

COMMUNICATIONS

Community Consultation Report

Anzac Parade Fencing

18 March 2026

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1. Summary

Randwick City Council sought community feedback on a proposal to install low fencing and create new formalised parking bays along the Anzac Parade median between Beauchamp Road, Matraville and Bunnerong Road, Phillip Bay. The proposal aims to discourage inappropriate parking on the grassed median, protect amenity, and explore opportunities to support parking demand.

This report presents the feedback received from the community during the consultation period.

Key findings

- Most feedback focused on parking, with around 70% of comments relating to the proposed parking compared with fewer comments on fencing.
- Feedback on parking was predominantly critical, with strong safety concerns raised about reversing or angled parking, conflicts with cyclists and pedestrians, and impacts on nearby homes.
- Support for additional parking was largely conditional, with calls for alternative layouts, locations, or stronger parking controls.
- Feedback on the fencing was mixed, with some support for protecting the grassed median and discouraging illegal parking, and concerns about driveway access and value for money.

2. Community engagement strategy

2.1. Background

At the ordinary Council meeting on 26 November 2024, Council resolved the following:

RESOLUTION: (Said/Burst)) that Council:

- a) endorse the proposal to install an arris rail fence along Anzac Parade median strip in the various locations identified in the report between Beauchamp Road, Matraville and Bunnerong Road, Phillip Bay;*
- b) approves both the parallel and angled parking options to be presented to Transport for NSW;*
- c) conducts community consultation on the proposal, subject to Transport for NSW technical approval; and*
- d) consider an allocation of funding within the 2025-26 Operational Plan and Budget – Capital Works program of \$550,000.00 ex. GST for the completion of the project.*

In early 2025, Council installed No Parking signs to address concerns about vehicles – including cars, boats, trailers, caravans, and trucks – parking on the Anzac Parade grass median strip. The parked vehicles were causing safety issues and negatively impacting on the amenity of the area.

Randwick Council sought community feedback on proposed plans to install low fencing and create new formalised parking bays in the Anzac Parade median between Beauchamp Road, Matraville and Bunnerong Road, Phillip Bay. The purpose of installing fencing is to provide a visual and physical barrier to support the No Parking signage.

Council identified a number of locations where approximately 81 new formalised parking spaces could be created to support residential and visitor parking, this includes:

- Installation of arris rail fencing to help prevent vehicles from parking on the grassed central median strip. This fencing is a proven, low-maintenance solution that restricts vehicle access while keeping the area open for community use.
- The plans include angled parking spaces for cars. Parking for boats, trailers, caravans, and trucks will not be accommodated in these areas.

2.2. Objectives

The consultation aimed to:

- Inform the community about the fencing and parking proposal.
- Seek feedback from residents on the proposed fencing and parking – including the opportunity to suggest other areas for parking.
- Report feedback to Council and inform decision-making before submission to TfNSW.

Consultation Level: lower-level local area impact. IAP2 Consultation level – Involve.

2.3. Consultation period

The consultation was open from 12 November 2025 to 1 February 2026 (extended).

2.4. Consultation activities

- Dedicated website: Your Say Randwick webpage.
- Letterbox drop: Flyer sent to residents surrounding the proposed fencing area
- Email campaigns: Sent to key stakeholders (including schools and users of Pioneers Park), Your Say subscribers, and Randwick City Precincts.
- Weekly eNews: Featured in Randwick News during the consultation period
- Social media: Facebook and Instagram posts
- Digital Displays: Information at libraries, the Des Renford Aquatic Centre, and the Customer Service Centre
- Randwick Council Website: Listed on Current Consultations webpage
- Councillor Notification: Local councillors were informed

3. Consultation outcomes



3140 website visits



1556 fencing / parking plan downloads



133 pins dropped by 91 people



21 submissions

3.1. Who we heard from

Responses were primarily received from Little Bay (46%), followed by Matraville (26%), with Malabar and Chifley collectively accounting for around a quarter of contributors (25%).

3.2. What we heard

Overall, most comments related to the proposed parking (around 70%), with comparatively fewer comments focused specifically on the fencing.

Parking:

Overall, feedback showed more opposition than support for the proposed parking plans. While many respondents acknowledged existing parking pressures, most raised strong concerns about safety, particularly in relation to reversing or angled parking on a busy arterial road, potential conflicts with cyclists, pedestrians and buses, and impacts on residential amenity near homes.

Where support for additional parking was expressed, it was often conditional. Many participants supported more parking in principle but called for different layouts, as well as stronger parking controls such as permits, time limits or enforcement.

Fencing:

The fencing proposal received mixed feedback. Where support was expressed, it was often conditional, with fencing seen as a way to protect the grassed median and prevent inappropriate vehicle parking, provided it was carefully designed to maintain driveway access, avoid safety or sightline issues, and remain low and unobtrusive.

Some strong objections were raised where fencing was perceived to restrict driveway manoeuvrability in localised areas or represent a poor use of public funds.

Key themes:

Consistent themes were raised across all four proposed fencing and parking locations along the corridor, with some variation depending on location.

The table below summarises the key issues raised by participants and highlights where these issues were most evident along the corridor.

Theme	What we heard	Locations where this was most evident
Managing boats, trailers and caravans on the median	<p>Many participants raised concern about the ongoing use of the grassed median for parking of boats, trailers, caravans and trucks. Support for fencing was most often framed as a way to reinforce existing parking restrictions and discourage inappropriate use of the median.</p> <p>Some respondents also noted that displacement of these vehicles into nearby streets remains a concern if not addressed holistically.</p>	Raised across all locations; particularly prominent near Kain Ave and Budd Ave
Protection of amenity and green space	<p>Respondents frequently described the median as an important green corridor and expressed a desire to protect its visual amenity and condition.</p> <p>Fencing was supported where it was seen as helping to prevent damage to grassed areas and maintain a more orderly appearance.</p>	Noted across all locations; most frequently referenced near Budd Ave and Bilga Cres
Safety concerns related to parking design	<p>Safety was the dominant theme in feedback on the proposed parking bays.</p> <p>Participants raised concerns about reversing movements into traffic, reduced sightlines, and potential conflicts with buses, cyclists and pedestrians on a busy road.</p> <p>These concerns were raised regardless of whether respondents supported or opposed additional parking and were the most consistently raised issue across all locations.</p>	Strongly evident in all locations; particularly near Jennifer Ave and Budd Ave
Driveway access and vehicle manoeuvrability	<p>Several respondents indicated that they currently rely on the median area to safely manoeuvre vehicles, particularly when reversing into driveways or managing trailers.</p> <p>As a result, fencing was opposed in locations where it was seen to restrict turning movements or limit driveway access.</p>	Most evident near Kain Ave and Budd Ave
Perceived parking demand and local pressure	<p>Some participants identified a perceived shortage of resident and visitor parking, which they associated with increased housing density (e.g. dual occupancies) and visitor demand.</p> <p>Support for additional parking was often conditional on addressing safety and access concerns.</p>	Most frequently raised near Budd Ave ; also noted in Kain Ave

Theme	What we heard	Locations where this was most evident
Preference for alternative parking layouts	<p>Rather than expressing support or opposition, some respondents suggested alternative approaches to parking design.</p> <p>These included parallel parking, drive-in/drive-out arrangements, access via side streets rather than directly from Anzac Parade, and limiting or redesigning angled parking to reduce reversing movements.</p>	Raised across all sections; most detailed suggestions came from Budd Ave
Management of oversized and long-stay vehicles	<p>In addition to physical infrastructure, respondents suggested stronger management measures to address oversized or long-stay vehicles.</p> <p>Ideas included permit systems, time limits, fees, or designated storage areas to reduce impacts on local streets.</p>	Raised across all sections; particularly near Kain Ave and Budd Ave
Cost and prioritisation	A smaller number of respondents questioned whether fencing represents the best use of public funds, suggesting resources could instead be directed toward enforcement, road maintenance or alternative traffic and parking solutions.	Raised occasionally across all sections.

Appendix A shows all comments pinned on the interactive map.

3.3. Submissions

Council received an additional 21 submissions via email. Overall, submissions showed stronger support for fencing than for new parking. Submissions relating to parking were more evenly split and often expressed conditional or qualified support. The table below lists all submissions.

Reasons for support

- Support for fencing to prevent parking of boats, caravans and trailers on the median strip.
- Support for additional parking where safety, location and design concerns could be addressed.

Reasons for opposition

- Safety concerns regarding angled or additional parking on a busy arterial road
- Loss of green space and visual amenity
- Amenity impacts for nearby residents, including noise and antisocial behaviour

	Submission
1	Totally opposed to the vandalism reducing green space and trees and visual pollution associated with the proposal
2	<p>I think this is a great idea especially as there are now so many more cars in our area. I would like to suggest, if possible, to add a bike lane along Anzac Parade and Bunnerong Road.</p> <p>It appears that people riding bikes who are neither registered or licensed have right of way on our roads. They ride two or more wide taking up traffic lanes. Weekends in particular it is difficult to pass them, if I have to drive on the grass to pass them I risk being fined.</p>
3	<p>NO! This plan is an unnecessary waste of Council funds. The current grassed areas, with their trees, are pleasant to look at, and if people want to park there, it's all fine. We do not need more concrete parking bays!</p> <p>This plan will ultimately take out green space and replace it with ugly parking bays.....for no reason. People are not going to sit in these median strips. In fact, if the space should be used effectively, it should be for future light rail tracks to La Pouse, not more cars.</p> <p>However, that is another long term dream project, which will probably never happen! Leave the grassed areas alone. Thank you for the opportunity to provide my feedback.</p>
4	Look at all this space at the end of Anzac (image of median at intersection of Anzac Pde and Bunnerong Rd). Why don't you build a carpark there?
5	<p>I very much approve of the fencing to go around the proposed sites on Anzac Pde. It would help solve the issue that many vehicles are parked in the areas outlined. There is little understanding by drivers that parking in those grassed areas is not allowed, particularly when inconsistent regulation of the areas takes place and tends to be only if someone complains about it.</p> <p>However I think that Council is missing a great opportunity to solve another problem that lies across the whole district particularly in areas with more pressing parking problems than in the areas of proposed fencing. And that is the issue of parked</p>

	Submission
	<p>trailers, caravans and trucks. As an ex-parking officer and longtime resident in the area, I have a good insight into the issue.</p> <p>The suggestions below could be applied to the Kain St and Bilga Ave areas in particular because neither of them are particularly attractive or offer the locals great amenity but could be improved as per below.</p> <p>The areas in question do not have a shortage for space for ordinary domestic vehicles - unlike many other areas in the LGA. I propose that the rather than give the areas over to small amounts of parking for ordinary vehicles, that the spaces be offered for hire via a permit scheme, to trucks over 4T, trailers and caravans so they can be stored/parked for a fee that is reasonable, helps subsidise the cost of the low fencing and is limited in time. It would help free up spaces on the streets where residents do not have access to off street parking and where finding a space to park a car is becoming increasingly difficult. I offer the following suggestions :</p> <ol style="list-style-type: none"> 1. Large and small spaces could be offered under permit, to cater for different lengths of vehicles 2. Quarter, half yearly and annual permits could be offered for the above size spaces 3. Permit costs should represent a reasonable amount to compensate the community for the impacts of a few people who want to store their private property on public land rather than on their own property. 4. However the cost should be reasonable enough to encourage them to pay for the space rather than use up precious road or public space which they should be moving off after a month. Badly impacted areas for caravan and trailer parking can be seen off Munda St, various car parks and streets in the LGA. 5. Sample costs could be \$150 for 3 mths, \$280 for 6 mths and \$540 for a year for a small space and more for a larger space 6. The vehicles should be regularly patrolled and made to display permits so that rangers can fine those vehicles not displaying a permit similar to the residential car scheme. The permits should only be available to residents in the LGA. 7. The same such vehicles stored/parked on streets should be monitored more regularly than they currently are to ensure they are not breaking the regulations for length of time parked on streets without being moved on. 8. It could be another revenue stream for the council which the council could possibly use to pay for trees and bushes to be planted as screens around the newly fenced areas with vehicle parked in them. It would improve the amenity and could help contribute to another goal of increasing the urban canopy and providing habit for birds and small animals.
6	<p>We have not been consulted about this and have found out by chance. DO NOT build this carpark opposite my house. It will cause noise at all hours of the night it will also encourage car hoons to park here when they find La Perouse closed. They will be playing loud music. This is an ongoing problem at Brighton where they have had to fence off carparks to stop this from happening.</p> <p>I will also have boats and trailers parked there. I DO NOT want this eyesore opposite my house.</p> <p>Are you going to have proper lighting and CCTV to monitor?</p>

Submission
<p>This is a dumb proposal</p> <p>Follow up submission:</p> <p>Grounds for Objection for near Budd Avenue (1483 Anzac Parade Little Bay) parking.</p> <p>1. Safety and Compliance with NSW Road Rules</p> <p>This section of Anzac Parade is a 60 km/h speed zone, a major arterial road carrying significant traffic volumes. Introducing angled parking in such a zone is inconsistent with NSW Road Rules 2014, Rule 210, which only permits angle parking where signage and road markings allow safe maneuvering.</p> <p>Vehicles reversing from angled spaces into a 60 km/h traffic stream pose a serious collision risk, particularly given limited sight distances and high approach speeds.</p> <p>2. Bus Collision Risk</p> <p>Anzac Parade is a key public transport corridor. The 390X express service and other routes (392, 393, 394) operate along this section, with buses passing approximately every 10–15 minutes during peak periods, equating to over 100 bus movements per day.</p> <p>Buses are large, heavy vehicles with limited ability to stop quickly. Reversing cars into their path dramatically increases the likelihood of high-impact collisions, endangering passengers, drivers, and other road users.</p> <p>3. Pedestrian, Cyclist, and Child Safety</p> <p>Hundreds of cyclists use this section of Anzac Parade on weekends as part of popular Eastern Beaches and La Perouse cycling routes. The proposed angled parking introduces reversing movements directly into the path of cyclists, creating a high risk of serious injury or fatality.</p> <p>No provision is made for safe pedestrian sight lines or buffer zones for cyclists, contrary to NSW Active Transport Policy.</p> <p>There are many children living and playing in this area, and the planning appears to have completely ignored their safety. Increased reversing movements near residential zones significantly heighten the risk of accidents involving children.</p> <p>4. Environmental and Planning Compliance</p> <p>Under the Environmental Planning and Assessment Act 1979 (NSW) and Environmental Planning and Assessment Regulation 2021, any development with potential environmental impacts must include an Environmental Impact Statement (EIS).</p> <p>No Environmental Impact Statement has been prepared for this proposal, despite its clear potential to increase emissions, noise, and safety risks. This is a breach of statutory requirements for projects affecting major transport corridors.</p> <p>5. Randwick Local Environmental Plan (LEP) and Development Controls</p> <p>The Randwick LEP 2012 and associated Development Control Plan require consideration of sustainable transport, traffic safety, and integration with cycling infrastructure. The proposal fails to meet these objectives.</p> <p>6. Lack of Genuine Community Consultation</p> <p>Residents were not consulted prior to the decision to proceed with this design.</p>

	Submission
	<p>Feedback is being sought after the spaces have been planned, which undermines the principles of transparent and participatory planning under the EP&A Act.</p> <p>There is ample room within existing greenspaces for alternative parking solutions, similar to those provided near Malabar and St Spyridon School, which would avoid creating hazards on a major arterial road.</p> <p>7. Lack of Consultation with Key Stakeholders The Eastern Beaches Police Area Command has not been consulted regarding traffic safety, crime prevention, and noise implications, despite their statutory role in traffic management and enforcement. Request</p> <p>Given these concerns, I urge Randwick City Council to:</p> <p>Reject the proposal for angled parking outside 1483 Anzac Parade. Commission a comprehensive traffic and safety assessment, including bus collision risk, cyclist impact analysis, and child safety considerations. Undertake full community consultation and prepare an Environmental Impact Statement in compliance with the EP&A Act before any changes proceed. Seek formal input from Eastern Beaches Police Area Command regarding traffic, crime, and noise implications. Explore alternative parking solutions within greenspaces, as successfully implemented in Malabar and near St Spyridon</p>
7	<p>In relation to asking for residence feedback about creating fencing along Anzac Parade to stop boats, caravans, etc from parking on the medium strip. I would like to add that I do not live near this area and I live in Sth Maroubra and there has been an increase in the number of boats and caravans parked in residential streets and close to the beach.</p> <p>If council is considering parking for cars (which is most important), council should be also extended to fix the problem of offering parking for boats and caravans. There was never any obstruction to driving view nor road hazards when these larger vehicles/boats were allowed to park in the centre of Anzac Parade.</p>
8	<p>I strongly object to the proposal for car parking spaces directly in front of my property. The additional parking will increase noise and attract antisocial behaviour, including car hoons, particularly at night. This raises serious safety concerns for residents and will negatively affect our peace and privacy.</p> <p>We were not advised or notified of this proposal and only became aware of it by coincidence. Residents should have been properly consulted before such a plan was made public.</p> <p>There are many other nearby areas where these parking spaces could be relocated without being directly in front of residential homes.</p>

	Submission
	<p>I urge the council to urgently reconsider this proposal and explore alternative locations that still meet community needs while protecting the safety and wellbeing of local residents.</p> <p>Follow up submission, including petition with 16 signatures:</p> <p>We, the undersigned residents of Little Bay and the surrounding streets, submit this joint objection to the Anzac Parade Little Bay Car Parking Proposal. This proposal would place new parking bays directly in front of residential homes, creating significant safety, access, and amenity issues for both directly and indirectly affected households.</p> <p>As a community, we have serious concerns regarding the impacts of the proposed design. These concerns are outlined below:</p> <ol style="list-style-type: none"> <p>1. Pedestrian and Child Safety</p> <p>Our streets are quiet family areas where children often play outdoors and residents regularly walk, interact, and move between homes and shared spaces. Introducing parking that generates frequent vehicle movements--especially reversing on a narrow residential street--greatly increases the risk of accidents.</p> <p>The current design does not adequately protect young children, who may be difficult for drivers to see when maneuvering into or out of tight parking spaces.</p> <p>2. Safety Risks for Cyclists</p> <p>Cyclists use this area heavily throughout the day. Increased traffic, turning vehicles, and cars reversing from parking bays create a high collision risk.</p> <p>What is currently a predictable and safe cycling route would become far more hazardous due to the increased, unpredictable vehicle movements generated by the proposed parking layout.</p> <p>3. Driveway Access and Resident Safety</p> <p>Residents living opposite or near the proposed parking area will face serious risks when entering and exiting their driveways.</p> <p>The street is not wide enough to safely accommodate the parking spots, driveway movements, parked vehicles, buses and cars manoeuvring simultaneously. This will cause blind-spot dangers, property damage risks, and unsafe situations for both drivers and pedestrians.</p> <p>4. Increased Traffic, Noise, and Light Disturbance</p> <p>Additional parking will create constant vehicle circulation-particularly during evenings, weekends, and beach-visiting hours-leading to:</p> <ul style="list-style-type: none"> • increased noise from engines, doors, and alarms, • disrupted airflow and congestion, and • flashing headlights shining into homes at night as cars turn, reverse, or search for parking. <p>These disturbances are not compatible with a residential environment and will significantly reduce the quality of life for both nearby and surrounding residents.</p> <p>5. Safer and More Suitable Parking Locations Already Exist</p>

	Submission
	<p>There is ample room for additional parking only metres away, between Bunnerong Road and Anzac, where:</p> <ul style="list-style-type: none"> • there are no residential homes, • the location is closer to the beach, and • Increased vehicle movements would not put families, pedestrians, cyclists, or residents at risk. <p>This location is far more appropriate and avoids the significant safety issues present in the current proposal.</p> <p>6. Lack of Community Notification and Awareness</p> <p>Despite the significant impact this proposal will have on both directly and indirectly affected residents, the community was not properly notified of the Anzac Parade Little Bay Car Parking Proposal. Many residents only became aware of the proposal by coincidence, rather than through any formal communication from Council. This lack of notification has prevented the community from understanding the proposal, raising timely concerns, and participating meaningfully in the consultation process. A project of this scale and impact requires transparent communication and genuine engagement with all affected households.</p> <p>Conclusion</p> <p>For these reasons, we strongly oppose the proposed parking layout. The design presents unacceptable safety hazards and places unnecessary burdens on directly and indirectly affected residents. We respectfully request that Randwick City Council reconsider the current proposal and investigate safer, more suitable parking alternatives nearby.</p> <p>Thank you for your attention to this matter. We ask to be kept informed of all updates and future community consultation.</p>
9	<p>Does the council plan on catering for residents with boats? I see more and more restriction on parking pushing boat owners to park on street aggravating other residents. It would be nice to see solutions to cater for all put in place instead of more and more restrictions.</p>
10	<p>Please put lined parking in the median between Fitzgerald and Beauchamp road. The dirt bog that is unsealed and unmarked is being constantly dug up by trucks, trailers and boats causing issues for local residents that need to use these car parks.</p>
11	<p>Our family are very grateful to be living here and calling Little Bay/Randwick Council our home now. The proposed angled parking bays are not safe given the narrow section of Anzac Parade where our community resides and cars reversing into on coming traffic as well as resident cars coming out of driveways (as other residents have pointed out).</p> <p>Thank you again for your consideration.</p>
12	<p>I am writing to object to the proposed car park development down from our house at...Anzac Parade, Little Bay. As a resident I have concerns about the safety implications this project will cause.</p> <p>We will have an increase of traffic in our area, speeding congestion and more traffic makes this patch of road more dangerous for pedestrians, including children walking</p>

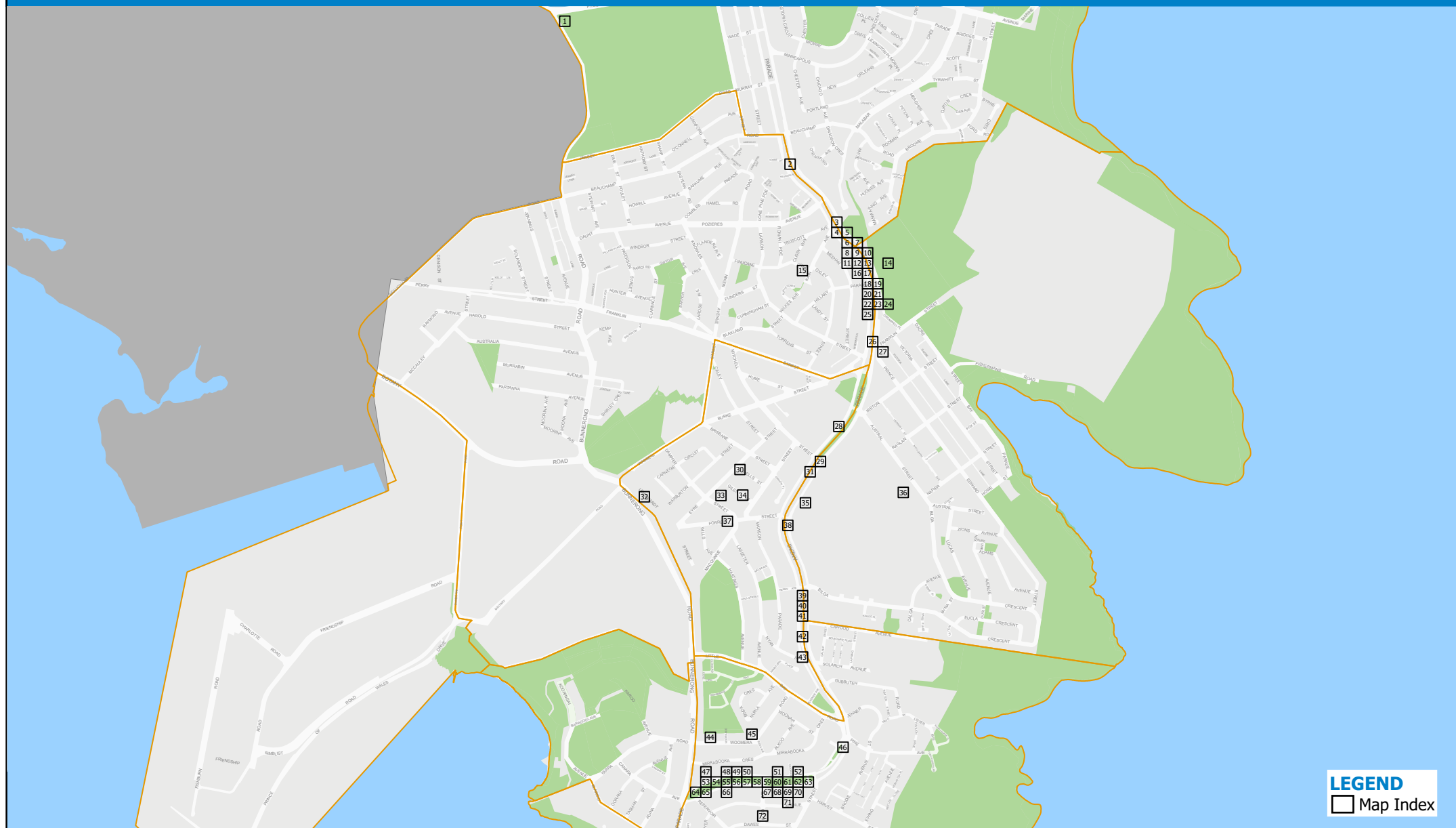
	Submission
	<p>to and from school nearby. Cars entering and exiting the car park significantly raise the risk of accidents.</p> <p>We will have extra noise and pollution and general disturbance to our quality of life.</p> <p>There is lots of room at the end of Anzac Parade within 50 metres of this proposed 12 vehicle car park, to use as a car park with no disturbance to our Community.</p> <p>I urge the Council to reconsider this proposal.</p>
13	<p>I would like to make my comments re your suggested Anzac Parade fencing and parking plan via email rather than pin drop.</p> <ol style="list-style-type: none"> 1. The fencing design is good, effective and unobtrusive. 2. I do not support the inclusion of additional parking spaces anywhere in the median strip. 3. Losing rare and valuable green space for car parking is not a sustainable solution - even if residents scream for it. We lose precious green space by a thousand cuts. 4. Clearly parking along the median strip of Anzac Parade has got out of control for reasons well known. Residential block subdivision whilst positive in providing new housing adds a new driveway which removes a parking space; and every new house seems to add 3 cars - mum, dad and juniors while the garage is used for storage and toys. We no longer live in the Randwick of the 1960s'. 5. Living on or near a beach and playing fields has many benefits. The downside is that other less fortunate Sydneysiders want to use our amenities. It is reasonable that can and can park. 6. Timed parking and residents permits are 2 easy solutions which do not result in loss of green space. It is barely an inconvenience to have to walk a few metres to your home if adjacent street spaces are taken. This is normal in bigger cities and this is what Sydney has become. 7. Housing is (far too) expensive in Randwick, especially the beach suburbs along Anzac Parade. If you can afford to live here and afford more cars than can be parked off-road at home (2 spaces are usually mandated) then you are not impoverished. It is not council's duty and indeed is bad use of council funds to accommodate the consequences of these (excess) choices. 8. If you can afford a boat trailer or caravan then you can afford to pay for commercial secure storage rather than inconvenience your neighbours. This is a first world problem, not an existential one. I repeat, we no longer live in Randwick of the 1960's. It is not for council to spend all ratepayers money on solving the externalised problems of the these irresponsible rich whingers. (If you living in Randwick with 3 cars and a boat you are more than just getting by!). <p>Please don't allocate any green median strip for parking.</p>
14	<p>I am not in favor of angled parking as it would be very dangerous for traffic having to contend with vehicles backing out onto the road.</p> <p>I am in favor of a low fence to prevent people leaving boats, trailers and even caravans on the grass median strip.</p> <p>It is good to have a grass median strip on which to walk dogs or children and the green space is necessary given all the high rise at Little Bay.</p>

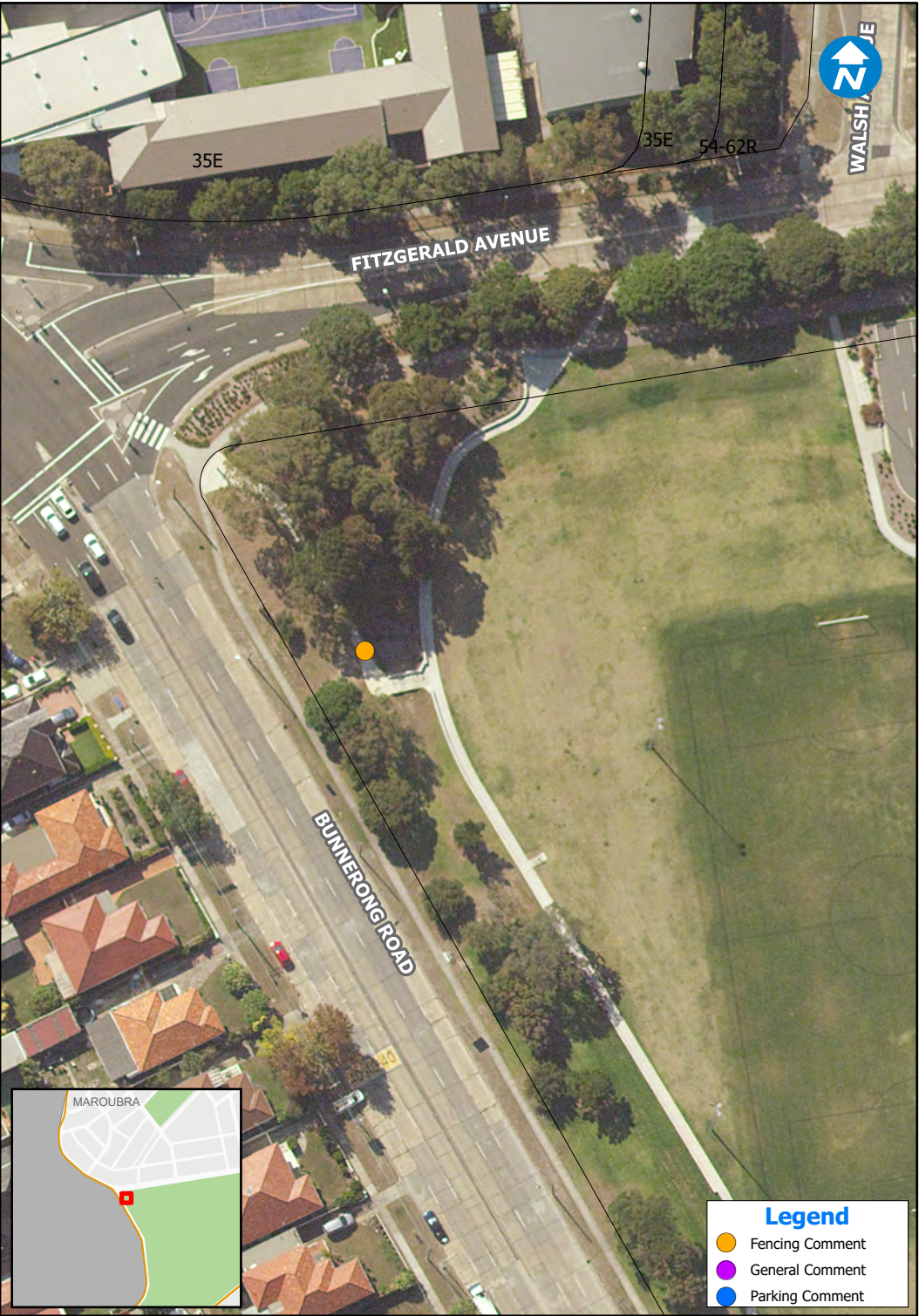
	Submission
	Please record me as YES for a low fence but NO for angled parking.
15	<p>I hope you are well. I am writing in relation to the 81 formalised parking spots proposed as part of the new plan. I would like to request that Council consider adopting a parking management approach similar to the successful strategy implemented by Woollahra Council in O'Sullivan Road and surrounding streets. In that area, parking is generally permitted; however, a "No Parking – Wednesday 9:00am to 12:00pm (Street Cleaning)" restriction is enforced once a week. This arrangement achieves two important outcomes:</p> <ol style="list-style-type: none"> 1. It allows residents and visitors to park freely for the majority of the week, maintaining convenience and flexibility. 2. It ensures that vehicles such as boats, trailers, and caravans cannot be permanently stored on the street, as those that fail to move during the weekly no-parking window are subject to enforcement and fines. This has proven to be an effective and unobtrusive way to maintain access, reduce long-term street storage, and keep the area clean. <p>Given the increasing pressure on street parking and the likelihood of non-resident vehicle storage around the newly formalised spaces, a similar weekly street-cleaning restriction may provide a balanced, community-friendly solution. It would support fair access for residents while giving Council a clear mechanism to address abandoned or long-term parked vehicles without imposing more restrictive or burdensome measures. I respectfully ask that Council consider incorporating this strategy into the planning and management of the 81 new parking spaces.</p> <p>Thank you for your time and consideration. I would welcome any opportunity to discuss this suggestion further.</p>
16	<p>Hi, my thoughts are that if you's were to install this fencing in the areas indicated, there will be boats, camper vans, caravans parked for long periods out the front of my house in Little Bay Rd. This will mean my visiting friends will have nowhere to park. They do this on Bunnerong Rd and Franklin St already so the fencing you propose is not the answer. Due to many more Duplexes being built, why can't you allow more parking spots in the areas indicated so that people can park their boats, caravans, mobile homes close to their homes?</p>
17	<p>Please ensure fencing does not cause flow on effects for people cycling.</p> <p>Parts of Anzac Pde are already so narrow and you have to weave in and out of parked cars and traffic to avoid abuse and risk of collision.</p> <p>There is already a precedent of cyclist death with boat parking in Randwick LGA. https://www.dailytelegraph.com.au/newslocal/city-east/randwick-council-urged-to-act-at-fatal-accident-site-in-pagewood/news-story/c9f783eec5b2876392ce7c7cef2595eb</p>
18	<p>I am responding to the request for feedback on this subject.</p> <p>I have no real objection to this policy but have 3 comments, firstly that it is if no purpose unless such facilities are policed to ensure that are not being used for other purposes, the policing of such is not being followed up in existing Anzac Parade facilities so I hope we see some solution to the eyesores that we now witness.</p> <p>Secondly why are we not like Japan where tough restrictions exist on eligibility for parking apply. I strongly believe that to own a boat, trailer, caravan etc a person must</p>

	Submission
	demonstrate that they have available off street parking for such. But I must repeat it is no use having rules unless they are enforced!!
19	<p>I am writing in relation to the proposed construction of 12 car parking spaces directly in front of my property's driveway on Anzac Parade. Please find attached a joint community objection letter, signed by neighbouring residents, outlining our serious concerns regarding the safety risks and broader impacts of this proposal.</p> <p>As highlighted in the attached document, the placement of these parking spaces poses significant hazards, including restricted visibility for vehicles entering and exiting driveways, increased traffic congestion, and elevated risk to pedestrians and cyclists. These risks directly affect the safety and wellbeing of local residents and do not align with the character or practical conditions of our street.</p> <p>Given the importance of this matter to our neighbourhood, we respectfully request that Council:</p> <ol style="list-style-type: none"> 1. Formally acknowledge receipt of this objection and the attached community letter. 2. Advise us of the next steps in the assessment process, including timelines for review, opportunities for further community consultation, and any planned site inspections or traffic studies. 3. Consider alternative solutions that address parking needs without compromising resident safety. <p>We appreciate Council's attention to this issue and look forward to your response.</p>
20	<p>I am a resident in Anzac pde little bay with closest crossroad being bud Avenue</p> <p>The number of allocated car spots is totally an utterly inadequate</p> <p>With the amount of duplexes that have been built and are still being built with an average of 2 to 4 cars per family this is just not going to help at all</p> <p>The amount of cars that are parked along and that parade particularly heading into the city I find it extremely difficult to get out of my driveway as I cannot see around the corner due to the number of cars</p> <p>Please Reconsider the amount of allotted car spaces so that will Actually, be effective in getting cars off the street and make it safer for everyone</p>
21	<p>I appreciate the consultation period has closed but wanted to comment that any Arris rail fencing installed should be approximately 1 metre high. The smaller approximately 50cm high railing is a hazard as visibility is compromised.</p>

A. Interactive map: All comments

COMMUNITY CONSULTATION - ANZAC PARADE FENCING

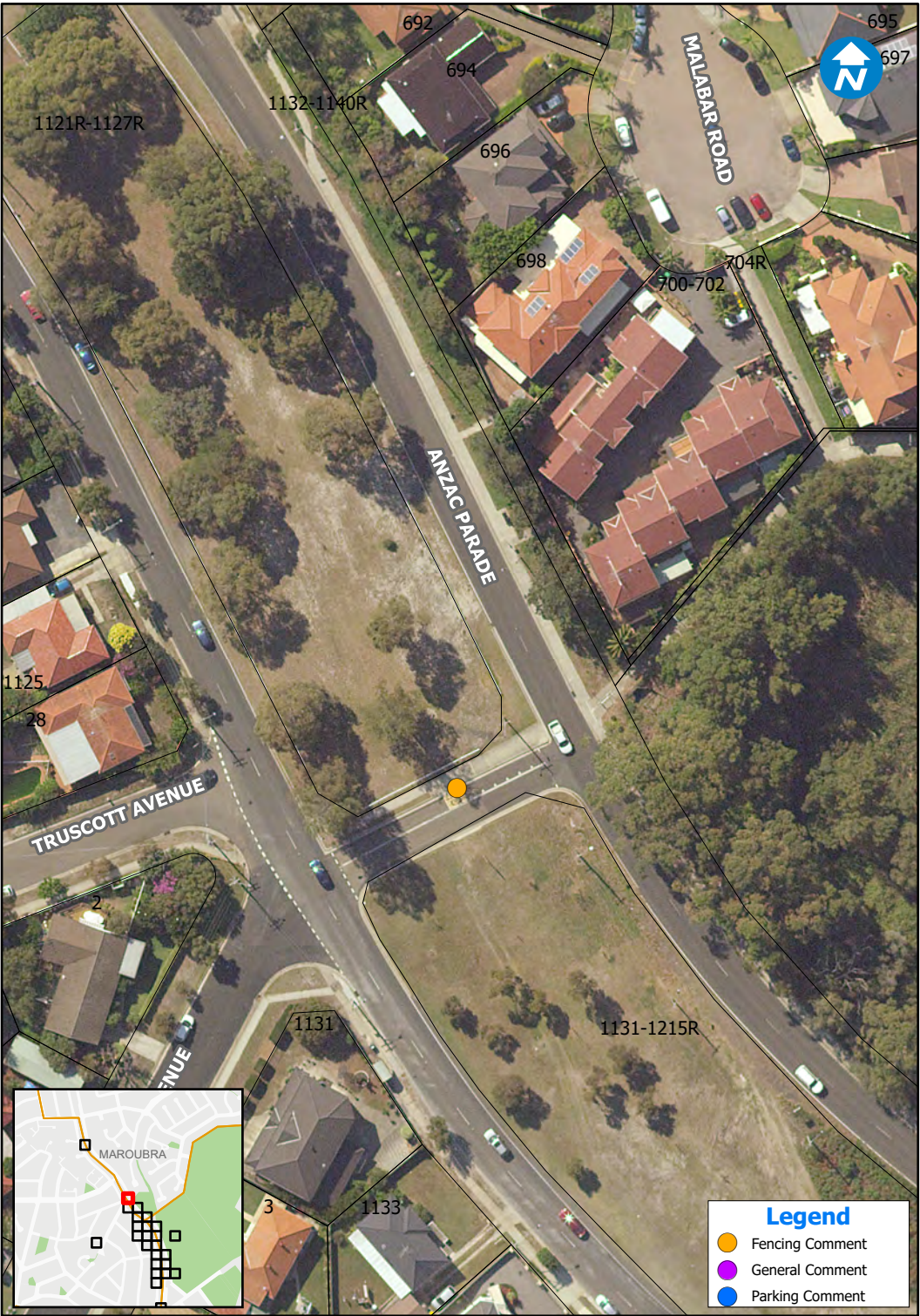




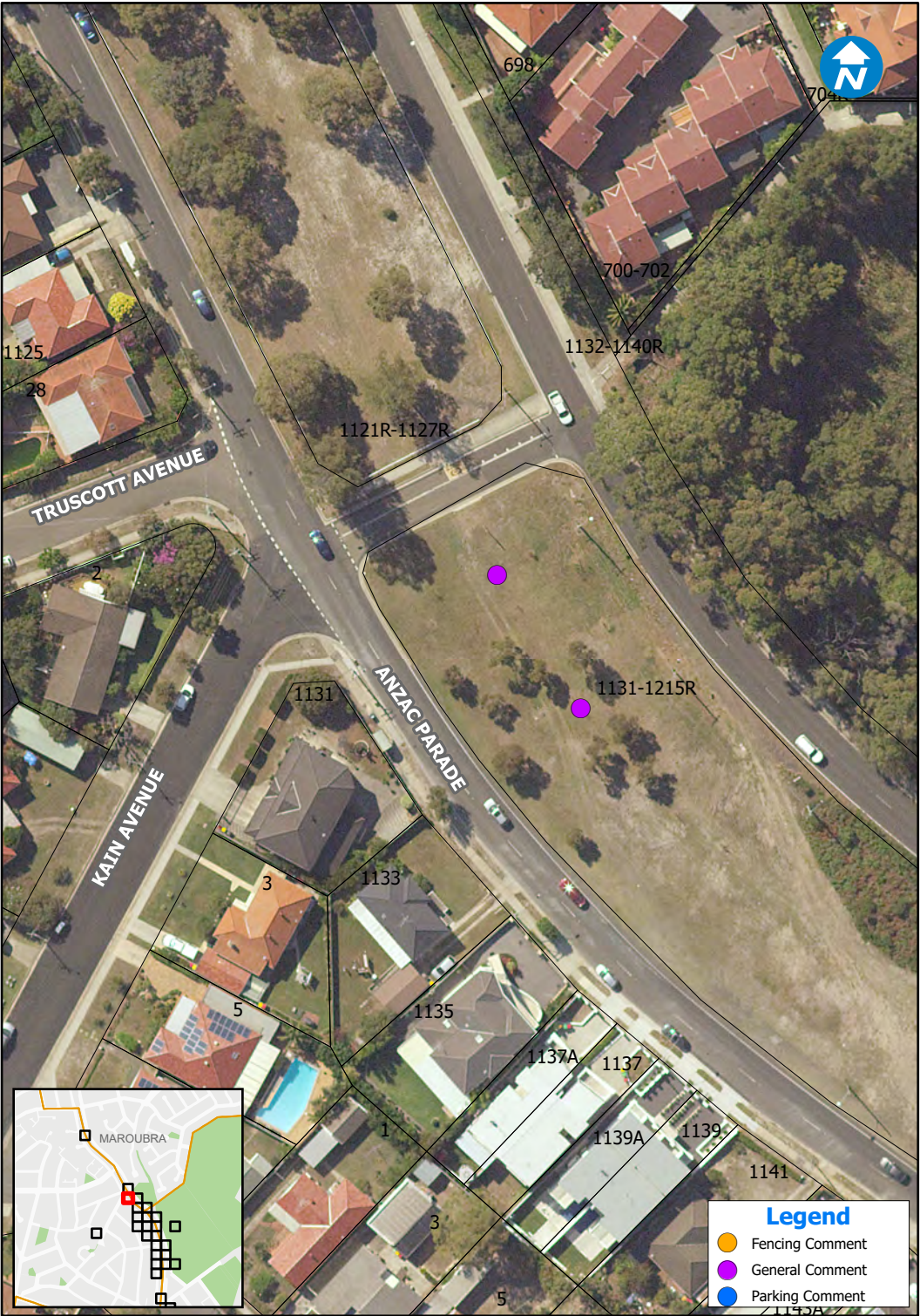
Category	Comment	Screen Name
Fencing comment	I am in favour of fencing around the green median area on Anzac Pde between Jennifer St and Reservoir St. A verge between the fence and road would provide useful parking. I walk in this area enjoying the trees, the birds fossicking and Nature. Also I see tyre tracks driven from S to N across the grass and elsewhere. Only provision of a fence will stop this.	Frog



