## Councillor Contact Details

### Granville Ward

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clr Steve Christou</td>
<td>0419 651 187</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Steve.Christou@cumberland.nsw.gov.au">Steve.Christou@cumberland.nsw.gov.au</a></td>
</tr>
<tr>
<td>Clr Ola Hamed</td>
<td>0405 070 007</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Ola.Hamed@cumberland.nsw.gov.au">Ola.Hamed@cumberland.nsw.gov.au</a></td>
</tr>
<tr>
<td>Clr Joseph Rahme</td>
<td>0418 995 471</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Joseph.Rahme@cumberland.nsw.gov.au">Joseph.Rahme@cumberland.nsw.gov.au</a></td>
</tr>
</tbody>
</table>

### Greystanes Ward

- **Clr Greg Cummings (Mayor)**
  - 0417 612 717
  - Greg.Cummings@cumberland.nsw.gov.au
- Clr Ross Grove
  - 0418 987 241
  - Ross.Grove@cumberland.nsw.gov.au
- Clr Eddy Sarkis
  - 0418 306 918
  - Eddy.Sarkis@cumberland.nsw.gov.au

### Regents Park Ward

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clr Ned Attie</td>
<td>0419 583 254</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Ned.Attie@cumberland.nsw.gov.au">Ned.Attie@cumberland.nsw.gov.au</a></td>
</tr>
<tr>
<td>Clr George Campbell</td>
<td>0409 233 315</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:George.Campbell@cumberland.nsw.gov.au">George.Campbell@cumberland.nsw.gov.au</a></td>
</tr>
<tr>
<td>Clr Kun Huang</td>
<td>0418 911 774</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Kun.Huang@cumberland.nsw.gov.au">Kun.Huang@cumberland.nsw.gov.au</a></td>
</tr>
</tbody>
</table>

### South Granville Ward

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clr Glenn Elmore (Deputy Mayor)</td>
<td>0418 459 527</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Glenn.Elmore@cumberland.nsw.gov.au">Glenn.Elmore@cumberland.nsw.gov.au</a></td>
</tr>
<tr>
<td>Clr Paul Garrard</td>
<td>0414 504 504</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Paul.Garrard@cumberland.nsw.gov.au">Paul.Garrard@cumberland.nsw.gov.au</a></td>
</tr>
<tr>
<td>Clr Tom Zreika</td>
<td>0449 008 888</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Tom.Zreika@cumberland.nsw.gov.au">Tom.Zreika@cumberland.nsw.gov.au</a></td>
</tr>
</tbody>
</table>

### Wentworthville Ward

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clr Lisa Lake</td>
<td>0418 669 681</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Lisa.Lake@cumberland.nsw.gov.au">Lisa.Lake@cumberland.nsw.gov.au</a></td>
</tr>
<tr>
<td>Clr Suman Saha</td>
<td>0419 546 950</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Suman.Saha@cumberland.nsw.gov.au">Suman.Saha@cumberland.nsw.gov.au</a></td>
</tr>
<tr>
<td>Clr Michael Zaiter</td>
<td>0418 432 797</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Michael.Zaiter@cumberland.nsw.gov.au">Michael.Zaiter@cumberland.nsw.gov.au</a></td>
</tr>
</tbody>
</table>

For information on Council services and facilities please visit [www.cumberland.nsw.gov.au](http://www.cumberland.nsw.gov.au)
ORDER OF BUSINESS

1 Opening Prayer / Acknowledgement of Country / National Anthem
2 Notice of Live Streaming of Council meeting
3 Apologies
4 Declarations of Pecuniary & Non Pecuniary Conflicts of Interest
5 Confirmation of Previous Minutes
   C07/19-121 Minutes of the Ordinary Meeting of Council - 19 June 2019........5
6 Mayoral Minutes
   Nil
7 Public Forum / Invited Speakers
8 Items Resolved by Exception
9 Reports to Council
   General Manager
   C07/19-122 Legal Report.................................................................23
   Director People & Performance
   Nil
   Director Finance & Governance
   C07/19-123 Draft Large Display Advertising Policy..............................25
   C07/19-124 Councillor Vacancy in Office - Greystanes Ward..................113
   C07/19-125 Adoption of Code of Meeting Practice - Post Exhibition ........117
   Director Community Development
   C07/19-126 Adoption of Emergency Relief Fund Guidelines and Community
   Grants and Donations Policy - Post Exhibition .................................169
   C07/19-127 Draft Cumberland Community Facilities Strategy 2019 – 2029 .......
   .....................................................................................................189
   C07/19-128 Adoption of the Sister City and Friendship City Policy - Post
   Exhibition..........................................................................................263
   Director Environment & Planning
   C07/19-129 Planning Agreement for 615 Great Western Highway, Greystanes.
   .........................................................................................................275
   C07/19-130 Planning Proposal - 2 Percy Street, Auburn............................341
   C07/19-131 Planning approach for Woodville Road Corridor....................397
   C07/19-132 Planning approach for Parramatta Road Corridor ..................443
Director Works & Infrastructure
C07/19-133 Mobile Food Vending Vehicle Policy ........................................581
C07/19-134 Charity Collection Bin Policy ..........................................................607
C07/19-135 Draft Verge Mowing Policy ...............................................................615
C07/19-136 Granville Town Centre Parking Supply ...........................................625

10 Reports from Committees
C07/19-137 Cumberland Traffic Committee - Minutes of Meeting held on 5 June 2019......................................................................................................................633

11 Motions pursuant to Notice
C07/19-138 Notice of Motion - Establishment of Cumberland Council as a Refugee Welcome Zone ........................................................................................................799

12 Notices of Rescission
Nil

13 Questions on Notice
Nil

14 Presentation of Petitions
Nil

15 Closed Session Reports
Nil
Item No: C07/19-121

MINUTES OF THE ORDINARY MEETING OF COUNCIL - 19 JUNE 2019

Responsible Division: Finance & Governance
Officer: Director Finance & Governance

RECOMMENDATION

That Council confirm the minutes of the Ordinary Meeting of Council held on 19 June 2019.

ATTACHMENTS

1. Draft Minutes - 19 June 2019
DOCUMENTS ASSOCIATED WITH REPORT C07/19-121

Attachment 1
Draft Minutes - 19 June 2019
Minutes of the Council Meeting 19 June 2019

Meeting commenced at 6:30pm

Present:
Greg Cummings (Mayor) Councillor
Glenn Elmore (Deputy Mayor) Councillor
Ned Attie Councillor
George Campbell Councillor
Steve Christou Councillor
Paul Garrard Councillor
Ross Grove Councillor
Ola Hamed Councillor
Kun Huang Councillor
Lisa Lake Councillor
Joseph Rahme Councillor (arrived 6:35pm)
Suman Saha Councillor
Eddy Sarkis Councillor (arrived 6:36pm)
Michael Zaiter Councillor
Tom Zreika Councillor
Hamish McNulty General Manager
Melissa Attia Director People & Performance
Daniel Cavallo Director Environment & Planning
Brooke Endycott Director Community Development
Peter Fitzgerald Director Works & Infrastructure
Richard Sheridan Director Finance & Governance

Also Present:
Charlie Ayoub Executive Manager Corporate Services
Carol Karaki Governance Coordinator
Olivia Shields Governance Administration Officer

Opening Prayer
The opening prayer was read by Sheik Mohammed Alzoubi from Auburn Islamic Centre.

Acknowledgement of Country
The Mayor, Councillor Cummings opened the Meeting with the following Acknowledgement of Country:

"I would like to acknowledge the traditional owners of this land – the Darug People, and pay my respects to their elders both past and present."
National Anthem
At this point in the meeting the Mayor, Councillor Cummings asked all of those in attendance to stand for the playing of the Australian National Anthem.

Notice of Live Streaming of Council Meeting
The General Manager, Hamish McNulty advised that the Council meeting was being streamed live on Council’s website and members of the public must ensure their speech to the Council is respectful and use appropriate language.

Apologies/Leave of Absence
Nil

Declarations of Pecuniary & Non Pecuniary Conflicts of Interest
There were no declarations of interest.

Confirmation of Minutes
Min.548 C06/19-105 Minutes of the Ordinary Meeting of Council - 05 June 2019

Resolved (Garrard/Christou)
That Council confirm the minutes of the Ordinary Meeting of Council held on 5 June 2019.

Min.549 MM06/19-6 Mayoral Minute – Queen's Birthday 2019 Honours List

Resolved (Cummings)
That a letter be sent to the Honourable Laurie Donald Ferguson and Mr Ralph Edward Heness, congratulating them on being recipients of an Order of Australia Medal in the 2019 Queen’s Birthday Honours List.

Statement by Councillor Grove – Vacating of Elected Office
Councillor Grove advised the Chamber that this would be the last Ordinary Council Meeting he would attend as a Councillor, as he has accepted a position that prohibits him from being an elected Councillor of Cumberland. Councillor Grove thanked the community of Greystanes for their support over the last 11 years, his supporters, his family, the Liberal Party, Cumberland and former Holroyd Councils, both Councillors and staff.
Public Forum:

Speakers on Items on the Council Meeting Agenda

<table>
<thead>
<tr>
<th>Speaker</th>
<th>Item #</th>
<th>Suburb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr Joseph Scuder</td>
<td>C06/19-112 - Planning Proposal Request for 1-11 Neil Street, Merrylands</td>
<td>Sydney</td>
</tr>
<tr>
<td>Mr Gary Chapman</td>
<td>C06/19-112 - Planning Proposal Request for 1-11 Neil Street, Merrylands</td>
<td>Sydney</td>
</tr>
<tr>
<td>Mr Mazen Elturk</td>
<td>RES06/19-2 - Notice of Rescission - Planning Proposal - Minimum Lot Area for Low and Medium Dual Occupancy Housing</td>
<td>Greystanes</td>
</tr>
</tbody>
</table>

Min.550 Suspension of Standing Orders

Resolved (Sarkis/Christou)

That in accordance with Clause 1.6 (2) of the Code of Meeting Practice, Council suspend standing orders to allow items C06/19-112 and RES06/19-2 to be considered at this time of the meeting.

Min.551 C06/19-112 Planning Proposal Request for 1-11 Neil Street, Merrylands

Resolved (Sarkis/Attie)

That Council:

1. Prepare a planning proposal for 1-11 Neil Street, Merrylands, with the following built form controls:
   - Floor Space Ratio of 3.66:1 on the eastern portion of the site; and
   - Height of Building control of 50 metres on the south-eastern portion of the site.

2. Endorse that a planning proposal for 1-11 Neil Street, Merrylands, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.

Carried Unanimously

Min.552 RES06/19-2 Notice of Rescission - Planning Proposal - Minimum Lot Area for Low and Medium Dual Occupancy Housing

Rescission Motion (Attie/Sarkis)

Pursuant to Notice, Councillors Attie, Sarkis and Zreika move the following Resolution of Council 5/06/19 (Item C06/19-103) be rescinded:

That Council:
1. Endorse a minimum lot size planning control of 600m² with a 2.5% variance for dual occupancy development across the Cumberland local government area.

2. Endorse the planning proposal and forward it to the Department of Planning, Industry & Environment for finalisation and gazettal of the associated amendments to the Auburn Local Environmental Plan 2010 and the Holroyd Local Environmental Plan 2013.

3. Endorse the resolved minimum lot size planning control for dual occupancy development for inclusion in the new Cumberland Local Environmental Plan.

4. Request a deferral on the Code from the Department of Planning, Industry & Environment until the endorsed minimum lot size for Council comes into effect.

The Rescission Motion moved by Councillor Attie, seconded by Councillor Sarkis on being Put was declared Lost.

A division was called, the result of the division required in accordance with Council’s Code of Meeting Practice is as follows:

Councillor(s) For the Rescission: Attie, Grove, Rahme, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Rescission: Campbell, Christou, Cummings, Elmore, Garrard, Hamed, Huang, Lake and Saha.

Councillor Sarkis left the Meeting at 7:15pm and returned to the Meeting at 7:17pm during the consideration of this item.

Min.553 Items by Exception

Resolved (Christou/Sarkis)

At this time of the meeting, all items on the agenda not called for discussion were moved collectively, as shown:

That item numbers C06/19-106, C06/19-107, C06/19-108, C06/19-109, C06/19-110, C06/19-111, C06/19-113, C06/19-114, C06/19-116, C06/19-117, C06/19-118 and C06/19-120 be moved in bulk.

Councillor Rahme left the Meeting at 7:44pm during the consideration of this item.
Min.554  C06/19-106 Adoption of the Operational Plan and Fees and Charges for 2019-20 - Post Exhibition

Resolved (Christou/Sarkis)

Min.555  C06/19-107 Making Rates and Fixing Charges 2019/20

Resolved (Christou/Sarkis)
1. That Council makes the Rates and Charges for the following rating structures for the 2019/2020 rating year in accordance with Chapter 15, parts 4 and 5 of the Local Government Act 1993: and adopt the overdue Rates and Charges interest rate of 7.5%.

Former Auburn City Council Rate Path

An ordinary residential rate of zero point one four seven two five nine (0.147259) cents in the dollar on the land value of all rateable land categorised as Residential in the former Auburn City Council. The minimum ordinary rate shall be five hundred and seventy nine five dollars and fifty five cents ($579.55) per assessment be made and levied for the rating year 1 July 2019 to 30 June 2020.

An ordinary business amount shall be zero point five two three four zero five (0.523405) cents in the dollar applied to the land value on all parcels of Business in the former Auburn City Council. The minimum ordinary rate shall be five hundred and seventy nine dollars and fifty five cents ($579.55) per assessment be made and levied for the rating year 1 July 2019 to 30 June 2020.

Former Holroyd City Council Rate Path

An ordinary residential rate of zero point one two zero two nine (0.120029) cents in the dollar on the land value of all rateable land categorised as Residential in the former Holroyd City Council, together with a residential base rate of $503.21 per assessment be made and levied for the rating year of 1 July 2019 to 30 June 2020.

An ordinary business rate of zero point seven zero two nine seven six (0.702976) cents in the dollar on the value of all rateable land categorised as Business in the former Holroyd City Council, subject to a minimum charge of $1,206.68 per assessment be made and levied for the rating year 1 July 2019 to 30 June 2020.

A special infrastructure rate of zero point zero one four seven zero four (0.014704) cents in the dollar on the land value of all rateable land categorised as Residential in the former Holroyd City Council and levied for the rating year 1 July 2019 to 30 June 2020.
A special infrastructure rate of zero point zero four three four five (0.043435) cents in the dollar on the land value of all rateable land categorised as Business in the former Holroyd City Council be made and levied for the rating year 1 July 2019 and 30 June 2020.

Former Parramatta City Council Rate Path

An ordinary residential rate of zero point one four zero five six (0.140566) cents in the dollar on the land value of all rateable land categorised as Residential in the former Parramatta City Council. The minimum ordinary rate shall be six hundred and ninety dollars and fourteen cents ($690.14) per assessment be made and levied for the rating year 1 July 2019 to 30 June 2020.

An ordinary business amount shall be zero point seven one four one nine (0.710419) cents in the dollar applied to the value of all rateable land categorised as Business General under the former Parramatta City Council. The minimum ordinary rate shall be seven hundred and four dollars and fifty two cents ($704.52) per assessment be made and levied for the rating year 1 July 2019 to 30 June 2020.

An industrial business amount shall be one point two zero three seven one three (1.203713) cents in the dollar applied to the land value of all rateable land categorised as Business ICA under the former Parramatta City Council. The minimum ordinary rate shall be seven hundred and four dollars and fifty two cents ($704.52) per assessment be made and levied for the rating year 1 July 2019 to 30 June 2020.

An Open Space and Acquisition Embellishment special rate amount shall be zero point zero five two four two (0.005242) cents in the dollar applied to the land value on all parcels of rateable land categorised under the former Parramatta City Council. Together with a base rate of $25.32 per assessment be made and levied for the rating year of 1 July 2019 to 30 June 2020.

A Suburban Infrastructure Special rate amount shall be zero point zero seven two three seven (0.007237) cents in the dollar applied to the land value on all parcels of rateable land categorised under the former Parramatta City Council. Together with a base rate of $11.65 per assessment be made and levied for the rating year of 1 July 2019 to 30 June 2020.

2. That the short names of each form of rate and charge pursuant to Section 453 of the Act, shall be as follows:

Ordinary Rates
- Res Ord Rate
- Res Base Amt
- Res Min Rate
- Bus Ord Rate
- Bus Min Rate
- Bus Ind Rate
Special Rates
- O. S. A. & E. Spec Rate
- Suburban Infrastructure Spec Rate

Stormwater Management Service Charges
- Stormwater Management Service Charges for residential and business parcels of land shall be known by the name of Stormwater Management Charge.
- Waste Management Service Charges for residential rateable land shall be known by the name of DWM Charge.

CUMBERLAND COUNCIL PENSIONER REBATE POLICY

Former Auburn Council Rate Path

That pensioner rate rebates continue to apply with eligible pensioners receiving a rebate on their Rates and Domestic Waste Management Charge, to a maximum of $250.00

Former Holroyd Council Rate Path

That pensioner rate rebates continue to apply with eligible pensioners receiving a rebate on their Rates and Domestic Waste Management Charge, to a maximum of $250.00, plus an additional pensioner voluntary rebate of $15.00 per assessment in accordance with former Holroyd City Council's policy.

Former Parramatta City Council Rate Path

That pensioner rate rebates continue to apply with eligible pensioners receiving a rebate on their Rates and Domestic Waste Management Charge, to a maximum of $250.00, plus an additional $100.00 to eligible pensioners in accordance with former Parramatta City Council's policy.

3. That the following Stormwater Management Levy be adopted:

**Former Auburn City Council rate path**

<table>
<thead>
<tr>
<th>Category</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential non-strata</td>
<td>$25 per property</td>
</tr>
<tr>
<td>Residential strata</td>
<td>$12.50 per property</td>
</tr>
</tbody>
</table>

**Business Stormwater**

<table>
<thead>
<tr>
<th>Category</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land areas less than 1,200 sqm</td>
<td>$25 per property</td>
</tr>
<tr>
<td>Land area greater than or equal to 1,200 sqm and less than 5,000 sqm</td>
<td>$100 per property</td>
</tr>
<tr>
<td>Land area greater than or equal to 5,000 sqm and less than 10,000 sqm</td>
<td>$375 per property</td>
</tr>
<tr>
<td>Land area greater than or equal to 10,000 sqm</td>
<td>$725 per property</td>
</tr>
</tbody>
</table>
10,000 sqm

**Business Strata Stormwater**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Per strata business property apportioned equally to each lot within the strata complex with an area less than 1,200 sqm</td>
<td>$25 per property</td>
</tr>
<tr>
<td>Per strata business property apportioned equally to each lot within the strata complex with an area greater than or equal to 1,200 sqm and less than 5,000 sqm</td>
<td>$100 per property</td>
</tr>
<tr>
<td>Per strata business property apportioned equally to each lot within the strata complex with an area greater than or equal to 5,000 sqm and less than 10,000 sqm</td>
<td>$375 per property</td>
</tr>
<tr>
<td>Per strata business property apportioned equally to each lot within the strata complex with an area greater than or equal to 10,000 sqm</td>
<td>$725 per property</td>
</tr>
</tbody>
</table>

**Former Holroyd City Council and Parramatta City Council Rate Path**

<table>
<thead>
<tr>
<th>Category</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>$25 per property</td>
</tr>
<tr>
<td>Residential (Strata lots)</td>
<td>$12.50 per Strata Unit</td>
</tr>
<tr>
<td>Business</td>
<td>$500 per property capped at $12.50 per Strata Unit</td>
</tr>
</tbody>
</table>

4. That Council include in the Draft 2019/2020 Operational Budget the following **Domestic Waste/ Recycling Service Charge for 2019/2020:**

- 240L garbage bin, 240L green waste and 240L recycling bin (single unit dwellings only) Service $626
- 240L garbage waste bin and 240L recycling bin (former Holroyd only) Service $492
- 120L/140L garbage bin, 240L green waste and 240L recycling bin Service $446
- 120L/140L garbage bin, 240L recycling bin (strata properties only) Service $426
- Availability charge Service $150
- Additional 240L recycling bin Service $80
- Additional 240L green waste bin Service $80
Min.556  C06/19-108 Review of Dividing Fences Policy

Resolved (Christou/Sarkis)

That Council:

1. Approve the revised Dividing Fences Hardship Policy being placed on public exhibition for 28 days, inclusive of the amendments as tabled at the Council Meeting.
2. Adopt the Policy post exhibition if no adverse submissions are received.

Min.557  C06/19-109 Parramatta Road Urban Amenity Improvement Program - Land Acquisition for Auburn Park Expansion

Resolved (Christou/Sarkis)

That Council:

1. Endorse the acquisitions of 45, 47, 49 and 55 Karrabah Road, Auburn by compulsory process for the purposes of expanding Auburn Park.
2. Approve and authorise the necessary application to be made to the Minister for Local Government and the Governor.
3. Delegate authority to the General Manager to execute all documents associated with the acquisition of these properties.
4. Give public notice of its intention to classify all seven properties (43, 45, 47, 49, 51, 53 and 55 Karrabah Road, Auburn) as Community Land in accordance with the provisions of section 34 of the Local Government Act 1993 and make the classification if no adverse submissions are received.

Min.558  C06/19-110 Investment Report - May 2019

Resolved (Christou/Sarkis)

That Council receive the May 2019 Investment Report.

Min.559  C06/19-111 Draft Cumberland 2030: Our Local Strategic Planning Statement

Resolved (Christou/Sarkis)

That Council place the Draft Cumberland 2030: Our Local Strategic Planning Statement on public exhibition, with a report to be provided back to Council following the conclusion of the exhibition period.
Min.560 C06/19-113 Road Naming Report - New Public Roads Proposed Within The Neil Street Precinct

Resolved (Christou/Sarkis)
That Council:
1. Adopt the new road names for the Neil Street Precinct, Merrylands.
2. Gazette the new road names of McLeod Road and Dressler Way.

Min.561 C06/19-114 Road Naming Report - New Public Roads Proposed Within the Subdivision Of Lot 12 Dp 1175686, Palmer Street, Guildford West

Resolved (Christou/Sarkis)
That Council:
1. Adopt the new road names for the subdivision of Lot 12 1175686 Palmer Street, Guildford West.
2. Gazette the new road names of Cottage Circuit for New Road 1 and Basin Parkway for New Road 2.

Min.562 C06/19-116 Response to Notice of Motion - (Min. 378 C12/18-254) Progress Park Toilet Block

Resolved (Christou/Sarkis)
That Council receive and note the report.

Min.563 C06/19-117 Resident Request for Hardship Assistance - Dividing Fence Adjoining Council Land

Resolved (Christou/Sarkis)
That Council:
1. Approve financial support to Mr and Mrs Gee in addition to their approved financial hardship application under the Dividing Fences Policy.
2. Contribute a total maximum of 25% of the cost of the new fence erected, reflecting a total additional contribution of $1963.75 to the existing approved hardship application of $1,000.
3. Following public notice, grant the financial assistance request.
Min.564 C06/19-118 Proposed Expansion of TPG Contract - Private Cloud Infrastructure as a service

Resolved (Christou/Sarkis)

That Council:

1. Approve an exemption to calling tenders in accordance with s.55 (3)(i) of the Local Government Act 1993, as a satisfactory result would not be achieved by inviting tenders as the services required are specialised and exclusively provided by Council’s incumbent provider for internet services across all Council’s sites.

2. Approve the expansion of Council’s existing contract with TPG Internet ABN 15 068 383 737 to a total additional value of $1,000,620 ex GST over 5 years; and

3. Delegate authority to the General Manager to execute the contract.

Min.565 C06/19-120 Operational Agreement for the Auburn Ruth Everuss Aquatic Centre

Resolved (Christou/Sarkis)

That Council:

1. Approve an exemption to calling tenders in accordance with s.55 (3)(i) of the Local Government Act 1993, as a satisfactory result would not be achieved by inviting tenders as the number of potential competitive tenderers are limited, due to the short contract term and required transitional management arrangements.

2. Approve the extension of Council’s existing contract with Belgravia Health & Leisure Group (The Trustee for Belgravia Leisure Unit Trust ABN: 18 118 940 063) for 3 years in accordance with Option 1, for the total amount of $976,312.

3. Delegate authority to the General Manager to execute the contract.

Min.566 C06/19-115 Proposed Closure of Benaud Street laneway, Greystanes

Resolved (Sarkis/Garrard)

That Council:

1. Undertake a consultation process with potentially affected residents as detailed within this report, in relation to the proposed closure of the pedestrian laneway at the eastern end of Benaud Street, Greystanes.

2. Report back to Council on the outcome of community consultation, with a recommendation as to whether Council should consider proceeding with the formal notification process under s.38B of the Roads Act 1993.
Councillor Rahme returned to the Meeting at 7:49pm during the consideration of this item.

Councillor Saha left the Meeting at 7:52pm and returned to the Meeting at 7:53pm during the consideration of this item.

Min.567 Closed Session

Resolved (Sarkis/Christou)
At this stage of the meeting being 8:04pm, the Mayor advised that in accordance with Section 10a of the Local Government Act 1993 the meeting would move into Closed Session, with the members of the press and public excluded from the closed session and access to the correspondence and reports relating to the items considered during the course of the closed session being withheld. This action was taken as the items listed were within the following provisions under Section 10a of the Local Government Act:

(2) The matters and information are the following:
(c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.

In accordance with Council’s Code of Meeting Practice, the Mayor Councillor Cummings asked the members of the public gallery if they wish to make representation prior to the meeting entering into closed session.

Min.568 Open Session

Resolved (Sarkis/Saha)
Council returned to Open Session at 8:05pm to resolve the below Confidential Item:
C06/19-119 Response to Notice of Motion - Cumberland Council Administration Building

Min.569 C06/19-119 Response to Notice of Motion - Cumberland Council Administration Building

Resolved (Christou/Attie)
That Council:

1. Note the report of 18 July 2018, noting the existing Council Administration site in Merrylands and the commuter carpark site in Granville as the two potential locations identified for the development of a new Cumberland Council Administration Building.

2. That a workshop be held with Council as soon as practicable to further discuss this matter, with a report to be returned to Council.
Min.570 Leave of Absence – Councillor Sarkis

Note: Councillor Sarkis requested Leave of Absence for the Council Meeting to be held on 3 July 2019.

Resolved (Hamed/Saha)
That Councillor Sarkis be granted Leave of Absence for the Council Meeting to be held on 3 July 2019.

The Mayor, Councillor Cummings closed the meeting at 8:05pm.

Chairperson_________________ General Manager_________________
Item No: C07/19-122

LEGAL REPORT

Responsible Division: General Manager
Officer: General Counsel
File Number: T014916/2018
Community Strategic Plan Goal: Transparent and accountable leadership

SUMMARY

This report provides Council with a summary of legal proceedings in which Council is involved.

RECOMMENDATION

That Council receive this report.

REPORT

This report provides Council with a summary of legal proceedings in which Council is involved.

It does not include the following types of legal proceedings:

1. Proceedings that are managed by Council’s insurers;
2. Local Court Proceedings involving an appeal against a parking fine; and
3. Proceedings for the recovery of debts where those proceedings are being run by Council’s external debt collection agency.

The report is current to 30 June 2019. It does not capture changes that have occurred between that date and the date the report is considered by Council.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.
FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

This is an information report with the Legal Register provided as a confidential attachment.

ATTACHMENTS

1. Legal report (confidential)
Item No: C07/19-123

DRAFT LARGE DISPLAY ADVERTISING POLICY

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: L-02-01/03
Community Strategic Plan Goal: A strong local economy

SUMMARY

The Draft Large Display Advertising Policy has been developed to provide an overarching guideline for Council in defining and establishing any request to install new signs on public-owned land or private-owned land.

This report presents the Policy for Council’s consideration and recommends that it be placed on public exhibition for consultation with the community.

RECOMMENDATION

That Council place the Draft Large Display Advertising Policy on public exhibition for a period of 28 days, with a report to be provided back to Council following the conclusion of the exhibition period.

REPORT

Council does not have an adopted policy in place regarding the use of Large Display Advertising (LDA). The purpose of the Policy is to establish Council’s requirements in addition to the State Environmental Planning Policy No 64 (SEPP 64) and relevant guidelines.

In preparing the Policy, consideration was given to the following issues:

- Signs should only appear on land adjacent to main road transport corridors, city and town centres and any land zoned as commercial or industrial.
- Any funds collected from LDCA will be utilised in providing direct benefits to community/council services.
- The content of the sign and promotion has a positive image of Council, the protection of Council’s reputation and having considered any perceived or real conflicts of interest within the community.
- Any approval of a sign follows a rigorous planning process as outlined in the attached Guidelines to SEPP64.
COMMUNITY ENGAGEMENT

The Draft Large Display Advertising Policy will be placed on public exhibition for a period of 28 days, to enable the community to have an opportunity for input.

POLICY IMPLICATIONS

Council does not have an adopted policy in place that governs commercial advertising and outlines when and where it is appropriate.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

Upon adoption of the Policy, Council will undertake a tender process for at least three identified locations that will generate a permanent source of income. The income generated from signage that is situated on Council’s operational land will be used for the benefit of the community. Councils often own land in locations that are attractive to the advertising market.

CONCLUSION

Council does not have an adopted policy for LDCA. Following the adoption and approval of the Draft Large Display Advertising Policy, Council will undertake a tender process to generate income for the benefit of the community.

ATTACHMENTS

1. Draft Large Display Advertising Policy
2. Guidelines to SEPP 64
3. Model Advertising Device Code NSW
DOCUMENTS ASSOCIATED WITH REPORT C07/19-123

Attachment 1
Draft Large Display Advertising Policy
LARGE DISPLAY COMMERCIAL ADVERTISING

BACKGROUND

Clause 13(3) of State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) obliges arrangements to be entered into for the provision of public benefits in connection with the display of the following types of advertisements:

- Advertisements which are within 250m of a classified road (within the meaning of the Roads Act 1993), any part of which is visible from the classified road and which has a display area greater than 20m², or a height of more than 8m above the ground, or both.
- Advertisements on a bridge.

The Transport Corridor Outdoor Advertising and Signage Guidelines (Guidelines) contemplate arrangements being realised by way of payment of an upfront fee, by payment of an annual fee for the duration of the advertisement and / or by provision of in-kind contributions.

PURPOSE

The purpose of this policy is to set out the basis upon which arrangements for the provision of public benefits to the Council’s satisfaction may be achieved.

SCOPE

The policy applies to all signs to which consideration must be given under clause 13(3) of SEPP 64.

POLICY STATEMENT

For Signs Located on Land that is Neither Owned or Managed by Council

Public benefits shall be realised by one of the three following means:

(i) Payment of an upfront fee at the time of lodging a development application
The fee shall be equivalent to $10,000 multiplied by the number of years for which development consent is sought for the advertisement. A deed shall be entered into for the payment which requires payment notwithstanding any provision the Environmental Planning and Assessment Act 1979 may make with respect to the maximum fees payable for a development application. The deed shall further provide for a full refund of fees by Council if the Council refuses to grant development consent and for a partial refund of fees if the Council grants development consent for a lesser number of years than that sought by the proponent. Where a partial refund is required, the refund shall ensure that the fee retained by Council is equivalent to $10,000 multiplied by the number of years for which development consent is granted for the advertisement.

(ii) Payment of an annual fee for the duration of the advertisement

A condition of development consent may be imposed requiring payment of an annual fee to Council for the duration of the period for which development consent is granted for the advertisement. The fee for the first year shall be $10,000 payable prior to the commencement of use of the sign or release of the Occupation Certificate, whichever occurs first. The fee for each subsequent year shall be paid on the anniversary of the fee for the first year being paid and shall be $10,000 adjusted by the consumer price index relative to the date of payment for the first fee.

(iii) Provision of In-Kind Contributions

In-kind contributions may be offered within a Planning Agreement under s.7.4 of the Environmental Planning and Assessment Act 1979. The Planning Agreement or an offer to enter into a Planning Agreement should be lodged with the development application to enable concurrent giving of public notice and subsequent consideration of public submissions by the Council. In-kind contributions are not limited to the carrying out of physical works. In accordance with s.7.4, contributions under a Planning Agreement can include the dedication of land free of cost and a monetary contribution.

The value of in-kind contributions should equal or exceed one of the following (at the election of the proponent):

- 5% of advertising revenue whereby advertising revenue is taken to mean the number of advertising slots per day multiplied by $150 multiplied by 365 multiplied by the number of years for which development consent is granted for the advertisement;
- 10% of a forecast average annual development profit plus as agreed with Council whereby the average annual development profit is taken to include any rental income paid to the owner of the land.

If agreeing to a forecast average annual development profit, the Council may have regard to factors such as the size of the sign, traffic volumes passing the sign, the terms of any lease with the owner of the land and industry estimates as to realistic profits. Council reserves the right to approach external consultants for guidance on estimating realistic profits.

Council will negotiate the timing for provision of the in-kind contribution as part of the Planning Agreement process but as a guide, expects that:
Council/Operational Policy

(a) any monetary contribution component be apportioned across the number of years for which development consent is granted for the advertisement with the first instalment to be paid prior to the commencement of use of the sign or the release of the Occupation Certificate, whichever occurs first, and subsequent instalments being paid on each anniversary of the first payment; and

(b) any non-monetary contribution should be delivered within a period of no longer than 30% of the time period for which the advertisement is granted development consent.

For Signs Located on Land that is Owned or Managed by Council

Signs that are located on land that is owned or managed by Council require execution of a lease or licence for the duration of the advertisement.

In such cases, when determining the rental or licence fee, Council will include a component equivalent to one of the abovementioned three means for determining the value of the public benefit for signs located on land that is not owned or managed by Council, in addition to any other component that Council considers commercially appropriate.

In light of realising the public benefit contemplated by SEPP 64 through the terms of the lease or licence, Council will be satisfied that arrangements consistent with the Guidelines have been entered into for the purpose of clause 13(3) of SEPP 64.

REQUIREMENTS

In entering into any arrangements or agreement pursuant to this Policy, regard must be had to promoting and maintaining a positive image of Council, protecting Council’s reputation and avoiding to the extent possible any perceived or real conflicts of interest.

Applications not meeting the terms of this policy but which may warrant consideration for commercial or other reasons may be reported to the Council for consideration.

RELATED LEGISLATION

Related legislation includes:

- Local Government Act 1993
- State Environmental Planning Policy No 64 - Advertising and Signage
- Auburn Local Environmental Plan 2010
- Holroyd Local Environmental Plan 2013
- Parramatta Local Environmental Plan 2011
- Auburn Development Control Plan 2010
- Holroyd Development Control Plan 2013
- Parramatta Development Control Plan 2011

RELATED DOCUMENTS AND COUNCIL POLICY

Related documents and policies include:
Council/Operational Policy

- Outdoor Media Association Guidelines and Policies
- Transport Corridor Outdoor Advertising and Signage Guidelines

**AUTHORISATION & VERSION CONTROL**

<table>
<thead>
<tr>
<th>Policy Number</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Owner</td>
<td></td>
</tr>
<tr>
<td>Date Adopted</td>
<td></td>
</tr>
<tr>
<td>Version No</td>
<td></td>
</tr>
<tr>
<td>Review Date</td>
<td></td>
</tr>
</tbody>
</table>
DOCUMENTS
ASSOCIATED WITH
REPORT C07/19-123

Attachment 2
Guidelines to SEPP 64
Transport Corridor Outdoor Advertising and Signage Guidelines

Assessing development applications under SEPP 64

Department of Planning and Environment

November 2017
# Contents

1. **Introduction**  
   1.1 Outdoor advertising and signage  
   1.2 Common types of outdoor advertising  
   1.3 Provisions of SEPP 64  
   1.4 Matters for consideration in determining a SEPP 64 Development Application  
   1.5 Permissible development in transport corridors  
   1.6 Development applications in transport corridors  

2. **Design issues**  
   2.1 General assessment criteria under SEPP 64  
   2.2 Specific design criteria for transport corridors  
   2.3 Macro-scale planning principles  
   2.4 Sign clutter controls  
   2.5 Site-specific and structural criteria  

3. **Advertisements and road safety**  
   3.1 Road safety objectives  
   3.2 Sign location criteria  
   3.3 Sign design and operation criteria  
   3.4 Road safety review of new or modified signs  
   3.5 Road safety review of digital signs  
   3.6 Road safety guidelines for sign content  

4. **Public benefit test for advertisement proposals**  
   4.1 What is the public benefit test?  
   4.2 What is an appropriate public benefit?  

5. **RMS assessment of advertisement proposals**  
   5.1 Role of RMS under the Roads Act 1993  
   5.2 RMS concurrence  
   5.3 RMS Consultation for LEPs and DCPs  

6. **Terms and acronyms**
1. Introduction
The Transport Corridor Outdoor Advertising and Signage Guidelines (Guidelines) outline best practice for the planning and design of outdoor advertisements in transport corridors, such as along or adjacent to classified roads, freeways, tollways, transitways and railway corridors, or on bridges or road and rail overpasses.

The Guidelines complement the provisions of State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) under the Environmental Planning and Assessment Act 1979 (the EP&A Act).

SEPP 64 sets out certain rules in relation to outdoor advertising and signage including:

a. advertising which is prohibited in certain locations

b. advertising which requires consent under Part 4 of the Act and lodgement of a Development Application (DA)

c. advertising which is exempt development.

**Summary of information in the Guidelines**

Section 1 outlines the main provisions of SEPP 64 and how they relate to these Guidelines.

Section 2 outlines:

a. general assessment criteria for all advertisement proposals under SEPP 64

b. specific design criteria for advertising structures within transport corridors.

Section 3 outlines Roads and Maritime Services’ (RMS) road safety guidelines in relation to all signage within road corridors.

Section 4 outlines public benefit test requirements for advertisements within transport corridors.

Section 5 outlines the various roles of RMS in approving or giving concurrence to certain types of advertising structures.

**Note:** There are also additional types of advertising that are exempt development in other environmental planning instruments (EPIs) (e.g. real estate signs).

This document outlines detailed information in relation to SEPP 64 advertising within transport corridors, including design criteria and road safety considerations.

In the event of any inconsistency between SEPP 64 and this document, SEPP 64 prevails to the extent of the inconsistency.
1.1 Outdoor advertising and signage

Outdoor advertising and signage covered by these Guidelines relates to the promotion of a product, service, event or any other activity for a charity or business that would derive a benefit from the display of the advertising. It may be composed of various forms which includes the following characteristics.

Format:

a. printed signs – advertising signs with messages that incorporate words, symbols or pictorial displays that are printed on paper or alternative materials such as computer-generated woven polyester panels or ‘skins’. The messages may be illuminated through external power sources.

b. moving signs – these allow the presentation of two or more static messages that are rotated mechanically (i.e. by a motor) through a predetermined sequence at regular intervals, while the supporting structure remains stationary. There are motionless periods in between the presentation of different messages and the number of messages that can be displayed is restricted. This type of advertising format includes:

• trivision – messages are printed onto a series of adjacent vertical prisms (usually three-sided) which when aligned display a single advertising image. The prisms are rotated in unison, typically every 4 to 10 seconds to show one of three messages.

• multi-advertising scrolling – these devices have multiple advertisements printed onto a looped canvas or connected to form a single scroll. These are often smaller signs installed at street level or incorporated into public transport infrastructure such as bus stops. They are also often illuminated or backlit.

c. digital signs – these devices use digital technology to display bright, high quality electronic images. A central feature of these devices is the use of Light Emitting Diode (LED) technology allowing luminance to be controlled and adjusted automatically. They can utilise:

• static electronic displays – these display static images only, which are presented successively at set intervals. They do not contain or imply motion such as vertical or horizontal scrolling, fade, dissolve or animation within the message itself and do not have any movement of any part of the advertising structure or surrounds. These signs are also known as Electronic Static Displays (ESDs).

Display dwell times, transition times and luminance can all be controlled and changed electronically. Digital signs can be installed on a range of permanent and portable structures similar to those for printed formats.

Variable message signs (VMS) that are used for advertising purposes and which display static text messages or static graphics are included in this definition. VMS can be used in permanent or portable structures. VMS that are erected by RMS or a local council for road safety or traffic management purposes are excluded.
VMS are increasingly being utilised for advertising purposes in a broader range of environments including commercial, community and schools. Reference to digital signs in the remainder of the Guidelines includes ESDs, VMSs or both, as the context permits or requires.

- **non-static (dynamic) electronic displays** – these display animations, videos, flashing, and have active display changes. These signs can be either permanent or portable, including any signs which contain any portion of video and/or animated content. Those that face the road reserve and are visible to road users are prohibited.

**Size**

While there are accepted industry standards for common forms of advertising formats the following size parameters reflect the principal consent and regulatory responsibilities for advertising that are within 250m of, and visible from, a classified road. The relevant local council is the consent authority except for cases outlined in Section 1.3.3:

a. **signs less than 20sq metres** – local councils assess and regulate these DAs using Development Control Plans (DCPs), and the provisions in these Guidelines.

b. **signs greater than or equal to 20sq metres; or higher than 8 metres above the ground** – consent authorities must obtain concurrence from RMS prior to issuing consent. The referral process for DAs requiring concurrence is outlined in Section 5 of these Guidelines.

Following receipt of the application, RMS will grant or decline its concurrence within 21 days. If RMS has not informed the consent authority within 21 days, concurrence is assumed.

**Mode**

Mode is defined as:

a. **fixed displays** – including structures mounted on the ground or affixed to buildings, bridge, street furniture and bus shelters, as well as displays mounted on any registered vehicle that is parked e.g. a trailer

b. **mobile displays** – any advertisements that are displayed on moving vehicles, including a vehicle that is stationary but not parked.

### 1.2 Common types of outdoor advertising

a. **Freestanding and wall advertisements**

Freestanding advertisements are mainly displayed on structures mounted on the ground by supports (e.g. pole, gantry, frame) while wall advertisements are generally fixed to a wall by a frame structure. Billboards and posters are the most commonly used format and includes a range of sizes:

- spectacular (18.99m x 4.5m) – frame, gantry or pole mounted
- supersite (12.33m x 3.35m) – most common large format sign and often sold in ‘packs’
- super6 (6m x 3m) – commonly known as poster sites and seen in local areas attached to buildings, pole or frame mounted.
• superB (8.3m x 2.2m) – same proportion as supersites to enable consistency of content for advertisers

• billboard – 24 sheet poster (6m x 3m) – tend to be located mainly on building walls in commercial and industrial areas, along roads and in railway corridors

• small format – 6 sheet poster (3m x 1.5m) – mounted mainly on walls and often located in suburban areas

• landmark – dimensions are unique to each site and are not a specific size

• portrait – large format signs are not specific in size – large format portrait signs are often attached to the side of multi-storey buildings

• portrait 5Os (3m x 4.5m) – have a magazine cover look.

b. Roof or sky advertisements

Roof or sky advertisements are advertisements that are displayed on, or erected on or above the parapet or eaves of a building. They may be freestanding structures or wall advertisements, and range from billboard size up to spectacular size (over 50 square metres). In addition to the requirements for freestanding and wall advertisements, special rules under SEPP 64 apply if the advertisements are considered to be roof or sky advertisements.

c. Building wrap and hoarding advertisements

Building wraps are materials such as vinyl mesh used to cover or wrap buildings or land that may be under construction, renovation or demolition. Hoardings are a type of building wrap generally made of wood that are often placed as temporary walls around construction sites. Building wrap advertisements use the wrap material (e.g., mesh or wood) as the mounting surface for the advertisements. Under SEPP 64, these types of advertisements are not considered to be wall advertisements and special rules apply to their use.

d. Special promotional advertisements

A special promotional advertisement is an advertisement for an activity or event of a civic or community nature (e.g., public exhibitions and festivals, sports or charity events etc). Events may be advertised on different media including walls, building wraps or bridges, and may vary in size from small posters to spectacular size.

As with building wraps, special rules apply to special promotional advertisements, including limits on how long the advertisements can be displayed for as well as controls on advertising signage content.

e. Advertisements on bridges

Advertising structures may be permitted on railway, road and pedestrian bridges or overpass structures where they meet the criteria outlined in these Guidelines. Special rules apply to the type of advertisements allowed on bridges and overpasses to ensure that the architectural qualities of the bridge and safety along the transport corridor are not compromised. RMS requires that signs developed above roads, or upgraded since 2011, include a ‘fall arrest’ system from the sign to the bridge/overpass, to prevent the sign structure falling on traffic should it be impacted by high vehicles.
f. Advertisements on bus shelters or street furniture
Bus shelter poster displays are often positioned as an integral part of a freestanding covered structure at a bus stop. Often the poster displays are internally illuminated.

Street furniture displays commonly are 1.8m x 1.2m, or 1.5m x 1m in size and are often backlit.
They are generally located within urban centres, entertainment areas and railway platforms.

g. Advertisements within navigable waters
Under SEPP 64, advertising is prohibited within navigable waters (waters capable of navigation and open to, or used by the public, for navigation) unless it is ancillary to the dominant purpose of the vessel.

h. Projection on to buildings
This involves the projection of both still and video images directly onto buildings. It is usually used for special events such as the Vivid Festival and New Years Eve celebrations. However, there is increasing interest in using this technique more broadly in advertising because of the reduced infrastructure and installation costs.

Projections must comply with the relevant digital sign criteria.

1.3 Provisions of SEPP 64

The aims of SEPP 64 are to:

a. ensure that signage (including advertising):
   i. is compatible with the desired amenity and visual character of an area
   ii. provides effective communication in suitable locations
   iii. is of high quality design and finish

b. regulate signage (but not content) under Part 4 of the Act
c. provide time-limited consents for the display of certain advertisements
d. regulate the display of advertisements in transport corridors
e. ensure that public benefits may be derived from advertising in and adjacent to transport corridors.

SEPP 64 applies to all advertising signage that can be seen from a public place or public reserve except signage that is exempt development. As a general rule, the consent authority must not grant development consent for an advertising structure that the authority does not consider is compatible with the desired amenity and visual character of the area, addresses public safety considerations, provides acceptable communication in suitable locations and is of a high quality design and finish. The consent authority also must be satisfied that all the relevant requirements of SEPP 64 are met.

1.3.1 Prohibited development

The display of advertisements other than business or building identification signs is prohibited under SEPP 64 in the following land use zones or descriptions (with the exception of the Mount Panorama Precinct):

- environmental zones E1 – E4
- environmentally sensitive areas
- heritage items (except railway stations)
- heritage conservation areas
• recreation zones – RE1 and RE2 (except sponsorship advertising at sporting facilities)
• residential (but not a mixed residential and business zone, or similar zones)
• Scenic protection areas
• waterways W1 – W3.

Advertisements on parked trailers can be issued with a fine

Clause 27A of SEPP 64 prohibits any advertisement on trailers parked on a road, or road-related area (as defined in in the Road Transport Act 2019) and requires development consent for the display of signage on a trailer where displayed on private land that is visible from a road or road-related area.

The penalty does not apply to parked trailers if:
• the advertisement is ancillary to the dominant purpose of the trailer, for example, a trailer used for a gardening or delivery service
• the trailer is erected by RMS for road safety or traffic management purposes.

1.3.2 Sponsorship advertising in open space zones

Under SEPP 64, the display of an advertisement is prohibited on land zoned ‘open space’ unless the signage is exempt development, a business identification sign, a building identification sign or signage on a vehicle. This prohibition does not apply, however, to sponsorship advertising at public sporting facilities in public recreation zones.

Sponsorship advertising is an advertisement that provides information about the sponsors of the teams or organisations using the public sporting facility or about the products of those sponsors.

The permissibility and development controls for such sponsorship advertising are generally outlined under the relevant EPI (LEP or DCP). The council may decide whether or not such advertising is prohibited or permissible and whether or not consent is required for the signage. If consent is required, a DA must be submitted to the council for the signage.

For Local Government Areas (LGAs) where there are no development controls in place (e.g. in an LEP or DCP) for sponsorship advertising, the following interim guidelines are provided to regulate sponsorship advertising in public recreation zones:
• Advertisements must be consistent with all relevant provisions of SEPP 64 including those relating to roof, wall and free-standing advertisements.
• Sponsorship advertising requires consent, unless it is identified as exempt development under a relevant EPI.
• Third party advertising (other than the sponsor’s advertisement) is not permitted on a sponsorship advertising structure. Signage content is restricted to information about the sponsors of the teams or organisations using the sporting facility or about the products of those sponsors.
• Signage must be viewed primarily from the sporting facility and should not face outwards from the facility.
FIGURE 1: OUTDOOR ADVERTISING AND SIGNAGE APPLICATIONS UNDER SEPP 64

**LOCATION OF SIGNAGE**

- Advertising by or on behalf of RMS on tollways, freeways, bridges or RMS-owned, occupied or managed land
- Advertising by, or on behalf of TNSW, Sydney Trains and NSW Trains in rail corridors

  - Exempt development
  - Complying development
  - Development requiring consent

**CONSENT AUTHORITY AND CONSULTATION**

**Minister for Planning**
- Review by Design Panel if required
- Consultation with council
- Consultation with relevant transport agencies

**Local council**
- Signs that do not require RMS concurrence
- Signs that require RMS concurrence
  - Signs on bridges
  - Other signs

**DEVELOPMENT CONTROL AND GUIDELINES**

- SEPP 64 assessment criteria (Section 2)
- Design criteria for transport corridors (Section 2)
- Road safety (Section 3)
- Public benefit test (Section 4)

- Council DCP and SEPP 64

- Council DCP and SEPP 64 and RMS requirements
  - RMS assessment process (Section 5)
  - Road safety (Section 3)
  - Public benefit test (Section 4)
1.3.3 Part 4 Development Applications: Consent required

Consent is required to display advertising signage unless the signage is exempt development under an EPI such as a relevant LEP or SEPP.

The relevant local council is the consent authority except in the following cases:

a. RMS in the case of an advertisement displayed on a vessel

b. the Minister for Planning in the case of an application to display an advertisement on railway corridor land made by or on behalf of TNSW, Sydney Trains and NSW Trains

c. the Minister for Planning in the case of an application to display an advertisement made by, or on behalf of, RMS:
   • on a freeway or tollway, or associated road use land adjacent to such a road
   • on bridges constructed by, or on behalf of, RMS in any road corridor
   • on RMS owned, occupied or managed land

d. the Minister for Planning in the case of an application to display an advertisement on transport corridor land comprising a road known as the Sydney Harbour Tunnel, the Eastern Distributor, the M2 Motorway, the M5 Motorway, the M7 Motorway, the Cross City Tunnel or the Lane Cove Tunnel or associated road use land adjacent to the road.

Figure 1 illustrates the relationship between the location of advertising signage, the consent authority and the process for assessing SEPP 64 DAs. As shown in the diagram, most proposed advertisements in transport corridors are assessed in accordance with these Guidelines. In particular, advertisements on bridges and tollways, as well as advertisements by TNSW, Sydney Trains and NSW Trains and RMS in railway corridors and along freeways must be consistent with the design, road safety and public benefit requirements of the Guidelines.

1.4 Matters for consideration in determining a SEPP 64 Development Application

In deciding whether to grant consent to a DA under SEPP 64 the consent authority must address:

- the aims and objectives of SEPP 64 listed above in Section 1.3
- the general assessment criteria of Schedule 1 of SEPP 64 contained in Section 2
- the specific design criteria set out in Section 2
- the road safety assessment criteria set out in Section 3
- the public benefit test requirements for certain proposals set out in Section 4
- any RMS assessment or concurrence provisions set out in Section 5
- all other relevant requirements of SEPP 64 and these Guidelines.

If the Minister for Planning is the consent authority, all relevant design and road safety matters in these Guidelines must be addressed. In addition to public benefit testing, objectives and requirements of SEPP 64.
1.4.1 Duration of consents

Consent for a SEPP 64 advertisement is limited to a maximum of 15 years. This is to be specified in the conditions of consent. The consent authority may specify a lesser period if:

a. before the commencement of SEPP 64, the consent authority had adopted a policy of granting consents in relation to DAs to display advertisements for a lesser period and the duration of the consent specified by the consent authority is consistent with that policy;

b. the area in which the advertisement is to be displayed is undergoing change in accordance with an EPI that aims to change the nature and character of development and, in the opinion of the consent authority, the proposed advertisement would be inconsistent with that change;

c. the specification of a lesser period is required by another provision of SEPP 64.

a. display of an advertisement in an underground railway station or railway tunnel;

b. display of an advertisement at a railway station or bus station if the advertisement is visible primarily from within the railway corridor or bus station;

c. removal of existing signage;

d. modifications to existing signage to meet occupational health and safety requirements and that do not increase the advertising display area of the signage.

Note: Modifications for OH&S compliance may include removal and replacement of signs in the same format, as well as minor modification to existing signs. In both cases, the surface area of the advertising display area must not be increased.

Under SEPP 64, the display of a poster depicting electoral matter is also exempt development, if such a poster is:

a. no larger than 8,000 square centimetres;

b. displayed by, or on behalf of, a candidate at the election or the party (if any) of any such candidate;

c. displayed in accordance with any requirements of the Act under which the election is held;

d. displayed only during the period from five weeks immediately preceding the day on which the election is held, up to the election day and then up to one week immediately following the election day.

1.4.2 Exempt development

Under SEPP 64 the following developments on transport corridor land is exempt development when carried out by, or on behalf of, RMS or TNSW, Sydney Trains and NSW Trains:

Note: For roof or sky advertisements the duration of consent is a maximum of 10 years. For building wrap advertisements, the period of display is limited to a maximum of 12 months. For special promotional advertisements, the period of display is limited to a maximum of 3 months in any 12 month period.
1.5 Permissible development in transport corridors

Under Clause 16 of SEPP 64, the display of an advertisement on transport corridor land is permissible with development consent in the following cases:

a. the display of an advertisement by, or on behalf of, TNSW, Sydney Trains and NSW Trains on a railway corridor

b. the display of an advertisement by, or on behalf of, RMS on:
   i. a road that is a transitway, freeway or tollway (under the Roads Act 1993) or associated road use land that is adjacent to such a road
   ii. a bridge constructed by, or on behalf of, RMS on any road corridor
   iii. land that is owned, occupied or managed by RMS

c. the display of an advertisement on transport corridor land comprising a road known as the Sydney Harbour Tunnel, the Eastern Distributor, the M2 Motorway, the M4 Motorway, the M5 Motorway, the M7 Motorway, the Cross City Tunnel or the Lane Cove Tunnel, or associated road use land that is adjacent to such a road.

The Minister may not accept a DA if the Minister determines that the display of the advertisement is not compatible with surrounding land use, taking into consideration the relevant provisions of these Guidelines (Table 1, pg. 14).

The land use compatibility criteria in Table 1 will assist in determining whether proposed advertisements are incompatible with surrounding land use.

1.6 Development applications in transport corridors

1.6.1 RMS, TNSW, Sydney Trains and NSW
Trains and Tollway proposals

SEPP 64 DAs for the following advertising proposals are to be lodged with the Department of Planning and Environment to be determined by the Minister for Planning:

a. advertisements by, or on behalf of, TNSW, Sydney Trains and NSW Trains in railway corridors.

b. advertisements by, or on behalf of, RMS on:
   • transitways, freeways or tollways (or associated road use land adjacent to such a road)
   • bridges constructed by, or on behalf of, RMS on any road corridor
   • land that is owned, occupied or managed by RMS

c. advertisements displayed along tollways including the Sydney Harbour Tunnel, the Eastern Distributor, M2 Motorway, M5 Motorway, M7 Motorway, Cross City Tunnel or the Lane Cove Tunnel.
1.6.3 Modification applications

Under the EP&A Act, it may be possible to modify an existing consent in certain circumstances, depending on the nature of the proposal.

Generally speaking, modifications are appropriate when the modifications proposed result in development that is substantially the same as development approved under the original consent.

In instances where it is proposed to convert an existing static sign to a digital sign, applicants should discuss their particular proposal with the relevant consent authority to investigate the appropriate assessment pathway. The consent authority will be responsible for assessing the application, including whether it is appropriate to modify the existing consent, or deciding if a new DA is required.

The consent authority’s consideration will include matters such as whether the new digital sign presents different physical, safety or aesthetic features when compared to the static sign.

Applications to modify existing consents will need to address the digital signage criteria in Section 2.5.8 and Section 3 of the Guidelines.

1.6.2 Other SEPP 64 DAs

For other advertising proposals, consent is required from local councils. Please contact the relevant local council to find out how to lodge a DA.

Public benefits may need to be provided in connection with some DAs (see Section 4 for details).

