

Our Future 2036 Community Strategic Plan summary of public exhibition submissions  
Community Strategic Plan — community submissions

Submission reference number	Summary	Extract from submission	Council officer response	Impact on Community Strategic Plan — recommendation
1	<p>Respondent would like footpath at the Rodd Point shopping centre renewed. Concerns raised over uneven footpath and a trip hazard near chemist where concrete and asphalt meet.</p>	<p>Rodd Point shopping centre is in desperate need to have the footpaths/ paving renewed. It is very uneven with a mix of concrete and asphalt there is a trip hazard coming out of the chemist where the concrete and asphalt meet. I feel this would fall under the Direction 1 &amp; 3 and enables provides a space for community to connect and improves urban living, however there is no mention of this in the 5 year budget. Can this please be considered to a be added to budget</p>	<p>The submission has been referred to the relevant officer. The request for the trip hazard has been assigned to Council's maintenance team to repair and ensure safety.</p>	<p>No change.</p>
2	<p>Submission from Canada Bay Bicycle User Group. Concerns raised about active transport resourcing and measures, and includes suggestions of additional targets and measures.</p>	<p>Submission on "Our Future 2036" submitted on line 20/5/22 From the perspective of a group that believes Council could do much more to encourage active transport than what it currently does, the Our Future 2036 document, as with its predecessors, contains a fine sounding set of "Directions". No doubt lack of achievement is more a result of lack of resources to plan for change and limited power and appetite to change the allocation of road space away from inactive transport, than a lack of "directions". But I expect that a more rigorous approach to setting targets and measures might help .For example, looking at Direction 4 Infrastructure and Transport: How about targets for and measures of: - % of people who believe that their local streets are safe for walking and cycling? - % of people who believe that traffic in their street is too fast? - % of people who believe that it is safe for their children to walk or</p>	<p>Carefully selected indicators that are readily available are included in the Community Strategic Plan. These broad overarching indicators address each direction. More specific targets and measures are included in Council's draft Delivery Program 2022–26, draft Operational Plan 2022–23, and subsequent Operational Plans in the current Council term.</p> <p>The exact questions associated with determining the 'percentage of people satisfied with parking, traffic and road safety</p>	<p>No change.</p>

		<p>ride a bike to school?          - % of people who believe that is safe and convenient to walk or ride to work/local park/shops/public transport?          - % of people who would like to have less traffic in their neighbourhood?          And I note that the quadrant of specifications under the “Sustainable transport” heading are inconsistent.          Accepting that the “measure”: “Trips taken by cycling, walking and public transport” is a good starting point (though to be meaningful we’d need to know trips by whom, where), the other three bits all have serious issues:          “Scope” is said to be one only of “influence”. BayBUG has often noted that Council does a poor job of influencing in the sense of making the argument for and seeking to persuade as to the benefits of active transport. Compare the efforts made to induce better waste recycling. And surely efforts like the east west cycleway are meant to do more than influence? They facilitate do they not? As will, for many more people, whatever Council’s planning response is to the Metro Station led densification of surrounding suburban areas.          “Target/trend” is to find an increase in the “measure”. But how much? How can we planning if we know our population trend, but not our transport modes over the next 10 years? Or are we assuming that the % will stay close to 1.5%?          “Source” is given as the 4 year census. A number that only records trips to work (by workers over 18) on one day in August. Once every 4 years. I can predict that with the resources and will currently deployed by Council in active transport that this number will move but little.          And it is of course only a fraction of the transport task. Among the resources that Council needs is data. The Sydney City Council active transport plan monitoring is a good example of how to go about</p>	<p>management’ will be determined in due course. The feedback on how these could be worded is noted.           Whilst Council is involved in delivering infrastructure to meet this goal, there is no direct control over the outcome. As such ‘influence’ is considered to be the most appropriate scope.</p>	
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3	<p>Submission from student leaders of Concord West PS. General feedback on the draft Community Strategic Plan, including a suggestion to add more detail, and ideas to improve choice of images.</p>	<p>measuring. Geoff Ashton for Canada Bay Bicycle User Group.</p> <p>The student leaders of Concord West PS met on Tuesday 17 May 2022. We went through the document and offered the following feedback:</p> <p>Vision: The vision gives insight into what the council is planning. It inspires the community to do more.</p> <p>Directions: * Be more specific with what the council is actioning * Have more short term goals as they are more achievable * Reimburse and support the community with more sustainable options e.g. reimbursement of solar panels for homes</p> <p>Brochure: * The images are only representing males. Have images with women also. Perhaps children also * The image for Direction 1 has only males</p>	<p>The Community Strategic Plan is used to identify the community's priorities and aspirations for the long-term future and identify the strategies for achieving those aspirations.</p> <p>The strategies and how Council will implement them are detailed in Council's draft Delivery Program 2022–26, draft Operational Plan 2022–23, and subsequent Operational Plans in the current Council term.</p> <p>Images throughout the document will be reviewed to confirm that the local government area's diverse demographic is reflected.</p>	<p>Review images throughout document.</p>
4	<p>Concern expressed over the lack of detail in the draft Community Strategic Plan regarding what will be done to address active transport.</p>	<p>I have focussed my comment on active transport. Council says: "To address congestion issues, more people need to be able to walk, cycle and use public transport to get around, and traffic and parking needs to be well managed The community also expressed a desire for more foreshore cycle paths and walkways. The community believes that Council should be strong advocates for</p>	<p>The Community Strategic Plan is used to identify the community's priorities and aspirations for the long-term future and identify the strategies for achieving those goals.</p> <p>As this is a long-term plan, the strategies are relatively high level.</p>	<p>No change.</p>