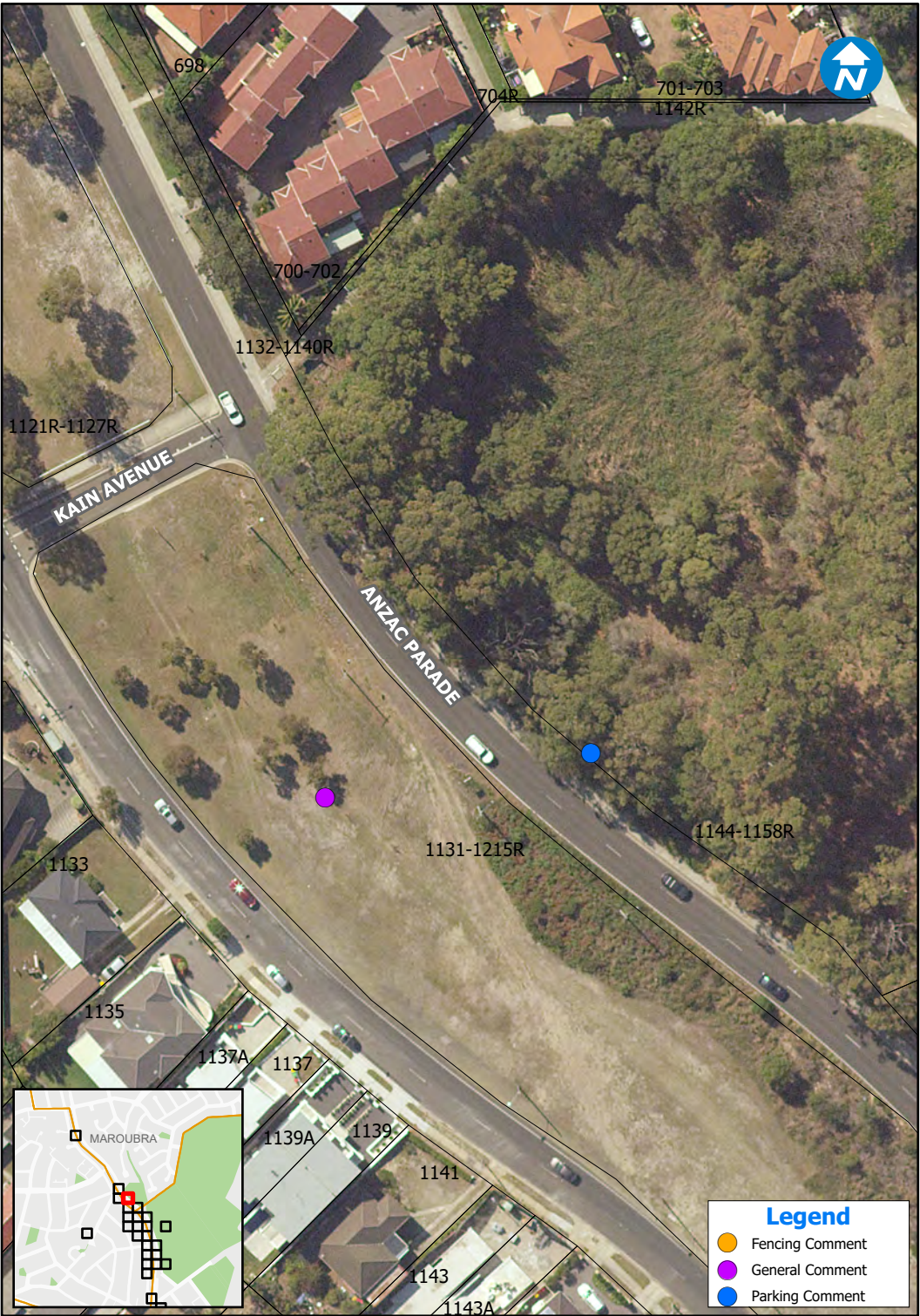
Category	Comment	Screen Name
Parking comment	<p>Please stop these useless car park designs.</p> <p>Your recent "upgrade" is some of the worst we've ever seen.</p> <p>1. Entry and exit points designed at such an angle (and not in a straight line) so they make maneuvering a car a challenge, not to mention a truck? (Yes, we get delivery trucks using this car park as well - they deliver furniture, building materials etc).</p> <p>The car park should also allow traffic to use it as a U-turn as well - it would mean less traffic going through the intersection with lights. Easy, quick and convenient should be the aim, not fancy winding road, barely wide enough for a car. This winding entry/exit points just complicate things without any benefit.</p> <p>2. Why create car park exit points at 45 degrees to Anzac Pde so every driver has reduced visibility and has to look past their passenger and B-pillar of their car?</p> <p>Why not just make it at 80-90 degrees, with clear visibility of oncoming traffic? Driver-focus, not architectural intent is the priority.</p> <p>3. Who's brilliant idea was to put a roundabout at the end? what for? The skateboarders perhaps? Why not maximise parking space instead?</p> <p>4. Why plant bush hedge (that is never maintained) around entry points and reduces visibility? When entering a car park, a driver should be able to see the surroundings, movement of cars and pedestrians in car park, instead we get to stare at a plant instead and try to make out if it conceals any hazards?</p> <p>5. Rainwater drainage - such a bad design that's dangerous for cars, not to mention the grates are always out of place - confirming cars get stuck over them. Also never cleaned either.</p> <p>6. Width of the car park - it's simply not enough. Has anyone ever see it at 3:30pm on a school day? There is so much congestion because of the poor design, drivers struggling to get in, get out or turn around or pass each other. Why not make it wider? Entry and exit points on each end instead to ease the traffic flow.</p> <p>6. The best idea, however, a clear winner - was to block off the left lane on Anzac Pde heading South - in front of the school. Instead of building roads, maintaining traffic flow you close off a lane - dangerous for cars trying to merge not to mention traffic banking up on Anzac Pde.</p>	Marcin
General comment	<p>Council's car park "upgrade" has only made things worse. Instead of an easy way in and out, you created a roundabout that no-one uses, the entry and exit points are at such an angle (45 degrees) to the road that forces the driver to look past the passenger past the B pillar of every car I know and creates a hazard due to reduced visibility. The way the road curves from Anzac Pde South to the carpark and then again from car park to Anzac Pde North makes it hard to maneuver a car if you are trying to get out, not to mention a truck - yes, we also get truck from time to time. And to top things off, you plant a bush hedge that is not maintained - right at the entry points, so instead of being able to see car park traffic and pedestrians, the driver stares into a hedge. There is also a footpath that leads to nowhere. Who designs these car parks? Why not make them rectangular, to accommodate maximum number of car spaces, easy entry exit points so people can enter / leave without going through the entire car park, and why is it not used to allow traffic to do a U turn is a safe way, to decrease the number of cars turning on lights. Has anyone seen this car park on a school day at 3pm ? One big traffic jam! Absolutely useless design and spending of taxpayer's money. Also the fancy rainwater drains are designed in a way that can damage cars, always remain broken and of course are never maintained.</p>	Marcin



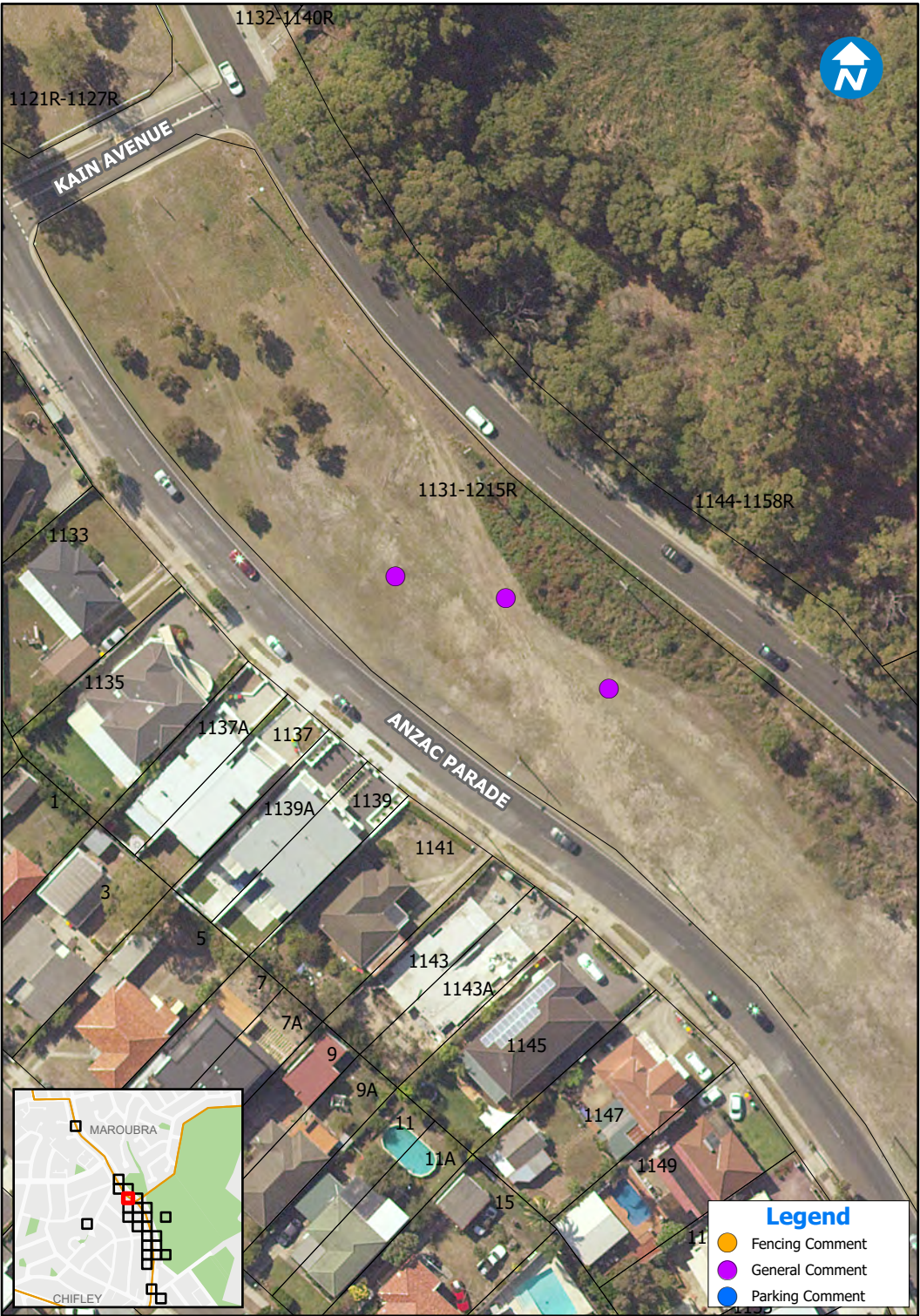
Category	Comment	Screen Name
Fencing comment	The purpose of the fencing seems to be to prevent the parking of boats, caravans etc from the grassed areas. That's OK if alternative parking is provided for these vehicles, or they will be forced to park on the street and outside people homes. It seems the owners of these vehicles are currently trying to be considerate. Where does the council suggest they park instead?	Linda&Ruby



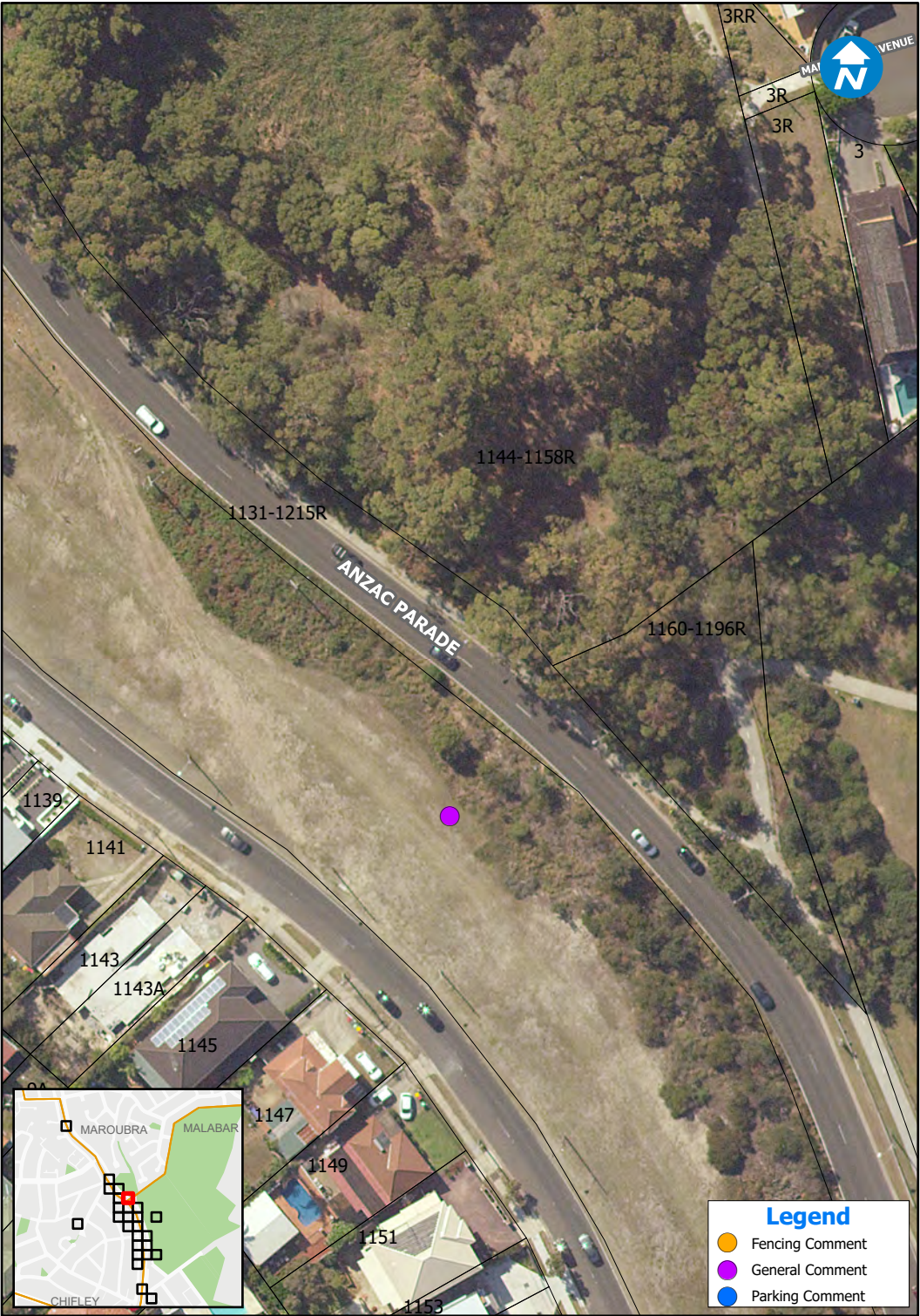
Category	Comment	Screen Name
General comment	I'd really rather this money was put to better use by fixing the road surface on Anzac Parade, stopping speeding on Beauchamp Rd, and cars and bikes revving their engines as loud as they can. Put up a decibel meter and I guarantee the noise level from this road would exceed safety standards.	DF
General comment	I am upset that soft open ground seems to be fair game for paving over with hard surfaces. I would prefer the trailers and caravans use the areas for limited time parking, which needs checking by council, than tar and cement everywhere. I also believe we must keep soft ground and urban tree canopy and not continually tar-teflon-tox the ground. The council could keep more oversight of time limits to prevent damage to the grass. Less tarmac desert and more native ground cover of grass, warragul greens and lomandra beds please...	castillo



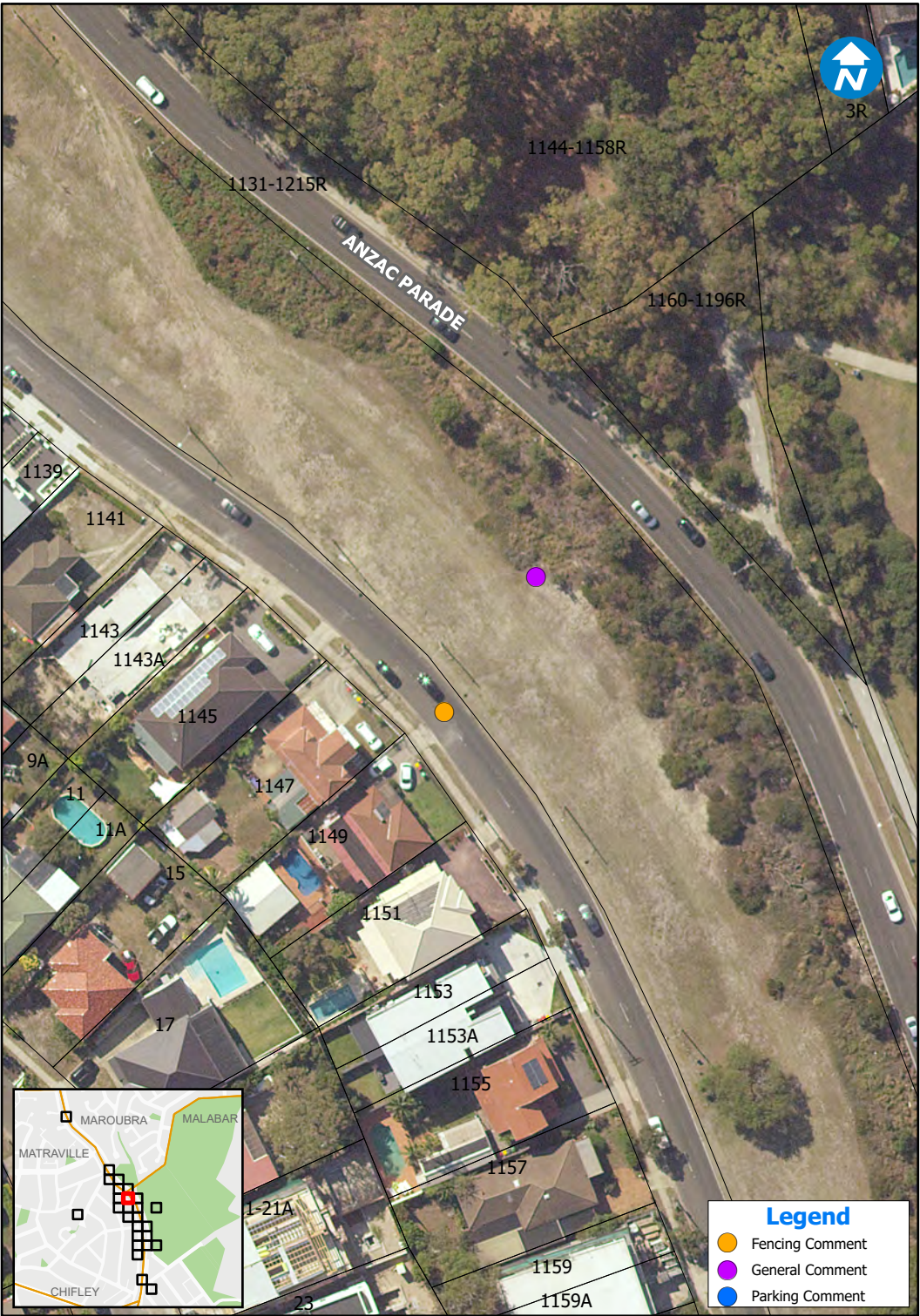
Category	Comment	Screen Name
Parking comment	<p>There are a lot of caravans, trailers, boats, etc, around the area. A lot of these are being parked along suburban streets which make it very hard for owners to get in/out of their driveways. An accident occurred recently between two cars because a campervan was taking up so much of the residential road.</p> <p>This proposal should not go ahead until the council provides locations where people can park all their boats, caravans, trailers, etc. Or the council should install 9-5pm street parking along the surrounding streets so that boats, caravans and trailers, etc, are just moved to the surrounding streets.</p> <p>Thank you</p>	Resident
General comment	<p>This is a terrible idea and poor use of public funds. Why does everything have to be tarmac and fenced off? Nobody wants to see this used as a carpark or unavailable for use by residents who live opposite as a grassed area as they see fit.</p> <p>Spend money on fixing the verges, maintaining the grass and lawns and keeping the space open.</p> <p>If people are parking their boats and caravans on a grassed area, there is a clear need for this to be accommodated - what plans do council have in place to help boat and caravan owners keep them in a nice location? Why not just introduce a permit requirement with guidelines on parking best practise.</p> <p>Putting a carpark here will not provide any need for the local community and end up with kids doing donuts at all hours of the night and revving their engines waking up the houses opposite.</p> <p>Look at the state of the fenced areas further north on Anzac parade... they are a sad no-mans-land poorly kept and underused because no one thinks they can go there apart from undesirables.</p> <p>Keep the grass, keep the boats (it's actually nice to see a neighbourhood that boats are kept and used so close to the city - reminds me of going on holiday when I was a kid).</p> <p>This is obviously following input from a minority and yet another example of small minded council thinking from individuals trying to 'make an impact' for their name but causing more issues because it's not going to be their problem in 4 years time.</p>	DF



Category	Comment	Screen Name
General comment	<p>While the proposal is presented as a safety initiative, the design is likely to introduce new risks rather than mitigate existing ones. The proposed parking spaces are located in the central median of a busy arterial road and do not provide any safe pedestrian access to the footpath. This would require individuals to cross multiple lanes of traffic without a designated crossing point. Furthermore, vehicles entering and exiting these spaces would interrupt traffic flow and increase the likelihood of collisions.</p> <p>A more effective and community-focused use of this space would be the development of a dedicated cycling corridor connecting La Perouse to Kingsford. Such a link would enhance active transport options, improve safety for cyclists, and provide long-term value to residents and visitors. The corridor could also be designed to accommodate future strategic transport upgrades, including a potential extension of the light rail, which could coexist with a well-planned bike lane.</p> <p>In addition, the creation of new parking in this location does not reflect an identified need. The surrounding properties have adequate off-street parking in the form of driveways and garages, and there is already sufficient on-street parking available for both residents and visitors. As such, the construction of additional parking would not represent a responsible or efficient use of public funds.</p>	ThiagoAG
General comment	Use recycled bricks or pavers set in the soil and keep the ground soft to delineate parking places. No more hardening or tarring of ground for cars etc, thanks.	castillo
General comment	<p>I don't think this is a good way to spend council money. Banning vans, cars etc from parking here - why? The proposal said it is to free up space for 'community use' - what would that be? This is an almost unused corridor down Anzac pde and may as well be used for parking so the boats etc don't take parks on the street.</p> <p>This is an empty corridor that has no existing amenity except for crossing the road. Some proper parking spaces are a good idea to encourage tidy car parks but I don't think other vehicles should be banned. Better to enforce rules about how long they can stay in one place and issue fines if needed so they move every so often rather than stay for months on end.</p> <p>If council wants to spend money, focus on putting some bike paths/ playgrounds/water stations in to encourage community use and then I would support removing vehicles. Or better still, put the light rail back down there.</p>	Chawk



Category	Comment	Screen Name
General comment	Why are you creating car parks for cars? You have now moved all the caravans, trailers, buses, boats onto our local streets.. it looks disgusting. Why dont you drive down malabar road between beauchamp rd and fitzgerald ave . It looks like a trailer park. Then drive along Broome st and lookat all the people camping/ caravanning to get great water views. This fencing off in Anzac pde is useless.	Bra resident



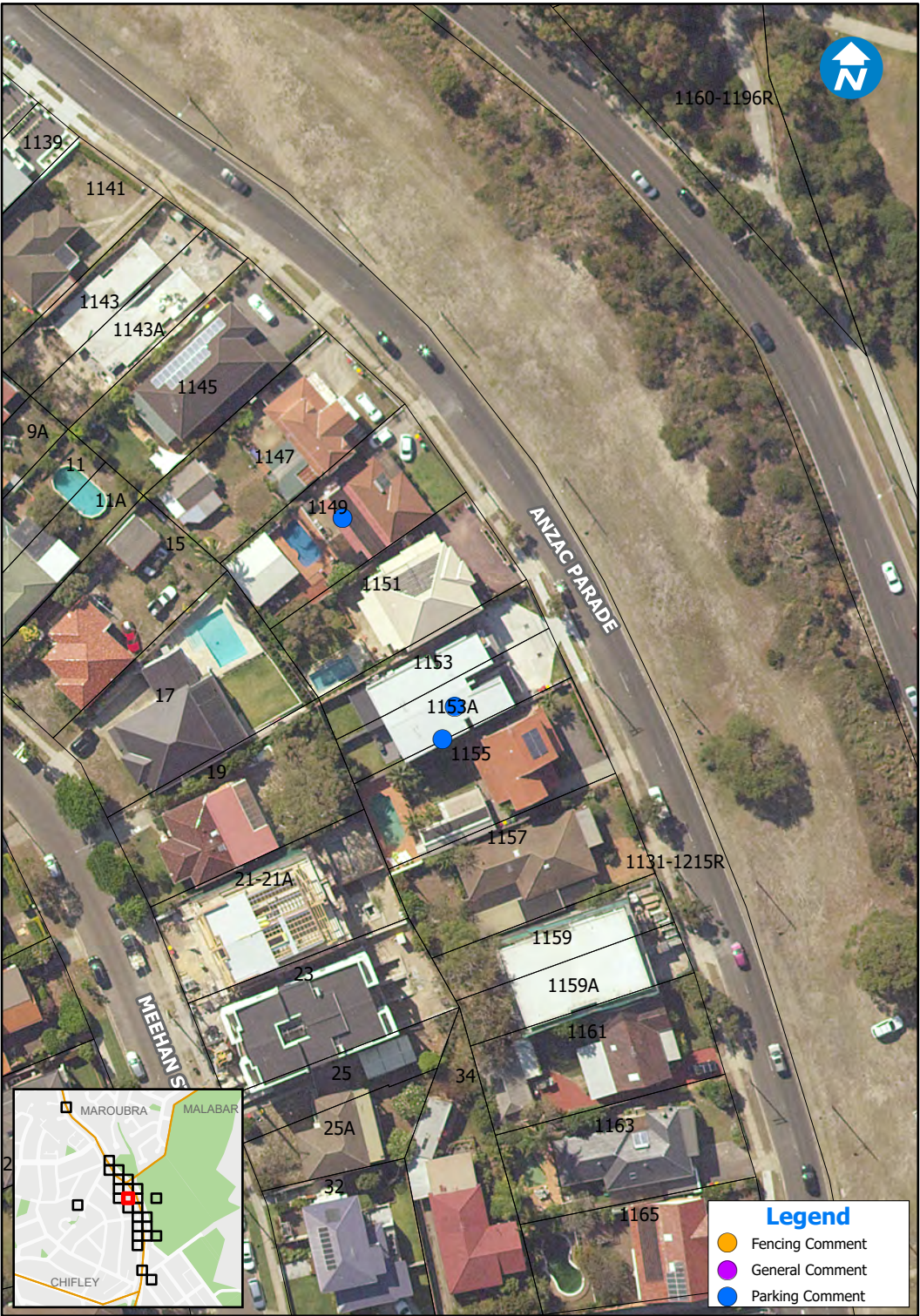
Category	Comment	Screen Name
General comment	<p>Yes to additional parking, no to fencing.</p> <p>I completely disagree with the statement that "The parked vehicles were causing safety issues and negatively impacting on the amenity of the area"</p> <p>There were no safety issues - if anything it was safer to have cars and boats parked there, than on the main road.</p> <p>What amenity of the area has been impacted? The green strip was being used for walking dogs and keeping cars and boats. It did not bother anyone, nor did it cost the tax payers additional money to maintain. Why is council considering spending tax payer money on fencing only to create a physical barrier to go with the unjust "no parking" signage, which should not have been installed in the first place, and has brought absolutely ZERO benefits.</p> <p>Fencing is a waste of money, please patch the roads instead. Perhaps, build another lane, to maintain traffic flow and also to allow residents more safe parking.</p> <p>Create a space for boats as well - does not need to be paved, concreted, fenced off etc. Keep it green, like it is currently.</p> <p>Council approves higher density residences, but does not invest adequately in the infrastructure.</p>	Marcin
Fencing comment	<p>We live at 1145 ANZAC Parade Matraville. We currently store our camper, boat and trailer, kayak and trailer +2 cars on our property. In order to back our camper, boat trailer, and kayak trailer, onto the property we must reverse. To do this without blocking traffic I drive onto the grass and then reverse across Anzac Parade so we can back these items up our drive. It is not possible for us to drive in first with the trailer behind as we will then have the car stuck. We do not park on the median strip we simply drive onto it so we can then reverse across onto our property.</p> <p>If a low fence is erected across the road from our driveway, this will not be possible. As a result we have a slide on camper a boat on a trailer and a large kayak on a trailer that would have to sit out on ANZAC parade as we would not be able to get them onto our property. We strongly urge Council to reconsider a low fence in front of our property to avoid this situation.</p>	Andrew Addison



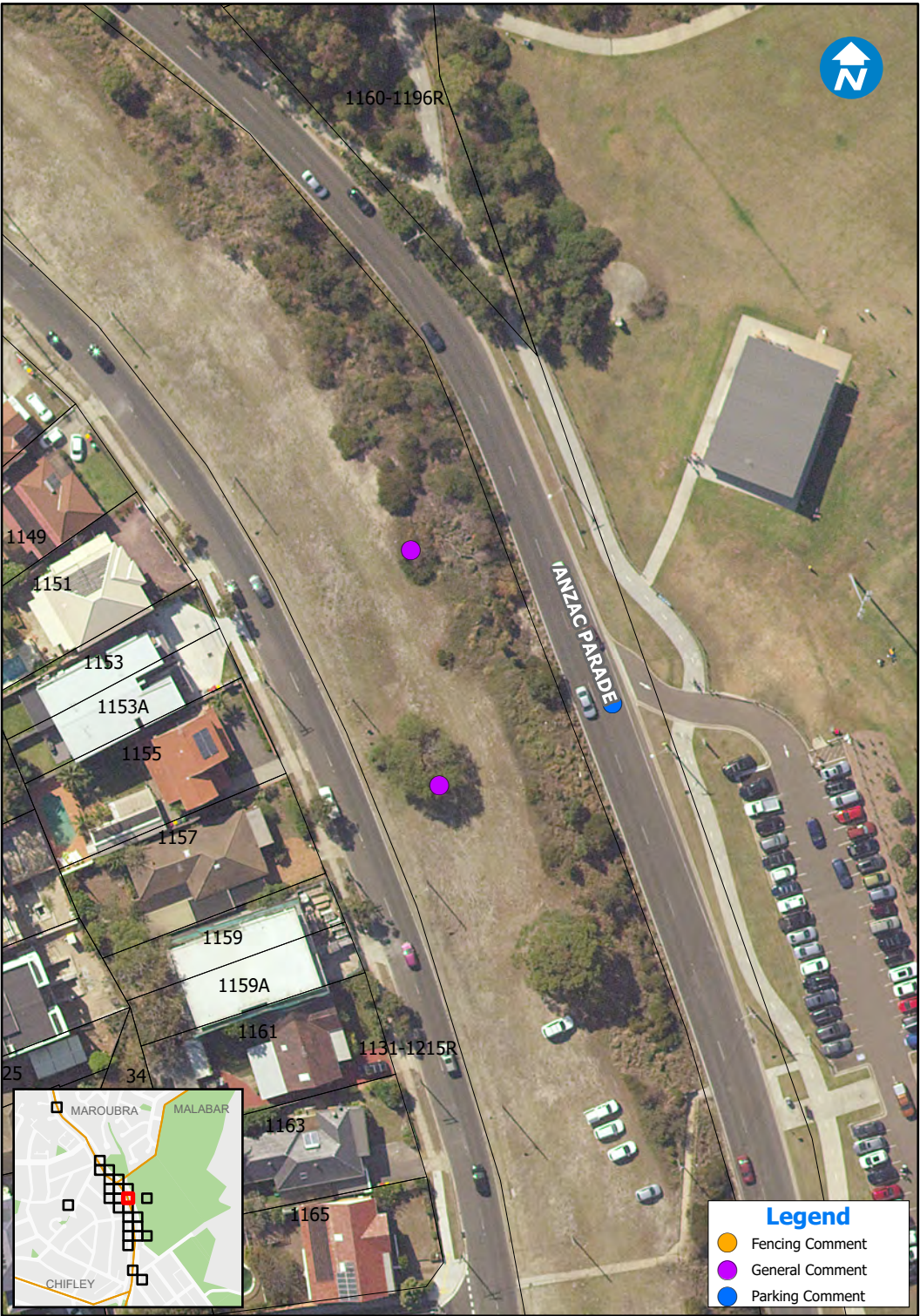
Category	Comment	Screen Name
General comment	I support any measures to protect the street from the encroachment of trailers. Our streets shouldnt be a dumping ground for boats and trailers. Good idea. Also near Kain Ave and Hilary Parade, sightlines are poor and it is dangerous to have parking.	GMc
Parking comment	Ridiculous concept, only 17 spaces. There needs to be parking all along the inside line of the road and remove kerbside parking. Need to restore Anzac Pde to two lanes especially in the morning peak. Currently a parking lot in the morning with one lane and all the school zones limiting easy traffic flow.	Stev7895
Parking comment	Adding dedicated parking is a good idea but what is proposed is very underwhelming. It needs to be like the parking near St Spyridon where there is slipway access to parking entry and exit, and an abundance of parking, not just 10 spaces. Having cars trying to reverse into Anzac Pde traffic is going to be dangerous.	Steve321



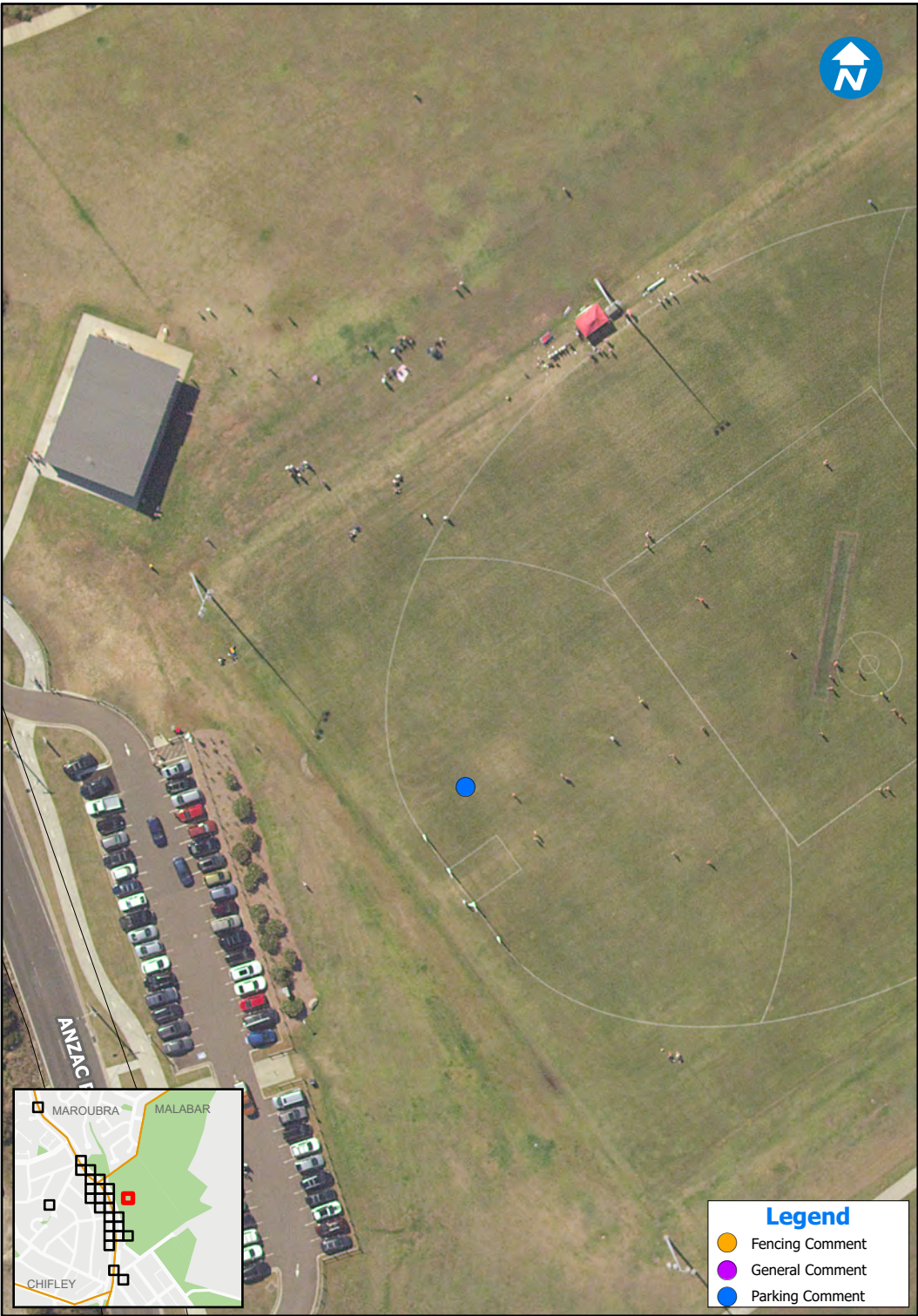
Category	Comment	Screen Name
Fencing comment	Adding fencing makes it very difficult for us to get into our driveway. Cars drive up the back of you and we often have to quickly turn into the section where you're proposing fencing, so we can safely reverse into our driveway, especially when cars constantly squeeze right next to our driveway. If we have to forward park, we cannot see if cars are coming (flying) around the corner to be able to reverse out safely. What are you going to propose to fix the parking issues and speeding cars along Anzac Parade?	Tarsh
Fencing comment	Allow cars and boats to park parallel to the fence (it really isn't an issue on the edge of the road). Plantings of taller shrubs and trees are needed in many areas deeper in to help prevent further erosion. Please make sure that monocultures are avoided. If there is not going to be much useable parking then please make sure that bike lanes are appropriate.	Guy



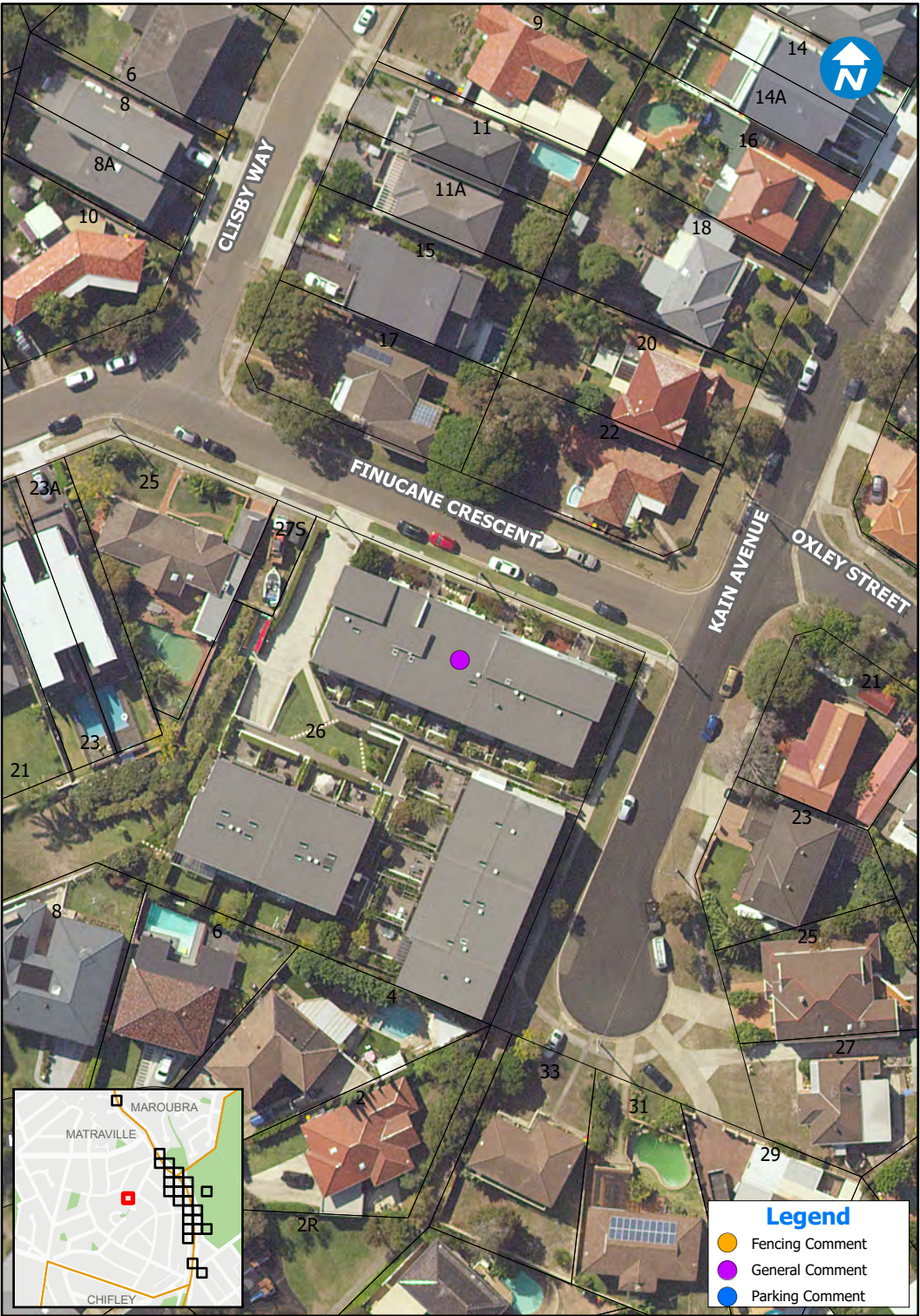
Category	Comment	Screen Name
Parking comment	I'm against this proposal. We do not need additional parking on Anzac Parade. There is plenty already. The parking proposed will impact the natural environment, lead to more dumped vehicles and spoil the view. Also a hazard for cars entering and leaving. Please reconsider this.	AL
Parking comment	<p>Parking spaces are a good idea, but the limited spaces are not going to not solve the bigger picture. Save your money.</p> <p>Development needs to be consider to remove all trailers, caravans and boats from the streets. Every house being built is a duplex with several cars, it is impossible to drive down any street as it is. Residents with caravans, boats etc, don't even park these near their house!!</p> <p>Agree with another comment that said that the middle of Anzac Pde is only used to cross the road so it's not freeing up anything for the community.</p> <p>Build another lane in both directions because at this point there is basically one lane from Fitzgerald Ave to La Prouse. There have been no infrastructure changes since the Little Bay development, apart from traffic lights which just stops the flow of traffic.</p>	Amanda66
Parking comment	<p>I have welcomed the restriction of boats, trailers and semi trailer poluting the median strip on Anzac Parade which also has caused serious hazard for my family as we reside on a dog leg on Anzac Pde and have very limited view of oncoming cars which sometimes necessitates having to reverse directly onto the grass median strip for safety. Due to so many Duplexs being approved and built in the area it is now causing bedlam trying to park at our house. We need more parking for residents. The current median strip is an utter waste of space and the roadway needs expanding.</p> <p>Local residents need a small area of parking within the median strip sign posted 2 hours only with local residents able to park which assist in the parking nightmare along the Parade as you have proposed for boats further up towards Malabar shops.</p>	JMC