Where an advertising structure is within 250 m of, and visible from, a classified road and is greater than 20 square metres or higher than 8 m above the ground, the local council must obtain concurrence from RMS prior to issuing consent. The referral process for DAs requiring concurrence is outlined in Section 5.
TABLE 1: LAND USE COMPATIBILITY CRITERIA – TRANSPORT CORRIDOR ADVERTISING

i. The use of outdoor advertising in a given locality should not be inconsistent with the land use objectives for the area outlined in the relevant LEP.

ii. Advertisements must not be placed on land where the signage is visible from the following areas, if it is likely to significantly impact on the amenity of those areas:
   - environmentally sensitive area
   - heritage area (excluding railway stations)
   - natural or other conservation area
   - open space (excluding sponsorship advertising at sporting facilities in public recreation zones)
   - waterway
   - residential area (but not including a mixed residential and business zone, or similar zones)
   - scenic protection area
   - national park or nature reserve.

iii. Advertising structures should not be located so as to dominate or protrude significantly above the skyline or to obscure or compromise significant scenic views or views that add to the character of the area.

iv. Advertising structures should not be located so as to diminish the heritage values of items or areas of local, regional or state heritage significance.

v. Where possible, advertising structures should be placed within the context of other built structures in preference to non-built areas. Where possible, signage should be used to enhance the visual landscape. For example, signs may be positioned adjacent to, or screening, unsightly aspects of a landscape, industrial sites or infrastructure such as railway lines or power lines.

1.6.4 Information to include with SEPP 64 DAs

When submitting a SEPP 64 DA, the following information and requirements must be provided:

- completed DA Form from council or Department of Planning and Environment
- Statement of Environmental Effects (SEE) detailing the proposal and its impacts
- DA fee and, if applicable, concurrence fee
- Land owner's consent.

The SEE should provide the consent authority with adequate detailed information to assess the DA, including:

Summary statement – An overview of the outdoor advertising proposal.

Details of proposed sign location – LGA; zone in the relevant LEP; permissibility and planning controls related to the specific site; location of existing buildings, structures and vegetation in proximity to the sign; surrounding land use including any trends in changing land uses.
Description of the proposed sign – Information on the size of the sign, whether it is static, illuminated or non-illuminated, a variable message sign, contains moving parts or other details including:

- **site details** – Plans showing: site location, setbacks from affected boundaries, proximity to easements, powerlines or mains; proposed modifications to existing structures, buildings or vegetation. (Detailed drawings and surveys, with elevations showing height above ground level, will be required before obtaining a construction certificate).

- **colour photographs and photo-montages** – Panoramic photographs of the proposed site are required, including when viewed from ground level within a visual catchment of 1km of the site and all critical viewpoints. Photographs should show any traffic control devices located within 100m of approaches to the proposed site, and any traffic control devices that would be visible **beyond** the proposed site. Accurate perspective photo-montages of the proposed sign, at human eye level from the driver’s perspective, taken from critical viewing points in advance of the sign in each approach direction are required. Where view corridors or vistas are impacted by the proposed sign a photo-montage should be included clearly demonstrating the sign’s impact.

- **Proposed management and maintenance regime** – Including regime for ongoing access to the sign to change the display, graffiti management and landscape management. Where landscaping is proposed, a landscape management plan should include plant species selection including finished height relative to the sign; any proposed lopping or removal of existing trees; ongoing vegetation maintenance and any other landscaping components.

Assessment of the advertising proposal in or adjacent to a transport corridor – When the Minister for Planning is the consent authority.

The SEE must outline how the proposal meets the following:

- any relevant provisions in SEPP 64
- general land-use compatibility (Section 1.5)
- design criteria for transport corridors including an assessment of the context of advertising within the site identifying the character, quality and features of an area (Section 2)
- road safety considerations (Section 3)
- the public benefit test for advertising in (Section 4).

Assessment of other advertising proposals in or adjacent to a transport corridor – When the local council is the consent authority.

The SEE must outline how the proposal meets the following:

- any relevant provisions in SEPP 64
- any relevant DCP that has been prepared in accordance with SEPP 64
- road safety considerations in (Section 3)
- a public benefit test, if it is a proposal for an advertisement on a bridge or along a tollway.

Where an advertising structure is within 250m of, and visible from, a classified road, and is greater than 20ascm, or higher than 6m above the ground, the local council must obtain concurrence from RMS prior to issuing consent. The referral process for DAs requiring concurrence is outlined in Section 5.
Justification of the proposal – The SEE must provide a justification for the advertisement in the proposed location, taking into account the assessment criteria in Schedule 1 of the SEPP and any mitigation or management measures to minimise potential impacts of the proposed advertisement. When the Minister for Planning is the consent authority or for signs on bridges, the justification of the proposal should also consider public benefits.
2. Design issues
This section of the Guidelines provides information in relation to design and assessment criteria for DAAs for outdoor advertising in transport corridors.

2.1 General assessment criteria under SEPP 64

SEPP 64 sets out matters for consideration that must be addressed before a consent authority can approve any DA under SEPP 64. These matters include criteria in Schedule 1 of SEPP 64, and listed in Table 2 of these Guidelines.

2.2 Specific design criteria for transport corridors

The design of a sign and where it is placed affects the character of the environment. Advertising that is well designed, appropriate in scale and suitably located can add interest, character and vitality to the built environment. Poorly designed or placed advertisements, or too many signs in one location, can degrade streetscapes and rural environments, and detract from heritage buildings. The desired character of an area is a key criterion for the assessment of the appropriateness of an advertising sign.

This section of the Guidelines expands on the design criteria in Schedule 1 of SEPP 64 (Table 2) as they relate to advertising in transport corridors. Section 3 expands upon assessment criteria related to road safety issues while Section 4 expands on the public benefit test criteria.

There are three levels of design assessment criteria for advertising in transport corridors:
- macro-scale planning principles
- sign clutter controls
- site-specific and structural criteria.

Who should apply these design criteria?

These Guidelines apply to all outdoor advertising and signage in transport corridors, except signage that is exempt development.

Under SEPP 64, any DA to be approved by the Minister for Planning, or any proposal to display an advertisement on a bridge, must be consistent with the relevant design criteria in this section of the Guidelines, as well as the road safety criteria (Section 3) and public benefit test criteria (Section 4).

Where an advertising structure is within 250m of, and visible from, a classified road and is greater than 20m or higher than 8m above the ground, the local council must obtain concurrence from RMS prior to issuing consent. The referral process for DAAs requiring concurrence is outlined in Section 5.

All other advertisements requiring consent from councils must still demonstrate consistency with the design requirements of the Guidelines and the relevant DCP for the local area.
2.3 Macro-scale planning principles

Macro-scale planning principles take into consideration the regional or district context. Transport corridors by their very nature have a clearly defined regional purpose. However, they may traverse all types of land uses zones with varying planning objectives and distinct local and scenic qualities. The installation of advertisements within these corridors must be strategically planned so that their placement is not unsympathetic to the character and land uses of the area.

Consideration must be given to the nature and quality of the landscape, streetscape or corridor including immediate views, vistas, adjacent infrastructure and buildings as well as whether surrounding land use is compatible with the type (e.g. its form, scale etc.) of advertising being proposed.

<table>
<thead>
<tr>
<th>TABLE 2: DESIGN ASSESSMENT CRITERIA – SCHEDULE 1 SEPP 64</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Character of the area</td>
</tr>
<tr>
<td>- Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</td>
</tr>
<tr>
<td>- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</td>
</tr>
<tr>
<td>(2) Special areas</td>
</tr>
<tr>
<td>- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</td>
</tr>
<tr>
<td>(3) Views and vistas</td>
</tr>
<tr>
<td>- Does the proposal obscure or compromise important views?</td>
</tr>
<tr>
<td>- Does the proposal dominate the skyline and reduce the quality of vistas?</td>
</tr>
<tr>
<td>- Does the proposal respect the viewing rights of other advertisers?</td>
</tr>
<tr>
<td>(4) Streetscape, setting or landscape</td>
</tr>
<tr>
<td>- Is the scale, proportion and form appropriate for the streetscape, setting or landscape?</td>
</tr>
<tr>
<td>- Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</td>
</tr>
<tr>
<td>- Does the proposal reduce clutter by rationalising and simplifying existing advertising?</td>
</tr>
<tr>
<td>- Does the proposal screen unsightliness?</td>
</tr>
<tr>
<td>- Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</td>
</tr>
<tr>
<td>- Does the proposal require ongoing vegetation management?</td>
</tr>
</tbody>
</table>
TABLE 2: DESIGN ASSESSMENT CRITERIA – SCHEDULE 1 SEPP 64

(5) Site and building
- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?
- Does the proposal respect important features of the site or building, or both?
- Does the proposal show innovation and imagination in its relationship to the site or building?

(6) Associated devices and logos with advertisements and advertising structures
- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?

(7) Illumination
- Would illumination result in unacceptable glare?
- Would illumination affect safety for pedestrians, vehicles or aircraft?
- Would illumination detract from the amenity of any residence or other form of accommodation?
- Can the intensity of the illumination be adjusted, if necessary?
- Is the illumination subject to a curfew?

(8) Road safety
- Does the proposal meet criteria relating to road safety under Sections 2 and 3?

Notes: Safety criteria under Schedule 1 to SEPP 64 are listed in Table 3.

2.3.1 Sign placement in non-urban areas
Proposals to display advertisements within a rural or non-urban zone must be consistent with the general assessment criteria in Table 2 as well as any relevant requirements of SEPP 64, including Clause 15.

Where council is the consent authority, any proposed sign in a non-urban area must:
a. be consistent with a DCP (prepared by the council following an advertising design analysis for the relevant area or precinct in consultation with representatives of local businesses and the advertising industry, and in consultation with RMS if within 250m of a classified road)
b. if no such DCP is in place, relate to the land on which the advertisement is to be displayed, or to premises situated on that land or adjacent land, and specify one or more of the following particulars:

- the purpose for which the land or premises is or are used
- the identification of a person residing or carrying on an occupation or business on the land or premises
- a description of an occupation or business referred to above
- particulars of the goods or services dealt with, or provided on, the land or premises
- a notice directing the travelling public to tourist facilities or activities or to places of scientific, historical or scenic interest.

Where the Minister is the consent authority, any proposed sign in a non-urban area must:

a. not be inconsistent with local planning objectives

b. only be considered in the following locations:

- within 5km of a freeway exit
- within 5km of a town or urban centre or within a greater distance (from a town) if nominated in the council’s LEP, DCP or a relevant council policy or strategy
- along enterprise corridors or within or adjacent to an industrial zone leading into a town or regional centre.
2.3.2 Sign placement in transport corridors in urban areas

Advertising structures within urban areas must be consistent with the general assessment criteria in Table 2 as well as any relevant requirements of SEPP 64. In particular, consideration must be given to the compatibility of the advertising proposal with the character of the urban area. As a guideline, advertising in urban areas should be restricted to rail corridors, freeways, tollways or classified roads:

a. within or adjacent to strategic transport corridors passing through enterprise zones, business development zones, commercial core zones, mixed use zones or industrial zones

b. within or adjacent to strategic transport corridors passing through entertainment districts or other urban locations identified by the local council in a relevant strategy as being appropriate for such advertising.

Consideration must be given to the compatibility of advertising development with surrounding land uses and whether such advertising will impact on sensitive locations. For instance, placement of advertising along transport corridors should not result in increased visibility of signage in adjacent or surrounding residential areas.
2.4 Sign clutter controls

Advertising structures should not be placed in a location that will result in visual clutter. Clutter can be a distraction to drivers, particularly where other signage such as directional or road safety signs are located. Clutter can make a streetscape or landscape visually unattractive. The viewing rights of adjacent advertisers must also be considered when placing advertisements near existing signage.

What constitute, ‘clutter’, will differ depending on the location. For instance, in urban enterprise corridors and within entertainment districts, it is not uncommon to have multiple signs visible along a given sightline. When strategically placed, these signs can contribute to the urban fabric and promote city life in key areas. Clutter in this context may result however if there are too many signs or multiple messages placed on a single advertising site or location.

Multiple advertisement signs in rural or natural areas or along freeways or tollways adversely impacts on visual amenity and road safety. The overall number of signs placed along a transport corridor should be minimised preferably with only one advertising sign visible in a given view.

In assessing advertising proposals, the consent authority is to have regard to clutter:

a. Multiple advertisements on a single block of land, structure or building should be discouraged as they contribute to visual clutter.

b. Where there is advertising clutter, consideration should be given to reducing the overall number of individual advertisements on a site. Replacement of many small signs with a larger single sign is encouraged if the overall advertising display area is not increased.

c. In rural areas, and along freeways and tollways, no more than one advertising structure should be visible along a given sightline.
- Too many billboards on a single site. Option to consolidate signs into single supersite.
- In rural areas no more than one advertising structure should be visible.
- Clutter - too many signs in a visible sequence along a road.
- Example of advertising clutter seen overseas.
### 2.5 Site-specific and structural criteria

The broad macro-scale criteria and clutter controls outlined in Sections 2.3 and 2.4 dictate where advertising may or may not be appropriate at the local and regional scale. The site-specific and structural criteria below guide the design and location of advertisement on specific sites in order to reduce unintended impacts from the signboard.

In all circumstances, design innovation and excellence is to be encouraged. Advertising structures, as well as their placement within the landscape context, can contribute positively or adversely to the visual amenity of the area.

The general criteria, as well as site-specific criteria related to the particular type of site, should be considered so that the sign will positively contribute to the qualities of associated buildings, bridges and other structures. Factors to consider include form (shape and size) of signs, lighting, as well as structural and placement considerations.

#### 2.5.1 General criteria

Advertising structures should meet the following site-specific criteria:

a. The advertising structure should demonstrate design excellence and show innovation in its relationship to the site, building or bridge structure.

b. The advertising structure should be compatible with the scale, proportion and other characteristics of the site, building or structure on which the proposed signage is to be located.

c. The advertising structure should be in keeping with important features of the site, building or bridge structure.

d. The placement of the advertising structure should not require the removal of significant trees or other native vegetation.

e. The advertisement proposal should incorporate landscaping that complements the advertising structure and is in keeping with the landscape and character of the transport corridor:
   - The development of a landscape management plan may be required as a condition of consent.
   - Landscaping outlined within the plan should require minimal maintenance.

f. Any safety devices, platforms, lighting devices or logos should be designed as an integral part of the signage or structure on which it is to be displayed.

g. Illumination of advertisements must comply with the requirements in Section 3.3.3.

h. Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.
2.5.2 Wall advertisements criteria

a. When the consent authority is the local council, consent must not be granted for a wall advertisement unless the following criteria are met:

- The proposal meets all relevant criteria of Clause 22 in SEPP 64.
- For a wall advertisement greater than 450mm, a DCP must be in force that has been prepared on the basis of an advertising design analysis for the relevant area or precinct (SEPP 64 Clause 19).

b. When the consent authority is the Minister for Planning, consent must not be granted for a wall advertisement unless the following criteria are met:

- Only one wall advertisement may be displayed per building elevation.
- The architectural design quality of the building must not be diminished.
- The advertising structure must be contained completely within the solid boundaries of the building walls (the sign must not be wider or higher than the building itself).
- The advertising structure must not extend outward more than 300mm from the building wall unless occupational health and safety standards require greater protrusion.
- The advertisement must not extend over or block windows or other openings in the building.
- The advertisement must not be placed on heritage buildings or other heritage items, excluding railway stations.

Note: Proposals for advertising in transport corridors near railway buildings or other structures of heritage value must address Sydney Trains, and NSW Trains’ heritage requirements and be prepared in accordance with Sydney Trains, and NSW Trains’ heritage guidelines and plans.
2.5.3 Roof or sky advertisements

Roof or sky advertisements must comply with the requirements of SEPP 64 Clause 21 including:

a. The consent authority must be satisfied that:
   i. the advertisement replaces one or more existing roof or sky advertisements and that the advertisement improves the visual amenity of the locality in which it is displayed.
   ii. that the advertisement improves the finish and appearance of the building and the streetscape.

b. The advertisement must be:
   i. no higher than the highest point of any part of the building that is above the building parapet (including that part of the building (if any) that houses any plant but excluding flag poles, aerials, masts and the like).
   ii. no wider than any such part.

c. A DCP must be in force that has been prepared on the basis of an advertising design analysis for the relevant area or precinct and the display of the advertisement must be consistent with the DCP.

Consent for a roof or sky advertisement is limited to a maximum of 10 years.
2.5.4 Freestanding advertisements criteria

Freestanding advertisements must comply with the requirements of SEPP 64 Clause 23 and Clause 19 including:

a. The advertising structure must not protrude above the dominant skyline, including any buildings, infrastructure or tree canopies, when viewed from ground level within a visual catchment of 1km. Note: This impact should be measured from the vehicle approach location and any other critical viewpoints.

b. For a freestanding advertisement greater than 45sqm that requires consent from local council, a DCP must be in force that has been prepared on the basis of an advertising design analysis for the relevant area or precinct.

c. Where the sign is in a transport corridor a landscape management plan may be required as part of the DA approval for a freestanding advertisement. This may include requirements to provide appropriate vegetation behind and adjacent to the advertising structure to minimise unintended visual impacts. Landscaping should include trees, shrubs and ground covers to provide adequate screening, softening, colour, soil stabilisation and weed reduction.
2.5.5 Bridge signage criteria

Advertisements on bridges must be consistent with the requirements of SEPP 64 Clause 24 and:

a. The architecture of the bridge must not be diminished.

**Note:** Consideration should be given to whether the advertising structure is compatible with the form and scale of the bridge, and sympathetic to the bridge style and design. Consideration should be given to whether the advertisement significantly detracts from the principle structural qualities of the bridge or any important decorative inclusions.

It is preferable that the sign be directly integrated into the structural design of the bridge. The sign should not compromise the architectural and visual quality of the bridge structure.

b. The advertisement must not extend laterally outside the structural boundaries of the bridge.

**Note:** The structural boundaries of the bridge include the solid part of the structure, road deck, handrail and safety guard fencing, but do not include additional devices attached to the structure such as lighting and power poles.

c. The advertisement must not extend below the soffit of the superstructure of the bridge to which it is attached, unless the vertical clearance to the base of the advertisement from the roadway is at least 5.8m.

d. On a road or pedestrian bridge, the advertisement must:

i. not protrude above the top of the structural boundaries of the bridge

ii. not block significant views for pedestrians or other bridge users (e.g. cyclists)

iii. not create a tunnel effect, impede passive surveillance, or in any other way reduce safety for drivers, pedestrians or other bridge users.

**Note:** Signs that extend above bridge handrail height (approximately 1m above the walking surface level) have the potential to block views, create a tunnel effect or impede passive surveillance by blocking clear sightlines to and from the bridge. These viewing and safety impacts may be avoided by:

- ensuring that signs are below handrail height
- for signs more than 1m above the walking surface level, ensuring that signs are:
  - not longer than half the length of the bridge
  - not longer than 14m (which ever length is shorter)
- only having a sign on one side of the bridge.
Paragraphs (a) to (c) above do not apply to the continuation of the display of any existing advertising on bridges approved prior to the gazettal of the Environmental Planning Policy No 64 (Advertising and Signage) (Amendment No 2) in 2007 for only one additional period under SEPP 64 Clause 14 if there is no increase in the advertising display area of the signage.

A DCP to display an advertisement on a bridge must be accompanied by a statement demonstrating how the advertisement will contribute to a public benefit. Section 4 outlines the public benefit test requirements.

Any advertising sign proposed for development on a bridge over a classified road requires that construction drawings be submitted for review and approval by RMS bridge engineers prior to construction to ensure all road safety requirements are met.

Any advertising sign proposed for development on a bridge over a road requires provision of a fall arrest system (sign and sign support structure to bridge) to ensure the sign will not detach in case of impact by an over high vehicle.
2.5.6 Building wraps and hoardings criteria

During construction, building wrap advertisements must be consistent with the requirements of SEPP 64 Clause 26 including:

a. A person may, with the consent of the consent authority, display a building wrap advertisement on land zoned for business, commercial or industrial purposes.

b. The display of any building wrap advertisement is limited in time to a maximum of 12 months.

c. A building wrap advertisement may cover the entire facade or hoarding of a building or site if it is consistent with the requirements of SEPP 64.

d. Proposals for building wrap advertisements will be assessed on their merits, with consideration of the:
   i. quality of the design and finish of the proposed building wrap advertisement
   ii. nature of the surrounding area, including the visual character and desired amenity
   iii. compatibility between the building wrap design and the finish and visual character as well as the desired amenity of the area.

2.5.7 Special promotional advertisements

Special promotional advertisements must comply with the following requirements of SEPP 64 Clause 25:

a. A person may, with the consent of the consent authority, display a special promotional advertisement on land zoned for business, commercial or industrial purposes.

b. The consent authority may grant consent only if:
   i. a DCP applies to the land on which the special promotional advertisement is to be displayed, that has been made having regard to a public art policy of the consent authority, and the display of the advertisement is consistent with the DCP, and
   ii. the display of the advertisement is limited in time to a total of 3 months in any 12-month period
   iii. any product image or corporate branding does not occupy more than 5% of the advertising display area and accords with the public art policy of the consent authority.

c. A special promotional advertisement may cover the entire facade or hoarding of a building or site, if it meets the above criteria.
2.5.8 Digital signs

In addition to meeting the relevant SEPP 64 assessment criteria, design, road safety and any public benefit test requirements under the Guidelines, the consent authority must be satisfied that the digital sign meets the following criteria.

**Note:** Some of these criteria may assist consent authorities in drafting conditions of consent. The application of these criteria is also outlined further in Section 3 in relation to road safety.

### Table 3: Digital Sign Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Applies to signs less than 20sqm</th>
<th>Applies to signs greater than or equal to 20sqm</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (d) below.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>c. The image must not be capable of being mistaken:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. for a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>ii. as text providing driving instructions to drivers.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Dwell times for image display must not be less than:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. 10 seconds for areas where the speed limit is below 80 km/h</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>ii. 25 seconds for areas where the speed limit is 80km/h and over.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Criteria</td>
<td>Applies to signs less than 20sqm</td>
<td>Applies to signs greater than or equal to 20sqm</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>f. Luminance levels must comply with the requirements in Section 3 below.</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>g. The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>h. The amount of text and information supplied on a sign should be kept to a minimum (e.g., no more than a driver can read at a short glance).</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>i. Any sign that is within 250m of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>j. Each sign proposal must be assessed on a case-by-case basis including replacement of an existing fixed, scrolling or television sign with a digital sign, and in the instance of a sign being visible from each direction, both directions for each location must be assessed on their own merits.</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>k. At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site using an independent RMS-accredited road safety auditor. Any safety issues identified by the auditor and options for rectifying the issues are to be discussed between RMS and the sign owner and operator.</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>l. Sign spacing should limit drivers’ view to a single sign at any given time with a distance of no less than 150m between signs in any one corridor. Exemptions for low speed, high pedestrian zones or CBD zones will be assessed by RMS as part of their concurrence role.</td>
<td>✅</td>
<td></td>
</tr>
<tr>
<td>Criteria</td>
<td>Applies to signs less than 20sqm</td>
<td>Applies to signs greater than or equal to 20sqm</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>m. Signs greater than or equal to 20sqm must obtain RMS concurrence and must ensure the following minimum vertical clearances;</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>i. 2.5m from lowest point of the sign above the road surface if located outside the clear zone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii. 5.5m from lowest point of the sign above the road surface if located within the clear zone (including shoulders and traffic lanes) or the deflection zone of a safety barrier if a safety barrier is installed.</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>If attached to road infrastructure (such as an overpass), the sign must be located so that no portion of the advertising sign is lower than the minimum vertical clearance under the overpass or supporting structure at the corresponding location.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>n. An electronic log of a sign’s operational activity must be maintained by the operator for the duration of the development consent and be available to the consent authority and/or RMS to allow a review of the sign’s activity in case of a complaint.</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>o. A road safety check which focuses on the effects of the placement and operation of all signs over 20sqm must be carried out in accordance with Part 3 of the RMS Guidelines for Road Safety Audit Practices after a 12 month period of operation but within 18 months of the signs installation. The road safety check must be carried out by an independent RMS-accredited road safety auditor who did not contribute to the original application documentation. A copy of the report is to be provided to RMS and any safety concerns identified by the auditor relating to the operation or installation of the sign must be rectified by the applicant. In cases where the applicant is the RMS, the report is to be provided to the Department of Planning and Environment as well.</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
2.5.10 Residential amenity

Where it can be demonstrated that there will be a negative impact on residential amenity from a proposed digital sign, a consent authority may specify a higher dwell time, or restrict the dwell time hours (i.e. its operation) as a condition of consent to minimise the impacts. Dwell times must not be less than those in c(i) and c(ii) in Section 2.5.8 above.

2.5.11 Video and animated electronic signs

Video and animated electronic signs containing animated or video/movie style advertising, or messages including; live television, satellite, internet or similar broadcast; either permanent or portable, that face the road reserve and are visible to drivers are prohibited.
3. Advertisements and road safety
3.1 Road safety objectives

Advertising displays within the visual catchments of roads are designed to attract the attention of road users. A reduction in driver attention away from the road, however, has the potential to create a road safety risk. The aim is to ensure that the design, location and operation of advertising signage do not create a road safety hazard or increase road safety risk for road users.

The purpose of this section is to outline the road safety assessment criteria which must be applied in the design and assessment of all advertising and signage proposals or visible from transport corridors.

Schedule 1 of SEPP 64 (Table 4 below) outlines safety considerations that must be addressed for any advertising proposal under SEPP 64. Advertisements have the potential to create a safety hazard if designed and placed contrary to Austroads Guide to Road Design (and RMS supplements) as well as the principles and rules outlined below.

<table>
<thead>
<tr>
<th>TABLE 4: ROAD SAFETY ASSESSMENT CRITERIA – SCHEDULE 1 SEPP 64</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Would the proposal reduce the safety for any public road?</td>
</tr>
<tr>
<td>2. Would the proposal reduce the safety for pedestrians or bicyclists?</td>
</tr>
<tr>
<td>3. Would the proposal reduce the safety for pedestrians by obscuring sightlines from public areas?</td>
</tr>
</tbody>
</table>

3.2 Sign location criteria

3.2.1 Road clearance

Ensuring advertising signage is located an appropriate distance from the road minimises the risk of collision between an errant vehicle and a sign.

The following road clearance criteria apply to all advertising signage:

a. The advertisement must not create a physical obstruction or hazard. For example:
   i. Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas)?
   ii. Does the sign protrude below a bridge or other structure so it could be hit by trucks or other tall vehicles? Will the clearance between the road surface and the bottom of the sign meet appropriate road standards for that particular road?
   iii. Does the sign protrude laterally into the transport corridor so it could be hit by trucks or wide vehicles?

b. Where the sign supports are not frangible (breakable), the sign must be placed outside the clear zone in an acceptable location in accordance with Austroads Guide to Road Design (and RMS supplements) or behind an RMS-approved crash barrier.

c. Where a sign is proposed within the clear zone but behind an existing RMS-approved crash barrier, all its structures up to 5.8m in height (relative to the road level) are to comply with any applicable lateral clearances specified by Austroads Guide to Road Design (and RMS supplements) with respect to dynamic deflection and working width.
Additional road clearance criteria for digital signs:

Digital signs greater or equal to 20sqm must ensure the following clearances:

a. 2.5m from lowest point of the sign above the road surface if located outside the clear zone

b. 5.5m from lowest point of the sign above the road surface if located within the clear zone or the deflection zone of a safety barrier, if installed.

If attached to road infrastructure (such as an overpass), the digital sign must be positioned so that no portion of the sign is lower than the minimum vertical clearance under the overpass or supporting structure.

Additional road clearance criteria for footpath/nature strip signs:

To ensure adequate clearance for pedestrian and wheelchair access, the sign must be positioned so that an absolute minimum envelope of 900mm x 2000mm of unobstructed clear path of travel is maintained for the entire length of the advertising structure (see figure below).

Note: There may be additional access requirements for bus shelters under the Commonwealth Government's Disability Standards for Accessible Public Transport 2002 (DSAPT).

---

Note: Clear zone means the total roadside border area, starting at the edge of the travelled way, available for safe use by errant vehicles and the display of traffic control signs. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope and/or a clear run-out area. The minimum clear zone width is dependent upon the speed environment and roadside geometry.

d. All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS 1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.

Note: Where advertising structures hang over the road, the minimum vertical clearance should be the same as other structures in that road environment. Generally, the sign should have a vertical clearance equal or greater than the overpass, tunnel portal or pedestrian bridge. However, in cases where these structures exceed the minimum vertical clearance specified for the particular type of road, the sign may protrude below the bridge or other structure.

If the minimum vertical clearance for other surrounding structures is not known then a minimum vertical clearance of 5.8m is to be used for the sign structure. However, on high performance motorways, the minimum clearance may be more than 5.8m.

See also Section 2.5.5 Bridge signage criteria for minimum road clearance criteria.
3.2.2 Line of sight

To maximise visibility of the road and minimise the time a driver’s attention is directed away from the road, the following criteria apply to all advertising signage:

a. An advertisement must not obstruct the driver’s view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.

b. An advertisement must not obstruct a pedestrian or cyclist’s view of the road.

c. The advertisement should not be located in a position that has the potential to give incorrect information on the alignment of the road. In this context, the location and arrangement of signs’ structures should not give visual clues to the driver suggesting that the road alignment is different to the actual alignment. An accurate photo-montage should be used to assess this issue.

d. The advertisement should not distract a driver’s attention away from the road environment for an extended length of time. For example:

i. The sign should not be located in such a way that the driver’s head is required to turn away from the road and the components of the traffic stream in order to view its display and/or messaging. All drivers should still be able to see the road when viewing the sign, as well as the main components of the traffic stream in peripheral view.

ii. The sign should be oriented in a manner that does not create headlight reflections in the driver’s line of sight. As a guideline, angling a sign five degrees away from right angles to the driver’s line of sight can minimise headlight reflections. On a curved road alignment, this should be checked for the distance measured back from the sign that a car would travel in 2.5 seconds at the design speed.

3.2.3 Proximity to decision making points and conflict points

It is important that drivers are not distracted near decision making points or conflict points to allow concentration to be focused on the driving task where the driver’s attention requirements are greater.

Decision making points include areas in which merging, diverging, turning and weaving traffic manoeuvres take place. Conflict points are locations such as intersections or pedestrian crossings where crash risk is greater.

To minimise distraction near decision making points and conflict points, and ensure there is sufficient distance for a driver to recognise, react and, if required, stop safely before reaching one of these points, the following criteria apply to all advertising signage:

a. The sign should not be located:

i. less than the safe sight distance from an intersection, merge point, exit ramp, traffic control signal or sharp curves

ii. less than the safe stopping sight distance from a marked foot crossing, pedestrian crossing, pedestrian refuge, cycle crossing, cycleway facility or hazard within the road environment

iii. so that it is visible from the stem of a T-intersection.
b. The placement of a sign should not distract a driver at a critical time. In particular, signs should not obstruct a driver’s view:
   i. of a road hazard
   ii. to an intersection
   iii. to a prescribed traffic control device (such as traffic signals, stop or give way signs or warning signs)
   iv. to an emergency vehicle access point or Type 2 driveways (wider than 6.9m) or higher.

Additional criteria for digital signs:

a. Sign spacing should limit drivers’ view to a single sign at any given time with a distance of no less than 150m between signs in any one corridor. Exemptions for low speed, high pedestrian zones or CBD zones will be assessed by RMS as part of their concurrence role.

Further advice is also available from RMS in relation to sign posting in certain locations such as hospitals, regional shopping centres and tourist areas.

3.3 Sign design and operation criteria

3.3.1 Advertising signage and traffic control devices

Signs that display information that is contrary to, or competing with, prescribed traffic control devices or make locating prescribed traffic control devices difficult, have the potential to distract and confuse motorists. Therefore, the following criteria apply to all advertising signage:

a. The advertisement must not distract a driver from, obstruct or reduce the visibility and effectiveness of, directional signs, traffic signals, prescribed traffic control devices, regulatory signs or advisory signs or obscure information about the road alignment.

b. The advertisement must not interfere with stopping sight distance for the road’s design speed or the effectiveness of a prescribed traffic control device. For example:

i. Could the advertisement be construed as giving instructions to traffic such as ‘Stop’, ‘Halt’ or ‘Give Way’?

3.2.4 Sign spacing

A highly cluttered visual field makes it difficult to locate and prioritise driving critical information, e.g. regulatory and advisory signs and traffic control devices.

The proposed site should be assessed to identify any road safety risk in relation to visual clutter and the proximity to other signs.

Note: The minimum sight distance requirements for the design speed of the road must be met for road hazards (stopping sight distance), emergency vehicle access points and driveways (approach sight distance) and intersections (safe intersection sight distance). Refer to Austroads Guide to Road Design (and RMS supplements) for minimum stopping sight distances, minimum approach and safe intersection sight distances.

Design speed means a nominal speed fixed to determine the geometric features of a road.
In the context of sight distances, the design speed is taken as the higher of the posted speed limits or the 85th percentile speed.
ii. Does the advertisement imitate a prescribed traffic control device?

iii. If the sign is in the vicinity of traffic lights, does the advertisement use red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a traffic signal?

3.3.2 Dwell time and transition time

Signs which change advertising content are more likely to distract a driver than signs with content that is static. In locations where digital and moving signs are assessed to be appropriate, the minimum dwell time and maximum transition time set out in the criteria must be applied. Longer dwell times may be necessary in more complex locations.

Dwell time criteria for digital signs:

a. Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (b) below.

b. Dwell times for image display must not be less than:
   i. 10 seconds for areas where the speed limit is below 80km/h.
   ii. 25 seconds for areas where the speed limit is 80km/h and over.

c. Any digital sign that is within 250 metres of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.

d. Digital signs must not contain animated or video/movie style advertising or messages including live television, satellite, Internet or similar broadcasts.

e. The transition time between messages must be no longer than 0.1 seconds, and in the event of image failure, the default image must be a black screen.

Additional criteria for digital signs and moving signs:

a. The image must not be capable of being mistaken:
   i. for a rail or traffic sign or signal because it has, e.g. red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a traffic signal
   ii. as text providing driving instructions to drivers.

b. The amount of text and information supplied on a sign should be kept to a minimum (e.g. no more than a driver can read at a short glance).
Dwell time criteria for moving signs:

a. The image must be completely static from its first appearance to the commencement of a change to another display.

b. Dwell times for image display are to be a minimum of 10 seconds which includes 3 seconds to scroll.

3.3.3 Illumination and reflectance

An illuminated sign refers to any sign illuminated by an artificial source. Signs that are brighter than the luminance criteria outlined below (Tables 5 and 6) may have the potential to dazzle or distract drivers. This issue can be exacerbated in areas where a high level of concentration is required (e.g. busy intersections and pedestrian crossings) and in remote areas where the level of ambient light is minimal.

Illumination and reflectance criteria for non-digital signs:

The following criteria apply to non-digital illuminated signs, including conventional billboards illuminated by fluorescent and/or incandescent bulbs whether internally illuminated or lit from the exterior:

a. Advertisements must comply with the luminance requirements in Table 5 below.

b. For night time use, the sign (whether internally illuminated or lit from its exterior) must not cast a shadow on areas that were previously lit and that have a special lighting requirement, e.g. pedestrian crossings.

c. The light sources for illuminated signs must focus solely on the sign and:

   i. be shielded so that glare does not extend beyond the sign

   ii. with the exception of back lit neon signs, have no light source visible to passing motorists with a light output greater than that of a 15W fluorescent/LED bulb.

d. The level of reflectance of an advertisement, and its content, is not to exceed the 'Minimum coefficients of Luminous Intensity per unit area for Class 2A Material', as set out in Australian Standard AS/NZS 1906.1:2007. Flashing illuminated advertisements will not be approved.
TABLE 5: MAXIMUM ALLOWABLE DAYTIME LUMINANCE OF ILLUMINATED ADVERTISEMENTS (NOT DIGITAL SIGNS)

<table>
<thead>
<tr>
<th>Illuminated Area (sqm)</th>
<th>Zone 1</th>
<th>Zone 2 (cd/sq.m)</th>
<th>Zone 3 (cd/sq.m)</th>
<th>Zone 4 (cd/sq.m)</th>
<th>Zone 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 0.5</td>
<td>no limit</td>
<td>2900</td>
<td>2000</td>
<td>1000</td>
<td>no limit</td>
</tr>
<tr>
<td>0.5 to 2.0</td>
<td>2300</td>
<td>1600</td>
<td>800</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.0 to 5.0</td>
<td>2000</td>
<td>1200</td>
<td>600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.0 to 10.0</td>
<td>1500</td>
<td>1000</td>
<td>600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>over 10.0</td>
<td>1200</td>
<td>800</td>
<td>400</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Luminance means the objective brightness of a surface as measured by a photometer, expressed in candelas per square meter.

Zone 1 covers areas with generally very high off-street ambient lighting, e.g. display centres similar to Kings Cross, central city locations.

Zone 2 covers areas with generally high off-street ambient lighting e.g. some major shopping/commercial centres with a significant number of off-street illuminated advertising devices and lights.

Zone 3 covers areas with generally medium off-street ambient lighting e.g. small to medium shopping/commercial centres.

Zone 4 covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, or areas that have residential properties nearby.

Zone 5 covers areas within underground railway stations and areas fully contained within station buildings which are visible only from within the rail corridor.

Illumination criteria for digital signs:

- Luminance levels must comply with the requirements in Table 6 below.

- The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.

Zone 1 covers areas with generally very high off-street ambient lighting, e.g. display centres similar to Kings Cross In Sydney, and Central Business District locations. This would normally be expected to include land zoned B8 Metropolitan Centre and may include land zoned B3 Commercial Core or B4 Mixed Use, but does not exclude other land use zones.
Zone 2 covers areas with generally high off-street ambient lighting e.g. some major shopping/commercial centres with a significant number of off-street illuminated advertising devices and lights. This could be expected to include land zoned B3 Commercial Core or B4 Mixed Use, but does not exclude other land use zones.

Zone 3 covers areas with generally medium off-street ambient lighting e.g. small to medium shopping/commercial centres. This would normally be expected to include land zoned B1 Neighbourhood Centre and B2 Local Centre, but does not exclude other land use zones.

Zone 4 covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, or areas that have residential properties nearby. This would normally be expected to include most RU Rural land use zones apart from the RUS Village zone, but does not exclude other land use zones.

Note: A consent authority may determine that a site is in a more sensitive zone if there’s sensitive land uses (i.e. residential nearby) that may be affected.

**TABLE 6: LUMINANCE LEVELS FOR DIGITAL ADVERTISEMENTS**

Luminance means the objective brightness of a surface as measured by a photometer, expressed in candelas per square meter (cd/sqm). Levels differ as digital signs will appear brighter when light levels in the area are low. Unless provided below, luminance levels should otherwise comply with the recommended values of AS4282 Control of the Obtrusive Effects of Outdoor Lighting.

<table>
<thead>
<tr>
<th>Lighting condition</th>
<th>Zone 1 (cd/sqm)</th>
<th>Zones 2 and 3 (cd/sqm)</th>
<th>Zone 4 (cd/sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full sun on face of signage</td>
<td>No limit</td>
<td>No limit</td>
<td>No limit</td>
</tr>
<tr>
<td>Daytime luminance</td>
<td></td>
<td>6000</td>
<td>6000</td>
</tr>
<tr>
<td>Morning and evening twilight and inclement weather</td>
<td>700</td>
<td>700</td>
<td>500</td>
</tr>
<tr>
<td>Nighttime</td>
<td>350</td>
<td>350</td>
<td>200</td>
</tr>
</tbody>
</table>
3.3.4 Interaction and sequencing

a. The advertisement must not incorporate technology which interacts with in-vehicle electronic devices or mobile devices. This includes interactive technology or technology that enables opt-in direction communication with road users.

b. Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.

Note: Where applicable, these safety assessment criteria must be applied where signs are proposed along, or adjacent to, operational rail corridors in consideration of the potential impact on train drivers carrying out their duties.

3.4 Road safety review of new or modified signs

RMS may review the crash history of any new or modified advertising signs after a three-year period to determine whether the sign has had an adverse effect on road safety. If RMS is of the opinion that a sign is a traffic hazard, RMS may direct the owner or occupier of the land on which the sign is situated or the person who erected the sign to screen, modify or remove the sign, regardless of whether or not the sign is the subject of a development consent under the Act or a consent under the Roads Act 1993.

Note: Traffic hazard is defined under the Roads Act 1993 to mean a structure or thing that is likely:

a. to obscure or limit the view of the driver of a motor vehicle on a public road

b. to be mistaken for a traffic control device

c. to cause inconvenience or danger in the use of a public road

d. to be otherwise hazardous to traffic.

3.5 Road safety review of digital signs

At any time, including where the speed limit in the area of the sign is changed, if a detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site using an independent RMS-accredited road safety auditor. Any safety issues identified by the auditor and options for rectifying the issues are to be discussed between RMS and the sign owner and operator.

An electronic log of a digital sign’s operational activity must be maintained by the operator for the duration of the development consent and be available to the consent authority and/or RMS to allow a review of the sign’s activity in case of a complaint.
3.5.1 Road safety review of signs over 20sqm

A road safety check which focuses on the effects of the placement and operation of all signs over 20sqm must be carried out in accordance with Part 3 of the RMS Guidelines for Road Safety Audit Practices after a 12 month period of operation but within 18 months of the sign’s installation. The road safety check must be carried out by an independent RMS-accredited road safety auditor who did not contribute to the original application documentation. A copy of the report is to be provided to RMS and any safety concerns identified by the auditor relating to the operation or installation of the sign must be rectified by the applicant. In cases where the applicant is the RMS the report is to be provided to the Department of Planning and Environment as well.

Note: applicants should keep in mind that under section 104 of the Roads Act 1993 RMS has the power to direct the owner or occupier of land on which any work or structure is situated, or the person by whom any work or structure was carried out or erected, to screen, modify or remove the work or structure if, in the opinion of RMS, the work or structure is a traffic hazard.

3.6 Road safety guidelines for sign content

SEPP 64 does not regulate the content of advertisements and signs, and does not require consent for a change in content. It is recommended that advertisers follow RMS advisory guidelines with respect to sign content of advertisements to be displayed along road corridors.
4. Public benefit test for advertisement proposals
This section outlines how proposals for certain outdoor advertisements along railway corridors, classified roads and on bridges must meet a public benefit test to ensure that the advertising will result in a positive gain or benefit for the community.

4.1 What is the public benefit test?

The public benefit test is an assessment of how the local community will benefit as a result of the display of the advertisement, and must be applied to an advertising proposal if:

a. the display of the advertisement is by or on behalf of RMS or TfNSW, Sydney Trains and NSW Trains

b. the advertisement is to be displayed along a railway
c. the advertisement is to be displayed on a bridge
d. the advertisement requires RMS concurrence under SEPP 64.

The proponent must outline in the SEE accompanying the DA what arrangements they will make to provide an appropriate public benefit (see Section 1.6.4).

The consent authority (either the Minister for Planning or the council) will determine whether the applicant has sufficiently demonstrated that the proposed advertisement will contribute an appropriate public benefit. Public benefits, along with other matters identified in the SEPP (Clause 13), must be considered by a consent authority before approval can be given for the advertising development.

4.2 What is an appropriate public benefit?

The level of public benefit for a given SEPP 64 advertisement is to be negotiated and agreed upon between the consent authority and the applicant. The public benefit can be provided as a monetary contribution or as an "in-kind" contribution. Both monetary and in-kind contributions must be linked to improvements in local community services and facilities including benefits such as:

- improved traffic safety (road, rail, bicycle and pedestrian)
- improved public transport services
- improved public amenity within, or adjacent to, the transport corridor
- support school safety infrastructure and programs
- other appropriate community benefits such as free advertising time to promote a service, tourism in the locality, community information, or emergency messages.

4.2.1 RMS and TfNSW, Sydney Trains and NSW Trains advertising

As proponents of outdoor advertising, RMS and TfNSW, Sydney Trains and NSW Trains must demonstrate that revenue raised from outdoor advertising is directly linked to a public benefit.

RMS and TfNSW, Sydney Trains and NSW Trains must record the total amount of outdoor advertising revenue received each year in their financial accounts and their Annual Reports. The Annual Reports must also outline investments made in the year on transport safety, amenity improvements or other public works, listing specific works to which the funds have been or are to be applied.
RMS should give priority to works in areas where the advertising signage is to be positioned. Improvements to traffic safety for drivers, pedestrians and cyclists should be the focus of the expenditure of advertising revenue. This may include works such as installation of safety infrastructure in school zones, provision of cycle ways, provision of pedestrian refuge areas, or installation of pedestrian bridges to improve safety and traffic flow.

For TfNSW, Sydney Trains and NSW Trains, railway station upgrades (e.g., providing wheelchair access) and rail crossings (e.g., installation of lights or gates) or other rail safety measures may be considered priority works. Amenity improvements along rail corridors including landscaping, litter removal, or vandalism and graffiti management may also be considered appropriate public benefits.

RMS and TfNSW, Sydney Trains and NSW Trains must consult with the relevant councils to identify and prioritise the public benefit works to be delivered through the program on a regional or subregional basis.

4.2.2 Advertising along tollways

Under SEPP 64, proponents of advertising along tollways are required to provide for public benefits in association with any approved advertising signage. Tollways include the Sydney Harbour Tunnel, the Eastern Distributor, the M2, M4, M5, M7, Cross City Tunnel and Lane Cove Tunnel.

The tollway operator must enter into satisfactory arrangements with RMS to meet the public benefit requirements. The requirements may include payment of an annual or upfront fee negotiated with RMS. RMS is responsible for the collection, distribution and expenditure of public benefit monies from tollway operators. Public benefit monies received by RMS must be recorded in their financial accounts and Annual Reports as set out in Section 4.2.1

RMS must consult with the relevant council to identify and prioritise activities to be included in the public benefit works program to be delivered through the program.

4.2.3 Advertising approved by councils

In instances where a local council is the consent authority, public benefit contributions may also be required as part of the approval to display an outdoor advertisement. This includes advertising on bridge structures and advertising that requires RMS concurrence (see Section 5.2).

The applicant should liaise with the council prior to lodging a DA to determine what public benefit requirements are likely to be required.

Fees and council revenue

In addition to the standard development application fees, the applicant may be required to provide an upfront fee or an annual fee (payable to the council) for the duration of consent of the advertisement (generally 15 years). In this instance, no other additional fee is to be charged against the development under the Local Government Act 1993.

The council may not require the proponent to pay a fee if it is satisfied that adequate public benefits will otherwise be provided for (see below under the heading ‘In-kind contributions’).
Council is responsible for the collection, distribution and expenditure of the revenue from the fees. The monies are to fund a public benefit works program developed in partnership with RMS or TfNSW in relation to public transport matters. Both council and RMS or TfNSW will identify and prioritise projects in the LGA that require investment in transport safety, public transport or amenity improvements that are in addition to the core activities and services provided by the council.

When the council is the advertising proponent, an annual fee need not be paid. However, as with RMS and TfNSW, Sydney Trains and NSW Trains, the council must set aside revenue raised from outdoor advertising to fund a public benefit works program. The council must record the total amount of outdoor advertising revenue received each year in their financial accounts and their Annual Reports. This includes fees collected from proponents as well as revenue raised directly from advertising signage where council is the proponent. The Annual Reports must also report on the amount of outdoor advertising revenue invested by the council in transport safety, amenity improvements or other public works, including a list of specific projects.

Improvements to traffic safety for drivers, pedestrians and cyclists are a priority for expenditure of advertising revenue. This may include works such as installation of flashing lights or other safety infrastructure in school zones, provision of cycle ways, provision of pedestrian refuges or installation of pedestrian bridges to improve safety and traffic flow.

In-kind contributions

In some instances, the proponent may negotiate with council to provide in-kind contributions rather than a fee. In-kind contributions may include on-ground works to improve local amenity such as pedestrian bridges, pedestrian refuges, landscaping, graffiti management, safety lighting or other works provided as part of the installation of the advertising structure.

Other types of in-kind contributions may also be negotiated with councils including the use from time to time of the advertising structure for promotion of community programs, events, public safety programs or other appropriate public purposes.

Advertising on pedestrian bridges are a special case and may not require any additional provision of public benefit (financial or in-kind). Public benefits associated with the bridge advertisement are usually linked to the cost of the bridge construction and its ongoing maintenance, particularly if the bridge is available for general public use and the bridge design and placement is considered suitable by both RMS and council.

Dispute resolution

If the council and the applicant cannot agree to an appropriate upfront or annual fee or in-kind contribution for the provision of public benefits, the matter should be referred by either party to the Secretary. The party who refers the application to the Secretary must notify the other party in writing that the application has been referred.
Following such a referral, the council must provide the Secretary with a copy of the DA, details of the proposed determination of the DA and details of the dispute in relation to public benefits associated with the proposed advertisement.

The Secretary may convene a meeting between the council and the applicant for the purpose of negotiating, as far as possible, an appropriate public benefit as an annual fee or in-kind contribution.

If agreement is reached between the consent authority and the applicant the Secretary must prepare a report of the agreement. If agreement is not reached, the Secretary may determine an appropriate fee or in-kind contribution on behalf of the parties and prepare a report of the agreement.

In either case, the Secretary must give a copy of the report to the consent authority and the applicant. After receiving the Secretary’s report, the consent authority must proceed with the assessment and determination of the application and incorporate the Secretary’s report recommendations into any conditions of consent relating to the provision of public benefits under SEPP 64.
5. RMS assessment of advertisement proposals
RMS has several responsibilities for the control and management of advertisements:

- as the roads authority for freeways and as regulator of classified roads generally under the Roads Act 1993
- as the owner of land on which tollways and freeways are located (Refer sections 52 and 52A respectively of the Roads Act 1993)
- in accordance with the administration of the provisions of the Roads Act 1993
- in accordance with RMS’s functions relating to traffic management and safety under section 52A of the Transport Administration Act 1988.

In a DA for consent for an advertising structure, the applicant must demonstrate that the proposed sign will not result in a road hazard or create traffic safety problems and will not detract from the existing or intended environmental quality or character of the road corridor. The following guidelines issued by RMS should also be considered:

- Beyond the Pavement: RMS Urban and Regional Design Practice Notes, 1999 (and any subsequent revisions)
- RMS Bridge Aesthetics Design Guidelines (as updated)
- Australian Guide to Road Design (and RMS supplements).

### 5.1 Role of RMS under the Roads Act 1993

RMS may have an approval role or a concurrence role under section 138 of the Roads Act 1993. An approval under section 138 of the Roads Act is required from RMS as the appropriate road authority for the erection of any advertising structure on, on or over a freeway. For other roads, where the local council is the appropriate road authority, RMS may need to concur with the council’s approval under section 138.

If the applicant for the advertising proposal is a public authority and the application is for the erection of an advertising structure in, on or over a classified road, RMS must consult with the public authority before deciding whether or not to grant concurrence. If however, the applicant is TNSW, Sydney Trains and NSW Trains, and the Minister for Planning is the consent authority, consultation only on safety issues is required.

If the advertising applicant is RMS and the relevant roads authority is the local council, the council must consult with RMS before deciding whether or not to grant consent.

Whether or not the erection and display of an advertisement has been approved under the EP&O Act or the Roads Act 1993, RMS may direct:

a. the owner or occupier of land on which the advertisement is situated or

b. the person who erected the advertisement to screen, modify or remove the advertisement if, in the opinion of RMS, the advertisement is a traffic hazard.
5.2 RMS concurrence

Under Clauses 17 and 18 of SEPP 64, local councils must seek RMS concurrence for DA's for advertising structures that are within 250m of a classified road if:

- the display area of the sign is:
  - greater than 20sqm
  - higher than 8m above the ground
- any part of the sign is visible from a classified road.

This provision does not apply to signage that is exempt development under a relevant EPI or where the Minister for Planning is the consent authority or approval authority under the EP&A Act.

Classified roads are defined in the Roads Act 1993 as main roads, highways, freeways, controlled access roads, secondary roads, tourist roads, tollways, transitways and State works. To determine if a particular road is a ‘classified road’, the applicant should consult with the local council or RMS.

In a DA for consent for an advertising structure, the applicant must demonstrate that the proposed sign will not result in a road hazard or create traffic safety problems and will not detract from the existing or intended environmental quality or character of the road corridor.

If the road is a classified road, RMS should be consulted to determine if a corridor plan of management or corridor urban design strategy or equivalent exists for the particular road corridor. Such a plan or strategy (or their equivalent) should be taken into consideration when developing the proposal. In addition, the following guidelines issued by RMS should also be considered:

- Beyond the Pavement: RMS Urban and Regional Design Practice Notes, 1999 (and any subsequent revisions)
- RMS Bridge Aesthetics Design Guidelines (as updated)
- Austroads Guide to Road Design (and RMS supplements).

The DA should be lodged with council. The council must forward the DA to RMS to provide concurrence along with a $250 concurrence fee (payable to RMS).

In deciding whether or not concurrence should be granted under SEPP 64, RMS will take into consideration relevant factors including:

- the impact of the display of the advertisement on road safety (Section 3)
- any other relevant provisions of these Guidelines or other relevant RMS guidelines such as Beyond the Pavement or RMS road or bridge design guidelines.

Once RMS has considered the development application, it will give written notice to the consent authority of its decision whether to concurs. It will be assumed that RMS has given its concurrence if RMS has not advised the consent authority of its decision within 21 days after it receives the DA.

RMS may request additional information if the detail provided in the DA is not adequate. The 21-day concurrence period will be suspended until the applicant has provided sufficient information for RMS to assess the DA.
5.3 RMS Consultation for LEPs and DCPs

Under SEPP 64 it is also a requirement that RMS be consulted in the preparation of the following policies and controls:

- LEPs for signage or advertising to which SEPP 64 applies and where the signage or advertisement is within 250m of classified roads (SEPP 64, Clause 31)

- DCPs for advertising in rural or non-urban zones on land within 250m of a classified road (SEPP 64, Clause 15(2)).
6. Terms and acronyms
Advertising and signage expressions used in these Guidelines have the same meaning as the definitions in SEPP 64.

The following references, terms and acronyms are used in these Guidelines.


associated road use land In relation to a road, means:

a. land on which road infrastructure associated with the road is located

b. land that is owned, occupied or managed by the roads authority for the road and that is used for road purposes or associated purposes (such as administration, workshop and maintenance facilities, bus interchanges and roadside landscaping)

classified road means any of the following: a main road, a highway, a freeway, a controlled access road, a secondary road, a tourist road, a railway, a transitway or a State work.

DCP – Development Control Plan

dwell time – means the amount of time an image is displayed.

enterprise corridor means an area with generally low amenity along a busy road (>40,000 vehicles per day) in existing built up areas in the Greater Metropolitan Region.

EPI – Environmental Planning Instrument

Guidelines means this publication titled Transport Corridor Outdoor Advertising and Signage Guidelines approved by the Minister for the purposes of SEPP 64, as amended from time-to-time and published by the Department of Planning and Environment.

heritage item means a building, work, tree, archaeological site, Aboriginal object or place (which may or may not be situated on or within land that is a heritage conservation area) described as a heritage item in another EPI.

LEP – Local Environmental Plan

railway corridor means the following land:

a. on which railway track and associated railway infrastructure is located (including stations and platforms)

b. that is adjacent to land referred to in paragraph (a) and that is owned, occupied or managed by Sydney Trains and NSW Trains, and used for railway purposes or associated purposes (such as administration, workshop and maintenance facilities and bus interchanges)

c. zoned for railway (including railway corridor) purposes under an environmental planning instrument

d. Identified as a railway corridor in an approval of a project by the Minister for Planning under Part 3A of the Act.

Road and road related area – have the same meaning as in the Road Transport Act 2013.

road corridor means the following land:

a. land comprising a classified road or a road known as the Sydney Harbour Tunnel, the Eastern Distributor, the M2 Motorway, the M4 Motorway, the M5 Motorway, the M7 Motorway, the Cross City Tunnel or the Lane Cove Tunnel, and associated road use land that is adjacent to such a road

b. land zoned for road purposes under an environmental planning instrument,

c. land identified as a road corridor in an approval of a project by the Minister for Planning under Part 3A of the Act.

SEPP 64 – State Environmental Planning Policy No. 64 – Advertising and Signage, including the amendment to the Policy as of the date of gazettal of State Environmental Planning Policy No. 64 (Advertising and Signage) (Amendment No. 3).


the Minister – the NSW Minister for Planning (unless otherwise stated)

the Secretary – the Secretary of the NSW Department of Planning and Environment


trailer has the same meaning as in the Road Transport Act 2013.

transport corridor land means the following land:

a. land comprising a railway corridor

b. land comprising a road corridor

c. land zoned industrial under an EPI and owned, occupied or managed by RMS or Sydney Trains and NSW Trains.

transition time means the amount of time taken to change from one image to another.
Attachment 3
Model Advertising Device Code
NSW
OMA MODEL
ADVERTISING
DEVICES CODE
NEW SOUTH WALES

OUTDOOR MEDIA ASSOCIATION
Contents

01 Purpose of the Model Advertising Devices Code 2
02 The Outdoor Media Association 3
03 Investing in our Community 4
04 Digital Signage 5
05 Road Safety 6
06 OMA Model Advertising Devices Code: NSW 7
01 Purpose of the Model Advertising Devices Code

The Model Advertising Devices Code (Model Code) is a best practice guideline for the regulation of outdoor advertising devices. This guideline can be used by New South Wales local governments in the design of planning schemes, planning policies and local laws. The Model Code relates primarily to third party advertising signage, but its provisions can also be applied to on-premise advertising signage.

The Model Code provides a set of practical and effective planning controls for advertising devices. Overall, the Model Code aims to balance placement, design and utility outcomes for local government and the community with the commercial requirements of the Out-of-Home advertising industry.

