



INFRASTRUCTURE AND ASSETS COMMITTEE

12 August 2025

Meeting Notice

**The Infrastructure and Assets Committee
of Central Coast Council
will be held in Function Room 2,
2 Hely Street, Wyong,
on Tuesday 12 August 2025 at 5:00pm,
for the transaction of the business listed below:**

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Membership

Cr Rachel Stanton	Chairperson
Cr Belinda Neal	Deputy Chairperson
Cr Kyla Daniels	Member
Cr Doug Eaton OAM	Member
Cr Jane Smith	Member
Cr Jared Wright	Member
Mayor Lawrie McKinna	Mayor
Cr John McNamara	Alternate 1

Councillor Rachel Stanton
Chairperson

ITEM 1.1 WELCOME

ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Custodians of the land on which we live, work and play.

We pay our respects to Darkinjung Country, and Elders past and present.

We recognise the continued connection to these lands and waterways and extend this acknowledgement to the homelands and stories of those who also call this place home.

We recognise our future leaders and the shared responsibility to care for and protect our place and people.

APOLOGIES

ITEM 1.2

DISCLOSURES OF INTEREST

Chapter 14 of the *Local Government Act 1993* ("LG Act") regulates the way in which the councillors and relevant staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public functions.

Section 451 of the LG Act states:

- "(1) A councillor or a member of a council committee who has a pecuniary interest in any matter with which the council is concerned and who is present at a meeting of the council or committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable.*
- (2) The councillor or member must not be present at, or in sight of, the meeting of the council or committee:*
 - (a) at any time during which the matter is being considered or discussed by the council or committee, or*
 - (b) at any time during which the council or committee is voting on any question in relation to the matter.*
- (3) For the removal of doubt, a councillor or a member of a council committee is not prevented by this section from being present at and taking part in a meeting at which a matter is being considered, or from voting on the matter, merely because the councillor or member has an interest in the matter of a kind referred to in section 448.*
- (4) Subsections (1) and (2) do not apply to a councillor who has a pecuniary interest in a matter that is being considered at a meeting, if:*

- (a) *the matter is a proposal relating to:*
 - (i) *the making of a principal environmental planning instrument applying to the whole or a significant part of the council's area, or*
 - (ii) *the amendment, alteration or repeal of an environmental planning instrument where the amendment, alteration or repeal applies to the whole or a significant part of the council's area, and* - (a1) *the pecuniary interest arises only because of an interest of the councillor in the councillor's principal place of residence or an interest of another person (whose interests are relevant under section 443) in that person's principal place of residence, and*
 - (b) *the councillor made a special disclosure under this section in relation to the interest before the commencement of the meeting.*
- (5) *The special disclosure of the pecuniary interest must, as soon as practicable after the disclosure is made, be laid on the table at a meeting of the council and must:*
- (a) *be in the form prescribed by the regulations, and*
 - (b) *contain the information required by the regulations."*

Further, the Code of Conduct adopted by Council applies to all councillors and staff. The Code relevantly provides that if a councillor or staff have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed as well as providing for a number of ways in which a non-pecuniary conflicts of interests might be managed.

Recommendation

That Committee members and staff now disclose any conflicts of interest in matters under consideration at this meeting.

ITEM 1.3

CONFIRMATION OF MINUTES

Recommendation

That the Committee confirm the minutes of the previous Infrastructure and Assets Committee Meeting held on 10 June 2025.

Attachments



MINUTES - Infrastructure and Assets Committee - 10 June 2025

D16888289



Central Coast Council

Infrastructure and Assets Committee

Held in Function Room,
2 Hely Street, Wyong

10 June 2025

MINUTES

Attendance

Members

	Status
Cr Rachel Stanton, Chairperson	Present
Cr Belinda Neal, Deputy Chairperson	Present
Cr Kyla Daniels, Member	Present (remotely)
Cr Doug Eaton, Member	Present
Cr Jane Smith, Member	Present
Cr Jared Wright, Member	Present
Mayor Lawrie McKinna	Apology

Councillor Guests

	Status
Cr Sharon Walsh	Present
Cr Margot Castles	Present
Cr Corrinne Lamont	Present (remotely)
Cr Helen Crowley	Present (remotely)

Staff

	Status
Boris Bolgoff, Director Infrastructure Services	Present
Jamie Loader, Director Water and Sewer	Present
Michael Ross, Unit Manager Procurement and Project Management	Present
Steven Coleman, Unit Manger Facilities and Asset Management	Present
Claire Ashby, Unit Manager Procurement and Project Management	Present
Rhys Richards, Unit Manager Headworks and Treatment	Present
Stephen Legge, Unit Manager Assets and Projects	Present
Luke Drury, Section Manager Assets and Planning	Present
Briony Stiles, Civic Support Team Leader	Present
Tess McGown, Civic Support Officer	Present

Minutes of the Ordinary Meeting Infrastructure and Assets Committee of Council (cont'd)

The Chairperson, Councillor Rachel Stanton declared the meeting open at 5.04pm.

A PROCEDURAL MOTION WAS *MOVED* by Councillor STANTON and *SECONDED* by Deputy Mayor EATON OAM:

That the Committee :

- 1 Approves the request by Councillor Kyla Daniels to attend the Infrastructure and Assets Committee Meeting on 10 June 2025 at 5:00pm by audio-visual link because she is unable to attend in person due to personal reasons.**
- 2 Approves the request by Councillor Corinne Lamont to attend the Infrastructure and Assets Committee Meeting on 10 June 2025 at 5:00pm by audio-visual link as an observer.**

CARRIED
FOR: UNANIMOUS

REPORTS

1.1 Introduction: Welcome, Acknowledgement of Country, and Apologies

5:04pm

The Chairperson read an Acknowledgement of Country statement.

The Chairperson noted the written apology of Mayor McKinna.

1.2 Disclosures of Interest

5:06pm

Deputy Mayor Eaton disclosed a Pecuniary - Non-Significant interest to *Item 1.5 B W&S Backflow Prevention Policy - endorse for Council adoption*, as he has a property declared in his annual interest return which is subject to the policy. He will leave the meeting and not participate in discussion or voting on the matter.

1.3 Confirmation of Minutes of Previous Meeting

5:06pm

A MOTION TO MOVE THE RECOMMENDATION was *MOVED* by Councillor WRIGHT and *SECONDED* by Councillor NEAL:

IAC7/25

That the Committee confirms the minutes of the previous Infrastructure and Assets Committee Meeting held on 8 April 2025.

Minutes of the Ordinary Meeting Infrastructure and Assets Committee of Council (cont'd)

CARRIED
FOR: UNANIMOUS

1.4 Items Resolved by Exception

5:07pm

A MOTION was *MOVED* by Councillor WRIGHT and *SECONDED* by Deputy Mayor EATON OAM:

IAC8/25

That the Committee determines that the following items on the Infrastructure and Assets Committee Agenda will be adopted without debate:

- a) Item 1.6 - Policy Review - Building in Proximity to Water and Sewer Pipelines Policy - endorse for Council adoption***

CARRIED
FOR: UNANIMOUS

1.5 W&S Backflow Prevention Policy - endorse for Council adoption

5.09pm

Deputy Mayor Eaton disclosed a Pecuniary - Non-Significant interest to *Item 1.5 B W&S Backflow Prevention Policy - endorse for Council adoption*, as he has a property declared in his annual interest return which is subject to the policy. He will leave the meeting and not participate in discussion or voting on the matter.

DEPUTY MAYOR EATON OAM LEFT THE MEETING AT 17:09 PM DURING CONSIDERATION OF THIS ITEM, AND AS A RESULT TOOK NO PART IN VOTING.