		<p>improved public transport to meet the needs of the growing population and promote alternate modes of transportation by improving cycle and pedestrian paths.</p> <p>Many residents support actions to improve community safety, particularly pedestrian safety.</p> <p>The community would like more pedestrian crossings and lower speed limits to protect pedestrians further. "</p> <p>It then states "Top priorities for Council"</p> <ol style="list-style-type: none"> <li>1. Managing traffic and parking</li> <li>• Advocate for improved public transport</li> <li>• Improve infrastructure to encourage walking and cycling.</li> </ol> <p>Yet its future 2036 goals merely state "encourage" active and accessible transport "opportunities"</p> <p>Surely if council is taking feed back seriously and stating that its "TOP PRIORITIES" as quoted above it should be to plan and implement the necessary infrastructure</p> <p>How can the community "Choose to walk, cycle and USE public transport to get around" if the necessary safe infrastructure have not been constructed together with easy access to public transport facilities,</p> <p>This is a very disappointing document with lack of substance and does not demonstrate a real will to achieve its "top priorities". Council can and must do better.</p>	<p>These strategies and how Council will implement them are detailed in Council's draft Delivery Program 2022-26, draft Operational Plan 2022-23, and subsequent Operational Plans in the current Council term.</p>	
5	Respondent requests tennis practice walls to be built within the City,	I note that under 'Top areas for improvement', item #1 is Recreation services and facilities. So I have a specific suggestion as this 'plan' deals mostly in generalities and 'motherhood' type statements, in my view.	Council's Open Space and Recreation Strategy recognises the need for additional outdoor multipurpose courts throughout	No change.



	<p>for example at Cintra Park.</p>	<p>We have many wonderful green areas and parks in our suburb. I would like to suggest that a couple of tennis practice walls be built in some of the corners of these areas. A tennis practice wall would be perfect at Cintra Park, for example. Practice walls can be found all over Europe, they are not new. I know there are tennis courts around but tennis requires two or more people - a practice wall is for one person. Handball and other ball sports can also be played against such a wall and best of all both children and adults can use it.</p>	<p>the area. The inclusion of tennis/handball practice walls will be considered in the concept design phase of those projects.</p>	
6	<p>Concerns raised over details of how arts and culture will be developed, and the need to consider inclusivity in the plan.</p>	<p>Thank you for sending the copy of Our Future. I have a very simple comment. You mention the importance of arts and culture but I don't see much evidence of how this will be developed. I see commitment to sports, transport and associated facilities but not the arts. Since covid, in particular, we've seen the importance of the arts for a sense of well-being and connectedness. It would be good to see this more clearly in a council commitment. Inclusiveness is mentioned which is wonderful. Please don't limit this to culture. Please consider inclusion of those with a disability - for all ages. Thank you</p>	<p>The new Culture Plan being drafted, and defines the priorities for arts and culture in more detail. Council supports the art and cultural industries, provides access to cultural facilities, supports community heritage, and celebrates diversity through events and programs. Council also supports the area's reconciliation journey and Aboriginal heritage. In terms of inclusivity, Council has a dedicated Disability Inclusion Action Plan, and this permeates actions across all Council teams.</p>	<p>No change.</p>
7	<p>Supporting local writers is mentioned.</p>	<p>Supporting Local Writers</p>	<p>Writing programs will be identified and included in the draft Culture Plan, currently being prepared. Council supports Sydney Writers' Festival. The City of Canada Bay Libraries have previously conducted writers' workshops and proposes to include these in planning future programs.</p>	<p>No change.</p>