The Model Code has been prepared to apply to advertising devices situated in both urban and rural settings. The Model Code applies to both large format (billboard style) advertising devices as well as small format styles (including bus shelter advertising panels and street level portrait advertising panels). It is not intended to apply to temporary advertising devices such as building wraps (structures installed to cover construction sites) and trailer signs, although the Outdoor Media Association (OMA) recommends that these advertising devices should be closely regulated by government.

The OMA works closely with state planning departments, state road authorities and local governments across Australia to ensure that planning controls promote safe, high quality signage and advertising that is well integrated with the surrounding environment. The OMA supports the reasonable regulation of Outdoor advertising signage and advocates for planning systems within Australia that:

- Recognise Outdoor advertising signage as a legitimate land use.
- Provide a fair and reasonable set of development standards for advertising signage.
- Allow for the evolution of the industry, including new styles of digital signage.
- Protect the industry's existing signage investments.

in Australia, advertising content is self-regulated. The OMA works closely with the Advertising Standards Bureau, the Australian Association of National Advertisers, The Communications Council and the Alcohol Beverages Advertising Code Scheme to ensure that members only display advertising that meets acceptable community standards. The Model Code includes a new provision developed by the OMA that requires signage operators to comply with the determinations of these self-regulatory bodies regarding content.

The Model Code applies to both large format (billboard style) advertising devices as well as small format styles (including bus shelter advertising panels and street level portrait advertising panels).

---

1. A sign advertising goods and/or services that are associated with the site/property on which the advertising sign is located.
2. A sign advertising goods and/or services that are associated with the site/property on which the advertising sign is located.
The Outdoor Media Association (OMA) is the peak industry body representing 90% of Australia’s Outdoor media display companies, production facilities and some media display asset owners. The organisation operates nationally, and prior to July 2005, traded as the Outdoor Advertising Association of Australia (OAAA). It was first incorporated in 1939.

OMA members display third party advertisements across static and digital signs, including signs on buses, trains, trams, pedestrian bridges, billboards, freestanding advertising panels and street furniture (bus/tram shelters, public toilets, bicycle stations, telephone booths and kiosks), as well as in office buildings, cafes, bus stations, railway stations, shopping centres, universities and airports.

Members of the OMA adhere to an Industry Code of Ethics to ensure they operate their businesses responsibly and abide by the industry’s regulatory framework.

OMA MODEL ADVERTISING DEVICES CODE: NSW
Advertising and marketing play a fundamental role in the Australian economy and are significant drivers of economic growth, contributing some $40 billion of value in 2014. This means advertising is responsible for contributing approximately 2.5% of the Gross Domestic Product. For every person directly employed by advertising another three people are reliant upon advertising for their jobs. Over 200,000 people in the workforce are there due to advertising\(^1\).

In 2015, the Out-of-Home (OOH) industry in Australia provided more than 17,800 items of infrastructure for use by the community, including pedestrian bridges, bus shelters, retail kiosks, telephone booths, park benches and bicycles. The total replacement value for this infrastructure was estimated to be more than $350 million in December 2014\(^2\).

The OOH industry also plays an important role in the community, supporting the arts, sports and charitable organisations. It is also widely used by government bodies to advertise community messages such as road safety messages and health awareness campaigns. In 2015, the OOH industry donated advertising space valued at more than $54 million to over 160 organisations.

\(^1\)\(^2\):\textit{ \footnotesize{OMA model advertising devices code: NSW}}

---

\(^1\)\(^2\): \textit{Cross over into economic, out-of-home adds value out-of-home advertising in the Australian economy}
04 Digital Signage

In recent years, the use of digital signage has grown across Australia. As of August 2016, nearly 40% of the industry’s advertising revenue came from digital media and this percentage will continue to grow. As our cities work to improve connectivity, digital signage will play a vital role in communication, messaging and wayfinding.

Digital signage can be innovative and entertaining and is becoming one of the ways that people interact with their cities. Digital signs also contribute to placemaking by adding vibrancy, colour and lighting, which are seen as part of the make-up of a contemporary global city. Public attitude testing undertaken for the City of Sydney found that 67% of people ‘expect any large city to promote the use of new technology in advertising’.

Digital signage offers a number of benefits to the Out-of-Home Industry and the community including:

- **Community benefit** — digital advertising is more cost efficient for charities and governments. One digital sign can display many advertisements on a rotation without the cost of printing.
- **Utility** — digital screens can be used at short notice for emergency messaging and to provide up to date community information. They can also act as Wi-Fi hubs and charging stations.
- **Vibrancy** — digital technology allows for signage that is vibrant, has high image quality and is visually interesting, contributing to placemaking and the creation of exciting and lively urban spaces.
- **Environment** — digital screens produce no PVC or vinyl waste and can be designed to be energy efficient.

---

5 Survey Research City of Sydney Outdoor Communication Report – July 2014

OMA MODEL ADVERTISING DEVICES CODE: NSW
The Outdoor Media Association has undertaken research on driver behaviour in the presence of advertising signage, using eye-tracking glasses and a vehicle recording device. The research found that:

- Drivers spend the same amount of time (average 78%) with their eyes on the road whether in the presence of digital, static or on-premise signs.
- There is no significant difference in the length of time people look (fixation duration) at digital signage compared with static signage.
- Drivers maintain the same safe average vehicle headway (distance between themselves and car in front) in the presence of all signage types.
- 99% of all glances towards advertising signage were less than 750 milliseconds, which is the minimum time needed by a driver to perceive and react to an unexpected event.
06 OMA Model Advertising Devices Code: New South Wales

Introduction
The State Environmental Planning Policy No 64 (SEPP 64) provides the regulatory framework for the planning and development of Outdoor advertising in State transport corridors within NSW. The Transport Corridor Outdoor Advertising and Signage Guidelines (the Guidelines), prepared by the NSW Department of Planning and Environment, provide additional guidance for the development and operation of roadside signs. An update to the Guidelines to address digital signage was released for public consultation in December 2015.

Local councils also regulate Out-of-Home advertising signage in local planning instruments (including Local Environmental Plans and Development Control Plans) for land outside of State transport corridors. However, some signs also require concurrence with the Guidelines and in the event of an inconsistency in regulation, SEPP 64 and the Guidelines take precedence.

Overall outcomes sought for advertising devices

**CHARACTER, AMENITY AND VIEW CORRIDORS**
To promote innovative, unique and creative signs that contribute positively to the character and vibrancy of the council area and integrate well with local buildings, streetscapes, the urban skyline and also the natural setting if placed within a rural zone.

Advertising devices should be compatible with the existing or proposed streetscape, present a visually attractive appearance and provide for a functional purpose in public spaces.

Where placed on buildings, advertising devices should be compatible with the design of the building and with the type, nature and scale of development within the locality.

Advertising devices should not compromise access to key vistas and view corridors or excessively block sunlight and breeze flows.

Newly placed advertising devices should not unreasonably obstruct existing advertising devices that are lawfully installed.

**CHARACTER AND AREAS OF HERITAGE SIGNIFICANCE**
If the advertising device is located in an area of heritage significance its design should be sensitive to the heritage features of the building or place.

**HEALTH AND SAFETY**
Advertising devices, even if for temporary use, must be safely secured and not pose a physical hazard or obstruction to motorists, pedestrians, cyclists or residents.

Agreements should be in place to manage and maintain vegetation around advertising devices for visual amenity purposes and driver safety purposes, including tree trimming.

**ECONOMIC BENEFITS OF ADVERTISING DEVICES**
Advertising devices should cater for the needs of local and national businesses and governments, giving them a communication platform to share information about their brand, products and services with the public. In this way, advertising signage drives competition and is an important source of information for the community.
06 OMA Model Advertising Devices Code: New South Wales

Performance criteria and acceptable outcomes for advertising devices
Advertising devices should be assessed against the Model Code. Compliance with the Model Code can either be assessed by the applicant (self-assessable) or by the local council (council-assessable). Advertising devices will comply with the Model Code if the ‘Performance Criteria’ and ‘Acceptable Outcomes’ listed below are addressed and achieved.

Advertising signs are an essential part of the fabric of our cities and towns. They provide critical information for the identification of local businesses, for promoting local goods and services, for informing the public about local community events and for national safety messages (e.g., driver fatigue and missing persons). Advertising signs also create a sense of place and with the application of good design can provide vibrant and active meeting places and centres of connectivity for the community.

### LOCATION AND ZONING

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development demonstrates compliance with the following performance criteria (P)</td>
<td>Development satisfies the following deemed-to-comply requirements (A)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Criteria (P)</th>
<th>Description</th>
<th>Acceptable Outcome (A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Advertising devices to be located in appropriately zoned areas and are of a scale and nature that is compatible with both existing and/or proposed development in the zone.</td>
<td>A1</td>
</tr>
<tr>
<td>P2</td>
<td>Advertising devices do not detract from an identified heritage place or the overall character and amenity of the locality (such as an open space, streetscape, town entrance, landscape feature and vista or view corridor).</td>
<td>A2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A3</td>
</tr>
</tbody>
</table>

### FREESTANDING SIGNS – HEIGHT AND SIZE

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development demonstrates compliance with the following performance criteria (P)</td>
<td>Development satisfies the following deemed-to-comply requirements (A)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Criteria (P)</th>
<th>Description</th>
<th>Acceptable Outcome (A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>P3</td>
<td>The height* of an advertising device complements and reflects the surrounding character and amenity of the locality and environs.</td>
<td>A4</td>
</tr>
<tr>
<td>P4</td>
<td>Freestanding advertising devices are of a size and scale which is considered appropriate for both the natural and built environment and does not create a physical hazard or obstruction to motorists, pedestrians, cyclists or residents.</td>
<td>A5</td>
</tr>
</tbody>
</table>

*The height is measured from finished road level to the uppermost projection of the device.

An important design consideration for advertising signage is the optimum height needed to obtain effective visibility of the advertising face.
### Freestanding Signs (> 18m²) — Separation Distances

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development demonstrates compliance with the following performance criteria (P)</td>
<td>Development satisfies the following deemed-to-comply requirements (A)</td>
</tr>
<tr>
<td>P5 Advertising devices are separated by distance in all zones so that the character and amenity of the locality and existing view and vista corridors are not adversely impacted.</td>
<td>A6 For all freestanding signs, a separation distance is required within the same direction of travel.</td>
</tr>
<tr>
<td></td>
<td>A7 Where the topography of the environment creates a natural visual separation between two advertising devices, the separation distance in A6 does not apply.</td>
</tr>
</tbody>
</table>

The purpose of an advertising sign is to be noticed and safely read by the audience. A requirement for a reasonable spacing between signs can achieve this goal. When signs are well spaced, the audience has the ability to absorb each advertising message and this increases its effectiveness.

### Advertising Wall Signs

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development demonstrates compliance with the following performance criteria (P)</td>
<td>Development satisfies the following deemed-to-comply requirements (A)</td>
</tr>
<tr>
<td>P6 Advertising wall signs are designed to cover unused or unsightly wall spaces.*</td>
<td>A8 The sign face area is an appropriate size for its position and location.</td>
</tr>
<tr>
<td>*Advertising wall signs do not include building wraps, which are temporary structures.</td>
<td>A9 Advertising wall signs must not cover architecturally prominent building design features or other architectural elements that feature in the façade of the building.</td>
</tr>
<tr>
<td></td>
<td>A10 Advertising wall signs should be combined within the outermost projection of the wall of the building and should be designed and positioned to ensure integration with the design of the existing building and character and amenity of the surrounding area.</td>
</tr>
</tbody>
</table>

The Outdoor Media Association does not recommend a specific sign size for advertising wall signs and roof signs as this may restrict the optimal design outcomes for the space.
## BUS SHELTERS & STREET FURNITURE

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development demonstrates compliance with the following performance criteria (P)</td>
<td>Development satisfies the following deemed-to-comply requirements (A)</td>
</tr>
<tr>
<td>P8  The advertising face is compatible with the design of the bus shelter/street furniture and does not impact on the amenity of nearby residents.</td>
<td>A12  • Advertising sign not to extend above height of bus shelter structure.</td>
</tr>
<tr>
<td></td>
<td>• Luminance of the advertising sign not to impact on local residents.</td>
</tr>
</tbody>
</table>

Advertising faces on bus shelters and street furniture require a different set of controls compared to large format signs as they are generally smaller, are often located closer together and can also be located in residential areas.

## DIGITAL ADVERTISING DEVICES

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development demonstrates compliance with the following performance criteria (P)</td>
<td>Development satisfies the following deemed-to-comply requirements (A)</td>
</tr>
<tr>
<td>P9  Digital advertising devices, including Liquid Crystal Display (LCD) and Light Emitting Diode (LED) are allowed in appropriate zones.</td>
<td>A13  Digital advertising devices permitted in:</td>
</tr>
<tr>
<td></td>
<td>• The City Centre, Commercial, Mixed Use and Industrial Zones; and/or</td>
</tr>
<tr>
<td></td>
<td>• Locations where there is a high flow of pedestrian or vehicular traffic.</td>
</tr>
<tr>
<td>P10 Digital advertising devices do not create a road safety risk or hazard.</td>
<td>A14  The static images on LCD and LED advertising devices have a minimum dwell time of 6-8 seconds per advertisement.</td>
</tr>
<tr>
<td></td>
<td>A15  There is an instantaneous transition from one message to the next (approximately 0.1 seconds). No transitional effects such as fly-in or fade-out are supported.</td>
</tr>
<tr>
<td></td>
<td>A16  Advertisements on digital advertising devices are designed so that the amount of text is kept to a minimum and is no more than a driver can read at a short glance.</td>
</tr>
<tr>
<td></td>
<td>A17  Advertisements are designed so that content cannot be mistaken for a traffic control device.</td>
</tr>
<tr>
<td>P11 Illumination of digital advertising devices does not create a safety risk to motorists or detract from the amenity of the local community.</td>
<td>A18  The luminance of digital advertising devices is modified according to location, time of day and ambient light conditions (refer to luminance levels table on page 11).</td>
</tr>
<tr>
<td></td>
<td>A19  LCD and LED advertising devices use light sensors to adjust illumination levels according to the ambient light levels.</td>
</tr>
<tr>
<td>P12 Digital advertising devices minimise energy consumption where possible</td>
<td>A20  Where possible, digital advertising devices will be designed to minimise energy consumption.</td>
</tr>
</tbody>
</table>
Digital advertising devices differ from conventional signs in that they have the capacity to display changing digital messages. The digital effect can contribute to the vibrancy of cities, streetscapes and contribute to placemaking. The Outdoor Media Association (OMA) advocates for a 6-8 second dwell time in all speed zones and for instantaneous transition from one message to the next avoiding transition effects (generally approximately 0.1 seconds). The 6-8 second dwell time is based on international best practice and is long enough for the change not be mistaken for animation.

Advertising devices may be illuminated either externally or internally. Either method is appropriate provided that the illumination does not cause glare to surrounding residences nor impact upon the safety of drivers.

LCD and LED advertising devices can appear to be too bright if the light is not dimmed during twilight, night time and inclement weather. Luminance levels can be controlled with light sensors that adjust the illumination according to the surrounding ambient light level. If there is full sun on the face of a digital sign, it can become difficult to read and maximum luminance output is needed to ensure that the advertising message is clear to the eye, to avoid distraction. The OMA has developed the following best practice guidance for luminance levels for different locations and time of day in conjunction with a lighting expert.

OMA members will work with the community to alleviate any concerns in relation to new digital signage, particularly in relation to luminance levels.

<table>
<thead>
<tr>
<th>Lighting Condition</th>
<th>Zone 1</th>
<th>Zone 2</th>
<th>Zone 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sun on face of signage</td>
<td>Maximum Output</td>
<td>Maximum Output</td>
<td>Maximum Output</td>
</tr>
<tr>
<td>Day time (full light conditions)</td>
<td>6,000-7,000 cd/m²</td>
<td>6,000-7,000 cd/m²</td>
<td>6,000-7,000 cd/m²</td>
</tr>
<tr>
<td>Day time (dawn, dusk and inclement weather)</td>
<td>1,000 cd/m²</td>
<td>700 cd/m²</td>
<td>600 cd/m²</td>
</tr>
<tr>
<td>Night time</td>
<td>500 cd/m²</td>
<td>350 cd/m²</td>
<td>300 cd/m²</td>
</tr>
</tbody>
</table>

Zone 1 covers areas with generally very high off-street ambient lighting, e.g. central city locations.

Zone 2 covers areas with generally high to medium off-street ambient lighting.

Zone 3 covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, many residential areas.

**VEGETATION MANAGEMENT**

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development demonstrates compliance with the following performance criteria (P)</td>
<td>Development satisfies the following deemed-to-comply requirements (A)</td>
</tr>
<tr>
<td>P13</td>
<td>A21 A Vegetation Management Plan is in place to enable the pruning and maintenance of trees and shrubs adjacent to the advertising device, to ensure the sign continues to be legible for driver safety reasons.</td>
</tr>
</tbody>
</table>

**OMA MODEL ADVERTISING DEVICES CODE: NSW**
## CONTENT MANAGEMENT

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development demonstrates compliance with the following performance criteria (P)</td>
<td>Development satisfies the following deemed-to-comply requirements (A)</td>
</tr>
<tr>
<td>P14 Advertising devices should display content that is compliant with the Australian Association of National Advertisers (AANA) Code of Ethics and must comply with any decisions by the Advertising Standards Board (Ad Board).</td>
<td>A22 A system of content management and complaint handling arrangements for the content displayed on advertising structures must be in place. Advertising content should be compliant with the AANA Code of Ethics. Where an advertisement is found by the Ad Board to be in breach of the AANA Code of Ethics, the determination of the Ad Board must be complied with and the advertisement removed.</td>
</tr>
</tbody>
</table>
Item No: C07/19-124

COUNCILLOR VACANCY IN OFFICE - GREYSTANES WARD

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: HC-06-02-16/02
Community Strategic Plan Goal: Transparent and accountable leadership

SUMMARY

This report recommends that Council seek an order from the Minister for Local Government to not fill the vacancy in office left recently by the resignation of Councillor Grove in the Greystanes ward of Council, in accordance with the Local Government Act 1993.

RECOMMENDATION

That Council write to the Minister for Local Government and seek an order to not fill the vacancy created by Cr Grove, and therefore dispense with the requirement of conducting a by-election, in accordance with s.294(2) of the Local Government Act 1993.

REPORT

At the 19th June 2019 Ordinary Council Meeting, Councillor Grove advised the Chamber that he would be vacating elected office immediately following that Council meeting. This therefore creates a Councillor vacancy within the Greystanes ward of Council. Councillor Grove subsequently confirmed his resignation in writing to the General Manager.

As a result, the General Manager has notified the Electoral Commissioner, and both the Chief Executive Officer of the Office of Local Government and Local Government NSW respectively of this vacancy, in accordance with cl. 285 of the Local Government (General) Regulation 2005.

Under the s.292 of the Local Government Act 1993, “a by-election to fill a casual vacancy in the office of a councillor or a mayor elected by the electors of an area is to be held on a Saturday that:

(a) falls not later than 3 months after the vacancy occurs, and
(b) is fixed by the general manager (in relation to an election administered by the general manager) or the Electoral Commissioner (in relation to an election administered by the Electoral Commissioner).”
Should Council proceed with a by-election, then it would be estimated that a new Councillor would be declared on or shortly prior to 19 September 2019. This would result in the newly elected Councillor having less than 12 months in their term of office before the next Council election, and an even shorter term once they are fully inducted to office, with consideration also given to the caretaker period prior to the election.

It is also noted that the expense associated with conducting a ward by-election is estimated at up to $200,000 based on the cost of a full election.

Section s.294 of the Local Government Act 1993 states that:

“(1) This section applies if a casual vacancy occurs in the office of a councillor, including a mayor elected by the electors of an area, within 18 months before the date specified for the next ordinary election of the councillors for the area.
(2) If such a casual vacancy occurs in the office of a councillor (but not the office of a mayor elected by the electors), the Minister may, on the application of the council:
(a) order that the vacancy not be filled, or
(b) order the holding on a stated day of a by-election to fill the vacancy and revoke any earlier order made under paragraph (a).”

In accordance with the above, it is recommended that given the term of the new Councillor will be less than 12 months, and the high costs associated with conducting a by-election, that it would be prudent for Council to write to the Minister for Local Government and seek an order that the vacancy in office left by Councillor Grove not be filled.

COMMUNITY ENGAGEMENT

Should the requested order be granted by the Minister, Council will place a public notification to the community advising of this.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

The cost of conducting a by-election is estimated at up to $200,000, and is not currently budgeted for in the 2019/20 budget. Should Council not proceed to seek an order from the Minister to not fill the Councillor vacancy in office, these funds must be budgeted for.

CONCLUSION

Should a by-election be held to fill the vacancy of Councillor Grove in accordance with the Local Government Act 1993, there will be less than 12 months in term of office for
the newly elected Councillor once declared. Given there is less than 18 months until the next election, it is recommended that Council resolve to express its intent to not fill the vacancy in accordance with s294 of the *Local Government Act 1993*.

**ATTACHMENTS**

Nil
Item No: C07/19-125

ADOPTION OF CODE OF MEETING PRACTICE - POST EXHIBITION

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: HC-06-06/2/04
Community Strategic Plan Goal: Transparent and accountable leadership

SUMMARY

This report recommends the adoption of the Cumberland Council Code of Meeting Practice following a public exhibition period.

RECOMMENDATION

That in accordance with section 362(2) of the Local Government Act 1993, the revised Code of Meeting Practice as attached be adopted by Council.

REPORT

At the 17 April 2019 Ordinary Council meeting, Council considered the Draft Code of Meeting Practice. This was prepared in accordance with the release of the Office of Local Government – Model Code of Meeting Practice, of which the mandatory provisions are required to be adopted by all councils in New South Wales. Council subsequently resolved to place the Draft Code of Meeting Practice on public exhibition for community feedback (Min. 489). This was undertaken in accordance with section 361 of the Local Government Act 1993.

As a result, Council received one submission during the 42 day submission period, covering a number of points within the document. A summary of the key points covered by the submission, and responses from Council management on these points raised, is outlined in Attachment 2 of this report. In addressing the public submission received, some amendments are proposed to the final version of the Code.

In addition to this, the following minor administrative amendments are also suggested:

<table>
<thead>
<tr>
<th>Clause</th>
<th>Change to Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.3 – Extraordinary Meetings</td>
<td>Addition of the words “General Manager” to allow the General Manager to call an extraordinary meeting of Council, per Council’s currently adopted Code of Meeting Practice.</td>
</tr>
<tr>
<td>17.4 – Rescinding or Altering Council Decisions</td>
<td>Additional Clause: 17.4 If applicable, a proposed alternate resolution is to be provided at the same time that a motion to rescind a resolution of the Council is submitted to the General Manager.</td>
</tr>
</tbody>
</table>
In accordance with the above, Council has now addressed all public feedback and recommends the Code of Meeting Practice be adopted by Council as outlined in Attachment 1 of this report.

COMMUNITY ENGAGEMENT

In accordance with section 361 of the Local Government Act 1993, Council publicly exhibited the Draft Code of Meeting Practice for a total of 42 days, and also allowed a public submission period of 42 days from 29 April 2019 to 10 June 2019. Public notification was provided through Council’s website and in local newspaper publications.

Council had 42 visits to the ‘Have Your Say’ community engagement website during the public exhibition period, with 13 people downloading the Draft Code of Meeting Practice provided.

Submissions were received from 1 respondent. Council has formally responded to this community member, and notified them of the consideration of this item at this Council meeting.

A workshop was also conducted with Councillors on the Model Code of Meeting Practice on 13 March 2019.

POLICY IMPLICATIONS

The Code of Meeting Practice, if adopted by Council, will replace the currently adopted version of the code and be effective from the next Council meeting.

RISK IMPLICATIONS

Adoption of the Code of Meeting Practice will ensure Council is compliant with the Local Government Act 1993.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

The Code of Meeting Practice as attached has been prepared to comply with the new Model Code of Meeting Practice. It has been publicly consulted for a total of 42 days with the community. The Code of Meeting Practice meets the requirements of section 362 of the Local Government Act 1993 and is now recommended for adoption.

ATTACHMENTS

1. Code of Meeting Practice
2. Code of Meeting Practice - Summary of Submissions
DOCUMENTS ASSOCIATED WITH REPORT C07/19-125

Attachment 1
Code of Meeting Practice
CODE OF MEETING PRACTICE

AUTHORISATION & VERSION CONTROL

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>POL-005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Owner</td>
<td>Director Finance &amp; Governance</td>
</tr>
<tr>
<td>Date Adopted</td>
<td>3 July 2019</td>
</tr>
<tr>
<td>Version No</td>
<td>2.0</td>
</tr>
<tr>
<td>TRIM Number</td>
<td>RM0035212/2019</td>
</tr>
<tr>
<td>Review Date</td>
<td>September 2021</td>
</tr>
</tbody>
</table>
Table of Contents

1 INTRODUCTION .................................................................................................................... 2
2 MEETING PRINCIPLES ........................................................................................................... 2
3 BEFORE THE MEETING ......................................................................................................... 3
4 PUBLIC FORUMS ................................................................................................................ 6
5 COMING TOGETHER ............................................................................................................ 8
6 THE CHAIRPERSON ............................................................................................................ 11
7 MODES OF ADDRESS .......................................................................................................... 12
8 ORDER OF BUSINESS FOR ORDINARY COUNCIL MEETINGS ........................................ 12
9 CONSIDERATION OF BUSINESS AT COUNCIL MEETINGS ......................................... 13
10 RULES OF DEBATE ........................................................................................................... 15
11 VOTING .............................................................................................................................. 18
12 COMMITTEE OF THE WHOLE .......................................................................................... 19
13 DEALING WITH ITEMS BY EXCEPTION ......................................................................... 19
14 CLOSURE OF COUNCIL MEETINGS TO THE PUBLIC .................................................. 20
15 KEEPING ORDER AT MEETINGS ...................................................................................... 23
16 CONFLICTS OF INTEREST .............................................................................................. 26
17 DECISIONS OF THE COUNCIL ....................................................................................... 26
18 TIME LIMITS ON COUNCIL MEETINGS ....................................................................... 28
19 AFTER THE MEETING ........................................................................................................ 29
20 COUNCIL COMMITTEES .................................................................................................... 30
21 IRREGULARITIES ............................................................................................................... 33
22 DEFINITIONS .................................................................................................................... 34
1 INTRODUCTION

This Code of Meeting Practice facilitates and guides the effective, open and orderly conduct of Council Meetings at Cumberland Council. It ensures clarity of process, and seeks to align Council Meeting procedures with community expectations of open and transparent government whilst complying with legislative requirements. The Code has been prepared in accordance with the Local Government Act 1993 and Local Government (General) Regulation 2005, and complies with the Office of Local Government’s Model code of Meeting Practice (2018).

This code applies to all meetings of councils and committees of councils of which all the members are councillors (committees of council). Council committees whose members include persons other than councillors may adopt their own rules for meetings unless the council determines otherwise.

2 MEETING PRINCIPLES

2.1 Council and committee meetings should be:

  Transparent: Decisions are made in a way that is open and accountable.

  Informed: Decisions are made based on relevant, quality information.

  Inclusive: Decisions respect the diverse needs and interests of the local community.

  Principled: Decisions are informed by the principles prescribed under Chapter 3 of the Act.

  Trusted: The community has confidence that councillors and staff act ethically and make decisions in the interests of the whole community.

  Respectful: Councillors, staff and meeting attendees treat each other with respect.

  Effective: Meetings are well organised, effectively run and skilfully chaired.

  Orderly: Councillors, staff and meeting attendees behave in a way that contributes to the orderly conduct of the meeting.
3 BEFORE THE MEETING

Timing of ordinary council meetings

3.1 Ordinary meetings of the council will be held on the following occasions: Generally, on the first and third Wednesday of each month commencing at 6.30pm, with the exception of January where no meetings (except in the case of an Extraordinary Meeting) will be held. Meetings are held in the Merrylands Council Chamber, 16 Memorial Ave Merrylands.

3.2 Council is required to schedule at least ten (10) Ordinary Meetings throughout each year. (S365 LGA).

Extraordinary meetings

3.3 If the mayor or general manager receive a request in writing, signed by at least two (2) councillors, the mayor or general manager must call an extraordinary meeting of the council to be held as soon as practicable, but in any event, no more than fourteen (14) days after receipt of the request. The mayor can be one of the two councillors requesting the meeting. (S.366 LGA)

Notice to the public of council meetings

3.4 The council must give notice to the public of the time, date and place of each of its meetings, including extraordinary meetings and of each meeting of committees of the council. (S.9(1) LGA)

3.5 For the purposes of clause 3.4, notice of a meeting of the council and of a committee of council is to be published before the meeting takes place. The notice must be published on the council’s website, and in such other manner that the council is satisfied is likely to bring notice of the meeting to the attention of as many people as possible.

3.6 For the purposes of clause 3.4, notice of more than one (1) meeting may be given in the same notice.

Notice to councillors of ordinary council meetings

3.7 The general manager must send to each councillor, at least seven (7) days before each meeting of the council, a notice specifying the time, date and place at which the meeting is to be held, and the business proposed to be considered at the meeting. (S.367(1) LGA)

3.8 The notice and the agenda for, and the business papers relating to, the meeting may be given to councillors in electronic form, but only if all councillors have facilities to access the notice, agenda and business papers in that form. (S.367(3) LGA)

Notice to councillors of extraordinary meetings

3.9 Notice of less than three (3) days may be given to councillors of an extraordinary meeting of the council in cases of emergency. (S.367(2) LGA)
Giving notice of business to be considered at council meetings

3.10 A councillor may give notice of any business they wish to be considered by the council at its next ordinary meeting by way of a notice of motion. To be included on the agenda of the meeting, the notice of motion must be in writing and must be submitted by 5pm on the Monday, 8 business days before the meeting is to be held.

3.11 A councillor may, in writing to the general manager, request the withdrawal of a notice of motion submitted by them prior to its inclusion in the agenda and business paper for the meeting at which it is to be considered.

3.12 Where the General Manager considers a motion has legal, strategic, financial or policy implications which need to be taken into account, the General Manager may; (i) provide advice that the motion be deferred pending a report from officers; (ii) provide an officers comment with a Notice of Motion on the business paper; or (iii) provide a recommendation with a Notice of Motion on the business paper that the matter be deferred pending a report from officers. If, in the opinion of the General Manager, a report needs to be presented to Council to assist Councillors with consideration of the Notice of Motion, and if time permits, the General Manager may include a report in the business paper.

Questions with notice

3.13 A councillor may, by way of a notice submitted under clause 3.10, ask a question for response by the general manager about the performance or operations of the council.

3.14 A councillor is not permitted to ask a question with notice under clause 3.13 that comprises a complaint against the general manager or a member of staff of the council, or a question that implies wrongdoing by the general manager or a member of staff of the council.

3.15 The general manager or their nominee may respond to a question with notice submitted under clause 3.13 by way of a report included in the business papers for the relevant meeting of the council or orally at the meeting.

Agenda and business papers for ordinary meetings

3.16 The general manager must cause the agenda for a meeting of the council or a committee of the council to be prepared as soon as practicable before the meeting.

3.17 The general manager must ensure that the agenda for an ordinary meeting of the council states:

(a) all matters to be dealt with arising out of the proceedings of previous meetings of the council, and

(b) if the mayor is the chairperson — any matter or topic that the chairperson proposes, at the time when the agenda is prepared, to put to the meeting, and
(c) all matters, including matters that are the subject of staff reports and reports of committees, to be considered at the meeting, and
(d) any business of which due notice has been given under clause 3.10.

3.18 Nothing in clause 3.17 limits the powers of the mayor to put a mayoral minute to a meeting under clause 9.6.

3.19 The general manager must not include in the agenda for a meeting of the council any business of which due notice has been given if, in the opinion of the general manager, the business is, or the implementation of the business would be, unlawful. The general manager must report, without giving details of the item of business, any such exclusion to the next meeting of the council.

3.20 Where the agenda includes the receipt of information or discussion of other matters that, in the opinion of the general manager, is likely to take place when the meeting is closed to the public, the general manager must ensure that the agenda of the meeting:

(a) identifies the relevant item of business and indicates that it is of such a nature (without disclosing details of the information to be considered when the meeting is closed to the public), and
(b) states the grounds under section 10A(2) of the Act relevant to the item of business.

(S.9(2A)(a) LGA)

3.21 The general manager must ensure that the details of any item of business which, in the opinion of the general manager, is likely to be considered when the meeting is closed to the public, are included in a business paper provided to councillors for the meeting concerned. Such details must not be included in the business papers made available to the public, and must not be disclosed by a councillor or by any other person to another person who is not authorised to have that information.

Availability of the agenda and business papers to the public

3.22 Copies of the agenda and the associated business papers, such as correspondence and reports for meetings of the council and committees of council, are to be published on the council's website, and must be made available to the public for inspection, or for taking away by any person free of charge at the offices of the council, at the relevant meeting and at such other venues determined by the council. (S.9(2) and (4) LGA)

3.23 Clause 3.22 does not apply to the business papers for items of business that the general manager has identified under clause 3.20 as being likely to be considered when the meeting is closed to the public. (S.9(2A)(b) LGA)

3.24 For the purposes of clause 3.22, copies of agendas and business papers must be published on the council's website and made available to the public at a time that is as close as possible to the time they are available to councillors. (S.9(3) LGA)
3.25 A copy of an agenda, or of an associated business paper made available under clause 3.24, may in addition be given or made available in electronic form. (S.9(5) LGA)

Agenda and business papers for extraordinary meetings

3.26 The general manager must ensure that the agenda for an extraordinary meeting of the council deals only with the matters stated in the notice of the meeting.

3.27 Despite clause 3.26, business may be considered at an extraordinary meeting of the council, even though due notice of the business has not been given, if:

(a) a motion is passed to have the business considered at the meeting, and
(b) the business to be considered is ruled by the chairperson to be of great urgency on the grounds that it requires a decision by the council before the next scheduled ordinary meeting of the council.

3.28 A motion moved under clause 3.27(a) can be moved without notice but only after the business notified in the agenda for the extraordinary meeting has been dealt with.

3.29 Despite clauses 10.19–10.29, only the mover of a motion moved under clause 3.27(a) can speak to the motion before it is put.

3.30 A motion of dissent cannot be moved against a ruling of the chairperson under clause 3.27(b) on whether a matter is of great urgency.

Pre-meeting briefing sessions

3.31 Prior to each ordinary meeting of the council, the general manager may arrange a pre-meeting briefing session to brief councillors on business to be considered at the meeting. Pre-meeting briefing sessions may also be held for extraordinary meetings of the council and meetings of committees of the council.

3.32 Pre-meeting briefing sessions are to be held in the absence of the public.

4 PUBLIC FORUMS

4.1 Anyone may apply to address Council or a Committee in relation to a matter of policy, the delivery of services, regulatory functions or issues of community concern.

4.2 Public Forum will be conducted at each Ordinary Council Meeting (in accordance with the order of business) for a maximum period of 30 minutes.

4.3 To speak at a public forum, a person must first make an application to council on the approved form available on Council's website and Customer Service Centres. Applications to speak at public forum must be received by no later than 2pm on the day of the Council meeting. Accepting requests received after this time will be at the discretion of the Chairperson. Where the application relates to an item of business on the Council meeting agenda, the application
must identify the item of business the applicant wishes to speak on, and whether the applicant wishes to speak ‘for’ or ‘against’ the item.

4.4 A person may apply to speak on no more than 2 items of business on the agenda of the council meeting. An increase in this number may be granted at the discretion of the chairperson.

4.5 Legal representatives acting on behalf of others are not to be permitted to speak at a public forum unless they identify their status as a legal representative when applying to speak at the public forum.

4.6 Speakers will be asked to speak in the alternative views of for and against.

4.7 Approved speakers at the public forum are to register with council any written, visual or audio material to be presented in support of their address to the council at the public forum by no later than 2pm on the day of the meeting. Examples of such material includes but is not limited to: photos, diagrams, videos, maps. The General Manager or their delegate will advise the applicant prior to the meeting, if such a presentation will not be technically possible. The General Manager or their delegate reserve the right to not display/distribute such material if it is of an offensive or inflammatory nature. Late material may be presented at the discretion of the chairperson.

4.8 Generally, the order of public forum speakers will follow the items of business within the Council meeting agenda, and by chronological order of application receipt.

4.9 Each speaker will be allowed 3 minutes to address the council. One extension of time (maximum 1 minute) may be granted at the discretion of the Chairperson. This time is to be strictly enforced by the chairperson.

4.10 Speakers at public forums must not digress from the item on the agenda of the council meeting they have applied to address the council on. If a speaker digresses to irrelevant matters, the chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the chairperson, the speaker will not be further heard.

4.11 A councillor (including the chairperson) may, through the chairperson, ask questions of a speaker following their address at a public forum. Questions put to a speaker must be direct, succinct and without argument.

4.12 Speakers are under no obligation to answer a question put under clause 4.11.

4.13 Speakers at public forums may ask questions of the council, councillors or the General Manager, providing questions are sent to the General Manager or their delegate in conjunction with their application to address Council under clause 4.3 of this code.

4.14 Council, Councillors or the General Manager are under no obligation to answer a question put under clause 4.13, but may if they wish, take the questions on notice and respond to the applicant after the meeting.
4.15 The general manager or their nominee may, with the concurrence of the chairperson, respond to an address to the council at a public forum after the address and any subsequent questions and answers have been finalised.

4.16 When addressing the council, speakers at public forums must comply with this code and all other relevant council codes, policies and procedures. Speakers must refrain from engaging in disorderly conduct, publicly alleging breaches of the council’s code of conduct or making other potentially defamatory statements.

4.17 If the chairperson considers that a speaker at a public forum has engaged in conduct of the type referred to in clause 4.16, the chairperson may request the person to refrain from the inappropriate behaviour and to withdraw and unreservedly apologise for any inappropriate comments. Where the speaker fails to comply with the chairperson’s request, the chairperson may immediately require the person to stop speaking.

4.18 Clause 4.17 does not limit the ability of the chairperson to deal with disorderly conduct by speakers at public forums in accordance with the provisions of Part 15 of this code.

4.19 Where a speaker engages in conduct of the type referred to in clause 4.16, the general manager or their delegate may refuse further applications from that person to speak at public forums for such a period as the general manager or their delegate considers appropriate.

5 COMING TOGETHER

Attendance by councillors at meetings

5.1 All councillors must make reasonable efforts to attend meetings of the council and of committees of the council of which they are members.

Note: A councillor may not attend a meeting as a councillor (other than the first meeting of the council after the councillor is elected or a meeting at which the councillor takes an oath or makes an affirmation of office) until they have taken an oath or made an affirmation of office in the form prescribed under section 233A of the Act.

5.2 A councillor cannot participate in a meeting of the council or of a committee of the council unless personally present at the meeting.

5.3 Where a councillor is unable to attend one or more ordinary meetings of the council, the councillor should request that the council grant them a leave of absence from those meetings. This clause does not prevent a councillor from making an apology if they are unable to attend a meeting. However the acceptance of such an apology does not constitute the granting of a leave of absence for the purposes of this code and the Act.

5.4 A councillor’s request for leave of absence from council meetings should, if practicable, identify (by date) the meetings from which the councillor intends to be absent and the grounds upon which the leave of absence is being sought.
5.5 The council must act reasonably when considering whether to grant a councillor’s request for a leave of absence.

5.6 A councillor’s civic office will become vacant if the councillor is absent from three (3) consecutive ordinary meetings of the council without prior leave of the council, or leave granted by the council at any of the meetings concerned, unless the holder is absent because they have been suspended from office under the Act, or because the council has been suspended under the Act, or as a consequence of a compliance order under section 438HA. (S.234(1)(d) LGA)

5.7 A councillor who intends to attend a meeting of the council despite having been granted a leave of absence should, if practicable, give the general manager at least two (2) days’ notice of their intention to attend.

The quorum for a meeting

5.8 The quorum for a meeting of the council is a majority of the councillors of the council who hold office at that time and are not suspended from office. (S.368(1) LGA)

5.9 Clause 5.8 does not apply if the quorum is required to be determined in accordance with directions of the Minister in a performance improvement order issued in respect of the council. (S.368(2) LGA)

5.10 A meeting of the council must be adjourned if a quorum is not present:

(a) at the commencement of the meeting where the number of apologies received for the meeting indicates that there will not be a quorum for the meeting, or
(b) within half an hour after the time designated for the holding of the meeting, or
(c) at any time during the meeting.

5.11 In either case, the meeting must be adjourned to a time, date and place fixed:

(a) by the chairperson, or
(b) in the chairperson’s absence, by the majority of the councillors present, or
(c) failing that, by the general manager.

5.12 The general manager must record in the council’s minutes the circumstances relating to the absence of a quorum (including the reasons for the absence of a quorum) at or arising during a meeting of the council, together with the names of the councillors present.

5.13 Where, prior to the commencement of a meeting, it becomes apparent that a quorum may not be present at the meeting, or that the safety and welfare of councillors, council staff and members of the public may be at risk by attending the meeting because of a natural disaster (such as, but not limited to flood or bushfire), the mayor may, in consultation with the general manager and, as far as is practicable, with each councillor, cancel the meeting. Where a meeting is cancelled, notice of the cancellation must be published on the
council’s website and in such other manner that the council is satisfied is likely to bring notice of the cancellation to the attention of as many people as possible.

5.14 Where a meeting is cancelled under clause 5.13, the business to be considered at the meeting may instead be considered, where practicable, at the next ordinary meeting of the council or at an extraordinary meeting called under clause 3.3.

Entitlement of the public to attend council meetings

5.15 Everyone is entitled to attend a meeting of the council and committees of the council. The council must ensure that all meetings of the council and committees of the council are open to the public. (S.10(1) LGA)

5.16 Clause 5.15 does not apply to parts of meetings that have been closed to the public under section 10A of the Act.

5.17 A person (whether a councillor or another person) is not entitled to be present at a meeting of the council or a committee of the council if expelled from the meeting:

(a) by a resolution of the meeting, or
(b) by the person presiding at the meeting if the council has, by resolution, authorised the person presiding to exercise the power of expulsion. (S.10(2) LGA)

Note: clause 15.14 authorises chairpersons to expel persons other than councillors from a council or committee meeting.

Webcasting of meetings

5.18 All meetings of the council and committees of the council are to be webcast on the Council’s website. All open session meetings of the council are live streamed on the council’s website. Parts of the meeting which are held in confidential session or those parts of the meeting closed to the public as provided by section 10a of the Local Government Act 1993, are not livestreamed or later made available on the Council’s website.

- Councils approach is to both livestream and provide a recording of the Council meeting on Council’s website in audio/visual. Where this is not possible due to technical difficulties, at minimum an audio recording of the meeting will be made available on the Council’s website.
- Generally, the audio visual recording of the Council meeting will be available on Councils website no later than 48 hours after the Council meeting.
- The streaming of open sessions of its meeting on Council’s website is carried out for the information of the public. Should a member of the public make defamatory statements during the streaming, in accordance with s.28 of the Defamation Act 2005, the Council is not liable or responsible for the defamatory statements.
- Written transcriptions of such proceedings shall not be made available.

5.19 Clause 5.18 does not apply to parts of a meeting that have been closed to the public under section 10A of the Act.
5.20  At the start of each meeting the chairperson is to make a statement informing those in attendance that the meeting is being webcast and that those in attendance should refrain from making any defamatory statements.

5.21  A recording of each meeting of the council and committee of the council is to be retained on the council’s website for 12 months. Recordings of meetings may be disposed of in accordance with the State Records Act 1998.

**Attendance of the general manager and other staff at meetings**

5.22  The general manager is entitled to attend, but not to vote at, a meeting of the council or a meeting of a committee of the council of which all of the members are councillors. (S.376(1) LGA)

5.23  The general manager is entitled to attend a meeting of any other committee of the council and may, if a member of the committee, exercise a vote. (S.376(2) LGA)

5.24  The general manager may be excluded from a meeting of the council or a committee while the council or committee deals with a matter relating to the standard of performance of the general manager or the terms of employment of the general manager. (S.376(3) LGA)

5.25  The attendance of other council staff at a meeting, (other than as members of the public) shall be with the approval of the general manager.

6  **THE CHAIRPERSON**

The chairperson at meetings

6.1  The mayor, or at the request of or in the absence of the mayor, the deputy mayor (if any) presides at meetings of the council. (S.389(1) LGA)

6.2  If the mayor and the deputy mayor (if any) are absent, a councillor elected to chair the meeting by the councillors present presides at a meeting of the council. (S.389(2) LGA)

**Election of the chairperson in the absence of the mayor and deputy mayor**

6.3  If no chairperson is present at a meeting of the council at the time designated for the holding of the meeting, the first business of the meeting must be the election of a chairperson to preside at the meeting.

6.4  The election of a chairperson must be conducted:

   (a)  by the general manager or, in their absence, an employee of the council designated by the general manager to conduct the election, or
   
   (b)  by the person who called the meeting or a person acting on their behalf if neither the general manager nor a designated employee is present at the meeting, or if there is no general manager or designated employee.

6.5  If, at an election of a chairperson, two (2) or more candidates receive the same number of votes and no other candidate receives a greater number of votes, the chairperson is to be the candidate whose name is chosen by lot.
6.6 For the purposes of clause 6.5, the person conducting the election must:

(a) arrange for the names of the candidates who have equal numbers of votes to be written on similar slips, and
(b) then fold the slips so as to prevent the names from being seen, mix the slips and draw one of the slips at random.

6.7 The candidate whose name is on the drawn slip is the candidate who is to be the chairperson.

6.8 Any election conducted under clause 6.3, and the outcome of the vote, are to be recorded in the minutes of the meeting.

Chairperson to have precedence

6.9 When the chairperson rises or speaks during a meeting of the council:

(a) any councillor then speaking or seeking to speak must cease speaking and, if standing, immediately resume their seat, and
(b) every councillor present must be silent to enable the chairperson to be heard without interruption.

7 MODES OF ADDRESS

7.1 If the chairperson is the mayor, they are to be addressed as ‘Mr Mayor’ or ‘Madam Mayor’.

7.2 Where the chairperson is not the mayor, they are to be addressed as either ‘Mr Chairperson’ or ‘Madam Chairperson’.

7.3 A councillor is to be addressed as ‘Councillor [surname]’.

7.4 A council officer is to be addressed by their official designation or as Mr/Ms [surname].

8 ORDER OF BUSINESS FOR ORDINARY COUNCIL MEETINGS

8.1 The general order of business for an ordinary meeting of the council shall be:

1. OPENING PRAYER / ACKNOWLEDGEMENT OF COUNTRY / NATIONAL ANTHEM
2. APOLOGIES/REQUESTS FOR LEAVE OF ABSENCE
3. DECLARATIONS OF INTERESTS
4. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS
5. MAYORAL MINUTES
6. PUBLIC FORUM/ PRESENTATION OF PETITIONS
7. ITEMS RESOLVED BY EXCEPTION
8. REPORTS TO COUNCIL
9. REPORTS OF COUNCIL COMMITTEES
10. NOTICES OF MOTION
11. NOTICE OF RESCISSION MOTIONS
12. QUESTIONS WITH NOTICE
13. MATTERS TO BE CONSIDERED IN CLOSED SESSION
14. RESOLUTIONS PASSED IN CLOSED SESSION
15. OTHER/GENERAL MATTERS
16. CLOSE

8.2 The order of business as fixed under clause 8.1 may be altered for a particular meeting of the council if a motion to that effect is passed at that meeting. Such a motion can be moved without notice.

8.3 Despite clauses 10.19–10.29, only the mover of a motion referred to in clause 8.2 may speak to the motion before it is put.

9 CONSIDERATION OF BUSINESS AT COUNCIL MEETINGS

Business that can be dealt with at a council meeting

9.1 The council must not consider business at a meeting of the council:

(a) unless a councillor has given notice of the business, as required by clause 3.10, and
(b) unless notice of the business has been sent to the councillors in accordance with clause 3.7 in the case of an ordinary meeting or clause 3.9 in the case of an extraordinary meeting called in an emergency.

9.2 Clause 9.1 does not apply to the consideration of business at a meeting, if the business:

(a) is already before, or directly relates to, a matter that is already before the council, or
(b) is the election of a chairperson to preside at the meeting, or
(c) subject to clause 9.9, is a matter or topic put to the meeting by way of a mayoral minute, or
(d) is a motion for the adoption of recommendations of a committee, including, but not limited to, a committee of the council.

9.3 Despite clause 9.1, business may be considered at a meeting of the council even though due notice of the business has not been given to the councillors if:

(a) a motion is passed to have the business considered at the meeting, and
(b) the business to be considered is ruled by the chairperson to be of great urgency on the grounds that it requires a decision by the council before the next scheduled ordinary meeting of the council.

9.4 A motion moved under clause 9.3(a) can be moved without notice. Despite clauses 10.19–10.29, only the mover of a motion referred to in clause 9.3(a) can speak to the motion before it is put.

9.5 A motion of dissent cannot be moved against a ruling by the chairperson under clause 9.3(b).
Mayoral minutes

9.6 Subject to clause 9.9, if the mayor is the chairperson at a meeting of the council, the mayor may, by minute signed by the mayor, put to the meeting without notice any matter or topic that is within the jurisdiction of the council, or of which the council has official knowledge.

9.7 A mayoral minute, when put to a meeting, takes precedence over all business on the council’s agenda for the meeting. The chairperson (but only if the chairperson is the mayor) may move the adoption of a mayoral minute without the motion being seconded.

9.8 A recommendation made in a mayoral minute put by the mayor is, so far as it is adopted by the council, a resolution of the council.

9.9 A mayoral minute must not be used to put without notice matters that are routine and not urgent, or matters for which proper notice should be given because of their complexity. For the purpose of this clause, a matter will be urgent where it requires a decision by the council before the next scheduled ordinary meeting of the council.

9.10 Where a mayoral minute makes a recommendation which, if adopted, would require the expenditure of funds on works and/or services other than those already provided for in the council’s current adopted operational plan, it must identify the source of funding for the expenditure that is the subject of the recommendation.

Staff reports

9.11 A recommendation made in a staff report is, so far as it is adopted by the council, a resolution of the council.

Reports of committees of council

9.12 The recommendations of a committee of the council are, so far as they are adopted by the council, resolutions of the council.

9.13 If in a report of a committee of the council distinct recommendations are made, the council may make separate decisions on each recommendation.

Questions

9.14 A question must not be asked at a meeting of the council unless it concerns a matter on the agenda of the meeting or notice has been given of the question in accordance with clause 3.10.

9.15 A councillor may, through the chairperson, put a question to another councillor about a matter on the agenda.

9.16 A councillor may, through the general manager, put a question to a council employee about a matter on the agenda. Council employees are only obliged to answer a question put to them through the general manager at the direction of the general manager.
9.17 A councillor or council employee to whom a question is put is entitled to be given reasonable notice of the question and, in particular, sufficient notice to enable reference to be made to other persons or to documents. Where a councillor or council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the council.

9.18 Councillors must put questions directly, succinctly, respectfully and without argument.

9.19 The chairperson must not permit discussion on any reply to, or refusal to reply to, a question put to a councillor or council employee.

10 RULES OF DEBATE

Motions to be seconded

10.1 Unless otherwise specified in this code, a motion or an amendment cannot be debated unless or until it has been seconded.

Notices of motion

10.2 A councillor who has submitted a notice of motion under clause 3.10 is to move the motion the subject of the notice of motion at the meeting at which it is to be considered.

10.3 If a councillor who has submitted a notice of motion under clause 3.10 wishes to withdraw it after the agenda and business paper for the meeting at which it is to be considered have been sent to councillors, the councillor may request the withdrawal of the motion when it is before the council.

10.4 In the absence of a councillor who has placed a notice of motion on the agenda for a meeting of the council:

(a) any other councillor may, with the leave of the chairperson, move the motion at the meeting, or
(b) the chairperson may defer consideration of the motion until the next meeting of the council.

Chairperson's duties with respect to motions

10.5 It is the duty of the chairperson at a meeting of the council to receive and put to the meeting any lawful motion that is brought before the meeting.

10.6 The chairperson must rule out of order any motion or amendment to a motion that is unlawful or the implementation of which would be unlawful.

10.7 Before ruling out of order a motion or an amendment to a motion under clause 10.6, the chairperson is to give the mover an opportunity to clarify or amend the motion or amendment.
10.8 Any motion, amendment or other matter that the chairperson has ruled out of order is taken to have been lost.

Amendments to motions

10.9 An amendment to a motion must be moved and seconded before it can be debated.

10.10 An amendment to a motion must relate to the matter being dealt with in the original motion before the council and must not be a direct negative of the original motion. An amendment to a motion which does not relate to the matter being dealt with in the original motion, or which is a direct negative of the original motion, must be ruled out of order by the chairperson.

10.11 The mover of an amendment is to be given the opportunity to explain any uncertainties in the proposed amendment before a seconder is called for.

10.12 If an amendment has been lost, a further amendment can be moved to the motion to which the lost amendment was moved, and so on, but no more than one (1) motion and one (1) proposed amendment can be before council at any one time.

10.13 While an amendment is being considered, debate must only occur in relation to the amendment and not the original motion. Debate on the original motion is to be suspended while the amendment to the original motion is being debated.

10.14 If the amendment is carried, it becomes the motion and is to be debated. If the amendment is lost, debate is to resume on the original motion.

10.15 An amendment may become the motion without debate or a vote where it is accepted by the councillor who moved the original motion.

Foreshadowed motions

10.16 A councillor may propose a foreshadowed motion in relation to the matter the subject of the original motion before the council, without a seconder during debate on the original motion. The foreshadowed motion is only to be considered if the original motion is lost or withdrawn and the foreshadowed motion is then moved and seconded. If the original motion is carried, the foreshadowed motion lapses.

10.17 Where an amendment has been moved and seconded, a councillor may, without a seconder, foreshadow a further amendment that they propose to move after the first amendment has been dealt with. There is no limit to the number of foreshadowed amendments that may be put before the council at any time. However, no discussion can take place on foreshadowed amendments until the previous amendment has been dealt with and the foreshadowed amendment has been moved and seconded.

10.18 Foreshadowed motions and foreshadowed amendments are to be considered in the order in which they are proposed. However, foreshadowed motions
cannot be considered until all foreshadowed amendments have been dealt with.

Limitations on the number and duration of speeches

10.19 A councillor who, during a debate at a meeting of the council, moves an original motion, has the right to speak on each amendment to the motion and a right of general reply to all observations that are made during the debate in relation to the motion, and any amendment to it at the conclusion of the debate before the motion (whether amended or not) is finally put.

10.20 A councillor, other than the mover of an original motion, has the right to speak once on the motion and once on each amendment to it.

10.21 A councillor must not, without the consent of the council, speak more than once on a motion or an amendment, or for longer than five (5) minutes at any one time. A councillor with the consent of the Council however, may be granted an extension of three (3) minutes in which to complete his/her speech.

10.22 Despite clause 10.21, the chairperson may permit a councillor who claims to have been misrepresented or misunderstood to speak more than once on a motion or an amendment, and for longer than five (5) minutes on that motion or amendment to enable the councillor to make a statement limited to explaining the misrepresentation or misunderstanding.

10.23 Despite clause 10.21, the council may resolve to shorten the duration of speeches to expedite the consideration of business at a meeting.

10.24 Despite clauses 10.19 and 10.20, a councillor may move that a motion or an amendment be now put:

(a) if the mover of the motion or amendment has spoken in favour of it and no councillor expresses an intention to speak against it, or
(b) if at least two (2) councillors have spoken in favour of the motion or amendment and at least two (2) councillors have spoken against it.

10.25 The chairperson must immediately put to the vote, without debate, a motion moved under clause 10.24. A seconder is not required for such a motion.

10.26 If a motion that the original motion or an amendment be now put is passed, the chairperson must, without further debate, put the original motion or amendment to the vote immediately after the mover of the original motion has exercised their right of reply under clause 10.19.

10.27 If a motion that the original motion or an amendment be now put is lost, the chairperson must allow the debate on the original motion or the amendment to be resumed.

10.28 All councillors must be heard without interruption and all other councillors must, unless otherwise permitted under this code, remain silent while another councillor is speaking.
10.29 Once the debate on a matter has concluded and a matter has been dealt with, the chairperson must not allow further debate on the matter.

11 VOTING

Voting entitlements of councillors

11.1 Each councillor is entitled to one (1) vote. (S.370 LGA)

11.2 The person presiding at a meeting of the council has, in the event of an equality of votes, a second or casting vote. (S.370(2) LGA)

11.3 Where the chairperson declines to exercise, or fails to exercise, their second or casting vote, in the event of an equality of votes, the motion being voted upon is lost.

Voting at council meetings

11.4 A councillor who is present at a meeting of the council but who fails to vote on a motion put to the meeting is taken to have voted against the motion.

11.5 If a councillor who has voted against a motion put at a council meeting so requests, the general manager must ensure that the councillor’s dissenting vote is recorded in the council’s minutes.

11.6 The decision of the chairperson as to the result of a vote is final, unless the decision is immediately challenged and not fewer than two (2) councillors rise and call for a division.