A MOTION was *MOVED* by Councillor WRIGHT and *SECONDED* by Councillor DANIELS:

IAC9/25

That the Committee:

- 1 Endorses the draft Backflow Prevention Policy 2025 for adoption by Council.***
- 2 Recommends that Council adopts the draft Backflow Prevention Policy 2025.***

CARRIED
FOR: UNANIMOUS

DEPUTY MAYOR EATON OAM RETURNED TO THE MEETING AT 17:13 PM

Minutes of the Ordinary Meeting Infrastructure and Assets Committee of Council (cont'd)

1.6 Policy Review - Building in Proximity to Water and Sewer Pipelines Policy - endorse for Council adoption

RESOLVED by EXCEPTION on the *MOTION* of Councillor Wright and *SECONDED* by Deputy Mayor EATON OAM:

IAC10/25

That the Committee recommends that Council adopts the draft Building in Proximity to Water and Sewer Assets Policy. Noting that public exhibition is not required as there are no substantive changes to the intent of the policy.

1.7 Central Coast Council Capital Works Update - for information

5:13pm

A MOTION was *MOVED* by Councillor SMITH and *SECONDED* by Councillor WRIGHT:

IAC11/25

That the Committee:

- 1 Notes this information report on the Central Coast Council's capital works.***
- 2 Recommends that Council notes a report on the Tuggerawong shared pathway project will be reported back to the Infrastructure and Assets Committee at the 12 August 2025 meeting.***

CARRIED

FOR: UNANIMOUS

1.8 2025 Australian (Federal) Government Election Commitments - for information

5:40pm

A MOTION was *MOVED* by Councillor NEAL and *SECONDED* by Councillor EATON OAM:

IAC12/25

That the Committee:

- 1 Notes that Council officers are actively tracking commitments made by Federal Members as part of their election campaign, as detailed below.***
- 2 Notes that Council officers are seeking the Australian Government's appropriate funding pathway for relevant projects within the below mentioned election commitments.***
- 3 Thanks the Members of Parliament, Emma McBride, Dr Gordon Reid, and Pat Conroy for the commitments to the projects, and notes the benefit to the community that they will provide.***

Minutes of the Ordinary Meeting Infrastructure and Assets Committee of Council (cont'd)

CARRIED
FOR: UNANIMOUS

1.9 Updated Timeframes Proposed for Monastir Road and MacDonalds Road Matters - for determination

5:48pm

A MOTION was *MOVED* by Councillor NEAL and *SECONDED* by Councillor WRIGHT:

IAC13/25

That the Committee:

- 1 Notes that a report to Council (via the Infrastructure and Assets Committee) for Monastir Road, Phegans Bay is proposed for August 2025, following a Councillor Workshop proposed for 17 June 2025.**
- 2 Notes that a report on traffic related matters at MacDonalds Road, Lisarow will be tabled at the June 2025 Local Traffic Committee Meeting for consideration and will be reported to the next available Infrastructure and Assets Committee meeting on 12 August 2025.**

CARRIED
FOR: UNANIMOUS

1.10 Public Toilet Strategy - endorse for Council adoption

5:52pm

A MOTION was *MOVED* by Councillor STANTON and *SECONDED* by Councillor NEAL:

IAC14/25

That the Committee recommends that Council:

- 1 Endorses the recommended amendments proposed by Council Staff to the Public Toilet Strategy.**
- 2 Adopts the Public Toilet Strategy with the following amendments:**
 - a) That Bush Street Reserve Public Toilet (EB30), Norah Head, be retained in service and not closed.**
 - b) That Bluebell Park Public Toilet (EE03), Berkeley Vale, be retained in service and not closed.**
 - c) That the Public Toilet Strategy recognises the relocation of the public toilet in Walter and Edith Denniss Park (EE09), The Entrance North, to Terilbah Reserve, The Entrance North, with the current public toilet being closed and**

Minutes of the Ordinary Meeting Infrastructure and Assets Committee of Council (cont'd)

demolished once the new public toilet is constructed.

- d) That Blue Lagoon Public Toilet (EE14), Bateau Bay, be retained for a period of six (6) months while discussions with NSW Government Agencies occur to progress an agreement on suitable access arrangements for their maintenance and operation. Should an arrangement be established within six (6) months, the Blue Lagoon Public Toilet be retained in service. And a report come back to the Infrastructure and Assets Committee if an arrangement cannot be established prior to Blue Lagoon Public Toilet being closed and demolished.*
 - e) That Hardys Bay Public Toilet (EGE08), Killcare, be retained in service with the location of the renewed public toilet building being informed by the current master planning process.*
 - f) That the renewal of the Pretty Beach Tennis Public Toilet, Pretty Beach include the provision of a like for like sheltered area for tennis players within the public toilet building.*
 - g) The inclusion of liquid soap, as well as sanitary bins across the public toilet network, noting that Council staff will remove the sanitary bins at locations where ongoing issues with excessive vandalism or other behaviours resulting in unhygienic conditions is recorded.*
 - h) That an additional 31 sports amenities be made available for general community use.*
- 3** *Notes alternative design suggestions, such as child holding frames, be considered as part of future revisions of the Public toilet strategy.*
- 4** *Notes that the Mangrove Mountain toilets are being upgraded by provision of a septic system to replace the drop toilets, and includes the provision of hand washing facilities as part of the maintenance budget, by the end of June 2027.*
- 5** *Recommends the Chief Executive Officer undertakes the amendments to the Public Toilet Strategy.*

CARRIED
FOR: UNANIMOUS

The next meeting is to be held at 5:00pm on Tuesday 12 August 2025 at the Wyong Administration Building.

The Meeting concluded at 6:36pm.

Item No: 1.4
Title: Items Resolved by Exception
Department: Corporate Services

12 August 2025 Infrastructure and Assets Committee

Reference: F2025/00485 - D16842791



Recommendation

That the Committee determines the items on the Infrastructure and Assets Committee Agenda that will be adopted without debate.

Summary

In accordance with Council's Code of Meeting Practice, items that are dealt with by exception are items where the recommendations contained in the staff reports in the agenda are adopted without discussion.



Item No: 1.5
Title: Central Coast Council Capital Works Progress - for information
Department: Infrastructure Services

12 August 2025 Infrastructure and Assets Committee

Reference: F2025/00485 - D16793300
Author: Claire Ashby, Unit Manager, Procurement and Project Management
Executive: Boris Bolgoff, Director Infrastructure Services

Recommendation

That the Committee notes this information report on the Central Coast Council's capital works.

Report purpose

This report provides an overview of the current capital works matters such as the top projects and 2024-25 financial year progress for the Committee's information and discussion. This will include the following:

- Major Projects update, and
- Capital Works progress update for the 2024-25 financial year.