8	Response refers to the draft Community Strategic Plan as a high-level document, instead of how Council plans to action goals in the Community Strategic Plan.	I'm not sure I see correlation between the feedback and what we are doing to address the feedback or how we are going to achieve it, how much it is going to cost, timeline etc Most of this appears to be a summary of the results versus a plan for 2036.	The Community Strategic Plan is used identify the community's priorities and aspirations for the long-term future. It is a high level, overarching document that guides the rest of Council's planning documents.  These strategies and how Council will implement them are detailed in Council's draft Delivery Program 2022-26, draft Operational Plan 2022-23, and subsequent Operational Plans in the current Council term.	No change.
9	The respondent loves the village feel of Five Dock, but requests improved parking in Five Dock, and more focus on inclusivity.	Q1) What is one thing you love about your area today? Five Dock - Village feel Q2) What is one around for improvement for the future? Five Dock lack of Parking and enforcement of parking to attract more people Q3) How can we all make the City of Canada Bay the best it can be? Inclusivity for people with disabilities and more children's activities such as bush school and Library activities	Feedback noted.	No change.
10	Concerns raised about environmental sustainability targets. The respondent requests more ambitious targets for emissions, waste from landfill, and tree canopy.	I would like to see Council be far, far more ambitious in its targets for sustainable and thriving environment on page 47. Net zero by 2050 is glacial and has been rejected by international climate change bodies as in adequate to limit global warming to a 1.5% rise. We are a foreshore community, so flooding is of critical importance to us as a community. Similarly the target for diverting waste from landfill could be considerably more ambitious. The measure to tree canopy increase is	Council officers are continually looking at ways Council might be able to achieve net zero operations and support the community to reach net zero community emissions. Council signed a new electricity contract which agrees to purchase 100% of electricity from renewable sources through a	No change.

		<p>not clear - is the 25% just planting new trees or does it include time for the trees to grow and mature? If the former, it's not enough. If it's the latter, all the more reason to plant more trees ASAP!</p>	<p>procurement agreement from 1 July 2022. In relation to the 2050 community target, Council is committed to working with the community to help the transition.</p> <p>The Urban Tree Canopy Strategy was adopted in 2019. Council's adopted Environmental Strategy and Canada Bay Biodiversity Framework and Action Plan set biodiversity targets.</p>	
11		<div style="background-color: black; width: 100%; height: 100%;"></div>	<p>Council is required to facilitate the delivery of sufficient housing to meet State Government housing targets.</p> <p>Council works to meet these targets whilst protecting the existing low-density character of the area by concentrating new housing in precincts that have access to good public transport.</p> <p>Council is also required to implement State-led projects such as the Parramatta Road Corridor and the recently finalised Strategy for Rhodes.</p> <p>Whilst State Government Planning Policies over-ride local controls and</p>	No change.

12	Respondent requests a community centre for over 55s/retirees, a tree planting scheme, and mentions concerns about development.	<p>Develop a community centre that offers courses , classes for all but with emphasis on accessible low fee courses for over 55/ retirees similar to the Coast Centre at Little Bay. There are no centres like the Hannafor centre in Rozelle. Art, fitness, language courses are needed as these are usually high cost.</p> <p>I find there is little to do in the Canada Bay Area for me and I have to travel to Bondi or Little Bay or pay high fees at the egg of the universe for yoga.</p> <p>Reposition and introduce some interesting b architecture to the library in Five Dock.</p> <p>There is always demolition/re-building/ renovation in my street. When it starts the first thing to go is the tree ( mature) on the nature strip. They are rarely replaced.</p> <p>I would like a street planting scheme to replace the trees lost.</p> <p>Cycle ways</p> <p>The childrens' playground in Neild park is unimaginative, restrictive, awkward to use and dangerous. Tree planting is needed around the perimeter. It is the only playground within walking distance for us. Planning codes around the appearance and scale of housing are ineffective and creating a soulless environment.</p>	<p>can produce new development that is not sympathetic to the character of traditional suburbs, Council has sought to protect established neighbourhoods through the creation of Local Character Statements for localities where the character is to be maintained.</p> <p>There are community and leisure centres in the City of Canada Bay that run low-cost courses including for older people. These include: Drummoyne Community Centre, Drummoyne Senior Citizens Centre, Concord Senior Citizens Centre, Concord Men's Shed, Tech Shed at The Connection, and Five Dock Leisure Centre.</p> <p>Council's Social Infrastructure (Community) Strategy also recognises the population growth that has occurred, and will continue, in the City of Canada Bay, and recommends additional library floorspace and multipurpose community centres in various locations across the LGA.</p> <p>Council also supports a range of community groups through provision of venues at community</p>	No change.
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		<p>In short, there is little that I connect to in this area and I have lived here for 40 years. I do not feel I have a sense of belonging or connectedness.</p>	<p>hire rates and community grants. Many of these groups provide programs and activities aimed at social connectedness and cohesion. Some of these groups run from venues such as Concord Community Centre and Chiswick Community Centre.</p> <p>Council's Urban Canopy Strategy has committed to increasing the tree canopy from 18 to 25 per cent by 2040. To reach this target Council is planning to plant 1,500 trees each year and support the community to plant trees on private land. Should there be any concerns with illegal tree removal, it should be reported to enable Council to investigate and take appropriate action.</p> <p>Neild Park playground is not scheduled to be renewed in the next four years. When it is time for the playground to be renewed, Council will facilitate community consultation.</p>	
13	Respondent suggested the inclusion of more actions and better indicators for road	I would like to see more actions and better indicators for road safety under Direction 4 which includes the term road safety in goal 2 and is indirectly referenced in goal 3 to encourage more active transport. In particular, specific reference should be made to slowing down sign-	Carefully selected indicators that are readily available are included in the Community Strategic Plan. These broad overarching indicators	No change.