11.7 When a division on a motion is called, the chairperson must ensure that the division takes place immediately. The general manager must ensure that the names of those who vote for the motion and those who vote against it are recorded in the council’s minutes for the meeting.

11.8 When a division on a motion is called, any councillor who fails to vote will be recorded as having voted against the motion in accordance with clause 11.4 of this code.

11.9 Voting at a meeting, including voting in an election at a meeting, is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system). However, the council may resolve that the voting in any election by councillors for mayor or deputy mayor is to be by secret ballot.

Voting on planning decisions

11.10 The general manager must keep a register containing, for each planning decision made at a meeting of the council or a council committee (including, but not limited to a committee of the council), the names of the councillors who supported the decision and the names of any councillors who opposed (or are taken to have opposed) the decision.

11.11 For the purpose of maintaining the register, a division is taken to have been called whenever a motion for a planning decision is put at a meeting of the
council or a council committee.

11.12 Each decision recorded in the register is to be described in the register or identified in a manner that enables the description to be obtained from another publicly available document.

11.13 Clauses 11.10–11.12 apply also to meetings that are closed to the public. (S.375A LGA)

12 COMMITTEE OF THE WHOLE

12.1 The council may resolve itself into a committee to consider any matter before the council. (S.373 LGA)

12.2 All the provisions of this code relating to meetings of the council, so far as they are applicable, extend to and govern the proceedings of the council when in committee of the whole, except the provisions limiting the number and duration of speeches.

Note: Clauses 10.19–10.29 limit the number and duration of speeches.

12.3 The general manager or, in the absence of the general manager, an employee of the council designated by the general manager, is responsible for reporting to the council the proceedings of the committee of the whole. It is not necessary to report the proceedings in full but any recommendations of the committee must be reported.

12.4 The council must ensure that a report of the proceedings (including any recommendations of the committee) is recorded in the council’s minutes. However, the council is not taken to have adopted the report until a motion for adoption has been made and passed.

13 DEALING WITH ITEMS BY EXCEPTION

13.1 The council or a committee of council may, at any time, resolve to adopt multiple items of business on the agenda together by way of a single resolution.

13.2 Before the council or committee resolves to adopt multiple items of business on the agenda together under clause 13.1, the chairperson must list the items of business to be adopted and ask councillors to identify any individual items of business listed by the chairperson that they intend to vote against the recommendation made in the business paper or that they wish to speak on.

13.3 The council or committee must not resolve to adopt any item of business under clause 13.1 that a councillor has identified as being one they intend to vote against the recommendation made in the business paper or to speak on.

13.4 Where the consideration of multiple items of business together under clause 13.1 involves a variation to the order of business for the meeting, the council or committee must resolve to alter the order of business in accordance with clause 8.2.
13.5 A motion to adopt multiple items of business together under clause 13.1 must identify each of the items of business to be adopted and state that they are to be adopted as recommended in the business paper.

13.6 Items of business adopted under clause 13.1 are to be taken to have been adopted unanimously.

13.7 Councillors must ensure that they declare and manage any conflicts of interest they may have in relation to items of business considered together under clause 13.1 in accordance with the requirements of the council's code of conduct.

14 CLOSURE OF COUNCIL MEETINGS TO THE PUBLIC

Grounds on which meetings can be closed to the public

14.1 The council or a committee of the council may close to the public so much of its meeting as comprises the discussion or the receipt of any of the following types of matters:

(a) personnel matters concerning particular individuals (other than councillors),
(b) the personal hardship of any resident or ratepayer,
(c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business,
(d) commercial information of a confidential nature that would, if disclosed:
   (i) prejudice the commercial position of the person who supplied it, or
   (ii) confer a commercial advantage on a competitor of the council, or
   (iii) reveal a trade secret,
(e) information that would, if disclosed, prejudice the maintenance of law,
(f) matters affecting the security of the council, councillors, council staff or council property,
(g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege,
(h) information concerning the nature and location of a place or an item of Aboriginal significance on community land,
(i) alleged contraventions of the council’s code of conduct.
(S.10A(1) and (2) LGA)

14.2 The council or a committee of the council may also close to the public so much of its meeting as comprises a motion to close another part of the meeting to the public. (S.10A(3) LGA)

Matters to be considered when closing meetings to the public

14.3 A meeting is not to remain closed during the discussion of anything referred to in clause 14.1:

(a) except for so much of the discussion as is necessary to preserve the relevant confidentiality, privilege or security, and
(b) if the matter concerned is a matter other than a personnel matter
concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret – unless the council or committee concerned is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest.
(S.10B(1) LGA)

14.4 A meeting is not to be closed during the receipt and consideration of information or advice referred to in clause 14.1(g) unless the advice concerns legal matters that:

(a) are substantial issues relating to a matter in which the council or committee is involved, and
(b) are clearly identified in the advice, and
(c) are fully discussed in that advice.
(S.10B(2) LGA)

14.5 If a meeting is closed during the discussion of a motion to close another part of the meeting to the public (as referred to in clause 14.2), the consideration of the motion must not include any consideration of the matter or information to be discussed in that other part of the meeting other than consideration of whether the matter concerned is a matter referred to in clause 14.1. (S.10B(3) LGA)

14.6 For the purpose of determining whether the discussion of a matter in an open meeting would be contrary to the public interest, it is irrelevant that:

(a) a person may misinterpret or misunderstand the discussion, or
(b) the discussion of the matter may:
   (i) cause embarrassment to the council or committee concerned, or to councillors or to employees of the council, or
   (ii) cause a loss of confidence in the council or committee.
(S.10B(4) LGA)

14.7 In deciding whether part of a meeting is to be closed to the public, the council or committee concerned must consider any relevant guidelines issued by the Chief Executive of the Office of Local Government. (S.10B(5) LGA)

Notice of likelihood of closure not required in urgent cases

14.8 Part of a meeting of the council, or of a committee of the council, may be closed to the public while the council or committee considers a matter that has not been identified in the agenda for the meeting under clause 3.22 as a matter that is likely to be considered when the meeting is closed, but only if:

(a) it becomes apparent during the discussion of a particular matter that the matter is a matter referred to in clause 14.1, and
(b) the council or committee, after considering any representations made under clause 14.9, resolves that further discussion of the matter:
   (i) should not be deferred (because of the urgency of the matter), and
   (ii) should take place in a part of the meeting that is closed to the public.
(S.10C LGA)
Representations by members of the public

14.9 The council, or a committee of the council, may allow members of the public to make representations to or at a meeting, before any part of the meeting is closed to the public, as to whether that part of the meeting should be closed. (S.10A(4) LGA)

14.10 A representation under clause 14.9 is to be made after the motion to close the part of the meeting is moved and seconded.

14.11 Where the matter has been identified in the agenda of the meeting under clause 3.20 as a matter that is likely to be considered when the meeting is closed to the public, in order to make representations under clause 14.9, members of the public must first make an application to the council in the approved form. Applications must be received by 5pm on the day before the meeting at which the matter is to be considered.

14.12 The general manager (or their delegate) may refuse an application made under clause 14.11. The general manager or their delegate must give reasons in writing for a decision to refuse an application.

14.13 No more than 3 speakers are to be permitted to make representations under clause 14.9.

14.14 If more than the permitted number of speakers apply to make representations under clause 14.9, the general manager or their delegate may request the speakers to nominate from among themselves the persons who are to make representations to the council. If the speakers are not able to agree on whom to nominate to make representations under clause 14.9, the general manager or their delegate is to determine who will make representations to the council.

14.15 The general manager (or their delegate) is to determine the order of speakers.

14.16 Where the council or a committee of the council proposes to close a meeting or part of a meeting to the public in circumstances where the matter has not been identified in the agenda for the meeting under clause 3.20 as a matter that is likely to be considered when the meeting is closed to the public, the chairperson is to invite representations from the public under clause 14.9 after the motion to close the part of the meeting is moved and seconded. The chairperson is to permit no more than 3 speakers to make representations in such order as determined by the chairperson.

14.17 Each speaker will be allowed 3 minutes to make representations, and this time limit is to be strictly enforced by the chairperson. Speakers must confine their representations to whether the meeting should be closed to the public. If a speaker digresses to irrelevant matters, the chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the chairperson, the speaker will not be further heard.

Expulsion of non-councillors from meetings closed to the public

14.18 If a meeting or part of a meeting of the council or a committee of the council is closed to the public in accordance with section 10A of the Act and this code,
any person who is not a councillor and who fails to leave the meeting when requested, may be expelled from the meeting as provided by section 10(2)(a) or (b) of the Act.

14.19 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using only such force as is necessary, remove the first-mentioned person from that place and, if necessary restrain that person from re-entering that place for the remainder of the meeting.

Information to be disclosed in resolutions closing meetings to the public

14.20 The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting. The grounds must specify the following:

(a) the relevant provision of section 10A(2) of the Act,
(b) the matter that is to be discussed during the closed part of the meeting,
(c) the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

(S.10D LGA)

Resolutions passed at closed meetings to be made public

14.21 If the council passes a resolution during a meeting, or a part of a meeting, that is closed to the public, the chairperson must make the resolution public as soon as practicable after the meeting, or the relevant part of the meeting, has ended, and the resolution must be recorded in the publicly available minutes of the meeting.

14.22 Resolutions passed during a meeting, or a part of a meeting, that is closed to the public must be made public by the chairperson under clause 14.21 during a part of the meeting that is webcast.

15 KEEPING ORDER AT MEETINGS

Points of order

15.1 A councillor may draw the attention of the chairperson to an alleged breach of this code by raising a point of order. A point of order does not require a seconder.

15.2 A point of order cannot be made with respect to adherence to the principles contained in clause 2.1.

15.3 A point of order must be taken immediately it is raised. The chairperson must suspend the business before the meeting and permit the councillor raising the
point of order to state the provision of this code they believe has been breached. The chairperson must then rule on the point of order – either by upholding it or by overruling it.

Questions of order

15.4 The chairperson, without the intervention of any other councillor, may call any councillor to order whenever, in the opinion of the chairperson, it is necessary to do so.

15.5 A councillor who claims that another councillor has committed an act of disorder, or is out of order, may call the attention of the chairperson to the matter.

15.6 The chairperson must rule on a question of order immediately after it is raised but, before doing so, may invite the opinion of the council.

15.7 The chairperson’s ruling must be obeyed unless a motion dissenting from the ruling is passed.

Motions of dissent

15.8 A councillor can, without notice, move to dissent from a ruling of the chairperson on a point of order or a question of order. If that happens, the chairperson must suspend the business before the meeting until a decision is made on the motion of dissent.

15.9 If a motion of dissent is passed, the chairperson must proceed with the suspended business as though the ruling dissented from had not been given. If, as a result of the ruling, any motion or business has been rejected as out of order, the chairperson must restore the motion or business to the agenda and proceed with it in due course.

15.10 Despite any other provision of this code, only the mover of a motion of dissent and the chairperson can speak to the motion before it is put. The mover of the motion does not have a right of general reply.

Acts of disorder

15.11 A councillor commits an act of disorder if the councillor, at a meeting of the council or a committee of the council:

(a) contravenes the Act or any regulation in force under the Act or this code, or
(b) assaults or threatens to assault another councillor or person present at the meeting, or
(c) moves or attempts to move a motion or an amendment that has an unlawful purpose or that deals with a matter that is outside the jurisdiction of the council or the committee, or addresses or attempts to address the council or the committee on such a motion, amendment or matter, or
(d) insults or makes personal reflections on or imputes improper motives to any other council official, or alleges a breach of the council’s code of conduct, or
(e) says or does anything that is inconsistent with maintaining order at the meeting or is likely to bring the council or the committee into disrepute.

15.12 The chairperson may require a councillor:

(a) to apologise without reservation for an act of disorder referred to in clauses 15.11(a) or (b), or

(b) to withdraw a motion or an amendment referred to in clause 15.11(c) and, where appropriate, to apologise without reservation, or

(c) to retract and apologise without reservation for an act of disorder referred to in clauses 15.11(d) and (e).

How disorder at a meeting may be dealt with

15.13 If disorder occurs at a meeting of the council, the chairperson may adjourn the meeting for a period of not more than fifteen (15) minutes and leave the chair. The council, on reassembling, must, on a question put from the chairperson, decide without debate whether the business is to be proceeded with or not. This clause applies to disorder arising from the conduct of members of the public as well as disorder arising from the conduct of councillors.

Expulsion from meetings

15.14 All chairpersons of meetings of the council and committees of the council are authorised under this code to expel any person other than a councillor, from a council or committee meeting, for the purposes of section 10(2)(b) of the Act. Councillors may only be expelled by resolution of the council or the committee of the council.

15.15 Clause 15.14 does not limit the ability of the council or a committee of the council to resolve to expel a person, including a councillor, from a council or committee meeting, under section 10(2)(a) of the Act.

15.16 A councillor may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the council for having failed to comply with a requirement under clause 15.12. The expulsion of a councillor from the meeting for that reason does not prevent any other action from being taken against the councillor for the act of disorder concerned.

15.17 A member of the public may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the council for engaging in or having engaged in disorderly conduct at the meeting.

15.18 Where a councillor or a member of the public is expelled from a meeting, the expulsion and the name of the person expelled, if known, are to be recorded in the minutes of the meeting.

15.19 If a councillor or a member of the public fails to leave the place where a meeting of the council is being held immediately after they have been expelled, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using only such force as is necessary, remove the councillor or member of the public from that place and, if necessary, restrain the
councillor or member of the public from re-entering that place for the remainder of the meeting.

**Use of mobile phones and the unauthorised recording of meetings**

15.20 Councillors, council staff and members of the public must ensure that mobile phones are turned to silent during meetings of the council and committees of the council.

15.21 A person must not live stream or use an audio recorder, video camera, mobile phone or any other device to make a recording of the proceedings of a meeting of the council or a committee of the council without the prior authorisation of the council or the committee.

15.22 Any person who contravenes or attempts to contravene clause 15.21, may be expelled from the meeting as provided for under section 10(2) of the Act.

15.23 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using only such force as is necessary, remove the first-mentioned person from that place and, if necessary, restrain that person from re-entering that place for the remainder of the meeting.

**16 CONFLICTS OF INTEREST**

16.1 All councillors and, where applicable, all other persons, must declare and manage any conflicts of interest they may have in matters being considered at meetings of the council and committees of the council in accordance with the council’s code of conduct. All declarations of conflicts of interest and how the conflict of interest was managed by the person who made the declaration must be recorded in the minutes of the meeting at which the declaration was made.

**17 DECISIONS OF THE COUNCIL**

**Council decisions**

17.1 A decision supported by a majority of the votes at a meeting of the council at which a quorum is present is a decision of the council. (S.371 LGA)

17.2 Decisions made by the council must be accurately recorded in the minutes of the meeting at which the decision is made.

**Rescinding or altering council decisions**

17.3 A resolution passed by the council may not be altered or rescinded except by a motion to that effect of which notice has been given under clause 3.10. (S.372 LGA)

17.4 If applicable, a proposed alternate resolution is to be provided at the same time that a motion to rescind a resolution of the Council is submitted to the General Manager.
17.5 If a notice of motion to rescind a resolution is given at the meeting at which the resolution is carried, the resolution must not be carried into effect until the motion of rescission has been dealt with. (S. 372(2) LGA)

17.6 If a Council resolution has already been put into effect, the Rescission Motion must be rejected by the General Manager, unless it is a resolution capable of rescission.

17.7 If a motion has been lost, a motion having the same effect must not be considered unless notice of it has been duly given in accordance with clause 3.10. (S. 372(3) LGA)

17.8 A notice of motion to alter or rescind a resolution, and a notice of motion which has the same effect as a motion which has been lost, must be signed by three (3) councillors if less than three (3) months has elapsed since the resolution was passed, or the motion was lost. (S. 372(4) LGA)

17.9 If a motion to alter or rescind a resolution has been lost, or if a motion which has the same effect as a previously lost motion is lost, no similar motion may be brought forward within three (3) months of the meeting at which it was lost. This clause may not be evaded by substituting a motion differently worded, but in principle the same. (S. 372(5) LGA)

17.10 The provisions of clauses 17.7–17.9 concerning lost motions do not apply to motions of adjournment. (S. 372(7) LGA)

17.11 A notice of motion submitted in accordance with clause 17.8 may only be withdrawn under clause 3.11 with the consent of all signatories to the notice of motion.

17.12 A motion to alter or rescind a resolution of the council may be moved on the report of a committee of the council and any such report must be recorded in the minutes of the meeting of the council. (S. 372(6) LGA)

17.13 Subject to clause 17.9, in cases of urgency, a motion to alter or rescind a resolution of the council may be moved at the same meeting at which the resolution was adopted, where:

(a) a notice of motion signed by three councillors is submitted to the chairperson, and

(b) a motion to have the motion considered at the meeting is passed, and

(c) the chairperson rules the business that is the subject of the motion is of great urgency on the grounds that it requires a decision by the council before the next scheduled ordinary meeting of the council.

17.14 A motion moved under clause 17.13(b) can be moved without notice.

17.15 A motion of dissent cannot be moved against a ruling by the chairperson under clause 17.13(c).

Recommittng resolutions to correct an error

17.16 Despite the provisions of this Part, a councillor may, with the leave of the chairperson, move to recommit a resolution adopted at the same meeting:
(a) to correct any error, ambiguity or imprecision in the council's resolution, or
(b) to confirm the voting on the resolution.

17.17 In seeking the leave of the chairperson to move to recommit a resolution for the purposes of clause 17.16(a), the councillor is to propose alternative wording for the resolution.

17.18 The chairperson must not grant leave to recommit a resolution for the purposes of clause 17.16(a), unless they are satisfied that the proposed alternative wording of the resolution would not alter the substance of the resolution previously adopted at the meeting.

17.19 A motion moved under clause 17.16 can be moved without notice. Despite clauses 10.19–10.29, only the mover of a motion referred to in clause 17.16 can speak to the motion before it is put.

17.20 A motion of dissent cannot be moved against a ruling by the chairperson under clause 17.16.

17.21 A motion moved under clause 17.16 with the leave of the chairperson cannot be voted on unless or until it has been seconded.

18 TIME LIMITS ON COUNCIL MEETINGS

18.1 Meetings of the council and committees of the council are to conclude no later than 10.00pm or if an item being discussed is unfinished at 10.00pm, at the conclusion of that item.

18.2 If the business of the meeting is unfinished at 10.00pm the council or the committee may, by resolution, extend the time of the meeting by an additional 30 minutes to conclude at 10.30pm or if an item being discussed is unfinished at 10.30pm, at the conclusion of that item.

18.3 If the business of the meeting is unfinished at 10.00pm, and the council does not resolve to extend the meeting, the chairperson must either:
   (a) defer consideration of the remaining items of business on the agenda to the next ordinary meeting of the council, or
   (b) adjourn the meeting to a time, date and place fixed by the chairperson.

18.4 Clause 18.3 does not limit the ability of the council or a committee of the council to resolve to adjourn a meeting at any time. The resolution adjourning the meeting must fix the time, date and place that the meeting is to be adjourned to.

18.5 Where a meeting is adjourned under clause 18.3 or 18.4, the general manager must:
   (a) individually notify each councillor of the time, date and place at which the meeting will reconvene, and
   (b) publish the time, date and place at which the meeting will reconvene on
the council’s website and in such other manner that the general manager is satisfied is likely to bring notice of the time, date and place of the reconvened meeting to the attention of as many people as possible.

19 AFTER THE MEETING

Minutes of meetings

19.1 The council is to keep full and accurate minutes of the proceedings of meetings of the council. (S.375(1) LGA)

19.2 At a minimum, the general manager must ensure that the following matters are recorded in the council’s minutes:

(a) details of each motion moved at a council meeting and of any amendments moved to it,
(b) the names of the mover and seconder of the motion or amendment,
(c) whether the motion or amendment was passed or lost, and
(d) such other matters specifically required under this code.

19.3 The minutes of a council meeting must be confirmed at a subsequent meeting of the council. (S.375(2) LGA)

19.4 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

19.5 When the minutes have been confirmed, they are to be signed by the person presiding at the subsequent meeting. (S.375(3) LGA)

19.6 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

19.7 The confirmed minutes of a council meeting must be published on the council’s website. This clause does not prevent the council from also publishing unconfirmed minutes of its meetings on its website prior to their confirmation.

Access to correspondence and reports laid on the table at, or submitted to, a meeting

19.8 The council and committees of the council must, during or at the close of a meeting, or during the business day following the meeting, give reasonable access to any person to inspect correspondence and reports laid on the table at, or submitted to, the meeting. (S.11(1) LGA)

19.9 Clause 19.8 does not apply if the correspondence or reports relate to a matter that was received or discussed or laid on the table at, or submitted to, the meeting when the meeting was closed to the public. (S.11(2) LGA)

19.10 Clause 19.8 does not apply if the council or the committee resolves at the meeting, when open to the public, that the correspondence or reports are to be treated as confidential because they relate to a matter specified in section 10A(2) of the Act. (S.11(3) LGA)
19.11 Correspondence or reports to which clauses 19.9 and 19.10 apply are to be marked with the relevant provision of section 10A(2) of the Act that applies to the correspondence or report.

Implementation of decisions of the council

19.12 The general manager is to implement, without undue delay, lawful decisions of the council. (S.335(b) LGA)

Note: Clause 19.12 reflects section 335(b) of the Act.

Note: Unless resolved otherwise, it is Council’s practice not to implement decisions of the Council until 5pm on the Friday following the Council and/ or committee meeting.

20 COUNCIL COMMITTEES

Application of this Part

20.1 This Part only applies to committees of the council whose members are all councillors.

Council committees whose members are all councillors

20.2 The council may, by resolution, establish such committees as it considers necessary.

20.3 A committee of the council is to consist of the mayor and such other councillors as are elected by the councillors or appointed by the council.

20.4 The quorum for a meeting of a committee of the council is to be:

(a) such number of members as the council decides, or
(b) if the council has not decided a number – a majority of the members of the committee.

Functions of committees

20.5 The council must specify the functions of each of its committees when the committee is established, but may from time to time amend those functions.

Notice of committee meetings

20.6 The general manager must send to each councillor, regardless of whether they are a committee member, at least three (3) days before each meeting of the committee, a notice specifying:

(a) the time, date and place of the meeting, and
(b) the business proposed to be considered at the meeting.

20.7 Notice of less than three (3) days may be given of a committee meeting called in an emergency.
Attendance at committee meetings

20.8 A committee member (other than the mayor) ceases to be a member of a committee if the committee member:

(a) has been absent from three (3) consecutive meetings of the committee without having given reasons acceptable to the committee for the member’s absences, or
(b) has been absent from at least half of the meetings of the committee held during the immediately preceding year without having given to the committee acceptable reasons for the member’s absences.

20.9 Clause 20.8 does not apply if all of the members of the council are members of the committee.

Non-members entitled to attend committee meetings

20.10 A councillor who is not a member of a committee of the council is entitled to attend, and to speak at a meeting of the committee. However, the councillor is not entitled:

(a) to give notice of business for inclusion in the agenda for the meeting, or
(b) to move or second a motion at the meeting, or
(c) to vote at the meeting.

Chairperson and deputy chairperson of council committees

20.11 The chairperson of each committee of the council must be:

(a) the mayor, or
(b) if the mayor does not wish to be the chairperson of a committee, a member of the committee elected by the council, or
(c) if the council does not elect such a member, a member of the committee elected by the committee.

20.12 The council may elect a member of a committee of the council as deputy chairperson of the committee. If the council does not elect a deputy chairperson of such a committee, the committee may elect a deputy chairperson.

20.13 If neither the chairperson nor the deputy chairperson of a committee of the council is able or willing to preside at a meeting of the committee, the committee must elect a member of the committee to be acting chairperson of the committee.

20.14 The chairperson is to preside at a meeting of a committee of the council. If the chairperson is unable or unwilling to preside, the deputy chairperson (if any) is to preside at the meeting, but if neither the chairperson nor the deputy chairperson is able or willing to preside, the acting chairperson is to preside at the meeting.
Procedure in committee meetings

20.15 Subject to any specific requirements of this code, each committee of the council may regulate its own procedure. The provisions of this code are to be taken to apply to all committees of the council unless the council or the committee determines otherwise in accordance with this clause.

20.16 Whenever the voting on a motion put to a meeting of the committee is equal, the chairperson of the committee is to have a casting vote as well as an original vote unless the council or the committee determines otherwise in accordance with clause 20.15.

20.17 Voting at a council committee meeting is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system).

Closure of committee meetings to the public

20.18 The provisions of the Act and Part 14 of this code apply to the closure of meetings of committees of the council to the public in the same way they apply to the closure of meetings of the council to the public.

20.19 If a committee of the council passes a resolution, or makes a recommendation, during a meeting, or a part of a meeting that is closed to the public, the chairperson must make the resolution or recommendation public as soon as practicable after the meeting or part of the meeting has ended, and report the resolution or recommendation to the next meeting of the council. The resolution or recommendation must also be recorded in the publicly available minutes of the meeting.

20.20 Resolutions passed during a meeting, or a part of a meeting that is closed to the public must be made public by the chairperson under clause 20.19 during a part of the meeting that is webcast.

Disorder in committee meetings

20.21 The provisions of the Act and this code relating to the maintenance of order in council meetings apply to meetings of committees of the council in the same way as they apply to meetings of the council.

Minutes of council committee meetings

20.22 Each committee of the council is to keep full and accurate minutes of the proceedings of its meetings. At a minimum, a committee must ensure that the following matters are recorded in the committee’s minutes:

   (a) details of each motion moved at a meeting and of any amendments moved to it,
   (b) the names of the mover and seconder of the motion or amendment,
   (c) whether the motion or amendment was passed or lost, and
   (d) such other matters specifically required under this code.

20.23 The minutes of meetings of each committee of the council must be confirmed at a subsequent meeting of the committee.
20.24 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

20.25 When the minutes have been confirmed, they are to be signed by the person presiding at that subsequent meeting.

20.26 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

20.27 The confirmed minutes of a meeting of a committee of the council must be published on the council’s website. This clause does not prevent the council from also publishing unconfirmed minutes of meetings of committees of the council on its website prior to their confirmation.

21 IRREGULARITIES

21.1 Proceedings at a meeting of a council or a council committee are not invalidated because of:

(a) a vacancy in a civic office, or
(b) a failure to give notice of the meeting to any councillor or committee member, or
(c) any defect in the election or appointment of a councillor or committee member, or
(d) a failure of a councillor or a committee member to declare a conflict of interest, or to refrain from the consideration or discussion of, or vote on, the relevant matter, at a council or committee meeting in accordance with the council’s code of conduct, or
(e) a failure to comply with this code.

(S. 374 LGA)
## 22 DEFINITIONS

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>the Act</td>
<td>means the <em>Local Government Act 1993</em></td>
</tr>
<tr>
<td>act of disorder</td>
<td>means an act of disorder as defined in clause 15.11 of this code</td>
</tr>
<tr>
<td>amendment</td>
<td>in relation to an original motion, means a motion moving an amendment to that motion</td>
</tr>
<tr>
<td>audio recorder</td>
<td>any device capable of recording speech</td>
</tr>
<tr>
<td>business day</td>
<td>means any day except Saturday or Sunday or any other day the whole or part of which is observed as a public holiday throughout New South Wales</td>
</tr>
<tr>
<td>chairperson</td>
<td>in relation to a meeting of the council — means the person presiding at the meeting as provided by section 369 of the Act and clauses 6.1 and 6.2 of this code, and in relation to a meeting of a committee — means the person presiding at the meeting as provided by clause 20.11 of this code</td>
</tr>
<tr>
<td>this code</td>
<td>means the council’s adopted code of meeting practice</td>
</tr>
<tr>
<td>committee of the council</td>
<td>means a committee established by the council in accordance with clause 20.2 of this code (being a committee consisting only of councillors) or the council when it has resolved itself into committee of the whole under clause 12.1</td>
</tr>
<tr>
<td>council official</td>
<td>has the same meaning it has in the Model Code of Conduct for Local Councils in NSW</td>
</tr>
<tr>
<td>day</td>
<td>means calendar day</td>
</tr>
<tr>
<td>division</td>
<td>means a request by two councillors under clause 11.7 of this code requiring the recording of the names of the councillors who voted both for and against a motion</td>
</tr>
<tr>
<td>foreshadowed amendment</td>
<td>means a proposed amendment foreshadowed by a councillor under clause 10.18 of this code during debate on the first amendment</td>
</tr>
<tr>
<td>foreshadowed motion</td>
<td>means a motion foreshadowed by a councillor under clause 10.17 of this code during debate on an original motion</td>
</tr>
<tr>
<td>open voting</td>
<td>means voting on the voices or by a show of hands or by a visible electronic voting system or similar means</td>
</tr>
<tr>
<td>planning decision</td>
<td>means a decision made in the exercise of a function of a council under the <em>Environmental Planning and Assessment Act 1979</em> including any decision relating to a development application, an environmental planning instrument, a development control plan or a development contribution plan under that Act, but not including the making of an order under Division 9.3 of Part 9 of that Act</td>
</tr>
<tr>
<td>performance improvement order</td>
<td>means an order issued under section 438A of the Act</td>
</tr>
<tr>
<td>quorum</td>
<td>means the minimum number of councillors or committee members necessary to conduct a meeting</td>
</tr>
<tr>
<td>the Regulation</td>
<td>means the <em>Local Government (General) Regulation 2005</em></td>
</tr>
<tr>
<td>webcast</td>
<td>a video or audio broadcast of a meeting transmitted across the internet either concurrently with the meeting or at a later time</td>
</tr>
<tr>
<td>year</td>
<td>means the period beginning 1 July and ending the following 30 June</td>
</tr>
</tbody>
</table>
DOCUMENTS ASSOCIATED WITH REPORT C07/19-125

Attachment 2
Code of Meeting Practice - Summary of Submissions
### Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Extraordinary meetings</strong></td>
<td>An Extraordinary meeting of Council indicates that it is a meeting outside the regular schedule of meetings as outlined in 3.1. In the interests of keeping the document succinct, this change is not recommended. <strong>Change not recommended.</strong></td>
<td>Nil</td>
</tr>
<tr>
<td><strong>Giving notice of Business to be considered at Council Meetings</strong></td>
<td>Agree. Clause included as per the currently adopted Code of Meeting Practice: Where the General Manager considers a motion has legal, strategic, financial or policy implications which need to be taken into account, the General Manager may: (i) provide advice that the motion be deferred pending a report form officers; (ii) provide an officers comment with a Notice of Motion on the business paper; or (iii) provide a recommendation with a Notice of Motion on the business paper that the matter be deferred pending a report from officers. If, in the opinion of the General Manager, a report needs to be presented to Council to assist Councillors with consideration of the Notice of Motion, and if time permits, the General Manager may include a report in the business paper. <strong>Change Recommended.</strong></td>
<td>Clause 3.12 added.</td>
</tr>
</tbody>
</table>
## Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
<tbody>
<tr>
<td>Questions with notice 3.14 Suggested addition after current text – as per Council’s current Code, providing more clarity for the community, as well as Council transparency. And responses to Questions with Notice, if not orally answered at the meeting, shall be included, as soon as practicable, in a subsequent council meeting business paper.</td>
<td>It is Council’s practice to include a report in the business paper where a question on notice is included in a business paper. Where the response is made orally at the meeting, this response will be included in the minutes of the meeting itself as it is part of the meeting proceedings. Therefore, a response to a Question on Notice will either be captured on record, in the form of a report in the business paper or in the minutes of the Council meeting. Change not recommended.</td>
<td>Nil</td>
</tr>
<tr>
<td>Notice to councillors of ordinary council meetings 3.7 Suggested addition after current text: The agenda and business papers shall be placed on Council’s website at least seven (7) days before each meeting of Council</td>
<td>Agree. Clause changed to reflect more onerous provisions currently contained in Councils currently adopted Code of Meeting Practice. Change Recommended.</td>
<td>Clause 3.7 updated to reflect currently adopted code, 7 days.</td>
</tr>
<tr>
<td>Agenda and business papers for ordinary meetings 3.15 Suggested addition after current text: The agenda and business papers will be placed on Council’s website at least seven (7) days before each meeting of Council</td>
<td>Council has a better practice approach of publishing the business paper to the public 7 days prior to the Council meeting. However, there may be times where technical difficulties are encountered. The drafted clause is consistent with cl. 1.3(3) of currently adopted Code of Meeting Practice. Change not recommended.</td>
<td>Nil</td>
</tr>
<tr>
<td>Availability of the agenda and business papers to the public 3.21 Suggested addition after current text: The agenda and associated business papers and reports will be made available on Council’s website at least seven (7) days before each meeting of Council</td>
<td>This clause is in relation to the availability of locations for the agenda and business papers. Feedback is not relevant to clause intent. Change not recommended.</td>
<td>Nil</td>
</tr>
</tbody>
</table>
### Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pre-meeting briefing sessions</strong></td>
<td>Councilors are aware of their obligations under the Code of Conduct and as such, this clause is not required in the Code of Meeting Practice. The clause relating to a pre-meeting briefing was included to provide the community transparency and understanding that such meetings do occur and are normal industry practice.</td>
<td>Nil</td>
</tr>
</tbody>
</table>
| **Public Forums** | Council's approach generally is to only refuse a public forum address where the individual is disorderly or defamatory whereby clause 4.19 would be relied on.  

The General Manager otherwise, does not have the discretion as to who is refused the ability to address Council and all are welcome to apply to address Council. | Nil                  |
| **Public Forums** | Agreed, discretion of the Chairperson advised as public forum is only for a total of 30 minutes.                                                                                                                                                                      | Suggested sentence added to clause 4.4 |
| **Public Forums** | Change recommended.                                                                                                                                                                                                                                                |                      |
| **Public Forums** | Change not recommended.                                                                                                                                                                                                                                            |                      |

Note: The above table provides a summary of submissions received during the public exhibition period, highlighting the comments and suggestions made by stakeholders, along with the council's responses and the changes made to the code of meeting practice.
## Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Forums</strong> 4.14 &amp; 4.15 Should be swapped around in order – to provide a better sequential flow ie verbal response at the meeting would logically come before a response after the meeting (refer the flow of the OLG’s Model Code clauses 4.17 &amp; 4.18).</td>
<td>Clauses 4.13 and 4.14 relate to responding to questions, whereby 4.15 relates to responding to an address. No material difference to the Code regardless.</td>
<td>Nil</td>
</tr>
<tr>
<td><strong>Public Forums</strong> I request that the term (in clause 4.14) - “but may if they wish” - is changed to: but shall take the questions on notice and respond to the applicant after the meeting.</td>
<td>Often, a series of multiple questions are asked of the entire Council. It is not practical to expect every Councillor to respond individually to every question raised. Council’s current practice is to circulate questions asked to all Councillors and whichever Councillor would like to respond is able to.</td>
<td>Nil</td>
</tr>
<tr>
<td><strong>Public Forums</strong> I also suggest and request that a clause needs to be re-introduced again, say after clause 4.15, as per the former Holroyd Council’s Code of Meeting Practice: A report will be included in the Business Paper responding to each Public Forum address received for the previous meeting.</td>
<td>Council’s observation is that at the majority of times, public forum addresses do not need to be responded to after the meeting, but rather be considered before a matter is debated by Councillors. Introducing such a process could divert Council resources unnecessarily.</td>
<td>Nil</td>
</tr>
<tr>
<td><strong>Public Forums/Order of Business</strong> And then a response by Council is entered – as a report – in the Business Paper and Minutes under a new Order of Business for Ordinary Council Meetings agenda item: 13 Response to Public Forum. (Further clarification and explanation is provided on this agenda item - please refer section below: Order of Business for Ordinary Council Meetings).</td>
<td>Given the above, the change is not recommended.</td>
<td>Nil</td>
</tr>
</tbody>
</table>
# Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Website/General</strong></td>
<td>This was an error on the FAQ web page which has been fixed. No change to Code required.</td>
<td>Nil</td>
</tr>
</tbody>
</table>
| Please note: Council's website regarding Request to Address Council surely needs correcting as it states:  
A person cannot ask a question relating to an item listed on the agenda/business paper for consideration at the Council meeting that evening. This statement on Council's website is surely incorrect? And needs to be deleted? | **No change required.** |                     |
| **Attendance by councillors at meetings**                                            | Introduction of subjective assessment is too difficult to measure and is not a requirement. Model Code provision recommended. | Nil                 |
| 5.5: Suggested addition after current text: and should take into account the number of previous absences. | **Change not recommended.** |                     |
| **Order of Business for Ordinary Council Meetings**                                  | Council's practice is to have an Opening Prayer and play the National Anthem. The multi faith opening prayer represents the diverse community and is in Council's view, promoting harmony and unity in the community. | Nil                 |
| 8.1  
1. Opening Prayer / Acknowledgement of Country / National Anthem  
Although I'm sure Council still won't agree with me, I reiterate again as I did in my previous submission that I don't agree with this Council re-introducing the Opening Prayer and playing the National Anthem as part of its Council Meeting. | **Change not recommended.** |                     |
| **Order of Business for Ordinary Council Meetings**                                  | The descriptors for the order of business is up to each Council to determine; the OLG version is only a guide. Change can be made to clarify point. | Amended             |
| 12. QUESTIONS ON NOTICE should read QUESTIONS WITH NOTICE – as per terminology used in the OLG's Model Code document? | **Change recommended.** |                     |
### Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Order of Business for Ordinary Council Meetings</strong></td>
<td>This will be amended to be sequential in numbering and is an administrative error. The response to public forum request has been addressed previously, and change is not recommended.</td>
<td>Amend administrative error only.</td>
</tr>
<tr>
<td>13. Number 13 is a vacant number and I request that an item be re-introduced to the Order of Business — as used to be itemised in the former Holroyd Council’s Code of Meeting Practice and Order of Business. The agenda item that needs to be re-introduced at point 13 is: Response to Public Forum. The ‘address and response’ needs to be recorded in the minutes and as a report in a Business Paper, to accurately and transparently reflect the business of the Council Meeting. If an item is raised in Public Forum, it surely cannot go unrecorded — and unknown to the community.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>9. Mayoral Minutes</strong></td>
<td>Non Mandatory Clause added from the OLG Model Code of Meeting Practice: Where a mayoral minute makes a recommendation which, if adopted, would require the expenditure of funds on works and/or services other than those already provided for in the council’s current adopted operational plan, it must identify the source of funding for the expenditure that is the subject of the recommendation. Change recommended.</td>
<td>Clause 9.10 added</td>
</tr>
<tr>
<td>I request that Council’s new Code includes a clause recognising this proviso — as suggested and recommended by the OLG – refer their clause 9.10. I suggest an addition along the lines of: Where a mayoral minute makes a recommendation which, if adopted, would require the expenditure of funds on works and/or services, it must identify the source of funding for the expenditure. If the mayoral minute does not identify a funding source, the council must defer consideration of the matter, pending a report from the general manager on the availability of funds for implementing the recommendation if adopted.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Feedback</strong></td>
<td>Motions are not delineated in the business paper based on expenditure of funds or not, therefore this change is not recommended as the meeting proceedings are not run in that fashion.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Change not recommended.</strong></td>
<td>Nil</td>
</tr>
<tr>
<td><strong>Giving notice of Business to be considered at Council Meetings</strong></td>
<td>This has been addressed above with the additional of clause 3.12.</td>
<td>Nil</td>
</tr>
<tr>
<td></td>
<td><strong>Change not recommended.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Dealing with items by exception</strong></td>
<td>This is already stated in sections 13 and 14 of the Code and does not need to be re-stated.</td>
<td>Nil</td>
</tr>
<tr>
<td></td>
<td><strong>Change not recommended.</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
<tbody>
<tr>
<td>Closed Council may be included, after which (in accordance with clause 14.21 and 14.22) the chairperson will read out the resolutions of those confidential reports.</td>
<td>Agreed, this provides clarity and transparency around the rejection of rescission motions. Clause added:</td>
<td>Clause 17.6 added</td>
</tr>
<tr>
<td><strong>Rescinding or altering council decisions</strong></td>
<td>If a Council resolution has already been put into effect, the Rescission Motion must be rejected by the general manager, unless it is a resolution capable of rescission. Where a notice of rescission is rejected by the general manager, this will be reported to the next council meeting.</td>
<td></td>
</tr>
<tr>
<td>17.3 Suggested addition after current text as per the current Code, to provide greater community understanding and greater Council transparency:</td>
<td><strong>Change recommended.</strong></td>
<td></td>
</tr>
<tr>
<td>But if the resolution has already been put into effect, the rescission motion must be rejected by the general manager, unless it is a resolution capable of rescission. Where a notice of rescission is rejected by the general manager, this will be reported to the next council meeting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>General/Feedback</strong></td>
<td>The general manager is to implement, without undue delay, lawful decisions of the council. Council’s practice is not to commence enacting a resolution of Council until a mandatory rescission period has officially lapsed — being 5pm on the Friday immediately following the Council meeting. However, any resolution of Council that is capable of being rescinded can be subject to a rescission motion at any time.</td>
<td>Expanded notation in clause 19.12 included per current Code.</td>
</tr>
<tr>
<td>And can Council please clarify that within the new Code the timeframe is now 3 months for lodging rescission motions? (I believe it used be until 5pm on the Friday following the Council meeting?)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>And can Council please confirm that if I’m correct in thinking this, that it doesn’t really matter anyway – as Council is unlikely to often rescind motions or seek to alter resolved motions - otherwise there would be no good governance, stability or continuity in Council’s decision making and practices?</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current Code notation added:</strong></td>
<td>Unless otherwise, it is Council’s practice not to implement decisions of the Council until 5pm on the Friday following the Council and/ or committee meeting.</td>
<td></td>
</tr>
</tbody>
</table>
### Code of Meeting Practice – Summary of Submissions received during Public Exhibition Period

<table>
<thead>
<tr>
<th>Comments/Suggestions</th>
<th>Council Response</th>
<th>Changes to Document</th>
</tr>
</thead>
</table>
| Closure of council meetings to the public  
Section 14 - I could well be wrong, but I believe that the Administrator had no Closed Meetings – or perhaps did have one regarding a personal hardship case. And I would like to think that the openness and transparency will continue to happen, as far as possible, under our new Cumberland Council.  
(The former Holroyd Council had numerous items in Closed Council and the Administrator did say that these items did not necessarily need to be in Closed Council – which is what was flagged to the former Holroyd Council by the public on numerous occasions, to no avail). | Council only considers matters in confidential session when those matters are in accordance with s.10a of the Local Government Act. These matters generally relate to personnel matters, individuals, resident hardship, security, legal or commercial in confidence information.  
This is a comment. **No change to document requested.** | Nil |
Item No: C07/19-126

ADOPTION OF EMERGENCY RELIEF FUND GUIDELINES AND COMMUNITY GRANTS AND DONATIONS POLICY - POST EXHIBITION

Responsible Division: Community Development
Officer: Director Community Development
File Number: C-37-13
Community Strategic Plan Goal: Transparent and accountable leadership

SUMMARY

The purpose of this report is to seek adoption of the Emergency Relief Guidelines and revised Community Grants and Donations Policy following a 28 day period of public exhibition.

RECOMMENDATION

That Council adopt the Emergency Relief Guidelines and Community Grants and Donations Policy as outlined in Attachments 1 and 2 of this report.

REPORT

At the Ordinary Meeting of Council held on 15 May 2019, Council resolved to place the Draft Emergency Relief Fund Guidelines and revised Community Grants and Donations Policy on public exhibition for a period of 28 days for public comment, with a report to be returned to Council following the public exhibition period.

The Draft Emergency Relief Fund Guidelines provide a defined application process, eligibility criteria and appropriate governance mechanisms for donations through two new funding streams, which include:

- Donations to fundraising appeals
- Community initiatives.

The Emergency Relief Fund will provide financial support to the community at any time for donations to fundraising appeals that respond to crisis or disaster situations, or for new community-led initiatives that address an emerging or unexpected community need where action is time critical.

The Community Grants and Donations Policy provides an accountability framework to ensure that Council meets legislative requirements prescribed in Section 356 of the Local Government Act 1993. The Policy applies to all aspects of grant and donation...
programs, including their design, application processes, decision making, agreement making, monitoring and support services.

COMMUNITY ENGAGEMENT


During the public exhibition period, the following community engagement activities were undertaken:

- Promotion of the public exhibition period via Council's social media channels.
- The Draft Emergency Relief Guidelines and revised Community Grants and Donations Policy were also distributed or made available:
  - To community groups, interagency networks and committee members for feedback and comment;
  - On Council's 'Have Your Say' website; and
  - At Council libraries, staffed community centres and customer service centres.

Council received 68 visits to the relevant page on the 'Have Your Say' website during the public exhibition period, with 32 people downloading the Draft Emergency Relief Guidelines and revised Community Grants and Donations Policy.

No formal submissions were received during the public exhibition period.

POLICY IMPLICATIONS

The revised Community Grants and Donations Policy outlines the framework under which all grants and donations made by Council to the community are governed. All applications submitted under the Emergency Relief Fund will be assessed in accordance with this Policy to ensure Council meets legislative requirements as prescribed in Section 356 of the Local Government Act 1993.

RISK IMPLICATIONS

The Emergency Relief Fund is one of three financial assistance programs provided by Council and governed by the Community Grants and Donations Policy.

The Emergency Relief Fund Guidelines will ensure Council is compliant with the provisions of Section 356 of the Local Government Act 1993, thereby providing a clear and transparent process for applications for financial assistance under the Emergency Relief Fund.

FINANCIAL IMPLICATIONS

An annual funding pool of $50,000 for the Emergency Relief Fund has been allocated in the approved Operational Plan 2019/2020 budget.
CONCLUSION

This report recommends that the *Emergency Relief Fund Guidelines* and revised *Community Grants and Donations Policy* be adopted with no amendments following a period of public exhibition.

ATTACHMENTS

1. Draft Emergency Relief Fund Guidelines
2. Community Grants and Donations Policy
DOCUMENTS ASSOCIATED WITH REPORT C07/19-126

Attachment 1
Draft Emergency Relief Fund Guidelines
Emergency Relief Fund Guidelines

AUTHORISATION & VERSION CONTROL

<table>
<thead>
<tr>
<th>Guideline Number</th>
<th>GLD-008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guideline Owner</td>
<td>Director Finance &amp; Governance</td>
</tr>
<tr>
<td>Date Adopted</td>
<td>DRAFT</td>
</tr>
<tr>
<td>Version No</td>
<td>1</td>
</tr>
<tr>
<td>TRIM Number</td>
<td>T024635/2019</td>
</tr>
<tr>
<td>Review Date</td>
<td>April 2021</td>
</tr>
</tbody>
</table>
PURPOSE

The Emergency Relief Fund Guidelines provide a defined process by which financial assistance can be provided to the community at any time for donations to fundraising appeals that respond to crisis or disaster or for new community-led initiatives that address an emerging or unexpected community need where action is time critical.

SCOPE

The Emergency Relief Fund Guidelines apply to all requests of financial assistance that benefit the Cumberland community but do not meet the detailed guidelines of the Cumberland Community Grants Program or the Mayoral Community Fund. This may include consideration of requests that do not align with the timing of the Community Grants Program funding rounds and where supporting evidence is provided to demonstrate the urgency of the application.

The Emergency Relief Fund is one of three financial assistance programs provided by Council and governed by the Community Grants and Donations Policy. This is to ensure that Council complies with section 356 of the Local Government Act 1993 which states that:

“(1) A council may, in accordance with a resolution of the council, contribute money or otherwise grant financial assistance to persons for the purpose of exercising its functions.

(2) A proposed recipient who acts for private gain is not ineligible to be granted financial assistance but must not receive any benefit under this section until at least 28 days’ public notice of the council’s proposal to pass the necessary resolution has been given.

(3) However, public notice is not required if:
   (a) the financial assistance is part of a specific program, and
   (b) the program’s details have been included in the council’s draft operational plan for the year in which the financial assistance is proposed to be given, and
   (c) the program’s proposed budget for that year does not exceed 5 per cent of the council’s proposed income from the ordinary rates levied for that year, and
   (d) the program applies uniformly to all persons within the council’s area or to a significant group of persons within the area.”

GUIDELINES

Funding

$50,000 is available annually at the discretion of Council within the adopted Council budget. Two program streams are available.

Eligibility

Not for profit organisations including registered charities and auspicing organisations are eligible to apply. Priority will be given to organisations located within the Cumberland Local Government Area or providing services to residents of Cumberland.

Requests for financial assistance under the Emergency Relief Fund will typically constitute one-off financial assistance for donations to fundraising appeals that respond to crisis or disaster or for new community-led initiatives that address an emerging or unexpected community need where action is time critical.
All applications will be assessed on an individual basis and will be determined in accordance with the assessment criteria.

Funding Priorities

Applicants can apply through the following two funding streams:

- **Donations to Fundraising Appeals**: where relevant and appropriate, donations to fundraising appeals and major national or international issues that respond to crisis or disaster will be considered and assessed, strictly for situations that could not be foreseen. All applications must identify the need and outline the connection to the Cumberland community.

- **Community Initiatives**: where relevant and appropriate, funding will be considered for new community-led initiatives that address an emerging or unexpected community need where action is time critical and for situations that could not be foreseen. The initiative must demonstrate positive social, economic, cultural, recreational or environmental benefits to resident(s) of the Cumberland community. Generally no more than $5,000 is provided per program. Applications for funding must demonstrate a clear link to the funding stream applied under. The Fund does not provide funds to overcome lack of planning or supplement project income.

In accordance with s356 of the Local Government Act, Council may resolve to make a donation through the Emergency Relief Fund by way of Council resolution.

Ineligible Applications

The following applications are considered ineligible for funding under the Emergency Relief Fund.

Applications received that:

- Support the operational expenses of an organisation
- Are in support of political events or programs
- Are from any government organisation, agency or school
- Do not provide a direct benefit to resident(s) of the Cumberland LGA
- Are eligible to be funded through another Council grant or funding program, unless supporting evidence is provided detailing the urgency of the request
- Are a duplication of Council’s current programs or service offerings
- Are from an organisation that has not met the reporting requirements or conditions of their financial assistance provided by Council
- Are from an organisation that has a current debt with Council.

Requests for Funding

Requests for funding may be made by submitting a completed Emergency Relief Fund Application Form (available on Council’s website) to Council by:

- Email: council@cumberland.nsw.gov.au
- In writing: Emergency Relief Fund, Cumberland Council, PO Box 42, MERRYLANDS NSW 2160
Applicants will be required to:

- Provide details of the nature and costs to be incurred and the level and nature of other sources of assistance.
- Identify the need for financial assistance and provide evidence and other relevant paperwork to support the urgency of the application, if applicable.

Some funded activities may have additional requirements such as proof of insurance or authority to fundraise.

Applications may take up to four weeks to process and be determined. Funding will not be approved retrospectively.

Assessment Process

Applications will be assessed in accordance with the Community Grants and Donations Policy and the established criteria outlined in these Guidelines.

A recommendation will be reported to Council for consideration. The decision to approve funding will be by resolution of Council. Applicants will be advised in writing of the outcome of their application.

Conditions of Funding

By submitting a request, the following conditions are agreed to:

- Where the project is of an ongoing nature, Council will not be responsible for recurrent costs or ongoing maintenance.
- Only one request per applicant under the Emergency Relief Fund will be accepted per financial year.
- Council funding may be used in conjunction with funding from other sources (outside Council) provided that such funding is disclosed at the time of request to Council.
- Funding must be used for the purpose for which it is granted.
- Projects must acknowledge Cumberland Council as the funding body in the activity. The use of the Council approved logo is required in any promotional activity or signage related to the funded project, and the requester acknowledges this assistance as below on media releases, invitations, posters, signs, digital channels such as website and any other suitable communications. Requestors give permission for Council to use their name, value of support offered and intended use of funds for any reporting or promotion purposes the General Manager deems appropriate.
- Should the project not proceed, all funds are to be returned to Council.

Funding Requirements

Successful applicants will be required to enter into a Financial Assistance Agreement with Council. The funding is to be used strictly for the purpose for which it was donated.

Successful applicants must provide compulsory information to Council within four weeks of notification of a successful application. Should Council not receive the information at the end of this period, funds will be forfeited, unless an extension is granted to the applicant in writing.
All recipients of funds will be required to account for funds provided as follows:

- For funding up to $1,000 – provide a letter confirming the funds have been spent in accordance with the approved Emergency Relief Fund Application.
- For funding over $1,001 – complete and submit an Emergency Relief Fund expenditure form provided by Council. The form will require information such as how the funds were spent, income and expenditure statements and/or supporting receipts/invoices. A statutory declaration may also be required to be completed.

In both cases, Council encourages the provision of photos of the finished project and any other information relevant to the funding provided by Council.

Failure to lodge a letter or an expenditure form will affect eligibility for future financial assistance requests from Council.

Where Council resolves to provide a donation to the most appropriate organisation for a fundraising appeal, supporting receipts/invoices will be required.

**Reporting Requirements**

Council’s Director Finance & Governance will maintain appropriate records of all applications approved under this Fund.

All Emergency Relief Fund expenditure will be reported to Council quarterly as part of Council’s Operational Plan update, and be listed in Council’s Annual Report.

A register will be maintained on Council’s website of approved applications under the Emergency Relief Fund for the current and previous financial year.

**RELATED LEGISLATION**

- Section 356 of the *Local Government Act 1993*.

**RELATED DOCUMENTS AND COUNCIL POLICY**

- Cumberland Council Community Strategic Plan
- Community Grants and Donations Policy
- Community Grants Program Guidelines
- Mayoral Community Fund Guidelines
Attachment 2
Community Grants and Donations Policy
Community Grants and Donations Policy

AUTHORISATION & VERSION CONTROL

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>POL-019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Owner</td>
<td>Director Community Development</td>
</tr>
<tr>
<td>Date Adopted</td>
<td>3 May 2017</td>
</tr>
<tr>
<td>Version No</td>
<td>2</td>
</tr>
<tr>
<td>TRIM Number</td>
<td>T023679/2019</td>
</tr>
<tr>
<td>Review Date</td>
<td>April 2019</td>
</tr>
</tbody>
</table>
PURPOSE

This Policy outlines the framework under which all grants and donations made by Council to the community will be governed. It ensures Council meets legislative requirements prescribed in Section 356 of the Local Government Act as the decision making authority for approval of the granting of funds. It also seeks to ensure all grants and donations deliver social, economic, cultural, recreational and environmental benefits to local communities.

SCOPE

This Policy applies to all grant-making activity and donations provided by Cumberland Council as per Section 356 of the Local Government Act and independent of the regular procurement of goods, works and services.

This Policy applies to all aspects of grant and donation programs, including their design, application processes, decision making, agreement making, monitoring and support services. It also covers requests and granting of fee waivers for the use and hire of Council facilities and open spaces, which are considered as a monetary contribution made by Council within the context of this Policy. It includes the Community Grants Program, Mayoral Community Fund and Emergency Relief Fund.

It excludes:

- Incoming and outgoing funds for corporate sponsorship, which will be governed by the Corporate Sponsorship Policy;
- Subsidies for use of community facilities which are reflected in Council’s Fees and Charges,
- Financial assistance programs classified as rebate schemes, which provide retrospective funding; and
- Other fee for service arrangements with not for profit organisations.

All Councillors, Council employees, contractors and consultants are responsible for implementing this Policy.

DEFINITIONS

- **GRANT**: A grant is a sum of money given to an organisation or individual for a specified purpose directed at achieving the goals and objectives of the funding agency in terms of a benefit for the population targeted. A grants program awards funds on a competitive basis using clear and accountable policies and procedures and the effectiveness of grants is measured through monitoring and evaluation processes.

- **AUSPICE**: To 'auspice' means to provide support or guidance. The group or individual requiring support is known as the 'auspicee' and the incorporated organisation that auspices the group or individual is known as the 'auspicator'. When using an auspice arrangement, the relationship is often described as one where the auspicee will be carrying out the project 'under the auspices' of the incorporated organisation – the auspicator. The auspicator receives funding or enters into relevant agreements for the auspicee.

- **DONATIONS**: A donation is a gift made to an individual, group or organisation for a cause considered to be worthy. There is no expectation that the recipient will provide anything to the donor in exchange for a gift or as a condition of receiving the gift.

- **FEE WAIVER**: A fee waiver is the full or partial removal of fees associated with the hire and use of Council facilities including community facilities, parks and sports grounds that are to be used for a community event or activity.
• **FINANCIAL ASSISTANCE:** Payment given to an individual or organisation which are not commensurate with a reciprocal benefit received by Council. Financial assistance includes both grants and donations.

**POLICY STATEMENT**

In administering grant and donation programs, Council is to ensure that it complies with Section 356 of the Local Government Act 1993 which makes provisions for Council to grant financial assistance to others for the purpose of exercising its functions.

**PRINCIPLES**

The purpose of this Policy is to ensure the administration of Cumberland Council's financial assistance programs are guided by the following principles:

• **Robust planning and design** which underpins efficient, effective, economical and ethical administration of financial assistance programs including the establishment of effective risk management processes.

• **Probity and transparency** in decision making which reflects ethical behaviour, in line with Council's Code of Conduct, and complies with public reporting requirements.