Report

Major Projects Update

In the 2024-25 financial year, Council's delivery plan comprised of 506 projects with a total value \$316.54M. As many projects are run over multiple years, the total project value can be broken up as follows:

Total Project Value \$ (incl programmes)	No. of Projects
Greater than \$10m	31
Between \$5m-10m	31
Between \$1m-5m	129
Less than \$1m	315

1.5 Central Coast Council Capital Works Progress - for information (cont'd)

The table below represents the major projects (excluding programs) over \$10m

Project	Total Project Value \$	Approx onsite commencement date	Project Status Update
Sewage Treatment Plant Major Augmentation Works – Charmhaven (on capital works map)	\$134,621,626	1/10/2022	High complexity multi-year project with multiple packages in various phases. Project delivery schedule and forecast updated in line with revised program.
Sewer Treatment Plant Major Upgrade – Gwandalan (on capital works map)	\$92,465,245	1/11/2025	High complexity multi-year project with multiple packages in various phases. Project delivery schedule and forecast updated in line with revised program.
Water Treatment Plant Major Upgrade – Mardi (on capital works map)	\$71,209,642	30/06/2023	Some project works have been accelerated and overall construction is expected to be completed in FY2026-27.
Ocean Beach and Rawson Rd - Intersection Upgrade (on capital works map)	\$46,963,465	1/07/2026	Project design progress impacted due to receiving grant variation approvals later than anticipated. Construction is now expected to be completed in FY2027-28.
Sewer Rising Main Partial Replacement – Gosford Racecourse to Perina Rd West Gosford (WGMJR)	\$33,475,575	1/08/2025	Project progressing ahead of schedule to facilitate early procurement of critical materials.
Gosford Regional Library and Innovation Hub (on capital works map)	\$32,897,871	1/09/2023	Construction is nearing completion, which is anticipated for the end of August. Opening is planned for September.
Sewage Treatment Plant Process Improvements - Bateau Bay (on capital works map)	\$27,313,395	1/09/2023	High complexity multi-year project with multiple packages in various phases. Project delivery schedule and forecast updated in line with revised program.
Sewage Treatment Plant Upgrades - Wyong South (on capital works map)	\$19,231,730	1/08/2024	High complexity multi-year project with multiple packages in various phases. Project delivery schedule and forecast

Project	Total Project Value \$	Approx onsite commencement date	Project Status Update
			updated in line with revised program.
Wisemans Ferry Road AGRN1012 (on capital works map)	\$18,183,354	1/07/2024	High complexity multi-year project with multiple packages progressing as planned. Revised expected completion is FY2026-27.
Settlers Road Wisemans Ferry (on capital works map)	\$16,887,527	1/07/2024	Project is on track. Construction expected to be completed in FY2026-27.
WOY WOY Waste Facility South Cell (on capital works map)	\$16,450,000	9/01/2026	This is a complex multi-year project. DA approval has been obtained and construction is expected to commence in FY2026-27.
Regional Animal Care Facility Investigation and Designs (on capital works map)	\$15,554,900	NA	This is a complex multi-year project. DA approval was obtained in June and construction is expected to commence in FY2026-27 with completion expected in FY2028/29.
Cell 4.5 Buttonderry Waste Management Facility (on capital works map)	\$15,395,500	1/07/2025	This is a complex multi-year project. Detailed design is currently in progress with construction anticipated to commence later in FY2025/26.
Colongra - Sporting Facility Development (on capital works map)	\$15,242,899	N/A	Project progressing with environmental assessments and design finalisation in preparation to release the construction tender.
Drainage Upgrade - Lakedge Avenue (on capital works map)	\$14,475,000	1/07/2024	Construction delays have been rectified. Construction expected to be completed in FY2028-29.
Mannering Park - Shared Pathway Construction (on capital works map)	\$13,175,000	10/10/2025	This is a multi-year project with project schedule and forecast updated in line with revised program.

Project	Total Project Value \$	Approx onsite commencement date	Project Status Update
Steyne Rd - Road Upgrade (on capital works map)	\$12,460,000	1/02/2025	This is a multi-year project, split into four stages. Stage 1 was completed in 2023/2024. Construction progress has been impacted by utility relocation and heritage investigations, causing a shift in staging strategy. Project delivery schedule and forecast updated in line with revised program.

Capital Works progress update for 2024-25 Financial Year

June figures are not finalised however Capital is tracking at \$297.4M against a full year budget of \$316.54M representing 93.9% which meets the target annual KPI of 90%. The minor delays can generally be contributed to weather impacts however 100% of the number of projects that were anticipated to commence were commenced as planned within FY2024-25.

Attachments

Nil.



Item No: 1.6
Title: Realignment of Monastir Road, Phegans Bay - for information
Department: Infrastructure Services

12 August 2025 Infrastructure and Assets Committee

Reference: F2023/00248 - D16966181
Author: Scott Jarvis, Section Manager Roads Technical Services
Manager: Jeanette Williams, Unit Manager Engineering Services
Executive: Boris Bolgoff, Director Infrastructure Services

Recommendation

That the Committee notes that:

- 1 Council officers will continue to investigate viable options for the access road commonly known as Monastir Road, Phegans Bay to be gazetted as road reserve.***
- 2 A further report will be brought back to the Committee identifying any required acquisitions and boundary adjustments to facilitate a gazettal.***

Report purpose

To provide information regarding the progression of the investigation into the potential gazettal of the access road known as Monastir Road to road reserve and is in response to Council's resolution, in part (654/25), from its meeting held on 29 April 2025.

Background

Council Officers have been investigating what options are available to improve access to residents utilising the accessway known as Monastir Road, Phegans Bay. This investigation includes options to have the access way gazetted* as road reserve.

**In New South Wales (NSW), gazettal of a road reserve refers to the formal declaration, typically through publication in the NSW Government Gazette, of a specific area of land as a public road. This process establishes the legal status of the land as a road, including its ownership, usage, and the rights and responsibilities associated with it. The Gazettal process is governed by the Roads Act 1993.*

1.6 Realignment of Monastir Road, Phegans Bay - for information (cont'd)

In consideration of the Phegans Bay Waterfront Draft Masterplan for Public Exhibition, Council at its meeting held on 29 April 2025, resolved (in part) to:

654/25

Prepares a report to Council at the 22 July 2025 Ordinary Meeting regarding the realignment of Monastir Rd, Phegans Bay and possible solutions.

The Director Infrastructure Services provided an interim report to the Infrastructure and Asset Committee on 10 June 2025 advising that due to the timing of Councillor Workshops and the current meeting schedule the timing for the Monastir Road, Phegans Bay report is proposed to be adjusted. This matter is proposed to go to the 17 June 2025 Councillor Workshop and then reported to the August 2025 Council meeting.

The Infrastructure and Asset committee unanimously carried the following Motion:

IAC13/25

Notes that a report to Council (via the Infrastructure and Assets Committee) for Monastir Road, Phegans Bay is proposed for August 2025 following a Councillor Workshop proposed for 17 June 2025.

At the Councillor Workshop held on 17 June 2025, Senior Council officers presented to Councillors on the progress of the current investigation into options available for gazettal of the accessway known as Monastir Road, Phegans Bay.

Report

The subdivision within Phegans Bay incorporating Monastir Road took place in 1913. This subdivision included a 'Paper road' (road reserve land with no road assets contained within this land) to the north of properties on Monastir Road, and land known as 'Lot 54' to the south of the properties.

In 1996, following the creation of a sewer easement, Council resolved to compulsorily acquire Lot 54 to officially serve as an access to Council assets and allow residents a right-of-way access to their properties.

The access road to the properties, commonly known as Monastir Road, commences at the western end of Alkira Road and traverses State of NSW Land (Crown Land – Lot 7184 DP1119707) and Council operational land (Lot 54, DP8421). This land is not currently classified as road reserve.

The existing Monastir Road reserve located to the north of the properties is located on land with very steep, inaccessible terrain. The construction of a new road access through the existing road reserve would be cost prohibitive. Private property owners have also been granted development consent with access from the access road known as Monastir Road. As part of this review, it is possible that the road reserve may be extinguished as road reserve, and incorporated into the parcel of adjacent Coastal Open Space System (COSS) land.



Sketch of current access road known as Monastir Road and surrounds

The access road is narrow and predominantly unsealed, with the exception of the first 150 metres located on Crown Land which is sealed. Council utilises the accessway to access water and sewer infrastructure. The access road is inspected with low-cost maintenance undertaken to ensure it is in a trafficable state.

As part of the investigation, a detailed land survey has been undertaken to identify the boundaries of the access way (Lot 54); Crown Land and private property, including any infrastructure.

Generally, the narrow access road and steep embankment on the southern edge of the access road precludes the road from being realigned or widened. Council may need to acquire small sections of land to allow for a suitable road corridor in progressing any gazettal of the access road as Monastir Road.