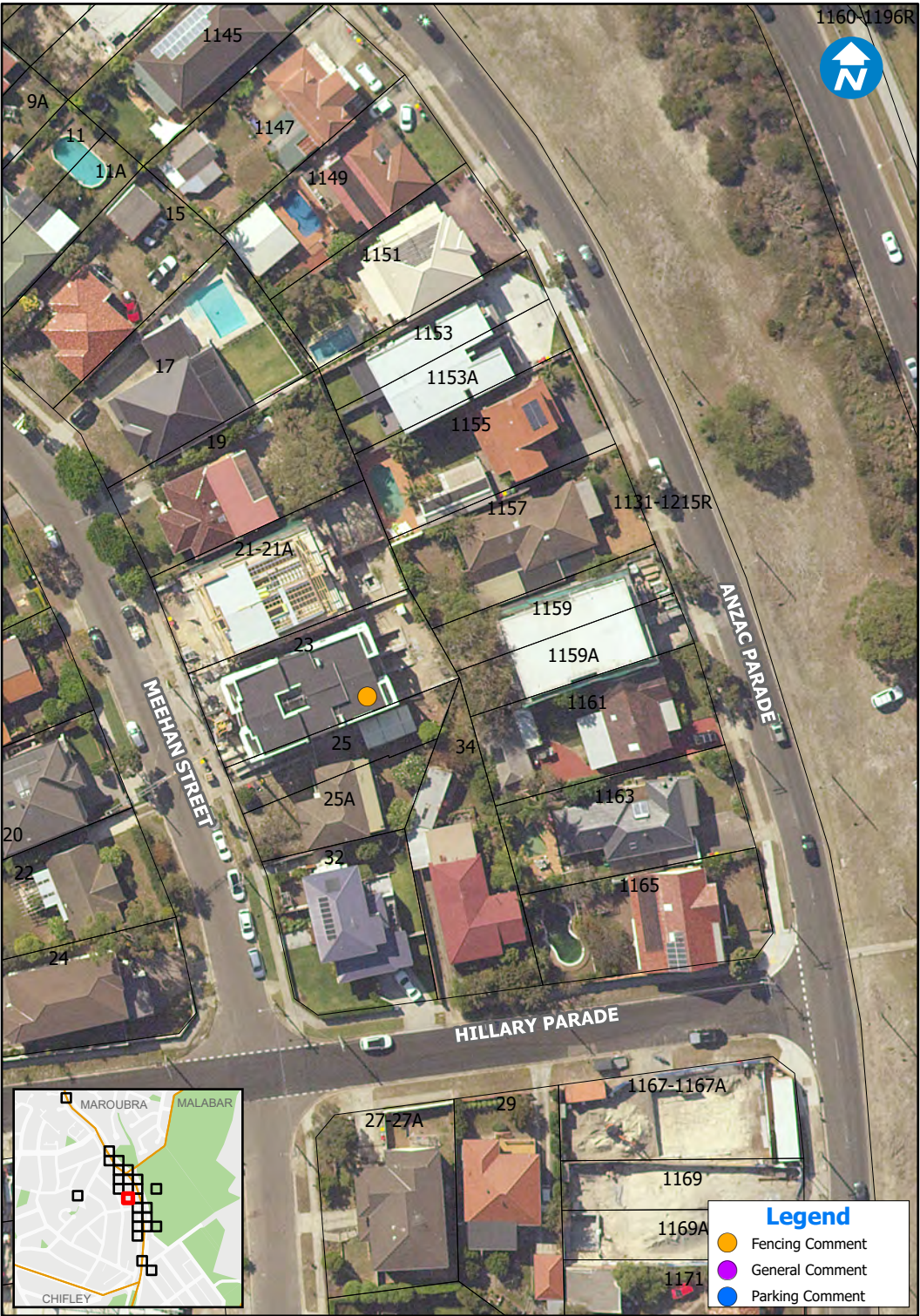
Category	Comment	Screen Name
Parking comment	I think it is important to preserve green spaces as much as possible for the future. I would like to see the council working towards extending the light rail along this busy corridor so residents have access to handy public transport and to green open spaces to improve the environment and quality of life.	Ailish
General comment	The angle parking looks quite dangerous however the former ad hoc parking of cars, trucks, boats, trailers and caravans caused the area to be dusty due to lack of grass and trees. Moreover council needs to have a long term plan for this area. Is it to be a transport corridor or green space??	Jackrabbit
General comment	<p>I support Council's efforts to improve safety and amenity along Anzac Parade</p> <p>There are several broader considerations that could ensure the fencing and median works support the objectives of the Activate Anzac Parade Strategy and the Randwick Integrated Transport Strategy.</p> <p>Key points for consideration:</p> <p>Kerbside parking and cycle lane safety: On-street parking immediately adjacent to the cycle lane presents serious safety conflicts for cyclists. In line with the Activate Anzac Parade goal of creating a "safe and connected active transport corridor," kerbside parking should be relocated or redesigned to remove vehicle dooring risks and provide a clear, continuous cycleway from Kingsford to La Perouse.</p> <p>Continuous active transport trail: The centre median could be re-envisioned to support a formalised open space path (for runners, walkers, and off-road cyclists), aligning with the ITS action to "expand safe, connected walking and cycling routes across the LGA." The fencing design should therefore allow for a continuous and accessible trail along the corridor.</p> <p>Boat storage management: Providing designated boat storage areas on the centre median—at suitable sections—would help reduce clutter and illegal storage on local residential streets such as Walsh Avenue and around South Sydney High School. This directly supports the ITS objectives for efficient road use, improved safety, and reduced obstruction of local streets.</p> <p>Any fencing or landscaping should be designed as part of a coordinated approach to the Anzac Parade corridor, complementing future upgrades envisaged under Activate Anzac Parade and the ITS (particularly Key Actions 2.1–2.4: improving active transport infrastructure, street safety, and public domain integration).</p> <p>While the fencing project offers a valuable opportunity to enhance the corridor's safety and function — it should be considered in the wider context of Randwick's integrated transport and active travel goals.</p>	Ben Lean



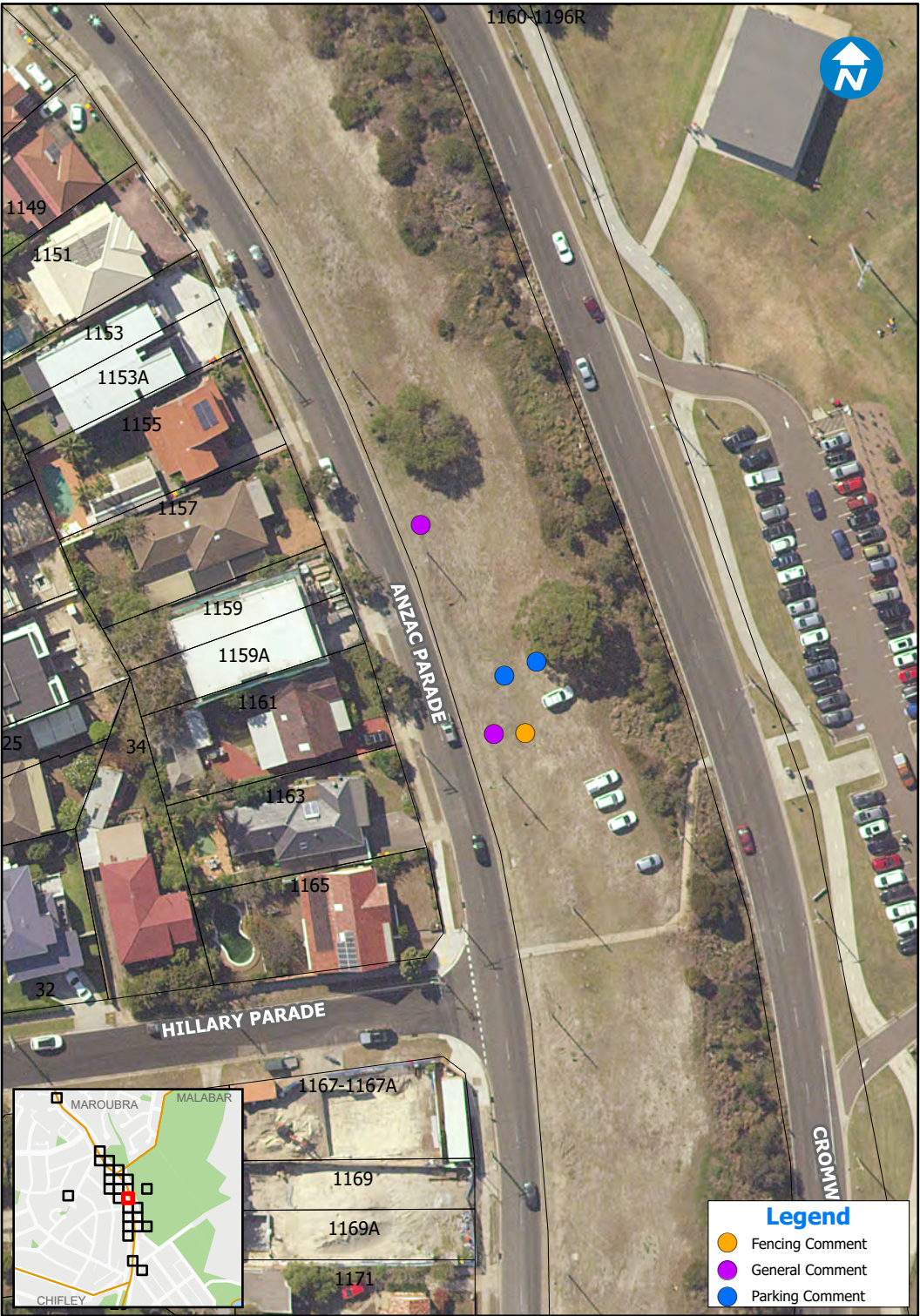
Category	Comment	Screen Name
Parking comment	If Council is undertaking the effort to install new parking at all these places, why wouldn't you also solve to the increasing number of boats, trailers, caravans, and trucks being parked on suburban streets, which are also causing traffic flow and safety issues. This would be a perfect opportunity to also install parking across all these points that would provide people with suitable boat, trailer, caravan and truck parking, thereby removing these from suburban streets, improving traffic flow and reducing safety issues in our streets. To exclude these types vehicles feels a little short-sighted, with all due respect.	Christian



Category	Comment	Screen Name
General comment	This is a large space that could be utilized for more parking like at st spyridon. When the cricket or football is on at pioneers park multiple visitors park on the grass. Where else can they park to use the facilities. There really should be a proper car park and boats and caravans should also be able to park there. Why waste a huge space that rarely anyone uses to walk in. It's not like people have picnics on this green space. There is a huge green space called the national park right near by.	Sonkol



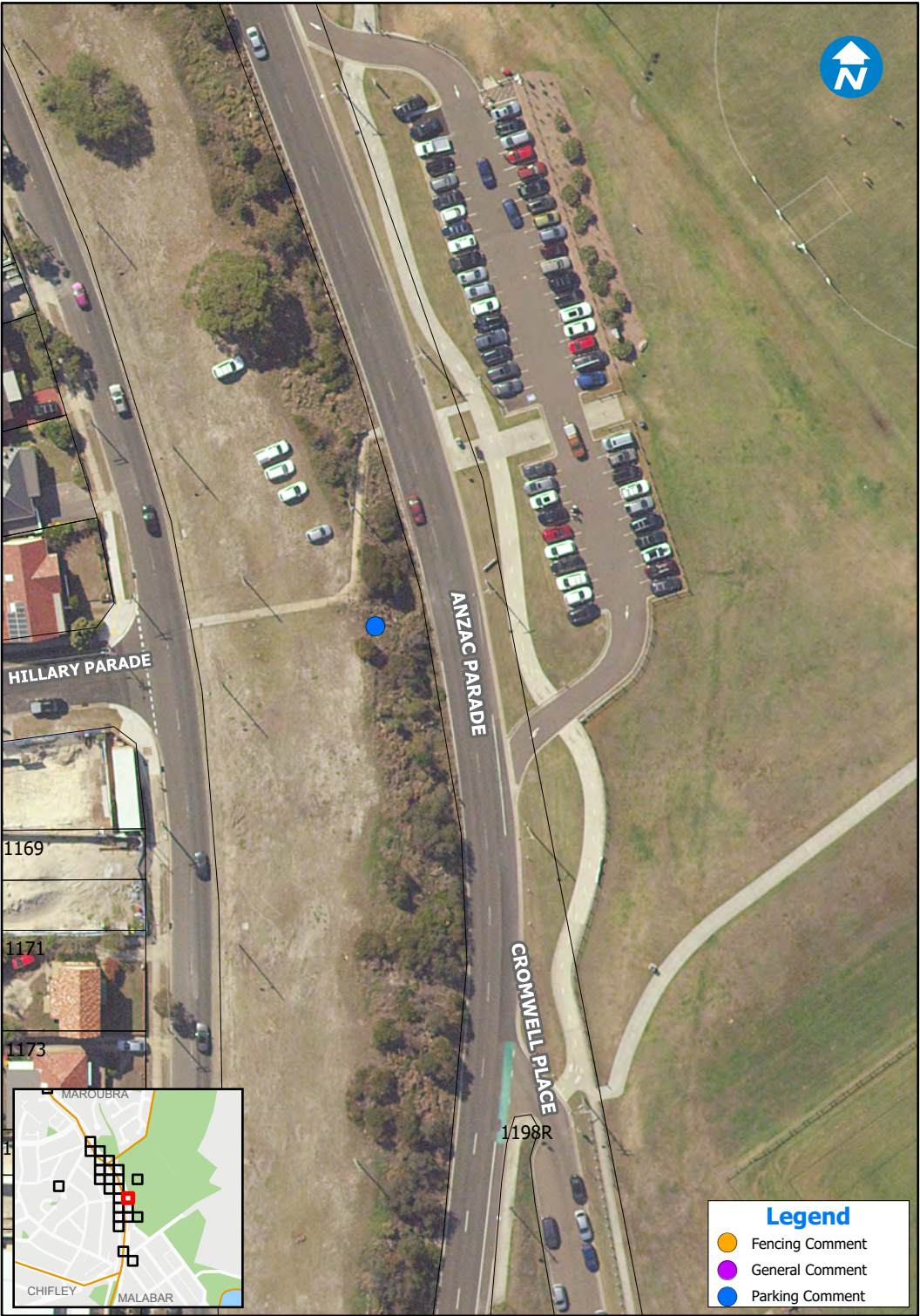
Category	Comment	Screen Name
Fencing comment	<p>I do not want a Low fence erected opposite the driveway to my house at 1145 ANZAC Parade Matraville. I currently store my camper, my kayak trailer and my boat on a trailer on my property. In order to put these items on my property, I need to use the turning circle of the grass medium strip on ANZAC parade to back up into my driveway. Without access to this median strip, I would not be able to store all these items on my property and they would be on the roadside. I do not and have never parked on the medium strip. I just use the medium strip for the turning circle to access my driveway to store these trailers.I strongly urge Randwick Council to reconsider erecting a fence across the front of the median strip opposite my driveway.</p> <p>Despite this, if Randwick Council does go ahead with erecting this fence, I request that the section of fence that is opposite my driveway is movable so that I am able to temporarily open this part of the fence in order to use the median strip to back up onto my driveway.</p>	Sue10



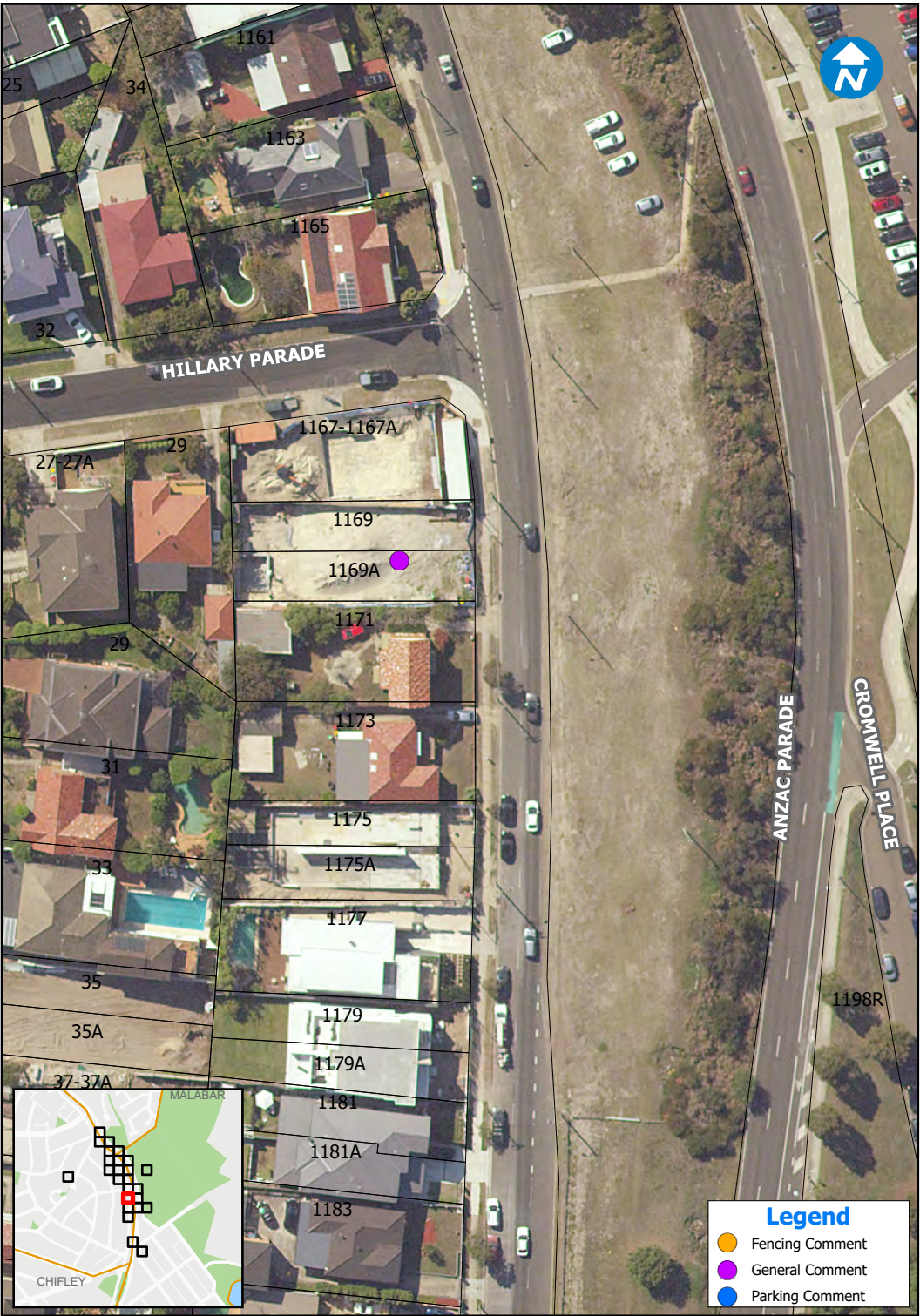
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General comment	I like the fencing as it is simple and not intrusive. However, I am concerned the parallel parking is angled in a way that it could interfere with oncoming traffic and be dangerous.	MichaelO
Fencing comment	No fencing. It will ruin the aesthetics of the street	Rcrc2036
Parking comment	The problems in our entire area is the proliferation of boats, caravans, trucks & trailers parked in our streets. Providing parking for cars in the centre along Anzac Parade will not address this issue but simply put more of these vehicles in our residential streets. Provide the parking for these vehicles which park & stay & charge a fee & Robison disincentives for parking in front of schools, shops & residences.	Vickianne
General comment	Come on Randwick Council..... Spending more money..... This is a waste. Tidy up the area. This is a waste. Spending all this money like the park opposite Pacific Square Maroubra Junction. 3 million dollars! Where is the future light rail TRAM going to operate on its way to La Perouse? Do all this work then dig it up? WASTE OF OUR MONEY.	fixer
Parking comment	Not sure why boats etc were banned from parking here. No one uses the middle of the road for anything apart from safely crossing Anzac Parade. Where are they going to park them now? Somewhere on a narrow road outside someone else's house. I think it's ridiculous. By the way - I don't own a boat or a camper trailer or a trailer so have no need for this parking. For me it makes sense to use this space for these things.	Sally38



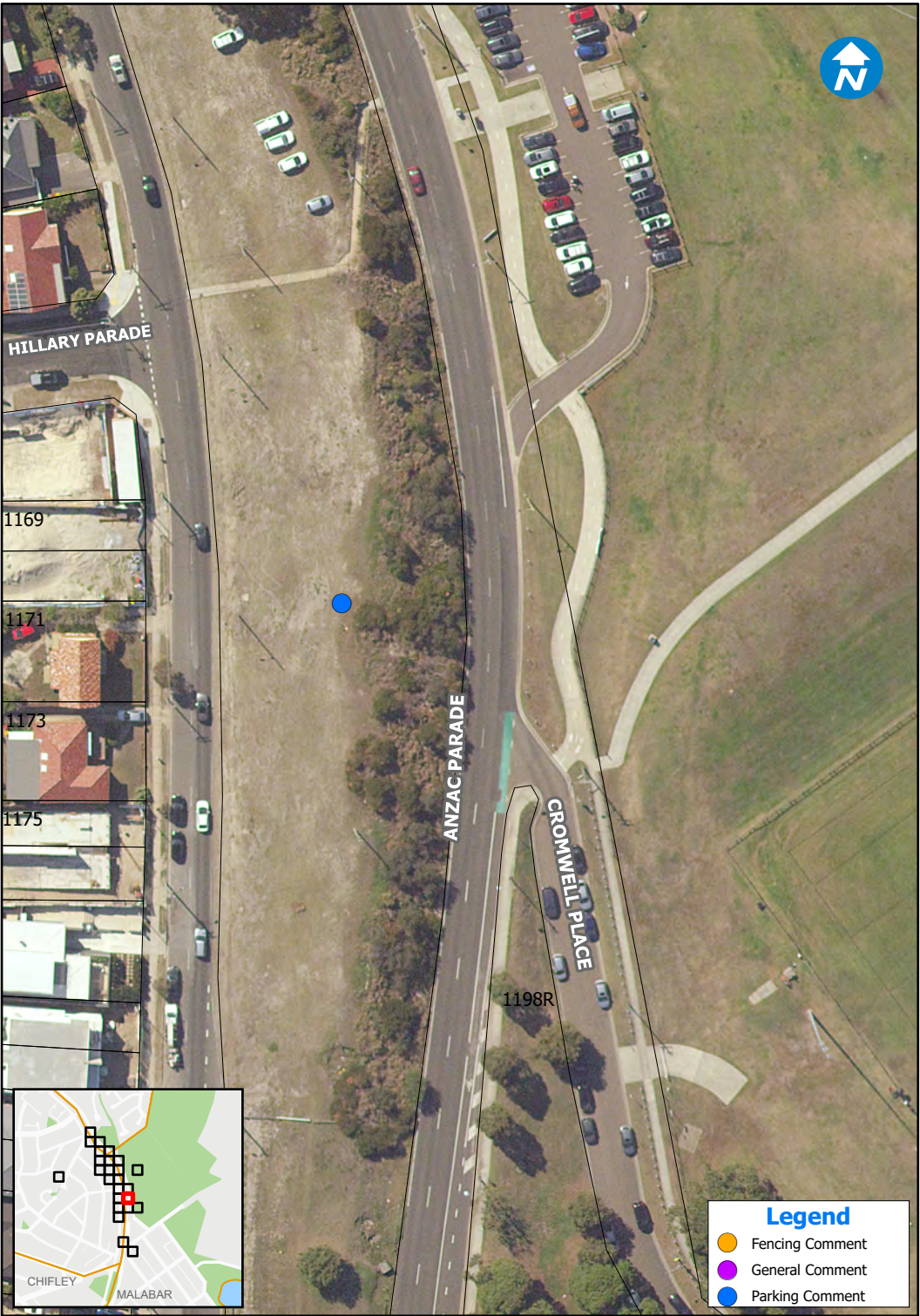
Category	Comment	Screen Name
Fencing comment	In terms of priority in the greater southern ward I would put this on the bottom of the list. There are much more important infrastructure and community projects the council should be focussed on. The proposed upgrade to the Matraville Carpark and surrounding town centre.	LJM



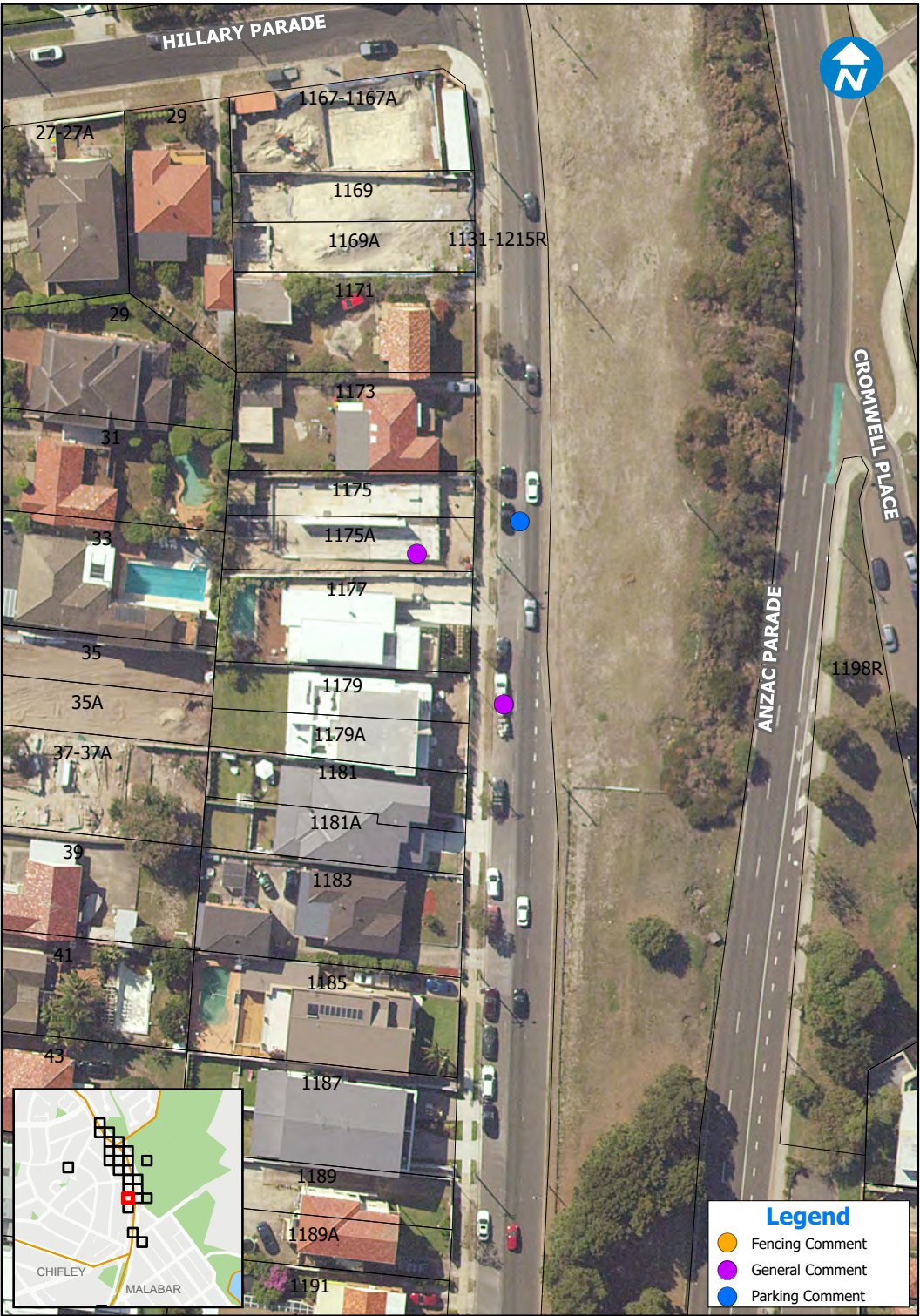
Category	Comment	Screen Name
Parking comment	Having cars reverse onto Anzac Parade I believe is really dangerous - having the parking on the side roads - the part that crosses from one side of Anzac Parade to the other is much safer. I would create more side roads and have no reversing onto Anzac Parade	Simone



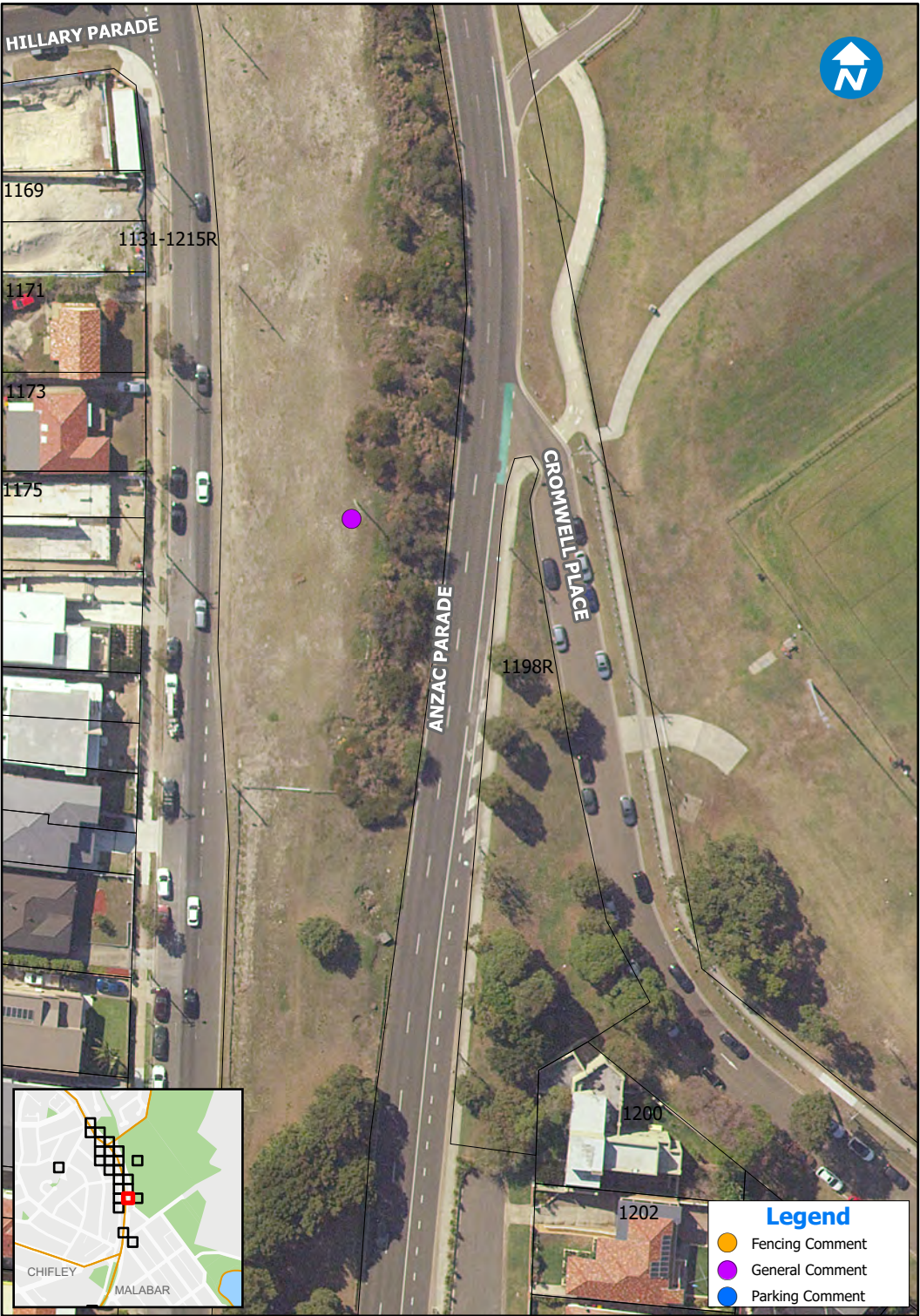
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General comment	<p>Parking on the median strip in front of my house has been a huge problem for many years. The grass has been destroyed and is now sand everywhere, cars doing burn outs, trucks parking, boats etc have been a main feature.</p> <p>I would respectfully ask that Council does not accommodate any parking in front of our house. Rather re-plant grass and hedge the median strip from the road to beautify the space and leave it for pedestrian movement only.</p>	BNS



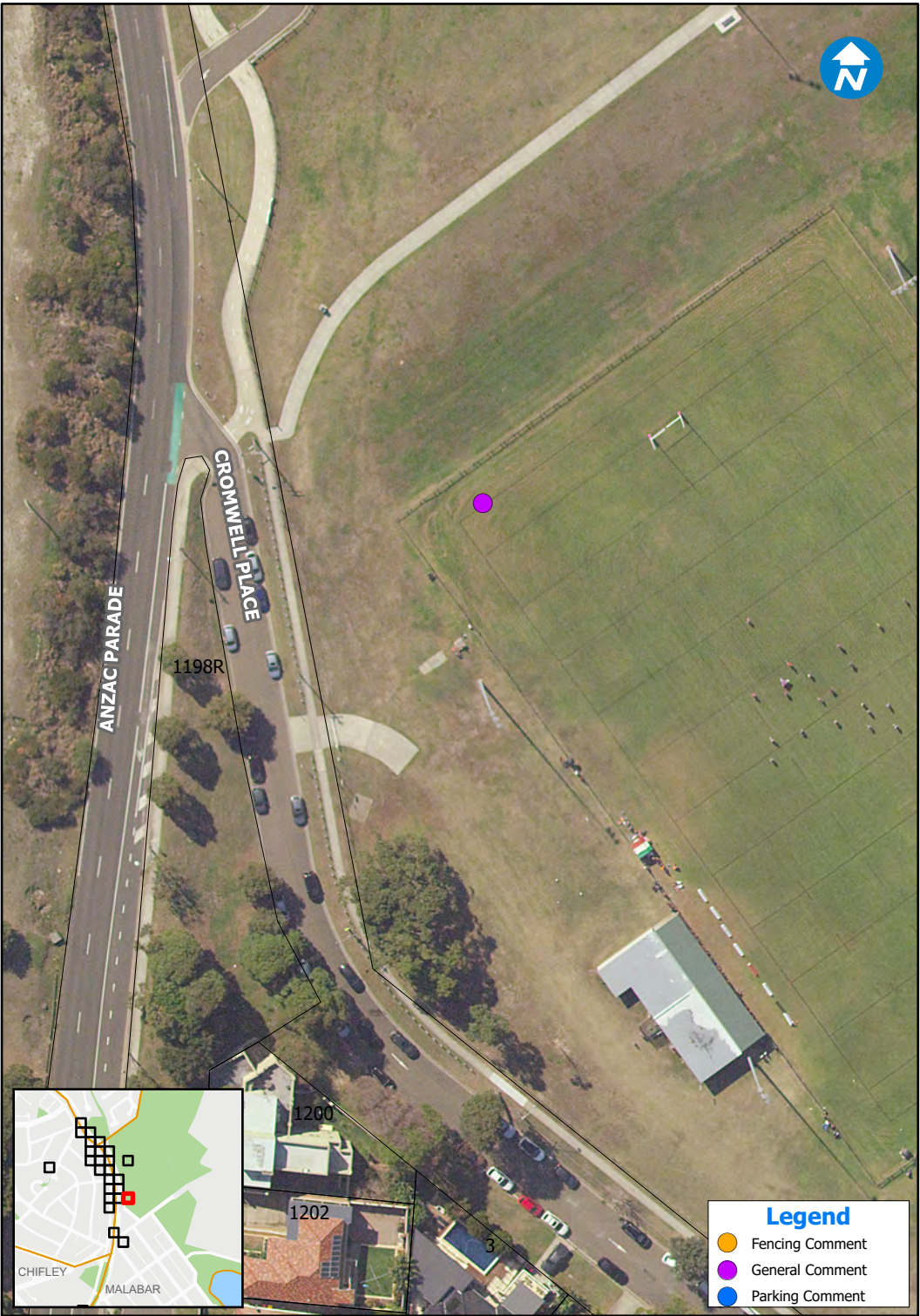
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Parking comment	Suggest to reverse your plans and make this dedicated parking for cars, boats, trailers, caravans, and trucks and keep them off residential streets given this is all unused space	Walter



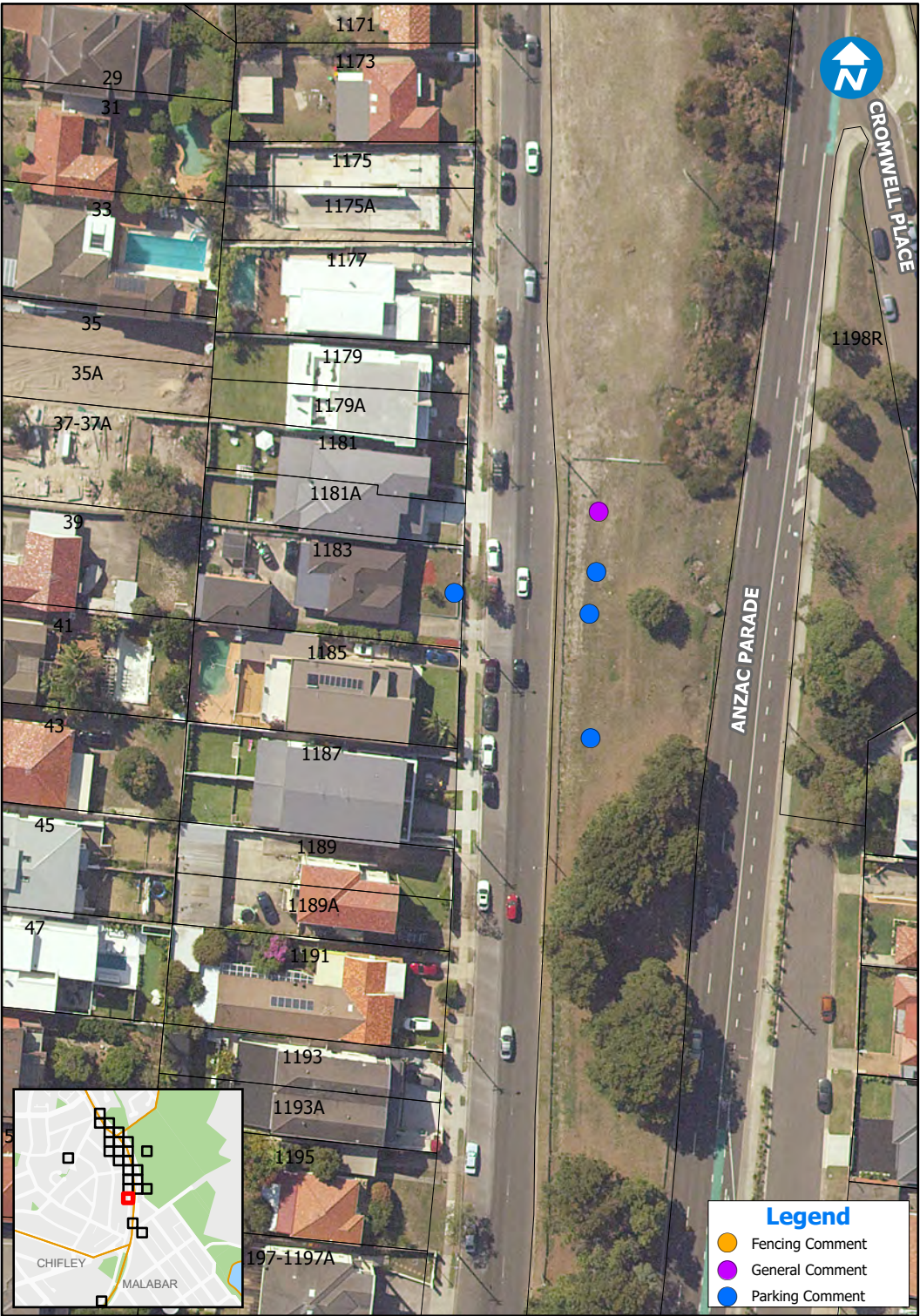
Category	Comment	Screen Name
Parking comment	We do not agree with the parking proposal in its current form. As it seems like a major concern in reversing into/out of a spot on an already busy road. The arrangement should be consistent with the setup north of Anzac Parade near St Spyridon, which functions more effectively and fairly. Additionally, we do not support spending funds on new fencing when there are far more important issues within RCC that need attention. Public money should be prioritised responsibly and directed towards areas of genuine need.	JS1
General comment	<p>1 Additional parking great. love it</p> <p>2 Fencing is a waste of money. Nobody is parking in middle of Anzac Parade now. When they do, it is great revenue earner for council. Looks terrible, expensive to construct & maintain.</p> <p>3 PDF Near Kain Av mentions the construction of a 26m kerb & gutter to avoid stormwater eroding the embankment eastern side. Currently torrential rain will flood garages & houses along the Parade in this area. Your cheap solution to dump cement to stop the natural flow of rain water will back it up & will do a lot of damage to more houses. This should not be part of this parking/ fencing solution. Maybe your fencing expenditure could be used to build a retainer wall to protect this small erosion area. This proposal is very scary. Please communicate with the home owners between 1175 Anzac Parade & shops to understand what your proposal will do.</p> <p>my address is 1177 Anzac Parade not 1179, unable to edit.</p>	peter.breuer
General comment	<p>1 Additional parking great. love it</p> <p>2 Fencing is a waste of money. Nobody is parking in middle of Anzac Parade now. When they do, it is great revenue earner for council. Looks terrible, expensive to construct & maintain.</p> <p>3 PDF Near Kain Av mentions the construction of a 26m kerb & gutter to avoid stormwater eroding the embankment eastern side. Currently torrential rain will flood garages & houses along the Parade in this area. Your cheap solution to dump cement to stop the natural flow of rain water will back it up & will do a lot of damage to more houses. This should not be part of this parking/ fencing solution. Maybe your fencing expenditure could be used to build a retainer wall to protect this small erosion area. This proposal is very scary. Please communicate with the home owners between 1175 Anzac Parade & shops to understand what your proposal will do.</p> <p>Peter</p>	peter.breuer



Category	Comment	Screen Name
General comment	Don't sacrifice vegetation for these parking spaces. Design them for cars only.	LJE



