killed tens of thousands of people, wiped out entire families, flattened residential neighbourhoods, destroyed critical infrastructure and forcibly displaced 1.9 million Palestinians, over 90% of the population of the Gaza Strip, causing an unprecedented humanitarian catastrophe.

Amnesty International has investigated Israel's conduct in Gaza and the evidence it has collected and analysed provides a sufficient basis to conclude that Israel is committing genocide in Gaza following 7 October 2023. Furthermore, the International Court of Justice has concluded that evidence of potential genocide is sufficient for it to consider the case brought by South Africa and supported by other nations, and the International Criminal Court has issued arrest warrants for Israel's Prime Minister Benjamin Netanyahu and its former Defence Minister Yoav Gallant.

During Israel's military operations in Gaza, which began following the Hamas-led attacks on 7 October, Israel adopted policies and took actions aimed at causing irreparable harm to Palestinians in Gaza. These include relentless bombardment which has killed and injured tens of thousands and caused unprecedented destruction, forced displacement of 90% of the population, and the denial and restriction of essential services and life-saving goods and humanitarian aid. This has caused the collapse of the water, sanitation, food production and healthcare systems in Gaza.

Amnesty found that, between October 2023 and July 2024, Israel committed acts prohibited under the Genocide Convention and did so with the specific intent to destroy Palestinians in Gaza. These acts include killings, inflicting serious physical or mental harm to members of the protected group, and deliberately creating conditions of life calculated to bring about the physical destruction of Palestinians in Gaza.

<https://www.amnesty.org/en/petition/end-israels-genocide-against-palestinians-in-gaza/>

UN Human Rights Chief Volker Türk has urged the world to act to prevent the total collapse of critical life-saving support in Gaza, where Israeli strikes continue to kill civilians, including in shelters and health facilities.

"As the complete blockade of assistance essential for survival enters its ninth week, there must be concerted international efforts to stop this humanitarian catastrophe from reaching a new unseen level," Türk said.

Since 2 March, Israel has prevented the entry of food, fuel and other life-saving assistance to Gaza. Bakeries have now stopped working as flour and fuel have run out, and the remaining stocks of food are being rapidly depleted. "Any use of starvation of the civilian population as a

method of war constitutes a war crime, and so do all forms of collective punishment,” the High Commissioner warned.

Israel continues to strike locations in Gaza where Palestinian civilians are sheltering. Between 18 March and 27 April, the UN Human Rights Office recorded 259 attacks on residential buildings and 99 on tents of internally displaced people (IDP). Most of the attacks resulted in fatalities, including of women and children. Each of these incidents must be fully investigated. Intentionally directing attacks against civilians not taking a direct part in hostilities would constitute a war crime,” Türk stressed.

Türk reiterated that the cumulative impact of Israeli forces’ conduct in Gaza raises serious concerns that Israel appears to be inflicting on Palestinians in Gaza conditions of life increasingly incompatible with their continued existence as a group in Gaza.

“Third States have clear obligations under international law to ensure that such conduct stops immediately, and they must act accordingly,” Türk said. “They also must search for and bring to justice all perpetrators of crimes under international law, by whomever committed.”

<https://www.ohchr.org/en/press-releases/2025/04/turk-calls-world-prevent-total-humanitarian-catastrophe-gaza>

**Attachment/s:**

Nil

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**Submitted by:** Councillor Veitch, West Ward

**File Reference:** F2012/00347



## Motion Pursuant to Notice No. NM56/25

**Subject: Notice of Motion from Cr Veitch - Support for Press Freedom**

### Motion:

That Council:

- a) notes that May 3 was proclaimed World Press Freedom Day by the UN General Assembly in 1993 following a Recommendation adopted at the twenty-sixth session of UNESCO's General Conference in 1991. It serves as an occasion to remind governments of the need to respect their commitment to press freedom, to inform citizens of press freedom violations, and to encourage and develop initiatives to support press freedom;
- b) re-affirms its support for World Press Freedom Day, and its support for freedom of expression and freedom of the press, and for the protection of media workers and whistleblowers in all jurisdictions everywhere;
- c) commends the commitment and bravery of media workers working in the conflict zones and bringing to light the impacts of war and genocide on civilians, including in the Ukraine and in Gaza;
- d) support calls to value and highlight the insights and lived experiences of journalists from diverse backgrounds, particularly those with personal connections to regions affected by conflict, as essential to providing accurate and empathetic coverage; and
- e) write to the Federal Minister for Communications, The Hon Anika Wells MP, and the Media Entertainment and Arts Alliance (MEAA) with reference to points 1-4.