Council has also engaged a legal consultant to provide legal advice regarding the existing access arrangement. This advice considered legal implications and liabilities for Council and private property owners for a number of options regarding future management of the access road, including maintaining the status quo, property owners managing and maintaining a private access road located on Council road reserve (similar to a long shared private driveway), or a Council managed road asset on Council road reserve.

This legal advice concluded that the optimal solution for Council, including managing risk, and adjacent private property owners was for Council to progress options for gazettal of the access road as road reserve and formalising this as Monastir Road. Council's legal advice is provided in the confidential attachment to this report.

Stakeholder Engagement

Council officers have met with representatives of Crown Land to discuss options available to Council in relation to gazettal of the access road located on Crown Land. Representatives of Crown Land advised that the preferred method would be compulsory acquisition, with Council acquiring the land as road reserve in accordance with Section 12 of the NSW Roads Act. Further stakeholder engagement with Crown Land is continuing in this regard. Progression of the option for the access road to be gazetted as road reserve is dependent upon successful acquisition of the Crown Land component at this location.

Once the matter has progressed with Crown to a point where Council is confident that the compulsory acquisition of Crown Land will be successful and is able to be funded, consultation and negotiation with affected property owners is planned to commence. Additional funding is likely to be required to fund land acquisitions from private property owners.

Consultation with adjacent property owners and interested parties is expected to occur during 2025-26.

Financial Considerations

Financial Year (FY) Implications.

The proposal has cost financial implications for the current FY and outer years in the LTFP.

Budget and Long-Term Financial Plan (LTFP) Impact.

The FY adopted budget does not include funding for this proposal and the amount will need to be included in a future Quarterly Budget Review. The LTFP does not include funding for the ongoing impact and will need to be updated in the next review.

Funding would be required to be made available should Council be in a position to progress acquisitions associated with the gazettal of the access road however this may eventuate in future financial years.

Link to Community Strategic Plan

Following the adoption of the Community Strategic Plan (CSP) and framework in June 2025, Council report templates are being updated with new CSP themes and goals and will be available from August 2025. Contents in this report are aligned with the adopted CSP.

Risk Management

Nil.

Critical Dates or Timeframes

Nil.

Attachments

- 1 Confidential - Legal Response - Monastir Access Way Options Memo - D16034636



Item No: 1.7
Title: Traffic concerns in Macdonalds Road, Lisarow - for information
Department: Infrastructure Services

12 August 2025 Infrastructure and Assets Committee

Reference: F2004/06556 - D16966189
Author: Scott Jarvis, Section Manager Roads Technical Services
Manager: Jeanette Williams, Unit Manager Engineering Services
Executive: Boris Bolgoff, Director Infrastructure Services

Recommendation

That the Committee notes the following report on identified actions and opportunities to improve traffic and safety outcomes for the community on Macdonalds Road, Lisarow.

Report purpose

To provide information on the outcome of the traffic investigation related to Macdonalds Road, Lisarow in response to Council's resolution (663/25), from its meeting held on 29 April 2025.

Background

Council was made aware of residents' concerns in relation to speed and safety concerns in Macdonalds Road, Lisarow, and subsequently scheduled a review to investigate the road environment in Macdonalds Road.

Council at its meeting held on 29 April 2025, resolved:

663/25

- 1 *That Council acknowledges community concern about speeding cars and safety issues on Macdonalds Road Lisarow.*
- 2 *That the Chief Executive Officer prepares a report on potential actions and opportunities to improve safety outcomes for the community on Macdonalds Road and the surrounding area.*
- 3 *That this report be provided to Council no later than the July 2025 Council meeting.*

1.7 Traffic concerns in Macdonalds Road, Lisarow - for information (cont'd)

- 4 *That the report considers how Council could work with Transport for NSW to do things such as lower the speed limit on Macdonalds Road to 50 kph, install flashing signs at the nearby school, review light sequencing in the immediate area and traffic flows and direction near Lisarow Train Station and the School.*
- 5 *That the report considers how Council could implement speed calming or speed mitigation infrastructure such as line marking, rumble strips, speed humps, chicanes or footpaths. Improve the conditions of nearby local runs to limit the use of Macdonalds Road as a 'rat run', and work with NSW Police to step up enforcement of the speed limit in the area.*
- 6 *That the report contains any additional information, surveys or the like that Council Officers deem necessary to include to respond to this Notice of Motion.*
- 7 *That this matter be referred to the Local Traffic Committee.*

The Director Infrastructure Services provided an interim report to the Infrastructure and Asset Committee on 10 June 2025 advising that due to the timing of the Local Traffic Committee and Standing Committee meetings the timing for the Council report on traffic related matters at Macdonalds Road, Lisarow is proposed to be adjusted.

The Infrastructure and Asset Committee unanimously carried the following Motion:

IAC13/25

Notes that a report on traffic related matters at Macdonalds Road, Lisarow will be tabled at the June 2025 Local Traffic Committee Meeting for consideration and will be reported to the next available Infrastructure and Assets Committee meeting on 12 August 2025.

Report

Investigation

Officers from Council's Traffic Team have undertaken an investigation into traffic, speed and road safety concerns on Macdonalds Road, Lisarow from Tuggerah Street to Nexus Way.

This section of Macdonalds Road is semi-rural in nature with limited urban development adjacent to the road carriageway; predominantly unlit and has a posted speed limit applicable of 60 km/h. The road is sealed with safety measures in place such as curve warning signage, including advisory reduced speed plates; pedestrian signage; intersection treatments; a raised pedestrian crossing in the vicinity of the Lisarow Public School; and a 40 km/h School Zone during peak morning and afternoon periods. A short section of footpath has been provided in Macdonalds Road from the raised pedestrian crossing, near the intersection of Tuggerah Street, to the school car park and grounds. Footpaths are in place in Tuggerah Street and Fagans Road (residential area) linking to the rear access of the school.



Sketch showing footpaths and pedestrian facilities around Lisarow Public School

As part of an earlier investigation an electronic traffic survey was undertaken which included capturing the speed and volume of traffic over a period of approximately two weeks on a 24/7 basis. The traffic volume and speed data results of this electronic traffic survey are used along with on-site inspections and observations; a review of any crash history; current or proposed infrastructure; and a technical assessment, to identify the warrant for traffic and/or safety improvements.

Speed data obtained from Macdonalds Road resulted in an 85th percentile* speed of 57.4 km/h, which is below the current sign posted speed limit of 60 km/h. This speed data also identified that instances of speeding occurring on Macdonalds Road were considerably lower than on neighbouring local roads. The traffic data also revealed an Average Daily Traffic (ADT) of 2,655 vehicles. These results exclude the 40 km/h School Zone.

*The 85th percentile speed is a traffic engineering concept representing the speed at or below which 85% of vehicles are observed to travel under free-flowing conditions.

A review of available Transport for New South Wales (TfNSW) crash data reveals one (1) reported crash resulting in injury in the past five (5) years.

Taking the results of the previous electronic traffic survey into consideration; the applicable speed limit of 60 km/h; feedback from interested residents and parties; and outcomes of the current investigation, further short-term improvements have been identified to enhance safety in this section of Macdonalds Road.

The proposed road safety improvements include the provision of double centre line and edge line marking, retro-reflective pavement markers (known as RRPM's or "cats eyes"); additional curve warning signage; enhanced pedestrian warning signage; and chevron alignment markers (CAMS). The installation of double centre line and edge line marking will improve the delineation of the road and assist with moderating speeds in Macdonalds Road. Studies have shown the implementation of line marking gives the perception of a confined road space to motorists, which typically results in a reduction of speed.