• **Governance and accountability** in which a robust governance framework is established that clearly defines the roles and responsibilities of all relevant stakeholders: establishes the policies, procedures and guidelines and administration processes that comply with all relevant legal and policy requirements; and supports public accountability for decision-making, financial assistance and performance monitoring.

• **Access and equity** in administration of financial assistance programs to support the diverse needs, interests and aspirations of the community.

• **Collaboration and partnership** in which effective consultation and a constructive and cooperative relationship between Cumberland Council, financial assistance recipients and other relevant stakeholders contribute to achieving more efficient, effective and equitable financial assistance administration.

• **Capacity building** which focuses on further developing existing skills, knowledge and access to opportunities for residents and organisations.

• **Outcomes focussed** in which grants administration focuses on maximising the achievement of strategic directions and lasting outcomes rather than outputs.

• **Achieving value with public money** which involves the careful consideration of costs, benefits, options and risks.

• **Proportionality** in which key program design features and related administrative processes are commensurate with the scale, nature, complexity and risks involved in the granting activity.

• **Commitment to continual improvement** with regular review and evaluation of grant making processes to ensure legislative requirements are met, program objectives reflect Council’s strategic directions and best practice innovations are utilised.

**REQUIREMENTS**

1. Cumberland Council's financial assistance programs must align with outcomes identified in Council's Community Strategic Plan, Delivery Program and Operational Plan and specific community priorities outlined in the guidelines for Community Grants Program and donation fund programs.
2. Detailed guidelines for all streams of all financial assistance programs will be publicly available. The guidelines will outline the funding priorities, eligibility and assessment criteria, and administration practices, including application processes, decision making, agreement making and monitoring and support services.

3. Changes to the funding streams and funding pool for all financial assistance programs must be approved by Council.

4. Council will actively promote grant rounds and invite applications for all financial assistance programs via an open call.

5. Applications will only be accepted during the advertised round dates for each financial assistance program.

6. A set criteria for assessment will be published for each financial assistance program. Only the published criteria will be used to assess applications.

7. Council will not provide funding to an activity that can be readily assisted by any other existing Government funding program, or that is the core business of other Government departments.

8. Council will not fund activities that duplicate other existing services or programs within the local area unless evidence of demand is provided.

9. Assessment of applications will be undertaken by a panel of Council staff with subject matter expertise. Where appropriate, the assessment panel may seek the advice of external agencies to ensure projects funded meet proposed outcome areas and community priorities.

10. Recommendations of the assessment panel will be recorded with reference to the assessment criteria.

11. Recommendations for funding allocations through the Community Grants Program and Emergency Relief Fund will be reported to a Council meeting for determination. Any variances to recommendations proposed by Councillors will be recorded in the minutes of the Council meeting and reflected in the final resolution of Council. Determination for funding allocation for Mayoral Community Fund is at the discretion of the Mayor of Cumberland Council.

12. Allocations of all financial assistance will be included in Council’s annual report.

13. Applications will be ineligible for funding if the applicant undertakes canvassing or lobbying of Councillors or employees of Cumberland Council in relation to their application during the application and assessment process.

14. Only eligible applicants will be awarded a grant or donation.

15. Only one grant per applicant, per stream will be funded per financial year. Only one donation will be funded per financial year per applicant. The only exception to this is where auspicing arrangements are in place. Aupcicons will be able to auspice multiple applications but only one grant per auspicee, per stream will be funded annually.

16. All applicants will be notified of the outcome of their application within a timely manner.

17. Financial assistance recipients must enter into a funding agreement with Council and meet all requirements of project delivery, reporting and acquittal.

18. Council reserves the right to request return of funds should the financial assistance recipient not use the funds for the specified purpose.

19. All financial assistance recipients must report to Council the outcomes of their funded activity including expenditure of funds. Recipients must have met the reporting and acquittal requirements for previous grants or donations funded by Council in order to be eligible for financial assistance in subsequent years.

20. All requests for financial assistance from Council will be channelled through the Cumberland Council Community Grants Program and relevant funding stream or donation program.
21. All applicants must meet the requirements specified in the guidelines under each stream of the Cumberland Council Community Grants Program. Requests for donations need to meet the Guidelines and criteria of the relevant donation program.

22. All funded activities must comply with relevant legislation and Council approvals. This includes meeting legislative requirements that ensure financial assistance recipients are delivering projects in an accessible and equitable manner.

RELATED LEGISLATION

- Department of Local Government Circular - Ref. 06-32 - Provision of Financial Assistance under Section 356 of The Local Government Act - Developing a Financial Assistance Policy

RELATED DOCUMENTS AND COUNCIL POLICY

- Cumberland Council Community Strategic Plan
- Cumberland Delivery Program and Operational Plan including Fees and Charges
- Cumberland Council Corporate Sponsorship Policy and Guidelines
- Cumberland Community Grants Program Guidelines
- Mayoral Community Fund Guidelines
- Draft Emergency Relief Fund Guidelines
- Australian National Audit Office, Implementing Better Practice Grants Administration, 2013
SUMMARY

The Draft Cumberland Community Facilities Strategy 2019 - 2029 has been developed to guide Council’s planning for the long term provision and management of community facilities across the Cumberland area over the next ten years.

This report outlines the process Council undertook to develop the Strategy and recommends that the Draft Cumberland Community Facilities Strategy 2019 - 2029 be placed on public exhibition for a period of 28 days for consultation with the community.

RECOMMENDATION

That Council place the Draft Cumberland Community Facilities Strategy 2019 - 2029 on public exhibition for a period of 28 days, with a report to be provided back to Council following the conclusion of the exhibition period.

REPORT

Background

A key outcome identified in the Community Strategic Plan is the provision of ‘high quality community facilities and spaces that fit our purposes’.

Council currently owns 71 community facilities comprising:

- Staffed community centres (3)
- Halls or meeting rooms (21)
- Libraries (8)
- Art gallery (1)
- Facilities leased to community organisations and groups (27)
- Facilities supporting Council run early education and care services (11).

These facilities vary considerably across the Cumberland Local Government Area in terms of their quality, condition, use, distribution and adaptability for multipurpose use.
The Draft Cumberland Community Facilities Strategy 2019 - 2029 provides a long term direction to help guide Council’s planning, provision and management of community facilities into the future.

The Strategy has been developed to ensure that community facilities in the Cumberland area are planned and able to meet the growing and changing interests, needs and aspirations of the Cumberland community. Development of the Strategy has involved a detailed needs assessment and consideration of forecast population growth and change.

**Development of the Draft Strategy**

Council undertook an extensive research and community engagement process to develop the Draft Strategy. This included:

- Auditing and benchmarking of current community facilities across Cumberland.
- Community and stakeholder engagement, including an online survey with the general public and facility hirers (433 responses), feedback boards located in 20 community facility locations (195 comments), workshops with community organisations (49 attendees), lease survey and facility site visits (26 sites visited), stakeholder interviews and workshops with Council staff.
- Consultation with the following Council Advisory and Consultative Committees was also undertaken: Access, Arts, Aboriginal and Torres Strait Islander, Culturally and Linguistically Diverse and Youth.

This research and engagement process has ensured a strong evidence base has informed the development of the Draft Strategy.

**Priority Areas**

The Draft Strategy identifies five priority areas to guide Council’s programming, management, planning and provision of community facilities into the future.

The five priority areas include:

1. Enhancing our existing community facilities.
2. Aligning community facility provision with existing and future community needs.
3. Creating facilities and spaces that reflect local culture and heritage.
4. Providing programs that reflect the community’s diverse interests and needs.
5. Optimising systems and processes.

The Draft Strategy outlines 22 strategies and 58 actions to enhance Council’s community facilities over the next ten years.

**Alignment with Strategies of Council**

The Draft Community Facilities Strategy 2019 - 2029 is aligned with a number of existing Council strategies and plans that relate to the planning and design of community facilities, including the Cumberland Community Strategic Plan 2017-2027,

It also aligns with other strategies currently in development including the Draft Children and Families Strategy 2019 - 2023, Draft Open Space and Recreation Strategy, and Draft Infrastructure Contributions Plan.

**Tracking Progress and Reporting**

Implementation of the Draft Strategy has been incorporated into Council’s Delivery Program and Operational Plan 2019/2020. It will also be supported by an annual implementation plan which will identify the priority actions to be implemented with accompanying responsibilities, performance indicators and timeframes.

Progress against the Draft Strategy will be reported quarterly to Council as part of Council’s Corporate Planning and Reporting Framework. An evaluation of the Plan will be undertaken at the midway mark and at the completion of the ten year term in 2029. The results of this evaluation will be reported to Council and the community.

**COMMUNITY ENGAGEMENT**

The Draft Cumberland Community Facilities Strategy 2019 - 2029 will be placed on public exhibition for a period of 28 days to enable the community to have an opportunity for further input.

During the public exhibition period, the following actions and additional community engagement activities will be undertaken:

- Promotion of the public exhibition period via Council’s social media channels and distribution of media releases to local papers.
- Advertisement of the public exhibition period via advertisements in the Auburn Review and Parramatta Advertiser.
- The Draft Strategy will be distributed to residents, community groups, facility hirers, lessees, Council Advisory Committees and other key stakeholders who participated in the engagement process to seek additional feedback and comment.
- The Draft Strategy will be made available on the Council ‘Have Your Say’ website and at Council libraries, staffed community centres and customer service centres.

Feedback and public comments arising from the public exhibition period will be reported back to Council and used to inform the final Strategy to be reported back to Council for adoption.

**POLICY IMPLICATIONS**

There are no policy implications for Council associated with this report.
RISK IMPLICATIONS

This is the first Community Facilities Strategy for Cumberland Council. The Strategy provides a framework to ensure long-term planning for facilities across Cumberland is undertaken in a consistent way, based on population needs and growth.

Implementation of the Strategy will ensure a more strategic, economically sustainable approach to facility provision. It will also facilitate improved access, utilisation and operation of community facilities for the benefit of the community.

FINANCIAL IMPLICATIONS

Some actions within the Draft Strategy will be delivered utilising existing resources and funding. Existing budget allocation has been provided to deliver on key Year 1 projects, such as the development of the Granville Centre and expansion of the Peacock Gallery and Artist Studio.

Some actions, including major facility development projects, will need to be scoped and costed further and factored into future Operational Plan budgets. The delivery of some of the major facility development projects will fall within the duration of this Strategy (ten years). For remaining major projects, facility delivery will occur beyond the ten year term. This reflects the substantial timeframes required to scope, plan, secure funding and deliver each project.

Local infrastructure contributions will contribute to the funding of some of the major projects identified in the Strategy. Council will also proactively seek external grants and various funding and delivery opportunities and mechanisms to support the delivery of actions outlined in the Draft Strategy.

CONCLUSION

The Draft Cumberland Community Facilities Strategy 2019 - 2029 is a whole-of-Council planning tool which provides direction in planning for the long term provision of community facilities over the next ten years.

It is recommended that the Draft Cumberland Community Facilities Strategy 2019 - 2029 be placed on public exhibition for a period of 28 days for consultation with the community.

ATTACHMENTS

1. Draft Cumberland Community Facilities Strategy 2019 - 2029
DOCUMENTS ASSOCIATED WITH REPORT C07/19-127

Attachment 1
Draft Cumberland Community Facilities Strategy 2019 - 2029
Draft Cumberland Community Facilities Strategy
2019-2029
Welcome to Country

Ngalarangi babuna wal gnia ya pemal da lo-loley dice wara moooting jumna bangga nolla ya.
Pemal jumna wal gnia koi mund wal tati pemal jumna annagar dice.
Eorah wal mullana wal mingan jumna gai gnia bou gu-nu-gal nglarangi go-roong dyaralang.
Nglarangi go-roong dyaralang.
Ngalarangi bou nglarangi jam ya tiati nglarangi bubuna jumna. Mittigar gurrung burruk gneene da daruga pemal.
Didjeree Goor.”

“We were the first carers of the land, we took only what we needed from our Mother Earth.
Our ancestors knew how to take care of the land, so as to continue their survival.
We do not own the land, but we are charged with the care of it. As custodians of this land we ask that all people join us and preserve what we have left for future generations.
We must protect the few sites we have to ensure our culture continues.
In the language of our ancestors we welcome you to Darug Lands.
Thank you.”

Welcome to Country by Darug Elder Aunty Edna
Contents

Introduction .............................................................................................................. 2
What are community facilities ............................................................................. 3
Why are community facilities important? ............................................................. 4
What is Council’s role in community facility provision? ....................................... 6
Our community facilities ....................................................................................... 7
Development of the Strategy .................................................................................. 12
Strategic context .................................................................................................... 14
The Cumberland community .................................................................................. 18
Community and stakeholder engagement ........................................................... 26
What the community told us .................................................................................. 28
Community facility assessment findings .............................................................. 31
Key directions for community facilities ............................................................... 41
Priority areas, strategies and actions .................................................................... 47
Priority area 1: Enhancing our existing community facilities ............................ 48
Priority area 2: Aligning community facility provision with existing and future community needs ................................. 52
Priority area 3: Creating facilities and spaces that reflect local culture and heritage ................................. 56
Priority area 4: Providing programs that reflect the community’s diverse interests and needs ................................. 58
Priority area 5: Optimising systems and processes ............................................... 60
Summary of major projects .................................................................................. 62
Implementing, monitoring and evaluating the Strategy ......................................... 63
Appendix 1 ............................................................................................................ 64
Introduction

Community facilities play an important role in supporting happy, healthy, thriving, connected and engaged communities. They are important places where people can gather, relax, learn, create and celebrate.

The Cumberland Community Facilities Strategy 2019-2029 provides a direction for Council’s programming, management, planning and provision of community facilities into the future. This direction is provided through key priority areas, strategies and actions.

A key focus in the development of this Strategy has been ensuring that community facilities in the Cumberland area meet the growing and changing interests, aspirations and needs of the Cumberland community. Development of the Strategy involved a detailed needs assessment and community engagement to ensure the needs of the community for facilities will be realised.

This Strategy will be implemented over a ten year period, with progress tracked annually.

PRIORITY AREAS:

1. Enhancing our existing community facilities
2. Aligning community facility provision with existing and future community needs
3. Creating facilities and spaces that reflect local culture and heritage
4. Providing programs that reflect the community’s diverse interests and needs
5. Optimising systems and processes
What are community facilities?

Community facilities are buildings provided for the community from which programs, activities, events, functions, services and resources can be provided.

Council community facilities considered in this Strategy include the following:

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community hubs</td>
<td>Large facilities consisting of co-located functions and services. Examples of facilities that may be co-located within a hub include a library, community centre, art gallery, performance and rehearsal venue, community support service spaces, sport and recreation facilities and early childhood education and care services.</td>
</tr>
<tr>
<td>Staffed multipurpose community centres</td>
<td>Facilities with a range of spaces that are flexible and adaptable and amenities required to cater to a range of uses and user groups. These facilities also have on-site staff that manage the facility and work with the community to provide programs and services.</td>
</tr>
<tr>
<td>Community centres, halls and spaces</td>
<td>Non-staffed venues available for community hire and use. These consist of community centres that may contain multiple spaces, town halls, stand-alone single room facilities and small meeting rooms.</td>
</tr>
<tr>
<td>Libraries*</td>
<td>Facilities providing information, resources, programs and spaces (to read, study, learn and socialise). Libraries are staffed with specialist library officers and librarians.</td>
</tr>
<tr>
<td>Arts and cultural facilities*</td>
<td>Facilities that cater to creative and performing arts and cultural activities. These include art galleries, exhibition spaces, artist studios, theatres, performance and rehearsal venues, heritage centres. They also include facilities and spaces that support making and creating (such as men’s sheds and maker spaces).</td>
</tr>
<tr>
<td>Early childhood education and care facilities*</td>
<td>Facilities that accommodate early childhood education and care (ECEC) services. ECEC service types are explained in section ‘Our community facilities’ (on page 8).</td>
</tr>
<tr>
<td>Leased or licensed facilities</td>
<td>Council-owned facilities leased or licensed by Council to agencies, organisations and groups who utilise the facility for activities, programs or services (e.g. scout and guide halls, youth centres, community service facilities).</td>
</tr>
</tbody>
</table>

*For libraries, arts and cultural facilities and early childhood education and care facilities, this Strategy addresses the facility buildings only, not the functions provided within. Council also has a Library Strategy, Cultural Plan and a Children and Families Strategy which address the services, programs and resources provided at these facilities.
Why are community facilities important?

Community facilities can play an important role in supporting a community to grow and flourish. A successful community facility is far more than a building. It is a well-programmed and activated place that provides activities and resources needed by, and of interest to, the local community.

CELEBRATION OF THE LOCAL AREA AND COMMUNITY

Community facilities can celebrate the local culture and history of an area, including Aboriginal perspectives of a local area. Providing opportunities to increase cultural awareness enhances understanding and appreciation amongst diverse communities. This can be achieved through building design or artwork that reflects the local area or through the provision of events and activities that enable cultural expression and show-case local talent.

HEALTH AND WELLBEING

Community facilities can contribute to the health and wellbeing of a community with many of Council’s facilities providing fitness and recreation, healthy eating and healthy lifestyle programs. Community facilities also foster social cohesion and can combat social isolation. They are places that bring people together and facilitate social connections. They can assist people that have newly arrived to Australia or the Cumberland area to build social and support networks.
INFORMATION AND SUPPORT
Community facilities can be places where people seek and access information, assistance and support. This can range from accessing information about what is happening in the local area, to accessing support services (for example aged, disability, youth and children’s services and services for new arrivals, refugees and people seeking asylum).

TRAINING AND LEARNING
Community facilities can also be places where people can access training and education opportunities. Employment readiness, language and English conversation classes, computer classes and a range of lifelong learning programs are examples of programs currently delivered in Council’s facilities.

CULTURAL EXPRESSION AND CREATIVITY
Community facilities are also places for cultural expression and creativity. They can provide spaces for creative arts, craft and making activities. They can also be venues for events, performances, rehearsals and functions and for community and family celebrations. These spaces can be in the form of specialist facilities such as galleries, artist studios, performance and rehearsal venues and men’s sheds or they can be provided as multipurpose spaces that can also be used for a range of other activities.

RECREATION AND RELAXATION
Some community facilities (such as libraries) include flexible, non-programmed space where people can visit and just “be”; free indoor public spaces where visitors can lounge, relax, read, study, socialise, play and connect with others.

Recognition of the importance of non-programmed spaces has grown in recent years, resulting in an increase in the prominence of these spaces in community facilities provided by local governments across Australia.

“The centre makes me feel happy because I enjoy doing activities with other people.”
(Community member)
What is Council’s role in community facility provision?

Similar to open space, community facilities are public places, and local governments play a key role in their provision.

Cumberland Council is well positioned to provide facilities for the community due to its ownership and management of land and assets. Council also has the ability to capture funds for facilities through, for example, the collection of contributions from property developers and through State and Federal Government grants. Council also has the capacity and resources to research, identify and plan for growing and changing community needs in the future.

Cumberland Council is a direct provider of a number of community services and programs, therefore Council also plays an active role in programming community facilities. Council however recognises that there is a wealth of organisations and groups that provide high quality programs and services across Cumberland. It is Council’s role to facilitate access to our facilities to ensure our facilities best meet the interests and needs of the Cumberland community.

NON-COUNCIL PROVIDED COMMUNITY FACILITIES

Due to the high costs of building and maintaining community facilities, Council alone is unable to meet the community’s need for facilities. Council therefore recognises the important role that non-Council organisations play in community facility provision. Examples of non-Council owned community facilities and spaces that are often available for community use include clubs and function centres, school halls, church halls and scout and guide halls. In the case of early childhood education and care service and facilities, Council is one of many providers in the Cumberland area, with community organisations and commercial operators providing the majority of services across the Cumberland area.

Council’s various community facilities, together with non-Council facilities, form a comprehensive network that collectively address the changing needs of the Cumberland community.
Our community facilities

Community facilities owned by Cumberland Council (in 2019) include the following:

COMMUNITY HUBS

There is currently one community hub planned for the Cumberland area (The Granville Centre, in the Granville Town Centre). This facility will consist of a library, multipurpose community centre, art gallery, studios and workshop spaces.

STAFFED MULTIPURPOSE COMMUNITY CENTRES

Council operates three staffed multipurpose community centres (Auburn Centre for Community, Berala Community Centre and Guildford Community Centre). Each facility is overseen by a Centre Coordinator, assisted by support officers.

COMMUNITY CENTRES, HALLS AND SPACES

Council also owns and manages 21 non-staffed facilities, which consist of a mix of community centres, town halls, community halls, park halls and meeting rooms. These facilities are available for use and hire by commercial hirers, community organisations, groups and individual community members.

In addition to these facilities and spaces, Council owns a number of additional spaces that could be made available for broader community use (such as meeting rooms within Council’s swimming centres and in sportsground facilities). In most cases this would be dependent on building improvements, booking system changes and/or agreements with existing facility users or operators.
LIBRARIES

Council currently has eight libraries across the Cumberland area. These include two central libraries (Auburn and Merrylands) and six branch libraries (Granville, Greystanes, Guildford, Lidcombe, Regents Park and Wentworthville). In 2020, library services in the existing Granville Library will be relocated to The Granville Centre

ARTS AND CULTURAL FACILITIES

Council currently owns and operates one arts-focused facility, the Peacock Gallery and Auburn Arts Studio in Auburn. Arts-focused facilities are also planned for The Granville Centre and a new Aboriginal Cultural Centre at Prospect Hill is proposed. There is also a multipurpose art and craft room within the Merrylands Community Centre.

In addition, Council also leases out spaces to community groups for arts and creative uses, including the Auburn City Men’s Shed, Cumberland West Men’s Shed, Parramatta Holroyd Lapidary Club and the Potter Room at the Merrylands Community Centre (leased to Holroyd Art and Craft Society).

EARLY CHILDHOOD EDUCATION AND CARE SERVICES AND FACILITIES

Council directly provides a number of early childhood education and care services for children aged 0 to 12 years. These services include:

- Long Day Care (7 services provided by Council)
- Preschool (1 service provided by Council)
- Occasional Care (1 service provided by Council)
- Family Day Care (1 scheme provided by Council)
- Out Of School Hours care (7 services provided by Council).

Additional information on the above services is included in Appendix 1.

Council owns eleven of the facility buildings these early childhood education and care services for children operate from.

It is important to note that unlike the other types of community facilities within the scope of this Strategy, Council does not provide the majority of early childhood education and care facilities and services operating in the Cumberland area. Council’s services are part of a larger network of services provided by the community sector and commercial operators.
LEASED AND LICENSED FACILITIES

Council owns 27 facilities that are leased to community organisations and groups, that provide a range of community programs, activities and services. Examples of facilities leased for community use include scout and guide halls, youth centres, men’s sheds, early childhood health centres, child care centres, community service centres and community group facilities. Facilities operated or managed by community organisations and groups are an important part of the broader network of community facilities that collectively meet the needs of the Cumberland community.

While all facilities are currently under lease arrangements, there is an option for Council to utilise licence agreements for Council-owned facilities in the future. The key difference between these two arrangements is that a lease grants exclusive use of a facility to the lessee, while a licence does not. A licence therefore has the potential to facilitate greater utilisation and shared use of a facility by various organisations or groups.
CUMBERLAND COUNCIL
COMMUNITY FACILITIES
(AS AT 2019)

Community hubs
1. The Granville Centre (planned)

Staffed multipurpose community centres
2. Auburn Centre for Community
3. Berala Community Centre
4. Guildford Community Centre

Community centres, halls and spaces
5. Allan G Ezzy Community Centre
6. Auburn Town Hall and Somerville Room
7. Bathurst Street Park Hall
8. Domain Community Rooms
9. Granville Library Meeting Room
10. Granville Town Hall
11. Greystanes Community Centre
12. Holroyd Sportsground Hall
13. Linnwood House
14. Lidcombe Community Centre
15. Merrylands Community Centre
16. Merrylands Park Function Hall
17. Nemesis Street Hall
18. Norrie Maley Kiosk
19. Redgum Centre
20. Regents Park Community Centre
21. Regents Park Community Hub
22. Tom Collins Meeting Room
23. Toongabbie Community Centre
24. Wentworthville Community Centre
25. Westmead Progress Hall

DRAFT CUMBERLAND COMMUNITY FACILITIES STRATEGY 2019-2029
Development of the Strategy

The Cumberland Community Facilities Strategy 2019-2029 has been developed on a strong evidence base to ensure that the priority areas, strategies and actions accurately reflect the needs and aspirations of the Cumberland community. Development of this Strategy involved the following components:

CONSIDERING THE STRATEGIC CONTEXT

Consideration has been given to the local, district and metropolitan policy and planning context to understand key directions, challenges and opportunities in planning for community facilities in Cumberland. A summary is included in the section ‘Strategic context’.

HEARING FROM THE COMMUNITY AND STAKEHOLDERS

A comprehensive engagement process was undertaken to gain community and stakeholder feedback on Council’s community facilities and ideas for the future. The information received through these engagement activities helped Council to better understand the needs and interests of the community in relation to facilities (and the services, programs and activities provided from them). Refer to ‘Community engagement’ and ‘What the community told us’.
ASSESSING EXISTING COMMUNITY FACILITIES

An assessment of Council-owned community facilities was undertaken to assess their adequacy and suitability. Facilities were assessed against leading practice planning and design principles (in relation to distribution, location, siting, building quality, design, amenities and functionality). Facility programming and levels of utilisation were also assessed. The review identified key strengths and areas for improvement across the facility network. Key findings from the assessment of existing community facilities are included in section ‘Community facility assessment findings’. Council is also undertaking a technical building condition assessment of Council assets, including the facilities within the scope of this Strategy. This condition assessment will further inform decisions and planning for individual facilities.

In addition to Council’s community facilities, non-Council owned facilities (including facilities in neighbouring local government areas) were considered as part of the broader regional facility network.

IDENTIFYING COMMUNITY FACILITY NEEDS

Determining the needs of the community for facilities involved:

- Considering what the community and stakeholders told us in relation to their interests and needs
- Reviewing the demographic make-up of the Cumberland community and identifying any specific facility, service and program needs based on population size and characteristics
- Considering how the Cumberland community will grow and change in the future and what that will mean in terms of needs and levels of demand for community facilities
- Applying industry benchmarks to assess the existing level of provision, identify gaps and determine future facility requirements (in terms of the number and size of facilities).

DEVELOPING A DIRECTION FOR FUTURE FACILITY PLANNING

Development of the Strategy also involved an examination of case studies and trends in community facility provision. This included identifying successful examples of community facilities (across NSW and Australia), in terms of planning, design, delivery and management. These case studies and trends provided valuable directions, lessons and ideas for Council in planning for facilities in Cumberland. They also informed the development of guiding principles for our community facilities (refer section ‘Key directions for community facilities’).

IDENTIFYING PRIORITY AREAS, STRATEGIES AND ACTIONS

Based on the findings of the above research tasks, Council identified priority areas for community facilities. Strategies and actions were developed for each priority area to direct Council’s planning and provision of community facilities over the next ten years.
Strategic context

METROPOLITAN AND DISTRICT CONTEXT

A Metropolis of Three Cities, the NSW Government’s 40 year vision for Greater Sydney, highlights the importance of social infrastructure (which includes community facilities). A number of strategies in the plan identify social infrastructure as integral to creating liveable cities and neighbourhoods.

The Central City District Plan implements the strategies from the Metropolis of Three Cities at the district level (that is, across Cumberland, Blacktown, The Hills and Parramatta local government areas). The plan contains high level actions, including actions directing the delivery of social infrastructure “that reflects the needs of the community now and into the future” and optimising the use of public land for social infrastructure. The plan identifies councils, other planning authorities and State agencies as the parties responsible for implementing these actions.

In developing this Strategy, Council also conducted discussions with neighbouring councils to understand more about the facilities they provide, their plans for the future and to discuss opportunities to work together, address gaps and avoid duplications.

LOCAL CONTEXT

The Cumberland Community Strategic Plan 2017-2027 sets out the community’s vision for the future. The plan, built on an extensive community engagement process, identifies goals as well as activities for Council to deliver on that vision. There are a number of activities identified for Council in the plan relating to community facility planning and programing. These include:

- Catering to young people and families
- Maximising the utilisation of facilities
- Providing facilities in line with community expectations, population growth and intended uses
- Fostering and facilitating access to the creative arts and culture
- Promoting healthy lifestyles
- Creating equitable access to facilities
- Maintaining facilities well to enhance community pride
- Enhancing facilities to improve safety
- Championing sustainable practices
- Acting to address gaps in local education and care services.
A number of other Council strategies and plans also reference community facilities. These include:

- Cumberland Innovate Reconciliation Action Plan 2019-2021
- Cumberland Youth Strategy 2017-2021
- Cumberland Disability Inclusion Action Plan 2017-2021
- Cumberland Community Safety and Crime Prevention Plan 2018-2022
- Cumberland Library Strategy 2018-2021
- Cumberland Cultural Plan 2019-2029

Key focus areas identified in these plans that relate to planning and designing community facilities include:

- Consulting with key stakeholders and reflecting Aboriginal and Torres Strait Islander culture in the development of new facilities
- Increasing the number of quiet, youth-specific study spaces in libraries
- Establishing youth project reference groups for the design of any new or upgraded facilities
- Developing and implementing accessible design principles for facilities
- Developing and installing accessible signage and technology in facilities
- Improving safety and increasing security at existing facilities
- Planning and designing safety into new facilities
- Developing a strong network of cultural facilities across the Cumberland area by enhancing existing, and increasing the number and diversity of, cultural spaces
- Developing an Aboriginal Cultural Centre at Prospect Hill
- Creating flexible library spaces
- Delivering library expansions and refurbishments.

Council’s strategies and plans also contain directions to guide Council in the successful programming of facilities, that is, delivering the programs, activities and services relevant to the interests, needs and aspirations of the community.
FUNDING AND PARTNERSHIP OPPORTUNITIES

Community facilities are extremely valuable assets that provide significant benefits to the community, however, it is important to acknowledge that developing, managing and maintaining community facilities requires significant resources. It is therefore essential Council explores various funding and delivery opportunities and mechanisms beyond Council’s general revenue, which alone is not sufficient. Key opportunities available to local councils that will be explored include the following.

Local infrastructure contributions

Local councils have the authority to apply infrastructure contribution rates and levies to development applications they receive. These monetary contributions assist the delivery of new or expanded infrastructure, such as community facilities. These facilities service the residential and economic population growth generated by the development. The contributions system is regulated by State Government. Councils manage contributions through their contributions plans, which direct how contributions will be collected and distributed (based on infrastructure needs). Cumberland Council is in the process of developing a new contributions plan for Cumberland.

Due to a number of factors, contributions often do not cover the costs of all infrastructure needs generated by new populations. As contributions must be allocated to infrastructure that supports the needs of new development populations, local infrastructure contributions as a funding opportunity are marginal in areas with limited projected development and growth.

Voluntary Planning Agreements

Voluntary Planning Agreements (VPAs) are legally binding agreements between government agencies (including councils), land owners and developers. Agreements are often associated with a planning proposal received by a council or State authority and include the provision of land and infrastructure delivery in lieu or in addition to monetary contributions. For example, a property developer may identify a need for a community facility within their development and propose to provide this facility in lieu of contributions payable against the development. This asset is later handed over to a council as a council-owned asset. In such cases the VPA would typically include agreed facility specifications, inclusions, standards and timeframes. VPAs should only be accepted by a council if there is public benefit and they align with a council’s strategies and plans.

Government grants

State and Federal Government grant programs are another opportunity for Council to apply for funding for community facility improvement or development projects. An example of this is the NSW Community Building Partnership which provides grants for local community infrastructure projects.

As these are competitive processes, grants cannot be relied on as a certain, definite source of funding.

Consolidation of assets

Due to the high cost of managing and maintaining building assets and a focus on efficiency and quality facility provision, there is a trend in facility planning towards the provision of larger, higher quality, multipurpose facilities (that cater to a range of uses), and towards highly utilised facilities. To fund these new or expanded facilities, many local councils are looking at opportunities for consolidation, including relocating services in lower quality spaces. In some cases, poor quality facilities that are not fit-for-purpose are rationalised to help fund new facility developments.
Partnerships and agreements

There are many examples of councils across the state working in partnership with other government agencies, organisations and the private sector to develop and manage community facilities. Some examples of partnerships include:

- A partnership between a council and a State Government department. For example, School Infrastructure NSW in the development of infrastructure (e.g. school hall, classroom or sports facility etc.) that will be used by both the school and the broader community or the Department of Planning in the co-delivery of infrastructure in a planned Priority Precinct.

- A partnership between a council and a property developer in the planning and construction of a mixed-use development (that includes community facilities) on a council-owned site.

- A partnership between a council and a community organisation in the co-development of a community facility on council-owned land.

- A partnership between a council and a community organisation, in which the organisation staffs and manages a council-owned community facility on the council’s behalf.

Income generated from facilities

Facilities can generate income through fees for hire of facilities and spaces. While in Cumberland community organisations and groups can apply to hire space at a lower rate (subsidised by Council), commercial program operators and private hirers pay full fee (as directed in Council’s Fees and Charges Policy).

Income generated from facilities can offset a local council’s expenditure on facility operations and maintenance (but in most cases, does not go close to covering costs).

Leased and licensed facilities can also generate income for local councils. This is dependent on the agreed fee associated with the lease/licence (the majority of which, for many councils in the past, have been low or no cost). Council must consider and balance the need for income to offset expenditure with providing access to low cost space to encourage and support the provision of much needed services and programs in the area.

For community centres that do generate a profit, some councils have utilised sinking funds to capture revenue. The revenue is then used when it has depreciated in the future to upgrade the facility.
The Cumberland community

The Cumberland area has an estimated population of 242,524\textsuperscript{1}. This population is forecast to increase to 304,811 by 2036 (an increase of 26%).

COMMUNITY PROFILE: This profile of the Cumberland community is based on the most recent (2016) Census of Population and Housing data. The profile provides insight into the unique characteristics of the Cumberland community\textsuperscript{2}.

**AGE**
The Cumberland area has a relatively young community, with a median age of 32 years. The area has high proportions of:

- Young children 0 to 4 years: 7.8%
- Primary school-aged children 5 to 11 years: 9.4%
- Young people 18 to 24 years: 10.4%
- Young adults 25 to 34 years: 19.5%

By 2036, the median age will increase to 34 years. The fastest growing age groups are:

- High school-aged children 12 to 17 years: 55% increase
- Older people 70 and over: 68% increase

**CULTURAL DIVERSITY**
Cumberland is a culturally rich, vibrant and diverse area. The area has high proportions of people:

- Born overseas: 52.2%
- From countries where English was not their first language: 49.7%
- Who arrived in Australia within the last 5 years: 25.5%
- Who speak a language other than English at home: 65.6%

The top 5 overseas countries of birth for the Cumberland community are:

- India: 6.6%
- China: 6.5%
- Lebanon: 4.9%
- Afghanistan: 2.8%
- Nepal: 2.3%

The top 5 languages spoken in the Cumberland area (other than English) are:

- Arabic: 15.2%
- Mandarin: 6.3%
- Cantonese: 4.5%
- Persian/Dari: 4.5%
- Tamil: 3.1%

0.6% of people in the Cumberland area identify as Aboriginal or Torres Strait Islander.

\textsuperscript{1}Population and household forecasts, 2016 to 2036 (id, April 2019). Population estimate for 2018
\textsuperscript{2}Unique characteristics identified by comparing Cumberland statistics with statistics for Greater Sydney. Data sources include 2016 Census of Population and Housing (Australian Bureau of Statistics) and Cumberland Council Community Profile (id)
ACCESS AND CONNECTIVITY

The Cumberland area has a high proportion of:

<table>
<thead>
<tr>
<th>Description</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households without internet</td>
<td>14.5%</td>
</tr>
<tr>
<td>connection</td>
<td></td>
</tr>
<tr>
<td>Households with no cars</td>
<td>11.3%</td>
</tr>
</tbody>
</table>

EDUCATION, EMPLOYMENT AND INCOME

The Cumberland area has a high proportion of:

<table>
<thead>
<tr>
<th>Description</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>People looking for work</td>
<td>9.5%</td>
</tr>
<tr>
<td>People attending school, TAFE, or university</td>
<td>25.9%</td>
</tr>
</tbody>
</table>

MEDIAN WEEKLY HOUSEHOLD INCOME IN 2016 WAS $1,377 (COMPAARED TO $1,745 FOR GREATER SYDNEY).

PEOPLE WITH DISABILITY AND CARERS

5.8% OF PEOPLE IN THE CUMBERLAND AREA NEED HELP IN THEIR DAY-TO-DAY LIVES DUE TO DISABILITY

11.2% OF PEOPLE IN THE CUMBERLAND AREA PROVIDE UNPAID CARE FOR PEOPLE WITH A DISABILITY OR SENIORS IN THE CUMBERLAND AREA

COMMUNITY ORGANISATIONS

Community organisations in the Cumberland area (funded and unfunded) >450

---

3Department of Immigration and Border Protection (June 2016), Illegal Maritime Arrivals on Bridging Visa E

4Department of Social Services (July 2016), Settlement Database www.data.gov.au/dataset/settlement-reports
CUMBERLAND’S UNIQUE COMMUNITIES

Greystanes Ward

- 2018 population: **40,245**
- Low population growth predicted in Greystanes Ward
- High proportions of:
  - Couple families with children 6,818 (56.8% of households)
  - Retirees and older people 60 years and over 7,293 (19.5%)
  - Unpaid carers for people with a disability or seniors 19,249 (11.2%)

South Granville Ward

- 2018 population: **48,706**
- Significant growth predicted in Auburn
- High proportions of:
  - Young people 12 to 24 years 7,795 (17.3%)
  - People looking for work 1,905 (11.5%)
  - People attending school, TAFE or university 12,061 (27.3%)
  - People needing help in their day-to-day lives due to a disability 3,089 (7.0%)
Wentworthville Ward

2018 population: 45,430

- Significant population growth predicted in Wentworthville and Westmead (in both Cumberland and Parramatta Local Government Areas)
- High proportions of:
  - People who volunteer 4,303 (13.3%)
  - People employed full-time 11,929 (62.5% of the workforce)
  - Medium density housing 2,300 (36.7% of dwellings)

Granville Ward

2018 population: 49,208

- Significant population growth predicted in Merrylands and Granville (in both Cumberland and Parramatta LGAs)
- High proportions of:
  - Higher density dwellings 4,955 (22.0% of dwellings)
  - People living alone 2,989 (20.3% of households)
  - Single parent families 1,880 (12.8% of households)
  - Households with no cars 1,977 (13.4% of households)
  - Households with no internet connection 2,470 (16.6% of households)

Regents Park Ward

2018 population: 53,730

- Significant growth predicted in Auburn and Lidcombe
- High proportions of:
  - People born overseas 31,184 (64.5%)
  - People who speak a language other than English at home 37,583 (77.8%)
  - People who have recently arrived in Australia 9,397 (19.4%)
  - People who have recently moved house 20,300 (46.4%)
  - Share houses 1,217 (8.3% of households)
## Population Growth 2018-2036

<table>
<thead>
<tr>
<th>AREA</th>
<th>POPULATION CHANGE</th>
<th>% CHANGE</th>
<th>2036 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn (North)</td>
<td>+9,428</td>
<td>+72.7</td>
<td>22,395</td>
</tr>
<tr>
<td>Auburn (South)</td>
<td>+5,673</td>
<td>+19.1</td>
<td>35,303</td>
</tr>
<tr>
<td>Berala</td>
<td>+1,722</td>
<td>+18.0</td>
<td>11,309</td>
</tr>
<tr>
<td>Girraween – Toongabbie</td>
<td>+1,433</td>
<td>+14.5</td>
<td>11,306</td>
</tr>
<tr>
<td>Granville</td>
<td>+927</td>
<td>+7.8</td>
<td>12,796</td>
</tr>
<tr>
<td>Greystanes</td>
<td>+1,342</td>
<td>+5.6</td>
<td>25,137</td>
</tr>
<tr>
<td>Guildford (East)</td>
<td>+3,047</td>
<td>+19.4</td>
<td>18,759</td>
</tr>
<tr>
<td>Guildford (West) – Yennora</td>
<td>+1,006</td>
<td>+11.8</td>
<td>9,507</td>
</tr>
<tr>
<td>Guildford West – Woodpark – Smithfield</td>
<td>+371</td>
<td>+5.4</td>
<td>7,226</td>
</tr>
<tr>
<td>Lidcombe (North)</td>
<td>+6,149</td>
<td>+52.3</td>
<td>17,895</td>
</tr>
<tr>
<td>Lidcombe (South) – Rookwood</td>
<td>+2,860</td>
<td>+26.7</td>
<td>13,565</td>
</tr>
<tr>
<td>Merrylands – Holroyd</td>
<td>+14,460</td>
<td>+42.0</td>
<td>48,895</td>
</tr>
<tr>
<td>Merrylands West</td>
<td>+943</td>
<td>+13.7</td>
<td>7,805</td>
</tr>
<tr>
<td>Pemulwyu</td>
<td>-233</td>
<td>-4.3</td>
<td>5,208</td>
</tr>
<tr>
<td>Pendle Hill</td>
<td>+4,811</td>
<td>+75.0</td>
<td>11,222</td>
</tr>
<tr>
<td>Regents Park</td>
<td>+483</td>
<td>+10.5</td>
<td>5,074</td>
</tr>
<tr>
<td>South Granville – Chester Hill</td>
<td>+486</td>
<td>+7.3</td>
<td>7,185</td>
</tr>
<tr>
<td>South Wentworthville</td>
<td>+1,043</td>
<td>+14.5</td>
<td>8,211</td>
</tr>
<tr>
<td>Wentworthville</td>
<td>+4,657</td>
<td>+46.1</td>
<td>14,760</td>
</tr>
<tr>
<td>Westmead – Mays Hill</td>
<td>+1,681</td>
<td>+17.6</td>
<td>11,253</td>
</tr>
<tr>
<td>Cumberland LGA-wide</td>
<td>+62,289</td>
<td>+25.7</td>
<td>304,811</td>
</tr>
</tbody>
</table>
WHAT DO THE COMMUNITY PROFILE AND POPULATION GROWTH TELL US?

Population characteristics can provide clues as to how the community might use community facilities and what programs and services they might need or be interested in. They therefore assist Council in planning and programming facilities.

Population growth and change
Population growth in an area will significantly increase demand for community facilities in the future. It will also increase demand for programs and services for all age groups. Population growth and changing demographic characteristics also indicate a need for flexible, multipurpose facilities that cater to a broad range of interests and can adapt as community needs change. They also indicate the need for the continuous review and amendment to facility programing to respond effectively to change.

Families with young children
High numbers of families with young children suggest the need for activities, programs and services for parents with children (e.g. playgroups, mothers’ groups, parenting classes) as well as informal meeting spaces for socialising and play. Spaces also need to be designed for parents and their children, with ramps, parents’ rooms and child-friendly spaces. Access to quality early childhood education and care services is also important.

Young people and students
High proportions of young people and/or students indicate a specific need for access to leisure and lifestyle opportunities (including sport, recreation, entertainment and social activities) as well as access to study/reading areas, informal meeting spaces, Wi-Fi and computer access, youth groups, events and youth support services. Young people also require access to learning and training opportunities and job seeking services. Extended facility opening hours would also be advantageous to this group.

Older people
Ageing populations require facilities and programs that are accessible to seniors. This includes programs and services for older people such as life-long learning programs, social and interest groups and classes, computer training and exercise activities. Design features such as ramps and accessible toilets are also essential.
Culturally diverse communities

Facilities in areas with culturally and linguistically diverse communities must be tailored to cultural needs. Providing multilingual information, English language classes, culturally specific support groups and services, and amenities and programs that support specific cultural practices (such as prayer rooms and female only spaces and programs) are examples of ways that community facilities can be responsive to the needs of diverse communities.

The physical, spiritual, cultural and social connection to Country is integral to Aboriginal and Torres Strait Islander peoples and should also influence the way community facilities and activities are designed. This can form the basis for cross-cultural sharing opportunities amongst Cumberland’s diverse cultural groups.

The high number of refugees and people seeking asylum in Cumberland indicate the need for the provision of specialist services that cater to the specific needs of these groups. Such services are provided by specialist community organisations at Auburn Centre for Community. This example demonstrates how community facilities can be programmed to meet the specific needs of a local community.

New community members

High numbers of people newly arrived to Australia and the Cumberland area suggests the need for places and activities within community facilities that enable people to meet and connect with others, so social connections are formed quickly and easily. These can include formal activities as well as spaces that facilitate informal interactions.

High density living and larger households

Smaller dwellings in high density areas, and the associated lack of separate rooms, living spaces and private open space, indicate a greater need for easy access to spaces for noise-generating activities, including music practice and private functions. Community facilities can also provide respite for those living in larger households by providing quiet spaces to relax, read or study outside the home.

People living alone

A high proportion of people living alone suggests a need for public places that promote social interaction and community participation to reduce social isolation.

People living with a disability and their carers

Facilities should be designed to be universally accessible, including ramps, accessible toilets and parking and adult change tables. In areas where there are high numbers of people with disabilities, disability support services and programs and respite care should be available.

Households with no cars or internet

Facilities should be available in the local area and be located close to train lines or frequent bus services and in town centres or other key destinations. This is particularly important in areas of low car ownership. Low levels of private internet access suggest the need for substantial free public access to computers and the internet in various public spaces, including at Council-owned community facilities.

Job seekers

Community facilities can assist job seekers through access to employment services and training spaces that can accommodate programs with an education, training and job-ready focus.

Low income households

Programs, services and hirable spaces and equipment should be affordable to ensure access for all households regardless of how much they earn.

Volunteers

Volunteers are valuable assets of any community. Providing opportunities to volunteer at facilities, as well as supporting the many volunteer-run organisations and groups operating in Cumberland, provides benefits to Council and the community.

Community organisations

Community organisations play an important role in providing services and programs for the community. The significant number of community organisations operating in the Cumberland area require facilities and spaces to run their programs and services. Council’s community facilities play an important role in providing low cost spaces for hire or license by community organisations. The inevitable increase in community needs for programs and services associated with population growth, will increase demand from community organisations for facilities and spaces in the area.
Community and stakeholder engagement

Engaging and listening to the community and key stakeholders were fundamental in the process of developing a relevant and successful strategy for community facilities. Those who participated in the process provided valuable information that directly informed the priority areas, strategies and actions outlined in this Strategy.

COMMUNITY FACILITIES SURVEY
An online survey was hosted on Council’s Have Your Say website from September to December 2018. The survey sought feedback on facilities and ideas for the future from the broader community as well as existing facility hirers (including individuals, organisations and groups). The Have Your Say webpage also acted as an online portal for information relating the project including objectives, key dates, and contacts. The website could be translated into a variety of languages using its automatic language translation function.

433 SURVEY RESPONSES

CENTRE FEEDBACK BOARDS
Feedback boards were placed at each community facility on which patrons were invited to provide comments in an informal manner. Information was provided in English, as well as the most commonly spoken languages other than English within the each facility’s local area.

195 COMMENTS RECEIVED
COUNCIL COMMITTEES
Council consulted a number of Advisory Committees in the process of developing this Strategy. These committees included:
- Aboriginal and Torres Strait Islander Consultative Committee
- Access Committee
- Arts Advisory Committee
- Culturally and Linguistically Diverse Advisory Committee
- Youth Advisory Committee
- Youth Week 2019 Planning Team

6 COMMITTEES CONSULTED

CUMBERLAND COMMUNITY SECTOR FORUM
Council hosted a Community Sector Forum on 30 October 2018 which was attended by community organisations including organisations that use Council’s facilities. An interactive activity was conducted in which participants imagined and recorded their vision for community facilities in the future. This included capturing the attributes participants believed would make community facilities more useful and welcoming to local organisations and community members.

49 COMMUNITY ORGANISATIONS REPRESENTED

LESSEE SURVEY AND FACILITY VISITS
All lessees were visited at their facilities and they were invited to participate in a survey about their use of the facility.

26 LEASED FACILITIES VISITED

FEEDBACK FROM OTHER PROJECTS
Feedback on community facilities, received during engagement processes conducted for other Council projects, was also considered. These included engagement processes associated with the Cumberland Community Strategic Plan, Council’s Community Satisfaction Survey and various Council strategies.

COUNCIL STAFF ENGAGEMENT
Council staff offered insight into operating and managing community facilities as well as using them to provide services. Interviews were held with individual teams and a group workshop was conducted.
“Everyone is family! If you’re new, everyone makes you feel welcome.”
(Community member)

What the community told us

Many community members told us how much they value their local facilities and the services and programs provided. Community members and stakeholders also identified a number of ways Council’s community facilities could be improved to better meet their own needs, or the needs of their families, friends, clients or group members.

FACILITY LOCATIONS
The location of facilities was identified as the most important factor for many community members. The importance of having locally available facilities that are accessible by public transport and/or have adequate parking was consistently raised. Close proximity to shops, services and other amenities was also identified to be of high importance, as was clear signage and wayfinding.

PLACES FOR ALL
Community facilities were recognised by the community as important spaces for connection and community interactions. Community members noted the need for spaces that are accessible to people of all abilities and welcoming to people of all ages and backgrounds. This included accessible and child-friendly design, a feeling of safety and recognition of the cultural diversity of the local area, in particular the local Aboriginal culture. The community also would like programs that provide opportunities to connect with and learn from people from different walks of life, such as through intergenerational or cross-cultural activities. Although cost of hire and programs was often cited as a significant determinant for users, having activities, services and events that are of interest were identified to outweigh barriers associated with affordability for most people.
CONNECTIONS WITH FACILITY STAFF

The community told us that rapport developed between facility staff and users significantly improves their experience. Council’s staffed centres in Auburn, Berale and Guildford consistently perform better than non-staffed facilities, both in terms of utilisation and user satisfaction. Staffed centres and libraries are also used as points of contact with Council where the community can access a range of information and resources.

MANAGEMENT AND BOOKINGS PROCESSES

At the time of writing, separate bookings processes are in place for Council’s libraries, staffed multipurpose community facilities, non-staffed community centres, halls and spaces and Council’s park halls. This creates complexity and reduces opportunities to effectively coordinate bookings and referrals across the different types of facilities. Council staff involved in the management and use of facilities expressed a desire for an improved bookings system and keyless venue access for hirers. The need for an online customer request management system for logging maintenance and cleaning requests was also identified by Council staff and the community. These improved systems were seen as a key way to reduce uncertainty and wait times for hirers, users and provide a more streamlined process for Council staff.

PROGRAMS AND SERVICES

Residents reported that they enjoy the range and quality of programs offered by Council and community organisations and there is a high level of interest in more activities. Specific activities that were identified to be of high value included programs for seniors and youth, and language, computer and exercise classes. Although engagement findings suggest that programs are generally welcoming to a diverse range of people, some users still want a greater variety of programs that are not target-group specific. Some members of the community also suggested increasing programming at libraries, however they understood there is an existing shortage of available spaces.

KEY FACILITY INCLUSIONS

The community and stakeholders identified key features they would like to see included at community facilities. These included larger activity spaces (that can accommodate more than 300 people), commercial kitchens, better connection to quality outdoor spaces, flexible spaces that cater to different uses, youth spaces, performing arts spaces, and informal spaces for socialising and relaxing.

Stakeholders noted the short-supply of meeting rooms across the Cumberland area and the increasing need for storage, especially for long-term hirers. Community service providers expressed interest in more office spaces at community centres to assist localised service delivery. In terms of technology, audio-visual systems, powerpoints and reliable Wi-Fi are considered minimum inclusions in venues for hire.

People also expressed an interest in environmentally sustainable facility design. Extending opening hours was also identified as something that would better accommodate those who work, as well as a way to activate facilities and local areas during the evening.

LOOK AND FEEL

The look and feel of a community facility contributes to how safe and welcoming a facility appears. A high standard of maintenance and cleanliness was seen by community members and stakeholders as crucial to ensuring positive facility user experience. In particular, many parents stated that this was a determining factor in choosing early childhood education and care services for their children. Landscaping improvements, regular painting, introducing murals or art works (by local artists) on blank walls and general maintenance upkeep were suggested as ways to improve the look and feel of Council’s facilities. The importance of good natural lighting and ventilation was also identified.
CO-DESIGNING TO MEET COMMUNITY NEEDS

Whether designing new facilities, upgrading existing spaces, or programming facilities, the involvement of the community is seen as vital to create a sense of ownership and pride. Co-designing with end users was identified as a way to ensuring the needs of the local community will be successfully realised. Engaging local artists and community groups, and reflecting local heritage and culture in facility designs were also identified as important.

PROMOTION OF FACILITIES AND SERVICES

Some members of the community informed Council that they were not aware of what community facilities were, what they are used for, what the programs they had on offer and what would be available to them. Community noticeboards and information, both at facilities and on Council’s website, promoting all activities scheduled at facilities (Council and non-Council provided) were identified as ways to generate greater awareness and increase utilisation.
Community facility assessment findings

An assessment of Council’s community facilities identified the following key findings in relation to the distribution, facility quantity, quality, use and utilisation of our facilities.

The assessment of facility quality was undertaken for community hubs, centres, halls, spaces, libraries, arts and cultural facilities, and leased facilities. It involved rating these facilities against leading practice facility planning and design principles (in relation to location, siting, visual prominence, access and accessibility, building design, look and feel, amenities and functionality). 11% of facilities were determined to be ‘excellent’ in terms of their quality. 53% were determined to be ‘good’, 30% ‘fair’ and 6% ‘poor’.
COMMUNITY HUBS, CENTRES, HALLS AND SPACES

Distribution and quantity

Council’s planned community hub (The Granville Centre) and three staffed multipurpose community centres (Auburn Centre for Community, Berala Community Centre and Guildford Community Centre) are concentrated in the eastern and central sections of the Cumberland area. There is currently a gap in staffed facilities in the western section of the area and in Cumberland’s strategic centre, Merrylands.

Council’s non-staffed facilities (community centres, town halls, community halls, park halls and meeting rooms) are reasonably well distributed across the Cumberland area.

While there is a high number of community centres, halls and spaces, industry benchmarks\(^5\) suggest a shortfall in terms of total floor area. There is currently approximately 13,234 square metres of floor area across these facilities in Cumberland. Benchmarks indicate an existing shortage of approximately 6,200 square metres.

With the population of the Cumberland area projected to increase significantly in the future, if no change is made to the total floor area (e.g. through facility expansions or developments) then this floor area shortfall will be further exacerbated\(^6\), with particular shortages in Lidcombe, Auburn, Merrylands and Wentworthville.

\(^5\) The benchmark of 80 square metres floor area per 1000 people (80sqm/1000) is a widely recognised benchmark for local government provided community centres and spaces. There is approximately 55 square metres per 1000 people of Council provided community space provided within the Cumberland area in 2019.

\(^6\) If no change in the total floor area is made, the rate of Council provided community centre and space in 2036 will be approximately 43 square metres per 1000 people (well below industry benchmarks), with a shortfall of approximately 11,200 square metres.
Facility quality

An assessment of Council’s centres, halls and spaces against leading practice community facility planning and design principles indicated the following:

- Staffed multipurpose community centres have many high performing aspects. Generally, they are well-located and easy accessed as they are located close to public transport, shops and other services. They also are visually prominent, that is, they are easily seen and recognised as community places to welcome and encourage visitors and users. They are also appealing in look and feel, flexible and multifunctional in their designs (to cater to a wide range of activities) and include a wide range of good quality amenities.

- Community centres, halls and spaces vary greatly in terms of their quality. Allan G Ezzy Community Centre was identified as the highest performing facility in this category. Similarly to the staffed multipurpose community centres, this facility is well-located, visually prominent, appealing in look and feel, has a flexible and multifunctional design and includes good quality amenities. Granville and Auburn Town Halls were also higher performing facilities. While the majority of facilities of this type were considered to be ‘good’ there were also a notable number considered to be ‘fair’ in terms of quality. Particular issues identified related to poor siting, inaccessibility, inability of the building to cater to a variety of activities and uses, lack of or poor-quality amenities, furniture and fixtures and unappealing look and feel.

- Across the facility network, there is a shortage of large halls and spaces that can accommodate activities and gatherings for large groups. Council’s data indicates these spaces are extremely popular and in high demand. There is also a lack of suitable amenities to support larger functions and events (such as commercial kitchens, storage for equipment, lightweight and moveable furniture and technology).

Use and utilisation

Council’s staffed multipurpose community centres are utilised at a significantly higher rate than non-staffed centres, halls and spaces (in terms of the percentage of total hours available that each facility is booked/used). This could reasonably be assumed to be due to the higher building quality, the range of spaces available, flexibility of spaces (so they are suitable for a variety of activities) and the proactive role that on-site staff play in promoting and programming these facilities.

Of the non-staffed facilities, Allan G Ezzy had the highest rate of weekly hours of use, followed by Wentworthville Community Centre. The most utilised spaces are generally large halls that can accommodate large groups of people including Redgum Centre hall, Merrylands Park Hall, Prospect Room at Merrylands Community Centre and the Main Hall at Allan G Ezzy Community Centre. Facilities with the lowest levels of utilisation include Ted Burge Sports Hall, Bathurst Street Hall and Norrie Maley Kiosk. Bathurst Street Hall also performed poorly in the facility quality assessment.