### Background:

The number of conflicts globally – whether political, criminal, or military in nature – has doubled in the past five years, and this is reflected in the high number of deaths of journalists in nations such as Sudan, Pakistan, and Myanmar. But the toll of conflict on the press is most glaring in the unprecedented number of journalists and media workers killed in the Israel-Gaza war, 85 in 2024, and 78 in 2023.

More journalists were killed in 2024 than in any other year since the Committee to Protect Journalists began collecting data more than three decades ago. At least 124 journalists and media workers were killed last year, nearly two-thirds of them Palestinians killed by Israel;

<https://cpj.org/special-reports/2024-is-deadliest-year-for-journalists-in-cpj-history-almost-70-percent-killed-by-israel/>

Threats to journalists in conflict zones are increasing at a time when journalism is under unprecedented threat and the news industry is mired in a decades-long downward spiral. Since the 2000s, national governments and terrorist groups have found ways to curtail conflict coverage through myriad means, from repressive policies to armed attack.

[https://watson.brown.edu/costsofwar/files/cow/imce/papers/2025/Turse\\_Costs%20of%20War\\_The%20Reporting%20Graveyard%204-2-25.pdf](https://watson.brown.edu/costsofwar/files/cow/imce/papers/2025/Turse_Costs%20of%20War_The%20Reporting%20Graveyard%204-2-25.pdf)

### Attachment/s:

Nil

**Submitted by:** Councillor Veitch, West Ward  
**File Reference:** F2012/00347

NM56/25

## Motion Pursuant to Notice No. NM57/25

**Subject:** Notice of Motion from Cr Hay - Young Entrepreneurs Program

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### Motion:

That Randwick Council prepare a report outlining a trial of a young entrepreneur's program.

The program would allow young locals to operate small business on some public land, if only for a day. This could have a small market atmosphere, where there could be ten or twenty stalls selling a variety of different products.

These might be held one day per month in a different location each time. Potential locations include Waratah Plaza, Meeks St Plaza and the promenade near our beaches.

Sample guidelines should include that an applicant must:

- be a Randwick resident
- be under the age of 15
- have parent or guardian supervision
- have a product they want to sell, (aiming for a variety of different products available)
- have a system for collecting card payments, partially manage their finances and keep their profit.

### Background:

In 2022, Randwick Council rejected the application for Jessie Lane (then aged 12) to operate a business selling drinks and other items in Dunningham Reserve, Coogee. The application was refused (CS52/22 and CS65/22).

I admire young Jesse's entrepreneurial spirit and wish that could have been rewarded.

To simplify the issues:

- Council has a generally restrictive policy to allowing commercial activities in public spaces (exemptions exist for fitness groups and kiosks and food trucks at major events).
- Favouritism could be alleged to have been shown to Jesse, by allowing him to be the only business of that kind operating in that area on an ongoing and continuous basis.
- When addressing the council meeting, an exchange occurred where I felt the need for some financial oversight. 22 November 2022 from 38:00 to 39:00 on the YouTube Broadcast, Jesse repeatedly stated he did not know how much money he made.

I feel that we can address all three points and still allow young Randwick residents to participate in the business community and learn valuable financial and business administration skills.

### Attachment/s:

Nil

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**Submitted by:** Councillor Hay, West Ward

**File Reference:** F2012/00347

## Question with Notice No. QN5/25

**Subject: Question with Notice from Cr Willington - Second Generation Anticoagulant Rodenticides (SGARs)**

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### Question:

1. As part of its operations does Council conduct rodent control to protect business and the community and if so, do these activities include a baiting and monitoring program?
2. Has Council or its contractors used any Second-Generation Anticoagulant Rodenticides (SGARs) in the Randwick LGA during the past 12 months? If so, for each product used, please provide:
  - product name and active ingredient
  - date(s) of application
  - locations
  - quantity applied.
3. If Council and its contractors are using SGARS, who determines which rodenticide products are deployed by Council contractors-the Council or the contractor? If Council selects the products, what criteria or risk-assessment process guides that choice?
4. Are Council officers aware of the widely documented negative effects of SGARs on birds and other wildlife due to the higher risk of secondary poisoning to non-target animals?
5. How does Council ensure its pest-control contractors work to industry best practice and Council safety requirements and policies when handling, placing and disposing of rodenticides?
6. If Council or its contractors are using SGARS, will measures be taken to identify a suitable alternative product to replace SGARS, such as a first-generation product that does not have the potential for bioaccumulation?
7. In November 2022, Cr Veitch received an email from the Manager of Infrastructure Services indicating that Council would move away from the use of SGARS: what actions have been taken to stop the use of SGARS since that assurance was given in November 2022?

### Response from Director City Services:

To be distributed in a supplementary business paper.

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**Submitted by:** Councillor Willington, North Ward

**File Reference:** F2025/01446

QN5/25