14	<p>safety, including feedback on additional measures about annual crashes and length of road with speed limit reductions.</p> <p>Respondent requested:</p> <ol style="list-style-type: none"> <li>1. A footpath along the north side of Crane Street, from Burwood Road to Marceau Drive.</li> <li>2. That the chemical/fumes odour around the path of Exile Bay be addressed.</li> <li>3. Regular monitoring of the emissions from the Bushells factory.</li> </ol>	<p>posted speeds on major roads. An indicator could be annual crashes and another could be length of road with speed limit reductions per year.</p> <ol style="list-style-type: none"> <li>1. Please add a footpath along the North side of Crane Street, from Burwood Road to Marceau Drive.</li> <li>2. Please address the chemical/fumes stink around the path of Exile Bay.</li> <li>3. Please perform regular enquiries on the emissions of the Bushells factory. It's strong smelling emissions are sickening at times.</li> </ol>	<p>address each direction. More specific targets and measures are included in Council's draft Delivery Program 2022-26, draft Operational Plan 2022-23, and subsequent Operational Plans in the current Council term.</p> <ol style="list-style-type: none"> <li>1. Council is planning to install a footpath connection to link Finch, Evelyn, and Corby avenues along Crane Street in the 2022-23 financial year. Future works are proposed to connect Burwood Road to Marceau Drive. This footpath and connections to nearby cul-de-sacs is identified in Council's Pedestrian Access and Mobility Plan.</li> <li>2. This matter has been referred to the relevant Council officer to investigate.</li> <li>3. Council officers have undertaken several inspections of the Bushells site and the surrounding area. Officers have also met with the management at the site to discuss odour emittance. Officers were informed that management had recently reduced the cleaning schedule as the main exhaust stack did not require regular cleaning. As</li> </ol>	No change.
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15	<p>Respondent suggested:</p> <ol style="list-style-type: none"> <li>1. Outdoor full size basketball court in Rhodes.</li> <li>2. More pedestrian crossings in Rhodes, especially for blind/low vision people.</li> </ol>	<p>Key suggestions:</p> <ol style="list-style-type: none"> <li>a. outdoor full size basketball court in Rhodes</li> <li>B. More pedestrian crossings in Rhodes, especially for blind/low vision people</li> </ol>	<p>a result of Council's enquiries, the management of the site has agreed to reinstate the previous cleaning schedule. Subsequent inspections of the surrounding area have not identified any continuing odour emittance.</p>	No change.
<p>1. The request for outdoor basketball courts in Rhodes was included in Council's recreation plan. In response, Council conducted community engagement on the proposal which received strong objections from a large representation of the community. An acoustic assessment was conducted as part of the review, and it was concluded that the noise level of the proposed court near to a residential area was outside of acceptable acoustic levels. The proposal of an outdoor court in Rhodes is therefore not feasible due to available public outdoor space largely being near residences. However, basketball court facilities are planned as part of the Rhodes Recreation Centre currently in development.</p> <p>2. An recent upgrade at the intersection of Gauthorpe Street and Shoreline Drive included a new</p>				