Most programs provided at Council’s community centres, halls and spaces are community run (provided by community organisations or groups). At staffed multipurpose community centres 71% of programs or activities are community run and 29% are provided by Council. The majority of programs or activities provided at these facilities fall in the categories of ‘specific cultural or new arrival groups’ (e.g. language classes, women’s groups), ‘children and families’, ‘faith-based’ and ‘youth’.

In non-staffed centres, halls and spaces, 82% of programs or activities are community run, 7% are provided by Council and 11% are provided by commercial organisations/businesses. The majority of programs or activities provided at these facilities fall in the categories of ‘faith-based’, ‘specific cultural or new arrival groups’ and ‘arts and culture’. In terms of the types and numbers of programs, activities and services that are provided or occur at these facilities, Auburn Town Hall had the highest number of unique programs provided, followed by Merrylands Community Centre and Granville Town Hall, Allan G Ezzy Community Centre and Wentworthville Community Centre. The high number of uses at Auburn and Granville Town Halls correspond with engagement findings that suggest high demand for larger, flexible spaces. These facilities were also assessed to be of good quality.

---

7 Use (programs and bookings) and utilisation findings are based on the assessment of the most recent data (as at January 2019).
LIBRARIES

Distribution and quantity
Library services are well distributed across the Cumberland area, with libraries located in most town centres. Town centres in which a library is not located are serviced by libraries in nearby centres.

The State Library of NSW provides benchmarks for library buildings. These benchmarks recommend an approximate size (floor area) a library should be based on the size of the population it is intending to service. The benchmarks indicate that Council’s central libraries are reasonably well-sized however, all branch libraries are undersized. With the Cumberland population projected to increase in the future, if there are no increases to library floor areas, benchmarks suggest all of Council’s libraries will be significantly undersized. The exception to this is the planned library at The Granville Centre which will have adequate floor area to service its population catchment in the Cumberland area.

Benchmarking findings (indicating a shortage in floor area) are supported by librarians and library staff, who reported a shortage of space in libraries in general as well as particular shortages of meeting rooms for classes, group study areas, space for children’s programs, space for young people, reading and lounge areas.

Facility quality
Council’s central libraries (Auburn and Merrylands) along with Regent’s Park Library performed the highest in the assessment of facility quality. These libraries in general were identified as being well located, functional, safe and secure, and to have good access to transport and higher quality amenities.

For libraries in general, aspects identified to be working well include location, access to transport and amenities. Those aspects in general that require improvement include universal access and the sitting of the building (in particular a lack of street presence or connection).

Use and utilisation
The use and utilisation of libraries is not within the scope of this Strategy. Library services and visitation are addressed in the Cumberland Library Strategy 2018-2021.
## Cumberland Council libraries – existing and State Library of NSW recommended floor areas

<table>
<thead>
<tr>
<th>LIBRARY</th>
<th>EXISTING OR PLANNED FLOOR AREA (SQM)</th>
<th>RECOMMENDED FLOOR AREA 2018 (SQM)</th>
<th>FLOOR AREA SHORTFALL 2018 (SQM)</th>
<th>FUTURE RECOMMENDED FLOOR AREA 2036 (SQM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn Library</td>
<td>1,900</td>
<td>2,468</td>
<td>568</td>
<td>2,973</td>
</tr>
<tr>
<td>Merrylands Library</td>
<td>2,000</td>
<td>2,425</td>
<td>425</td>
<td>2,942</td>
</tr>
<tr>
<td>Granville Library (at The Granville Centre)</td>
<td>800</td>
<td>819</td>
<td>19</td>
<td>883</td>
</tr>
<tr>
<td>Greystanes Library</td>
<td>179</td>
<td>1,557</td>
<td>1,378</td>
<td>1,595</td>
</tr>
<tr>
<td>Guildford Library</td>
<td>444</td>
<td>1,846</td>
<td>1,402</td>
<td>2,008</td>
</tr>
<tr>
<td>Lidcombe Library</td>
<td>360</td>
<td>1,321</td>
<td>961</td>
<td>1,633</td>
</tr>
<tr>
<td>Regents Park Library</td>
<td>380</td>
<td>978</td>
<td>598</td>
<td>1,105</td>
</tr>
<tr>
<td>Wentworthville Library</td>
<td>671</td>
<td>2,023</td>
<td>1,352</td>
<td>2,458</td>
</tr>
</tbody>
</table>
ARTS AND CULTURAL FACILITIES

Distribution and quantity

There is a need for a broader network of arts-focused spaces across the Cumberland area. Industry benchmarks\(^a\) indicate the need for a multipurpose performing arts or cultural centre in Cumberland and the need for additional arts and creative spaces across the Cumberland area to meet the needs of the area’s growing population. The Cumberland Cultural Plan 2019-2029 also identified this need. Key areas of particular need include Merrylands, Guildford, Lidcombe and Greystanes/Pemulwuy.

Facility quality

The Peacock Gallery and Auburn Arts Studio is currently very constrained by the small building size, however there are plans underway to expand this facility to improve its functionality.

Use and utilisation

The programing and use of arts and cultural facilities is not within the scope of this Strategy. The Cumberland Cultural Plan 2019-2029 provides direction in relation to arts and cultural programs and events across the Cumberland area, including those that could occur from Council’s facilities.

\(^a\) Growth Centres Development Code, Former Growth Centre Commission, October 2006. This benchmark for arts facilities is still widely recognised and referred to despite the Commission’s disbandment and subsequent archiving of this document.

36 DRAFT CUMBERLAND COMMUNITY FACILITIES STRATEGY 2019-2029
EARLY CHILDHOOD EDUCATION AND CARE FACILITIES

Distribution and quantity of services

Council’s early childhood education and care services are predominantly focused in the western and central sections of the Cumberland area. There is one Council-run service in Auburn and no services in the suburbs of Lidcombe, Berala or Regents Park, which represents a lack of equitable access to Council’s services for the Cumberland community.

A review of the number of places available in early education and care services within the Cumberland area was undertaken in 2019 and involved consideration of Council and non-Council provided places. This review included a benchmarking exercise, which indicated the following (at the time of writing):

- There is a gap of 659 places (in centre based care) for children 0 to 5 years. There are particular shortages of places in the eastern section of the Cumberland area and in Guildford and Merrylands.
- By 2036, if no additional places are provided, there will be a gap of 2,509 places (in centre based care) for children 0 to 5 years.
- There is currently an adequate supply of places in out of school hours care services for children 5 to 12 years and no projected gap in the future. Places however are unequally distributed across the Cumberland area and by 2036 there will be demand for additional OOSH places in some high growth areas including Auburn and Merrylands.

It is important to note that benchmarks are only one indicator of demand and consideration should also be given to the current reportedly high vacancy rates in many services across the LGA. Of 79 early childhood education and care services interviewed during the review, 23 services (or 35%) reported having vacancies, some with low occupancy levels.

There are also recent pressures on OOSH services emerging in high growth areas across Sydney. Population growth has seen student numbers rapidly increase in some schools, increasing need for additional school space. In some instances spaces used by OOSH services are being reclaimed as classroom space, requiring OOSH services to relocate, downsize or close. Simultaneously, demand for OOSH services is increasing at these schools. This issue is important to track as it may impact on OOSH supply and gaps in some areas in the future.

Facility quality

An assessment of the quality of Council’s early childhood education and care facilities is not part of the scope of this Strategy. Facility building requirements and quality is regulated through Education and Care Services National Regulations and NSW State Environmental Planning Policy (Education Establishments and Child Care Facilities) 2017. The legislation directs such aspects as the amount of indoor and outdoor space required, building siting, car parking and access etc. Council considers the regulations to be minimum standards and aim for best practice in the development and provision of early childhood education and care facilities.

Services

An assessment of the quality of services at early childhood education and care facilities is not within the scope of this Strategy. These aspects are addressed in the Cumberland Children and Families Strategy 2019-2023.
LEASED OR LICENSED FACILITIES

Distribution and quantity of services

Facilities leased for community use are relatively evenly distributed across the western section of the Cumberland area. There are also concentrations of facilities in Merrylands and Lidcombe.

There are no industry benchmarks for leased or licensed facilities that can direct Council’s planning; however, Council recognises the important role these facilities play in supporting the broader facility network to meet the needs of the Cumberland community.

Facility quality

Facilities leased for community use vary significantly in terms of their quality. A select few were assessed to be of very good quality. PCYC Auburn and Auburn City Men’s Shed are examples of high-quality facilities. These facilities are performing well in terms of their functionality, amenities, look and feel and safety.

A large proportion were identified to be of ‘good’ quality and a similar proportion to be ‘fair’. There were a number of facilities deemed to be of ‘poor’ quality. A notable number of leased or licensed facilities are small, older, poorly located facilities with limited functionality. There are also several facilities that have recently been vacated (including scout and guide halls and early childhood health centres) and, as a result, they are poorly maintained.

Use and utilisation

The highest types of usage for Council’s leased/licensed facilities are scout and guide halls, youth-focused facilities and early childhood health centres. Early childhood health centres and many scout and guide halls however, are only used on limited days of the week and at limited times. Council does not require lessees to report on use and utilisation of their facilities, therefore further analysis on types and levels of use has not been undertaken. There is however the opportunity to address this in the future through agreements for lessees/licensees to report on use.

CONSIDERING NEIGHBOURING POPULATIONS

In the planning of Council’s community facilities, consideration also needs to be given to neighbouring areas and how their populations may use Cumberland Council’s facilities and the impact this may have. This is because local government area boundaries typically do not factor into a person’s choice of which facilities they use. Rather, choice regarding the use of facilities is commonly influenced by factors such as distance to the facility from home or work, accessibility, offerings and quality.

The importance of considering neighbouring populations is particularly relevant in Cumberland town centres and neighbourhoods that border areas where significant population growth is projected. Key areas where this is relevant include Granville, Wentworthville and Westmead. This is not to say that Cumberland Council needs to independently address the needs of neighbouring communities, rather it highlights the importance of coordination and collaboration with neighbouring councils in the planning of facilities. Conversations with neighbouring councils were conducted during the development of this Strategy for coordination purposes.
KEY AREAS FOR IMPROVEMENT AND OPPORTUNITIES

- The Granville Centre represents a new style of community facility for Cumberland. The centre reflects a key trend in facility planning, that is, a trend towards larger consolidated facilities that co-locate many services and offerings and serve as key focal points and destinations for their surrounding communities. Local infrastructure contributions in high growth areas, together with Council’s ownership of well-located sites in town centres, represent opportunities to develop additional hubs in key centres that could address a major component of the projected gap in facility floor area in the future.

- Council’s staffed multipurpose community centres are of high quality and highly utilised. There is however an inequitable distribution of this type of facility across the Cumberland area. Consideration should be given to addressing this issue through the provision of a staffed multipurpose community centre in the western section of the area, potentially through the staffing of an existing, high quality facility.

- There is a considerable number of good quality community centres, halls and spaces that could be improved through minor amendments (such as upgrading amenities or improving aesthetics). There is also a significant number of facilities of average quality. Many of these could also be improved through similar amendments however, for those of very low quality, a cost-benefit analysis approach should be undertaken to determine the appropriate level of investment. This particularly relates to facilities with aspects that are more difficult to amend (such as location and siting).

- For those good quality community centres, halls and spaces with lower levels of utilisation, there is the opportunity to undertake more focused, active promotion. An improved and better coordinated online bookings process could also assist to increase utilisation levels (with hirers seeking space more actively referred to other facilities with capacity).

- It is unlikely Council alone will have the resources to address the significant gap in community space projected in the future. The range of facility funding options identified in the ‘Strategic context’ section of this Strategy will need to be explored. Council could also play a role in liaising with non-Council organisations with spaces suitable for community use (such as schools, religious institutions, sport and other clubs etc.) and negotiating and facilitating access for broader community use.
• With the exception of Granville Library, all of Council's libraries will be undersized in the future. Local infrastructure contributions can contribute to the expansion or redevelopment of libraries in high growth areas (such as Auburn, Lidcombe, Merrylands and Wentworthville). Other funding opportunities will need to be explored for Council's other libraries. Opportunities to co-locate other functions with Council’s libraries, in the form of community hubs, should also be explored.

• Consideration should be given to the provision of a performing arts or cultural centre in the Cumberland area, suitable for large performances and events. While this could serve as the major, Cumberland-wide venue, other multipurpose spaces suitable for local performances and rehearsals could be provided in any future community hub developments. Similarly, spaces for creative arts and making should also be incorporated into future hubs.

• The inequitable access to Council’s early education and care facilities should be addressed by investigating the potential to provide an additional centre-based care service in the eastern section of the Cumberland area. The quantity of out of school hours care places should continue to be monitored to ensure adequate places are provided in the future. Coordination with the Department of Education is also required. There is the potential for Council to play a role in addressing future gaps in high growth areas.

• There are many vacant leased facilities that provide opportunities for repurposing. These include several early childhood health facilities that are co-located with libraries or community centres, that could be utilised as meeting and activity spaces.

• For leased facilities of poor quality, a cost benefit analysis approach should be undertaken to determine the appropriate level of investment. As Council's resources are not infinite, it may be determined that Council investment in facilities of very poor quality is not appropriate. Options for these facilities include offering the facility for lease or license to a community organisation with capacity to invest in its condition, or rationalisation of the facility.

• Requiring lessees and licensees to report on use and utilisation would enable Council to better understand the type and extent of community needs being met through Council's facilities.
Key directions for community facilities

Principles, a hierarchy and standards have been developed for Council’s community facilities. These have been informed by contemporary trends in community facility provision, with principles reflecting key characteristics of successful community facilities.

The principles, hierarchy and standards should guide the planning, design and management of Council’s community facilities, including facilities provided in partnership with non-Council organisations. They will be particularly useful in decision making processes, including whether proposals or requests for community facilities should be accepted or pursued by Council (including those submitted by the community, or by developers in the form of Voluntary Planning Agreements). In such cases, a proposal can be assessed against the hierarchy, standards and principles to determine if it is appropriate and suitable.

<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Function as part of a network and equitably distributed</td>
<td>Community facilities across the Cumberland area should be considered as a network of facilities that work together to meet a diverse range of community interests and needs. Planning facilities collectively enables Council to take a more strategic, economically sustainable approach to facility provision. It can help avoid unnecessary or unintentional duplication of amenities and services and can also help Council to plan for unique specialist offerings at individual facilities. Consideration should also be given to how the network of facilities is distributed across the Cumberland area, with focus on creating equitable access to facilities for all communities across Cumberland.</td>
</tr>
<tr>
<td>Centrally located and integrated with other services and facilities</td>
<td>For ease of access for users, community facilities are best located near shops, services, schools and other facilities, as well as near public transport. As such, community facilities (in particular community hubs, centres and libraries) are best located in town and neighbourhood centres. This approach ensures community facilities are conveniently accessed and can be easily visited during a single trip to multiple destinations. Locating community facilities in town centres can also increase the level of personal safety for users and facility staff, as these are typically active, busy places with high levels of passive surveillance. Co-locating various facilities and services on a single site in the form of a community hub is emerging as a key trend in community facility planning. This approach enables visitors to access a range of services in one location and encourages coordination and referrals between services. The hub model also provides efficiencies for councils, through the concentration of resources.</td>
</tr>
<tr>
<td><strong>Visually prominent</strong></td>
<td>Community facilities should be highly visible and easy identified as public places available for community use. Strong presentation to the street is recommended for community hubs and centres, libraries and art and cultural facilities. While it is acceptable these facilities be provided in multistorey arrangements, it is important they maintain a ground floor presence, that is, at least part of the facility should be located on the ground floor. Early childhood education and care facilities should be recognisable with good wayfinding; however, they do not need the same level of street presence as other facilities. Their siting also needs to factor in noise mitigation, safety and vehicle access.</td>
</tr>
<tr>
<td><strong>Accessible</strong></td>
<td>Community facilities should be within easy and safe walking distance to regular public transport. They should also be connected to prominent pedestrian and cycling routes. While a focus should be on access by active and public transport, there will also be the need for some car parking, including for community and service buses. Community facilities should also comply with the principles of universal access, which direct the design of places that are accessible and usable for people with a disability, and also benefit people with other access requirements such as parents with prams and seniors (in addition to all members of the community).</td>
</tr>
<tr>
<td><strong>Multipurpose and adaptable</strong></td>
<td>Community facilities should be designed to accommodate a range of different uses and user groups, ideally at the same time. This can be achieved through the provision of a range of spaces of different sizes, spaces with flexible layouts, and spaces that can be easily reconfigured. Moveable room dividers, light and moveable furniture, removable stages and pull-out tiered seating are examples of adaptable inclusions for multipurpose facilities. Adequate storage is also an essential feature, as it enables many user groups to store their equipment on-site. As multipurpose facilities can cater to a wide range of uses, they are typically highly utilised and have greater potential to adapt to changing community needs over time.</td>
</tr>
<tr>
<td><strong>Access to outdoor areas</strong></td>
<td>Access to quality outdoor spaces for exploration, learning and play is particularly important for early childhood education and care facilities. Provision of access to outdoor areas can also be beneficial at community hubs, centres and spaces. Direct access to enclosed outdoor areas can enhance the suitability and appeal of activity spaces for uses such as playgroup, events and private functions. In addition, locating a community facility adjacent to a park or civic square can enable the facility to host large-scale community events. Consideration should also be given to the co-location of community facilities and outdoor recreation facilities (such as sports courts).</td>
</tr>
<tr>
<td><strong>Safe and secure</strong></td>
<td>All community facilities should comply with Crime Prevention through Environmental Design (CPTED) principles, to ensure they are safe places for users and facility staff. Town centre and main street locations can also enhance facility safety, as these tend to be more active, busy locations with good passive surveillance.</td>
</tr>
<tr>
<td><strong>Welcoming and inviting</strong></td>
<td>Community facilities should be inviting in terms of their look and feel. They should be well-maintained places that people want to visit and spend time at. Friendly, approachable, knowledgeable and helpful staff also assist to create a welcoming and inviting atmosphere at community facilities. Community facilities should be welcoming to people of all ages and backgrounds. Examples of how this can be achieved include the provision of programs and services relevant to a diverse range of groups, promotion of facilities and provision of information in different languages and the provision of culturally appropriate amenities and spaces.</td>
</tr>
<tr>
<td><strong>Meet local community needs and reflect local identity</strong></td>
<td>Facilities should be planned, designed and programmed to meet the needs of their local communities. There is also the opportunity to reflect and promote the local community identity, history and heritage through building design, landscape, public art and inclusion and display of local talent at the facility. Community facilities that reflect the local identity can become key community focal points and help to facilitate community pride and belonging.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td><strong>Actively managed and monitored</strong></td>
<td>To ensure community facilities continuously meet community needs and are highly utilised, they must be ‘actively managed’. This involves researching and continually monitoring community interests and needs (including through community consultation), identifying new program opportunities, developing programs and facilitating partnerships with providers. It also involves building relationships with users and promoting the facility and its offerings to the broader community. Monitoring facility utilisation and facility use against community need is also important to ensure maximum community benefit is achieved. This applies to Council managed facilities, as well as facilities leased or licensed to other organisations.</td>
</tr>
<tr>
<td><strong>Affordable</strong></td>
<td>Ensuring programs provided at facilities and venue hire fees are affordable is particularly important in an area such as Cumberland, which has larger families and lower average household incomes than the Sydney average. Venue hire fees should be based on ability to pay, and higher rates should be charged for commercial hirers to offset and support affordable rates for not-for-profit providers and community groups.</td>
</tr>
<tr>
<td><strong>Ecologically sustainable development</strong></td>
<td>Ecologically sustainable development aims to meet the environmental needs of the Cumberland community today, while ensuring future generations enjoy the same benefits. Community facilities can support this by reducing its environmental footprint through features that reduce water and energy usage and waste production. There are also opportunities for local councils to lead by example by incorporating and promoting new sustainable technologies. Environmentally sustainable facility buildings typically have lower operating costs and can therefore provide ongoing economic benefits.</td>
</tr>
<tr>
<td><strong>Economically responsible</strong></td>
<td>Community facilities should be financially sustainable. In addition to significant capital costs, operating costs need to be considered. This highlights the importance of a strategic approach to facility planning and investigating opportunities for consolidation of facilities and resources across the facility network.</td>
</tr>
</tbody>
</table>
Community hub model: The Granville Centre

The new Granville Centre will be a place where the local community can meet, study, create, and perform, as well as access Council services. It will be in the heart of Granville co-located with Granville Memorial Park and Granville Swimming Centre, within the town centre. The facility will include venues for hire, a dedicated youth space, a library, and a gallery and arts space. Opening in 2020, the state-of-the-art centre will give the Granville community a central point to access a range of facilities and services, whilst simultaneously enabling opportunities for collaboration and cross-promotion across the various service and program providers. This model can be adapted to different areas by tailoring the services offered to the wants and needs of the local community.
# Hierarchy and Standards

The following hierarchy and standards provide a guide for Council in the planning of new facilities. They do not represent a ‘one size fits all’ approach and all facilities will be assessed on a case-by-case basis.

<table>
<thead>
<tr>
<th>Facility Types</th>
<th>Description and Key Inclusions</th>
<th>Standards</th>
</tr>
</thead>
</table>
| **Subregional Facilities** (Cumberland-wide facilities)  
Population served: 100,000+ | Larger libraries serving all, or a large section of, a local government area (as well as their immediate surrounding, local community). Central libraries include a range of spaces for collections, resources, informal reading/lounge areas, computer access areas, study spaces, program/training spaces, children’s areas and youth spaces. Also include staff space and library administrative space. May include space for special collections (e.g. local history). Central libraries can be incorporated into district level community hubs. | Library to be sized in accordance with State Library of NSW population benchmarks for central libraries. |
| **Specialist Arts and Cultural Facilities** | Specialist arts and cultural spaces (such as art galleries, exhibition space, arts studios, performance and rehearsal spaces). These subregional facilities can be provided as a centralised cultural centre or spaces co-located with/incorporated within district level community hubs. | Size dependent on facility type and function. |
| **Civic Centres** | Council administrative centre, customer service centre, Mayor’s office, councillor meeting rooms and council chambers. While these facilities are not within the scope of this study, consideration should be given to opportunities to co-locate civic centres with other major facilities (such as specialist arts and cultural facilities and/or community hubs). | Sized according to number of Council staff to be accommodated. |
| **District Facilities**  
Population served: 30,000-50,000 (typically two or more suburbs) | Large staffed facilities co-locating a variety of facilities, spaces and functions. Potential hub inclussions: library, multipurpose community centre (meeting and activity space, including space suitable for youth programs) multipurpose arts and cultural spaces, foyer (with lounge area and exhibition space), reception/Council customer service point, offices or outreach space for community support services, and outdoor space/s. May also incorporate co-working/business incubator spaces. | Size dependent on functions included.  
Library to be sized in accordance with State Library of NSW population benchmarks for libraries.  
Community centre to be sized to achieve total of approximately 80sqm floor area/1000 people within catchment (combined with local and neighbourhood facilities). |
<table>
<thead>
<tr>
<th>Branch libraries</th>
<th>Libraries serving a district catchment. These facilities should include a range of spaces for collections, resources, informal reading/lounge areas, computer access areas, study spaces, program/training spaces, children's areas and youth spaces. May be incorporated into a community hub.</th>
<th>To be sized in accordance with State Library of NSW population benchmarks for libraries.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL FACILITIES</td>
<td>Population served: 20,000-30,000 (typically one to two suburbs)</td>
<td>All new facilities to be minimum 1000sqm.</td>
</tr>
<tr>
<td>Staffed multipurpose community centres (standalone)</td>
<td>Staffed facilities providing a range of multipurpose, flexible spaces of various sizes to accommodate a variety of activities and programs. These facilities should also include a reception desk and staff office space, space for informal community meeting and gathering (e.g. foyer with lounge area, information board and tea/coffee point), and outdoor space. May also include spaces for community support service provision.</td>
<td></td>
</tr>
<tr>
<td>Early childhood education and care facilities</td>
<td>Long day care, out of school hours care, preschools and occasional care facilities. Many out of school hours care services are provided on primary school grounds. This is the preferred model of provision as the service is provided 'on-site', avoiding the need to transport children to another venue before and after school. However, this may not be achievable in schools with space constraints. These services and facilities may be co-located with other facilities and incorporated into community hubs.</td>
<td>Sized and designed in accordance with Education and Care Services National Regulations and NSW State Environmental Planning Policy (Education Establishments and Child Care Facilities) 2017.</td>
</tr>
<tr>
<td>NEIGHBOURHOOD FACILITIES</td>
<td>Populations served: Less than 20,000</td>
<td>Small facilities less than 1000sqm. No additional neighbourhood level facilities proposed for the Cumberland area*.</td>
</tr>
<tr>
<td>Community centres, halls and spaces</td>
<td>Smaller standalone facilities with one or more spaces available to hire for community programs and activities.</td>
<td></td>
</tr>
</tbody>
</table>

*Neighbourhood level facilities are included in the hierarchy to reflect existing provision. Due to the significant number of neighbourhood level facilities in Cumberland and in line with trends towards larger, co-located facilities, it is not recommended any new Council-owned neighborhood level facilities are developed.
Priority areas, strategies and actions

Five priority areas have been identified to guide Council’s planning, design, management and programing of community facilities over the next ten years.

COMMUNITY FACILITY STRATEGY PRIORITY AREAS

1. Enhancing our existing community facilities
2. Aligning community facility provision with existing and future community needs
3. Creating facilities and spaces that reflect local culture and heritage
4. Providing programs that reflect the community’s diverse interests and needs
5. Optimising systems and processes

STRATEGIES AND ACTIONS
Strategies and actions have been developed for each priority area. Collectively the priority areas, strategies and actions aim to maximise the benefit that community facilities provide to the Cumberland community now and into the future.

TIMEFRAMES
Timeframes are identified for each action. These timeframes reflect delivery of the action. For new facilities, facility expansions and redevelopments these timeframes reflect delivery of facility works (rather than investigation and planning processes identified in these actions).

Timeframes:
- Immediate = <2 years
- Short term = 2-5 years
- Medium term = 6-10 years
- Long term = 11+ years
PRIORITY 1: ENHANCING OUR EXISTING COMMUNITY FACILITIES

Council’s community facilities play a key role in providing places for people to meet, interact and access activities and services. They also provide much needed space for hire by community organisations and groups (to run programs and meetings), and by individual community members (to host private functions).

The network of facilities across Cumberland contains many high quality, highly utilised facilities. There are however a number of facilities with potential to do and be so much more. Aesthetic enhancements, as well as improvements to the amenities, offerings, safety features, accessibility and availability, will increase the quality of facilities across the network and the benefits they provide.

Determining key facilities for upgrades and improvements identified in the actions will involve a prioritisation process, informed by facility assessment findings and asset condition audits.
<table>
<thead>
<tr>
<th>NO.</th>
<th>STRATEGY</th>
<th>ACTION</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Create more appealing and inviting facilities through external and internal upgrades</td>
<td>Improve the street presentation, appearance and prominence of key facilities. This could include façade upgrades, new signage, public art and/or forecourt landscaping treatments.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Improve the internal look and feel of facilities by refreshing interiors (including painting and updating fixtures, fitting and furniture) as part of Council’s maintenance and renewal program.</td>
<td>Short</td>
</tr>
<tr>
<td>1.2</td>
<td>Improve accessibility to and within our facilities to facilitate access for all</td>
<td>Improve wayfinding to and within facilities through improved signage around the local area and within facilities.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Improve accessibility within and around Council’s facilities through provision of accessible features (e.g. hearing loops, braille signage, accessible toilets and parking, MLAK key access) and upgrades to improve physical access.</td>
<td>Medium</td>
</tr>
<tr>
<td>1.3</td>
<td>Improve the functionality and flexibility of facilities and spaces to broaden and increase use</td>
<td>Upgrade and provide new amenities at key facilities as part of Council’s maintenance and renewal program e.g. additional storage, technology (WiFi, audio visual equipment), lightweight, durable and moveable fixtures and furniture, heating/cooling, improved lighting and ventilation and upgraded kitchens.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake improvements to Auburn and Granville Town Halls to better support the hosting of performance and live music (as identified in the Cumberland Cultural Plan).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake improvements to Toongabbie Community Centre to improve its functionality and accessibility.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate opportunities at facilities to provide connection to, and make better use of, outdoor spaces.</td>
<td>Long</td>
</tr>
<tr>
<td>1.4</td>
<td>Provide amenities and spaces that better cater to diverse needs and encourage interaction between users and groups</td>
<td>Undertake an assessment of the need for culturally appropriate amenities and spaces at facilities and implement priority upgrades (e.g. spaces for separate genders, prayer rooms, wash spaces).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate opportunities to create informal/non-programmed spaces within facilities for people to relax, read, meet and socialise (e.g. spaces with lounges, benches, tea and coffee making amenities, reading material etc.).</td>
<td>Short</td>
</tr>
</tbody>
</table>

* Access improvements to be informed by the Asset Condition Audits of Council’s assets undertaken by Council.
<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Details</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5</td>
<td>Expand the information offerings at Council facilities</td>
<td>Install notice boards and stands at community facilities that include information about facilities, events, programs and services available in the local area and across Cumberland (including translated materials in key languages).</td>
<td>Immediate</td>
</tr>
<tr>
<td>1.6</td>
<td>Improve safety for facility users and staff through facility design</td>
<td>Undertake lighting audits in and around facilities and develop a schedule of priority lighting upgrade works.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake Crime Prevention Through Environmental Design (CPTED) reviews of key facilities and incorporate works into Council’s facilities maintenance program.</td>
<td>Short</td>
</tr>
</tbody>
</table>
Quality outdoor space:
AUBURN CENTRE FOR COMMUNITY

One of the most treasured aspects of the already loved Auburn Centre for Community is the available outdoor space. There are shaded BBQ and picnic areas, a children's play area, a lawn, and a community garden, better known as the Friendship Garden. Simply having outdoor areas is not enough, they must also be well integrated with the indoor spaces. In doing so, there is additional flexibility for the diverse range of activities that run out of the centre, as well as a brighter and more welcoming environment, both indoors and outdoors.

Non-programmed spaces:
BERALA COMMUNITY CENTRE

One of the unique features of Berala Community Centre amongst Cumberland’s facilities is the non-programmed space that members of the community can access without a booking. There are powerpoints and bench space for working and free tea and coffee for relaxing. This space is free of charge and available to everyone, whether or not they are participating in a program, resulting in an environment conducive to natural community gathering and interactions. There is significant potential for these spaces within other centres and in future facilities. These spaces provide opportunities for building rapport between staff and the users, and connections between community members and to other Council services.
ALIGNING COMMUNITY FACILITY PROVISION WITH EXISTING AND FUTURE COMMUNITY NEEDS

Enhancing our existing community facilities will enable our facilities to better address existing community needs. There are however existing gaps in facility provision that need be addressed through new or expanded facilities and spaces. The projected growth of the Cumberland population into the future will also result in the need for additional facilities.

When expanding and renovating existing facilities or planning and designing new facilities, consideration should be given to leading practice trends and approaches (the community hub model being one key trend). Relevant trends have informed the guiding principles included in this Strategy, which will drive the delivery of high quality facilities for the community.

New facility and facility redevelopment proposals will be aligned with other planning and infrastructure strategies, including Council’s Property Strategy and Local Infrastructure Contributions Plans. Planning facilities in town centres will be undertaken in conjunction with town centre master planning and strategy development processes. The process to develop a new facility will involve siting options analysis, a feasibility study, investigating funding options, a business case, planning approvals and a design process that incorporates community and stakeholder engagement.

The development of a new facility represents a major project that will need to be aligned with Council’s Property Strategy. The process to develop a new facility will involve siting options analysis, a feasibility study, investigating funding options, a business case, planning approvals and a design process that incorporates community and stakeholder engagement.

In providing a successful facility network, it is important for Council to focus on quality rather than quantity. Community facilities require significant resourcing (to construct and operate), therefore opportunities to consolidate facilities will also be investigated.

Council is not the only provider of community facilities. There are many opportunities for Council to partner with other organisations and the private sector to meet the community’s needs for facilities and spaces in the future.
<table>
<thead>
<tr>
<th>NO.</th>
<th>STRATEGY</th>
<th>ACTION</th>
<th>TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Address the existing inequitable distribution of key facilities across the Cumberland area</td>
<td>Investigate the opportunity to staff Allan G Ezzy Community Centre to address the gap in staffed multipurpose community centres in the western section of the Cumberland area.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate the opportunity to provide additional Council operated education and care services in the eastern section of the Cumberland area.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Proceed with the planning process for the Auburn South Community and Recreation Centre to address the gap in community centre space and education and care facilities in the southern part of Auburn.</td>
<td>Short</td>
</tr>
<tr>
<td>2.2</td>
<td>Investigate opportunities for the provision of new community hubs in town centres in high growth areas to address existing gaps and future needs</td>
<td>Proceed with planning for the development of a community hub (incorporating library, multipurpose community centre and other functions) in Wentworthville Town Centre on the existing Wentworthville Library, Community Centre and Redgum Centre site.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate the opportunity to develop a community hub (incorporating library, multipurpose community centre and other functions) in Lidcombe Town Centre. Consider as an option redevelopment of the existing Lidcombe Library and Community Centre site.</td>
<td>Long</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate the opportunity to develop a community hub (incorporating library, multipurpose community centre and other functions) in Merrylands Town Centre, as part of a broader investigation of a civic centre redevelopment.</td>
<td>Long</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate the opportunity to develop a community hub in Auburn Town Centre (incorporating library, multipurpose community centre and other functions). Consider as an option the expansion and reconfiguration of the existing Library and Auburn Town Hall.</td>
<td>Long</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate opportunities to incorporate/co-locate education and care facilities and services in proposed community hubs.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Plan for new community hubs to achieve a minimum 4 Star Green Star rating (Green Building Council of Australia) or equivalent.</td>
<td>Long</td>
</tr>
<tr>
<td>2.3</td>
<td>Address existing and future gaps in community facility provision through facility repurposing and expansion</td>
<td>Plan for the expansion of Guildford Library through redevelopment or reconfiguration of the existing library and Tom Collins Meeting Room as part of the Guildford Town Centre Strategy development, with the option to relocate the Guildford Community Centre to this site to provide a community hub in Guildford.</td>
<td>Long</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Plan for the expansion of the Regents Park Library through incorporation and renovation of the adjoining Regents Park Community Hub and Community Centre.</td>
<td>Long</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate opportunities to expand the Greystanes Library. Consider the option to reconfigure the existing Library and Community Centre (including repurposing the Early Childhood Health Centre as community centre space).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Proceed with the expansion of The Peacock Gallery and Auburn Arts Studio.</td>
<td>Immediate</td>
</tr>
<tr>
<td></td>
<td>Investigate opportunities to repurpose underutilised spaces for shared outreach spaces for community support service provision.</td>
<td>Investigate opportunities to repurpose underutilised Council facilities and spaces for arts and cultural programs and activities (as identified in the Cumberland Cultural Plan 2019-2029).</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td>Investigate access to other Council assets for community activities, programs and services (e.g. sports facilities, swimming centre meeting rooms).</td>
<td>Investigate opportunities to establish a co-working/business incubator space at one of Council’s facilities.</td>
<td>Short</td>
</tr>
<tr>
<td>2.4</td>
<td>Address existing and future gaps in community facility provision through provision of new community spaces</td>
<td>Consider incorporation of new multipurpose meeting and activity space during the planning of sports pavilion and amenity building upgrades in areas with gaps or growth.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop Development Control Plans that include requirements for communal activity space in apartment developments as a means to provide additional space for community use (non-Council owned).</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Consider and identify opportunities through Voluntary Planning Agreements that propose facilities that are of high quality, align with guiding principles, address specific gaps and fit within the network of facilities across Cumberland.</td>
<td>Short to Long</td>
</tr>
<tr>
<td></td>
<td>Task Description</td>
<td>Timeframe</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>----------------------------------------------------------------------------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>2.5</td>
<td>Coordinate facility planning with neighbouring councils and State Government departments</td>
<td>Short</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Continue to liaise with neighbouring councils to coordinate community facility planning, particularly in high growth areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Continue to monitor Out of School Hours Care service provision and needs and work with the State Government to identify solutions to address any issues or gaps that arise.</td>
<td>Short</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work with School Infrastructure NSW to investigate opportunities for new community facilities through Joint-Use agreements.</td>
<td>Immediate</td>
<td></td>
</tr>
<tr>
<td>2.6</td>
<td>Provide additional spaces to support service provision across Cumberland</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Seek opportunities to provide access to spaces for community service providers. This could include office and meeting spaces in Council-owned buildings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.7</td>
<td>Investigate opportunities to consolidate facilities across the network to focus Council resources</td>
<td>Short</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Identify very poor quality facilities in which investment is not justified and investigate opportunities for rationalisation (e.g. facility demolition or sale to fund new facility development). This particularly relates to locations and sites that do not align with the guiding principles.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Spaces for community service providers: Wentworthville Community Centre**

Community organisations provide a range of vital services and programs for the community and one way Council supports their work is through affordable office spaces. A number of different community service providers operate out of Wentworthville Community Centre, enabling opportunities for collaboration and cross-promotion between the various groups. For the community, the hub is conveniently located near the train station, town centre, and library. The Community Centre also brings together a wider range of services once a month, including Centrelink, NSW Police, and housing and health services. Ultimately, giving service providers space within the local community removes some of the barriers to accessing the required support and at Wentworthville Community Centre, residents can receive a variety of assistance in one convenient location.
In planning our community facilities, it is important to respond to and reflect Cumberland’s rich history and a vibrant culture.

Our culture starts with the Darug People. Community facilities have the potential to raise awareness of, and reflect, local Aboriginal history and contemporary Aboriginal and Torres Strait Islander culture.

Cultural diversity has also been recognised as one of our greatest strengths. This should be reflected in the design and programming of facilities. There is also great diversity across our neighbourhoods and town centres, which are distinctive and unique. Our facilities should too be unique; aligning and reflecting local history and culture and responding to local interests and needs.

In addition, our network of facilities also contains buildings with heritage significance and value. Through enhancement, these facilities could play a key role in promoting the history of Cumberland and of local neighbourhoods.
<table>
<thead>
<tr>
<th>NO.</th>
<th>STRATEGY</th>
<th>ACTION</th>
<th>TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1</td>
<td>Promote Aboriginal history and contemporary cultures through facility provision</td>
<td>Plan and develop the Aboriginal Cultural Centre at Prospect Hill (as identified in the Cumberland Cultural Plan 2019-2029). Consult with the Aboriginal and Torres Strait Islander Consultative Committee on new community facilities to incorporate Aboriginal history, living heritage and contemporary themes into facility design.</td>
<td>Long</td>
</tr>
<tr>
<td>3.2</td>
<td>Incorporate elements that reflect the local community, culture and heritage into existing and new facilities</td>
<td>Incorporate elements that reflect the local community, culture and heritage, and are designed with community involvement, in existing and new facilities (e.g. artwork and public art, interpretive signage, building materials etc.).</td>
<td>Medium</td>
</tr>
<tr>
<td>3.3</td>
<td>Enhance and promote the heritage value of significant facilities and their surrounding areas</td>
<td>Explore the feasibility of repurposing the Granville Library site as a heritage centre to support the proposed establishment of a Granville cultural precinct (as identified in the Cumberland Cultural Plan 2019-2029). Explore opportunities to enhance and promote Linnwood House through development and implementation of the Linnwood House Business Plan.</td>
<td>Short</td>
</tr>
</tbody>
</table>
PRIORITY 4:

PROVIDING PROGRAMS THAT REFLECT THE COMMUNITY’S DIVERSE INTERESTS AND NEEDS

While providing high quality buildings with the spaces and amenities required is essential; it is the quality, diversity and relevance of the programs, activities and services provided within a facility that determine whether a facility is truly successful.

Council currently plays an active role in programming our staffed multipurpose centres. On-site staff directly engage with facility users and collect feedback and ideas to inform the selection of programs and services offered. Council is also a provider of life-long learning programs, provided primarily at our staffed facilities.

The majority of programs at our staffed and non-staffed facilities are however facilitated by non-Council providers. Council recognises the central role these providers play in meeting community needs.

In terms of the diversity of programs provided and levels of utilisation, there is great disparity across the facility network. Council is interested in addressing this through improved tracking, monitoring and evaluation processes. Our facilities are also widely booked by individual community members, including for the hosting of family functions and celebrations. The right balance between community, commercial and private uses should be determined and achieved.
<table>
<thead>
<tr>
<th>NO.</th>
<th>STRATEGY</th>
<th>ACTION</th>
<th>TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1</td>
<td>Implement processes to more actively facilitate the provision of a range of relevant, high quality programs and use</td>
<td>Review and implement an annual Expression of Interest (EOI) process for regular hirers/bookings that involves assessment of applications against local community interests, needs and community benefit.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Introduce a standardised process for tracking and monitoring facility use. The process should involve standardised data collection, analysis and potentially tracking utilisation against targets and types of programs/use against community need. The process should also involve identifying areas for improvement and program gaps.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate the opportunities for suitable non-staffed facilities to be managed as ‘satellite facilities’ from staffed multipurpose community centres, to broaden use and increase utilisation.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Require lessees and licensees to regularly report on use and utilisation of facilities to improve ability to track and monitor facilities and identify opportunities for improvement.</td>
<td>Short</td>
</tr>
<tr>
<td>4.2</td>
<td>Develop and expand partnerships with key non-Council program providers to activate facilities and address program gaps</td>
<td>Target specialist program providers to deliver programs at facilities that address specific program gaps (identified through tracking and monitoring facility use).</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Identify specific program gaps as priority areas within Council’s Grants Program as appropriate.</td>
<td>Immediate</td>
</tr>
</tbody>
</table>
PRIORITY 5: OPTIMISING SYSTEMS AND PROCESSES

To drive the provision of high quality community facilities into the future, Council recognises the need to improve its internal processes. Uniform, streamlined processes and procedures can provide operational efficiencies, ensure consistency across our facility network and improve community/customer experience.

Council has identified a number of areas for improvement including systems and processes relating to planning facilities, maintenance and renewal, facility/venue bookings, facility promotion and leasing and licensing.
<table>
<thead>
<tr>
<th>NO.</th>
<th>STRATEGY</th>
<th>ACTION</th>
<th>TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td>Refine facility maintenance and renewal processes</td>
<td>Align the facility maintenance and renewal program with facility performance and utilization.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop a centralised online request system for reporting of facility maintenance issues and requests (for use by Council facility staff and facility hirers).</td>
<td>Immediate</td>
</tr>
<tr>
<td>5.2</td>
<td>Improve booking and hiring processes</td>
<td>Implement a new online booking system for Council facilities to improve efficiency and customer experience.</td>
<td>Immediate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Introduce keyless/cardless venue access for hirers to simplify access for users and enable data capture on use and utilisation.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increase awareness and monitoring of adherence to facility hirer rules and responsibilities.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Build relationships with providers of non-Council facilities and develop an inventory to enable Council to make referrals to community organisations, groups and members on occasions when Council spaces are not available.</td>
<td>Short</td>
</tr>
<tr>
<td>5.3</td>
<td>Refine the leasing and licensing process</td>
<td>Develop an Expressions of Interest (EOI) process for leased/licensed facilities that incorporates criteria aligned to community service and program needs.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implement licence (rather than lease) arrangements where suitable to enable greater shared use and increased utilisation of Council facilities.</td>
<td>Short</td>
</tr>
<tr>
<td>5.4</td>
<td>Increase the promotion of Council’s network of facilities and their offerings</td>
<td>Develop a new Council community facilities webpage to better promote Council facilities and offerings.</td>
<td>Immediate</td>
</tr>
</tbody>
</table>
Summary of major projects

The following table outlines the major facility projects identified in the strategies and actions. The table also includes timeframes for project delivery.

For some facilities, planning timeframes lie within the duration of this Strategy (ten years), however for the majority, facility delivery will occur into the future. This reflects the substantial timeframes required for identification of funding opportunities, securing of funds, planning processes, community engagement and project construction.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DELIVERY TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of The Granville Centre</td>
<td>Immediate</td>
</tr>
<tr>
<td>Expansion of Peacock Gallery and Auburn Arts Studio</td>
<td>Immediate</td>
</tr>
<tr>
<td>Development of Auburn South Community and Recreation Centre</td>
<td>Short</td>
</tr>
<tr>
<td>Development of Cumberland Heritage Centre (subject to Council resolution)</td>
<td>Short</td>
</tr>
<tr>
<td>Improvements to Toongabbie Community Centre</td>
<td>Short</td>
</tr>
<tr>
<td>Development of a new community hub in Wentworthville</td>
<td>Medium</td>
</tr>
<tr>
<td>Development of Aboriginal Cultural Centre at Prospect Hill</td>
<td>Medium</td>
</tr>
<tr>
<td>Expansion of Greystanes Library/reconfiguration of Greystanes Library and Community Centre</td>
<td>Medium</td>
</tr>
<tr>
<td>Development of a new community hub in Lidcombe</td>
<td>Long</td>
</tr>
<tr>
<td>Development of a new community hub in Merrylands</td>
<td>Long</td>
</tr>
<tr>
<td>Development of a new community hub in Auburn</td>
<td>Long</td>
</tr>
<tr>
<td>Expansion/redevelopment of Guildford Library and Tom Collins Meeting Room (potential creation of a new community hub in Guildford)</td>
<td>Long</td>
</tr>
<tr>
<td>Expansion/redevelopment of Regents Park Library and Community Centre</td>
<td>Long</td>
</tr>
</tbody>
</table>
Implementing, monitoring and evaluating the Strategy

The Community Facilities Strategy actions will be incorporated into Council’s Delivery Program and Operational Plan.

Progress on the implementation of the actions will be regularly monitored, and reported annually to Council. At the end of the Strategy term (2019-2029) the Strategy will be evaluated against the projected outcomes identified in the flowing table. These outcomes will act as performance indicators.

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>OUTCOMES (INDICTOR)</th>
<th>DATA SOURCES</th>
</tr>
</thead>
</table>
| Priority 1: Enhancing our existing community facilities | • Improved quality of community facilities | • Community Satisfaction Survey  
• Facility user and staff feedback |
| Priority 2: Aligning community facility provision with existing and future community needs | • Council’s community facilities are more equitably distributed across Cumberland  
• Increased floor area of libraries and community space delivered, with planning underway for further increase | • Project plans and facility inventory data |
| Priority 3: Creating facilities and spaces that reflect local culture and heritage | • Increased representation and awareness of local culture and heritage at community facilities | • Facility user and community feedback |
| Priority 4: Providing programs that reflect the community’s diverse interests and needs | • Increased number and range of programs and activities provided at community facilities  
• Programs, activities and services provided at community facilities better meet the needs and interests of facility users and program providers | • Community Satisfaction Survey  
• Facility user, staff and program provider feedback  
• Facility bookings and utilisation data |
| Priority 5: Optimising systems and processes | • Community facilities are maintained, leased/licensed and booked/hired through improved and standardised processes  
• Increased awareness of Council’s community facilities and facility offerings  
• Increased shared use of leased facilities | • Community Satisfaction Survey  
• Facility user and hirer feedback  
• Lessee/licensee reports |
Appendix 1

DEFINITIONS: EARLY-childhood education and care services

Early childhood education and care is a more contemporary and broader term than child care for children aged 12 years and under. It reflects the understanding that all child care services also provide early education and that care is implicit in education. The following service types are defined as early childhood education and care.

Long day care
This is early education and care aimed at children up to 5 years and provided in a centre staffed by early childhood qualified staff. Long day care services provide care for one to five days per week and typically operate for eight to 12 hours per day Monday to Friday. These centres are approved to care for a specified number of children. Long day care services operate under the Education and Care Services National Law and the Education and Care Services National Regulations and are approved to operate by the NSW Department of Education. Long day care services provide an educational preschool program.

Family day care
This type of early education and care is provided in the home of a registered educator and can be available during the week, on weekends and evenings. Family day care Educators are registered with an approved provider and can care for no more than 4 children under 5 years and no more than 7 children under 12 years. Family day care schemes are approved to operate under the Education and Care Services National Law and the Education and Care Services National Regulations.

Out of school hours
This service provides care before and after school hours and during school holidays for children who normally attend school aged between 5 to 12 years. Out of school hours (OOSH) services operate before and after school care during school terms and full day programs during school holidays. OOSH services operate under the Education and Care Services National Law and the Education and Care Services National Regulations and are approved to operate by the NSW Department of Education.

Preschools
Preschools are provided at a centre staffed by early childhood qualified staff. They operate from 9am until 3pm during school terms, some offer longer hours and remain open during school holidays. Pre-School is for children aged 3 to 5 years. The NSW Department of Education also offers some preschools within the grounds of some primary schools. Preschools are partially funded by the NSW Government. They operate under the Education and Care Services National Law and the Education and Care Services National Regulations and are approved to operate by the NSW Department of Education.

Occasional care
Occasional care is centre-based education and care for 0-5 year olds which is responsive to the needs of the general community and provides flexible care which allows parents to meet their work-related and non-work related commitments. Families can access occasional care regularly on a sessional basis, or irregular hour by hour. Occasional care services are approved to operate under the Children (Education and Care Services) Supplementary Provisions Act 2011.
Item No: C07/19-128

ADOPTION OF THE SISTER CITY AND FRIENDSHIP CITY POLICY - POST EXHIBITION

Responsible Division: Community Development
Officer: Director Community Development
File Number: C-37-30
Community Strategic Plan Goal: Transparent and accountable leadership

SUMMARY

The purpose of this report is to seek adoption of the Sister City and Friendship City Policy following a 28 day period of public exhibition.

The Sister City and Friendship City Policy has been developed to provide an overarching framework for Council in defining and establishing any ongoing formal civic relationships within Australia and internationally.

RECOMMENDATION

That Council adopt the Sister City and Friendship City Policy as outlined in Attachment 1 of this report.

REPORT

At the Ordinary Meeting of Council held on 15 May 2019, Council resolved to place the Draft Sister City and Friendship City Policy on public exhibition for a period of 28 days for public comment, with a report to be returned to Council following the public exhibition period.

The policy provides an overarching framework for Council in defining and establishing any ongoing formal civic relationships within Australia and internationally. It proposes that Council operates a two-tier system of formal civic relationships with cities or councils, which includes:

- Sister City relationships
- Friendship City relationships

The policy will guide Council’s decision-making in establishing and maintaining Sister City and Friendship City relationships, and ensures that the primary focus of any relationship is consistent with Council’s Community Strategic Plan and current legislation.
COMMUNITY ENGAGEMENT

The Draft Sister City and Friendship City Policy was placed on public exhibition for a period of 28 days from 22 May 2019 to 18 June 2019, to enable the community to have an opportunity for input.

During the public exhibition period, the following actions and community engagement activities were undertaken:

- The draft policy was distributed to community groups and other key stakeholders to seek feedback and comment.
- Notice of the public exhibition period was advertised in the Auburn Review on 21 May and 4 June 2019 and the Parramatta Advertiser on 22 May and 5 June 2019.
- The draft policy was made available on Council’s ‘Have Your Say’ community engagement website. During the period 69 users visited the relevant page and there were a total of 24 document downloads.
- The draft policy was also made available at Council libraries, staffed community centres and Council’s customer service centres.

One formal submission was received during the public exhibition period in support of the policy, highlighting that it provides an opportunity to establish closer international relations and promotes development across major policy areas such as culture and arts, tourism and youth exchange. Council has formally responded to the submission received.

The submission resulted in no amendments being made to the draft policy. Subsequently, it is recommended that the Draft Sister City and Friendship City Policy be adopted without change.

POLICY IMPLICATIONS

Currently, Council does not have any formal policy in place in relation to Sister City and Friendship City arrangements. The Sister City and Friendship City Policy will ensure that the key focus of any future formal relationship is consistent with Council’s Community Strategic Plan, Code of Conduct and current legislation.

RISK IMPLICATIONS

The Sister City and Friendship City Policy has undergone a review by the Internal Ombudsman Shared Service to ensure it is consistent with the Code of Conduct and meets the requirements of current legislation.

The policy further outlines that Council will make public any future Sister City or Friendship City relationships on Council’s website to adequately inform the community of Council’s activities under the policy and ensure all arrangements remain transparent and accountable to the community.
FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

The *Sister City and Friendship City Policy* has been developed to ensure that Council has a Policy in place that governs formal civic relationships within Australia and internationally. This report recommends that the *Sister City and Friendship City Policy* be adopted with no amendments following a period of public exhibition.

ATTACHMENTS

1. Sister City and Friendship City Policy

   [Direct Link]

   [Download Link]
DOCUMENTS ASSOCIATED WITH REPORT C07/19-128

Attachment 1
Sister City and Friendship City Policy
Sister City and Friendship City Policy

INTRODUCTION

This Policy establishes Cumberland Council’s position and policy framework in forming and maintaining effective ongoing formal civic relationships within Australia and internationally.

It also outlines Council’s commitment to ensuring that all formal civic relationships established and maintained will be meaningful, effective, accountable, appropriately resourced and based on clear economic, social and cultural benefits to Council and the community.

PURPOSE

This Policy provides an overarching framework for Council in defining and establishing any ongoing formal civic relationships within Australia and internationally.

This Policy recognises that Council operates a two-tier level of formal civic relationships with cities or councils, which includes:

- Sister City relationships
- Friendship City relationships

The Policy guides Council decision-making in establishing and maintaining Sister City and Friendship City relationships, and ensures that the primary focus of any relationship is consistent with Council’s Community Strategic Plan and current legislation.

SCOPE

This Policy is designed to assist Council to prioritise which civic relationships it pursues as well as outlining the criteria and the process for the establishment and maintenance of formal Sister City and Friendship City relationships with Cumberland Council.

The key components of this Policy include:

- Definitions of the types of formal civic relationships recognised by Council.
- The principles or criteria utilised by Council for the establishment and maintenance of Sister City and Friendship City relationships.
- The process for establishing Sister City and Friendship City relationships.
- Ongoing relationship management, including evaluation, regular review and resourcing considerations.

This Policy applies to all Councillors, Council staff and community members carrying out their responsibilities as part of a Council Sister City or Friendship City relationship.

This Policy excludes requests for one-off visits from international groups or delegations, which are provided for under the Councillor Facilities and Expenses Policy. It also does not preclude Council from entering into cooperative relationships with other metropolitan councils.
## Council Policy
### Sister City and Friendship City Policy

### Definitions

<table>
<thead>
<tr>
<th>Council</th>
<th>Cumberland Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friendship City Relationship</td>
<td>Recognised through a formal Friendship City Agreement, which may be appropriate in meeting a short term or specific need. A Friendship City relationship involves less administrative requirements and resourcing expectations than a Sister City relationship, and does not require Council to allocate a budget to a specific program or activity outlined in the agreement. A Friendship City relationship must be formally endorsed at a Council meeting but does not require a public exhibition period as it does not require Council to allocate a budget to specific programs or activities outlined in the agreement. Examples of activities include but are not limited to:</td>
</tr>
<tr>
<td></td>
<td>• Exchange of information via written or electronic communication.</td>
</tr>
<tr>
<td></td>
<td>• Hosting of delegations on occasions of visits or activities linked to Council's events program in accordance with the Councillor Facilities and Expenses Policy.</td>
</tr>
<tr>
<td></td>
<td>A Friendship City relationship can be used as a first stage in establishing a Sister City relationship, and where there is a clear alignment and commitment to mutual long term benefits following a review period, it may be appropriate to progress to a Sister City relationship.</td>
</tr>
<tr>
<td>Sister City Relationship</td>
<td>Recognised through a formal Sister City Agreement, which involves a clear commitment to developing and maintaining a program of activities with mutual long-term benefits. Examples of activities include but are not limited to:</td>
</tr>
<tr>
<td></td>
<td>• Facilitation of trade and economic opportunities between business and industry, such as attracting new businesses to Cumberland, facilitating local jobs or expansion of locally based businesses.</td>
</tr>
<tr>
<td></td>
<td>• Practical applications related to cultural projects or educational exchange, such as touring exhibitions or performance programs linked to Council's Cultural Plan, events or public programs in libraries and arts facilities.</td>
</tr>
<tr>
<td></td>
<td>• Programs that promote community participation and inter-cultural harmony, such as schools, youth and sporting exchanges.</td>
</tr>
<tr>
<td></td>
<td>• Staff exchanges, particularly in relation to civic relationships within Australia, allowing exposure to diverse skills and professional development opportunities.</td>
</tr>
<tr>
<td></td>
<td>A Sister City relationship must be formally endorsed at a Council meeting and requires Council to allocate a budget to specific programs or activities outlined in the agreement to ensure adequate resourcing is in place. Council will undertake a 28 day public exhibition period in relation to the Council's proposal to pass the necessary resolution to approve a Sister City Agreement to enable adequate consultation with the community.</td>
</tr>
</tbody>
</table>

_Sister City Policy (005).docx_  For Public Exhibition  Page 2
POLICY STATEMENT

Council’s decision to enter into Sister City and Friendship City relationships will be based on their economic, social and cultural benefits to Council and to the community and must be meaningful, effective, accountable and appropriately resourced.