The provision of engineered traffic calming devices (such as speed cushions, chicanes, raised platforms) were also considered as part of the investigation, however, were not considered warranted at this time taking into consideration the results of the electronic speed survey; the existing raised pedestrian crossing in the vicinity of the school; and the presence of the 40 km/h School Zone. The provision of engineered traffic calming would be of low priority when compared to other roads within the Central Coast region and is generally placed in urban (residential) areas where associated infrastructure is in place, for example kerb and gutter. Engineered traffic calming devices such as speed humps and chicanes are typically implemented in cases where excessive speed is resulting in serious injury traffic crashes or significantly increased risk of road crashes. Due to available funding, including grant funding opportunities, engineered traffic calming is typically installed to a small number of high priority urban locations where speed is significantly in excess of the posted speed limit and/or the road has a high crash history and other traffic calming measures are already in place.

TfNSW is legislated as the organisation responsible for the control of traffic on all roads in NSW under the *Road Transport (Safety & Traffic Management) Act 1999*. In order to deal with the large number and range of traffic related matters effectively, TfNSW has delegated certain aspects of the control of traffic on Local and Regional roads to Council.

The Local Traffic Committee is a technical review committee that operates as an advisory body to Council on traffic related matters. The Committee must be operated in accordance with TfNSW's 'A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees)'. The Committee includes four (4) formal members each with one voting right. These members are a representative from Council, the NSW Police Local Area Command, TfNSW and the Local State Member of Parliament or their representative. The Local State Member or their representative may only vote on matters within their respective electorate. The delegations also provide for the inclusion of a State Transit Authority, bus or taxi operators as informal non-voting representatives, which provide technical advice in relation to their area of expertise.

Council's Unit Manager Engineering Services undertakes the role of Chairperson and exercises Council's voting responsibilities along with a representative of TfNSW; NSW Police – Brisbane Water or Tuggerah Lakes Local Area Command; and the respective Local Member

of State Parliament or their representative. Local bus operator representatives attend the meetings and provide technical advice in relation to bus services however, have no voting responsibilities. Councillor Helen Crowley or alternate Councillor Kyla Daniels attend meetings and participate in discussions however have no voting responsibilities.

Council's Director Infrastructure Services considers the recommendations of the Local Traffic Committee for endorsement acting on behalf of Council under delegation of the *Transport Administration Act 1988*.

Following conclusion of the investigation, a report was presented to the Local Traffic Committee at its meeting held on 19 June 2025. In consideration of the matter, the Local Traffic Committee recommended unanimously the following:

- A Install BL2 centre line and EL1 edge lines on Macdonalds Road, Lisarow from Tuggerah Street to Nexus Way as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.*
- B Remove the existing No Parking sign and Install a No Stopping sign on the eastern side of Macdonalds Road, and install a No Stopping sign on the western side of Macdonalds Road adjacent to Lisarow Public School as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.*
- C The Committee notes the proposed implementation of safety improvements including warning signage and the recommendation to remove the installation of audio-tactile line marking, which is to be installed at a later date, if required.*

The minutes of the Local Traffic Committee meeting was subsequently endorsed by the Director Infrastructure Services.

The provision of a footpath along Macdonalds Road from the school to Nexus Way has not currently been identified. Semi-rural roads, such as Macdonalds Road, do not typically have footpaths constructed. In addition, the road reserve of Macdonalds Road is relatively narrow and would likely require extensive land acquisition from adjacent private properties to accommodate any future footpath.

Alternate footpaths are in place however, it is acknowledged this route is longer in length travelling along Pacific Highway, The Ridgeway and Nexus Way. Local bus operator, Busways, operate a school bus service which travels along The Ridgeway to and from the school each morning and afternoon, offering children another alternative to walking along Macdonalds Road.

Notwithstanding this, Council has commenced a review of our active transport plans into a combined Walking and Cycling Strategy. As part of the consultation process, Council will be consulting with schools, as one of the key stakeholders to understand the needs of the school community. This will provide a further opportunity to identify any opportunities to enhance active transport options surrounding the school.

Speed limit for Macdonalds Road

In NSW there are two (2) default speed limits, a default urban speed limit of 50 km/h for roads in built-up areas (ie where there are buildings next to the road or where there is street lighting) and a default speed limit for rural and non-built up areas of 100 km/h. Where TfNSW determines that an alternate speed limit is appropriate (ie, 80 or 60 km/h) speed limit signposting is installed.

Speed limits are set by the NSW Government through Transport for NSW (TfNSW) in accordance with the NSW Speed Zoning Standards. This ensures consistency in relation to speed limits and speed zones across NSW. These guidelines have been developed and applied by TfNSW road safety experts and traffic engineers. Any requests to reduce the existing speed limit of 60 km/h on Macdonalds Road is a matter for review and determination by TfNSW.

TfNSW does liaise with Council as part of any review of speed limits within the Central Coast region, however are the determining body. Senior Council officers have discussed the speed limit applicable to Macdonalds Road with TfNSW confirming that the speed limit for Macdonalds Road was assessed in accordance with the NSW Speed Zoning Standard and that the 60 km/h speed limit is appropriate for this road in accordance with their Standard. At the Local Traffic Committee meeting held on 19 June 2025, Committee member representing TfNSW confirmed that the speed limit on Macdonalds Road has been independently reviewed by the NSW Government's Centre for Road Safety. The independent review supported the decision to retain the 60km/h speed limit.

The 40 km/h School Zone signage and flashing yellow lights are implemented and managed by TfNSW. Council officers have liaised with TfNSW requesting that the signage be reviewed, with a view to installing flashing 40 km/h school zone signage on Macdonalds Road. Determination of the matter however rests with TfNSW.

Speed enforcement

Council officers have and are continuing to liaise with NSW Police regarding the undertaking of patrols and/or enforcement in this location. Council also provides data from the electronic traffic surveys to assist in scheduling any warranted enforcement activities.

Traffic signals

The operation of the signals and intersections at Pacific Highway/The Ridgeway and Pacific Highway/Tuggerah Street are managed by TfNSW. Council officers have liaised with TfNSW and requested a review of the operation of the signals to identify any opportunities available to modify sequencing of the traffic signals to deter use of Macdonalds Road by motorists travelling between Lisarow and Erina and the coastal areas.

TfNSW representatives have advised that they are currently not in favour of altering the operation and phasing of the traffic signals, due to the impact this has on traffic using the Pacific Highway, and other queue length times at the intersections.

Stakeholder Engagement

As part of the investigation, officers from Council's Traffic team have liaised with a number of external stakeholders such as TfNSW and NSW Police in relation to the safety concerns in Macdonalds Road. Senior Council officers have also recently met on-site with the Member for The Entrance, David Mehan, concerned residents including a representative of the School P&C.

Council has notified the school, including the P&C Association and property owners/residents adjacent to the works in relation to the implementation of the traffic and safety improvements, prior to implementing the Local Traffic Committee's recommendation for double centre and edge line marking and associated works.

Financial Considerations

Financial Year (FY) Implications.

The proposal has cost financial implications for the current FY only.

Budget and Long-Term Financial Plan (LTFP) Impact.

The FY adopted budget includes funding for this proposal.

The cost for the installation of the line marking and signage will be accommodated within the existing Traffic Facilities budget.

Link to Community Strategic Plan

Following the adoption of the Community Strategic Plan (CSP) and framework in June 2025, Council report templates are being updated with new CSP themes and goals and will be available from August 2025. Contents in this report are aligned with the adopted CSP.



Risk Management

Nil.

Critical Dates or Timeframes

Installation works will be undertaken as soon as work priorities permit.