			<p>pedestrian crossing. Other key upgrades planned include a new pedestrian crossing on Marquet Street aligned with Annie Leggett Promenade, and intersection upgrades at Mary Street and Rider Boulevard, and Shoreline Drive and Rider Boulevard. In addition, Council adopted the Pedestrian Access and Mobility Plan in 2021 which further guides the delivery of improvements in this area. Traffic issues continue to be monitored and reviewed by Council's Traffic and Transport team in consultation with NSW Police and Transport for NSW.</p>	
16	<p>Respondent requests Council to consider increasing the tree canopy percentage target, add a biodiversity measure, and revise the indicator related to the foreshore.</p>	<p>On page 46-47, I note goal 2 is to increase urban tree canopy with the indicator to increase by 25%. Given the importance of trees in fighting climate change, perhaps Council consider a more impactful target by increasing the percentage or achieving the target sooner.</p> <p>On page 46-47, I note there is goal 4, but there is no indicator at present to support biodiversity influence. I recommend Council review and identify a suitable measure for biodiversity rather than assuming tree canopy equals more biodiversity.</p> <p>On page 46-47, goal 5: access to and quality are different goals entirely. Access to the foreshore does not improve the environment and is better served in Direction 3 as a separate goal. To that end, the</p>	<p>Carefully selected indicators that are readily available are included in the Community Strategic Plan. These broad overarching indicators address each direction. More specific targets and measures are included in Council's draft Delivery Program 2022-26, draft Operational Plan 2022-23, and subsequent Operational Plans in the current Council term.</p> <p>The Urban Tree Canopy Strategy was adopted in 2019. Council's adopted Environmental Strategy and Canada Bay Biodiversity</p>	<p>No change.</p>



		<p>indicator for this goal needs to be revised and changed to focus on improving waterway/foreshore health.</p>	<p>Framework and Action Plan set biodiversity targets.</p> <p>Regarding the health of rivers and foreshore, Council is a member of the Parramatta River Catchment Group which is focuses on, and regularly measures, the health of the river.</p>	
17	<p>Submission responds to Majors Bay Reserve draft masterplan, specifically related to parking places in the draft plan.</p>	<p>How are you addressing the total lack of parking in the dog park off Nullawarra Avenue?</p> <p>We live in Myall Street, and have very limited parking on a very narrow street, however, we are always having people using our street for parking so they can access the dog park from this side.</p> <p>I can only see 35 parking places in your plan.</p> <p>What I anticipate happening, is more people using our Street as parking, and then accessing all your new additions via the dog park.</p> <p>Can you kindly advise what is going to happen with this?</p>	<p>This submission relates to the Majors Bay Reserve draft masterplan community engagement and has been referred to the relevant officer.</p>	<p>No change.</p>

18	<p>Respondent questioned how projected population growth will be managed and how all stakeholders will have an opportunity to provide feedback. Concerns also raised about lack of infrastructure in growth areas like Five Dock.</p>	<p>When will the dog park entry be moved so that access is no longer via Nullawarra Avenue?</p> <p>How will the projected population growth be managed? What governance framework will be put in place to manage this to ensure all stakeholders (not just developers) have a voice? For example, process for rezoning land (e.g. 129 – 153 Parramatta Road)? Five Dock forecast growth of 43.9% - the current infrastructure (parking, congestion) is not coping now.</p>	<p>Council has a State Government endorsed Local Strategic Planning Statement that has statutory weight and guides where development will occur and how population growth will be managed.</p> <p>This Strategy focuses on population growth in new precincts along Parramatta Road and in Rhodes.</p> <p>Council also has a Community Participation Plan that guides how engagement and consultation will occur with the community about new development proposals.</p>	No change.
19	<p>Respondent concerned about lack of beneficial projects to enhance and beautify Drummoyne shopping area.</p>	<p>Cannot see any beneficial projects to enhance and beautiful the Drummoyne shopping area</p>	<p>The Victoria Road Urban Design review was conducted in 2018 and has since informed planning proposals and the Drummoyne Shared Spaces pilot program.</p> <p>Following the completion of this pilot program, Council received support and funding to permanently transform the shared spaces of Church Street and Formosa Street Drummoyne. These</p>	No change.