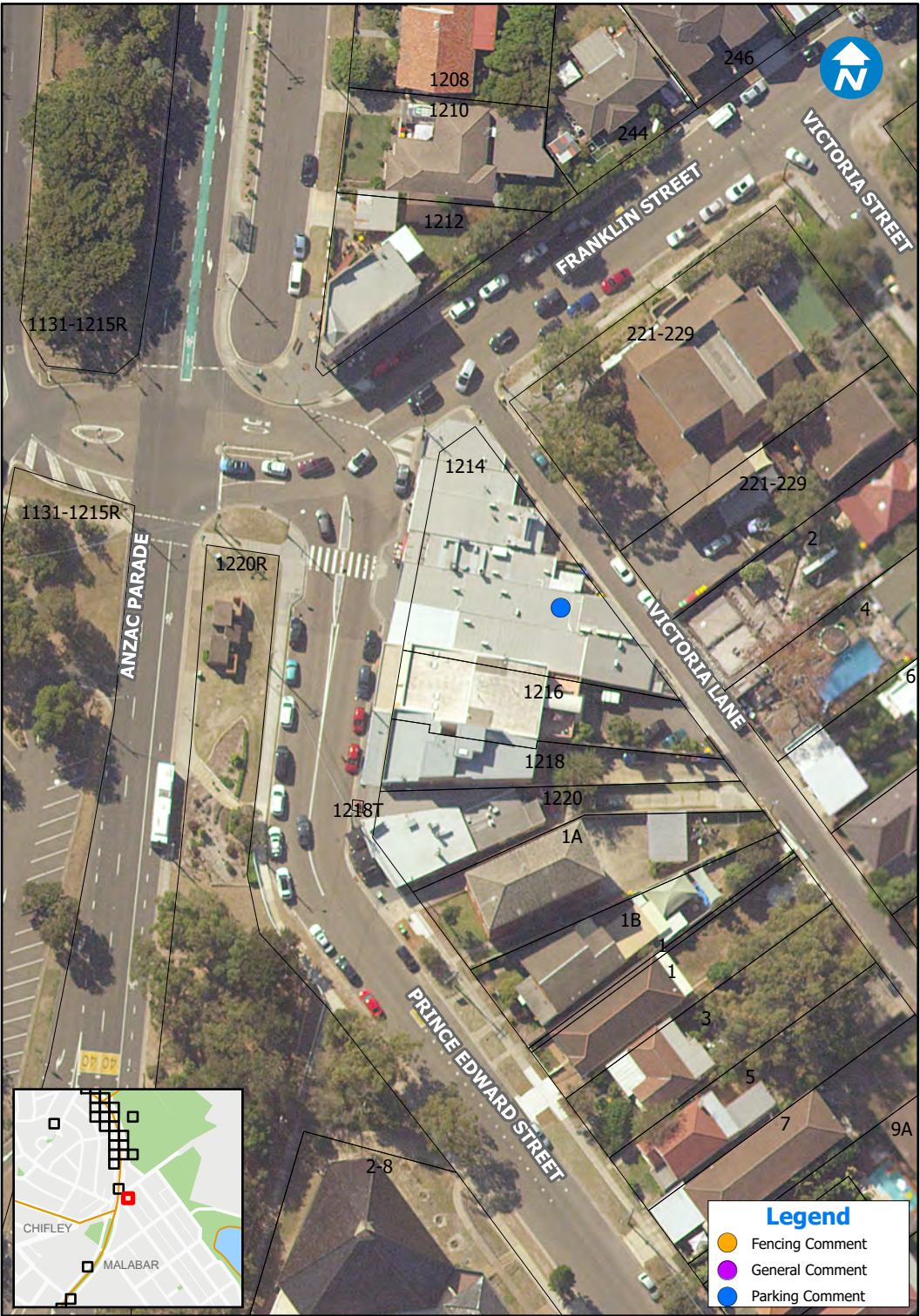
Category	Comment	Screen Name
General comment	I understand the current problems and needs that have caused this proposal. However, I believe this proposal is a short-term solution that will cost the council a significant amount of money to develop, maintain and police. A larger and mid-long term vision would see the State Government extending the light rail system along Anzac Parade to La Perouse on exactly the same sites. Other futuristic, multi-facet measures need to be investigated and considered to address the identified needs, so time and money can be better spent.	okeeffe77



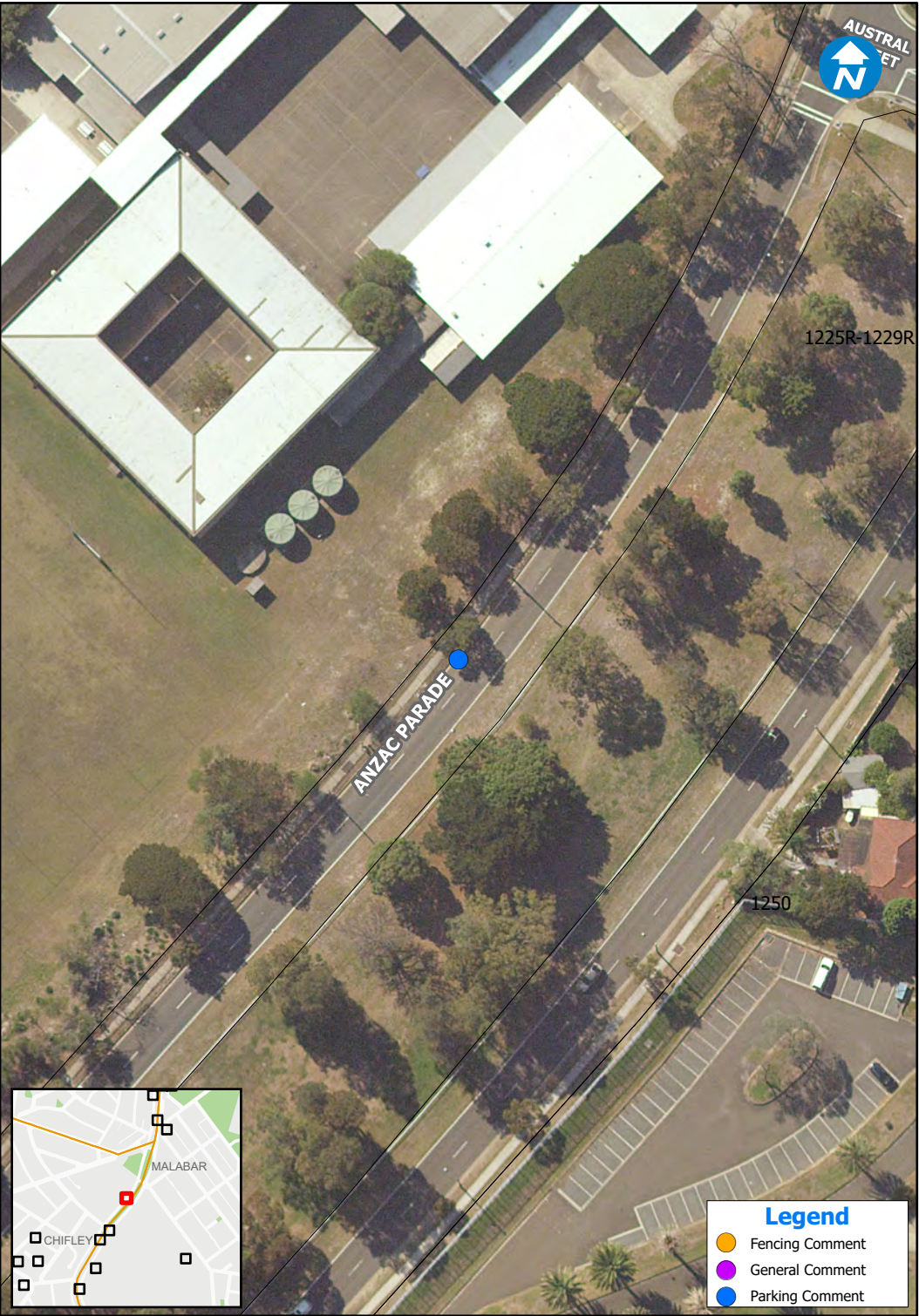
Category	Comment	Screen Name
Parking comment	It appears you still offer no solution to the parking of recreation vehicles. I suggest you rethink the proposal to address this, or reverse you decision and go back to allowing them to park on the median strip that had been allowed for decades without any problem or accident	Photek
Parking comment	<p>This is a totally unsafe location when taking into account the proximity of Lane 3 being the terminating Anzac Parade lane. Most drivers in this terminating lane will be focused on safely merging into lane 2 so as to continue their journey north and not the possibility of a car stopping ahead with the intention of reversing into an angled parking creating a major safety crash risk. I also cannot understand why angled parking would be considered as this will also create additional risk given the time necessary to park within those angled parking lines.</p> <p>Anzac Parade at that location is carrying significant traffic particularly with lane 1 parked out. I do not believe the style of parking being offered is the appropriate one for that section of Anzac Parade it should be more aligned to parking areas similar to that provided near Murray St opposite the Pizza Hut. Entry to a parking area could be via Kain Ave thereby not interrupting Anzac Parade or posing a significant crash risk.</p>	ppfenner
Parking comment	<p>Finally, some parking improvements — but still not enough space along Anzac Parade.</p> <p>The grass area is large enough to accommodate more parking if the fence is moved slightly deeper onto the grass. This would allow cars to park sideways (one behind the other), which would significantly ease the current congestion. This solution keeps the grass area while creating additional parking — a win for everyone.</p> <p>Right now, shops are losing customers due to lack of parking, and residents are frustrated by blocked driveways. All of this could be avoided with a better parking layout.</p> <p>Creating one large parking bay won't fix the issue, because it ends up occupied all day by people leaving their cars while they're away or on holidays.</p> <p>This expansion would also help during game days, when the existing parking near the field is always full.</p> <p>Additionally, council should consider creating designated long-term parking areas for caravans and boats, with an annual fee.</p> <p>A location such as the area near SOS Preschool would be ideal — it is spacious and would keep caravans and boats off public parking spaces, preventing them from taking valuable spots needed for daily use by residents and local businesses.</p>	Gabriela
Parking comment	I do not want this opposite my home. Car hoons will use this at night as La Perouse is closed. Move it toward the end Anzac x Bunnerong where you can build a large carpark with minimal impact on residents	david.elbadawi
General comment	<p>Is there a parking problem, yes. Is the parking problem limited to the marked areas, no.</p> <p>Suggestion. For every new build you enforce an additional garage space for every 1.5 bedrooms. That way people start to use their garage for actual parking, putting the onus on the higher population targets the state government has handed down, allowing the council to maintain the greenery.</p> <p>Overly small garages that don't fit a modern car are not fit for purpose, filling the streets with cars and other vehicles that would have been parked on driveways</p>	Br



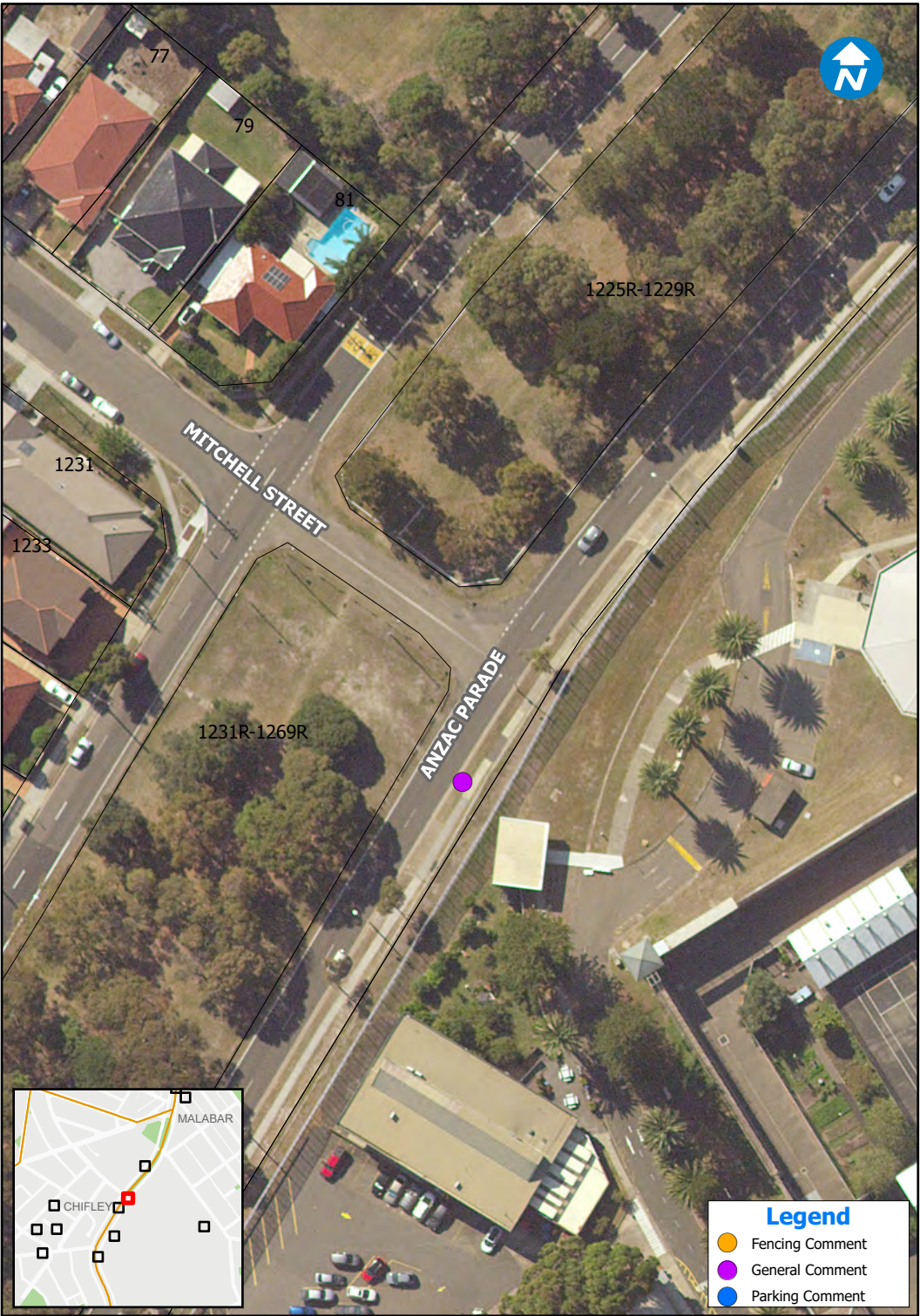
Category	Comment	Screen Name
General comment	The parking areas should be drive in drive out and allow spaces for boats & caravans etc. This will help clear the residential streets of boats and trailers. Reversing out of a space onto Anzac Pd is not a good option.	T bone



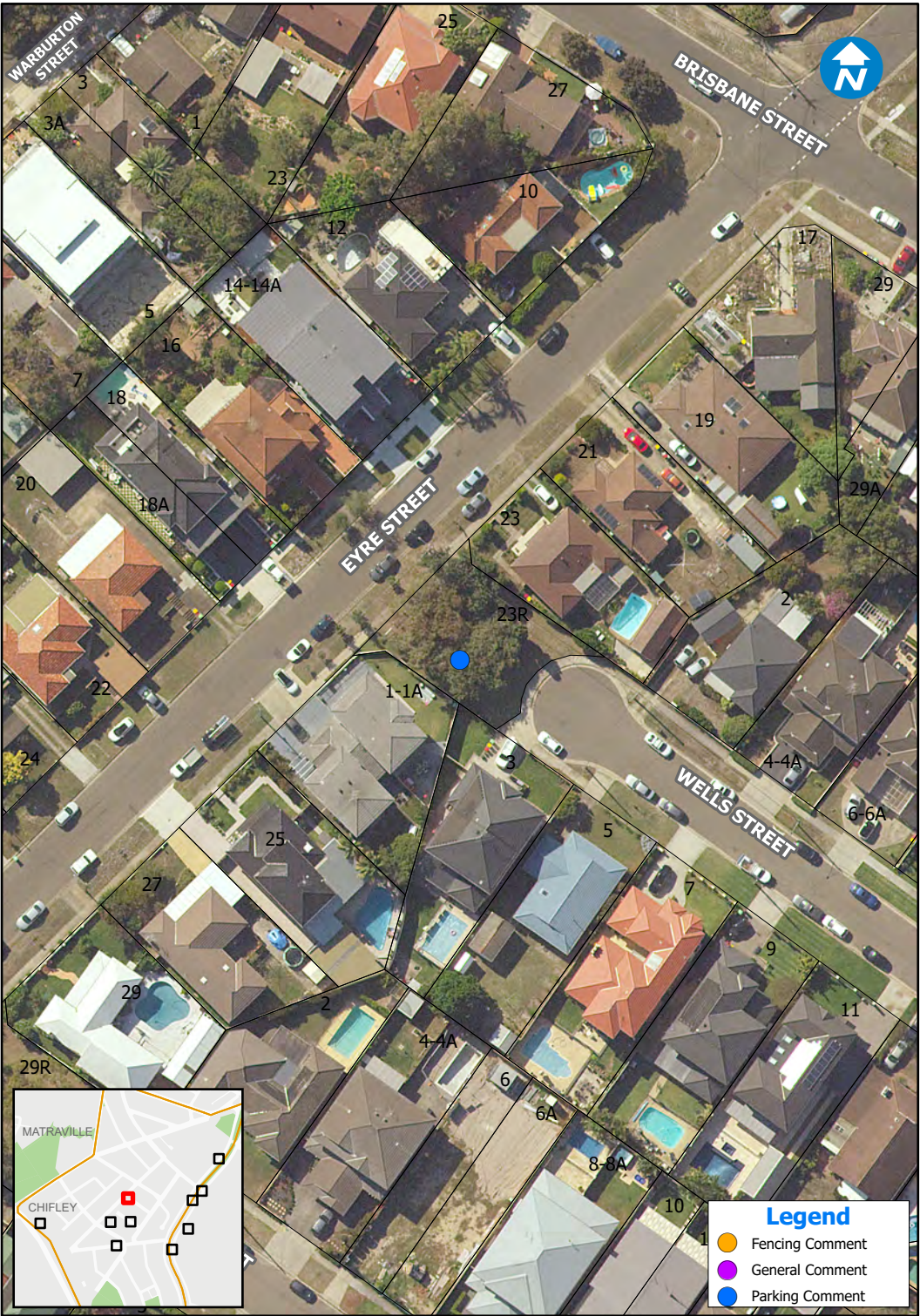
Category	Comment	Screen Name
Parking comment	Reversing vehicles to park is dangerous on Anzac Prde. Do away with the proposed parking spaces and have only the proposed low fence.	mal resident



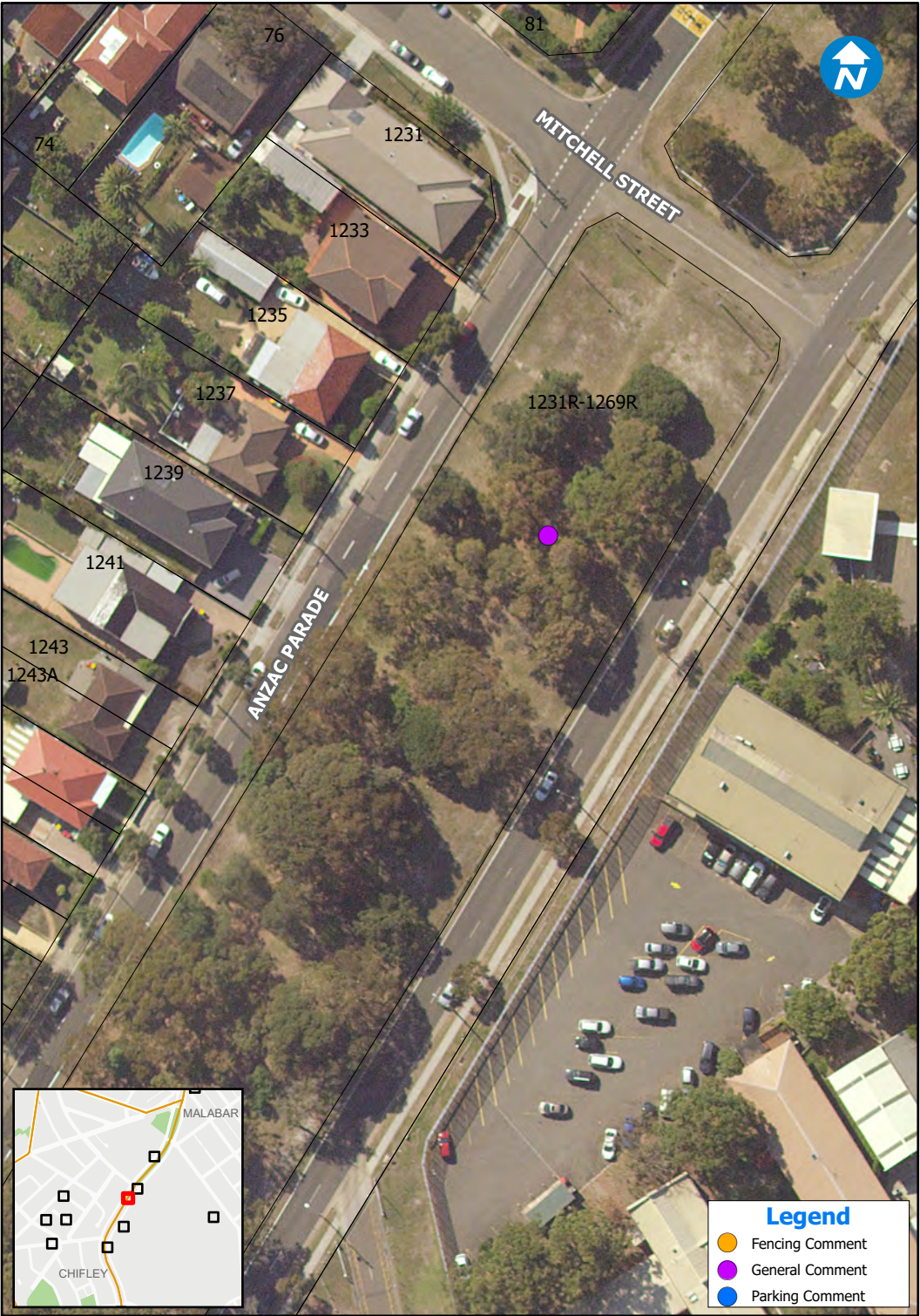
Category	Comment	Screen Name
Parking comment	Where is the pressing need for this? I would understand if this was a proposal in City of Sydney, for example, with high density living. I counted some recent sales on Domain.com for the impacted areas. Out of 30 houses advertised for sale, these had 85 car parks, averaging 2.8 car spaces a house. 12 apartments had 17 spaces, averaging 1.4 car spaces an apartment. I think these are pretty representative statistics. Council money would be better spent on advocating for public transport extensions (eg.light rail) and better bike lanes, promoting sustainability. This is a stupid and wasteful proposal, which makes a joke of all council resolutions about sustainability, environmental protection etc.	Finbar



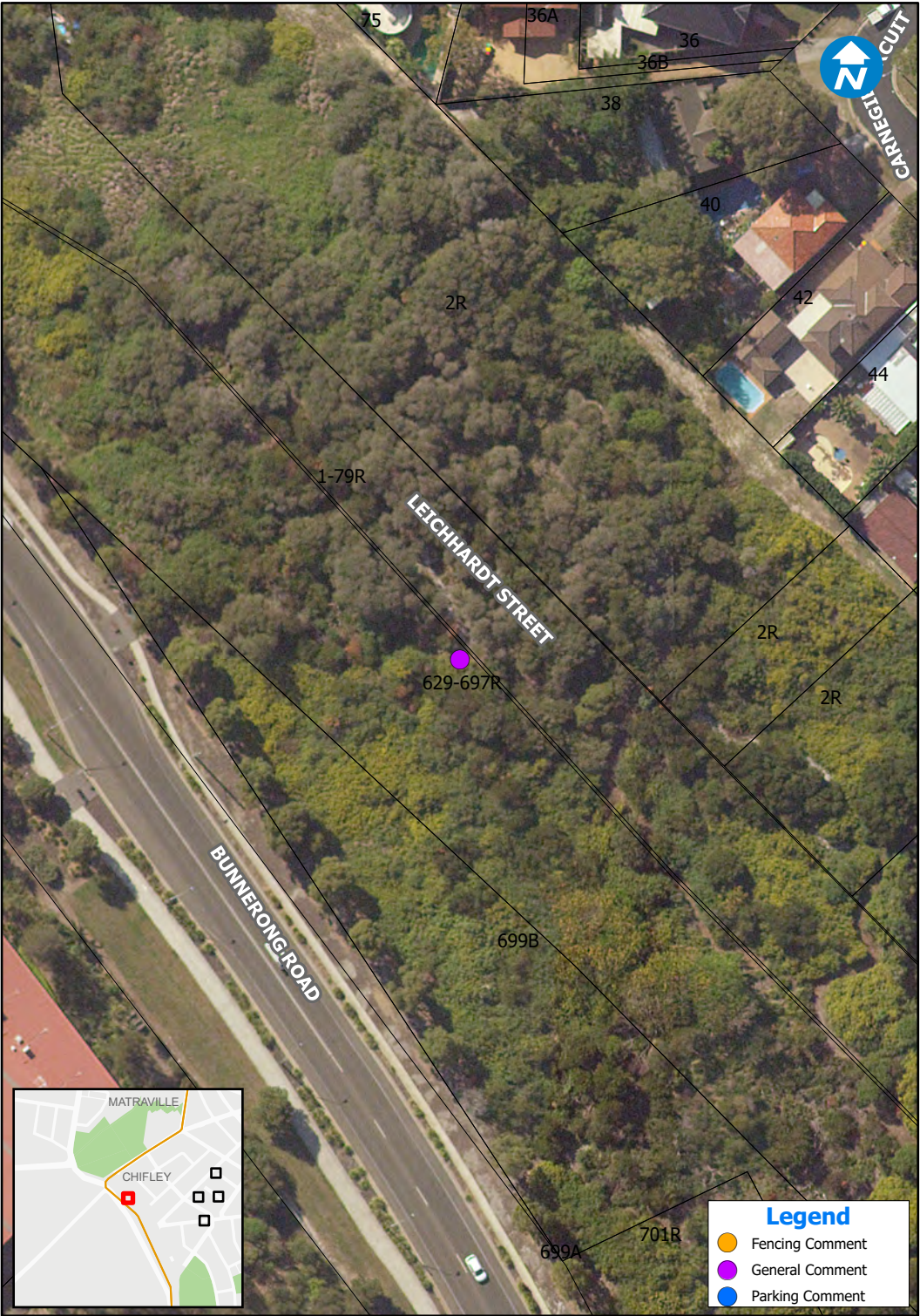
Category	Comment	Screen Name
General comment	<p>The issue being addressed is an opportunity to think holistically about traffic and parking management, mobility and public open space.</p> <p>Council is at liberty to review the matter against its forthcoming resilience strategy and related strategies such as biodiversity.</p> <p>The solution adopted should maximise the positive outcomes for the greatest number of people, thinking long term.</p> <p>The relevant area is one of a few last remaining public open spaces and could be used strategically as biodiversity and active transport corridors. Creating parking lots may create long term legacies that are hard to reverse and set expectations around motor vehicle use and entitlements.</p> <p>I support the fencing but do not support public parking on the open space areas.</p>	Malabar



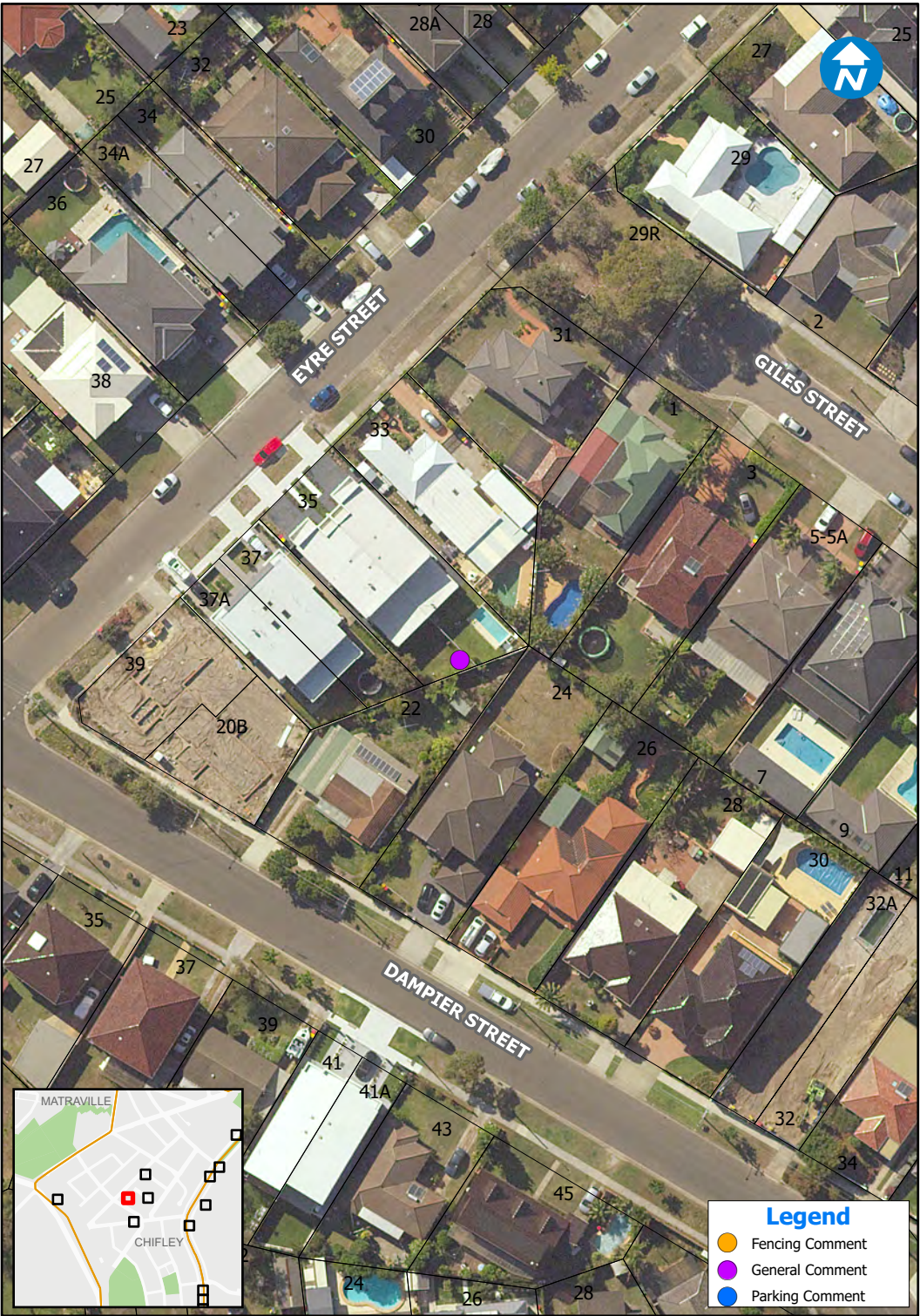
Category	Comment	Screen Name
Parking comment	Can you allow boat and caravan parking in this area. Boats and caravans parked on the streets sit there for months and obstruct sight lines making it difficult to see oncoming traffic and pedestrians..This has got noticeably worse since the no parking restrictions were enforced. I don't own a boat or caravan so have no interest, but would like these off the streets.	BJG



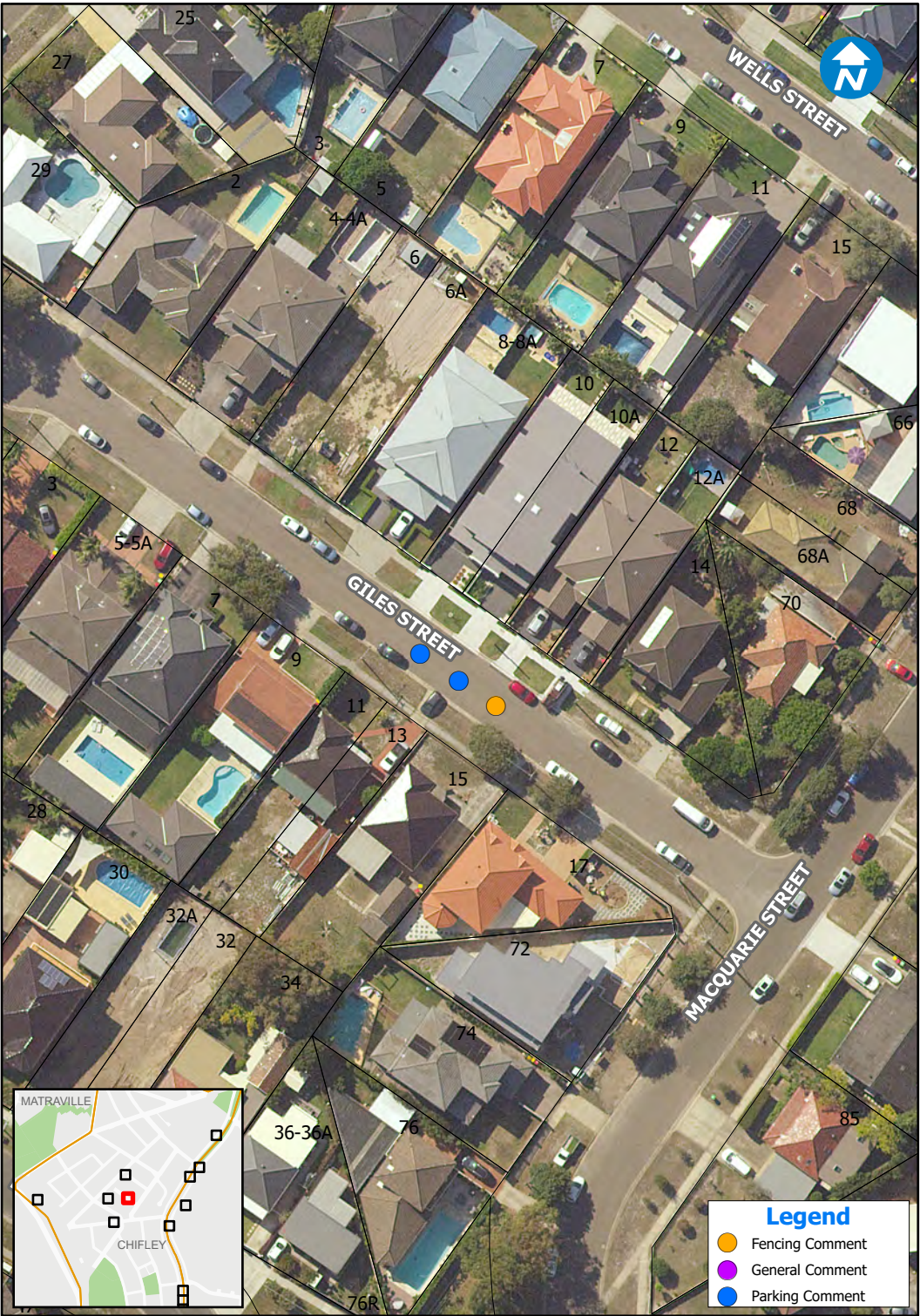
Category	Comment	Screen Name
General comment	We must respect everyone has different views and I think fencing is an unnecessary expense. The reality is there are times when visitors need somewhere to park safely. Removing trailer, boat and caravan parking in the centre strip has created a worse problem on streets, sometimes making it hard to see oncoming traffic. The area between Matraville High and the gaol would be a better choice for this.	Mariner5



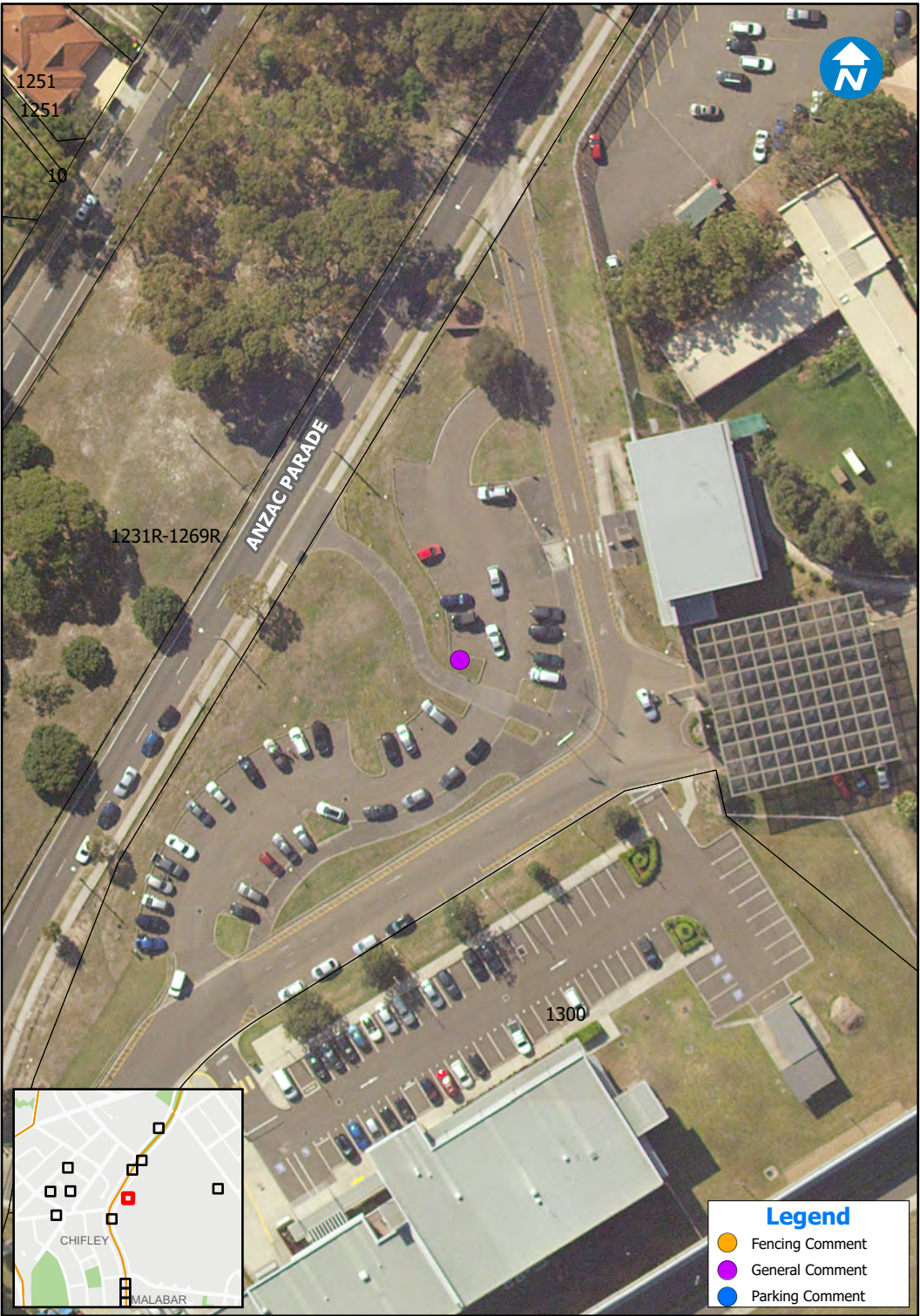
Category	Comment	Screen Name
General comment	Generally a good idea but it goes mean that those boats, trailers and caravans are going to turn up somewhere else perhaps in more unsuitable places.	MikeF



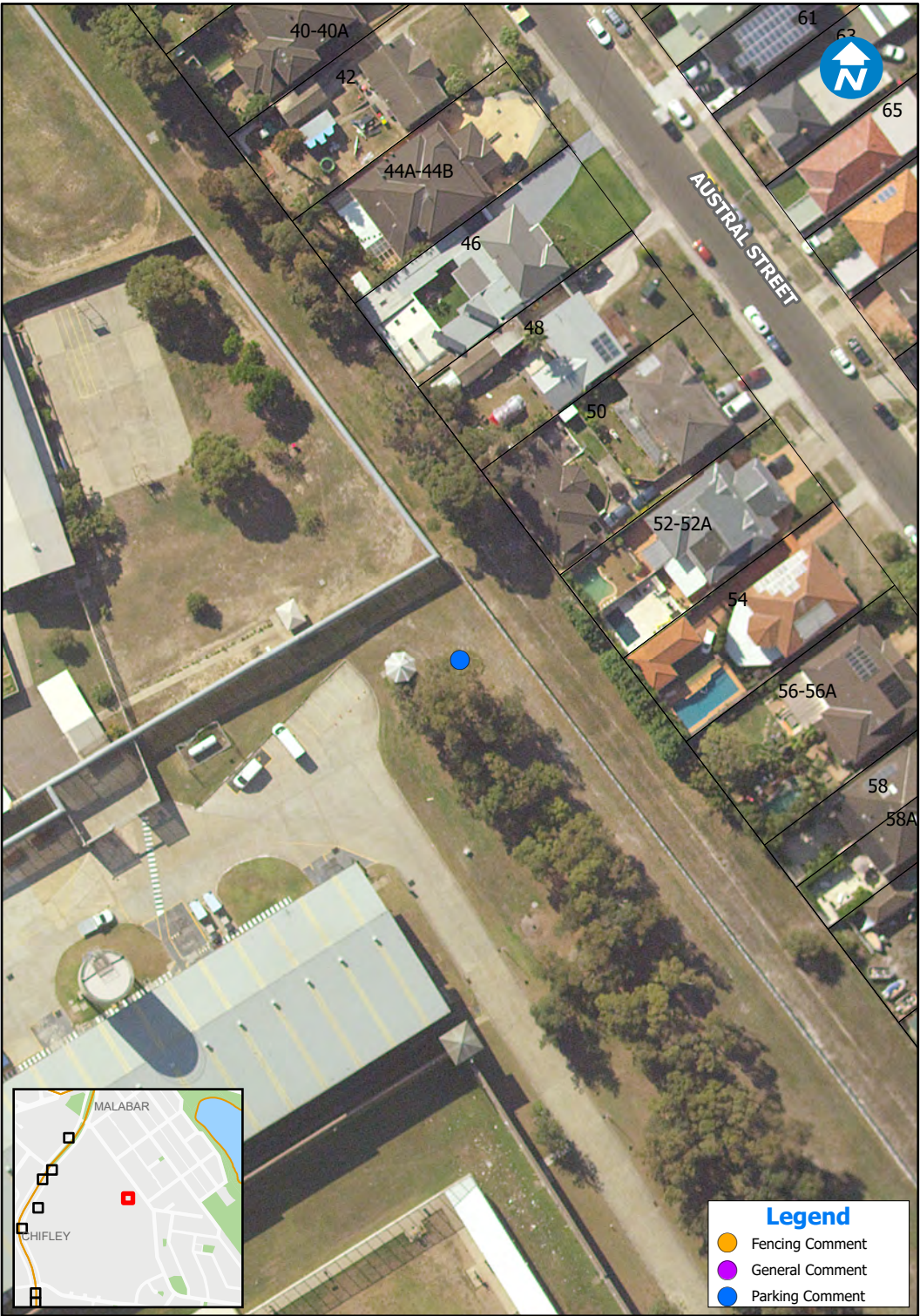
Category	Comment	Screen Name
General comment	<p>Thanks for the opportunity to comment. As a long time local resident I believe the concept of providing parking areas along Anzac Parade is a good one but as a road safety professional of many years I believe the style of parking being proposed and locations on Anzac Parade along with the increased volume of traffic which effectively is now restricted to a single lane is in conflict with the proposed parking solution and locations being offered.</p> <p>It is my strong opinion that parking areas such as those safely created and in use for many years further north from Murray St up to Fitzgerald Ave with access and egress via side streets NOT Anzac Parade is the better and certainly safer approach.</p> <p>Lane 2 of Anzac Parade should not be interrupted at all by additional parking as it is already is absorbing more push bikes and increased vehicular traffic and with proposed angled parking this further complicates driving along that section of road creating crash and safety risks. Road base squared off parking areas with access and degree via side streets is a much safer option.</p>	ppfenner