Attachments

  TC29 2025 - Macdonalds Road, Lisarow - Line Marking D16967911

Minutes of the Ordinary Meeting Local Traffic Committee of Council (cont'd)

2.12 TC29/2025 | Macdonalds Road, Lisarow - Line Marking

Report/Context

Council has received incoming correspondence from residents and members of parliament regarding safety concerns on Macdonalds Road, Lisarow. In addition, Council at its meeting held on 29 April 2025, resolved:

- 1 *That Council acknowledges community concern about speeding cars and safety issues on MacDonaldis Road Lisarow.*
- 2 *That the Chief Executive Officer prepares a report on potential actions and opportunities to improve safety outcomes for the community on MacDonaldis Road and the surrounding area.*
- 3 *That this report be provided to Council no later than the July 2025 Council meeting.*
- 4 *That the report considers how Council could work with Transport NSW to do things such as lower the speed limit on MacDonaldis Road to 50 kph, install flashing signs at the nearby school, review light sequencing in the immediate area and traffic flows and direction near Lisarow Train Station and the School.*
- 5 *That the report considers how Council could implement speed calming or speed mitigation infrastructure such as line marking, rumble strips, speed humps, chicanes or footpaths. Improve the conditions of nearby local runs to limit the use of MacDonaldis Road as a 'rat run', and work with NSW Police to step up enforcement of the speed limit in the area.*
- 6 *That the report contains any additional information, surveys or the like that Council Officers deem necessary to include to respond to this Notice of Motion.*
- 7 *That this matter be referred to the Local Traffic Committee.*

Officers from Council's Traffic Team have undertaken an investigation into road safety improvements and identified low cost improvements that may be implemented in the short term to Macdonalds Road, from Tuggerah Street to Nexus Way.

The proposed improvements include the provision of centre line and edge line marking, audio-tactile line marking, Retro-reflective pavement markers (RRPM's, or "cats eyes"), Curve warning signage, pedestrian warning signage and Chevron Alignment Markers (CAMS).

Additionally, No Stopping sign posting adjacent to Lisarow Public School is proposed to be adjusted to close out existing No Stopping zones.

Plans showing the proposed line marking is attached for the Committee's review. Additionally, plans showing the proposed warning signage has been provided for the Committee's information.

Minutes of the Ordinary Meeting Local Traffic Committee of Council (cont'd)

It is noted that engineered traffic calming devices were considered in the investigation, however were assessed as a lower priority when compared to other roads within the Central Coast area. Engineered traffic calming devices such as speed humps and chicanes are typically implemented in cases where excessive speed is resulting in serious injury traffic crashes or significantly increased risk of road crashes. Speed data obtained from Macdonalds Road resulted in an 85th percentile speed of 57km/h, which is below the current sign posted speed limit, and identified that instances of speeding on Macdonalds Road is considerably lower than on neighbouring local roads.

It is noted that requests regarding the Speed limit and speed limit review, school zone flashing signage and traffic signal phasing is not a matter for the Local Traffic Committee. These matters are being discussed with TfNSW independently.

The provision of a footpath along Macdonalds Road from the school to Nexus Way has not currently been identified, however Council has commenced a review of our active transport plans into a combined Walking and Cycling Strategy. As part of the consultation process, Council will be consulting with schools, as one of the stakeholders to understand the needs of the school community.

Council will carry out consultation with adjacent residents prior to the installation of the line marking, sign posting and audio tactile line marking.

Financial Impact

The cost for the installation of the line marking will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

Council officers presented an overview of the proposed safety improvements at Macdonalds Road, Lisarow, and explained that a commitment had been made by Council's Traffic team to review issues in this location in line with Council's prioritisation.

Committee member, Local Member for The Entrance, gave thanks to Council officers for their efforts in this review however reiterated his preference is to lower the speed limit, which is the responsibility of TfNSW.

Committee member representing TfNSW confirmed that the speed limit on Macdonalds Road has been independently reviewed by the TfNSW Centre of Road Safety. The independent review supports the decision to retain the 60km/h speed limit.

Committee member representing TfNSW made a comment in relation to the location and number of Chevron Alignment Markers (CAMs) with a suggestion that the over use of these signs can reduce the efficacy of the signs. Council officers explained that the preference is not to remove existing signs and the proposal merely seeks to enhance existing CAMs.

The Committee discussed the requirement for Audio Tactile Line Marking (ATLM), and agreed that it should be removed from the recommendation, and if required it can be installed at a later date.

Minutes of the Ordinary Meeting Local Traffic Committee of Council (cont'd)

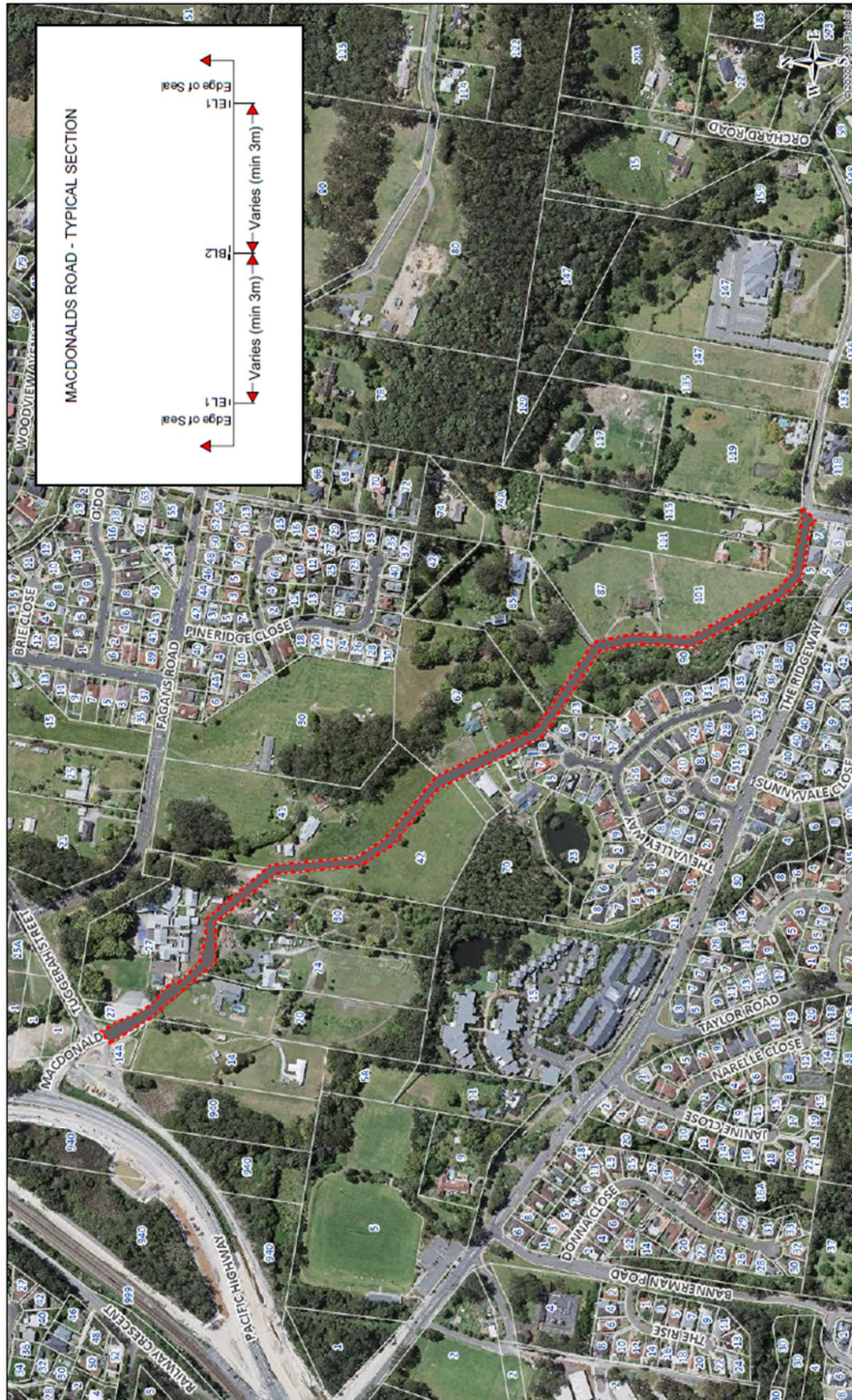
Recommendation

- A Install BL2 centre line and EL1 edge lines on MacDonalDs Road, Lisarow from Tuggerah Street to Nexus Way as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.
- B Remove the existing No Parking sign and Install a No Stopping sign on the eastern side of Macdonalds Road, and install a No Stopping sign on the western side of Macdonalds Road adjacent to Lisarow Public School as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.
- C The Committee notes the proposed implementation of safety improvements including warning signage and the recommendation to remove the installation of audio-tactile line marking, which is to be installed at a later date, if required.