PRINCIPLES

The following principles provide the criteria for the establishment, maintenance and review of Sister City and Friendship City relationships.

The criteria is applicable irrespective of whether Council proactively identifies an opportunity to develop a Sister City or Friendship City relationship of benefit to Council and the community or is responding to an external request to form a Sister City or Friendship City relationship.

1. Council’s Sister City and Friendship City relationships must meet all of the following essential criteria:

   a) Share strong historical, cultural, social, economic, educational, environmental and geographic similarities or links.
   b) Clearly demonstrate a meaningful mutually beneficial relationship and outline specific activities based on a commitment to shared objectives.
   c) Are purposeful and established with clear objectives, responsibilities, timeframes and outcomes that align with Council’s Community Strategic Plan.

2. Council’s Sister City relationships must meet all of the following additional essential criteria:

   a) Demonstrate communities of interest, including community support in forming and maintaining the relationship and evidence that the community is prepared to actively participate in the relationship.
   b) Promote economic, social or cultural development outcomes for the local community, including but not limited to increased tourism, community participation, educational or learning opportunities, business or trade links, local job creation and cultural exchange.
   c) Evidence and capacity of both parties to contribute financial and other required resources to the agreed specific activities to ensure the relationship is appropriately resourced and sustainable over the agreed period.

REQUIREMENTS

Establishment of Sister City and Friendship City Relationships

1. A proposal to establish a Sister City or Friendship City relationship, whether from the Cumberland community or a potential Sister City or Friendship City, must be put forward to the Mayor and General Manager with a rationale outlining the purpose of the relationship and how the relationship addresses the essential and additional criteria (where relevant) as outlined under the Principles of this Policy.

2. A pecuniary or non-pecuniary interest or pre-existing relationship of a Councillor or Council staff with the proposed city must be declared. The proposal will be considered if any conflicts of interest are overcome.

3. In assessing the proposal, the General Manager will consider:

   a) How the proposed relationship aligns to the Principles of this Policy;
b) The purpose of the proposed relationship;
c) The relevance and value it has to the Cumberland community;
d) Council’s capacity to support and resource the proposed relationship;
e) Whether the proposed relationship links to existing Australian and NSW Government, industry, university and other non-government programs, policies or relationships that can provide additional supports or resources to the relationship.

4. Council will not enter into more than one Sister City and one Friendship City relationship in any one country.

5. Council will establish formal relationships with a maximum of three international cities and one domestic or Australian based city or council at any one time.

6. The General Manager will develop a draft agreement between Council and the proposed Sister City or Friendship City based on the details of the relationship and the essential and additional criteria (where relevant) as outlined under the Principles of this Policy.

7. If approved by the General Manager, a Sister City or Friendship City relationship and the related agreement must be formally endorsed at a Council meeting.

8. As a Sister City relationship requires Council to allocate a budget to specific programs or activities outlined in the agreement and adequate consultation with the community, Council will undertake a 28 day public exhibition period in relation to the Council’s proposal to pass the necessary resolution to approve a Sister City Agreement.

9. Following a resolution of Council, a Sister City Agreement or a Friendship City Agreement must be signed by the General Manager and the equivalent representative of the Sister City or Friendship City.

10. Council will make public its existing and ongoing Sister City or Friendship City relationships on the Council website so as to adequately inform the community of the Council’s activities under this Policy.

Ongoing Relationship Management

11. Council acknowledges that delegations and face to face contact are only one aspect of maintaining a Sister City or Friendship City relationship. Budget constraints mean that electronic communication and engaging across a number of tools may be appropriate.

12. Agreements formally approved by Council in the establishment phase (as outlined above) allow both organisations to commit to working co-operatively together and specify the ongoing objectives, obligations, outcomes and mutual benefits available from the relationship, as well as any costs and limitations.

13. Costs associated with the operation of a Sister City relationship require Council to allocate a budget to specific programs or activities outlined in the formal agreement at the time of establishment. This ensures that financial implications are identified upfront and the relationship is sustainable, transparent and adequately resourced.

14. Both Sister City and Friendship City relationships must:
   a) Have ongoing Council support and acknowledge the primary role and function of the Mayor in maintaining the relationship.
   b) Be fully compliant with the Councillor Facilities and Expenses Policy.
c) Be fully compliant with the Code of Conduct.
d) Demonstrate measurable ongoing Council and community activity, relevance and benefits throughout the term of the relationship.
e) Be adaptable to meet changing Council and community needs.
f) Be reviewed and can be exited if Council and community outcomes are not demonstrated.
g) Be established on a fixed term (of a maximum of 3 years) with renewal dependent on successful evaluation.
h) Have no binding agreement and can be terminated on request by either party.

Evaluation and Review of Sister City Relationships

15. A comprehensive review by the General Manager will be undertaken at the end of the Sister City or Friendship City term (as defined in the approved agreement) in which the objectives, obligations and outcomes stated at establishment will be evaluated.

16. A review of a Sister City or Friendship City relationship may also be undertaken by the General Manager at any time if:
   a) The relationship appears to have stalled or there are no demonstrable community outcomes of the relationship.
   b) The essential and additional criteria (where relevant) as outlined under the Principles of this Policy are not met or are breached.

17. The outcomes of the review will determine whether the relationship continues for the duration of the existing term or for another term, or is exited.

18. A relationship may be successfully evaluated each fixed term (of a maximum of 3 years) and continue over many years as long as there is a successful review at the end of each subsequent renewal of the agreement.

19. A review will also be conducted by Council within 12 months of the general election of Council to ensure existing Friendship or Sister City relationships continue to meet the essential and additional criteria (where relevant) as outlined under the Principles of this Policy and there is adequate support from the Council for the relationship to continue. Should it be recognised that such is no longer the case, negotiations with the Sister City or Friendship City will be undertaken with a view to discontinuing any formal arrangements.

RELATED LEGISLATION

Local Government Act 1993

RELATED DOCUMENTS AND COUNCIL POLICY

- Community Strategic Plan
- Code of Conduct
- Councillor Expenses and Facilities Policy
- Protocol for Hosting of Delegations
- Employment and Innovation Lands Strategy
- Cumberland Events Strategy
- Cumberland Cultural Plan
#### AUTHORISATION & VERSION CONTROL

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Number – 01/05-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Owner</td>
<td>Director Community Development</td>
</tr>
<tr>
<td>Date Adopted</td>
<td>To be determined</td>
</tr>
<tr>
<td>Version No</td>
<td>Draft – Version 1</td>
</tr>
<tr>
<td>TRIM Number</td>
<td>TRIM</td>
</tr>
<tr>
<td>Review Date</td>
<td>June 2021</td>
</tr>
</tbody>
</table>
Item No: C07/19-129

PLANNING AGREEMENT FOR 615 GREAT WESTERN HIGHWAY, GREYSTANES

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: DA 2016/374
Community Strategic Plan Goal: A resilient built environment

SUMMARY

DA 2016/374 was approved by the Cumberland Independent Hearing and Assessment Panel (CIHAP) on 8 March 2017 for the removal of existing moveable advertising structure and erection of twin-sided digital advertising structure at 615 Great Western Highway, Greystanes.

The developer offered to enter into a Planning Agreement with Council to provide a monetary contribution and material public benefit associated with the development. Consent was granted for the development, subject to a deferred commencement condition requiring the execution and registration of a planning agreement.

A Planning Agreement was negotiated for Council to receive a monetary contribution for local amenity works and digital advertising space to be used by Council. The agreement was placed on public exhibition between 24 October to 21 November 2018. No submissions were received.

The Planning Agreement has been reviewed by Council’s planning staff. The Planning Agreement is consistent with the relevant principles and requirements detailed in Council’s Planning Agreements Policy, and with the statutory provisions of the Environmental Planning and Assessment Act 1979. Further information has also been sought from the developer in accordance with Council’s resolution in May 2019.

The monetary contribution and use of the digital sign are considered an equitable concession for the benefit that the developer receives in installing and utilising the sign.

RECOMMENDATION

That Council:

1. Note the draft Planning Agreement for 615 Great Western Highway, Greystanes, regarding a monetary contribution towards local amenity improvements and digital advertising space for use by Council.

2. Authorise the Mayor and General Manager to sign and execute the Planning Agreement in its current form.
REPORT

Context for Planning Agreement

DA 2016/374 was approved by the Cumberland Independent Hearing and Assessment Panel (CIHAP) on 8 March 2017 for the removal of existing moveable advertising structure and erection of twin-sided digital advertising structure at 615 Great Western Highway, Greystanes.

The developer offered to enter into a Planning Agreement with Council to provide a monetary contribution and material public benefit associated with the development. Consent was granted for the development, subject to a deferred commencement condition requiring the execution and registration of a planning agreement.

Council’s Planning Agreements Policy

The Planning Agreements Policy (the Policy) was adopted on 6 September 2017 and applies to planning agreements proposed in association with any planning proposal requests and development applications for land within the local government area of Cumberland Council.

Pursuant to Requirement 23 of the Planning Agreements Policy, the consideration of any planning agreement is at the absolute discretion of Council.

The Planning Agreement that is the subject of this report is consistent with the objectives of the Policy in that:

- it allows for flexibility in the development contributions system, with contributions to be paid to Council in association with a development that otherwise would not attract any contributions; and
- it facilitates the provision/enhancement of public infrastructure and amenities in accordance with Council’s corporate and strategic planning context.

The development approved under DA 2016/374 does not involve any floor space, height or other value uplift and as such, most of the requirements of the Planning Agreements Policy and the associated Guideline do not apply.

The Agreement is considered satisfactory as it is consistent with the relevant requirements of the Policy in that:

- it represents a demonstrable public benefit for the people of Cumberland;
- it requires registration of a public positive covenant on the title of the land;
- it is consistent with the terms of the letter of offer made by the developer in connection with DA 2016/374; and
- it was considered by CIHAP in the determination of DA 2016/374, and has since been publicly exhibited as required by section 7.5 of the Environmental Planning and Assessment Act.
The Agreement is being reported to Council for its consideration in accordance with the Policy.

**Proposed Planning Agreement**

The developer seeks to remove an existing sign, and erect a twin-sided, digital advertising structure on land at 615 Great Western Highway, Greystanes. This is development requiring consent (under the *Environmental Planning and Assessment Act 1979*) and a development application (DA 2016/374) was lodged with Council, and approved by CIHAP, for those works.

During the assessment of DA 2016/374, and pursuant to clause 13(3) of State Environmental Planning Policy No 64 – Advertising and Signage, the applicant made an offer to enter into a planning agreement with Council regarding use of the sign for public purposes, and the provision of a monetary contribution.

DA 2016/374 was reported to CIHAP for determination on 8 March 2017. A copy of the CIHAP report is provided at Attachment 3. In accordance with the staff recommendation, the application was approved, subject to a deferred commencement condition requiring the execution and registration of a planning agreement.

Following determination of the application, a Planning Agreement was prepared by the developer and Council’s legal representatives, in consultation with Council staff.

The Agreement requires the developer to do the following:

- make the sign available to Council for the promotion of upcoming programs and events for one week in every 4 months, subject to availability;
- make the sign available for emergency broadcasts as necessary;
- make an annual monetary contribution (adjusted annually for inflation); and
- register a public positive covenant on the land pursuant to section 7.6 of the *Environmental Planning and Assessment Act*.

Council would use the monetary contribution from the developer to pay for amenity upgrades in the locality. The amenity upgrades would be projects that have been identified in the Capital Works Schedule, within the locality of the subject site.

Any Council promotions on the digital sign would need to meet the tier one advertiser’s quality of material.

**Statutory Context for Planning Agreements**

A Planning Agreement is a voluntary legal agreement between Council and a developer, whereby the developer proposes to dedicate land, pay a contribution or provide some other type of material public benefit to be used or applied towards a public purpose. Planning agreements are established under division 7.1, subdivision 2 of the *Environmental Planning and Assessment Act 1979*. 
The Act requires a consent authority to consider any existing or proposed Planning Agreement in assessing and determining a development application. In this instance, the proposed planning agreement was considered in the assessment and determination of DA 2016/374 and was found to be satisfactory.

DA 2016/374 was approved subject to a deferred commencement condition requiring the execution and registration of a Planning Agreement as offered by the developer. If Council supports the execution of the Agreement, that would allow the consent to become operational and the development to proceed. If the Agreement is not executed, the developer will be unable to satisfy the deferred commencement conditions and the consent will lapse.

**Further Information Requested by Council**

Council resolved at its meeting on 15 May 2019 that the matter be deferred pending further information being provided to Council. Further information has been provided in the form of financial forecasts provided by the developer and advice from Council’s General Counsel addressing:

1. The validity of condition 1 of the development consent which required a planning agreement to be entered into in accordance with an earlier offer by the proponent.

2. Whether Council can renegotiate the proposed contribution.

3. What determines or guides what a reasonable contribution is.

4. Whether Council can or should seek access to tax returns or similar financial information for the owner and / or developer.

5. Whether Council can or should seek access to the commercial agreement entered into between the owner and the developer.

The General Counsel’s advice is attached under confidential cover as it includes an analysis of commercially sensitive financial forecasts provided by the developer. Without disclosing the confidential aspects of that advice, Council will note Counsel’s advice that:

6. Condition 1 is valid.

7. Renegotiation of the contribution is possible, although any renegotiated position should not vary substantially from the essence of the offer to enter into an agreement.

8. Planning benefits from the agreement should be restricted to a reasonable share of the development profit.

9. Council should not seek access to tax returns but consideration of forecast development profits is reasonable to determine what is a reasonable share of the development profit.
10. Council should not seek access to the commercial agreement entered into between the owner and the developer.

COMMUNITY ENGAGEMENT

The planning agreement was publicly exhibited in accordance with section 7.5 of the Environmental Planning and Assessment Act 1979 and Council’s Planning Agreements Policy from 24 October to 21 November 2018. The exhibition included a public newspaper notice, and letters to surrounding property owners.

No submissions were received as a result of the exhibition.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

The financial implications for report are outlined in confidential Attachment 5 to this report.

CONCLUSION

The developer’s offer to enter into a planning agreement was considered in the assessment and determination of DA 2016/374. The agreement in its current form has been reviewed by Council’s planning staff and further information sought in accordance with Council’s resolution in May 2019. The Agreement is consistent with the relevant principles and requirements detailed in Council’s Planning Agreements Policy, and with the statutory provisions of the Environmental Planning and Assessment Act 1979.

The monetary contribution and use of the digital sign are considered an equitable concession for the benefit that the developer receives in installing and utilising the sign.

ATTACHMENTS

1. Planning Agreement Deed (confidential)
2. Explanatory Note (confidential)
3. Report to CIHAP for DA 2016/374
4. Consent for DA 2016/374
5. Financial Implications (confidential)
6. Legal Advice (confidential)
DOCUMENTS
ASSOCIATED WITH
REPORT C07/19-129

Attachment 3
Report to CIHAP for DA 2016/374
615 Great Western Highway, Greystanes

Responsible Division: Environment & Infrastructure
Officer: Group Manager - Planning
File Number: 2016/374/1

<table>
<thead>
<tr>
<th>Application lodged</th>
<th>6 September 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant</td>
<td>Mecone Pty Ltd on behalf of El Media</td>
</tr>
<tr>
<td>Owner</td>
<td>Gregg Ritchie</td>
</tr>
<tr>
<td>Application No.</td>
<td>2016/374</td>
</tr>
<tr>
<td>Description of Land</td>
<td>615 Great Western Highway, Greystanes (Lot 44, DP 833604)</td>
</tr>
<tr>
<td>Proposed Development</td>
<td>Erection of twin sided digital advertising sign</td>
</tr>
<tr>
<td>Site Area</td>
<td>16,100.3m²</td>
</tr>
<tr>
<td>Zoning</td>
<td>IN2 Light Industrial</td>
</tr>
<tr>
<td>Disclosure of political donations and gifts</td>
<td>Nil disclosure</td>
</tr>
<tr>
<td>Heritage</td>
<td>No</td>
</tr>
<tr>
<td>Issues</td>
<td>No</td>
</tr>
</tbody>
</table>

SUMMARY

1. Development Application (DA) 2016/374/1 was received on 6 September 2016 for the erection of a twin sided digital advertising structure.

2. The DA was referred to RMS and the Department of Primary Industries (DPI) Office of Water on 13 September 2016. RMS concurrence was received on 28 November 2016 and the DPI Office of Water has raised no objections to the proposal as indicated via e-mail correspondence dated 25 October, 2016.

3. The application was publicly notified to adjoining and opposite owners, a notice was placed in the local press and a notice placed on the site for 30 days from 21 September to 21 October 2016. A copy of the proposal was also referred to Blacktown Council for comment. No submissions were received.

The application was subsequently renotified to include additional properties in the vicinity from the 22 December, 2016 to the 27 January, 2017. No submissions were received.

4. On 13 January 2017, Council received an irrevocable letter of offer to enter into a Voluntary Planning Agreement (VPA), from the ‘developer’, Kevin Malouf of El Media. In this instance, the consideration of the VPA is linked to the DA assessment regime under State Environmental Planning Policy (SEPP) 64 – Advertising and Signage. In accordance with Clause 13(3) of SEPP 64, an “arrangement” for the provision of public benefits (consistent with the SEPP 64 Advertising Guidelines) is required to be entered into prior to the grant of any consent. The proposal does not involve any negative financial implications for Council and will not be taken into consideration for Section 94 purposes. The offer was referred to Council’s strategic planning, property.
C004/17

community services, media and road safety sections and no objections were raised by Council’s officers.

5. The application is recommended for conditional approval subject to the conditions as nominated within the attached schedule, including a deferred commencement condition for the preparation and execution of the VPA (subject to separate Council approval) after 28 days notification in accordance with the terms of the Letter of Offer prior to the operation of any consent.

REPORT

Introduction

Subject Site and Surrounding Area

The subject site is known as 615 Great Western Highway, Westmead, and is legally described as Lot 44 in Deposited Plan 833604. The site is located on the southern side of Great Western Highway within the IN2 Light Industrial zone. The site is an irregular parcel located between the Great Western Highway and the M4 Motorway with a total site area of 16,100.3m². The site currently contains a temporary moveable advertising structure and scattered vegetation. The land is flood affected and contains natural and concrete lined sections of Girraween Creek draining from the west and south, respectively, towards the north-eastern corner of the site. The land is not within an environmentally sensitive area, heritage area or waterway and as such, the proposal is not prohibited under SEPP 64.

Adjoining development includes a single storey dwelling house to the east, Fox Hills golf course to the north (zoned RE2 Private Recreation under Blacktown LEP 2015) and industrial properties to the north-east and south.

Locality Plan

Shaded site is 615 Great Western Highway, Greystanes (Locality)
Aerial Plan

615 Great Western Highway, Greystanes (Aerial)

Photo from Street View

*Proposed Signage Location*

615 Great Western Highway, Greystanes
C004/17 Cumberland Council

Description of the Proposed Development

Council has received a DA for the erection of a twin sided digital advertising structure adjacent to, and visible from, the Great Western Highway. The proposal involves:

- removal of the temporary moveable advertising structure (as noted within the Road Safety Assessment prepared by Arbb Group Consultants);
- construction of a free standing twin sided digital advertising structure on a single pole with an overall height of 7m, a clearance of 4m from the ground and a front setback of 2m from the property boundary;
- 11m wide by 3m high digital Electronic Static Display advertising signs on the eastern and western sides of the structure with a total display area of 66m²;
- the display of static images with a ‘dwell’ time of no less than 30 seconds westbound and 55 seconds eastbound, before changing to a new image with a transition time of 0.1 seconds or less;
- associated landscaping works;
- a maximum lifespan of 15 years from the operative date of any consent; and
- an irrevocable letter of offer to enter into a VPA for the provision of public benefits in connection with the display of the advertisement in the form of advertising slots to Council and other public authorities to address important road safety issues and community announcements as well as an annual monetary contribution of $6,000 per annum towards local amenity improvements. The applicant accepts the imposition of a condition of consent to enter into a VPA in accordance with the letter of offer pursuant to section 93I(3) of the Environmental Planning and Assessment Act 1979.

History

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>02/09/2016</td>
<td>Previous Development Application 2016/267 for the erection of a twin sided digital advertising structure was refused by Council under delegated authority due to insufficient information.</td>
</tr>
<tr>
<td>06/09/2016</td>
<td>The Development Application was lodged as an integrated development application requiring concurrent approval under the Water Management Act 2000 from the Department of Primary Industries Office of Water.</td>
</tr>
<tr>
<td>13/09/2016</td>
<td>The Development Application was referred to Council’s internal departments for review. External referrals were sent to the RMS and Department of Primary Industries Office of Water.</td>
</tr>
<tr>
<td>21/09/2016 to 21/10/2016</td>
<td>The Application was placed on public notification for 30 days. No submissions were received by Council.</td>
</tr>
<tr>
<td>25/10/2016</td>
<td>Department of Primary Industries Office of Water advised no objections to the proposal.</td>
</tr>
<tr>
<td>28/11/2016</td>
<td>RMS provided concurrence subject to conditions.</td>
</tr>
<tr>
<td>22/12/2016 to 27/01/2017</td>
<td>The application was renotified from the 22 December, 2016 to 27 January, 2017. During this period no submissions were received.</td>
</tr>
<tr>
<td>13/01/2017</td>
<td>Formal irrevocable letter of offer to enter into a VPA submitted to Council, addressing the deferral email dated 20/12/16 to satisfy the...</td>
</tr>
</tbody>
</table>
Cumberland Council

requirements of Clause 13(3) of SEPP 64.

01/03/17 Application referred to CIHAP for determination.

Applicants Supporting Statement

The applicant has provided a Statement of Environmental Effects prepared by Mecone Pty Ltd dated 5 September 2016 in support of the application.

Contact with Relevant Parties

The assessing officer has undertaken a site inspection of the subject site and surrounding properties and been in regular contact with the applicant, developer and owner throughout the assessment process.

Internal Referrals

Landscaping Officer

The Application was referred to Council's Landscaping Officer for comment who has raised no objections to the proposed development, subject to conditions of consent which have been imposed within the draft conditions of consent.

Traffic Engineer

The Application was referred to Council's Traffic Engineer for comment who has raised no objections to the proposed development.

Strategic Planning

The Application was referred to Council's Strategic Planning section for comment who has raised no objections to the proposed development or material public benefits offer.

Community Services Officer

The Application was referred to Council's Community Services Officer for comment who has raised no objections to the proposed material public benefits offer.

Property Services Officer

The Application was referred to Council's Property Services Officer for comment who has raised no objections to the proposed material public benefits offer.

Planning Comments

The provisions of any Environmental Planning Instruments (EP & A Act, s79C(1)(a)(i))

State Environmental Planning Policies

The proposed development is affected by the following State Environmental Planning Policies:
(a)  State Environmental Planning Policy No. 64 – Advertising and Signage

A comprehensive assessment and compliance table is attached to this report in Appendix A which demonstrates the development proposal’s compliance with SEPP 64 and associated Guidelines.

The SEE submitted with the DA provides an assessment of the proposal against the objectives of the Policy and the assessment criteria specified in Schedule 1. The DA has also been accompanied by a Road Safety Assessment prepared by Arbo Group Consultants, a Lighting Impact Report prepared by Electrolight, a Visual Impact Analysis prepared Mecone and a Photomontage. Based on the information submitted, it is considered that the proposal satisfactorily addresses relevant matters such as design quality, road safety, landscaping, road safety, lighting and views and vistas and as such, satisfies the objectives of the Policy and the assessment criteria specified in Schedule 1.

Clause 13(3) of SEPP 64 requires an arrangement to be entered into for the provision of public benefits where signage is greater than 20sqm and within 250m of, and visible from, a classified road. In this instance, the proposal is set back 2m from the Great Western Highway and visible from both the eastbound and westbound approaches. The developer seeks to provide ongoing public benefits, consistent with the SEPP 64 Advertising Guidelines, which are of a lesser scale given the proposal is located on private land and not within a transport corridor on public land.

The Guidelines require a public benefit test, being an assessment of how the local community will benefit as a result of the advertisement, if an advertisement requires RMS concurrence. Section 4.2 of the Guidelines allows both monetary and ‘in-kind’ contributions (such as use of the advertising structure from time to time for promotion of community events or public safety announcements) as appropriate public benefits. Any monetary contributions are to fund a public benefit works program developed in partnership with the RTA and/or Ministry for Transport in relation to public transport matters. Both council and RTA and/or Ministry for Transport will identify and prioritise projects in the LGA that require investment in transport safety, public transport or amenity improvements that are in addition to the core activities and services provided by the council.

In this regard, an irrevocable letter of offer to enter into a VPA for the provision of public benefits in connection with the display of the advertisement has been submitted by the applicant as a part of the DA. The public benefits include an allocation of advertising slots to Council and other public authorities to address important road safety issues and community announcements at no cost as well as an annual monetary contribution of $6,000 towards local amenity improvements for the lifespan of the development. Council officers have reviewed the offer and raise no objections to the proposal. The applicant accepts the imposition of a condition of consent to enter into a VPA in accordance with the letter of offer pursuant to section 93(3) of the Environmental Planning and Assessment Act 1979. Accordingly, a deferred commencement condition is recommended for the preparation, notification and execution of the VPA in accordance with the terms of the Letter of Offer prior to the operation of any consent.
Clause 14 limits the lifespan of any advertising structure to 15 years from the date of operation of the consent or a lesser period if in the opinion of the consent authority the area is undergoing change and the advertising structure would be inconsistent with that change. Whilst the land is currently undeveloped and may be developed for light industrial purposes in the future, it is not considered that the advertising structure would not be inconsistent with that change if it occurs. Therefore, a condition will be imposed limiting the operation of the consent to a maximum of 15 years from the operational date of any consent.

Clause 17 identifies the development as “advertised development” as the sign is greater than 20m² or 8m above ground. The DA has been advertised in accordance with Section 79A of the Act.

Clause 18 also applies to the development as the signage is greater than 20m² and within 250m of and visible from a classified road, the Great Western Highway. Clause 18 also states that a consent authority must not consent to any signage to which the clause applies without concurrence from Roads and Maritime Services (RMS). The application was referred to the RMS for concurrence. The RMS granted concurrence subject to conditions, dated 28 November 2016.

It is noted that the Department of Planning is currently undertaking a review of SEPP 64 and the SEPP 64 Guidelines (2007). As part of the review, new Draft SEPP 64 Guidelines have been developed which include new criteria relating specifically to digital LED signs in transport corridors. These new criteria represent the most up-to-date framework for the operation of LED outdoor advertising screens in transport corridors. Noting the immediate proximity and visibility of the proposal from Great Western Highway, it is considered appropriate to apply the Draft SEPP 64 Guidelines in the assessment of the subject application.

The Draft SEPP 64 Guidelines prescribe a ‘dwell time’ of 25 seconds for the display of advertisements on digital LED signs towards roads where the speed limit is 80 km/h or above, and prescribe a ‘transition time’ between advertisements of no longer than 0.1 seconds. The Draft SEPP 64 Guidelines also specify that advertisements must be displayed in a completely static manner and must not include message sequencing, flashing, flickering, and must not be capable of being mistaken for a traffic control device or as text providing instructions to drivers. Suitable conditions of consent will be imposed to ensure compliance with these requirements.

Local Environmental Plans

(a) Holroyd Local Environmental Plan (LEP) 2013

The proposed development is defined as an ‘advertising structure’ under the provisions of Holroyd Local Environmental Plan (LEP) 2013, which is permitted with consent under the IN2 – Light Industrial zoning applying to the land.

The proposed overall height of 7m complies with the maximum 26m height of building limit under Clause 4.3 of Holroyd LEP 2013.

The provisions of any draft Environmental Planning Instruments (EP & A Act s79C(1)(a)(ii))
The proposed development is not affected by any relevant Draft Environmental Planning Instruments.

The provisions of any Development Control Plans (EP & A Act s79C(1)(a)(iii))

(a) Holroyd Development Control Plan (DCP) 2013

Holroyd Development Control Plan (DCP) 2013 commenced on 5 August 2013. The Holroyd DCP 2013 provides guidance for the design and operation of development within Holroyd to achieve the aims and objectives of Holroyd LEP 2013.

The proposed development complies with the provisions of Holroyd DCP 2013 and is considered acceptable from an environmental planning viewpoint.

A comprehensive assessment and compliance table is attached to this report in Appendix B which demonstrates the development proposal’s compliance with the relevant planning controls that are applicable to the site.

79C(1)(a)(iii) - any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and

As noted previously, there is a formal offer to enter into a Voluntary Planning Agreement (VPA) associated with the subject Application. The proposal will provide material public benefits in the form of road safety messages and community announcements at no cost as well as annual contributions for local amenity improvements for the lifespan of the development. A ‘Schedule A’ deferred commencement condition will be imposed for the VPA to be prepared and entered into (subject to separate Council resolution) after 28 days notification prior to the operation of any consent.

The provisions of the Regulations (EP & A Act s79C(1)(a)(iv))

The proposed development raises no concerns as to the relevant matters arising from the E P & A Regulations, 2000.

79C(1)(a)(v) - any coastal zone management plan (within the meaning of the Coastal Protection Act 1979)

There is no Coastal Zone Management Plan applicable for the Greystanes area.

The Likely Environmental, Social or Economic Impacts (EP & A Act s79C(1)(b))

The likely impacts of the development have been considered in the assessment of the application and are considered that the proposed development will have no significant adverse environmental, social or economic impacts in the locality.

The proposal is not within an environmentally sensitive area, heritage area or waterway. The proposal is considered satisfactory with regard to relevant matters such as design
C004/17 Cumberland Council

quality, landscaping, road safety, lighting and views and vistas subject to the imposition of suitable conditions of consent to satisfactorily control the development.

The suitability of the site for the development (EP & A Act s79C(1)(c))

The site is zoned IN2 light industrial zoning and the proposal is permitted with consent. The proposed development has been assessed in regard to its environmental consequences and having regard to this assessment, it is considered that the development is suitable in the context of the site and surrounding locality.

Submissions made in accordance with the Act or Regulation (EP & A Act s79C(1)(d))

Advertised (newspaper) ✗ Mail ✗ Sign ✗ Not Required ✗

In accordance with Part E - Public Participation of Holroyd DCP 2013, the proposal was originally publicly exhibited for a period of 30 days between 21 September 2016 and 21 October 2016. No submissions were received by Council.

The application was subsequently renotified to include additional properties in the vicinity from the 22 December, 2016 to the 27 January, 2017. No submissions were received.

The public interest (EP & A Act s79C(1)(e))

The public interest is served by permitting the orderly and economic development of land, in a manner that is sensitive to the surrounding environment and has regard to the reasonable amenity expectations of surrounding land users. In view of the foregoing analysis it is considered that the development, if carried out subject to the conditions set out in the attachment, will have no significant adverse impacts on the public interest.

Disclosure of Political Donations and Gifts

The NSW Government introduced The Local Government and Planning Legislation Amendment (Political Donations) Act 2008 (NSW). This disclosure requirement is for all members of the public relating to political donations and gifts. The law introduces disclosure requirements for individuals or entities with a relevant financial interest as part of the lodgement of various types of development proposals and requests to initiate environmental planning instruments or development control plans.

The applicant and notification process did not result in any disclosure of Political Donations and Gifts.

Conclusion

The development application has been assessed in accordance with the relevant requirements of the Environmental Planning and Assessment Act 1979, State Environmental Planning Policy No 64 – Advertising and Signage, Holroyd Local Environmental Plan 2013 and the Holroyd Development Control Plan 2013 and is considered to be satisfactory.
C004/17

Cumberland Council

Report Recommendation:

1. That Development Application No. 2016/374 for the erection of a twin sided digital advertising sign be approved, subject to conditions within the draft Notice of Determination provided at Attachment 1.

2. That Cumberland Council prepare and execute a Voluntary Planning Agreement with the applicant in accordance with the terms of the Letter of Offer prior to the operation of any consent.

Attachments:

1. Development Assessment Compliance Table
2. Draft Notice of Determination
3. Architectural Plans (provided under separate cover)
4. Letter of Offer to enter into a VPA (provided under separate cover)
5. RMS concurrence (provided under separate cover)
6. Locality Map (provided under separate cover)
DOCUMENTS ASSOCIATED WITH REPORT C004/17

Attachment 1
Development Assessment Compliance Table
APPENDIX A

State Environmental Planning Policy No. 64 – Advertising and Signage

The relevant objectives and provisions of State Environmental Planning Policy No. 64 – Advertising and Signage have been considered in the following assessment table:

<table>
<thead>
<tr>
<th>Schedule 1: Assessment Criteria</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 Character of the area</strong></td>
<td></td>
</tr>
<tr>
<td>• Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</td>
<td>The proposal is considered to be compatible with the existing character of the area which is a heavily trafficked road corridor with varied land uses and land zonings.</td>
</tr>
<tr>
<td>• Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</td>
<td></td>
</tr>
<tr>
<td><strong>2 Special areas</strong></td>
<td></td>
</tr>
<tr>
<td>• Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</td>
<td>The proposal does not detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas. The proposal does not obscure or compromise any important views. The proposed structure will reach a maximum height of 7m above ground and is therefore not expected to dominate the skyline or reduce the quality of vistas. This has been assessed within the SEE, particularly taking into account views from the adjacent Fox Hills Golf Club and the watercourse. The rights of other advertisers are respected and not compromised.</td>
</tr>
<tr>
<td><strong>3 Views and vistas</strong></td>
<td></td>
</tr>
<tr>
<td>• Does the proposal obscure or compromise important views?</td>
<td></td>
</tr>
<tr>
<td>• Does the proposal dominate the skyline and reduce the quality of vistas?</td>
<td></td>
</tr>
<tr>
<td>• Does the proposal respect the viewing rights of other advertisers?</td>
<td></td>
</tr>
<tr>
<td><strong>4 Streetscape, setting or landscape</strong></td>
<td></td>
</tr>
<tr>
<td>• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</td>
<td>The scale, proportion and form of the proposed 7m high billboard advertising structure is considered appropriate for the setting, given the Great Western Highway is up to 8 lanes in this location. The tree canopies and surrounding building structures are in general compatible with or higher than the proposed signage structure. Minor ongoing landscaping management will be required to attend to the proposed landscaping at the base of the</td>
</tr>
<tr>
<td>• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</td>
<td></td>
</tr>
<tr>
<td>• Does the proposal reduce clutter by rationalising and simplifying existing advertising?</td>
<td></td>
</tr>
<tr>
<td>• Does the proposal screen unsightliness?</td>
<td></td>
</tr>
<tr>
<td>• Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</td>
<td></td>
</tr>
<tr>
<td>• Does the proposal require ongoing vegetation management?</td>
<td></td>
</tr>
</tbody>
</table>
5 Site and building
- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?
- Does the proposal respect important features of the site or building, or both?
- Does the proposal show innovation and imagination in its relationship to the site or building, or both?

6 Associated devices and logos with advertisements and advertising structures
- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?

7 Illumination
- Would illumination result in unacceptable glare?
- Would illumination affect safety for pedestrians, vehicles or aircraft?
- Would illumination detract from the amenity of any residence or other form of accommodation?
- Can the intensity of the illumination be adjusted, if necessary?
- Is the illumination subject to a curfew?

8 Safety
- Would the proposal reduce the safety for any public road?
- Would the proposal reduce the safety for pedestrians or bicyclists?
- Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?

The proposal will reach a height of 7m and have individual screen areas of 33sqm. This is considered appropriate in the context of the site, which is undeveloped but features large trees, and the surrounding area.

A steel frame and maintenance gantry will allow for access and maintenance.

Illumination impacts have been assessed generally within Electrolight’s Lighting Impact Assessment. This has shown that illumination will not result in an unacceptable glare, affect the safety of pedestrians, vehicles or aircraft, detract from the amenity of residential land, and is in line with the requirements of the Guidelines.

A Road Safety Impact Report (for both westwards and eastwards traffic) has been prepared by Arnb which has provided a number of recommendations to ensure road safety is not reduced as a result of the proposal. This includes specific advertising dwell times of 30s (westbound) and 55s (eastbound) and the adoption of graduated transition of colour/brightness/contrast from one advertising display to the next.

APPENDIX B

Holroyd Development Control Plan 2013

The relevant objectives and provisions of Holroyd Development Control Plan 2013 have been considered in the following assessment table:
<table>
<thead>
<tr>
<th>No.</th>
<th>Clause</th>
<th>Comment</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part F - Advertising and Signage</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Sign Specifications</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Illuminated Signs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C1. The maximum luminance for illuminated advertising signs must not exceed the following levels:</td>
<td>Electrolight have prepared a Lighting Impact Assessment to accompany the DA which responds to illumination requirements, generally covered by SEPP 64 and the Guidelines.</td>
<td>☒</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td>C2. Where a sign is externally illuminated by flood or concealed lighting, such lighting must be directed solely on the advertisement, and its surrounds, and shielded so that glare does not extend beyond the advertisement.</td>
<td>As noted above, the proposal will not result in unacceptable glare.</td>
<td>☒</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td>C3. Illuminated signs or signs of a reflective nature must: a) be displayed and located in a manner that does not cause glare; b) not otherwise dazzle or distract drivers of vehicles; and c) not adversely affect the amenity the surrounding area.</td>
<td>Electrolight have confirmed that the proposed signage will not result in unacceptable glare nor will it adversely impact the safety of pedestrians, residents or vehicular traffic.</td>
<td>☒</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td>C4. Illuminated signs on land adjacent to residential zones, or on existing non-conforming uses in residential zones, must not unduly affect the amenity of adjoining residences.</td>
<td>The proposed signage will not cause any reduction in visual amenity to nearby residences or accommodation.</td>
<td>☒</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td><strong>Pole and Pylon Signs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C5. A pole or pylon sign must: a) not project over the boundary of the premises; b) where illuminated, include a timer to be fitted to extinguish illumination between certain hours at Council's discretion; c) not have a sign panel underside less than 2.6 metres above ground but more than 0.9 metres above ground; d) have a height and dimensions having regard to e) the character of the</td>
<td>The proposed signage does not extend over the property boundary, can be fitted with a timer to extinguish illumination, and has a height and dimensions which are generally appropriate for the surrounding area which is predominantly defined by its road corridor usage. The pole height will not exceed 12m and the sign will not exceed 15m. More</td>
<td>☒</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>No.</td>
<td>Clause</td>
<td>Comment</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
<td>----</td>
<td>-----</td>
</tr>
<tr>
<td></td>
<td>surrounding area,</td>
<td>than one advertising sign per site is proposed, however this is a twin-sided structure (with a advertisements facing east and west) so only one advertisement would be visible at a time. The sign will be securely fixed and stable and be structurally adequate and in a safe condition at all times.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>i) the amenity of surrounding land uses,</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) the landscape quality of the area,</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>iii) driver safety and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>iv) the circumstances of the case;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>f) not have a pole exceeding 12 metres in height, when measured from natural ground level adjacent to the base of the pole to the underside of the sign;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>g) not exceed 15 metres in height to the highest point of the sign;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>h) not exceed one (1) sign per site;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>i) be securely fixed and stable; and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>j) be maintained in a structurally adequate and safe condition at all times.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C6. Flag poles for the purpose of displaying flags with company name and/or logo must not: • exceed one pole per premises; • exceed a height of 15 metres; • exceed a flag or flags exceeding 28m2 in area; • allow the flag underside to fly less than 2.6 metres above the ground level surrounding the pole.</td>
<td>Not applicable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DOCUMENTS ASSOCIATED WITH REPORT C004/17

Attachment 2
Draft Notice of Determination
ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979
NOTICE OF DETERMINATION OF APPLICATION

DEFERRED COMMENCEMENT

Pursuant to Section 81 of the Act, Council has granted "deferred commencement" to your Development Application described as follows:

PROPERTY: Lots 44, DP 833804
STREET ADDRESS: 615 Great Western Highway, Greystanes
DEVELOPMENT CONSENT NO: 2016/374/1
DECISION: Cumberland Independent Hearing and Assessment Panel
DATE FROM WHICH CONSENT OPERATES: TO BE ADVISED UPON SATISFACTORY COMPLETION OF SCHEDULE 'A'
DATE OF EXPIRY OF CONSENT: TBA
PROPOSED DEVELOPMENT: Removal of existing moveable advertising structure and erection of twin-sided digital advertising structure

This Development Application is APPROVED in accordance with the Environmental Planning & Assessment Act 1979 and is subject to compliance with the requirements of Cumberland City Council, the Building Code of Australia, the Local Government Act 1993, and the following conditions as set out hereunder and/or endorsed upon the attached plans.

PURSUANT TO SECTION 80(3) OF THE ACT, THIS CONSENT IS NOT TO OPERATE UNTIL COUNCIL IS SATISFIED THAT ALL SCHEDULE 'A' CONDITIONS HAVE BEEN SATISFIED.
SCHEDULE “A”

Consent to the removal of existing moveable advertising structure and erection of twin-sided digital advertising structure shall not operate until all of the following Schedule “A” conditions have been complied with to Council’s satisfaction.

Please note that this consent shall lapse if the approved development is not physically commenced by the “date of expiry of consent” shown on the front page of this document. It is therefore in your interest to attend to the following matters as soon as possible. When Council is satisfied that Schedule “A” has been complied with, a letter will be issued advising of the “date from which Consent operates”.

Voluntary Planning Agreement

1. Pursuant to section 931(3) of the Environmental Planning and Assessment Act 1979, a voluntary planning agreement shall be prepared at no cost to Council in accordance with the terms of the Letter of Offer from EI Media, dated 13 January 2017, and executed by the developer and Council after 28 days notification prior to the operation of the consent.

SCHEDULE “B”

This consent cannot operate until such time as Council is satisfied with the evidence produced in response to Schedule “A” and has notified the applicant in writing of the date from which the consent operates.

PRELIMINARY

1. This consent shall lapse if the above development is not physically commenced by the date of expiry shown on the front page of this Consent.

2. Development shall take place in accordance with the attached endorsed plans:
   - Signage Plan prepared by EI Media, Drawing No. HEDD13051601, Sheet 1 of 1, Edition 7, dated 13 April 2016;
   - Road Safety Assessments prepared by Arnb Group Ltd, Project No.’s PRS-16-054-4 and PRS-16-054-5, both dated May 2016;
   - Lighting Impact Assessment prepared by Electro Light, Ref. No. 1631.1, Revision A, dated 25 May 2016; and
   - RMS correspondence, Reference SYD16/01339, dated 28 November 2016;
   - A Waste Management Plan as required by Condition 18 of this consent:
     a) As amended in red by Council. All amendments are to be incorporated in the Construction Certificate plans.

3. All building work shall be carried out in accordance with the requirements of the Building Code of Australia. No work is to commence until such time as a Construction Certificate is obtained for the work/building permitted by this Consent.

Appointment of Council or a Private Certifier as the Principal Certifying Authority (PCA)

4. Either Council or a Private Certifier is to be appointed as the Principal Certifying Authority (PCA) for the development in accordance with Section 109E of the Act.

Accordingly, wherever reference is made to the Principal Certifying Authority in this Consent, it refers to Council or the Private Certifier as chosen by you.
Note: Once you have chosen either Council or a Private Certifier as the PCA, you cannot change from one to the other, or from one Private Certifier or another, without the approval of Department of Planning & Infrastructure.

5. The applicant shall consult with, as required:
   (a) Sydney Water Corporation Limited
   (b) Integral Energy
   (c) Natural Gas Company
   (d) A local telecommunications carrier

regarding their requirements for the provision of services to the development and the location of existing services that may be affected by proposed works, either on site or on the adjacent public road(s).

6. The proposed structure/s are to be located clear of existing Council easements. Special footings will be required where the proposed/existing structures are adjacent to a drainage easement. The footings shall be taken down to the invert level of the existing drainage structure or to solid rock, whichever is the lesser. The footing depth may decrease by 500mm for every 1000mm increment in distance the footing is from the easement boundary.

The footing system is to be designed by a practising professional structural engineer.

7. Building materials, builders sheds, waste bins, site fencing, gates or any material of any description shall not be left or placed on any footway, road or nature strip. Footways and nature strips shall be maintained, including the cutting of vegetation, so as not to become unsightly or a hazard for pedestrians. Offenders will be prosecuted.

General

8. The existing moveable advertising structure shall be removed prior to the installation of the approved development. No approval is expressed or implied for the concurrent use of any signage.

9. Any relevant requirements of the Voluntary Planning Agreement to be entered into prior to the operation of this consent shall be implemented.

NOTE: FEES, BONDS & CONTRIBUTIONS INDICATED IN CONDITIONS OF THIS CONSENT MAY VARY IN ACCORDANCE WITH THOSE ADOPTED BY COUNCIL AT SUBSEQUENT ANNUAL REVIEWS OF ITS "FEES AND CHARGES" AND SUBSEQUENT CHANGES TO THE BUILDING PRICE INDEX. FEES CHARGED WILL BE THOSE CURRENT AT THE TIME OF PAYMENT.

PRIOR TO ISSUE/RELEASE OF CONSTRUCTION CERTIFICATE

The following conditions must be complied with prior to the issue of a Construction Certificate, or where relevant prior to demolition occurring. In many cases the conditions require certain details to be included with or incorporated in the detailed plans and specifications which accompany the Construction Certificate:-

Payment of Bonds, Fees and Long Service Levy

10. The Principal Certifying Authority is to ensure and obtain written proof that all bonds, fees and contributions as required by this consent have been paid to the applicable authority. This includes all Long Service Levy payments to be made to the Long Service Payments Corporation.

Damage Deposit
11. A cash bond/bank guarantee of $5,701.10 must be paid/lodged with Council to cover making good any damage caused to the property of Council, during the course of construction associated with the development. This will be held for ‘six (6) months after the completion of works’ or six (6) months after the issue of ‘Final Occupation Certificate’ (whichever occurs last) to remedy any defects that may arise within this time.

Note: - The applicant/owner shall be held responsible for and may be required to pay the full reinstatement costs for damage caused to Council’s property, unless the applicant/owner notifies Council in writing and provides photographic proof of any existing damage to Council’s property. Such notification shall occur prior to works/demolition commencing. However, if in the opinion of Council, during the course of construction existing damage has worsened, Council may require full reinstatement. If damage does occur during the course of construction, prior to reinstating any damage to Council’s property, the applicant/owner shall obtain design specifications of all proposed restoration works. Restoration/construction works within the road reserve shall be carried out by a licensed construction contractor at the applicant/owners expense and shall be inspected by Council prior to placement of concrete and/or asphalt.

Consistency with Endorsed Development Consent Plans

12. The Principal Certifying Authority must ensure that any certified plans forming part of the Construction Certificate, are in accordance with the Development Consent plans.

Landscape Inspection Fee

13. Payment of a $88 fee for the inspection by Council of landscape works and/or trees to be retained at the key stages, where Council is the Principal Certifying Authority.

Required Submissions to Certifying Authority

14. A building plan approval must be obtained from Sydney Water Tap In™ to ensure the development will not affect any Sydney Water wastewater and water mains, stormwater drains and/or easement.

A copy of the building plan approval receipt from Sydney Water Tap In™ must be submitted to the Principal Certifying Authority, prior to the issue of a Construction Certificate.


15. If the development likely to disturb or impact upon telecommunications infrastructure, written confirmation from the service provider that they have agreed to the proposed works must be submitted to the Principal Certifying Authority prior to the issue of a Construction Certificate or any works commencing, whichever occurs first.

16. The arrangements and costs associated with any adjustment to telecommunications infrastructure shall be borne in full by the applicant/developer.

17. Structural engineer’s details (in duplicate) prepared and certified by a practising qualified structural engineer of all reinforced concrete and structural members shall be submitted to the Principal Certifying Authority.

18. A Waste Management Plan in accordance with Part A of the Holroyd Development Control Plan 2013 is to be submitted to the Principal Certifying Authority, prior to the issue of a Construction Certificate.

19. The sign must comply with all requirements of the NSW Department of Planning Development Near Rail Corridors and Busy Roads -Interim Guidelines, December 2008’ (DNRCBR 2008).
Details to be provided to the Principal Certifying Authority prior to the issue of any Construction Certificate.

20. The approved sign must meet wind loading requirements as specified in Australian Standard AS 1170.1 and AS 1170.2. Details to be provided to the Principal Certifying Authority prior to the issue of any Construction Certificate.

21. The visible light reflectivity from the proposed LED screen and materials used on the signage structure shall not exceed 20 per cent and shall be designed so as to minimise glare. Details to be provided to the Principal Certifying Authority prior to the issue of any Construction Certificate.

Salinity

22. The site has been identified as having a potential salinity hazard. To prevent moisture/salinity from entering the built structure, appropriate construction methods are to be incorporated for all dwellings/buildings.

Details of proposed methods of construction are to be detailed in the engineering plans and submitted to the PCA.

Note: Further information for building in a saline environment is available in the following documents:
- Water Sensitive Urban Design in the Sydney Regions “Practice Note 12: Urban Salinity”
- Wagga Wagga City Council’s “Urban Salinity Action” October 1999
- “Guide to Residential Slabs and Footings in Saline Environments” prepared by Cement Concrete and Aggregates Australia, May 2005

PRIOR TO WORKS COMMENCING

The following conditions are to be complied with prior to any works commencing on the site:

Appointment of Principal Certifying Authority and Notification of Commencement of Work

23. The person having the benefit of the development consent, not the principal contractor (builder), must:

a) Appoint a Principal Certifying Authority in accordance with Section 8.1A(2)(b) of the Act.

b) Have the Principal Certifying Authority complete the ‘Accredited Certifier Details’ on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

c) Notify Council of the appointment of the Principal Certifying Authority and of the intention to commence building work, such notification is to be given to Council at least two (2) working days prior to the proposed commencement date, and be on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

If nominated, Council can provide this service for you and act as the Principal Certifying Authority.

N.B. The Principal Certifying Authority must also notify the person having the benefit of the Development Consent of any mandatory critical stage inspections and other inspections that are to be carried out in respect of the building work such notification must comply with Clause 103A of the Regulations.
Council Meeting
3 July 2019

C004/17 – Attachment 2

Cumberland Council

Notification of Principal Contractor (Builder)/Owner-Builders

24. The person having the benefit of the Development Consent must:

(a) Notify the Principal Certifying Authority that the person will carry out the work as an owner-builder, if that is the case;

OR

(b) Appoint a Principal Contractor for the building work (who must be the holder of a contractor licence if any residential building work is involved), and notify the Principal Contractor of any mandatory critical stage inspections and other inspections that are to be carried out in respect of the building work.

(c) Notify the Principal Certifying Authority of any such appointment.

Where Council is the Principal Certifying Authority, such notification is to be on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

Photographic Record of Council Property – Damage Deposit

25. The applicant shall submit to Council, for the purposes of the damage deposit bond lodged to cover making good any damage caused to the property of Council, a full and satisfactory photographic record of the condition of Council’s property (i.e., road pavement, kerb and guttering, footway, stormwater drainage, etc.) adjacent to the subject site. The purpose of the photographic record is to establish any pre-existing damage to Council’s property to ensure that you are not liable for any re-instatement works associated with that damage. However, if in the opinion of Council, the existing damage has worsened or any new damage is caused during the course of construction, the Council may require either part or full re-instatement.

Note: Failure to provide a full and satisfactory photographic record described above, is likely to render the applicant liable to rectify all damages unless satisfactory proof can be provided that the damage was pre-existing.

Notification to Relevant Public Authority

26. The applicant shall ensure that relevant public utility authorities are made aware of the salinity problems that have been identified, such that their services are designed to take into consideration the effects the saline soils may have on their installations.

Fencing of Sites

27. Fencing of sites is required to prevent public access when the site is unoccupied and building works are not in progress. In this regard the MINIMUM acceptable standard of fencing to the site is properly constructed chain wire fencing 1.8m high, clad internally with Hessian or Geotextile fabric. All openings are to be provided with gates, such gates are not at any time to swing out from the site or obstruct the footpath or roadway.

Signs to be Erected on Sites

28. A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:

(a) showing the name, address and telephone number of the Principal Certifying Authority for the work, and
(b) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours and at any time for business purposes, and

(c) stating that unauthorised entry to the work site is prohibited.

The sign must be rigid and durable and be read easily by anyone in any public road or other public place adjacent to the site.

Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

This clause does not apply in relation to building work, subdivision work or demolition work that is carried out inside an existing building that does not affect the external walls of the building.

Note: Principal Certifying Authorities and Principal Contractors must also ensure that signs required by this clause are erected and maintained (clause 227A of the Regulations currently imposes a maximum penalty of $1,100).

Prohibited Signage

29. Advertising, Real Estate Agents, Architects, Designers, site suppliers and any other signage not mentioned in the conditions is not to be placed or displayed on the site, such that the signage is visible from any public place. Offenders may be prosecuted.

Protection of Public Places

30. A hoarding or fence must be erected between the work site and any public place, if the work involved in the erection or demolition of the building is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or involves the enclosure of a public place.

If necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.

The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

Site Control Measures

31. Suitable erosion and sediment control measures shall be provided at all vehicular entry/exit points and all other measures required with and/or shown on plans accompanying the Construction Certificate, to control soil erosion and sedimentation, are to be in place prior to the commencement of construction works. Such controls are to be provided in accordance with Holroyd City Council's "Erosion & Sediment Control Policy."

Note: On-the-spot fines may be issued by council where measures are absent or inadequate.

Tree Protection Conditions

32. The tree/s identified on the endorsed plans as being retained/transplanted shall be protected prior to and throughout the demolition/construction process in accordance with the attached Guidelines and relevant conditions of this Consent. All trees not authorised to be removed by this Consent must be retained. Prior to any work commencing, certification of the installation and inspection of the required tree protection works is to be provided to the Principal Certifying Authority by a suitably qualified person or the Arborist (as appropriate) engaged to ensure the proper protection and management of the tree/s required to be retained/transplanted. A copy of the Certificate is to be issued to Council within seven (7) days of the inspection and prior to
any works commencing. Additionally, trees identified for removal are to be retained until immediately prior to works commencing, to assist with soil management and erosion control.

Footpaving, Kerbing and Guttering

33. Protection must be provided for Council footpaving, kerbing and guttering. Wooden mats must also be provided at all entrances where the site fronts paved footpaths.

34. Finished street levels shall not be assumed. The owner or builder must make application to Council’s Engineering Services Department for street levels.

Toilet Facilities

35. Toilet facilities are to be provided, at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.

Each toilet provided:

a) Must be a standard flushing toilet, and
b) Must be connected:
   i) To a public sewer,
   ii) If connection to a public sewer is not practicable, to an accredited sewage management facility approved by the Council, or
   iii) If connection to a public sewer or an accredited sewage management facility is not practicable, to some other sewage management facility approved by the Council.
   iv) The position of the toilet on the site shall be determined by Council’s Building Surveyor and/or Sydney Water.

DURING CONSTRUCTION

The following conditions are applicable during construction:-

Endorsed Plans & Specifications

36. A copy of the endorsed stamped plans and specifications, together with a copy of the Development Consent, Construction Certificate and approved Traffic Management Plan are to be retained on site at all times.

Hours of Work & Display of Council Supplied Sign

37. For the purpose of preserving the amenity of adjoining occupancies building work including the delivery of materials to and from the site is to be restricted to the hours of 7.00am to 6.00pm Mondays to Fridays and 8.00am to 4.00pm Saturdays. Work on the site on Sundays and Public Holidays is prohibited. Note: Demolition work is not permitted on weekends or Public Holidays - refer to specific demolition condition for approved hours.

The yellow “Hours of Building Work” sign (supplied by Council with the approval), is to be displayed in a prominent position at the front of the site for the duration of the work.

Site Control

38. All soil erosion measures required in accordance with the approved sediment and erosion control plan and any other relevant conditions of this Consent are to be put in place prior to commencement of construction works are to be maintained during the entire construction period until disturbed areas are restored by turfing, paving or revegetation. This includes the provision of turf laid on the nature strip adjacent to the kerb.
39. Builder’s refuse disposal and storage facilities are to be provided on the development site for the duration of construction works and all rubbish shall be removed from the site upon completion of the project.

40. Stockpiles of sand, soil and other material shall be stored clear of any drainage line or easement, tree protection zone, water bodies, footpath, kerb or road surface and shall have erosion and sediment control measures in place to prevent the movement of such materials onto the aforementioned areas and adjoining land.

**Asbestos Cement Sheeting**

41. i) Any asbestos cement sheeting must be removed by contractors with an appropriate licence issued by WorkCover and who are familiar with asbestos removal prior to the commencement of:

   (a) Recladding or brick veneering of any building where the existing walls to be covered are currently clad with asbestos cement;

   OR

   (b) Construction work where new work abuts existing asbestos cement sheeting and/or where parts of the existing building clad with asbestos cement sheeting are to be altered or demolished.

   Removal must be carried out strictly in accordance with WorkCover’s “Your Guide to Working with Asbestos” (copy attached).

   ii) All asbestos laden waste, including asbestos cement flat and corrugated sheets must be disposed of at a tipping facility licensed by the Environment Protection Authority (EPA).