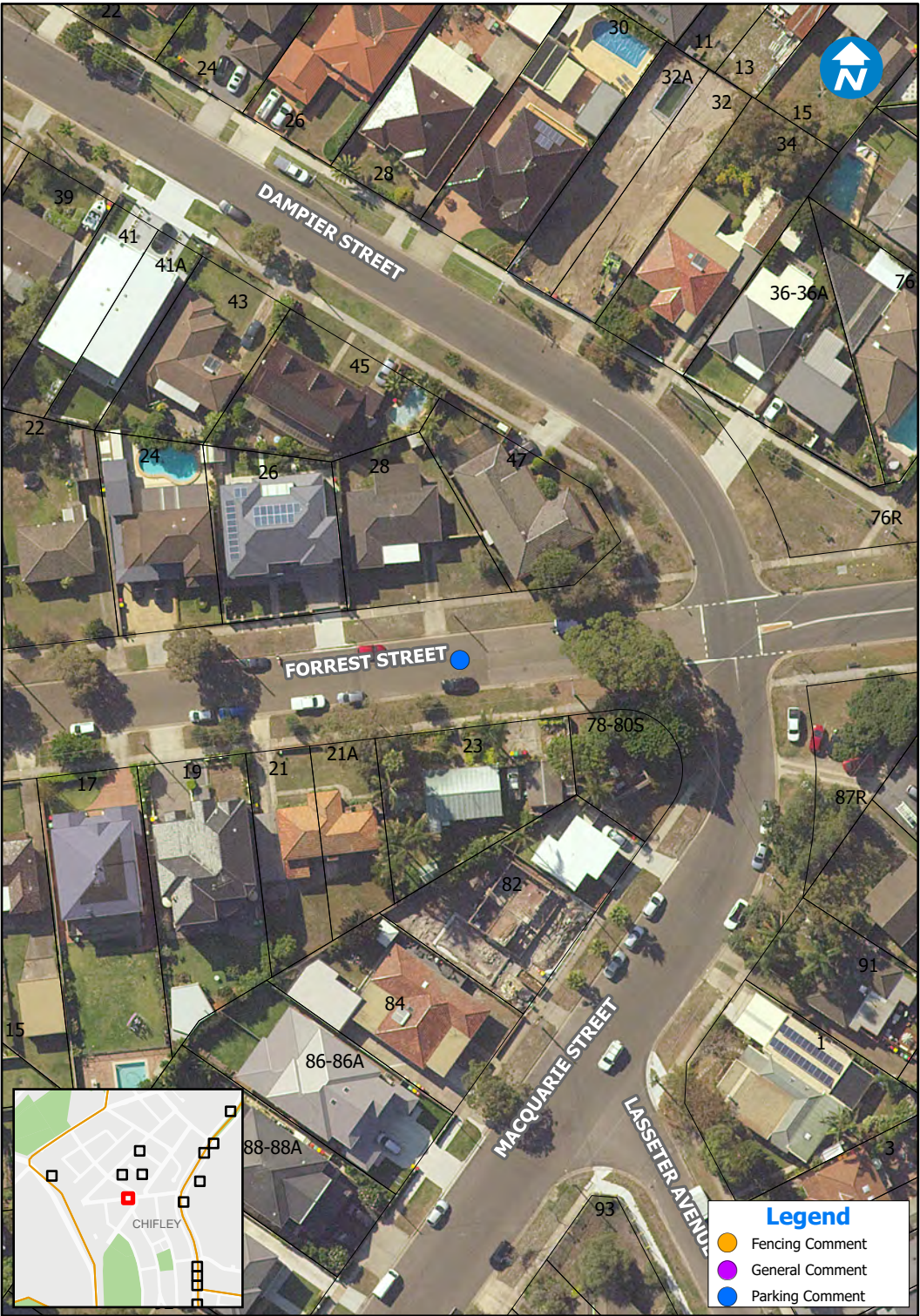
Category	Comment	Screen Name
Parking comment	Have resident parking bays only	jg.richards
Fencing comment	What about using recycled plastic fencing instead of timber fencing? For example: https://www.replas.com.au/product/arris-fencing/	yvette1
Parking comment	There needs to be parking for boats and caravans, otherwise they will be parked in surrounding residential streets, which is perfectly legal. I do not own a caravan or boat, but I live in a residential street which has boats and caravans parked in it and surrounding atreets... and they take up a lot of parking space. Where do you think these recreational vehicles will go? Or do you envisage putting two-hour parking limits on all residential streets and charging residents for parking permits? I suggest making some of the proposed parking for caravans and boats.	Amanda56



Category	Comment	Screen Name
General comment	Don't sacrifice any trees or shrubs.	LJE



Category	Comment	Screen Name
Parking comment	This is the wrong location. It needs to be closer to bunnerong road. We don't need this much parking here. The reason so many people park is because it is overflow from the beach on summer days. Repurpose the green space at bunnerong rd / Anzac into a proper car park	erinsasmith



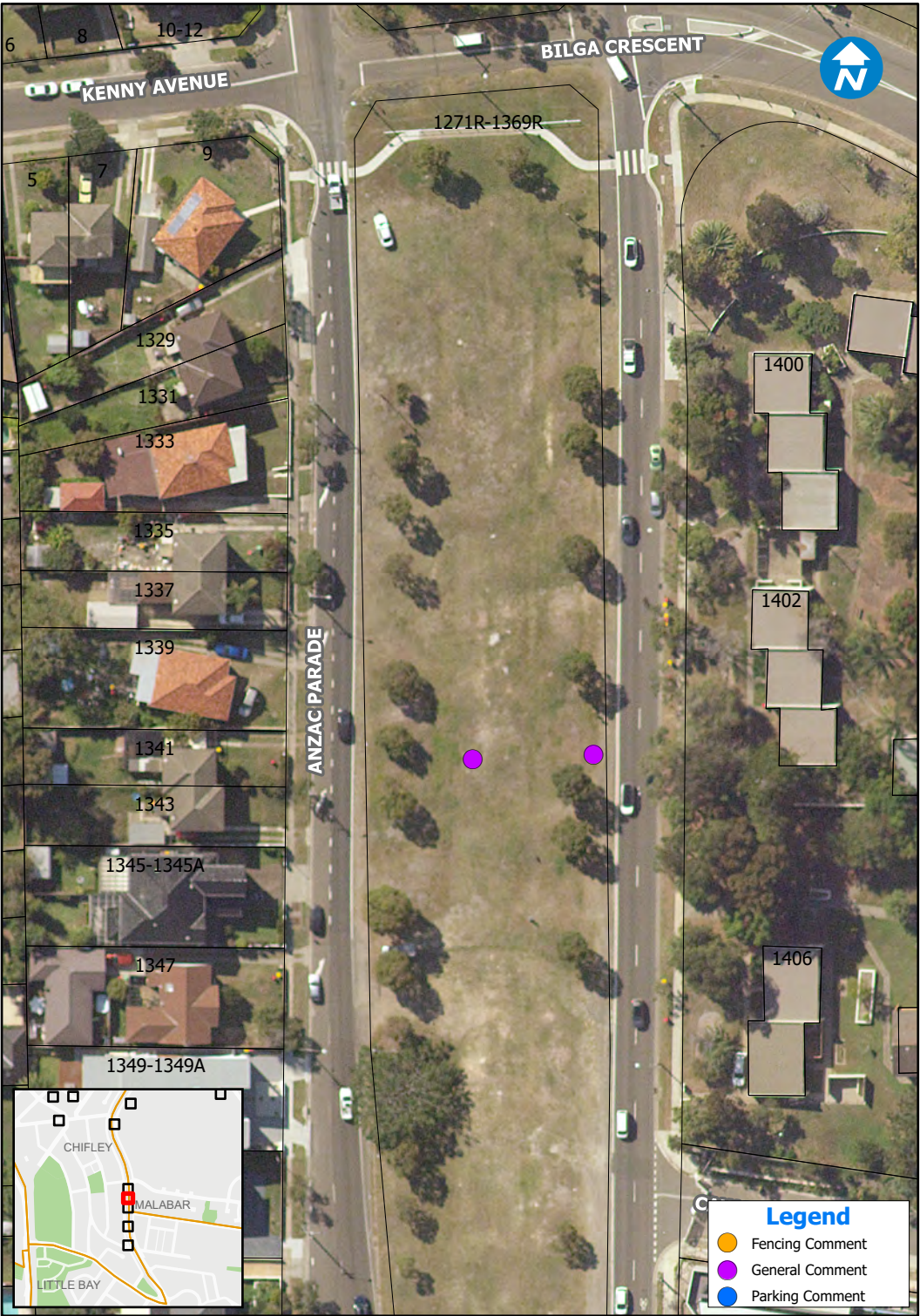
Category	Comment	Screen Name
Parking comment	<p>This proposal is madness. Address the real issues. Councils proliferation of duplex builds has created parking issues for many residents of Chifley. 1. the number of driveways cut into the road reduces available parking spots and 2. the parking demand is doubled with every duplex build.</p> <p>Additionally the residents nearby the gaol have to endure the overflow parking from the staff of the gaol. Why dont you build multiple car parks in the centre of Anzac Parade much in the same way as you have gifted St Spyridon and assist the ratepayers down this part of Anzac parade. furthermore, implement a residential parking arrangement around the gaol so residents dont have to compete with gaol staff for valuable parking spots.....</p>	Look after ratepayer needs.....



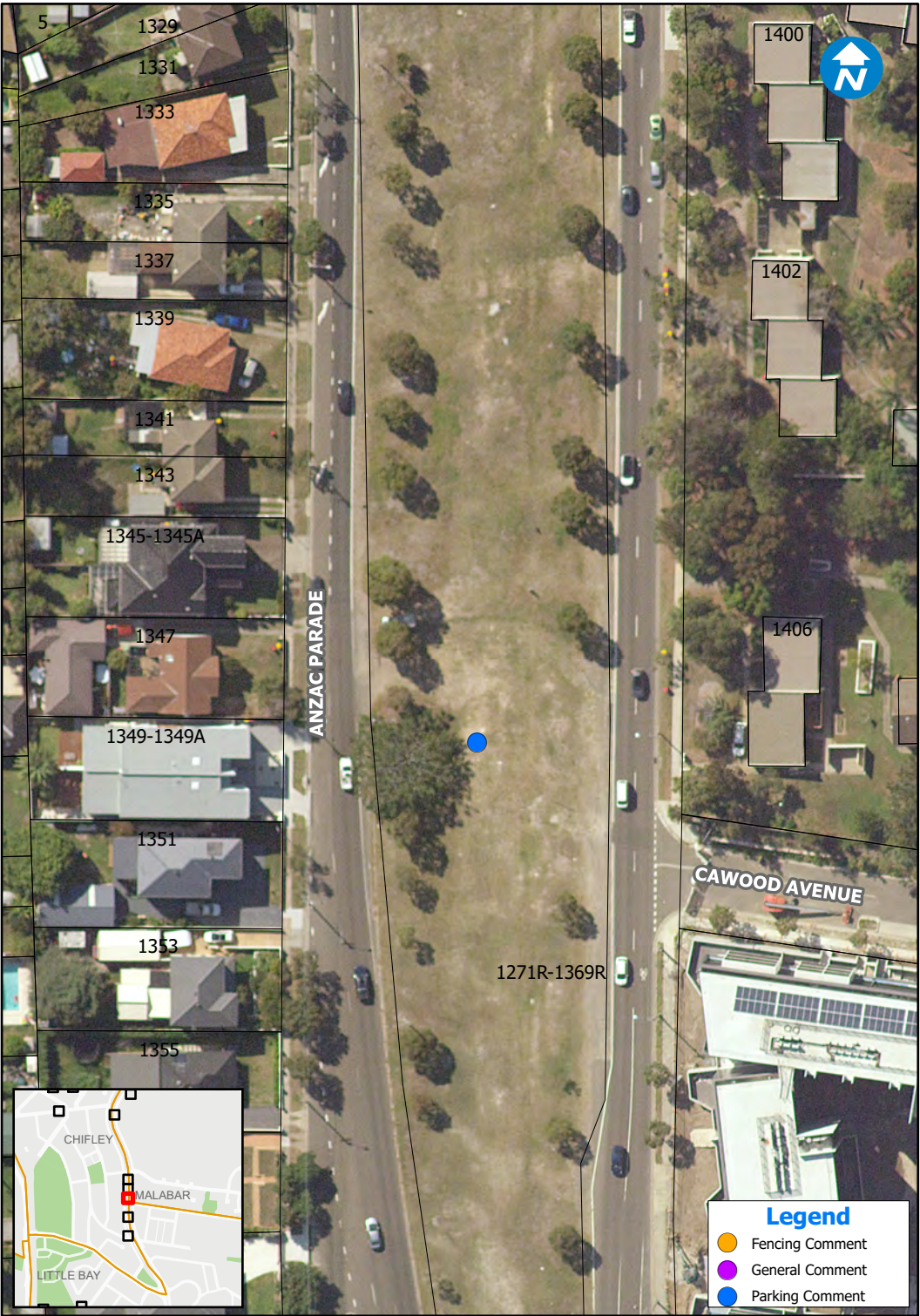
Category	Comment	Screen Name
General comment	As others have mentioned, I feel this money could be directed towards longer-term, genuinely sustainable investments. For example, creating more green spaces that go beyond monoculture grass areas and instead support biodiversity, as well as expanding light rail and safe cycle lanes so fewer people need to rely on cars. It's hard to understand why we are promoting increased car use in 2025, especially with the climate crisis already unfolding.	Isabelle



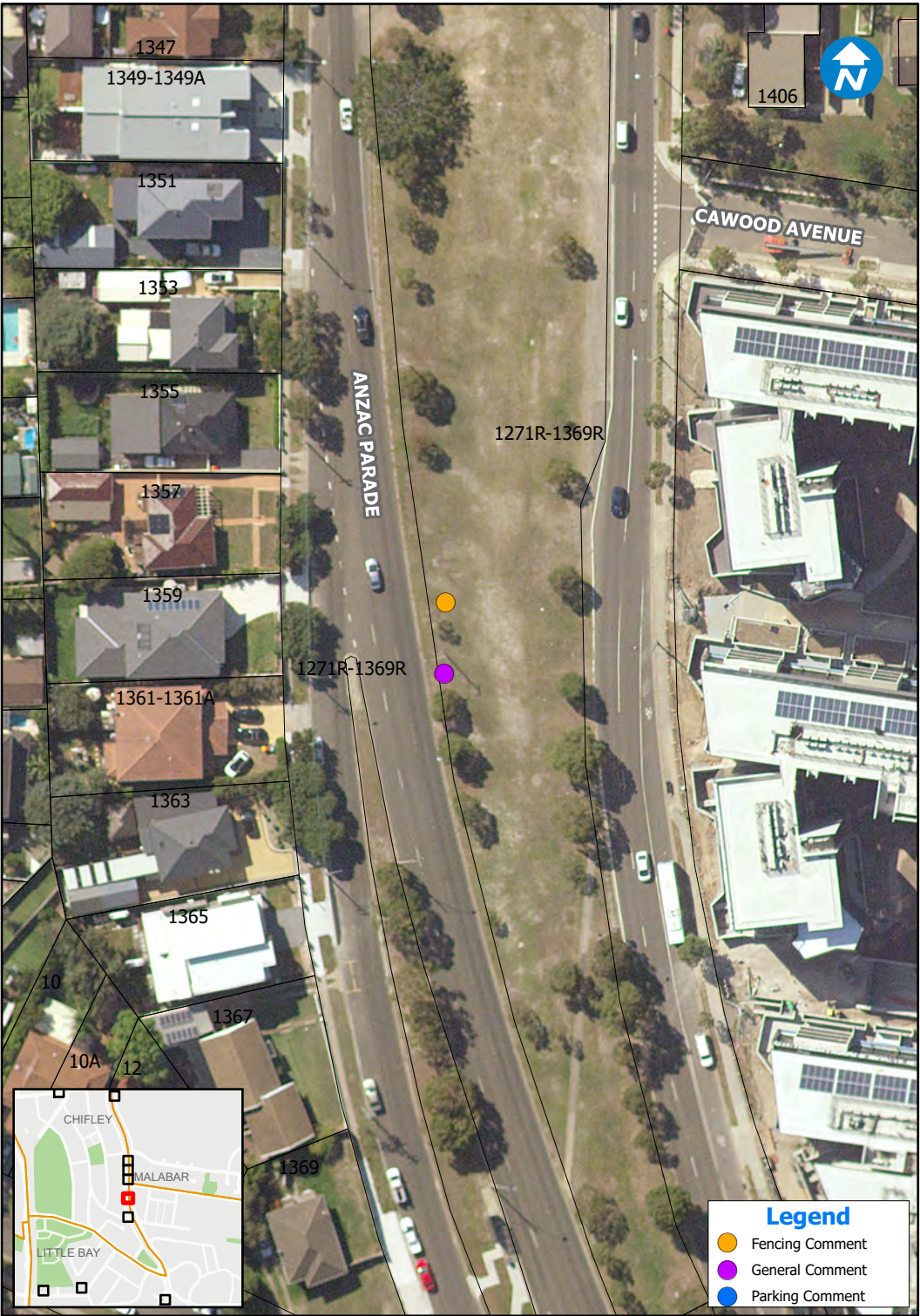
Category	Comment	Screen Name
Parking comment	Absolutely not/ this would hinder the view for oncoming traffic where people step out on the pedestrian crossing. You are creating additional danger by inhibiting safety!!! Absolutely not!!!	EB2022
General comment	I disagree with fencing & ridiculous idea of angle parking with limited spaces. Who thought it would be safe for cars to back out onto Anzac Pde? Where is the risk assessment for backing out onto oncoming traffic travelling at 60km? Is this the best council planners can come up with? This space is hardly used by residents in the area & is a very underutilized resource. All along Anzac Parade the space could turned into proper parking bays, for parking cars, caravans, boats & trailers. You know the exact things that you removed from these open spaces. I have to ask why is this space along Anzac Pde such a hot topic now, when it was ignored by council for the last 50 years? It is about time council starts thinking what will be required for the future or our area not what will appease 1or 2 residents in the short term. Start truly listening to the rate payers/local residents.	Daniel



Category	Comment	Screen Name
General comment	Please don't use fences, they stop the kids being able to ride their bikes freely here.	DanDan
General comment	Absolutely not supported! Do not put parking here it is not needed and will also hinder the view for all traffic with the pedestrian crossing here!! People use this crossing to safely get from one side of this hectic road to the other and try to navigate the cars, buses and bikes. Do not make this more dangerous unnecessarily. Do not put parking here!!!	EB2022



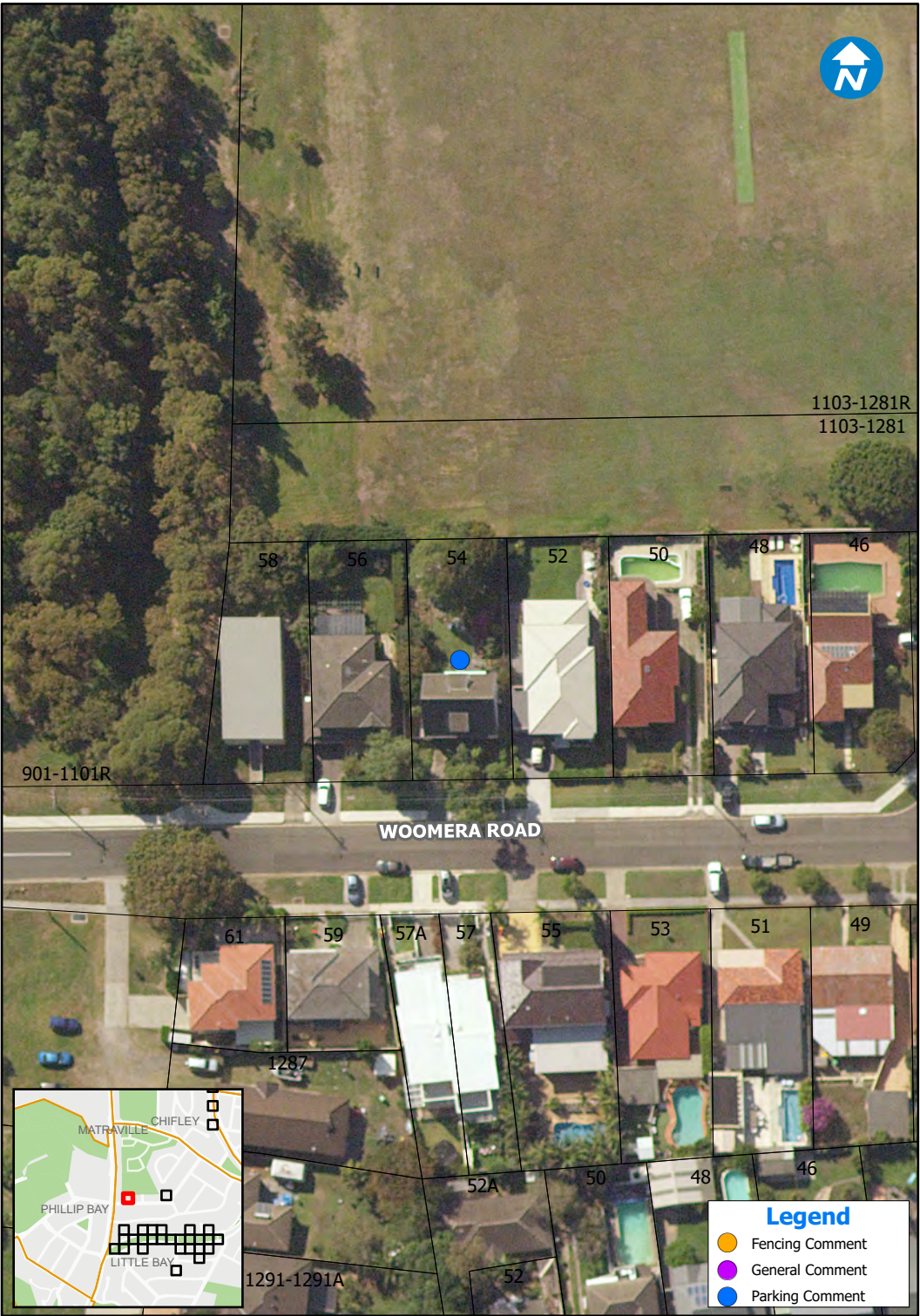
Category	Comment	Screen Name
Parking comment	This would be so exceptionally dangerous. There is the ONLY pedestrian crossing on Anzac parade right here which people use constantly and both driving to turn onto Anzac parade and driving down Anzac parade towards the city would be exceptionally dangerous as you would NOT SEE pedestrians on this crossing coming out! Add the speed of bike riders and imbibing the view with parked cars in this section is asking for trouble. It is not needed!!! Leave the grass and small. Number of trees there and protect the safety of people trying to cross a busy road safely. Absolutely not supporting this!!!	EB2022



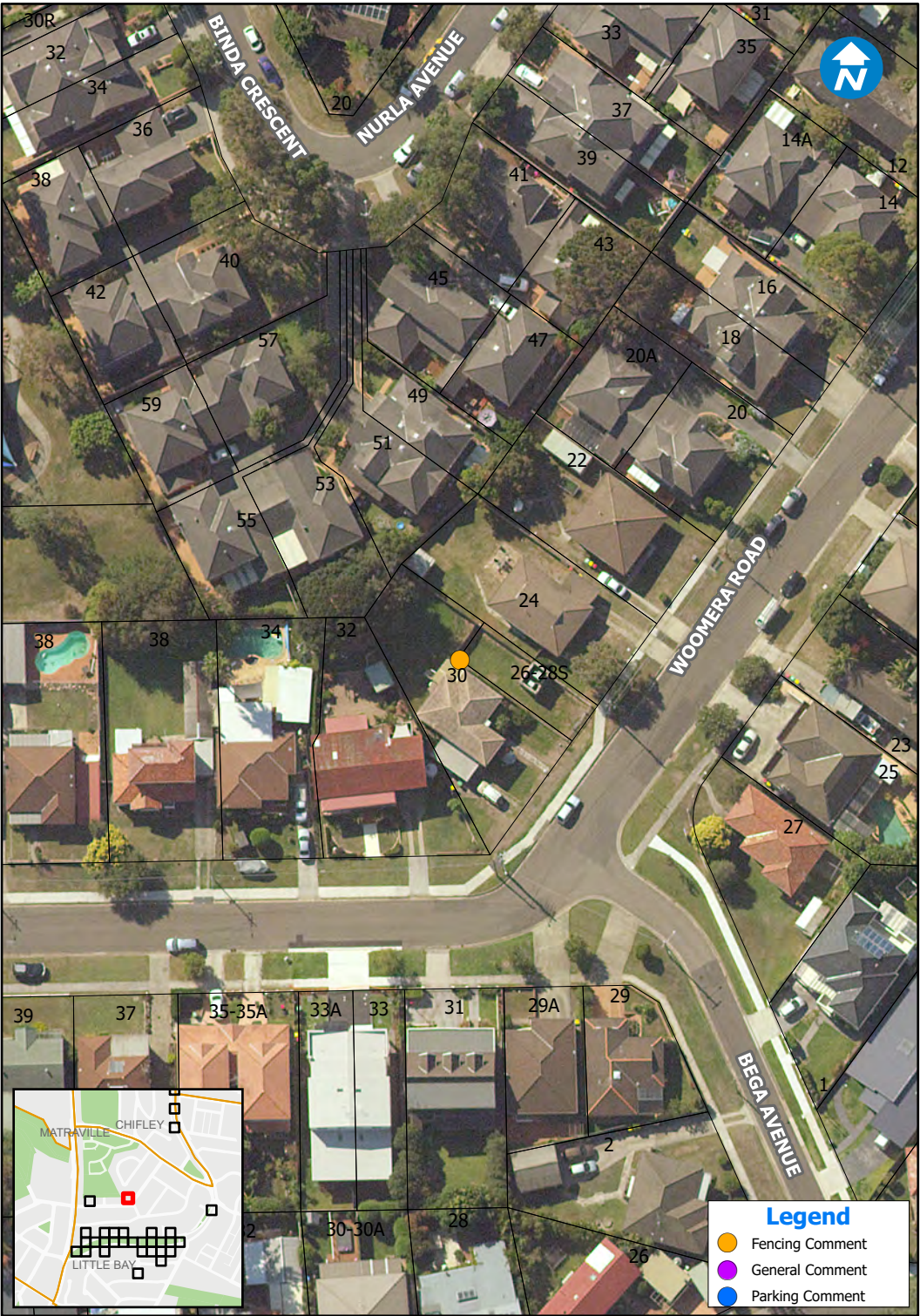
Category	Comment	Screen Name
General comment	I like the fencing as it is simple and not intrusive. However, I am concerned the parallel parking is angled in a way that it could interfere with oncoming traffic and be dangerous.	MichaelO
Fencing comment	Disagree with fencing and restricted parking. Its great for the council to approve all these multi-dwelling developments, duplexes, semi etc... however they penalises & restrict rate payers and residents when these increased dwellings with increased population of people move in with extra cars, boats, bikes etc and haven't factored in the increased traffic into the approvals process. Maybe team up with TfNSW and widen the road or get the Tram extended.	LJM



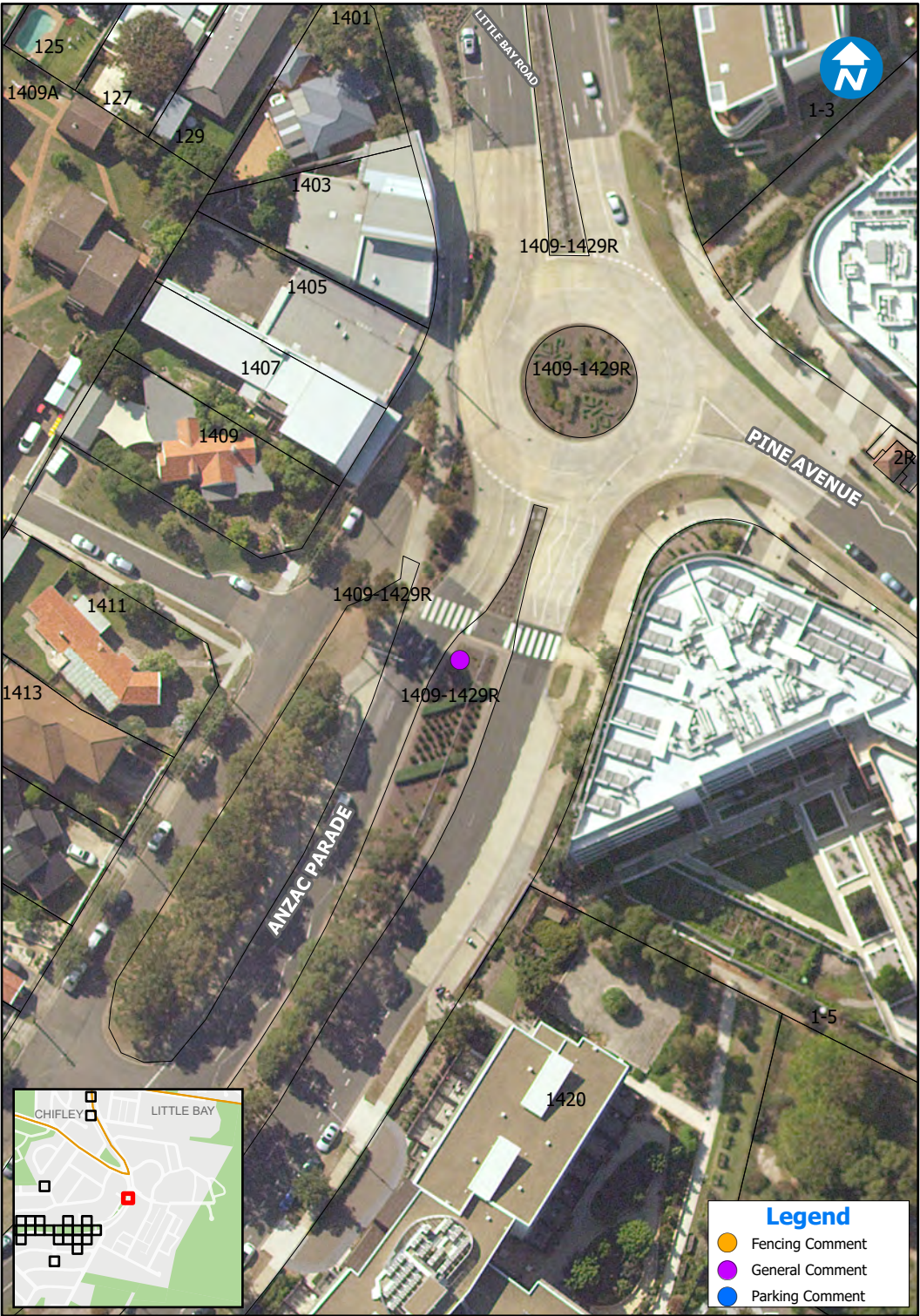
Category	Comment	Screen Name
General comment	<p>I support the arris rail fencing and DO NOT support additional parking on Anzac Parade.</p> <p>To the boat owners who feel it is their entitlement to have special zones for boat parking I say that if you can afford a boat then be prepared to pay mooring fees at the nearest marina.</p> <p>Residents in other suburbs need to deal with parking boats, caravans, trailers so why do the residents near Anzac Parade feel so disadvantaged and demand a designated boat / trailer/ caravan parking space ?</p> <p>Building an ugly tar car parking lot is unwarranted, will never satisfy demand and just increases urban heat from hard surfaces.</p> <p>In addition, can you imagine what furore there will be in the future from these car owners who want extra car parking when the need arises to create an extra dedicated express bus lane or cycle lane which would mean removal of these additional proposed Anzac Parade parking spaces.</p> <p>Once locals get accustomed to this extra parking there will be a sense of expectation that the parking will always remain in the future. Creating more parking spaces only promotes vehicle use and sets expectations and sense of entitlement which would be hard for council to reverse in the future.</p> <p>The central green space should be improved by planting more shady trees, shrubs for the purposes of pedestrian movement, a safe bike path, supporting biodiversity rather than encouraging car dependency which results in busier streets , increase noise, pollution etc .</p>	Rusalka



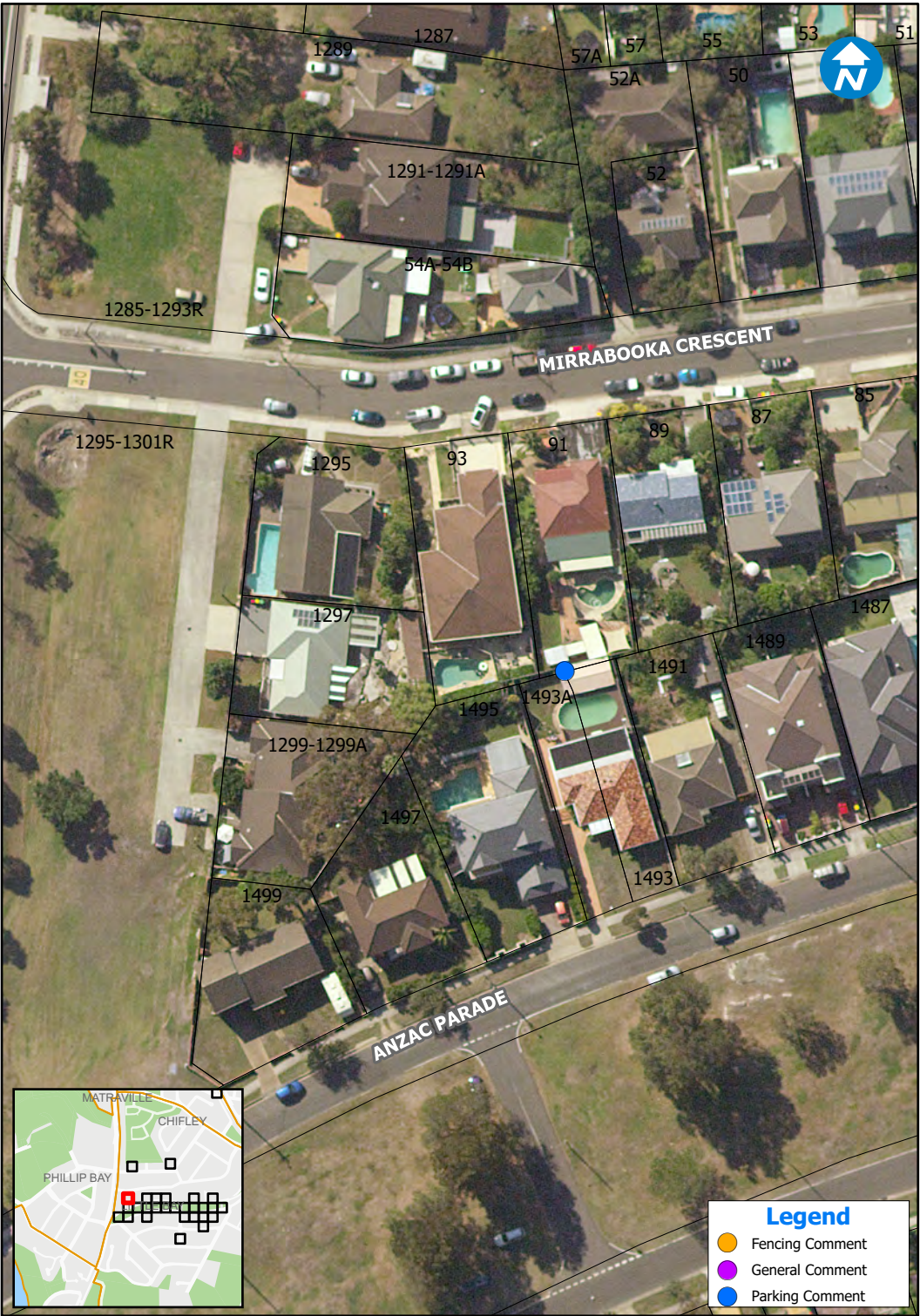
Category	Comment	Screen Name
Parking comment	Great idea,in theory as it will be abused if not policed.The amount of duplexes being approved along with unit blocks in Jennifer st precinct unfortunately the population increase has not had infrastructure planned for the future.	Michael Cooke



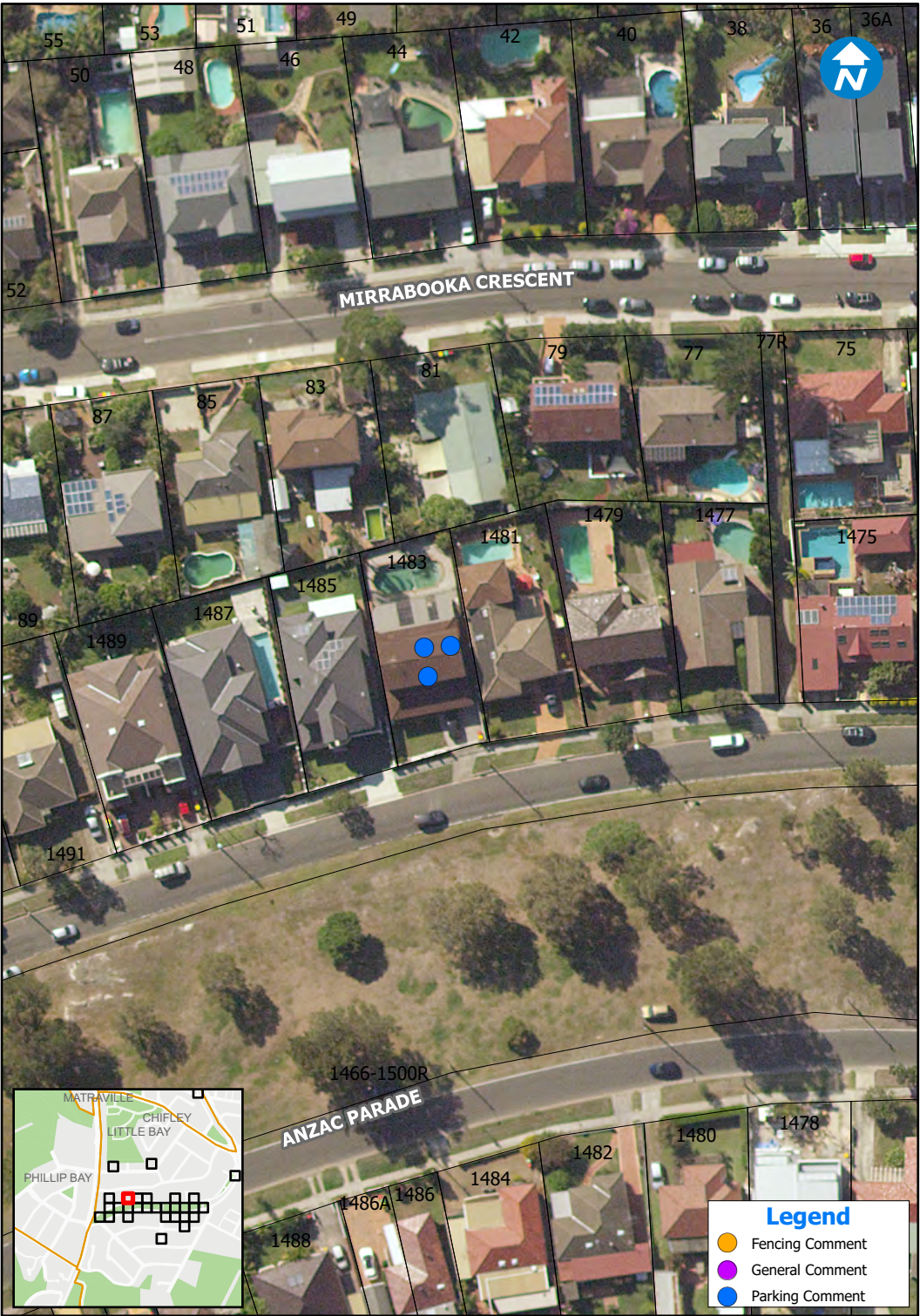
Category	Comment	Screen Name
Fencing comment	<p>I am writing to object to the proposed car park development down from our house at 1481 Anzac Parade, Little Bay. As a resident I have concerns about the safety implications this project will cause.</p> <p>We will have an increase of traffic in our area, congestion and more traffic makes this patch of road more dangerous for pedestrians, including children walking to and from school nearby. Cars entering and exiting the car park significantly raise the risk of accidents.</p> <p>We will have extra noise and pollution and general disturbance to our quality of life.</p> <p>There is lots of room at the end of Anzac Parade within 50 metres of this proposed 12 vehicle car park, to use as a car park with no disturbance to our Community.</p> <p>I urge the Council to reconsider this proposal.</p>	Mars



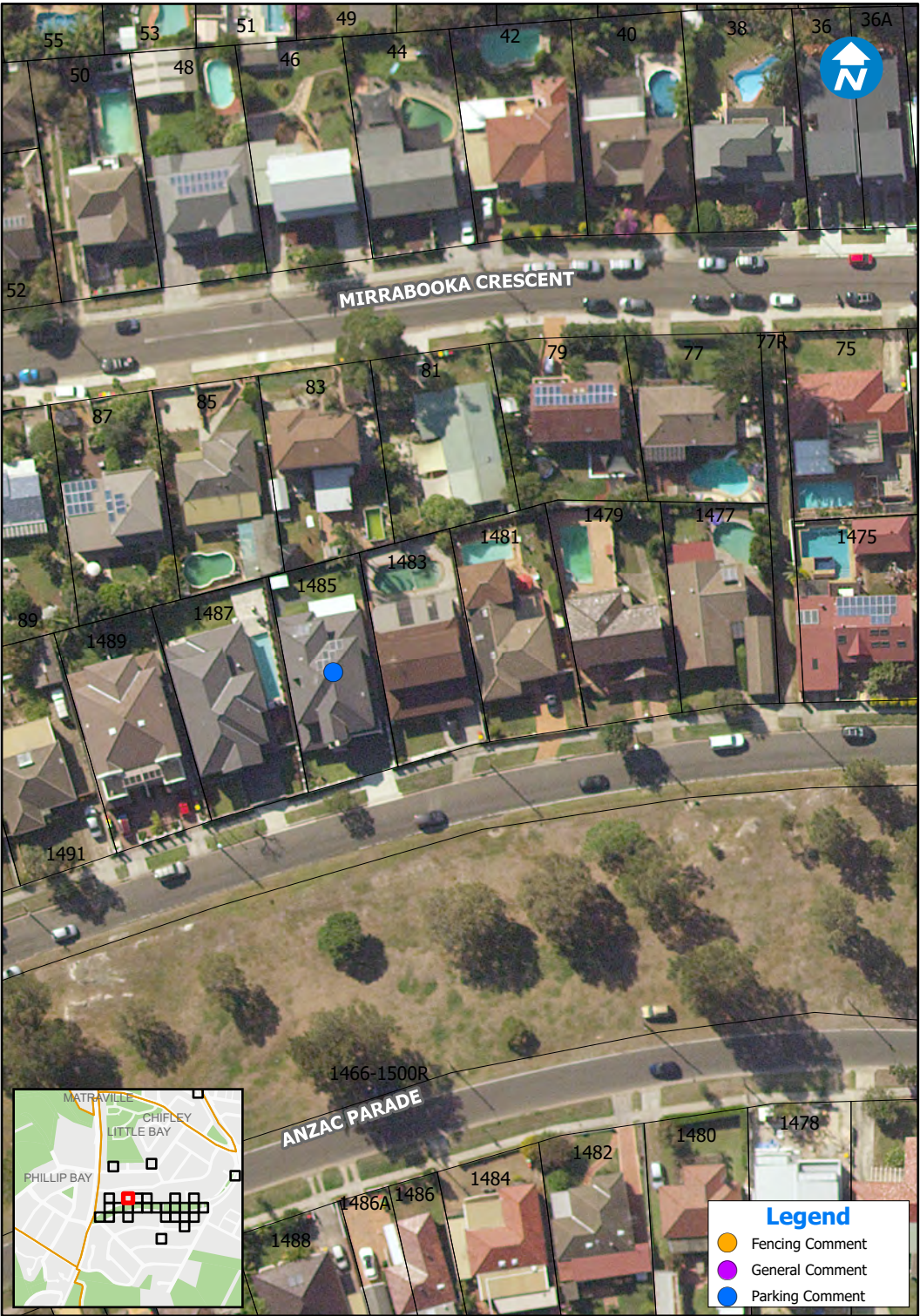
Category	Comment	Screen Name
General comment	keep these shrubs a lot lower so drivers can see pedestrians	JB