Carried unanimously.

Minutes of the Ordinary Meeting Local Traffic Committee of Council (cont'd)

Attachment 1



MACDONALDS ROAD, LISAROW - AUDIO TACTILE
LINE MARKING



Minutes of the Ordinary Meeting Local Traffic Committee of Council (cont'd)



**MACDONALDS ROAD, LISAROW - SIGN
POSTING IMPROVEMENTS**



Minutes of the Ordinary Meeting Local Traffic Committee of Council (cont'd)



MACDONALDS ROAD, LISAROW - SIGN POSTING IMPROVEMENTS



Item No: 1.8
Title: Tuggerawong Shared Path - for information
Department: Infrastructure Services



12 August 2025 Infrastructure and Assets Committee

Reference: F2025/00485 - D16910353
Author: Jay Spare, Unit Manager Roads and Drainage Infrastructure
Executive: Boris Bolgoff, Director Infrastructure Services

Recommendation

That the Committee notes the update provided on the Grant and Developer Contribution funded Tuggerawong Foreshore Shared Path Stage 5 project.

Report purpose

The purpose of this report is to update the Committee regarding the Tuggerawong Foreshore Shared Path Stage 5 project which is planned for construction in 2025-26 and 2026-27 with funding via a \$1.5M Federal Government Grant and \$4.4M in Section 7.12 Developer Contributions.

Executive Summary

In 2019-20 Council undertook an extensive consultation campaign to gain feedback on the design of the Tuggerawong Foreshore Shared Path project. This included the provision of five (5) Stage 5 route options to the community to assess their preferred alignment.

While strong support was received for the Stage 5 Option A foreshore route, with 87% of stakeholders identifying this as the preferred route – Option C via Palmer Street, High Street, Marine Parade and then along the foreshore to Don Small Oval was identified by Council as the preferred alignment. This was primarily due to increased cost associated with Option A.

In 2022-23 the Australian Government offered Council a \$1.5 million grant to fund the difference between the Option A and Option C route estimates. Design investigations recommended to confirm the feasibility of Option A and the availability of Developer Contributions to fund the balance of the project. Based on this, a November 2023 Council Resolution was obtained to endorse the change to Option A as the preferred route.

During 2023-24 Council progressed the design of Stage 5 Option A, and in 2024-25 commenced further community consultation on the Concept Design. This included individual engagement with directly affected property owners, a dedicated Your Voice Our

Coast webpage, social media promotions and a community drop-in session. The formal consultation period has closed, and a Consultation Report is being prepared to summarise feedback and communicate the changes proposed in response.

The final concept will be used to complete Heritage, Geotechnical and Environmental Assessments, and to finalise the Detail Design of the project – this will involve ongoing consultation with directly affected property owners. The project is currently forecast to commence construction in mid 2025-26, subject to external approvals and design progress.

Report

The Tuggerawong Foreshore shared path is part of the broader Tuggerah Lakes Loop and has been the focus of extensive Ministerial, Councillor and community advocacy over many years. In line with this, the shared path is recognised as a regional priority in Council’s Bike Plan and has received funding via Council’s Regional Section 7.12 Developer Contribution Plan.

In 2019-20 Council undertook an extensive consultation campaign to gain feedback on the Shared Path Concept Designs for Stages 2-4. At the same time, five Stage 5 route options were presented to the community to determine their preferred route alignment. A breakdown of each stage of works is shown in Figure 2 and to date Council has completed Stages 2-4 of the project using a combination of Developer Contributions, Grants and Council funding.

The consultation demonstrated that there is strong community support for the Stage 5 Option A route, which involves a foreshore shared path from Palmer Street to Don Small Oval – refer to Figure 3 which shows the Stage 5 Option Summary Plan used in the consultation. As shown below in Figure 1, over 87% of stakeholders identified Option A as their preferred route.



Figure 1 – Stage 5 Route Option First Preference Survey Results (Your Voice Our Coast, 2020)

1.8 Tuggerawong Shared Path - for information (cont'd)

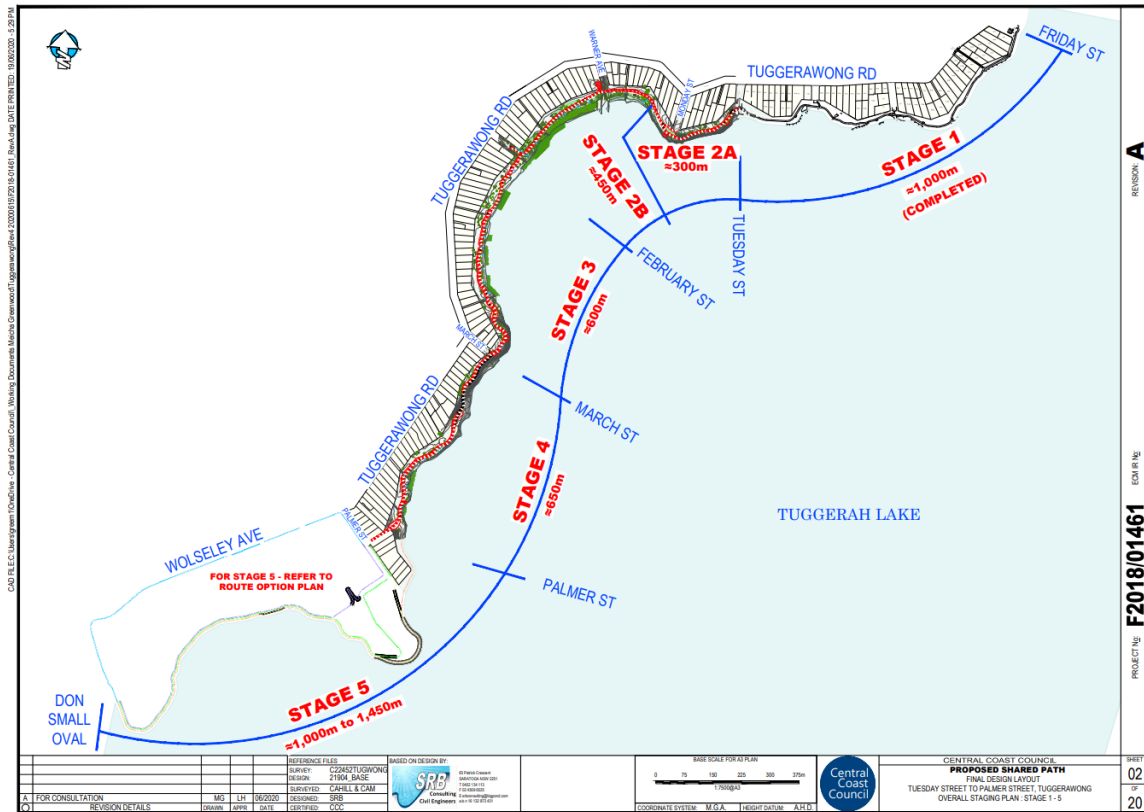


Figure 2 – Tuggerawong Foreshore Shared Path Staging Plan (Your Voice Our Coast, 2020)