20	Respondent provided feedback on Five Dock Metro Station planning, requesting a normal public passenger access on the eastern side of the station.	<p>For the information of CanBay Council, the following was recently submitted to the Sydney Metro Planning Panel &amp; is repeated below in relation to a recommendation that a second public access point to the underground Metro Station be provided ie on the eastern side of the planned new Metro Station in Five Dock.</p> <p>"Dear Metro Planning Panel</p> <p>I recently attended a public display at the Five Dock public Library where I learned that there are currently no plans to provide normal public passenger access to/from the new Five Dock Metro Station on the eastern side of the proposed new Metro Station at Five Dock &amp; must admit, found that unexpected.</p> <p>I would have thought it would make good sense &amp; benefit future Metro train passengers, to have access to/from the Metro Station at Five Dock on either side of Great North Road, as distinct to just the western side only, simply because this will create additional above ground pedestrian traffic / congestion crossing an already busy Great North Road.</p> <p>I believe providing access on the eastern side of the Five Dock Metro Station would help reduce such above ground congestion.</p> <p>Perhaps there's a good reason for the lack of such public access on the eastern side of Great North Road?</p>	works are currently in progress, delivering on the community's vision for vibrant spaces in Drummoyne's shopping precinct. This submission is related specifically to the Sydney Metro project. This submission has been forwarded to Sydney Metro for review and consideration.	No change.
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21	<p>Respondent expressed concerns about the number of apartments in Rhodes, and requested information about when a ferry wharf will be built in Rhodes.</p>	<p>If not, then I'd like to recommend that the Planning Panel please give serious consideration to doing so in the interests of minimizing above ground congestion crossing Great North Road now, rather than after the project is completed when the costs for revisiting the project would doubtless be markedly higher.</p> <p>Your consideration of this recommendation is invited.</p> <p>No more new apartments in Rhodes please! It's getting too crowded. I know we probably can't stop it, but if you have to, please make sure that the infrastructures are in place before building any new apartments on the other side of the train station. The station is already hosting residents from two suburbs, Rhodes and Wentworth Point. It's gonna explode if more apartments are built without upgrading the station first. And when is the new ferry gonna be built in Rhodes? Heard about that years ago. It must be built before expanding the high density residential area.</p>	<p>The NSW State Government has led the planning in Rhodes and has now finalised the <a href="#">2021 Rhodes Place Strategy</a>. Council's role now is to implement NSW Government's adopted Rhodes Place Strategy and work with all key stakeholders including community and businesses as the population increases over time.</p> <p>The Ferry Wharf is a Transport for NSW project and is pending rezoning and redevelopment in Rhodes East.</p> <p>Council has implemented several actions to improve public amenity and place management in Rhodes, which was guided by Council's 2012 adopted <a href="#">Rhodes Peninsula Place Plan</a> and supporting strategies and plans. It is Council's intention to review this Rhodes Peninsula Place Plan in</p>	No change.
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22		<p>consultation with all key stakeholders, including the community, to reflect the changing needs of the growing population.</p> <p>The NSW State Government has led the planning in Rhodes and has now finalised the <a href="#">2021 Rhodes Place Strategy</a>. Council's role now is to implement NSW Government's adopted Rhodes Place Strategy and work with all key stakeholders including community and businesses as the population grows over time.</p>	
		<p>Council has implemented several actions to improve public amenity and place management in Rhodes, which was guided by Council's 2012 adopted <a href="#">Rhodes Peninsula Place Plan</a> and supporting strategies and plans. It is Council's intention to review this Rhodes Peninsula Place Plan in consultation with all key stakeholders, including the community, to reflect the changing needs of the growing population. Traffic issues continue to be monitored and reviewed by Council's Traffic and Transport team in consultation with NSW Police and Transport for NSW.</p>	

23	<p>Respondent raises concerns regarding the suggestion of building a cycle track along the busy section of Patterson Street.</p>	<p>Thank you for the in depth Plan which looks like it has ambitiously considered a great many issues, all of which seem positive for our community. My one issue, as I have previously communicated, has always been the suggestion of the implementation of a cycle track along the busy section of Patterson Street, Concord. I know that this has been reconsidered but I would like to reiterate my serious concern about putting a cycle track on one of the busiest streets which is used as an alternative to Parramatta Road &amp; the prospective danger this would place both cyclists and residents when accessing their property. My observation has shown that very few cyclists actually use the route anyway, no doubt because of the very real danger posed to the busyness of the street and also the inconvenience of having to navigate the very busy Concord Road/M4 hub just to get on to it. I am looking forward to more feedback on this situation.</p>	<p>Council is aware that there are a variety of community concerns regarding the proposed cycling facilities along Patterson Street, as part of the East-West Regional Cycleway. Council plans to liaise further with the community later this year.</p>	<p>No change.</p>
24	<p>Respondent provides general feedback on the Community Strategic Plan, related to statistics, strategies, parking, and images.</p>	<p>Thanks for the opportunity to provide feedback on this plan. Overall, it appears thorough and comprehensive. A few minor comments:</p> <ul style="list-style-type: none"> <li>• Page 21 states that 95% of the population is employed full time. I find this very hard to believe, especially with so many retirees in the area (I am a mathematician). Maybe I am reading it wrong???</li> <li>• Page 49 - a strategy is to "Support shop local initiatives". Not clear what this means.</li> <li>• I don't think the importance of available parking at key transport hubs (eg train stations, ferry wharves) is evident.</li> <li>• Some photos are not dynamic and do not reflect the CB population, especially if the stats indicate the median age is 36! See pages 6, 7, 10 and 50. That's it from me.</li> </ul>	<p>Many of the key demographic statistics are sourced from profile.id and Census data. This data has been reviewed and the correct percentage is 64%.</p> <p>As the Community Strategic Plan is a document for everyone to be involved with, community members can contribute in this area by supporting local business by purchasing from local businesses.</p> <p>The strategies and how Council will implement them are detailed in Council's draft Delivery Program 2022-26, draft Operational Plan</p>	<p>Review images in final document and amend population employed full time to 64%.</p>