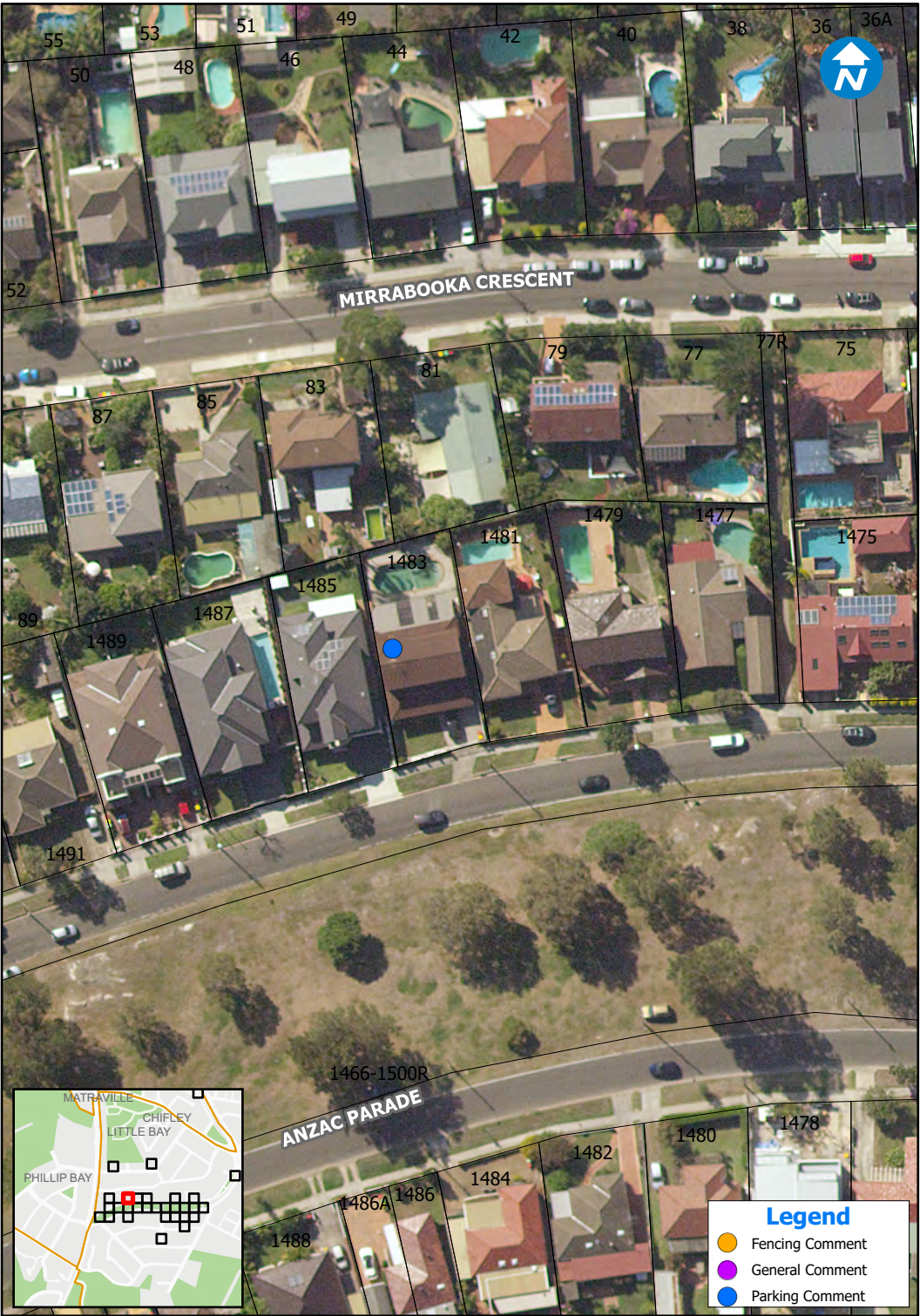
Category	Comment	Screen Name
Parking comment	<p>Backing out onto Anzac Parade into oncoming traffic from angled parking spaces in the centre will be extremely dangerous. This perilous proposal is totally irresponsible and should never been suggested in the first place.</p> <p>The safest, simplest and least expensive solution to this complex parking problem, on the Transport Department's owned land (?) in centre of Anzac Parade, is to construct a 50cm high "Arris" rail fence 5-metres in from (and parallel to) the bitumen road edge on both sides of Anzac Parade allowing parallel parking for motor vehicles only. Signs could be erected stating "NO PARKING" "motor vehicles excepted". This would restrict box trailers, caravans, boat trailers and alike from parking along the grassed verge of Anzac Parade.</p> <p>The 5-metre verge would allow safe ingress and egress from both sides of parked motor vehicles whilst still allowing plenty of "vehicle free" space in the grassed centre of Anzac Parade.</p> <p>The "Perpendicular Car Spaces" are a very good idea and should be placed at as many "end positions" as practicable.</p>	lukemarsden



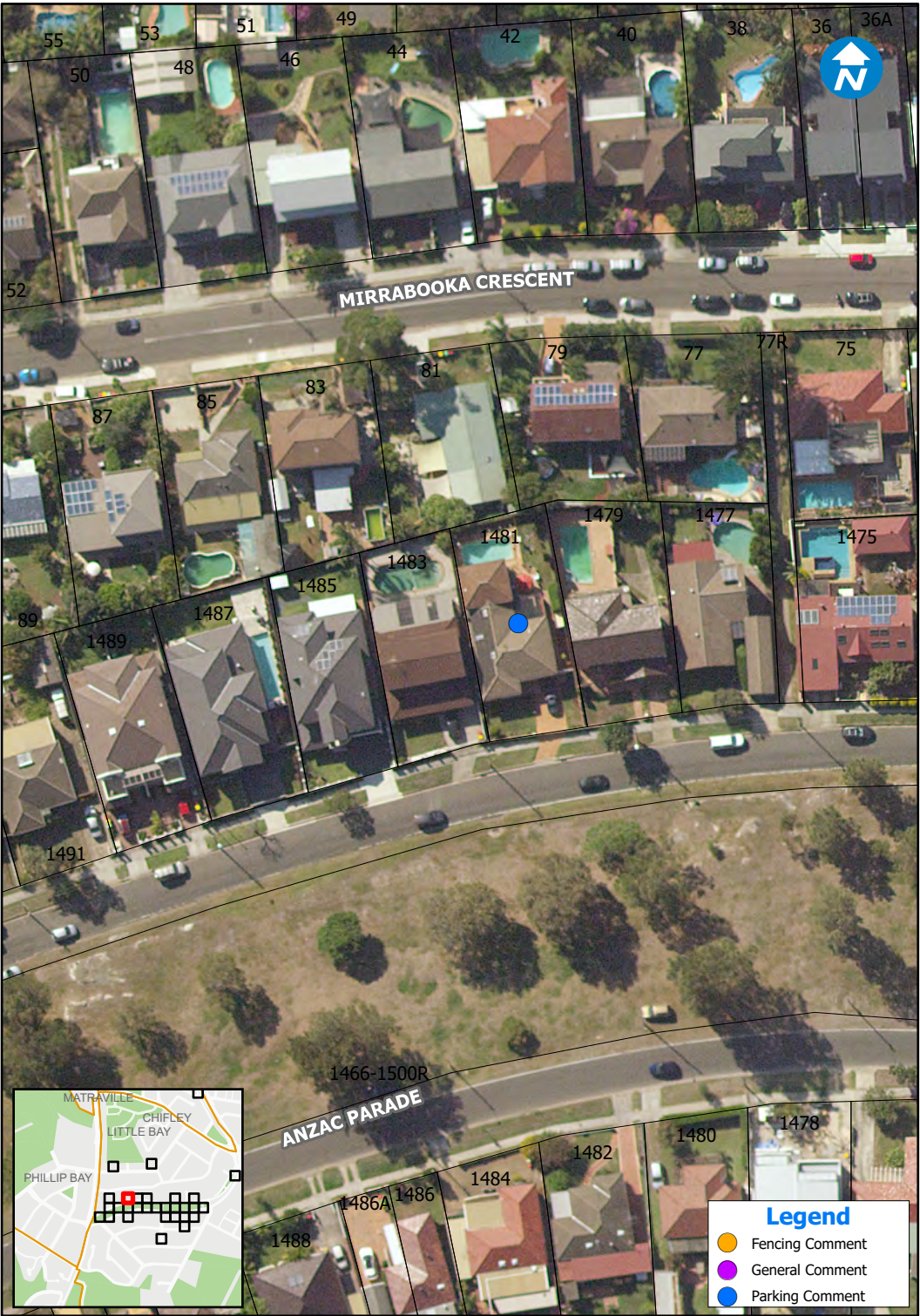
Category	Comment	Screen Name
Parking comment	I would like to object on the grounds of child safety. Cars are required to reverse directly in front of houses on a family street, where children and other pedestrians regularly use the footpath. This creates an unnecessary safety risk . Children often travel through the area on electric bikes, making them difficult for reversing or turning vehicles to see. Combined with families with kids walking along the footpath, this layout creates an unnecessary safety hazard. There are several empty parking spaces only a few metres away that would remove these risks. I strongly urge the council to reconsider the parking layout in the interest of public safety.	Naty
Parking comment	Why dont you build a carpark in the middle of anzac? You did it in Maroubra, Duffy's and Malabar. That would be the best solution. All of a sudden you are worried about greenspace. Only when it suits you and your budget it seems	david.elbadawi
Parking comment	You won't let me build a duplex on my land but I have to accommodate parking for all the surrounding duplexes outside of my home?	david.elbadawi



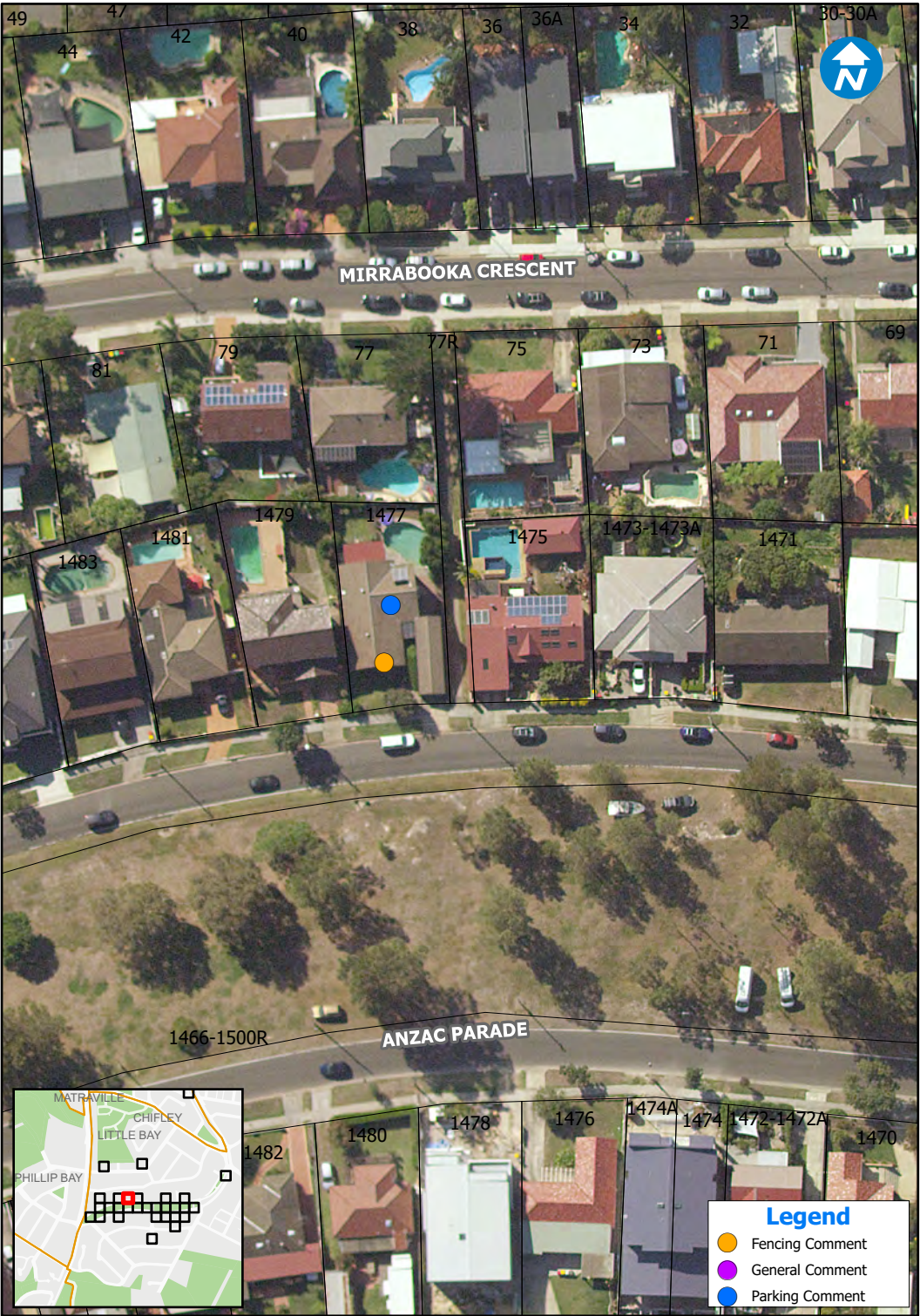
Category	Comment	Screen Name
Parking comment	<p>Formal Objection – Anzac Parade new car parking Near Budd Avenue - specifically at 1485 Anzac Parade, Little Bay NSW 2036</p> <p>To: Randwick City Council Re: Objection to Proposed New Carpark – Anzac Parade near Budd Avenue - 1485 Anzac parade</p> <p>I am writing to formally object to the proposed carpark on Anzac Parade near Budd Avenue (specifically opposite 1485 Anzac Parade). My objection is based on multiple significant breaches of planning principles, adverse impacts, and non-compliances under the relevant NSW planning framework and the Randwick Development Control Plan (DCP). The proposal, as described and visually observed, causes unacceptable traffic, safety, visual, environmental, accessibility, and community impact issues, which collectively warrant refusal or substantial redesign.</p> <p>1. Traffic & Road Safety Impacts (Major Breach) The carpark location and configuration introduce serious hazards: Obstructed sightlines for vehicles on Anzac Parade. Increased risk for motorists, pedestrians and cyclists along Anzac Pde and attempting to cross, exit driveways along Anzac Parade. Reduced driver reaction time due to narrowed visual corridors. Potential conflict with bus movements, emergency vehicles, and existing traffic patterns. These impacts represent a clear breach of safe design and traffic impact assessment requirements. The proposal does not demonstrate that road safety has been maintained or improved, as required under NSW planning standards.</p> <p>2. Urban Design, Visual Impact & Streetscape The carpark is visually intrusive, out of scale, and incongruent with the established character of Anzac Parade. Given the narrow aspects of the portion of the roadway, it is unsafe and introduces additional hazards and risks to residents, pedestrians, cyclists, buses. This is currently an issue and the carpark will significantly increase safety issues. The run off and build up of storm water will increase safety issues.</p> <p>3. Environmental Impacts: Heat, Stormwater, Pollution The carpark will contribute to: Heat island effect due to reflective or heat-absorbing materials. Poor stormwater dispersal along the footpath corridor. Accumulation of litter and pollutants trapped. Reduced ability for vegetation to grow or be maintained. These impacts conflict with environmental sustainability principles and the DCP's public domain objectives.</p> <p>4. Noise & Social Impact Altered vehicle flow and funneling of traffic may inadvertently create: Noise concentration adjacent to residential properties. Loitering areas due to confined parking spaces. Reduced passive surveillance, creating potential anti-social behaviour pockets. The proposal appears not to include any Crime Prevention Through Environmental Design (CPTED) considerations, which represents a significant planning oversight.</p> <p>5. Lack of Justification & Insufficient Planning Merit The proposal has not demonstrated: A compelling safety or transport rationale. Compliance with DCP public domain principles.</p> <p>Consideration of alternatives that maintains road safety, minimises adverse impacts to residents, lower visual and environmental impact.</p> <p>Conclusion & Request Given the considerable and compounding impacts across traffic safety, pedestrian access, urban design, environmental sustainability and overall planning non-compliance, I request that Council: Refuse the proposal in its current form and consider alternative locations.</p> <p>The proposed carpark at Anzac Parade near Budd Avenue (opposite 1485 Anzac parade) represent a significant safety issue, detriment to the community and the local environment, and are inconsistent with the standards required by Randwick City Council and NSW planning principles.</p> <p>I request written confirmation of this objection and the steps Council will take to address these concerns.</p> <p>Yours sincerely, Hoa Lam 1485 Anzac Parade, Little Bay NSW 2036 17 November, 2025</p>	HoaLam



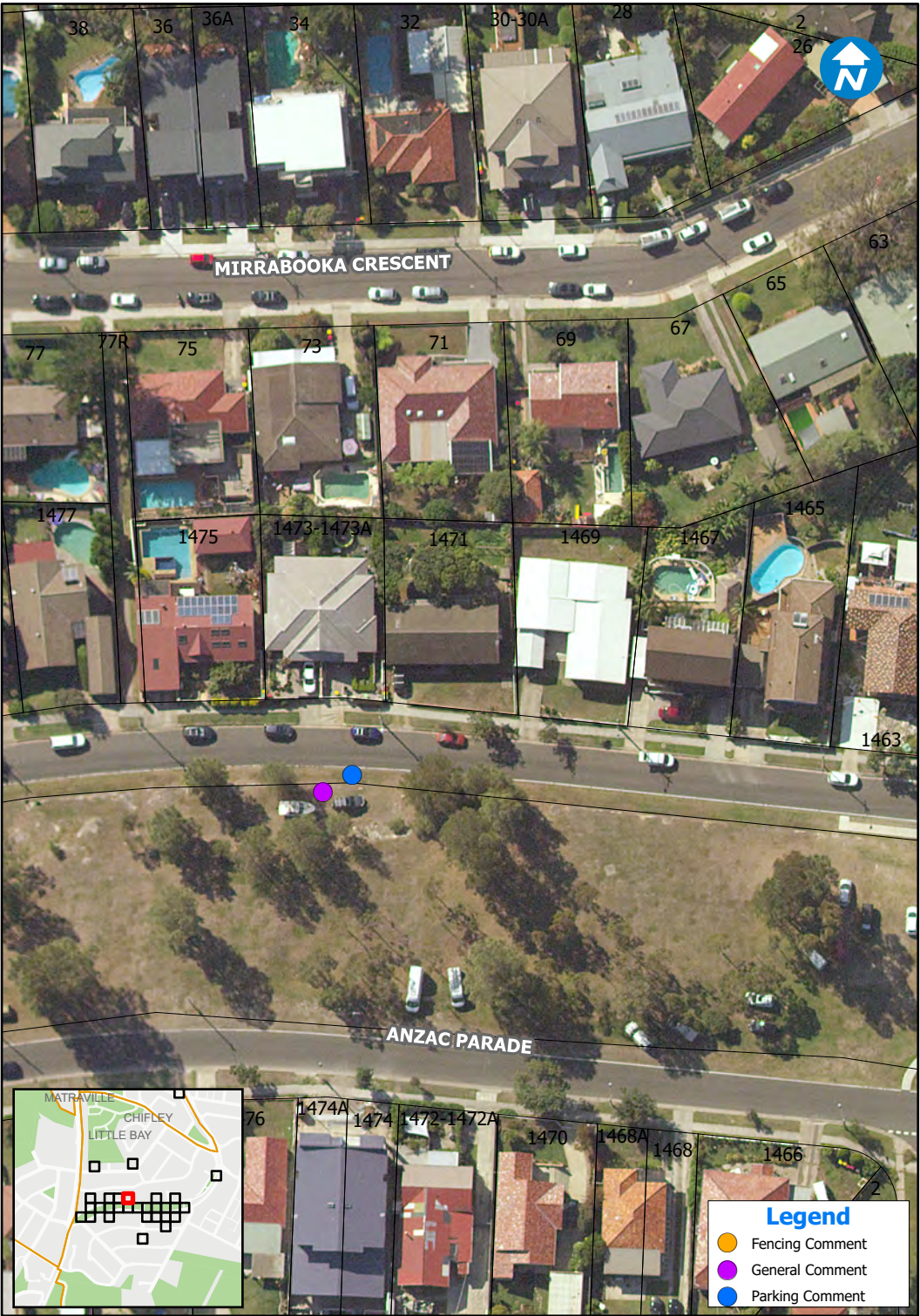
Category	Comment	Screen Name
Parking comment	<p>Grounds for Objection</p> <p>1. Safety and Compliance with NSW Road Rules</p> <p>This section of Anzac Parade is a 60 km/h speed zone, a major arterial road carrying significant traffic volumes. Introducing angled parking in such a zone is inconsistent with NSW Road Rules 2014, Rule 210, which only permits angle parking where signage and road markings allow safe maneuvering. Vehicles reversing from angled spaces into a 60 km/h traffic stream pose a serious collision risk, particularly given limited sight distances and high approach speeds.</p> <p>2. Bus Collision Risk</p> <p>Anzac Parade is a key public transport corridor. The 390X express service and other routes (392, 393, 394) operate along this section, with buses passing approximately every 10–15 minutes during peak periods, equating to over 100 bus movements per day. Buses are large, heavy vehicles with limited ability to stop quickly. Reversing cars into their path dramatically increases the likelihood of high-impact collisions, endangering passengers, drivers, and other road users.</p> <p>3. Pedestrian, Cyclist, and Child Safety</p> <p>Hundreds of cyclists use this section of Anzac Parade on weekends as part of popular Eastern Beaches and La Perouse cycling routes. The proposed angled parking introduces reversing movements directly into the path of cyclists, creating a high risk of serious injury or fatality. No provision is made for safe pedestrian sight lines or buffer zones for cyclists, contrary to NSW Active Transport Policy. There are many children living and playing in this area, and the planning appears to have completely ignored their safety. Increased reversing movements near residential zones significantly heighten the risk of accidents involving children.</p> <p>4. Environmental and Planning Compliance</p> <p>Under the Environmental Planning and Assessment Act 1979 (NSW) and Environmental Planning and Assessment Regulation (EIS), any development with potential environmental impacts must include an Environmental Impact Statement (EIS). No Environmental Impact Statement has been prepared for this proposal, despite its clear potential to increase emissions, noise, and safety risks. This is a breach of statutory requirements for projects affecting major transport corridors.</p> <p>5. Randwick Local Environmental Plan (LEP) and Development Controls</p> <p>The Randwick LEP 2012 and associated Development Control Plan require consideration of sustainable transport, traffic safety, and integration with cycling infrastructure. The proposal fails to meet these objectives.</p> <p>6. Lack of Genuine Community Consultation</p> <p>Residents were not consulted prior to the decision to proceed with this design. Feedback is being sought after the spaces have been planned, which undermines the principles of transparent and participatory planning under the EP&A Act. There is ample room within existing greenspaces for alternative parking solutions, similar to those provided near Malabar and St Spyridon School, which would avoid creating hazards on a major arterial road.</p> <p>7. Lack of Consultation with Key Stakeholders</p> <p>The Eastern Beaches Police Area Command has not been consulted regarding traffic safety, crime prevention, and noise implications, despite their statutory role in traffic management and enforcement.</p> <p>Request</p> <p>Given these concerns, I urge Randwick City Council to:</p> <p>Reject the proposal for angled parking.</p> <p>Commission a comprehensive traffic and safety assessment, including bus collision risk, cyclist impact analysis, and child safety considerations.</p> <p>Undertake full community consultation and prepare an Environmental Impact Statement in compliance with the EP&A Act before any changes proceed.</p> <p>Seek formal input from Eastern Beaches Police Area Command regarding traffic, crime, and noise implications.</p> <p>Explore alternative parking solutions within greenspaces, as successfully implemented in Malabar and near St Spyridon School.</p>	david.elbadawi



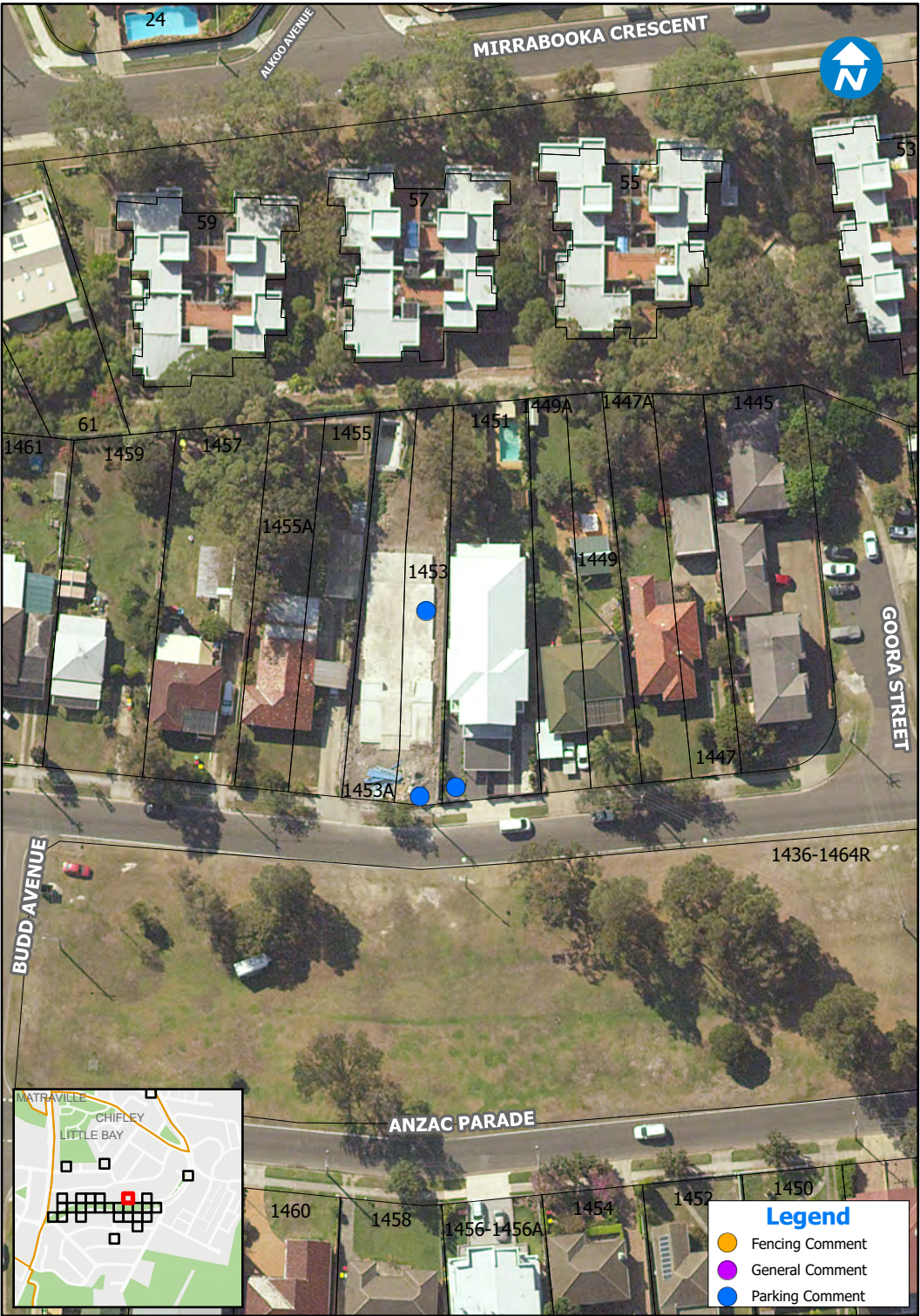
Category	Comment	Screen Name
Parking comment	<p>Grounds for Objection</p> <p>1. Safety and Compliance with NSW Road Rules. This section of Anzac Parade is a 60 km/h speed zone, a major arterial road carrying significant traffic volumes. Introducing angled parking in such a zone is inconsistent with NSW Road Rules 2014, Rule 210, which only permits angle parking where signage and road markings allow safe maneuvering. Vehicles reversing from angled spaces into a 60 km/h traffic stream pose a serious collision risk, particularly given limited sight distances and high approach speeds.</p> <p>2. Bus Collision Risk</p> <p>Anzac Parade is a key public transport corridor. The 390X express service and other routes (392, 393, 394) operate along this section, with buses passing approximately every 10–15 minutes during peak periods, equating to over 100 bus movements per day.</p> <p>Buses are large, heavy vehicles with limited ability to stop quickly. Reversing cars into their path dramatically increases the likelihood of high-impact collisions, endangering passengers, drivers, and other road users.</p> <p>3. Pedestrian, Cyclist, and Child Safety. Hundreds of cyclists use this section of Anzac Parade on weekends as part of popular Eastern Beaches and La Perouse cycling routes. The proposed angled parking introduces reversing movements directly into the path of cyclists, creating a high risk of serious injury or fatality.</p> <p>No provision is made for safe pedestrian sight lines or buffer zones for cyclists, contrary to NSW Active Transport Policy. There are many children living and playing in this area, and the planning appears to have completely ignored their safety. Increased reversing movements near residential zones significantly heighten the risk of accidents involving children.</p> <p>4. Environmental and Planning Compliance. Under the Environmental Planning and Assessment Act 1979 (NSW) and Environmental Planning and Assessment Regulation 2021, any development with potential environmental impacts must include an Environmental Impact Statement (EIS).</p> <p>No Environmental Impact Statement has been prepared for this proposal, despite its clear potential to increase emissions, noise, and safety risks. This is a breach of statutory requirements for projects affecting major transport corridors.</p> <p>5. Randwick Local Environmental Plan (LEP) and Development Controls</p> <p>The Randwick LEP 2012 and associated Development Control Plan require consideration of sustainable transport, traffic safety, and integration with cycling infrastructure. The proposal fails to meet these objectives.</p> <p>6. Lack of Genuine Community Consultation. Residents were not consulted prior to the decision to proceed with this design. Feedback is being sought after the spaces have been planned, which undermines the principles of transparent and participatory planning under the EP&A Act.</p> <p>There is ample room within existing greenspaces for alternative parking solutions, similar to those provided near Malabar and St Spyridon School, which would avoid creating hazards on a major arterial road.</p> <p>7. Lack of Consultation with Key Stakeholders. The Eastern Beaches Police Area Command has not been consulted regarding traffic safety, crime prevention, and noise implications, despite their statutory role in traffic management and enforcement.</p> <p>Given these concerns, I urge Randwick City Council to:</p> <p>Reject the proposal for angled parking in Little Bay.</p> <p>Commission a comprehensive traffic and safety assessment, including bus collision risk, cyclist impact analysis, and child safety considerations.</p> <p>Undertake full community consultation and prepare an Environmental Impact Statement in compliance with the EP&A Act before any changes proceed.</p> <p>Seek formal input from Eastern Beaches Police Area Command regarding traffic, crime, and noise implications.</p> <p>Explore alternative parking solutions within greenspaces, as successfully implemented in Malabar and near St Spyridon .</p> <p>This email and any attachments may be confidential and contain privileged information. It is intended for the addressee only. If you are not the intended recipient you must not use, disclose, copy or distribute this communication. Confidentiality or privilege are not waived or lost by reason of the mistaken delivery to you. If you have received this message in error, please delete and notify the sender.</p>	elbadawiconsulting



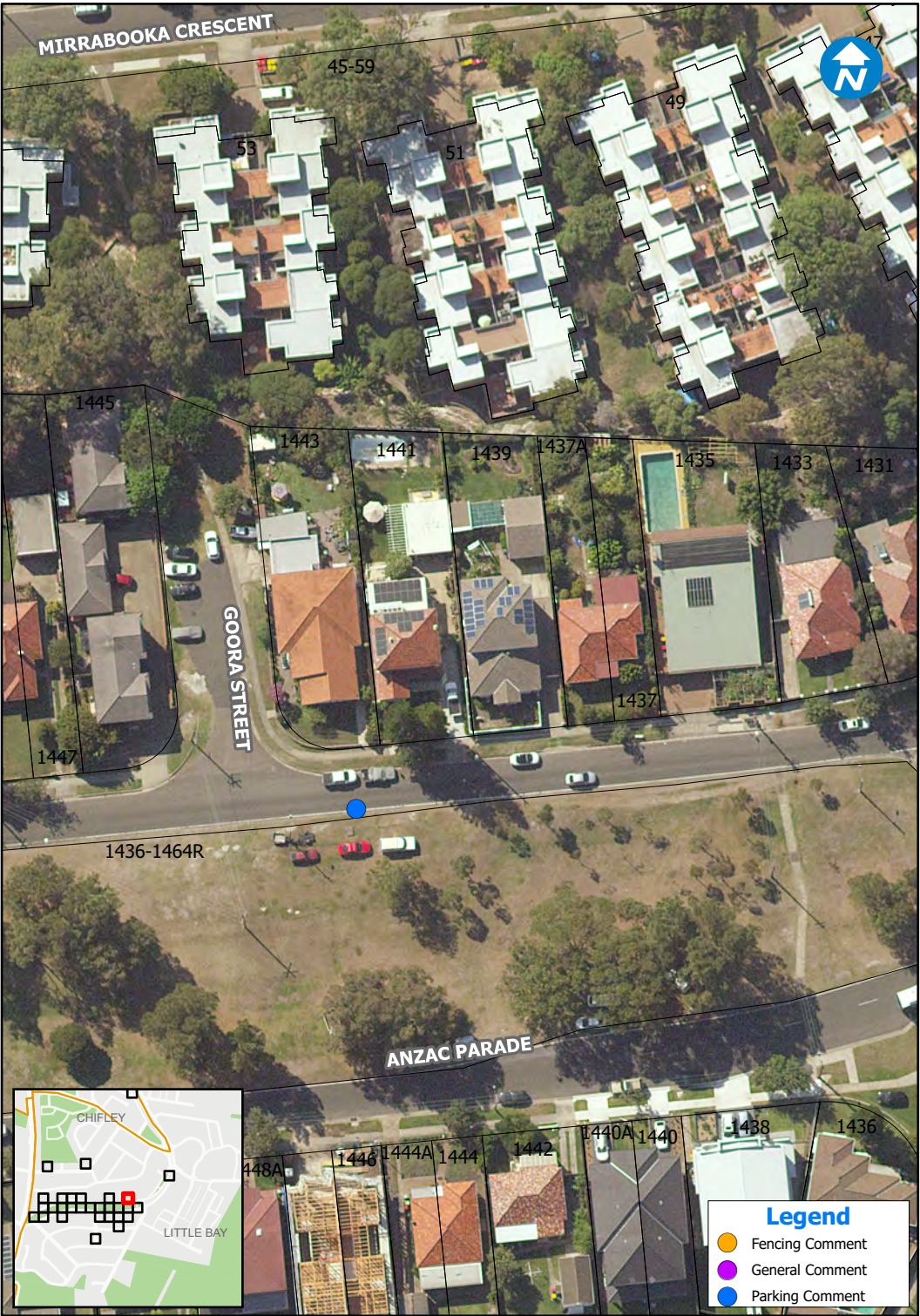
Category	Comment	Screen Name
Parking comment	Does Randwick council realise how dangerous Anzac Parade is between Bunnerong Rd and Little bay Road on both sides. To think about putting angle parking on both sides of Anzac parade is waiting for somebody to be killed. Cars come from La Perouse turn right at Bunnerong Rd and drive towards Maroubra so fast that if someone tried to reverse out of the proposed angle parking an accident is waiting to happen and it will. Council needs to visit out here more often and not just during the day to see how fast cars come along here. If council does this proposal they need to look at calming the traffic down.	BPT
Fencing comment	Fencing is unnecessary and unsightly. Residents need more adequate parking than providing. Streets are overflowing with local cars. Council needs to allow locals and their guests to be able to park on both sides of the road. If you are allowing dual occupancy every time a house is sold you need to allow the parking. May be resident parking permits would work better. Council not allowing anywhere near enough parking than is needed. Obviously haven't bothered to drive around the area to see what is going on and definitely haven't bothered to have a conversation with local residents.	KMT



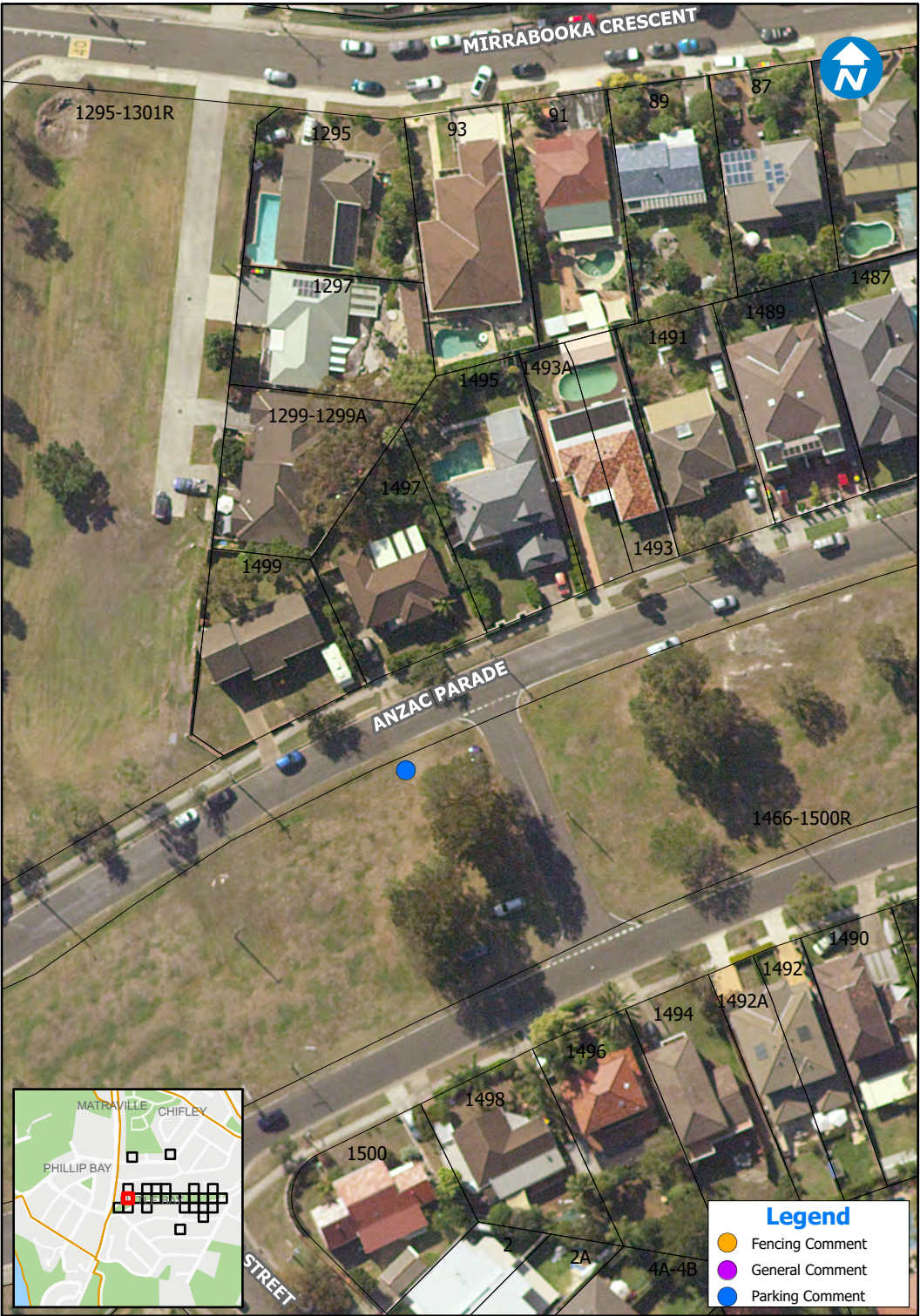
Category	Comment	Screen Name
Parking comment	Parking should absolutely be available for normal vehicles along Anzac Parade. Parallel to the road and no need for fencing.	SA1
General comment	<p>Dear Council Staff,</p> <p>Thank you for the opportunity to provide feedback on the proposal to install fencing and parking along Anzac Parade. Please find below a few suggestions and possible solutions to improve the existing plans:</p> <p>Short term solutions</p> <ol style="list-style-type: none">1. Instead of building small parking bays with fences could you please create indented side parking all along Anzac Parade from Bunnerong Road to Maroubra for cars only, like the side parking installed at the Juniors Kingsford parking bay.2. Install large NO ENTRY signs all along both sides of Anzac Parade to prevent cars from driving on the wrong side of the road which I have faced three times this year.3. Remove the vegetation that has been planted in the middle of Anzac Parade near the pedestrian crossing at the Little Bay roundabout in front of Mark Moran Aged Care Facility because you cannot see the pedestrians crossing the road.4. Increase bus services routes from La Perouse to Mascot Train Station, Eastgardens, Maroubra Beach and Coogee Beach to reduce the number of cars coming to La Perouse and therefore the demand for parking.5. Build on idle Council land or outsource the construction of multi-level, covered storage facilities for boats, caravans, motorhomes, jetskis, all-terrain vehicles, quad bikes, trailers and trailers with enclosed storage.6. If you can't store your boats, caravans, motorhomes, jetskis, all terrain vehicles, quad bikes, trailers and trailers with enclosed storage on your own property then you need to store it in an existing storage facility and not on the streets of Randwick especially in Phillip Bay which has become a dumping ground. There are at least two boat storage facilities in the Sutherland Shire that could be used immediately as well as the boat storage facility in Chifley.7. Introduce timed parking from La Perouse to Matraville and have the council actively enforce it without waiting for residents to complain.8. Change the Parking laws for boats, caravans, motorhomes, jetskis, all terrain vehicles, quad bikes, trailers and trailers with enclosed storage by limiting the time they can be parked for and enforce the laws by regularly patrolling the area. <p>Long term Solutions</p> <ol style="list-style-type: none">1. Bring forward the plans to build a Metro underground from La Perouse to the City from 2040 to now to reduce the need to even own a car.2. Extend the light rail to La Perouse if long term solution one can't be implemented. <p>Kind regards.</p>	Solulu