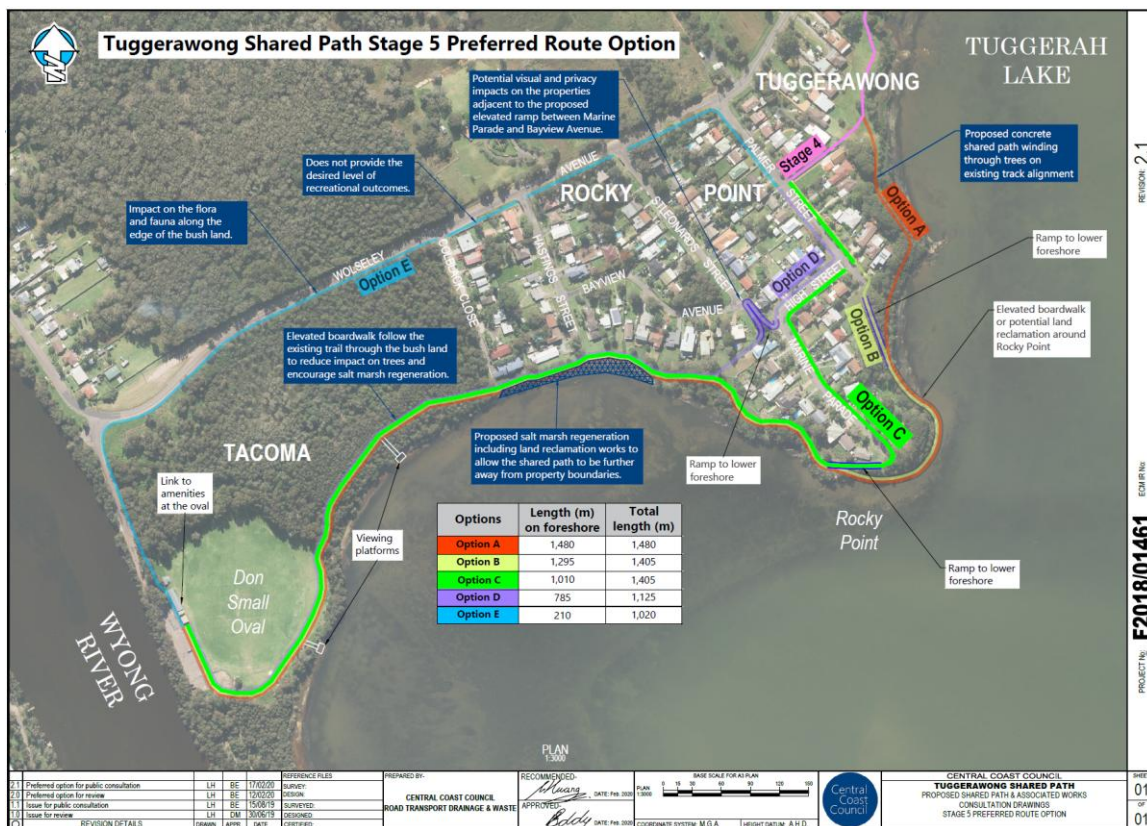


Figure 3 – Stage 5 Route Assessment Summary (Your Voice Our Coast, 2020)

The 2019-20 community submissions showed the driver for community preference was a desire to maximise access directly along the foreshore. Ultimately the Option C route was selected as it maximised foreshore access based on the available project funding at the time.

In 2022-23 strong community advocacy saw the Australian Government make a federal election commitment to fund the difference between the original Option A and Option C route estimates, resulting in the offer of a \$1.5 million grant to Council. Following detailed feasibility investigations on the Option A route including the consideration of flood planning, geotechnical, heritage and environmental advice – a Council Resolution was ultimately obtained in November 2023 to accept the grant and proceed with the Option A route.

Based on the above, the development of the Stage 5 Option A design progressed and in 2024-25 Council undertook further community consultation to gain feedback on the Stage 5 Concept Design – refer to (Attachment 1) for the Concept Plans presented to the community.

In line with the original Option Summary, the Stage 5 Option A Concept Design involves a foreshore shared path including a mixture of conventional concrete paths, raised boardwalk sections and foreshore reclamation around Rocky Point with the alignment meandering to minimise environmental impacts and the removal of existing trees. The project also includes slope stabilisation in a number of locations as well as a viewing platform, extensive native landscaping and a commitment to replant suitable native trees at a 3:1 ratio.

While the formal consultation period has closed, feedback continues to be received and there is ongoing consultation with directly affected property owners regarding the final alignment. A Consultation Report is also being prepared and will be published on the Your Voice Our Coast web page to summarise the feedback and advise of changes made in response.

In line with the adopted Delivery Program, the construction of Stage 5 is planned for commencement in 2025-26 and completion in 2026-27.

Stakeholder Engagement

Consultation to date has included:

- 2019 Bike Plan development – Central Coast’s first active transport strategy which identified the Tuggerawong Foreshore Shared Path as a regional property.
- 2020 community consultation campaign – which included drop-in sessions, 111 resident surveys and over 4,000 social media hits and 1,500 website views.
- 2023 Council Report which saw a Resolution which endorsed the Stage 5 Option A route following receipt of additional grant funding.
- 2025 community consultation campaign – which included drop-in sessions, 270 resident submissions and over 1,600 website views.

In addition to the above, advice has been received from the following internal and external specialists to develop the Concept Design to date.

- Strategic planning to confirm available Developer Contribution funding.
- Flood planning to confirm design flood levels and mapping.
- Geotechnical engineers to assess slope stability concerns.
- Environmental specialists to review flora / fauna and marine impacts.
- Heritage consultants to assess / mitigate heritage impacts.
- Open Space and Recreation to confirm interface requirements with Don Small Oval.
- Maintenance and construction to assess constructability and ongoing management of design approaches.
- Crown Lands to confirm Council's 'Care and Control Status'.
- Transport for NSW to confirm grant funding requirements and scope.

Financial Considerations

Financial Year (FY) Implications.

This proposal has cost and revenue financial implications for the current FY and outer years in the LTFP

Budget and Long-Term Financial Plan (LTFP) Impact.

The FY adopted budget includes funding for this proposal and the LTFP includes funding for the ongoing impact.

The next table presents the financial impact of the proposed Stage 5 Option A route delivery. This is consistent with the adopted Delivery Program and Operational Plan. In total the project is currently estimated to cost \$5.9M across the next two (2) financial years.

Project Stage	Capital Budget			Funding Source		
	25-26	26-27	Total	S7.12	Grants	General
Stage 5	\$3,543,480	\$2,362,320	\$5,905,800	\$4,405,800	\$1,500,000	-
TOTAL	\$3,543,480	\$2,362,320	\$5,905,800	\$4,405,800	\$1,500,000	-

Link to Community Strategic Plan

Following the adoption of the Community Strategic Plan (CSP) and framework in June 2025, Council report templates are being updated with new CSP themes and goals and will be available from August 2025. Contents in this report are aligned with the adopted CSP.

Risk Management

External specialist consultants will be used to ensure that the design, construction and operation is managed to minimise and mitigate risks associated with the project. In addition, Council is committed to protecting existing trees and vegetation and will aim to deliver replanting at a 3:1 ratio for any tree removed.

Council staff and our consultants will continue to work closely with directly regarding privacy concerns with property owners to maximise the offset of the shared path from their property boundaries and maintain existing water access provision where possible. Where appropriate, landscaping will also be considered to mitigate privacy impacts if required.

Critical Dates or Timeframes

The Tuggerawong Foreshore Shared Path Stage 5 project is planned for completion by the end of the 2025-26 financial year.

Attachments

1   Tuggerawong Shared Pathway - Stage 5 - Concept Design Plan D16852193