25	Respondent expresses concern over car parking near the bay corners near the bay run, and road safety concerns at the Brent Street and Henley Marine Drive intersection.	<p>I would like to respond to one area of the consultation: manage traffic and parking.... I have 2 comments to make on this</p> <p>I live near the Bay Run. While it is lovely to have this space the parking is a nightmare. Cars park so close to the corner of the streets (Duchess, Duke, Princess..) that turning into them is a difficult and dangerous.</p> <p>When I call during the week to mention that cars are illegally parked, each call is met with .. sorry we have no record of your previous call but give us the details and we will look into it. Just for fun I called every day for 2 weeks - and was met with the same response! and of course the cars still park. Weekends are a nightmare as there is no one to call at the council. The police will do nothing but suggest calling the council during working hours. There is nowhere safe to cross Henley Marine Drive at/near Rodd Point either.</p> <p>Secondly, Brent St and Henley Marine Drive is an accident waiting to happen. The cars speed along Henley Marine drive and do not stop at that intersection. There is a Yield sign there on Henley Marine Drive in BOTH directions that is often ignored. When coming down Brent Street to turn right into Henley Marine Drive locals, and the 490 Bus, are now having to stop or go very slow so as not to hit or be hit by the cars not giving way.</p>	<p>2022-23, and subsequent Operational Plans in the current Council term.</p> <p>Images throughout the document will be reviewed to confirm that the local government area's diverse demographic is reflected.</p>	No change.
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26	<p>Submission from the Cancer Council requests that the value of shade for UV radiation protection is recognised, quality shade as an asset is recognised, and that both built and natural shade in public spaces is planned for and constructed.</p>	<p>2036 is a long way off for many of us.</p> <p><b>Response to your Community Strategic Plan (CSP)</b></p> <p>Council's CSP also plays a key role in ensuring the practical planning and delivery of shade.</p> <p>Cancer Council NSW urges Council to add the following to your CSP:</p> <ul style="list-style-type: none"> <li>• Ensure the value of shade for UV radiation protection and other co-benefits are fully recognised and acknowledge that there is currently a lack of quality shade in public spaces. This may have already been raised in the community engagement you undertook to develop the plan.</li> <li>• Recognise that quality shade is an asset that is critical to ensuring the health, comfort and well-being of your community.</li> <li>• The commitment to plan and budget properly in advance for built and natural shade in public spaces including playgrounds, parks, recreation and sporting facilities, active travel networks and town centres.</li> </ul> <p>Thank you again for the opportunity to provide comment on your draft CSP. If you would like any further support or information, please feel free to contact me via [REDACTED]</p>	<p>In relation to the provision of shade for the community, the Urban Tree Canopy Strategy was adopted in 2019 and sets out priorities and actions to achieve the goal of increasing the tree canopy from 18 to 25 per cent by 2040. Additionally, Council has allocated \$225,000 over four years to install new shade structures in public open spaces.</p>	No change.
27	<p>Respondent expressed concerns over insufficient parking in Drummoyne shopping centre, and issues with potholes in local streets causing damage to cars.</p>	<p>I'm sorry that I do not have the time to read the 'our future' document in full, but would like to stress two basic matters which require attention in my opinion.</p> <p>There is insufficient parking in the Drummoyne shopping centre. This lack deters would-be patrons of local businesses.</p>	<p>The Community Strategic Plan is used to identify the community's priorities and aspirations for the long-term future. It is a high level, overarching document that guides the rest of Council's planning documents.</p>	No change.



		<p>Potholes in local streets need to be repaired promptly and properly. The recent rains have exacerbated the problem. Two friends have had flat tyres caused by potholes in Drummoyne. I can imagine that many more cars have had a similar fate.</p> <p>I realise the document is looking at the future grander picture but essential responsibilities also need to be given priority.</p>	<p>These strategies and how Council will implement them are detailed in Council's draft Delivery Program 2022-26, draft Operational Plan 2022-23, and subsequent Operational Plans in the current Council term.</p> <p>The unusual regularity of rainfall events and the resulting volume of precipitation has resulted in high numbers of potholes and unsuitable conditions for their repair.</p> <p>It is noted that the following roads are the responsibility of the State Government:</p> <ul style="list-style-type: none"> <li>• Victoria Road</li> <li>• Marlborough Street</li> <li>• Bayswater Road</li> <li>• Lyons Road</li> <li>• Ramsay Street</li> <li>• Great North Road</li> <li>• Queens Road</li> <li>• Parramatta Road</li> <li>• Concord Road</li> <li>• Gipps Street, and</li> <li>• Homebush Bay Drive.</li> </ul>	
28	Feedback from the Cancer Institute requesting amendments to the draft Community	2. Specific comments regarding the draft CSP and forthcoming Delivery Program	<p>The Community Strategic Plan is the highest-level plan for our community, therefore specific actions and measures related to</p>	No change.