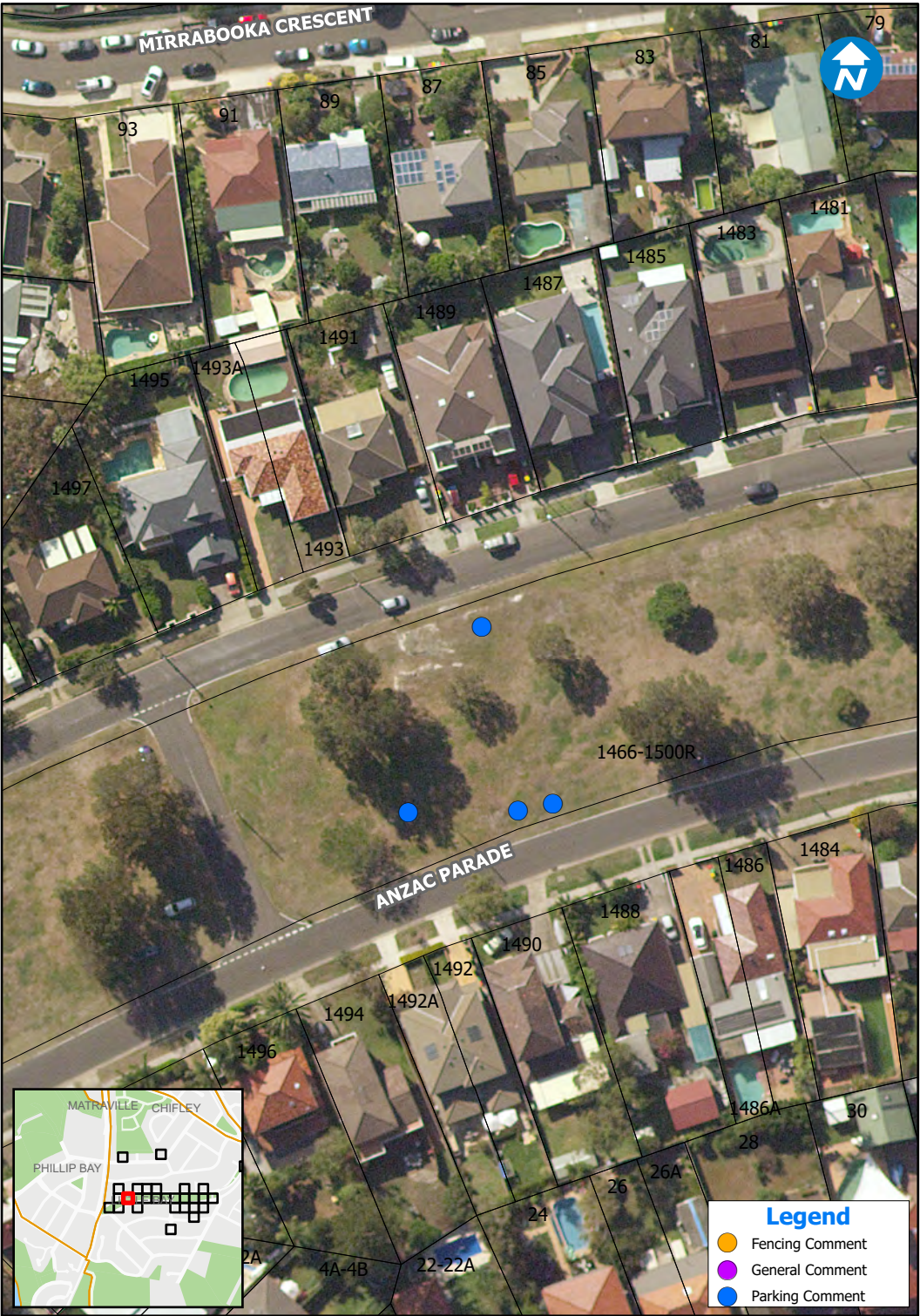
Category	Comment	Screen Name
Parking comment	There is not enough parking bays for the area between- Budd Ave and Jennifer St. this area is duplex heavy. Please put at least 20 spots. Most of the other areas have a lot of parking spots. Please make it right now	BryceMunright
Parking comment	There is not enough parking shown in the current plan. We need to ensure there is adequate parking for both residents and guests. Could you please reconsider and amend the number of parking spaces? I suggest moving the proposed fence line inward on both sides and adding parallel parking along each side of the middle grassed area. For each section (on Anzac Pde - between streets(, I propose allocating approximately 20–30 parking spots. This is especially important given that there are already multiple duplexes with up to five houses each. Eg - 20-30 spots in middle area between Budd Ave and Jennifer St.	Melanie munright
Parking comment	There are 47 homes between Budd ave & Jennifer st with 13 duplex's.most only have one car space,so parking is drastically needed to accommodate residents vehicles and make Anzac pde safer for everyone.Parking on the grass is the common sense option for locals,maybe with a local resident permit displaying on the car.Having 8 car spaces at the Budd ave end of the area is ridiculous,how are the residents supposed to park near their homes? The council are very quick to approve duplex dwellings but are not prepared to accommodate the rise in vehicles which goes with that. There has been zero consultation with residents in the proposed areas,there needs to be major changes to the proposed parking solutions as they do not meet the requirements of the local area. Thank you	GM



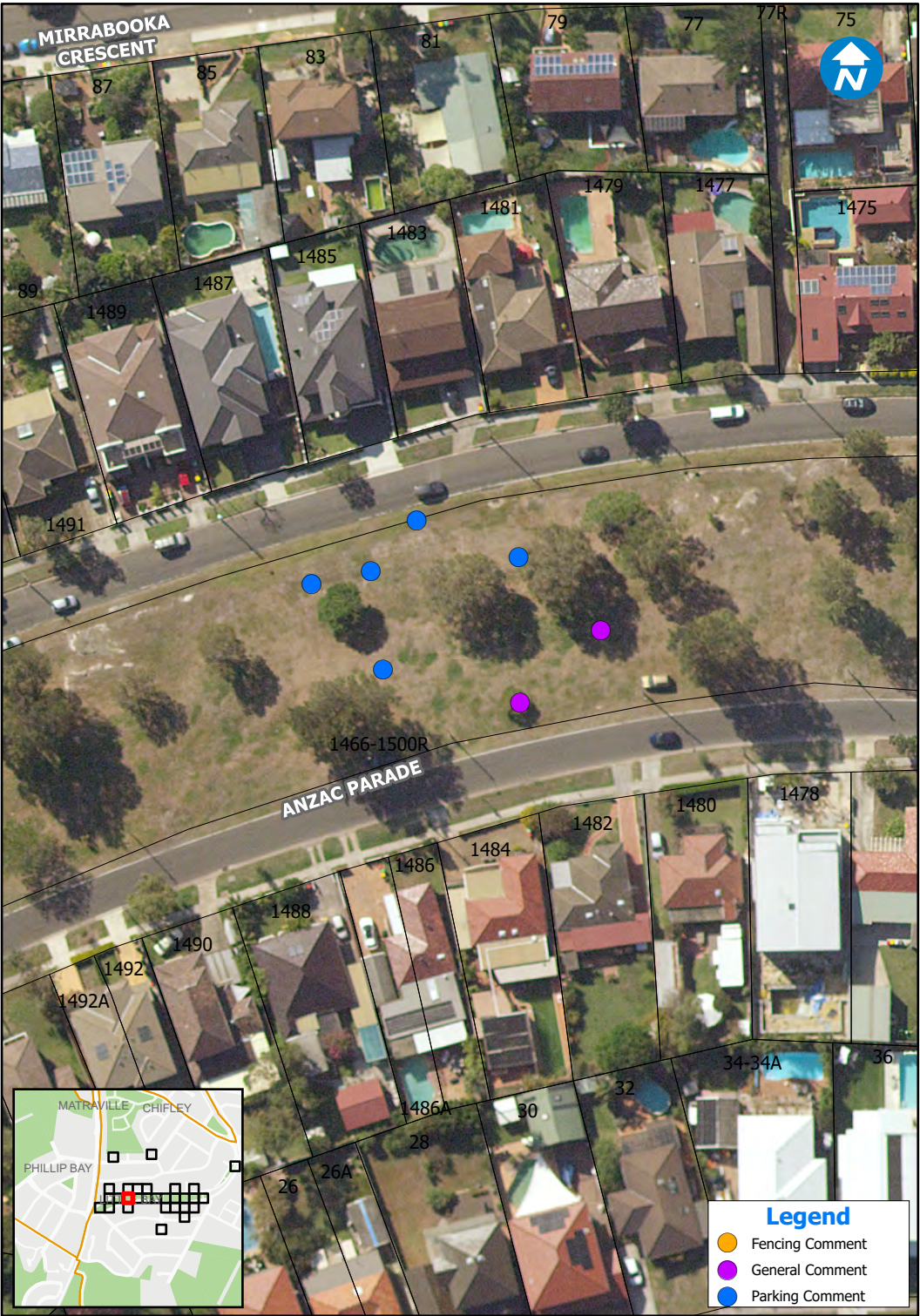
Category	Comment	Screen Name
Parking comment	<p>This does not seem to be enough parking along that strip from Jennifer St to Bunnerong road.</p> <p>With most of the blocks along Anzac pde being duplex this means double people and double cars there is just no where for residents to park near there homes let alone any visitors.</p> <p>Why couldn't you do parking like you have on Anzac Pde between Fitzgerald Ave and Beauchamp Rd that would give more spaces.</p> <p>Also right down on car Anzac and Bunnerong why can't that area be used as more parking for people using the beaches?</p> <p>Most Families now are living in very small areas usually flats or appartments as this is all that is affordable but they should be able to go out and get a car park spot without getting so stressed and driving around parking miles away and parking often over residences driveway.</p> <p>There just isn't enough parking for people to enjoy what our beautiful area has to offer.</p>	Pus



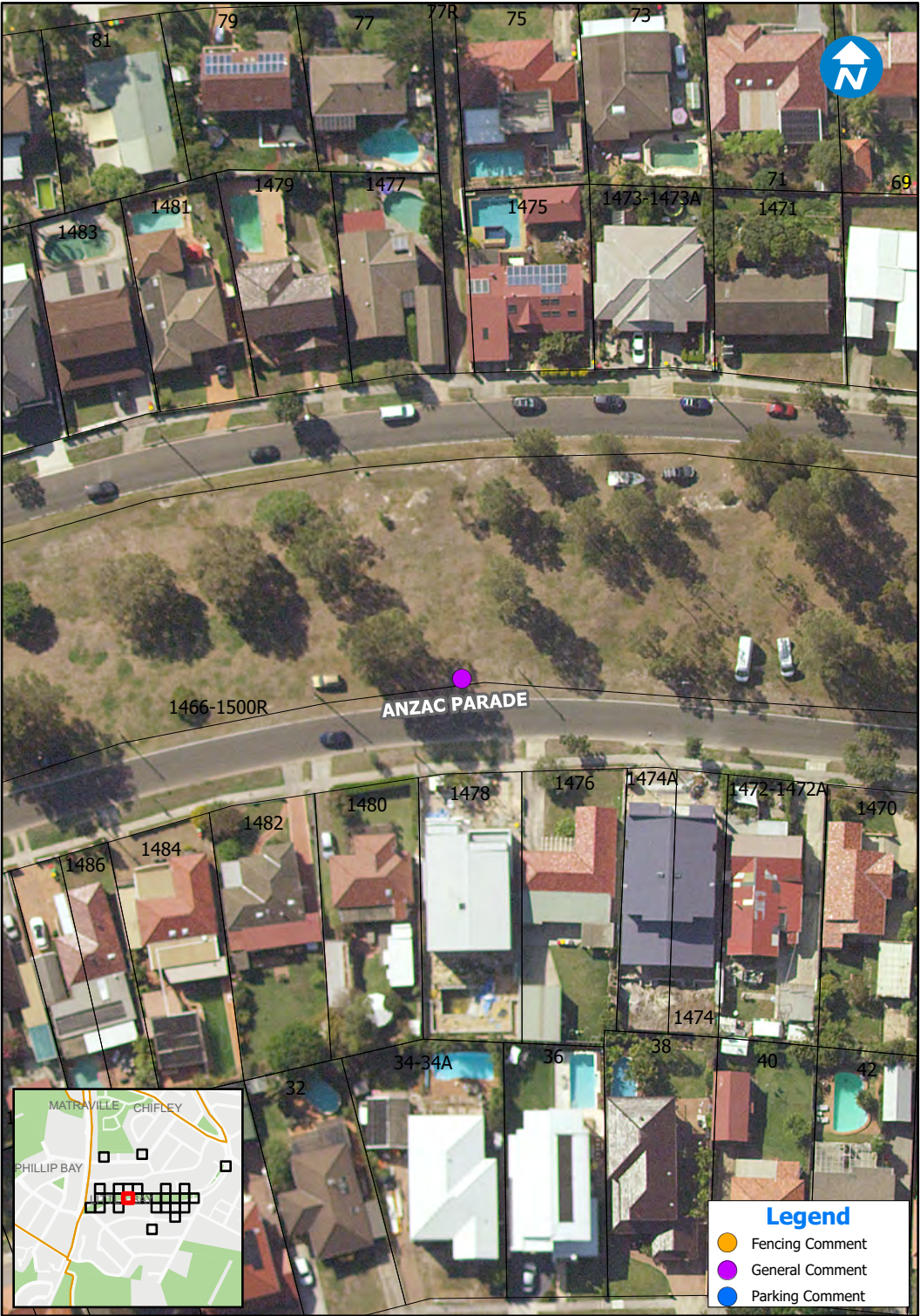
Category	Comment	Screen Name
Parking comment	Residents parking bays only	jjg.richards



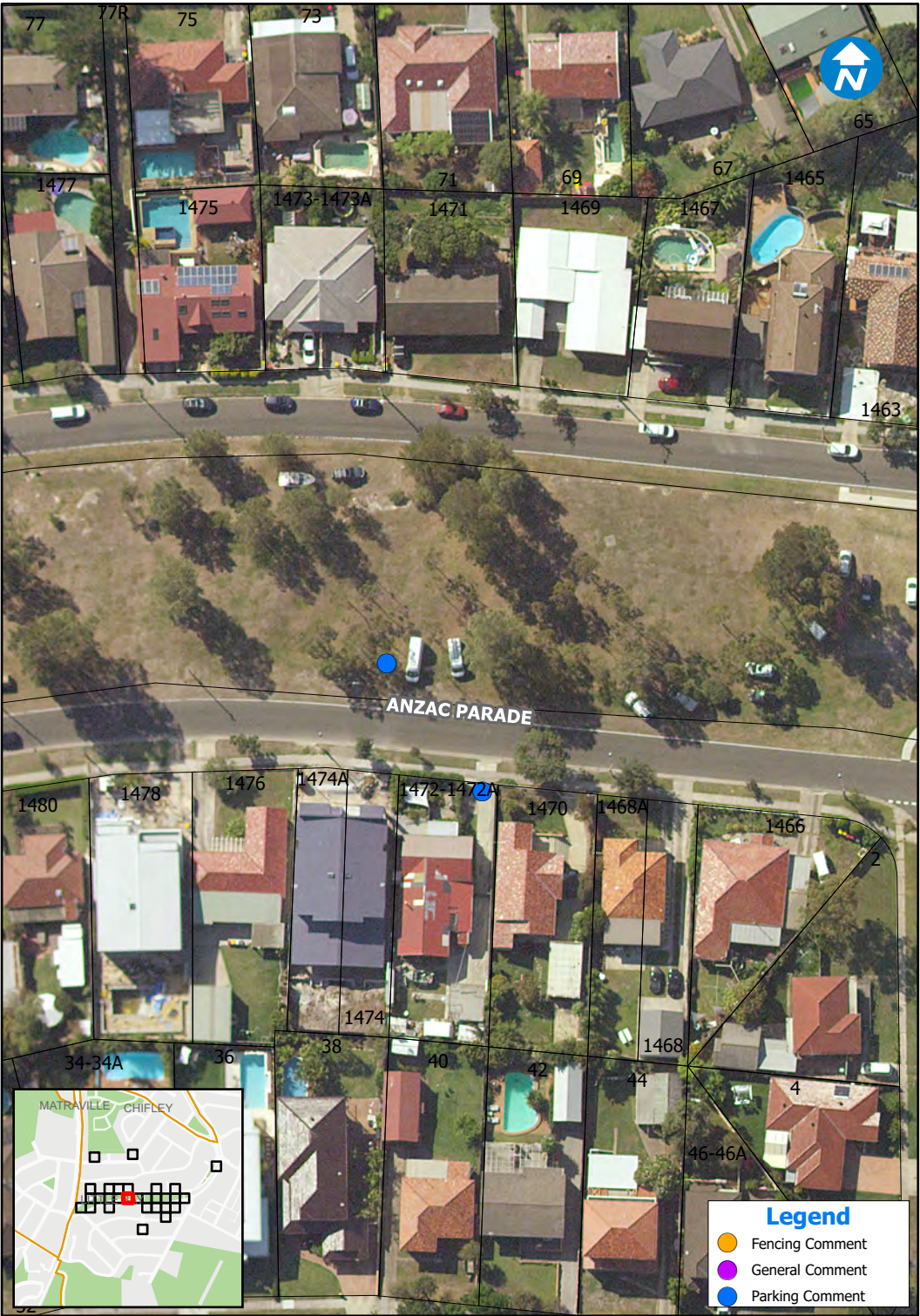
Category	Comment	Screen Name
Parking comment	I do not want to see these parking bays on Anzac Parade, they will make it more dangerous especially cars backing out as cars buses go fast down this road. We don't need more parking along Anzac parade. If you do add parking put it down towards La Pouse for beach goers or up near the bus stops but not in the green space. Instead we should have a bike path and playground equipment and outdoor gym in this Anzac area for the community not more parking for non residents.	Anzac
Parking comment	It's not a good place to put diagonal parking bays. Reversing out in front of a corner is dangerous. Keep the bays but make them in a straight line following the roads curve and allow enough room so reversing isn't required to get into them. This stretch is particularly dangerous for cyclists, allow space for a future solution down the median strip, where cyclists have right of way.	JB
Parking comment	Enough room along this section to have parallel parking, which is safer than reversing and still keep green area	Nat225
Parking comment	Similar to other residents concerns, please consider safer locations for these car parks. Anzac parade on these sections are narrow and cars would be reversing onto oncoming traffic (cyclists, buses), cars exiting driveways and cars already parked on the streets. Perhaps use appropriate large areas of the median strip creating more parking spaces.	HL



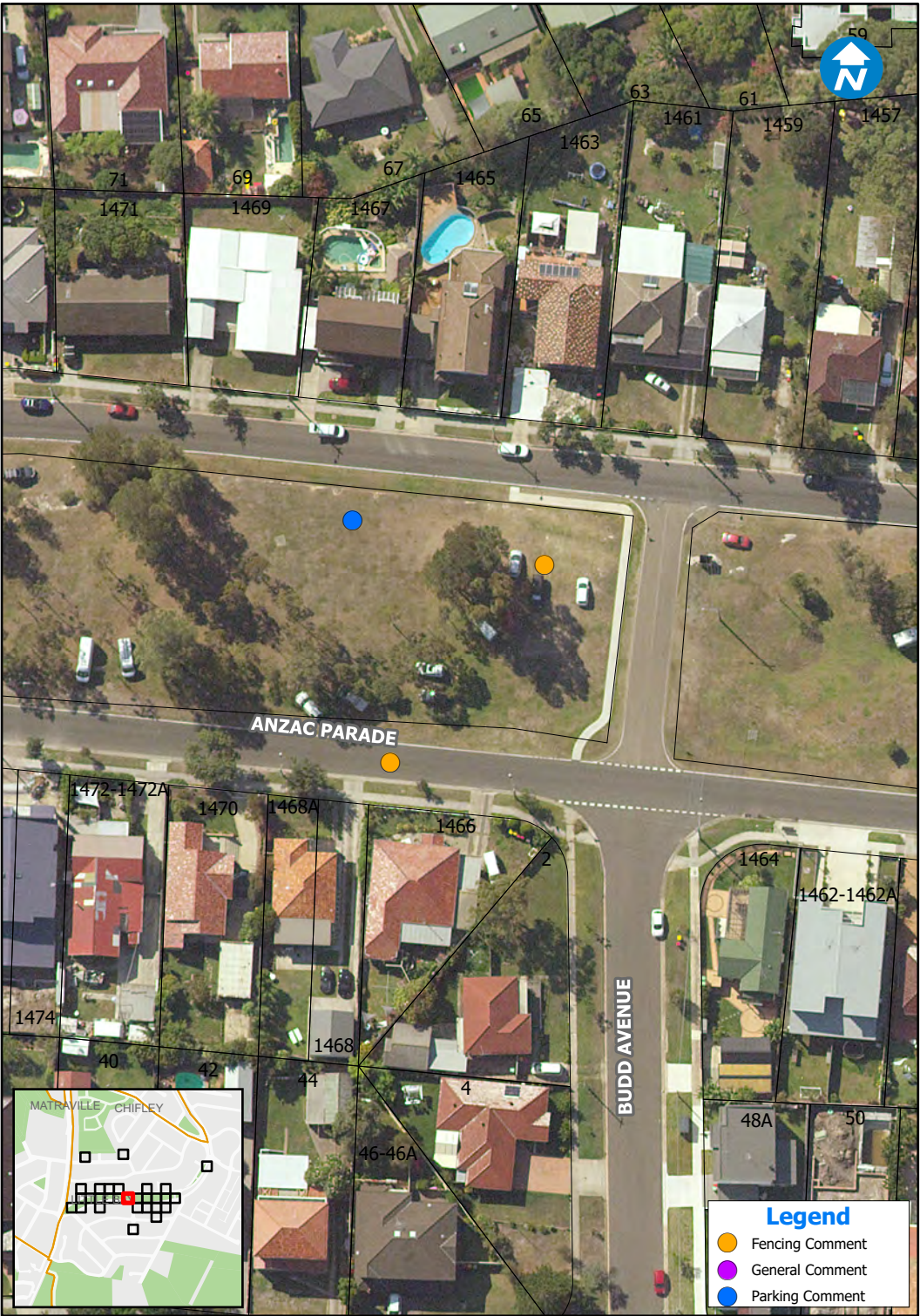
Category	Comment	Screen Name
General comment	I like the fencing as it is simple and not intrusive. However, I am concerned the parallel parking facing Anzac Pde is angled in a way that it could interfere with oncoming traffic and be dangerous.	MichaelO
Parking comment	<p>Current Issue:</p> <p>New parking rules force people to park on the road, including on bends, which feels unsafe. This creates hazards for drivers and limits space for cyclists. Overtaking is difficult because parked cars narrow the road.</p> <p>Proposed Solution:</p> <p>Implement a larger "in/out" parking solution within the median strip on the curve. Remove on-road parking on curves and bends to improve safety. Free up road space for cyclists and allow vehicles to overtake safely.</p>	JB
Parking comment	Similar to other residents concerns, please consider safer locations for these car parks. Anzac parade on these sections are narrow and cars would be reversing onto oncoming traffic (cyclists, buses), cars exiting driveways and cars already parked on the streets. Perhaps use appropriate large areas of the median strip creating more parking spaces.	HL
Parking comment	I am writing to object to the parking close to our house on Anzac Parade, due to safety issues. This proposes risks to pedestrians and cyclists particularly cars reversing on a narrow residential street, it will significantly increase the risk of accidents. Also serious hazards for the residents entering and exiting their driveways. Increased traffic noise and light disturbance. There is ample room for additional parking only metres away where there are no residential homes. Please consider parking area in a more suitable location.	Mars
Parking comment	I object to the proposed parking spots. The parking space is directly in front of my driveway, and I need a safe area to reverse into my property. This becomes impossible when other vehicles are reverse-parking in the same space right in front of my house.	Naty
Parking comment	I live at 1483 Anzac Parade. Why have you chosen my house to build this? Car hoons will park here at all hours of the night when they find La Perouse closed. It will also make reversing from my driveway difficult. There will be noise at all hours of the night. I strongly object to this.	david.elbadawi
General comment	I put a comment at a marker at the beginning of the planned Anzac pde area - this is the same. The whole area should be either repurposed so it is actually useable by the community eg safe bike paths, playgrounds etc, or let vans, boats etc park here. Give them designated areas if necessary, but no need to fence off whole sections.	Chawk



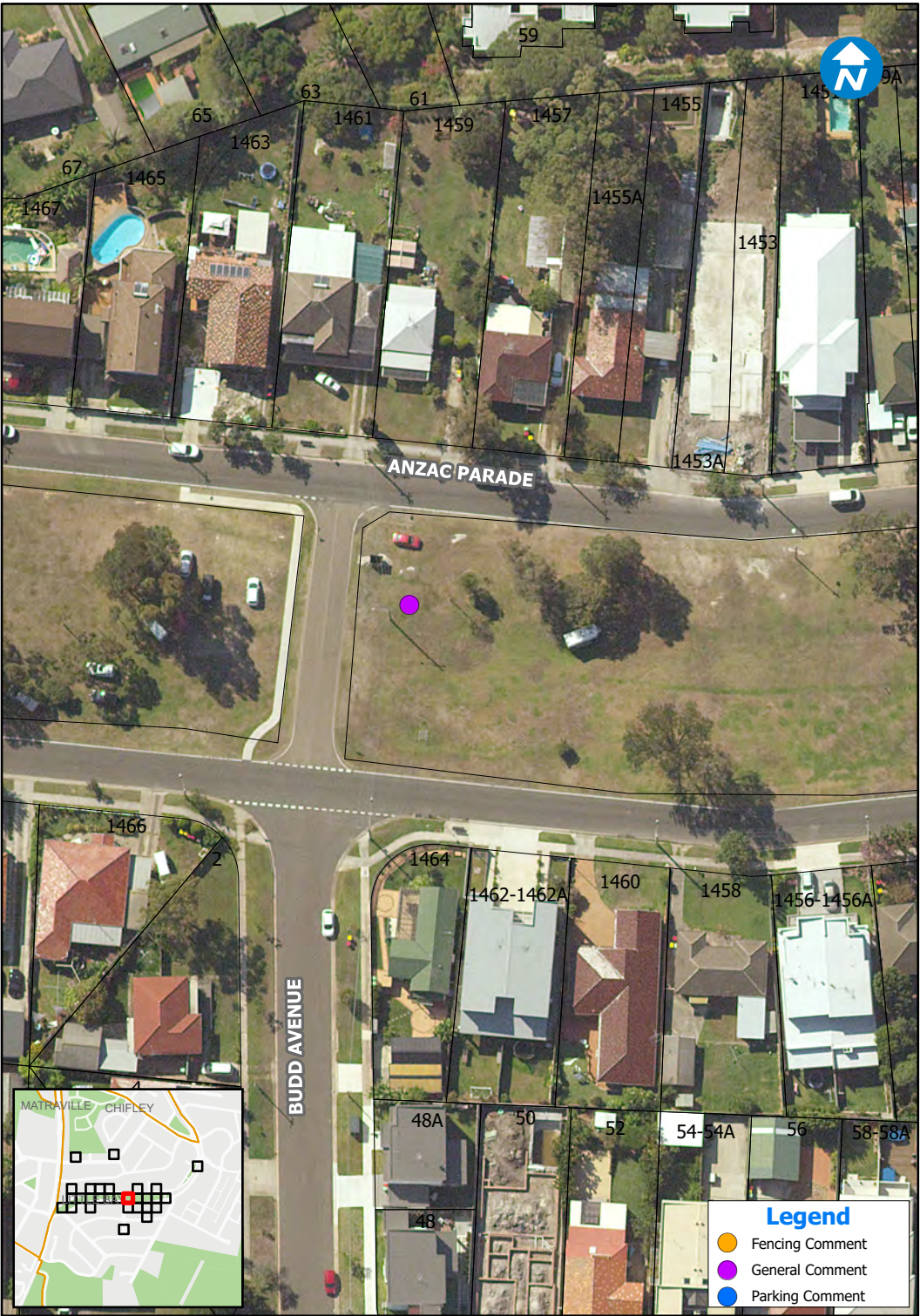
Category	Comment	Screen Name
General comment	Why not do a proper street design instead of these fences? There is plenty of room to put in parallel parking and a seperated cycleway/shared path supported by native diverse garden planting that doesn't require so much mowing. This is a massive opportunity to improve the active transport network, get great biodiversity outcomes, and increase parking and safety for residents and visitors.	DanDan



Category	Comment	Screen Name
Parking comment	Council will NEVER be able to satisfy the demand for car parking ,so it's time to STOP the car parking on the green areas. The residents who park there need to park on the streets or on their own property. Limited parking will hopefully encourage residents not to purchase that extra car but to use public transport supported by the creation of a EXPRESS BUS ONLY LANE (not light rail) on both sides of the central green nature strip on Anzac Parade sometime in the future .	LMI
Parking comment	It is wide enough & flat enough to have parallel parking long this section which will offer way more parking & be safer. The space to the tree line is wide enough to use for parking & still keep the green area in the middle	Nat225



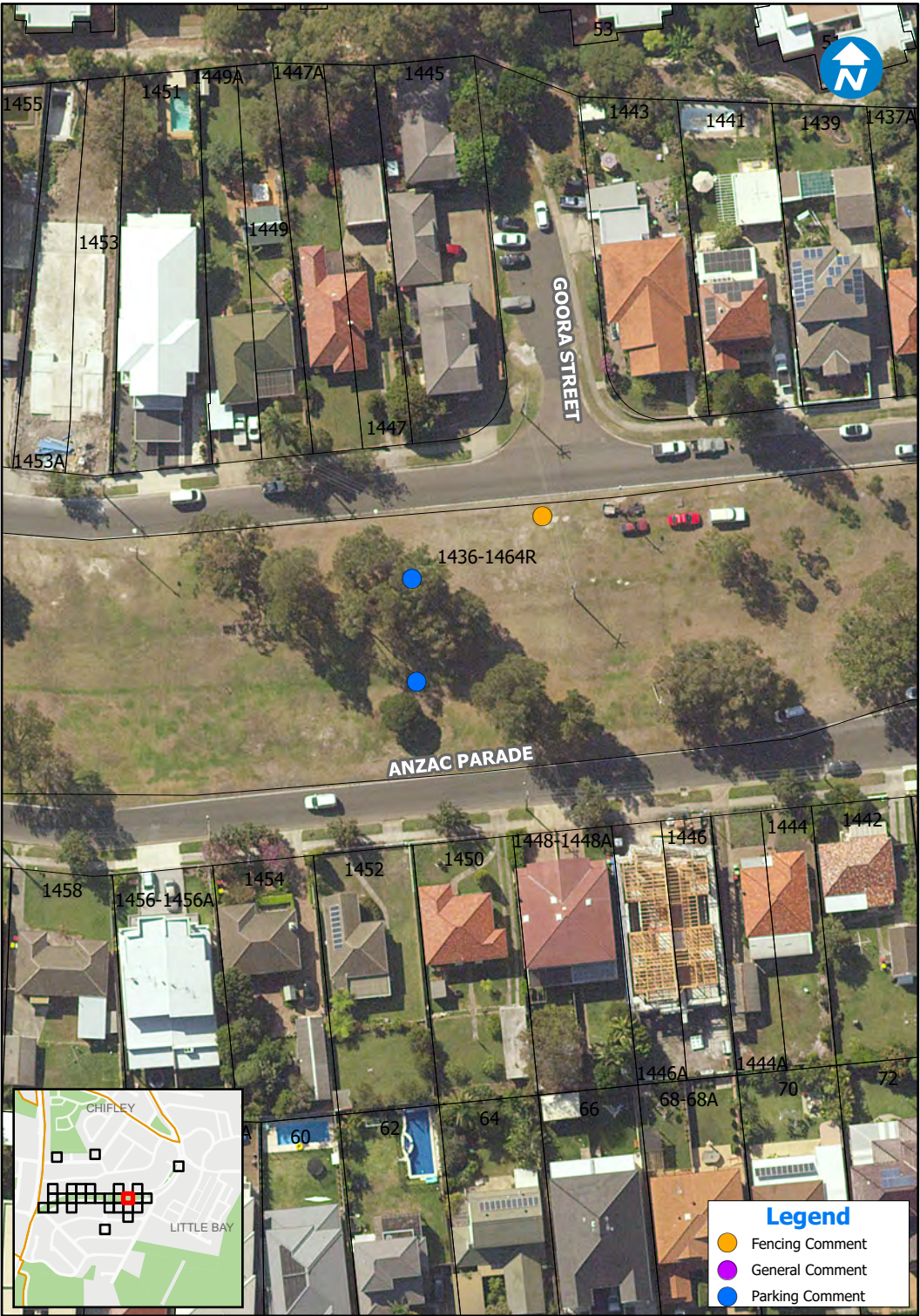
Category	Comment	Screen Name
Fencing comment	<p>I support arris fencing to prevent boat, trailer, caravan, cars parking on the central Anzac Parade nature strip and discourage kids racing around on their motor cycle like e-bikes. This central green strip is a unique feature we are lucky to have as it gives us the luxury of space and less visual congestion and we should protect it with fencing.</p> <p>The arris fencing will also provide the sense of continuity as this type of fencing already exists in Maroubra, Chifley etc. The central green area needs to have more tall shady trees of various varieties planted (palms, jacarandas, Norfolk pines, etc. - not just eucalypt trees) AND WATERED until established.</p> <p>Can you imagine how beautiful an avenue of jacarandas in purple bloom would look ? !</p> <p>COUNCIL SHOULD FOCUS ON PRESERVING AND BEAUTIFYING THE CENTRAL GREEN AREAS AND THIS STARTS WITH A PROTECTIVE ARRIS FENCE.</p>	LMI
Parking comment	<p>1. Aligning with other residents/comments I object to these plans. Only 8 spots between Budd & Jennifer St. There has been an increase of housing in this section alone, with many duplexes being built over the last few years resulting in more residents, more cars & less street parking</p> <p>2. 2 bus zones within this area have also been extended in the last couple of years, decreasing street parking within this section</p> <p>3. The section between Budd & Jennifer St is wide & flat, you can see that both side of the green median street offer ample wide room for parallel parking along Anzac Parade, while still offering a large green strip for people to enjoy</p> <p>4. The section from Budd down to Bunnerong also offers ample wide parking opportunity to have safe parallel parking & still have lots of green space in the middle</p> <p>5. The parking plan is extremely disappointing considering council continue to approve more dwelling such as duplexes, this reduces street while increases cars. Please consider ALL this feedback especially by the residents affected by the parking bans that live on Anzac Parade</p>	Nat225
Fencing comment	<p>Disagree with fencing and restricted parking. Its great for the council to approve all these multi-dwelling developments, duplexes, semi etc... however they penalises & restrict rate payers and residents when these increased dwellings with increased population of people move in with extra cars, boats, bikes etc and haven't factored in the increased traffic into the approvals process.</p> <p>Maybe team up with TfNSW and widen the road or get the Tram extended.</p>	LJM



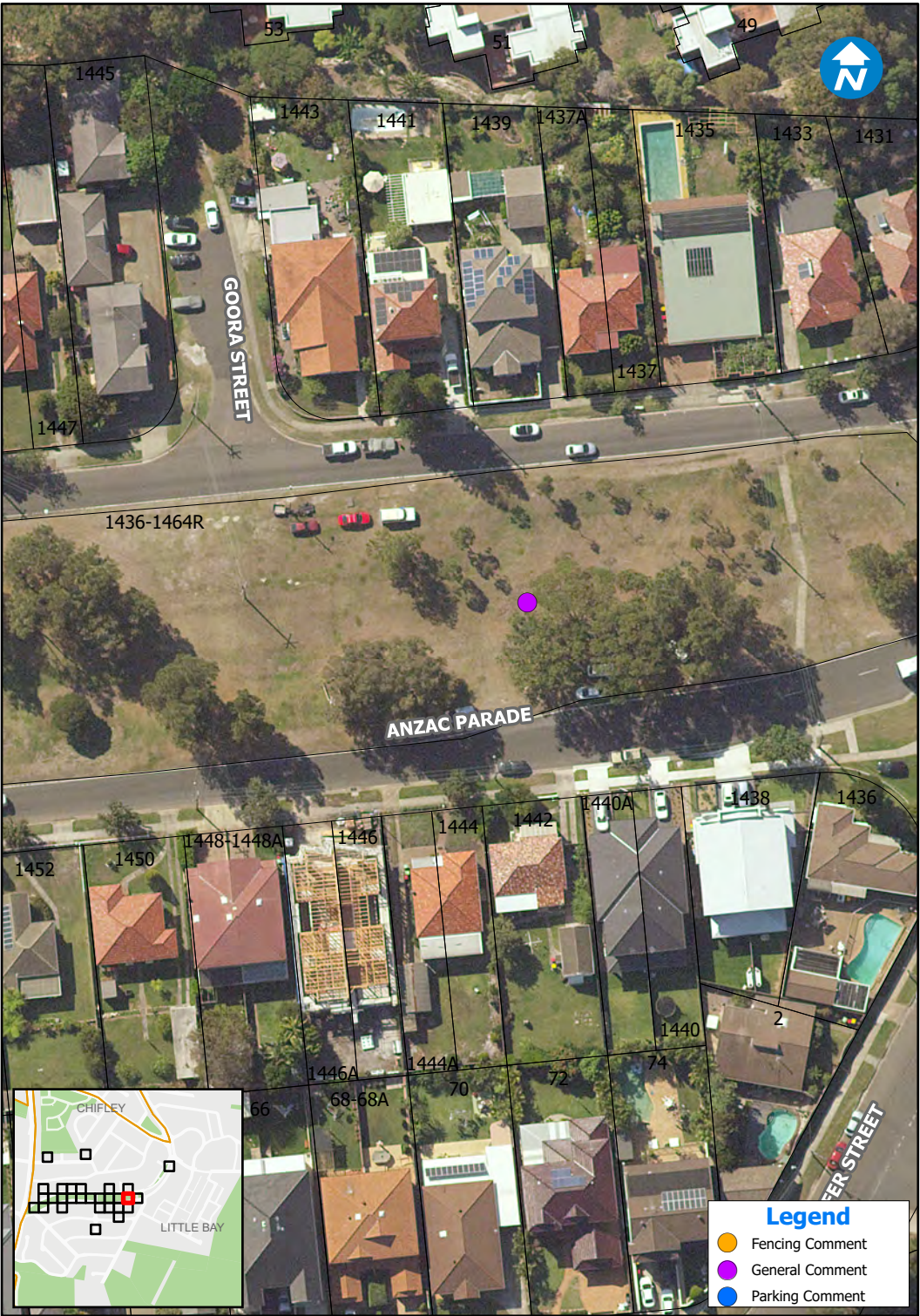
Category	Comment	Screen Name
General comment	The positioning of all of these parking spaces is just wrong and looks like a cheap solution. It forces people to reverse out onto a busy road and/or someones driveway. In the Budd st spots, reversing out when someone may come around the corner presents a risk. Why not create a driveway 'in' and a driveway 'out' in two sections with parking spots inside the perimeter (like the little carpark in Malabar near the lights). Keep it away from the cross streets so as to not obstruct vision, and put one up near Reservoir and one west of Budd. Limit it to residents who live on Anzac, and charge people who want to store boats and vans.	Jefco



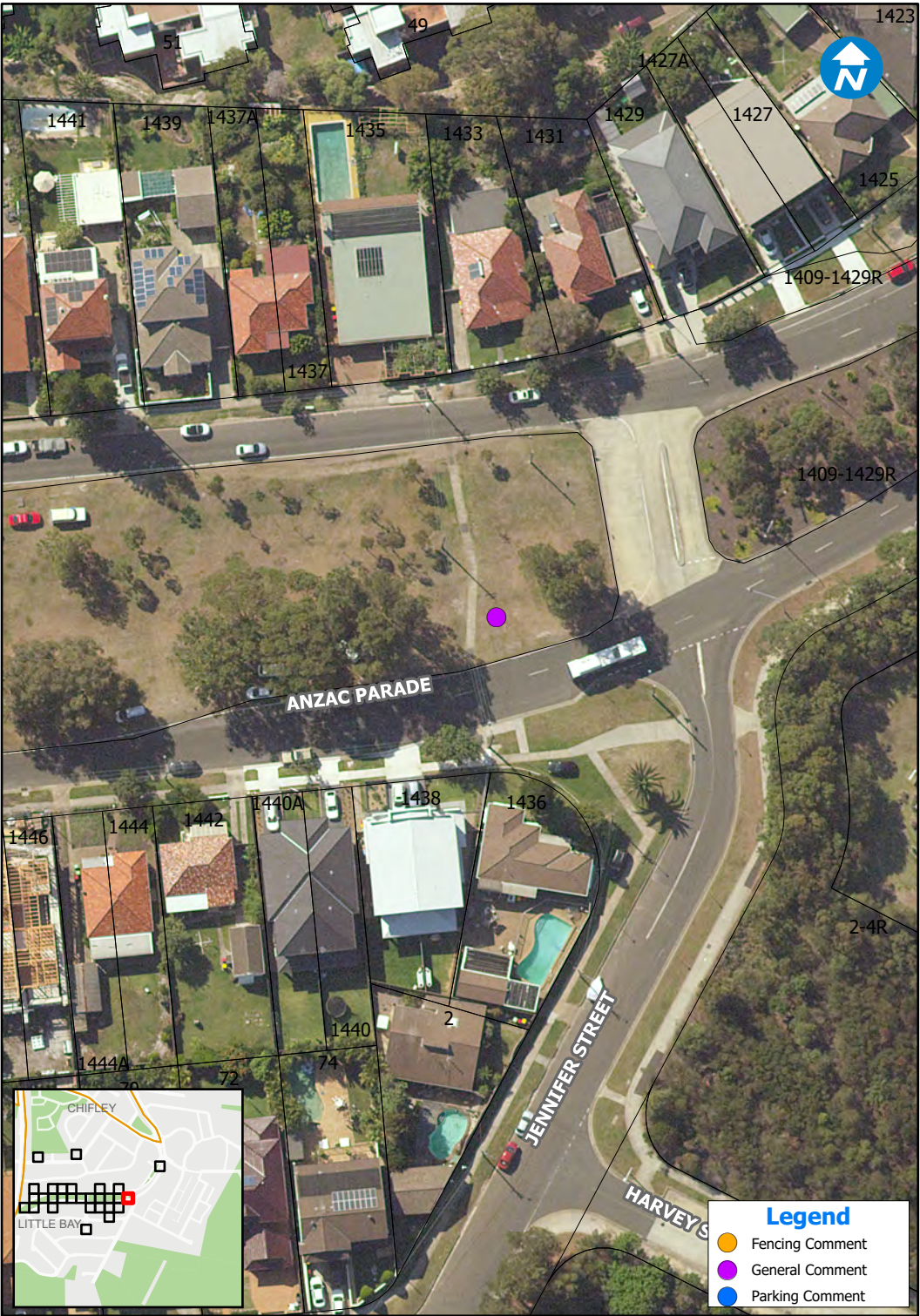
Category	Comment	Screen Name
Parking comment	The proposed parking between budd st and Goora st on the northern side of Anzac parade is far from sufficient. With 6 duplexes in this section alone each with 2 or 3 cars it proves a daily nightmare trying to get street parking and that is with out even allowing for guests or random people. THIS PROPOSED PARKING PLAN PUT FORWARD FROM COUNCIL DEFINITELY NEEDS ALOT MORE ALLOCATED CARPARKS	Vellfire
Parking comment	As a resident on Anzac Parade I object to these plans. We are seeing an increase of duplexes being built, this reduces street parking and increases cars, council has only provided 8 parking spaces between Budd & Jennifer Street, one of the highest occupancies of duplexes along this area. These 8 spots are to cater for residents & guests La Perouse side of Budd Avenue through to Jennifer Street, this is ridiculous! The grassed area of between Budd Ave & Jennifer St is flat & provides a great opportunity for parallel parking on both sides, there is enough room for this & still have the green area. It is wide enough along the tree line on both sides to cater for parallel parking & still offer a great green area within the middle. West of Budd Avenue on La Perouse bound side is also wide from the tree line to accommodate many cars parallel parked. I'm surprised by the little parking offered in this plan when there is a very easy, cheaper solution with wide enough space to accommodate parking & green area.	Nat225
Parking comment	I would like to raise concerns about the lack of parking that is in the plans for the area between Budd Street and Jennifer Street. It states only six parking spaces, which is far from sufficient for local residents living on Anzac Pde Given the number of large duplexes (many with five bedrooms) in this area, there should be at least 20–30 parking spaces to accommodate residents and their visitors. Please ensure that feedback is taken primarily from actual residents of Anzac Parade, as some comments appear to come from people who do not live here. In fact, someone has even used my address without authorisation, and they do not reside at this location.	melmunright
Parking comment	I am opposed to these proposed changes. There is insufficient parking and bays are located in inconvenient places. Many households have two or more vehicles and council have approved many duplexes which severely limit available street parking spots. The severe lack of parking spots mean the streets are overcrowded which creates poor visibility when driving out of the driveway. Council should add additional designated parking areas, or enable residents living further away from the designated parking spots to park on the grass and display permits. Also, there are no disabled parking spots which is extremely inaccessible to those with a disability, including residents and their visitors. These scare planned parking bays assume everyone can walk a certain distance to their homes which is ableist and discriminatory.	Kellis
Parking comment	I appreciate that fencing is to be placed on the green median strip on Anzac Parade to prevent parking of vehicles on the grassed areas. I do however believe that the rows of perpendicular parking spaces on 3. near Jennifer Street and 4. near Budd Avenue are not in an appropriate place. People would have to walk some way from their houses to use these. These two short streets are used by many people to turn across Anzac Parade and having people backing out and turning into these perpendicular parking spaces would create a dangerous situation. It would be more appropriate to place these spaces on Anzac Parade near the many dual occupancies. It seems that although dual occupancies may have double garages they rarely park more than one car in each garage if they use the garages at all for the purpose intended. Thanks for listening.	Ruthg
Parking comment	Where I live at 1453 Anzac There are 5 duplex in a row which equals 10 residents,each residence has 4-5 bedrooms with 3-8 people in each house.all have 1 car driveway and there is little curb space to park other family members vehicles.the suggested 8 spaces on Budd avenue is nowhere near enough to accommodate residents in the adjoining area,there must be more spaces available between Budd ave and Jennifer st.There are 47 homes between Budd ave and Jennifer st,if there was parallel parking available on the edge of the grass all the way along Anzac on both sides moving the proposed fence in a little it would make a huge difference and much more safer. As it stands now safety is a big issue at the moment with families parking kerbside with children in the vehicle and moving them safely to there home with busses and other traffic having not much room to pass.Is it going to take an accident before something is done to accommodate all the residents vehicles? more room needs to be created on Anzac pde for traffic and parked cars.As rate paying residents we deserve better. Thank you	Glenmunright



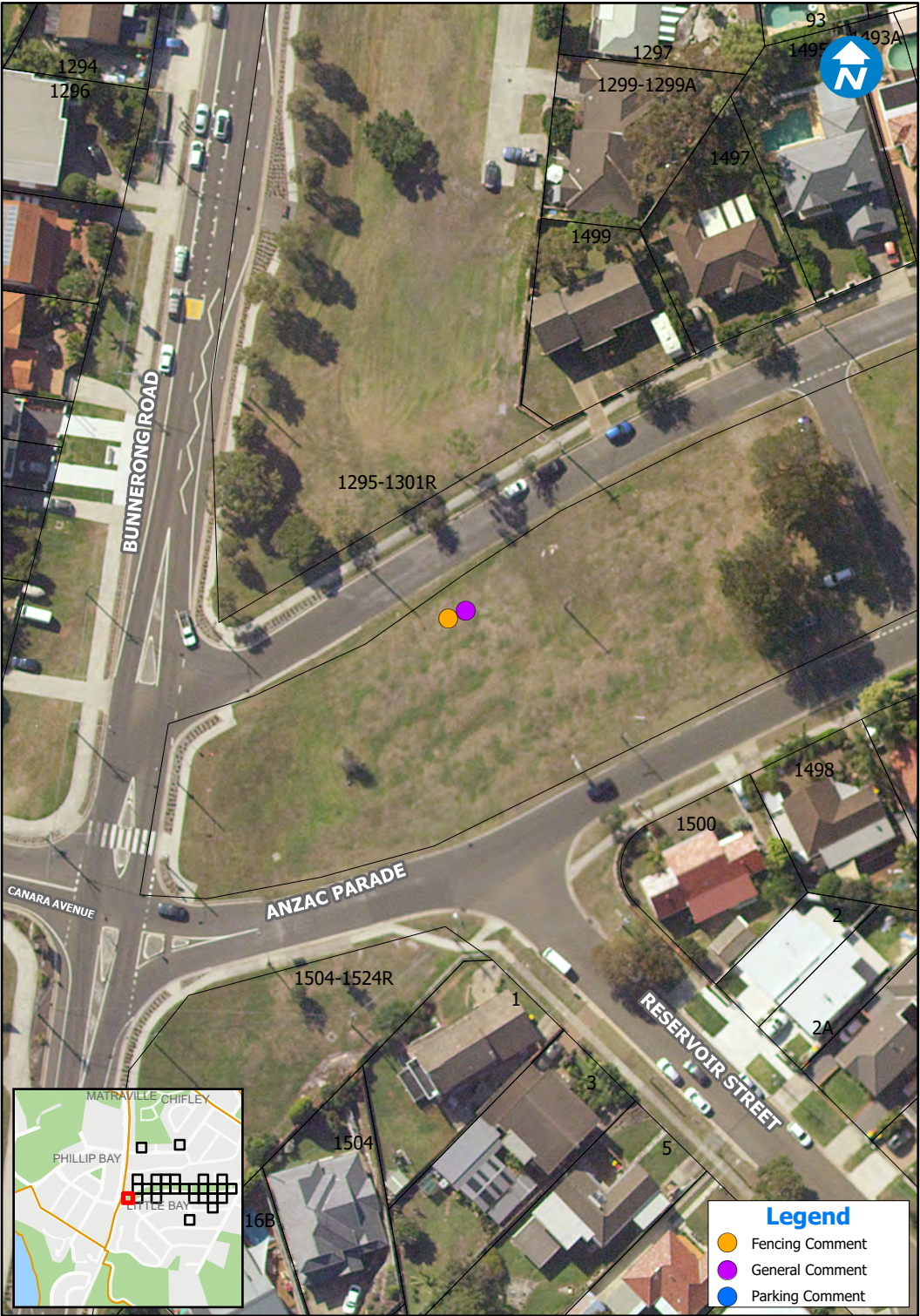
Category	Comment	Screen Name
Parking comment	<p>The solution is simple and cheap.</p> <p>All the signs need to say is No Parking for boats, caravans, buses and trailers.</p> <p>For every duplex built, there is one less parking spot in Anzac Pde and an extra 2 to 4 cars in the area.</p> <p>You also have 100 new homes being built on Jennifer street. Will there be 100 parking bays for these new homes? Most families have 2 cars, where are all the extra cars going to park? And what about their visitors? or are they not allowed to have any!</p> <p>The back streets of Little Bay are filling up with many residents having to walk a fair distance to their homes with shopping and kids.</p> <p>Don't understand why thousands of rate payers money needs to be spent on fencing, digging up the grass and marking it with parking bays.</p> <p>As I mentioned above, the solution to parking is cheap and simple and everyone can park with ease in front of their home without upsetting their neighbors by taking the spot in front of their home. It's been like this for the last 25 years and because of a couple of whiney people who don't live on Anzac Pde and with no consultation with the residents it affects, the rules were changed</p>	Connie
Parking comment	<p>This area offers a lot of space to have parallel parking on both sides of the median strip & still have the green area in the middle. No fence is required, such a waste of money. Worked perfectly for residents following the removal of the fence over 25 years ago and prior to non-residents parking larger vehicles there. Provide designated area for larger vehicles within Randwick council area. Allow cars to use the outside of the grassed area, the tree line offers wide enough space for parallel parking, you can use signage to enforce where to park & no need to put up a fence. Such a waste of money</p>	Nat225
Fencing comment	<p>No need for fencing, just enforce parallel parking of normal vehicles on the grass.</p>	shanleear



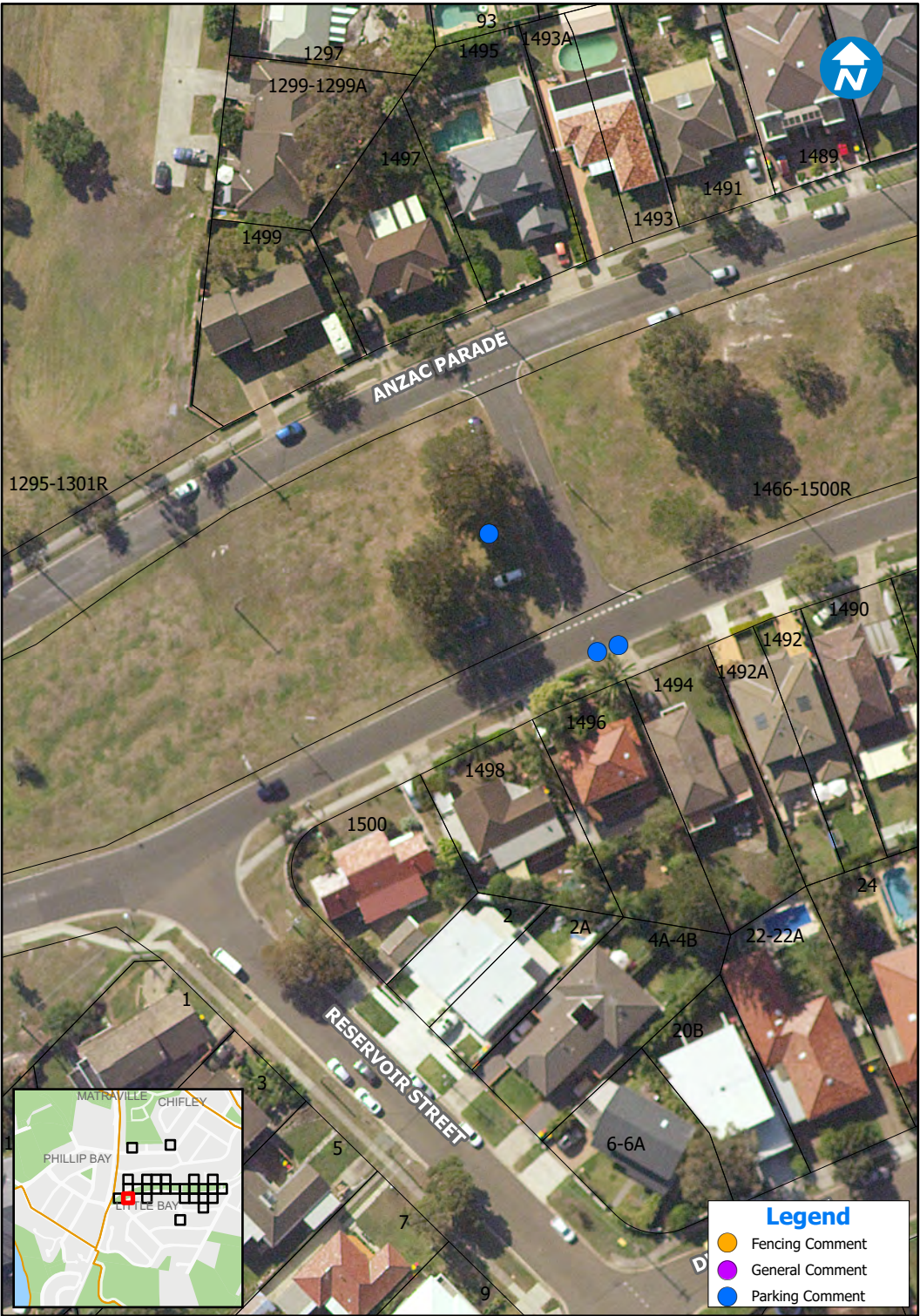
Category	Comment	Screen Name
General comment	I like the fencing as it is simple and not intrusive.	MichaelO



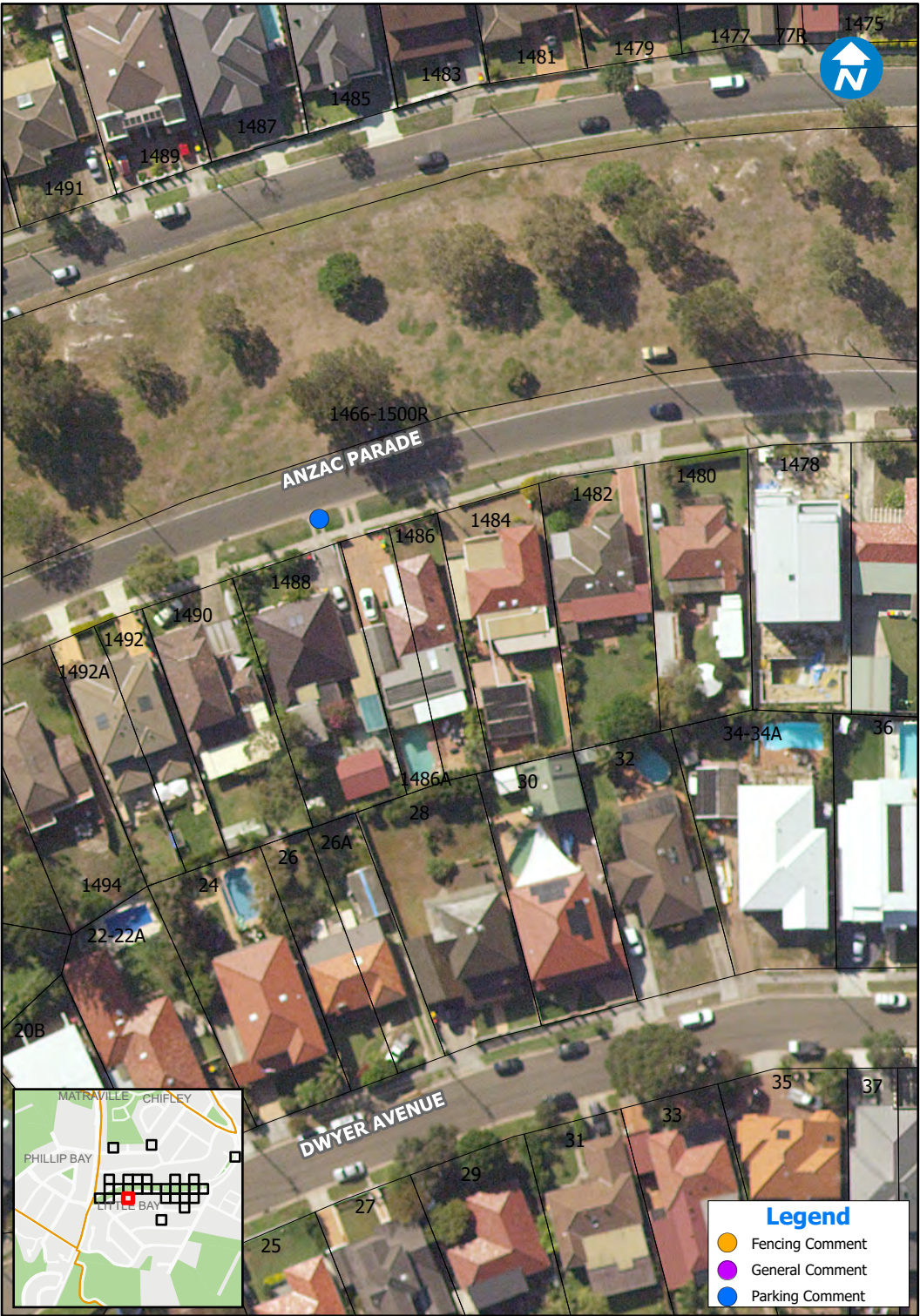
Category	Comment	Screen Name
General comment	We would like to see parking bays for caravans, trailers and boats. We live in street off Anzac parade and the number of boats and caravans taking up parking space in narrow treats it creating a hazard and this only started to be a problem after the parking area was taken away from residents. Please see if you can add parking along this strip to accommodate for the caravans boats and trailers. I believe this is a major problem for our residents	Linda07



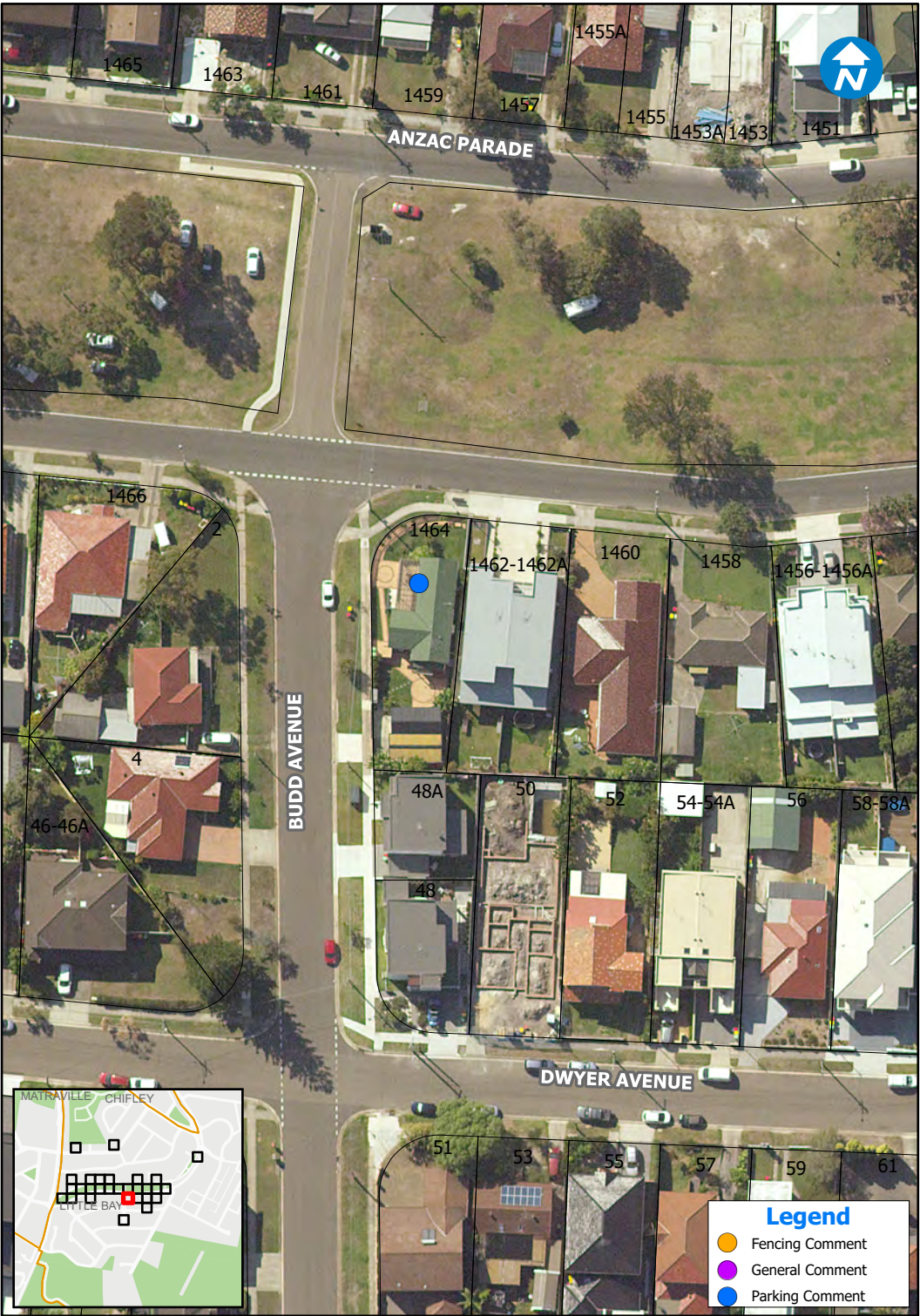
Category	Comment	Screen Name
Fencing comment	fence should not interfere with an extended footpath which allows for safe crossing away from busy junction	JB
General comment	Whilst you are doing works in this area, please extend the footpaths to where the curb side ends to encourage children to cross away from the busy Bunnerong Anzac junction which cars take at speed.	JB



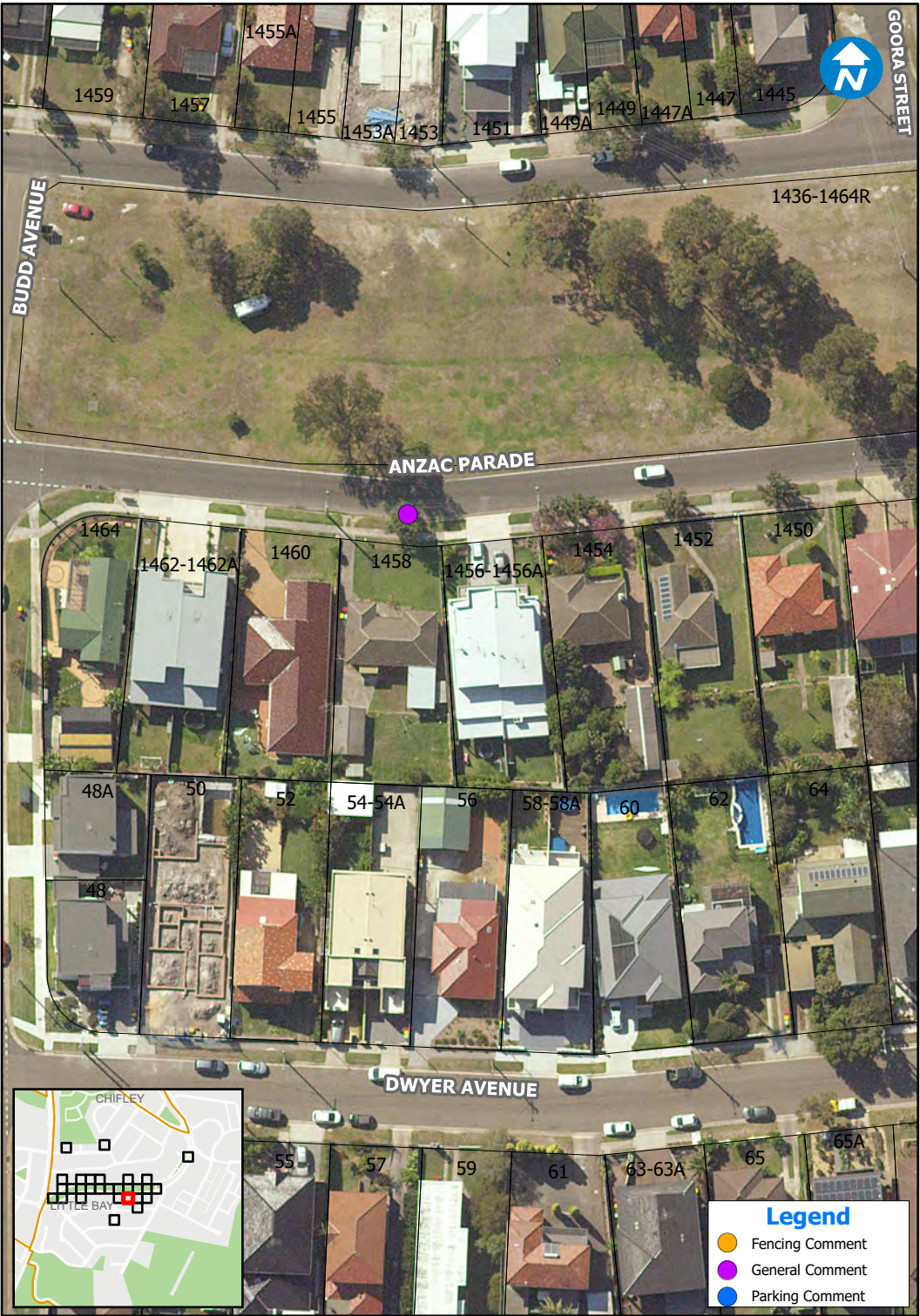
Category	Comment	Screen Name
Parking comment	<p>This section of road is INCREDIBLY dangerous already and parking around this section of Anzac Parade will expedite an accident waiting to happen. Buses, cars and cyclists come at speed around the corner and down the hill and have not slowed down even though the road is now narrower due to parked cars, this section of road will become even more dangerous if railing is put in on the grass (nowhere for cars to go if they come down the hill at speed and someone has slowed to turn into their driveway or the slip lane) and any additional parking in the slip lane or on Anzac Parade is going to increase the risks as more cars will be slowing and turning. Several days ago, I witnessed a car almost hit a car parked outside 1496 as it turned from the slip road into Anzac Parade southbound, not to mention the number of close calls with buses coming down the hill at 70Kms plus having to brake suddenly because someone has started to pull out of their driveway.</p> <p>Not to mention the fact that we have cars that turn the wrong way up Anzac Parade from Bunnerong Road at times, that are met head-on by high-speed buses/cars outside our houses.</p> <p>This section of road is an accident waiting to happen.</p> <p>We do not need any additional parking for residents in this area, and we feel the addition of a parking space in the slip lane will only be for the use of people visiting La Pouse on busy days. We use the green space for bike riding and walking dogs, and car parking here decreases safety for our families not to mention is an absolute eyesore for homeowners who purchased these properties for the green outlook.</p> <p>We strongly oppose any additional parking on Anzac Parade or in the slip lane due to the safety risks that already exist in this section of Anzac Parade.</p> <p>This section of road needs a SERIOUS safety assessment and detailed consultation with residents before any parking is considered.</p>	RB
Parking comment	<p>This section of road is INCREDIBLY dangerous already and parking around this section of Anzac Parade will expedite an accident waiting to happen. Buses, cars and cyclists come at speed around the corner and down the hill and have not slowed down even though the road is now narrower due to parked cars, this section of road will become even more dangerous if railing is put in on the grass (nowhere for cars to go if they come down the hill at speed and someone has slowed to turn into their driveway or the slip lane) and any additional parking in the slip lane or on Anzac Parade is going to increase the risks as more cars will be slowing and turning. Several days ago, I witnessed a car almost hit a car parked outside 1496 as it turned from the slip road into Anzac Parade southbound, not to mention the number of close calls with buses coming down the hill at 70Kms plus having to brake suddenly because someone has started to pull out of their driveway.</p> <p>Not to mention the fact that we have cars that turn the wrong way up Anzac Parade from Bunnerong Road at times, that are met head-on by high-speed buses/cars outside our houses.</p> <p>This section of road is an accident waiting to happen.</p> <p>We do not need any additional parking for residents in this area, and we feel the addition of a parking space in the slip lane will only be for the use of people visiting La Pouse on busy days. We use the green space for bike riding and walking dogs, and car parking here decreases safety for our families not to mention is an absolute eyesore for homeowners who purchased these properties for the green outlook.</p> <p>We strongly oppose any additional parking on Anzac Parade or in the slip lane due to the safety risks that already exist in this section of Anzac Parade.</p> <p>This section of road needs a SERIOUS safety assessment and detailed consultation with residents before any parking is considered.</p>	RB
Parking comment	why don't you create another set of parking bays opposite the straight ones in the intersection.	JB



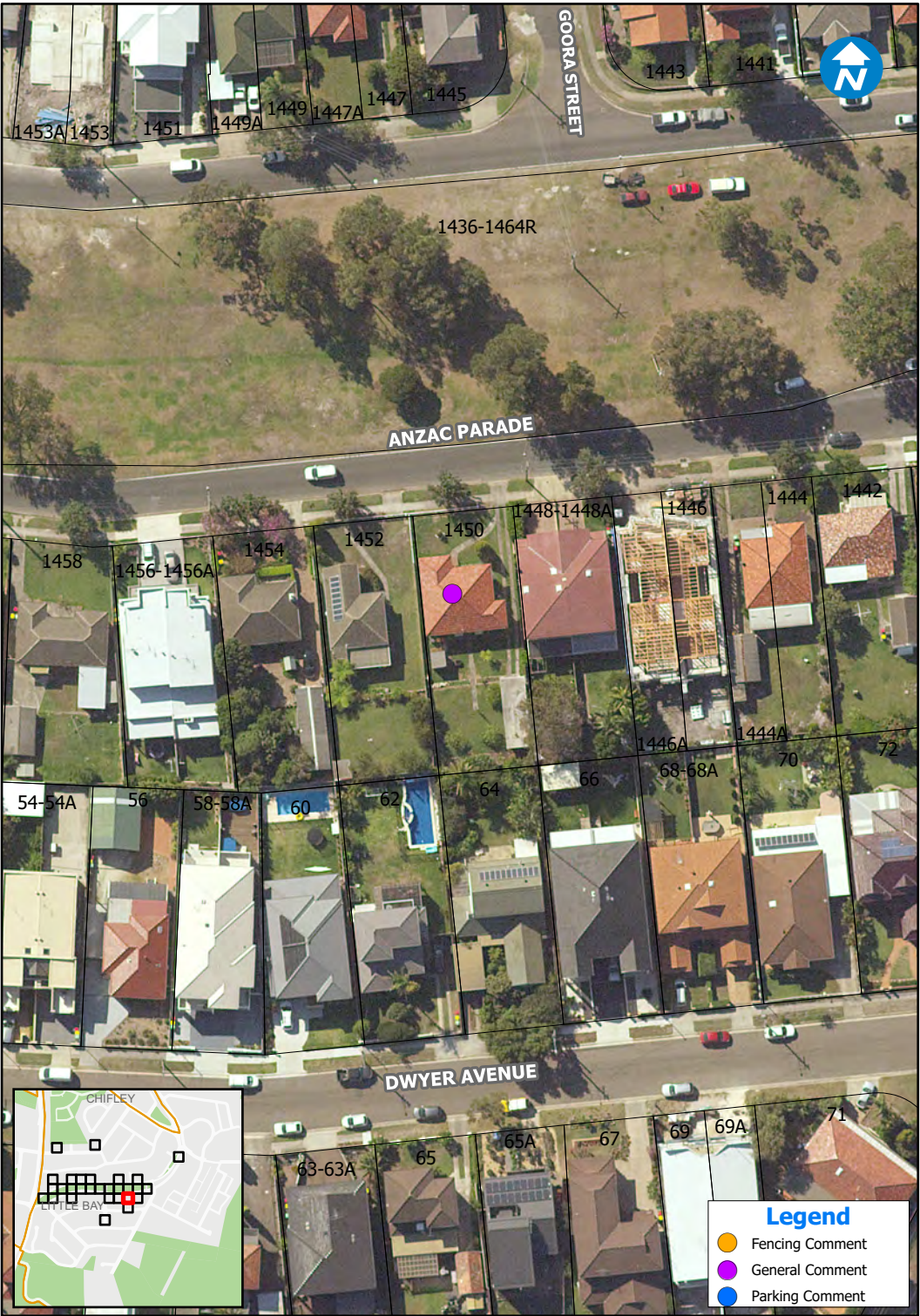
Category	Comment	Screen Name
Parking comment	<p>This section has become dangerous for cyclists with all teh parked cars on the road, I've had cars over take me here, also touching me.</p> <p>Its almost 2026, please start making it safe for your residents to cycle and remove street parking all along this section (both sides of the road) now that there is designated off street parking.</p> <p>You have done nothing in the past 30 years to make this section safe for vulnerable road users, you banned parking on the grass in January and its now November with now more cars, caravans and trailers parked on the street, get a move on!</p> <p>Thank you</p>	FM



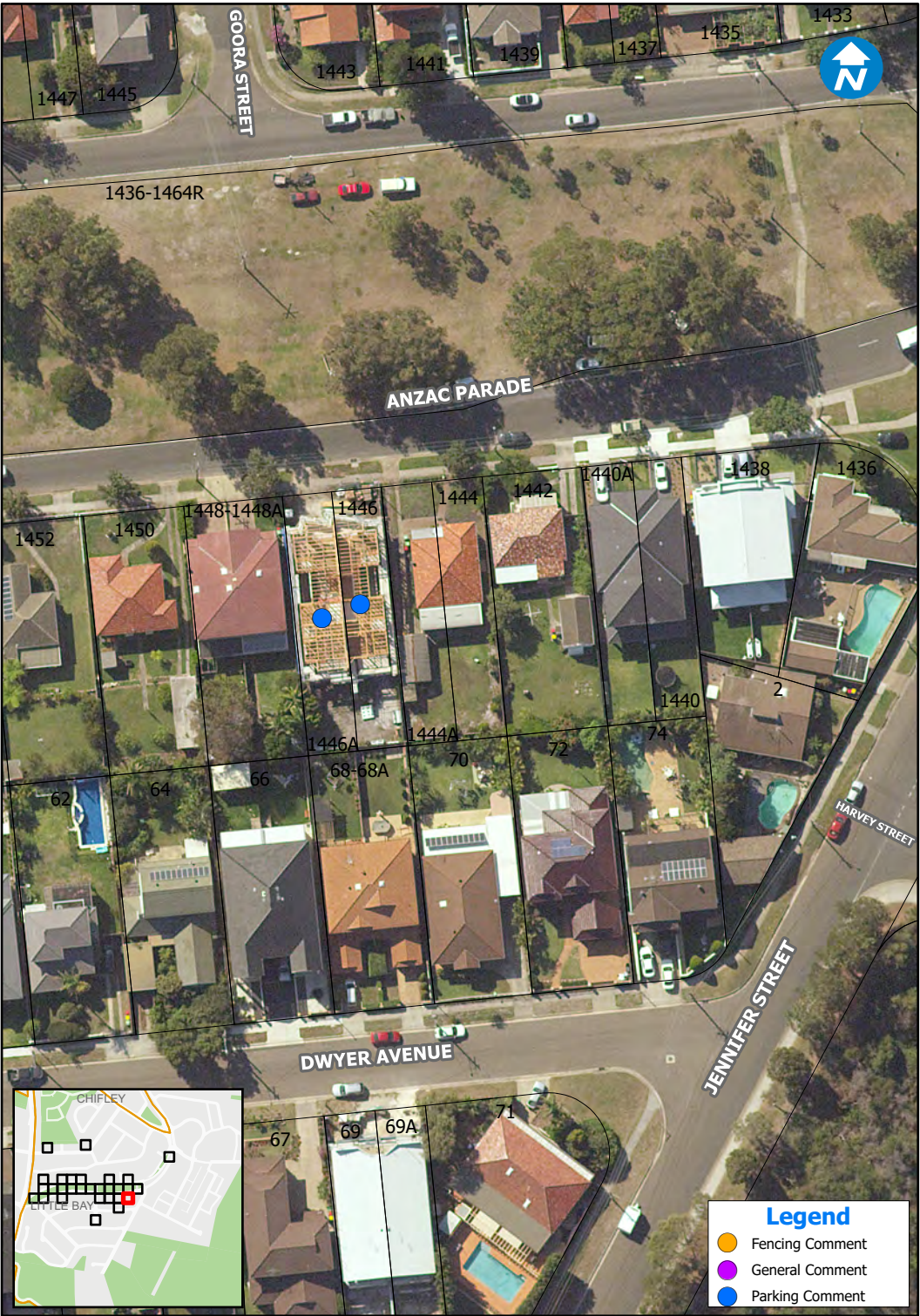
Category	Comment	Screen Name
Parking comment	<p>Suggest for more parking spots near the Jennifer St / Anzac Parade area to support development of additional housing there.</p> <p>Are we able to provide parking spaces for trailers / boats in the fenced area? Maybe charge a fee for it?</p> <p>They have taken to parking on our street and has created a challenge to drive out of our garage due to poor visibility.</p>	Annagh



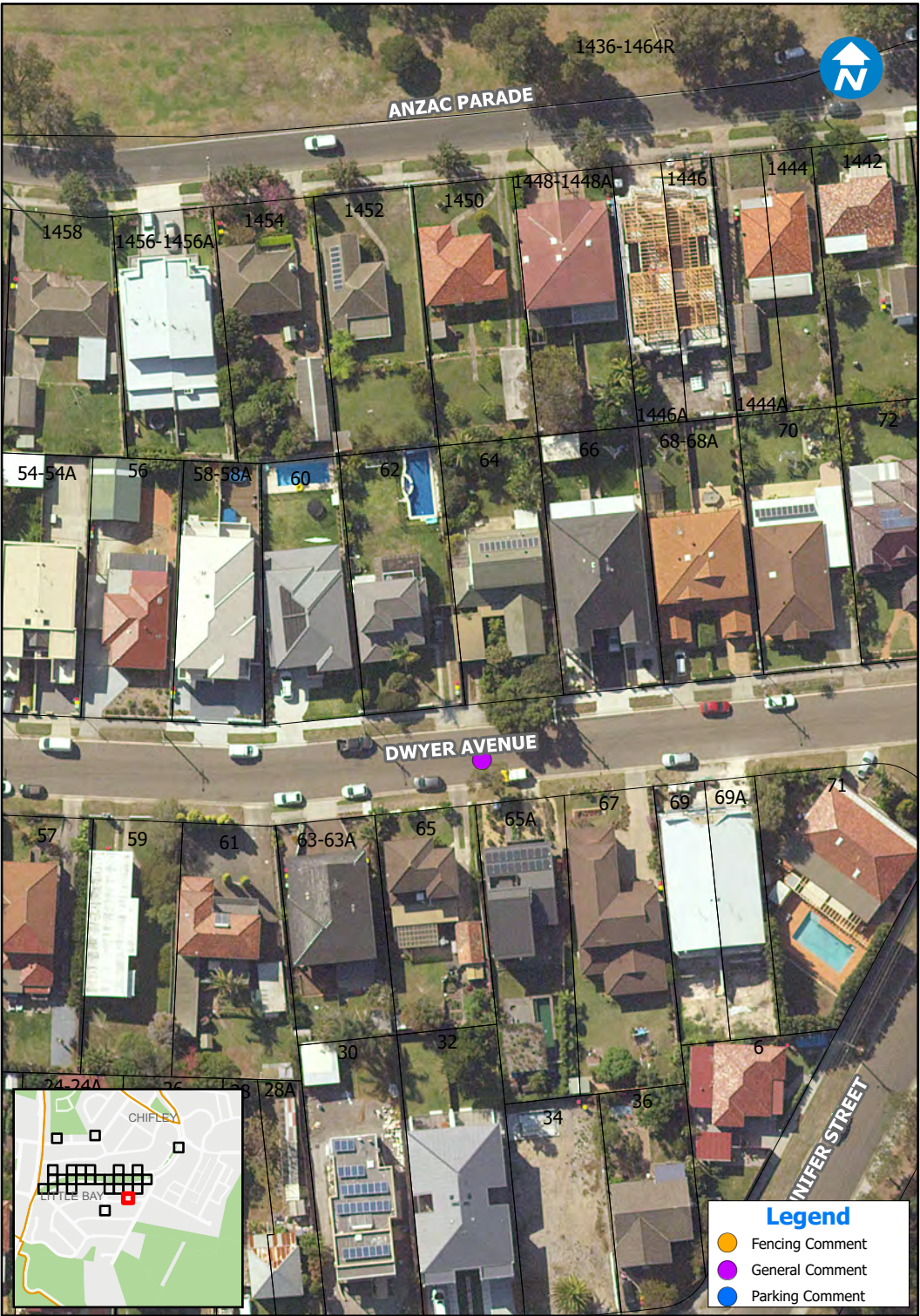
Category	Comment	Screen Name
General comment	<p>LIKE THE 1970's JONI MITCHEL'S SONG SAYS :</p> <p>"They paved paradise, put up a parking lot They took all the trees put 'em in a tree museum And they charged the people a dollar an' a half just to see 'em Don't it always seem to go That you don't know what you've got 'til it's gone They paved paradise, put up a parking lot "</p> <p>I hope council can think more holistically and realise that green open space is beneficial for healthy living not just for locals, but also for the flora & fauna of the area.</p>	LMI



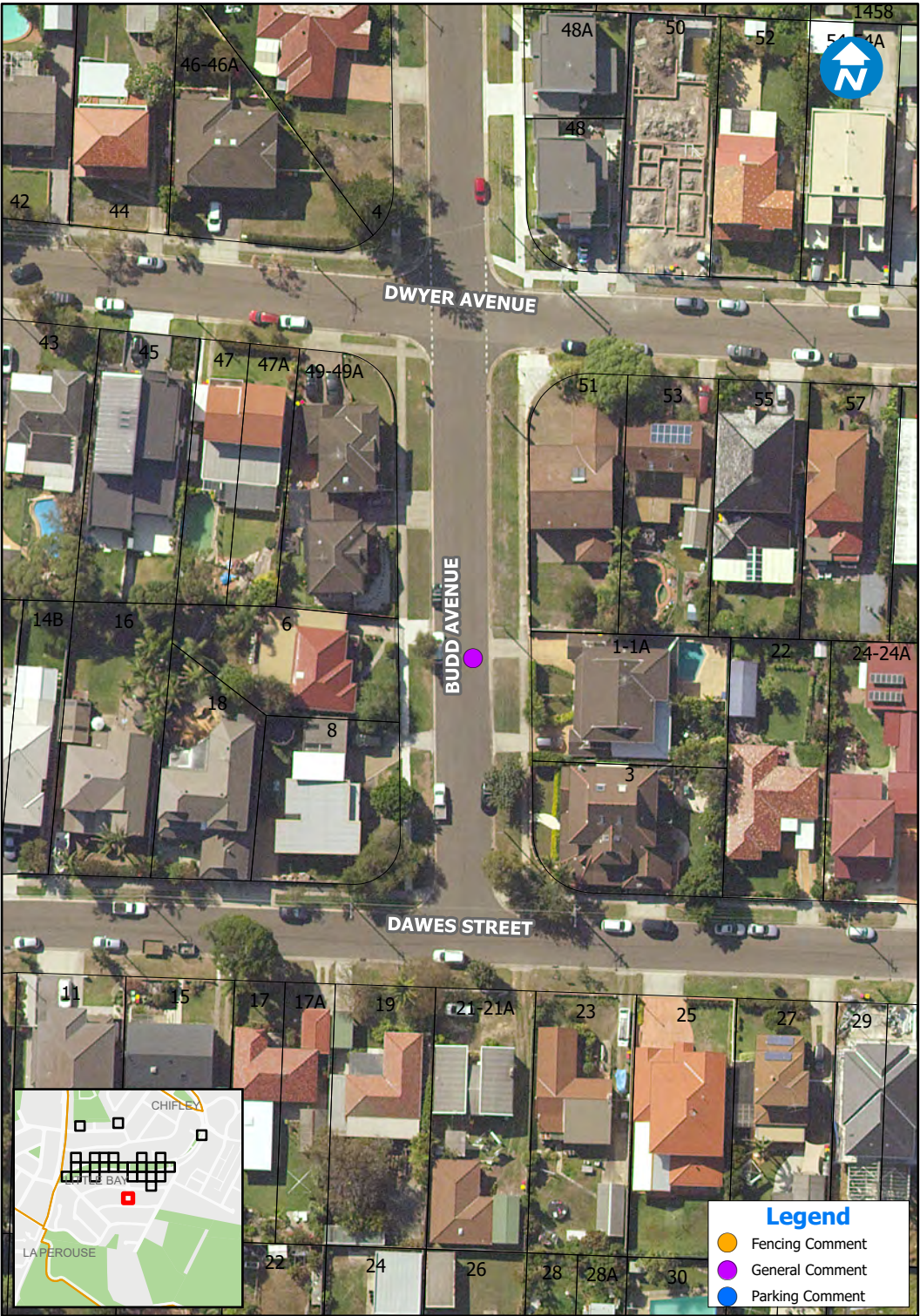
Category	Comment	Screen Name
General comment	<p>These are general comments relating to both fencing and parking proposals.</p> <p>1. In my view the fencing proposal is a good one that should have been actioned years ago to bring the southern centre areas of Anzac Parade into line with those further north.</p> <p>2. For far too long, entitled owners of large vehicles (caravans, boats, trailers, buses, etc) have abused these public spaces. I agree entirely with the general sentiment that if you have a boat, caravan, etc, it's your responsibility to secure a storage space that doesn't destroy the amenity of other residents. And that doesn't mean parking on neighbourhood streets instead of in the central median strip! We must be the only international city in the world that allows such vehicles to mar the landscape and amenity by parking in the streets and on publicly owned land. Perhaps Council could consider providing a facility for such vehicles - at a cost to the vehicle owners not ratepayers?</p> <p>3. There seems to be a groundswell of concern relating to the proposed angled parking spaces and the need for motorists to reverse into Anzac Parade when leaving those spaces. Surely signage to instruct motorists to park rear in (ie reversing into a spot instead of driving in and needing to reverse out) would sort that problem?</p> <p>4. In general I support the proposal but would prefer see fewer parking spots. However, despite most of the new duplexes being built having a double garage, many households seem to own three or four vehicles, so facilitating more parking seems to be an inevitable necessity.</p> <p>5. Thank you Council for your efforts to clean up this special ares.</p>	SG



Category	Comment	Screen Name
Parking comment	Given the distance from Budd Avenue to Jennifer Street, please consider parking off Jennifer Street (similar to Budd Ave parking). This could then service the two adjacent bus stops (either side of Anzac Parade).	IanAnzac
Parking comment	I'm very glad to see fencing appear. My only concern is policing the parking bays as I suspect they will become permanent parking bays for people's caravans / vans as boats etc unless this is properly managed. Thanks again	ResidentAnzac



Category	Comment	Screen Name
General comment	Yes definitely and a bit of garden but needs to be monitored and maintained it will be full of boats caravan etc . Council seriously needs to do something about all the caravans , boats and trailers parked around the streets Maroubra and the surrounds look like a dumping ground	Yp



Category	Comment	Screen Name
General comment	What a great idea, not sure if 80 will be enough and what will the time limit of the parking be. I have boats permanently parked in my street now. Rule should be if you own a boat you must park it on your own property. If they have money for a boat they can organise it to be parked on their own property	Bagel