	<p>Strategic Plan goals to include details about the provision and quality of shade and shade structures, and indicators to reference shade specifically.</p>	<p>The Institute recognises that the CSP is the highest level of planning undertaken for your LGA, and is a shared community vision that will inform Council's projects and programs for the next 10 years. The Institute is pleased that Council is targeting an increase in tree canopy to 25% by 2040 (p47) but also suggests that the importance of built and natural shade is included in the following parts of the CSP (specific additions shown in <i>italics</i>):</p> <ul style="list-style-type: none"> <li>• P45 under Direction 1 'Connected Community' and Goal 5 'Provide open space, facilities, and programs that promote active lifestyles' – the Indicators should also include issues relating to Community Health, including data relating to the use of open space and recreation facilities (currently at p49), and data relating to the provision of shade. (Shade encourages people to be outside and active, and protects them from UV while being active).</li> <li>• P47 under Direction 2 'Sustainable and Thriving Environment' - Goal 2 'Increase urban tree canopy <i>and the provision of quality shade</i>'.</li> <li>• P51 under Direction 4 'Infrastructure and Transport' – The 'Community Outcome' should include: "...our public assets – including parks, seawalls, <i>shade structures</i>, roads and cycleways – are in great condition and able to meet growing local and visitor population demands". Goal 3 should be expanded: 'Encourage active, accessible <i>and shaded</i> transport opportunities'.</li> </ul> <p>To support these suggestions, Council may like to consider the following evidence:</p> <ol style="list-style-type: none"> <li>1. The Institute is aware that the provision of shade to public spaces has consistently been a concern of the community over many years. For example, analysis in 20187 found that:             <ul style="list-style-type: none"> <li>• around 41% of the NSW adult population always or often sought shade when they were out in the sun for more than 15 minutes between 1.1am and 3pm; although</li> <li>• 35% of the population were not able to easily find shade in sporting areas; and</li> </ul> </li> </ol>	<p>providing shade is more appropriately covered in relevant strategies, and Operational Plans when relevant.</p> <p>In relation to the provision of shade for the community, the Urban Tree Canopy Strategy was adopted in 2019 and sets out priorities and actions to achieve the goal of increasing the tree canopy from 18 to 25 per cent by 2040.</p> <p>Additionally, Council has allocated \$225,000 over four years to install new shade structures in public open spaces.</p> <p>The Cancer Institute's offer of further information and assistance has been forwarded to the relevant Council officer.</p>	
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		<p>• people use shade when it is provided.</p> <p>2. In recent Cancer Institute NSW research regarding benchmarking shade in NSW playgrounds (as yet unpublished), it was found that 19% of the 2592 audited NSW playgrounds (over 91 LGAs) had no shade over play equipment. In the shaded playgrounds, shade was found most commonly over only ¼ of the playground area.</p> <p>Feedback from stakeholders indicated shade in community-based playgrounds to be extremely important, with specific feedback being:</p> <ul style="list-style-type: none"> <li>• a desire for built shade to be used while waiting for immature trees to grow, and</li> <li>• a desire to improve planning and design of playgrounds to match seasonal and regional variations with preference for some winter sun, and shade in summer to reduce heat.</li> </ul> <p>The Institute suggests that Council, the CSP and forthcoming Delivery Program (DP) recognises that well-designed built and natural shade:</p> <ul style="list-style-type: none"> <li>• <b>is an asset</b> that is critical to ensuring the health, comfort and well-being of your community, and has many benefits.</li> <li>• <b>should be provided in all public spaces</b> including playgrounds, parks, recreation and sporting facilities, key footpaths and cycleways, town centres, adjacent to community buildings, within parking areas and at public transport approaches and waiting spaces including bus stops and train stations.</li> <li>• <b>is a natural hazard akin to heatwaves, floods and bushfires.</b> As an explanation - overexposure to solar UV radiation is a meteorological hazard caused by the interaction of the sun, ozone and other natural processes. As explained earlier, this hazard is present in the region at levels high enough to damage unprotected skin for at least 10 months of the year. As such, UV radiation could be recognised as a natural hazard in the CSP.</li> </ul>		
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		<ul style="list-style-type: none"> <li>• planning staff writing Development Control Plans or other planning strategies</li> <li>• infrastructure and recreation staff designing and budgeting for built and natural shade</li> <li>• staff involved in community programs where education about sun smart behaviour can be beneficial.</li> </ul> <p>Thank you for the opportunity to comment on the draft CSP, and the forthcoming Delivery Program. Please keep the Institute informed as to the progress of the CSP, the Delivery Program and any further relevant policy or strategy related to shade.</p>		
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