   **Note:** The person responsible for disposing of the above asbestos waste is to telephone the EPA on (02) 9995 5000 or Council’s Waste Officer on (02) 9840 9715 to determine the location of a tip licensed to receive asbestos. **Upon completion of tipping operations the applicant shall lodge with the Council, all receipts issued by the receiving tip as evidence of proper disposal.**

   iii) Within fourteen (14) days of completion of renovation or recladding or brick veneering works where asbestos cement sheeting was removed, the applicant shall submit to Council an asbestos clearance certificate prepared by a NATA accredited occupational hygienist.

   **Note:** To find a list of NATA accredited facilities visit the NATA website at [www.nata.asn.au](http://www.nata.asn.au) and under ‘Find a Facility or Lab’ type in ‘asbestos identification’ in ‘keywords’ then click on ‘chemical testing’ in NSW then click on the search button. A list of laboratories will be produced which you can contact for the purpose of having a clearance certificate issued.

**Waste Management Plan**

42. Any approved Waste Management Plan must be implemented and complied with during all stages of works on site.

43. Within seven (7) days of completion of construction/building works, the applicant shall submit a signed statement to Council or the Principal Certifying Authority verifying that demolition work and recycling of materials was undertaken in compliance with the Waste Management Plan. The Principal Certifying Authority shall submit a copy of the statement to Council. **In reviewing such documentation Council will require the provision of actual weighbridge receipts for the recycling/disposal of all materials.**
Compliance with Critical Stage Inspections and other Inspections nominated by the Principal Certifying Authority

44. Section 109E(3)(d) of the Act requires certain specific inspections (prescribed by clause 162A of the Regulations) and known as ‘Critical Stage Inspections’ to be carried out for building work. Prior to permitting commencement of the work your Principal Certifying Authority is required to give notice of these inspections pursuant to clause 103A of the Regulations.

N.B. An Occupation Certificate cannot be issued and the building may not be able to be used or occupied where any mandatory critical stage inspections or other inspections required by the Principal Certifying Authority are not carried out.

Where Council is nominated as Principal Certifying Authority, notification of all inspections required is provided with the Construction Certificate approval.

Salinity

45. Building works are not to proceed until such time as the Principal Certifying Authority has confirmed that all required construction measures addressing salinity, as required by this Consent and its accompanying Construction Certificate have been carried out.

Landscaping/Site Works

C.

46. All turfed areas shall be finished level with adjoining surfaces and also fall evenly to approved points of drainage discharge.

Tree Protection

47. The applicant shall accept all responsibility for the accuracy of the information provided to Council for assessment. If any tree/s are not shown on the endorsed plan or are required to be retained/transplanted and protected but are threatened by demolition/construction work through unforeseen construction requirements or plan inaccuracy, all site and building works so affected are to cease until the matter is resolved to the satisfaction of Council. Council’s Environmental and Planning Services Department is to be notified immediately upon such a problem being encountered.

48. Branches of trees to be retained/transplanted within 1m of the approved building, may be pruned by an Arborist qualified to at least Australian Qualification Framework (AQF) Certificate Level 3 in accordance with Australian Standard AS4373-1996 ‘Pruning of Amenity Trees’ to enable demolition/construction works to occur.

Note: Any other pruning works not authorised by this Consent are subject to the approval of an application for General Tree Works activities.

Road Works and Footpaving

49. Pedestrian access, including disabled and pram access, is to be maintained as per Australian Standard AS1742.3 “Part 3 – Traffic Control Devices for Works on Roads”.

50. All advisory and regulatory sign posting (for example parking restriction signage, pedestrian crossing signs, warning signs) are to remain in place during construction.

Underground Cabling

51. All communications cabling shall be installed underground as per relevant authority requirements (including broadband and Category 5).

Underground Power Connection
52. Where electricity reticulation cannot be obtained directly from the street, power connection is to be underground. No intermediate power pole is permitted.

**Vehicle Cleansing**

53. Concrete trucks and trucks used for the transportation of building materials shall not traffic soil, cement or similar materials onto the road. Hosing down of vehicle tyres shall be conducted in a suitable off-street area where wash water is prevented from entering the stormwater system or adjoining property.

**Additional Information during Demolition/Construction**

54. Any new information which comes to light during demolition or construction works which has the potential to alter previous conclusions about site contamination shall be notified to Council immediately.

**Cranes**

55. No approval is granted or implied for the installation of any crane on the premises that has the potential to swing beyond the boundaries of the subject site. Separate necessary approval, including but not limited to Section 138 of the Roads Act and/or Section 68 of the Local Government Act, must be obtained from Council prior to the installation of any such cranes.

**PRIOR TO ISSUE OF FINAL OCCUPATION CERTIFICATE**

The following conditions are to be complied with prior to the issue of a final occupation certificate:

**Certificates/Documentary Evidence**

56. A Structural Engineer’s certificate from the supervising structural engineer responsible for the design shall be submitted to the Principal Certifying Authority and shall state that all foundation works/reinforced concrete/structural members have been carried out/erected in accordance with the Engineer’s requirements and the relevant SAA Codes.

**Note:** Any such certificate is to set forth the extent to which the engineer has relied on relevant specifications, rules, codes of practice or publications in respect of the construction.

**Landscaping/Tree Protection**

57. Certification is to be provided to the Principal Certifying Authority (PCA), from the designer of the landscape proposal, that all tree planting/landscape works have been carried out in accordance with the endorsed plan. If Council is the PCA, the certification is to be submitted to Council prior to or at the final landscape inspection. If Council is not the PCA, a copy of the certification is to be provided to Council with the Occupation Certificate.

**General**

58. Documentary evidence and/or certificate of compliance must be submitted to Council to show that all works have been completed in accordance with this Development Consent and its accompanying Construction Certificate.

**CONDITIONS RELATING TO USE**

The following conditions are applicable to the use of the development:

**Lighting**
59. Any lighting on the site shall be designed so as not to cause nuisance to other residences in the area or to motorists on nearby roads, and to ensure no adverse impact on the amenity of the surrounding area by light overspill. All lighting shall comply with AS4282-1997 Control of the obtrusive effects of outdoor lighting.

General

60. The approved advertising structure shall be maintained in good repair at all times. Signs are to be regularly inspected to identify any damage, graffiti or the like.

61. This lifespan of the approved advertising structure is limited to a period of 15 years from the date of operation of consent. The advertising structure shall be removed and the land restored to original condition if separate development consent is not obtained for extended use beyond the cessation date.

62. The following Roads and Maritime Services (RMS) requirements shall be implemented at all times:

a) Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion. Including no flashing or scrolling of message. 

b) Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.

c) The image must not be capable of being mistaken:

   (i) For a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device, or

   (ii) as text providing driving instructions to drivers.

d) Dwell times for image display are:

   (i) 10 seconds for areas where the speed limit is below 80km/h, or

   (ii) 25 seconds for areas where the speed limit is 80km/h or over.

e) The transition time between messages must be no longer than 0.1 seconds.

f) The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.

g) The amount of text and information supplied on a sign should be kept to a minimum (for example no more than a driver can read at a short glance). Text should preferably be displayed in the same font and size. Table 5 in Section 3 Transport Corridor Outdoor Advertising and Signage Guidelines.

h) At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site which may result in a change to the dwell time or removal of the sign.

i) Any sign that is within 250 metres of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.

j) Luminance levels must comply with the requirements in the Table below;
### Table: Luminance Levels for Digital Advertisements

<table>
<thead>
<tr>
<th>Lighting Condition</th>
<th>Zone 1</th>
<th>Zones 2 and 3</th>
<th>Zone 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Sun on face of Signage</td>
<td>No limit</td>
<td>Maximum Output</td>
<td>Maximum Output</td>
</tr>
<tr>
<td>Day Time Luminance</td>
<td></td>
<td>6000 cd/m²</td>
<td>6000 cd/m²</td>
</tr>
<tr>
<td>Morning and Evening</td>
<td></td>
<td>700 cd/m²</td>
<td>500 cd/m²</td>
</tr>
<tr>
<td>Twilight and Inclement Weather</td>
<td></td>
<td>350 cd/m²</td>
<td></td>
</tr>
</tbody>
</table>

**Zone 1** covers areas with generally very high off-street ambient lighting, e.g., display centres similar to Kings Cross, central city locations.

**Zone 2** covers areas with generally high off-street ambient lighting, e.g., some major shopping/commercial centres with a significant number of off-street illuminated advertising devices and lights.

**Zone 3** covers areas with generally medium off-street ambient lighting, e.g., small to medium shopping/commercial centres.

**Zone 4** covers areas with generally low levels of off-street ambient lighting, e.g., most rural areas, many residential areas.

### ADVISORY NOTES

**Other Necessary Approvals**

A. The applicant’s attention is drawn to the need to obtain Council’s separate approval for any ancillary activity not approved by this consent, including:
   a. Works, including the pruning or removal of any tree(s) not authorised in the preceding conditions or on the approved plans. Council’s Tree Preservation Order protects trees by definition taller than 3.5m or having a trunk circumference exceeding 500mm measured one metre above ground level. If in doubt contact Council’s Tree Management Officer.
   b. Any fencing located forward of the proposed building and exceeding the limitations specified in Local Environmental Plan 2013, Part 3 “Exempt and Complying Development”.
   c. The erection of any advertising sign, not being exempt from the need to obtain approval.
   d. The installation of any furnace, kilns, steam boiler, chemical plant, sand blast, spray painting booth or the like.

**NOTE:** If you carry out building work as an owner builder and sell your home within seven (7) years from the date of completion (date of final occupation certificate), then a Certificate of Insurance must be attached to your Contract of Sale.

B. Section 97 of the Act provides that an applicant who is dissatisfied with the Council’s determination of the Development Application may appeal to the Land and Environment Court within 6 months of the date of determination, or as otherwise prescribed.

C. Section 82A of the Act provides that an applicant may request, within 6 months of the date of determination of the Development Application, that the Council review its determination (this does not apply to integrated or designated development). A fee is required for this review.

It should also be noted that an application under Section 82A of the Act cannot be reviewed/determined after 6 months of the date of determination. Therefore, the submission...
of a Section 82A Application must allow sufficient time for Council to complete its review within the prescribed time frame, including the statutory requirement for public notification.

D. The applicant and Owner are advised that the Commonwealth Disability Discrimination Act 1992 may apply to this particular proposal. Approval of this application does not imply or confer compliance with this Act. Applicants and owners should satisfy themselves as to compliance and make their own enquiries to the Australian Human Rights Commission. Attention is also drawn to the provisions of Parts 2, 3 and 4 of Australian Standard 1428 - Design for Access and Mobility.

E. A Construction Certificate shall be obtained in accordance with Section 81A (2)(a)of the Act, prior to the commencement of any work on site. Council can provide this service for you.

F. An Occupation Certificate is to be issued by the Principal Certifying Authority prior to the occupation of the building.

G. DEMOLITION

(a) Demolition is to be carried out in accordance with AS2601-2001, Demolition of Structures.

(b) Demolition is to be carried out in such a way and with such control measures as are necessary to prevent the occurrence of any dust, noise, runoff or other nuisance.

(c) All sediment/soil is to be prevented from entering Council’s stormwater drainage system.

(d) The public footpath and roadway is to be protected against damage as a result of demolition activities and is to be kept clean and free of all soil and other materials.

(e) On completion of demolition the site is to be left in a clean and tidy condition.

(f) Holroyd City Council has a Tree Management Order which applies to the entire City of Holroyd. No ring-barking, cutting down, topping, lopping, removing, injuring or wilful destruction of any tree or trees exceeding 3.5m in height and 3m in branch spread shall take place without the prior written consent of Holroyd City Council.

(g) There shall be no burning of any waste, as this is prohibited within the City of Holroyd.

(h) Demolition material can be recycled saving the environment and also tipping costs. For more information, contact the Environment Protection Authority’s Recycling hotline on 9325 5555.

(i) Public roads shall be kept clean and free of any materials which may fall from vehicles or plant to ensure safety and amenity of the area.

H. BANK GUARANTEES

Bank guarantees will be accepted from list of banks which have at least an “A” rating from Standard and Poors and at least an “A2” or “Prime-1” standard from Moody’s Investor Services.

To enable the bank guarantee to be enforceable during an entire project with consideration for delays, the guarantee must not contain a facility expiry date.

To get to Standard and Poors [www.standardpoors.com](http://www.standardpoors.com) then from Ratings Action choose Ratings Lists. Then click on Financial Institutions followed by clicking on Financial Institutions Counterparty Ratings List. Go to “Banks” and download to Australian Banks.

To get to Moody’s [www.moodys.com](http://www.moodys.com) then look up Ratings and then Banking and then Bank Ratings list. It will take you to Bank Credit Research page. Look at the table of contents and choose Global Bank Ratings by Country. Look up Australian Banks.

I. DIAL BEFORE YOU DIG

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial before you dig at [www.1100.com.au](http://www.1100.com.au) or telephone on 1100 before excavating or erecting...
structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual’s responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.

J. TELECOMMUNICATIONS ACT 1997 (COMMONWEALTH)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra’s network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra’s infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra’s assets in any way, you are required to contact Telstra’s Network Integrity Team on Phone Number 1800810443.

K. DIVIDING FENCES

Please be advised that arrangements concerning existing or proposed fences between properties are a civil matter determined by the involved parties under the Dividing Fences Act. You are therefore required to consult with the owners of neighbouring properties if fences are to be removed or constructed. The Dividing Fences Act is administered by the Department of Lands who can act as a mediator in disputes. For further information please refer to the following information on Council’s website: www.holroyd.nsw.gov.au/building_and_development/local_plans_and_policies/dividing_fences
DOCUMENTS ASSOCIATED WITH REPORT C07/19-129

Attachment 4
Consent for DA 2016/374
ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979
NOTICE OF DETERMINATION OF APPLICATION

8 March, 2017

Mecone Pty Ltd
Suite 12.04B,
179 Elizabeth Street
SYDNEY NSW 2000

Dear Sir/Madam

Pursuant to Section 81 of the Act, Council has granted “deferred commencement” to your Development Application described as follows:

PROPERTY: Lots 44, DP 833604

STREET ADDRESS: 615 Great Western Highway, Greystanes

DEVELOPMENT CONSENT NO: 2016/374/1

DECISION: Cumberland Independent Hearing and Assessment Panel

DATE FROM WHICH CONSENT OPERATES: TO BE ADVISED UPON SATISFACTORY COMPLETION OF SCHEDULE ‘A’

DATE OF EXPIRY OF CONSENT: 8 March, 2022

PROPOSED DEVELOPMENT: Removal of existing moveable advertising structure and erection of twin-sided digital advertising structure

This Development Application is APPROVED in accordance with the Environmental Planning & Assessment Act 1979 and is subject to compliance with the requirements of Cumberland City Council, the Building Code of Australia, the Local Government Act 1993, and the following conditions as set out hereunder and/or endorsed upon the attached plans.

PURSUANT TO SECTION 80(3) OF THE ACT, THIS CONSENT IS NOT TO OPERATE UNTIL COUNCIL IS SATISFIED THAT ALL SCHEDULE ‘A’ CONDITIONS HAVE BEEN SATISFIED.
SCHEDULE “A”

Consent to the removal of existing moveable advertising structure and erection of twin-sided digital advertising structure shall not operate until all of the following Schedule “A” conditions have been complied with to Council’s satisfaction.

Please note that this consent shall lapse if the approved development is not physically commenced by the “date of expiry of consent” shown on the front page of this document. It is therefore in your interest to attend to the following matters as soon as possible. When Council is satisfied that Schedule “A” has been complied with, a letter will be issued advising of the “date from which Consent operates”.

Voluntary Planning Agreement

1. Pursuant to section 93(3) of the Environmental Planning and Assessment Act 1979, a voluntary planning agreement shall be prepared at no cost to Council in accordance with the terms of the Letter of Offer from El Media, dated 13 January 2017, and executed by the developer and Council after 28 days notification prior to the operation of the consent.

* * * * * * * * * *
SCHEDULE “B”

This consent cannot operate until such time as Council is satisfied with the evidence produced in response to Schedule “A” and has notified the applicant in writing of the date from which the consent operates.

PRELIMINARY

1. This consent shall lapse if the above development is not physically commenced by the date of expiry shown on the front page of this Consent.

2. Development shall take place in accordance with the attached endorsed plans:
   - Signage Plan prepared by El Media, Drawing No. HEDD13051601, Sheet 1 of 1, Edition 7, dated 13 April 2016;
   - Road Safety Assessments prepared by Arbo Group Ltd, Project No.’s PRS-16-054-4 and PRS-16-054-5, both dated May 2016;
   - Lighting Impact Assessment prepared by Electro Light, Ref. No. 1631.1, Revision A, dated 25 May 2016; and
   - RMS correspondence, Reference SYD16/01339, dated 28 November 2016;
   - A Waste Management Plan as required by Condition 18 of this consent;
   a) As amended in red by Council. All amendments are to be incorporated in the Construction Certificate plans.

3. All building work shall be carried out in accordance with the requirements of the Building Code of Australia. No work is to commence until such time as a Construction Certificate is obtained for the work/building permitted by this Consent.

Appointment of Council or a Private Certifier as the Principal Certifying Authority (PCA)

4. Either Council or a Private Certifier is to be appointed as the Principal Certifying Authority (PCA) for the development in accordance with Section 109E of the Act.

Accordingly, wherever reference is made to the Principal Certifying Authority in this Consent, it refers to Council or the Private Certifier as chosen by you.

Note: Once you have chosen either Council or a Private Certifier as the PCA, you cannot change from one to the other, or from one Private Certifier or another, without the approval of Department of Planning & Infrastructure.

5. The applicant shall consult with, as required:
   (a) Sydney Water Corporation Limited
   (b) Integral Energy
   (c) Natural Gas Company
   (d) A local telecommunications carrier
   regarding their requirements for the provision of services to the development and the location of existing services that may be affected by proposed works, either on site or on the adjacent public road(s).
6. The proposed structure/s are to be located clear of existing Council easements. Special footings will be required where the proposed/existing structures are adjacent to a drainage easement. The footings shall be taken down to the invert level of the existing drainage structure or to solid rock, whichever is the lesser. The footing depth may decrease by 500mm for every 1000mm increment in distance the footing is from the easement boundary. The footing system is to be designed by a practising professional structural engineer.

7. Building materials, builders sheds, waste bins, site fencing, gates or any material of any description shall not be left or placed on any footway, road or nature strip. Footways and nature strips shall be maintained, including the cutting of vegetation, so as not to become unsightly or a hazard for pedestrians. Offenders will be prosecuted.

General

8. The existing moveable advertising structure shall be removed prior to the installation of the approved development. No approval is expressed or implied for the concurrent use of any signage.

9. Any relevant requirements of the Voluntary Planning Agreement to be entered into prior to the operation of this consent shall be implemented.

NOTE: FEES, BONDS & CONTRIBUTIONS INDICATED IN CONDITIONS OF THIS CONSENT MAY VARY IN ACCORDANCE WITH THOSE ADOPTED BY COUNCIL AT SUBSEQUENT ANNUAL REVIEWS OF ITS "FEES AND CHARGES" AND SUBSEQUENT CHANGES TO THE BUILDING PRICE INDEX. FEES CHARGED WILL BE THOSE CURRENT AT THE TIME OF PAYMENT.
PRIOR TO ISSUE/RELEASE OF CONSTRUCTION CERTIFICATE

The following conditions must be complied with prior to the issue of a Construction Certificate, or where relevant prior to demolition occurring. In many cases the conditions require certain details to be included with or incorporated in the detailed plans and specifications which accompany the Construction Certificate:-

Payment of Bonds, Fees and Long Service Levy

10. The Principal Certifying Authority is to ensure and obtain written proof that all bonds, fees and contributions as required by this consent have been paid to the applicable authority. This includes all Long Service Levy payments to be made to the Long Service Payments Corporation.

Damage Deposit

11. A cash bond/bank guarantee of $5,701.10 must be paid/lodged with Council to cover making good any damage caused to the property of Council, during the course of construction associated with the development. This will be held for ‘six (6) months after the completion of works’ or six (6) months after the issue of ‘Final Occupation Certificate’ (whichever occurs last) to remedy any defects that may arise within this time.

Note: - The applicant/owner shall be held responsible for and may be required to pay the full reinstatement costs for damage caused to Council’s property, unless the applicant/owner notifies Council in writing and provides photographic proof of any existing damage to Council’s property. Such notification shall occur prior to works/demolition commencing. However, if in the opinion of Council, during the course of construction existing damage has worsened, Council may require full reinstatement. If damage does occur during the course of construction, prior to reinstating any damage to Council’s property, the applicant/owner shall obtain design specifications of all proposed restoration works. Restoration/construction works within the road reserve shall be carried out by a licensed construction contractor at the applicant/owner’s expense and shall be inspected by Council prior to placement of concrete and/or asphalt.

Consistency with Endorsed Development Consent Plans

12. The Principal Certifying Authority must ensure that any certified plans forming part of the Construction Certificate, are in accordance with the Development Consent plans.

Landscape Inspection Fee

13. Payment of a $88 fee for the inspection by Council of landscape works and/or trees to be retained at the key stages, where Council is the Principal Certifying Authority.

Required Submissions to Certifying Authority

14. A building plan approval must be obtained from Sydney Water Tap In™ to ensure the development will not affect any Sydney Water wastewater and water mains, stormwater drains and/or easement.
A copy of the building plan approval receipt from Sydney Water Tap in™ must be submitted to the Principal Certifying Authority, prior to the issue of a Construction Certificate.


15. If the development likely to disturb or impact upon telecommunications infrastructure, written confirmation from the service provider that they have agreed to the proposed works must be submitted to the Principal Certifying Authority prior to the issue of a Construction Certificate or any works commencing, whichever occurs first.

16. The arrangements and costs associated with any adjustment to telecommunications infrastructure shall be borne in full by the applicant/developer.

17. Structural engineer’s details (in duplicate) prepared and certified by a practising qualified structural engineer of all reinforced concrete and structural members shall be submitted to the Principal Certifying Authority.

18. A Waste Management Plan in accordance with Part A of the Holroyd Development Control Plan 2013 is to be submitted to the Principal Certifying Authority, prior to the issue of a Construction Certificate.

19. The sign must comply with all requirements of the NSW Department of Planning Development Near Rail Corridors and Busy Roads -Interim Guidelines, December 2008’ (DNRCBR 2008). Details to be provided to the Principal Certifying Authority prior to the issue of any Construction Certificate.

20. The approved sign must meet wind loading requirements as specified in Australian Standard AS 1 170.1 and AS 1 170.2. Details to be provided to the Principal Certifying Authority prior to the issue of any Construction Certificate.

21. The visible light reflectivity from the proposed LED screen and materials used on the signage structure shall not exceed 20 per cent and shall be designed so as to minimise glare. Details to be provided to the Principal Certifying Authority prior to the issue of any Construction Certificate.

Salinity

22. The site has been identified as having a potential salinity hazard. To prevent moisture/salinity from entering the built structure, appropriate construction methods are to be incorporated for all dwellings/buildings.

Details of proposed methods of construction are to be detailed in the engineering plans and submitted to the PCA.

Note: Further information for building in a saline environment is available in the following documents:

- “Building in saline environment” prepared by DIPNR 2003.
- Water Sensitive Urban Design in the Sydney Regions “Practice Note 12: Urban Salinity”
- Wagga Wagga City Council’s “Urban Salinity Action” October 1999
- “Guide to Residential Slabs and Footings in Saline Environments” prepared by Cement Concrete and Aggregates Australia, May 2005
PRIOR TO WORKS COMMENCEING

The following conditions are to be complied with prior to any works commencing on the site:

Appointment of Principal Certifying Authority and Notification of Commencement of Work

23. The person having the benefit of the development consent, not the principal contractor (builder), must:

   a) Appoint a Principal Certifying Authority in accordance with Section B1A(2)(b) of the Act.

   b) Have the Principal Certifying Authority complete the ‘Accredited Certifier Details’ on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

   c) Notify Council of the appointment of the Principal Certifying Authority and of the intention to commence building work, such notification is to be given to Council at least two (2) working days prior to the proposed commencement date, and be on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

   If nominated, Council can provide this service for you and act as the Principal Certifying Authority.

N.B. The Principal Certifying Authority must also notify the person having the benefit of the Development Consent of any mandatory critical stage inspections and other inspections that are to be carried out in respect of the building work such notification must comply with Clause 103A of the Regulations.

Notification of Principal Contractor (Builder)/Owner-Builder

24. The person having the benefit of the Development Consent must:

   (a) Notify the Principal Certifying Authority that the person will carry out the work as an owner-builder, if that is the case;

      OR

   (b) Appoint a Principal Contractor for the building work (who must be the holder of a contractor licence if any residential building work is involved), and notify the Principal Contractor of any mandatory critical stage inspections and other inspections that are to be carried out in respect of the building work.

   (c) Notify the Principal Certifying Authority of any such appointment.

Where Council is the Principal Certifying Authority, such notification is to be on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.
Photographic Record of Council Property – Damage Deposit

25. The applicant shall submit to Council, for the purposes of the damage deposit bond lodged to cover making good any damage caused to the property of Council, a full and satisfactory photographic record of the condition of Council’s property (i.e., road pavement, kerb and guttering, footway, stormwater drainage, etc.) adjacent to the subject site. The purpose of the photographic record is to establish any pre-existing damage to Council’s property to ensure that you are not liable for any re-instatement works associated with that damage. However, if in the opinion of Council, the existing damage has worsened or any new damage is caused during the course of construction, the Council may require either part or full re-instatement.

Note: Failure to provide a full and satisfactory photographic record described above, is likely to render the applicant liable to rectify all damages unless satisfactory proof can be provided that the damage was pre-existing.

Notification to Relevant Public Authority

26. The applicant shall ensure that relevant public utility authorities are made aware of the salinity problems that have been identified, such that their services are designed to take into consideration the effects the saline soils may have on their installations.

Fencing of Sites

27. Fencing of sites is required to prevent public access when the site is unoccupied and building works are not in progress. In this regard the MINIMUM acceptable standard of fencing to the site is properly constructed chain wire fencing 1.8m high, clad internally with Hessian or Geotextile fabric. All openings are to be provided with gates, such gates are not at any time to swing out from the site or obstruct the footpath or roadway.

Signs to be Erected on Sites

28. A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:

(a) showing the name, address and telephone number of the Principal Certifying Authority for the work, and

(b) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours and at any time for business purposes, and

(c) stating that unauthorised entry to the work site is prohibited.

The sign must be rigid and durable and be read easily by anyone in any public road or other public place adjacent to the site.

Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

This clause does not apply in relation to building work, subdivision work or demolition work that is carried out inside an existing building that does not affect the external walls of the building.
Note: Principal Certifying Authorities and Principal Contractors must also ensure that signs required by this clause are erected and maintained (clause 227A of the Regulations currently imposes a maximum penalty of $1,100).

Prohibited Signage

29. Advertising, Real Estate Agents, Architects, Designers, site suppliers and any other signage not mentioned in the conditions, is not to be placed or displayed on the site, such that the signage is visible from any public place. Offenders may be prosecuted.

Protection of Public Places

30. A hoarding or fence must be erected between the work site and any public place, if the work involved in the erection or demolition of the building is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or involves the enclosure of a public place.

If necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.

The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

Site Control Measures

31. Suitable erosion and sediment control measures shall be provided at all vehicular entry/exit points and all other measures required with and/or shown on plans accompanying the Construction Certificate, to control soil erosion and sedimentation, are to be in place prior to the commencement of construction works. Such controls are to be provided in accordance with Holroyd City Council’s “Erosion & Sediment Control Policy.”

Note: On-the-spot fines may be issued by council where measures are absent or inadequate.

Tree Protection Conditions

32. The tree/s identified on the endorsed plans as being retained/transplanted shall be protected prior to and throughout the demolition/construction process in accordance with the attached Guidelines and relevant conditions of this Consent. All trees not authorised to be removed by this Consent must be retained. Prior to any work commencing, certification of the installation and inspection of the required tree protection works is to be provided to the Principal Certifying Authority by a suitably qualified person or the Arborist (as appropriate) engaged to ensure the proper protection and management of the tree/s required to be retained/transplanted. A copy of the Certificate is to be issued to Council within seven (7) days of the inspection and prior to any works commencing. Additionally, trees identified for removal are to be retained until immediately prior to works commencing, to assist with soil management and erosion control.

Footpaving, Kerbing and Guttering

33. Protection must be provided for Council footpaving, kerbing and guttering. Wooden mats must also be provided at all entrances where the site fronts paved footpaths.
34. Finished street levels shall not be assumed. The owner or builder must make application to Council’s Engineering Services Department for street levels.

Toilet Facilities

35. Toilet facilities are to be provided, at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.

Each toilet provided:
   a) Must be a standard flushing toilet, and
   b) Must be connected:
      i) To a public sewer,
      ii) If connection to a public sewer is not practicable, to an accredited sewage management facility approved by the Council, or
      iii) If connection to a public sewer or an accredited sewage management facility is not practicable, to some other sewage management facility approved by the Council.
      iv) The position of the toilet on the site shall be determined by Council’s Building Surveyor and/or Sydney Water.
DURING CONSTRUCTION

The following conditions are applicable during construction:

Endorsed Plans & Specifications

36. A copy of the endorsed stamped plans and specifications, together with a copy of the Development Consent, Construction Certificate and approved Traffic Management Plan are to be retained on site at all times.

Hours of Work & Display of Council Supplied Sign

37. For the purpose of preserving the amenity of neighbouring occupations building work including the delivery of materials to and from the site is to be restricted to the hours of 7.00am to 6.00pm Mondays to Fridays and 8.00am to 4.00pm Saturdays. Work on the site on Sundays and Public Holidays is prohibited. Note: Demolition work is not permitted on weekends or Public Holidays - refer to specific demolition condition for approved hours.

The yellow "Hours of Building Work" sign (supplied by Council with the approval), is to be displayed in a prominent position at the front of the site for the duration of the work.

Site Control

38. All soil erosion measures required in accordance with the approved sediment and erosion control plan and any other relevant conditions of this Consent are to be put in place prior to commencement of construction works are to be maintained during the entire construction period until disturbed areas are restored by turfing, paving or revegetation. This includes the provision of turf laid on the nature strip adjacent to the kerb.

39. Builder's refuse disposal and storage facilities are to be provided on the development site for the duration of construction works and all rubbish shall be removed from the site upon completion of the project.

40. Stockpiles of sand, soil and other material shall be stored clear of any drainage line or easement, tree protection zone, water bodies, footpath, kerb or road surface and shall have erosion and sediment control measures in place to prevent the movement of such materials onto the aforementioned areas and adjoining land.

Asbestos Cement Sheeting

41. i) Any asbestos cement sheeting must be removed by contractors with an appropriate licence issued by WorkCover and who are familiar with asbestos removal prior to the commencement of:-

(a) Recladding or brick veneering of any building where the existing walls to be covered are currently clad with asbestos cement;

OR
(b) Construction work where new work abuts existing asbestos cement sheeting and/or where parts of the existing building clad with asbestos cement sheeting are to be altered or demolished.

Removal must be carried out strictly in accordance with WorkCover’s “Your Guide to Working with Asbestos” (copy attached).

ii) All asbestos laden waste, including asbestos cement flat and corrugated sheets must be disposed of at a tipping facility licensed by the Environment Protection Authority (EPA).

Note: The person responsible for disposing of the above asbestos waste is to telephone the EPA on (02) 9995 5000 or Council’s Waste Officer on (02) 9840 9715 to determine the location of a tip licensed to receive asbestos. Upon completion of tipping operations the applicant shall lodge with the Council, all receipts issued by the receiving tip as evidence of proper disposal.

iii) Within fourteen (14) days of completion of renovation or recladding or brick veneering works where asbestos cement sheeting was removed, the applicant shall submit to Council an asbestos clearance certificate prepared by a NATA accredited occupational hygienist.

Note: To find a list of NATA accredited facilities visit the NATA website at www.nata.asn.au and under ‘Find a Facility or Lab’ type in ‘asbestos identification’ in ‘keywords’ then click on ‘chemical testing’ in NSW then click on the search button. A list of laboratories will be produced which you can contact for the purpose of having a clearance certificate issued.

Waste Management Plan

42. Any approved Waste Management Plan must be implemented and complied with during all stages of works on site.

43. Within seven (7) days of completion of construction/building works, the applicant shall submit a signed statement to Council or the Principal Certifying Authority verifying that demolition work and recycling of materials was undertaken in compliance with the Waste Management Plan. The Principal Certifying Authority shall submit a copy of the statement to Council.

In reviewing such documentation Council will require the provision of actual weighbridge receipts for the recycling/disposal of all materials.

Compliance with Critical Stage Inspections and other Inspections nominated by the Principal Certifying Authority

44. Section 109E(3)(d) of the Act requires certain specific inspections (prescribed by clause 162A of the Regulations) and known as ‘Critical Stage Inspections’ to be carried out for building work. Prior to permitting commencement of the work your Principal Certifying Authority is required to give notice of these inspections pursuant to clause 103A of the Regulations.

N.B. An Occupation Certificate cannot be issued and the building may not be able to be used or occupied where any mandatory critical stage inspections or other inspections required by the Principal Certifying Authority are not carried out.
Where Council is nominated as Principal Certifying Authority, notification of all inspections required is provided with the Construction Certificate approval.

Salinity

45. Building works are not to proceed until such time as the Principal Certifying Authority has confirmed that all required construction measures addressing salinity, as required by this Consent and its accompanying Construction Certificate have been carried out.

Landscaping/Site Works

46. All turfed areas shall be finished level with adjoining surfaces and also fall evenly to approved points of drainage discharge.

Tree Protection

47. The applicant shall accept all responsibility for the accuracy of the information provided to Council for assessment. If any tree/s are not shown on the endorsed plan or are required to be retained/transplanted and protected but are threatened by demolition/construction work through unforeseen construction requirements or plan inaccuracy, all site and building works so affected are to cease until the matter is resolved to the satisfaction of Council. Council's Environmental and Planning Services Department is to be notified immediately upon such a problem being encountered.

48. Branches of trees to be retained/transplanted within 1m of the approved building, may be pruned by an Arborist qualified to at least Australian Qualification Framework (AQF) Certificate Level 3 in accordance with Australian Standard AS4373-1996 ‘Pruning of Amenity Trees’ to enable demolition/construction works to occur.

Note: Any other pruning works not authorised by this Consent are subject to the approval of an application for General Tree Works activities.

Road Works and Footpaving

49. Pedestrian access, including disabled and pram access, is to be maintained as per Australian Standard AS1742.3 “Part 3 – Traffic Control Devices for Works on Roads”.

50. All advisory and regulatory sign posting (for example parking restriction signage, pedestrian crossing signs, warning signs) are to remain in place during construction.

Underground Cabling

51. All communications cabling shall be installed underground as per relevant authority requirements (including broadband and Category 5).

Underground Power Connection

52. Where electricity reticulation cannot be obtained directly from the street, power connection is to be underground. No intermediate power pole is permitted.
Vehicle Cleansing

53. Concrete trucks and trucks used for the transportation of building materials shall not traffic soil, cement or similar materials onto the road. Hosing down of vehicle tyres shall be conducted in a suitable off-street area where wash water is prevented from entering the stormwater system or adjoining property.

Additional Information during Demolition/Construction

54. Any new information which comes to light during demolition or construction works which has the potential to alter previous conclusions about site contamination shall be notified to Council immediately.

Cranes

55. No approval is granted or implied for the installation of any crane on the premises that has the potential to swing beyond the boundaries of the subject site. Separate necessary approval, including but not limited to Section 138 of the Roads Act and/or Section 68 of the Local Government Act, must be obtained from Council prior to the installation of any such cranes.
PRIOR TO ISSUE OF FINAL OCCUPATION CERTIFICATE

The following conditions are to be complied with prior to the issue of a final occupation certificate:-

Certificates/Documentary Evidence

56. A Structural Engineer's certificate from the supervising structural engineer responsible for the design shall be submitted to the Principal Certifying Authority and shall state that all foundation works/reinforced concrete/structural members have been carried out/erected in accordance with the Engineer's requirements and the relevant SAA Codes.

Note: Any such certificate is to set forth the extent to which the engineer has relied on relevant specifications, rules, codes of practice or publications in respect of the construction.

Landscaping/Tree Protection

57. Certification is to be provided to the Principal Certifying Authority (PCA), from the designer of the landscape proposal, that all tree planting/landscape works have been carried out in accordance with the endorsed plan. If Council is the PCA, the certification is to be submitted to Council prior to or at the final landscape inspection. If Council is not the PCA, a copy of the certification is to be provided to Council with the Occupation Certificate.

General

58. Documentary evidence and/or certificate of compliance must be submitted to Council to show that all works have been completed in accordance with this Development Consent and its accompanying Construction Certificate.
CONDITIONS RELATING TO USE

The following conditions are applicable to the use of the development:

Lighting

59. Any lighting on the site shall be designed so as not to cause nuisance to other residences in the area or to motorists on nearby roads, and to ensure no adverse impact on the amenity of the surrounding area by light overspill. All lighting shall comply with AS4282-1997 Control of the obtrusive effects of outdoor lighting.

General

60. The approved advertising structure shall be maintained in good repair at all times. Signs are to be regularly inspected to identify any damage, graffiti or the like.

61. This lifespan of the approved advertising structure is limited to a period of 15 years from the date of operation of consent. The advertising structure shall be removed and the land restored to original condition if separate development consent is not obtained for extended use beyond the cessation date.

62. The following Roads and Maritime Services (RMS) requirements shall be implemented at all times:

   a) Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion. Including no flashing or scrolling of message. (d) below.

   b) Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.

   c) The image must not be capable of being mistaken:

      (i) For a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device, or

      (ii) as text providing driving instructions to drivers.

   d) Dwell times for image display are:

      (i) 1.0 seconds for areas where the speed limit is below 80km/h, or

      (ii) 25 seconds for areas where the speed limit is 80km/h or over.

   e) The transition time between messages must be no longer than 0.1 seconds.

   f) The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.

   g) The amount of text and information supplied on a sign should be kept to a minimum (for example no more than a driver can read at a short glance). Text should preferably be
displayed in the same font and size. Table 5 in Section 3 Transport Corridor Outdoor Advertising and Signage Guidelines.

h) At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site which may result in a change to the dwell time or removal of the sign.

i) Any sign that is within 250 metres of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.

j) Luminance levels must comply with the requirements in the Table below:

<table>
<thead>
<tr>
<th>Lighting Condition</th>
<th>Zone 1</th>
<th>Zones 2 and 3</th>
<th>Zone 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Sun on face of Signage</td>
<td>No limit</td>
<td>Maximum Output</td>
<td>Maximum Output</td>
</tr>
<tr>
<td>Day Time Luminance</td>
<td>6000 cd/m²</td>
<td>6000 cd/m²</td>
<td></td>
</tr>
<tr>
<td>Morning and Evening</td>
<td>700 cd/m²</td>
<td>500 cd/m²</td>
<td></td>
</tr>
<tr>
<td>Twilight and Inclement Weather</td>
<td>350 cd/m²</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Zone 1 covers areas with generally very high off-street ambient lighting, e.g. display centres similar to Kings Cross, central city locations.

Zone 2 covers areas with generally high off-street ambient lighting e.g. some major shopping/commercial centres with a significant number of off-street illuminated advertising devices and lights.

Zone 3 covers areas with generally medium off-street ambient lighting e.g. small to medium shopping/commercial centres.

Zone 4 covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, many residential areas.
ADVISORY NOTES

Other Necessary Approvals

A. The applicant’s attention is drawn to the need to obtain Council’s separate approval for any ancillary activity not approved by this consent, including:
   (a) Works, including the pruning or removal of any tree(s) not authorised in the preceding conditions or on the approved plans. Council’s Tree Preservation Order protects trees by definition taller than 3.5m or having a trunk circumference exceeding 500mm measured one metre above ground level. If in doubt contact Council’s Tree Management Officer.
   (b) Any fencing located forward of the proposed building and exceeding the limitations specified in Local Environmental Plan 2013, Part 3 “Exempt and Complying Development”.
   (c) The erection of any advertising sign, not being exempt from the need to obtain approval.
   (d) The installation of any furnace, kilns, steam boiler, chemical plant, sand blast, spray painting booth or the like.

NOTE: * If you carry out building work as an owner builder and sell your home within seven (7) years from the date of completion (date of final occupation certificate), then a Certificate of Insurance must be attached to your Contract of Sale.

B. Section 97 of the Act provides that an applicant who is dissatisfied with the Council’s determination of the Development Application may appeal to the Land and Environment Court within 6 months of the date of determination, or as otherwise prescribed.

C. Section 82A of the Act provides that an applicant may request, within 6 months of the date of determination of the Development Application, that the Council review its determination (this does not apply to integrated or designated development). A fee is required for this review.

It should also be noted that an application under Section 82A of the Act cannot be reviewed/determined after 6 months of the date of determination. Therefore, the submission of a Section 82A Application must allow sufficient time for Council to complete its review within the prescribed time frame, including the statutory requirement for public notification.

D. The applicant and Owner are advised that the Commonwealth Disability Discrimination Act 1992 may apply to this particular proposal. Approval of this application does not imply or confer compliance with this Act. Applicants and owners should satisfy themselves as to compliance and make their own enquiries to the Australian Human Rights Commission. Attention is also drawn to the provisions of Parts 2, 3 and 4 of Australian Standard 1428 - Design for Access and Mobility.

E. A Construction Certificate shall be obtained in accordance with Section 81A (2)(a) of the Act, prior to the commencement of any work on site. Council can provide this service for you.

F. An Occupation Certificate is to be issued by the Principal Certifying Authority prior to the occupation of the building.

G. DEMOLITION

(a) Demolition is to be carried out in accordance with AS2601-2001, Demolition of Structures.
(b) Demolition is to be carried out in such a way and with such control measures as are necessary to prevent the occurrence of any dust, noise, runoff or other nuisance.
(c) All sediment/soil is to be prevented from entering Council’s stormwater drainage system.
(d) The public footpath and roadway is to be protected against damage as a result of demolition activities and is to be kept clean and free of all soil and other materials.
(e) On completion of demolition the site is to be left in a clean and tidy condition.
(f) Holroyd City Council has a Tree Management Order which applies to the entire City of Holroyd. No ring-barking, cutting down, topping, lopping, removing, injuring or wilful destruction of any tree or trees exceeding 3.5m in height and 3m in branch spread shall take place without the prior written consent of Holroyd City Council.
(g) There shall be no burning of any waste, as this is prohibited within the City of Holroyd.
(h) Demolition material can be recycled saving the environment and also tipping costs. For more information, contact the Environment Protection Authority’s Recycling hotline on 9325 5555.
(i) Public roads shall be kept clean and free of any materials which may fall from vehicles or plant to ensure safety and amenity of the area.

H. BANK GUARANTEES

Bank guarantees will be accepted from list of banks which have at least an “A” rating from Standard and Poors and at least an “A2” or “Prime-1” standard from Moodys Investor Services.

To enable the bank guarantee to be enforceable during an entire project with consideration for delays, the guarantee must not contain a facility expiry date.

To get to Standard and Poors [www.standardpoors.com](http://www.standardpoors.com) then from Ratings Action choose Ratings Lists. Then click on Financial Institutions followed by clicking on Financial Institutions Counterparty Ratings List. Go to “Banks” and download to Australian Banks.

To get to Moodys [www.moody.com](http://www.moody.com) then look up Ratings and then Banking and then Bank Ratings list. It will take you to Bank Credit Research page. Look at the table of contents and choose Global Bank Ratings by Country. Look up Australian Banks.

I. DIAL BEFORE YOU DIG

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial before you dig at [www.1100.com.au](http://www.1100.com.au) or telephone on 1100 before excavating or erecting structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual’s responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.

J. TELECOMMUNICATIONS ACT 1997 (COMMONWEALTH)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra’s network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable
for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact Telstra's Network Integrity Team on Phone Number 1800810443.

K. DIVIDING FENCES

Please be advised that arrangements concerning existing or proposed fences between properties are a civil matter determined by the involved parties under the Dividing Fences Act. You are therefore required to consult with the owners of neighbouring properties if fences are to be removed or constructed. The Dividing Fences Act is administered by the Department of Lands who can act as a mediator in disputes. For further information please refer to the following information on Council's website: www.holroyd.nsw.gov.au/building_and_development/local_plans_and_policies/dividing_fences

Yours faithfully,

Sohail Farid
COORDINATOR DEVELOPMENT ASSESSMENT
Item No: C07/19-130

PLANNING PROPOSAL - 2 PERCY STREET, AUBURN

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PP-2/2017
Community Strategic Plan Goal: A resilient built environment

SUMMARY

The purpose of this report is to provide an update on the Planning Proposal for 2 Percy Street, Auburn. The planning proposal seeks to include ‘educational establishment’ as an additional permissible use for the site.

In February 2018, a Gateway Determination was issued that required a number of conditions to be addressed prior to proceeding to public exhibition. In October 2018, an update on the proposal was provided to Council, with Council resolving to defer to receive feedback from Transport for NSW and Roads and Maritime Services on the proposal.

Council has worked with the applicant and State agencies to address the conditions of the Gateway Determination and Council’s resolution. This has included completion of relevant studies and amendments to the planning proposal to address the issues raised, as well as receiving feedback from Transport for NSW and Roads and Maritime Services. The Gateway Determination conditions have now been addressed, with transport agencies raising no objections to the proposal proceeding to public exhibition.

As the conditions of the Gateway Determination have been addressed and feedback received from transport agencies in accordance with Council’s resolution, it is recommended that Council progress the planning proposal to public exhibition.

RECOMMENDATION

That Council progress the planning proposal to public exhibition, having addressed the conditions of the Gateway Determination and feedback sought from the transport agencies in accordance with Council’s resolution.

REPORT

Background

A planning proposal request for land at 2 Percy Street, Auburn, was lodged with Council in May 2017. This request sought to introduce ‘educational establishment’ as
an additional permissible use, via an amendment to Schedule 1 of the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010). An increase in the maximum Floor Space Ratio (FSR) from 1:1 to 1.2:1 was also sought. No change to the zone (IN2 Light Industrial) was requested.

In February 2018, a Gateway Determination was issued that required a number of conditions to be addressed prior to proceeding to public exhibition. In October 2018, an update on the proposal was provided to Council, with a resolution to receive feedback from Transport for NSW and Roads and Maritime Services (RMS) on the proposal.

The status of the planning proposal is provided in Figure 1

![Figure 1 Planning Proposal Status](image)

**Feedback from Transport Agencies**

**Roads and Maritime Services**

Roads and Maritime Services have provided Council with feedback that they no longer require Conditions 1(d) and 1(e) of the Gateway Determination to be addressed. They have determined that the Gelibolu Study is unlikely to identify road upgrades that would have any direct impact or land dedication requirement for the 2 Percy Street proposal (refer to Attachment 3).

**Transport for NSW**

Transport for NSW have provided feedback to Council that they did not have any further issues to add to the response from Roads and Maritime Services (refer to Attachment 4).

**Response to Gateway Conditions**

Council has worked with the applicant and State agencies to address the conditions of the Gateway Determination (Attachment 5). This has included completion of relevant studies and amendments to the planning proposal to address the issues raised. A summary of these outcomes is outlined in Table 1.
<table>
<thead>
<tr>
<th>Gateway Condition</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1(a) Amend the planning proposal to provide more justification regarding the proposed additional permitted use rather than applying a land use zone that permits educational facilities.</td>
<td>The planning proposal has been updated to address this condition.</td>
</tr>
<tr>
<td>1(b) Prepare a Phase 1 – Preliminary Site Contamination Investigation Study for the site in accordance with the Managing Land Contamination Planning Guidelines (Environment Protection Authority, 1998)</td>
<td>A Phase 1 - Preliminary Site Contamination Investigation Study has been submitted by the proponent.</td>
</tr>
<tr>
<td>1(c) Review and consider the proposed floor space ratio control should the proponent be able to demonstrate through urban design testing to Council’s satisfaction that additional floor space can be supported at the site.</td>
<td>The planning proposal no longer seeks to amend the FSR from the current development standard of 1:1.</td>
</tr>
<tr>
<td>1(d) Complete the updated traffic study for the Gellibolu precinct and update the planning proposal in accordance with the findings/recommendations of the study. and 1(e) On completion of condition 1(d), the planning proposal is to be referred to Transport for NSW and the Roads and Maritime Services, and amended in accordance with any comments received; and</td>
<td>Council has revised and updated its traffic study for the Gellibolu precinct and referred it to RMS and TfNSW for comment. Roads and Maritime Services have recently advised that they no longer require Conditions 1(d) and 1(e) to be addressed, as their view is that the Gellibolu Study is unlikely to identify road upgrades that would have any direct impact or land dedication requirement for the 2 Percy Street proposal. As the Church Street link is not part of the amended proposal, Transport for NSW and Sydney Trains objection is no longer relevant as there is no impact on their land. Council’s traffic study has been amended to reflect this. The proponent has updated their traffic study to address bus access and turnaround areas.</td>
</tr>
<tr>
<td>1(f) Confirm local and State infrastructure requirements (including improvements for traffic, parking, transport, recreation and community facilities) to support the additional use.</td>
<td>This condition will be addressed through negotiations of a Voluntary Planning Agreement between Council and the proponent. However, this condition does not place a restriction on Council to publicly exhibit the proposal.</td>
</tr>
</tbody>
</table>

**Table 1: Response to Gateway Conditions**

**Cumberland Local Planning Panel**

The planning proposal was reported to the Cumberland Local Planning Panel on 20 June 2019 with the following advice provided by the Panel:

1. **The Panel advises Council as follows:**

---

Page 343
a) That Council’s attention be drawn to the proposed use being inconsistent with the objectives of the current IN2 Light Industrial zone;

b) The proposed student population together with teachers and support staff appears to be an excessive scale of development given the size and constraints of the site and the locality;

c) An educational establishment may be an acceptable land use on the site and recognises the demand for such a facility within the community subject to the above; and

2. The Panel recommends that the Council consider the above advice, and in particular items 1a and 1b when determining the form of the Planning Proposal in achieving the objective of the proposed educational establishment on the site.

The advice by the Panel recognises the demand for an educational facility in the area and that this may be an acceptable land use on the site.

In relation to zoning, the preparation of the new Cumberland Local Environmental Plan provides an opportunity to review the zoning in a consistent manner across the Cumberland area.

In relation to the scale of development of an educational establishment, this is a matter for consideration by the Department of Planning, Industry and Environment in their assessment of the application for State Significant Development for this site.

**Local Traffic Studies**

A range of traffic studies and modelling have been undertaken for the site of the planning proposal and the broader precinct. This work has been discussed and reviewed with Roads and Maritime Services.

Council has undertaken more detailed traffic modelling to confirm longer term road performance at key intersections in the broader precinct. This work will inform future infrastructure requirements in the broader precinct beyond the planning proposal site.

Following feedback from transport agencies, the applicant has provided Council with additional detail in relation to traffic management measures for potential school operations (Attachment 6). It identifies drop-off and pick-up locations for cars and buses along Percy Street and Church Street. The issue of parking restrictions on Gelibolu Parade will be addressed in the assessment of the State Significant Development application of this site by the Department of Planning, Industry and Environment. A swept path assessment of the likely buses to access the school has also been undertaken to confirm operations within the existing road configuration.

**Next Steps**

As the conditions of the Gateway Determination have been addressed and feedback received from transport agencies in accordance with Council’s resolution, Council’s support for the progression of the planning proposal to public exhibition is now sought.
COMMUNITY ENGAGEMENT

A pre-Gateway consultation for the planning proposal undertaken from 1-30 June 2017 and 26 submissions (including 1 petition with 2306 signatures) were received at that time. 24 of the submissions (including the petition) supported the proposal.

Subject to Council endorsement of this resolution, the proposal will be publicly exhibited for a period of 28 days to satisfy the conditions of the Gateway Determination.

POLICY IMPLICATIONS

The planning proposal will result in an amendment to the Auburn LEP 2010, should it proceed to finalisation. Following community consultation to be undertaken as part of the Gateway Determination, the matter will be reported back to Council for final consideration of the planning proposal.

RISK IMPLICATIONS

There are minimal risk implications for Council associated with this proposal.

FINANCIAL IMPLICATIONS

A Voluntary Planning Agreement with Council will now be pursued under the State Significant Development application rather than the planning proposal as originally sought. The Voluntary Planning Agreement will be included by the Department of Planning, Industry and Environment as a condition of consent for the State Significant Development.

CONCLUSION

Council has worked with the applicant and State agencies to address the conditions on the Gateway Determination and resolution from Council. As the conditions of the Gateway Determination have been addressed and feedback sought and received from transport agencies in accordance with Council’s resolution, this report recommends that the planning proposal now proceed to public exhibition.

ATTACHMENTS

1. Council Report and Minutes - 3 October 2018
2. CLPP Report and Minutes 20 June 2019
3. Comments from Roads and Maritime Services
4. Comments from Transport for New South Wales
5. Gateway Determination
6. Applicant Traffic and Transport Advice
Attachment 1
Council Report and Minutes - 3 October 2018
Public Forum:
Speakers on Items on the Council Meeting Agenda

<table>
<thead>
<tr>
<th>Speaker</th>
<th>Item #</th>
<th>Suburb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ms. Helen Deegan</td>
<td>C10/18-190 2 Percy Street Auburn Planning Proposal - Addressing Gateway Conditions</td>
<td>Edgecliff</td>
</tr>
</tbody>
</table>

Min.293 C10/18-190 2 Percy Street Auburn Planning Proposal - Addressing Gateway Conditions

Motion (Zreika/Sarkis)

That Council:

1. Proceed with a proposed FSR of 1.2:1 for the Planning Proposal for 2 Percy Street, Auburn.

2. Seek cost estimates for the two intersection upgrades identified in Council’s draft Traffic Study of the Gelibolu Precinct.

3. Hold discussions with the proponent in relation to the offer of a VPA and seek a proportional contribution toward the costs associated with the two intersection upgrades which are required to service a school as well as planned development in the Gelibolu Precinct.

4. Following the satisfaction of Gateway conditions and any amended offer, proceed to formal community consultation.

Amendment (Lake/Grove)

That this matter be deferred pending receipt of feedback from Transport for NSW and Roads and Maritime Services (RMS) following the draft traffic study conducted in relation to the Gelibolu Precinct.

The Amendment moved by Councillor Lake seconded by Councillor Grove on being Put to the meeting was declared CARRIED.

A division was called, the result of the division required in accordance with Council’s Code of Meeting Practice is as follows:

Councillor(s) For the Amendment: Campbell, Christou, Cummings, Garrard, Grove, Huang, Lake, Saha and Zaiter.

Councillor(s) Against the Amendment: Attie, Elmore, Hamed, Sarkis and Zreika.

The Amendment moved by Councillor Lake seconded by Councillor Grove then became the motion.

The motion moved by Councillor Lake seconded by Councillor Grove on being Put was
declared CARRIED to become the resolution of Council (as shown in the amendment).

A division was called, the result of the division required in accordance with Council’s Code of Meeting Practice is as follows:

Councillor(s) For the Motion: Campbell, Christou, Cummings, Garrard, Grove, Huang, Lake, Saha and Zaiter.

Councillor(s) Against the Motion: Attie, Elmore, Hamed, Sarkis and Zreika.

Resumed

Resolved (Attie/Grove)

That in accordance with Clause 1.6 (2) of the Code of Meeting Practice, Council resume the normal order of business.

Resolved (Lake/Saha)

That Council:

1. Endorse the implementation of the operational arrangements outlined in this report for the 2018/19 Christmas/New Year period and that these details be published to the community, subject to an amendment to the swimming pools closing time for the period of 27th December – 2nd January 2019 from 5pm to 8pm; and

2. In accordance with Section 377 of the Local Government Act 1993, delegate authority to the Mayor and General Manager or in their absence, to the persons acting in these roles, during the period of Council recess to jointly exercise the powers, authorities, duties and functions of Council which cannot reasonably be deferred to the first ordinary Council meeting following the Council recess. This period:

a) Commencing at midnight on the day of the Council meeting held immediately before the recess period as approved by Council (19 December 2018); and

b) Concluding at the time of commencement of the first Council meeting held immediately after the end of the recess period (6 February 2019); and noting that any such decisions are to be unanimous and circulated to Councillors for their information, and will be reported to the first Ordinary Council meeting following the recess period.

C10/18-187 Annual Disclosure of Pecuniary Interest Returns for Councillors & Designated Persons

This item was dealt with earlier in the meeting.
Item No: C10/18-190

2 PERCY STREET AUBURN PLANNING PROPOSAL - ADDRESSING GATEWAY CONDITIONS

Responsible Division: Environment & Infrastructure
Officer: Group Manager - Planning
File Number: PP-2/2017
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

The purpose of this report is to provide an update on progress in addressing the conditions of the Department of Planning and Environment (DP&E) Gateway Determination for the Planning Proposal for 2 Percy Street, Auburn, and to seek a Council resolution on the Floor Space Ratio (FSR) for the Proposal. This report presents Council with the relevant findings of the strategic traffic modelling and view line analysis work undertaken for the surrounding Gelibolu Precinct, as it relates to the Gateway conditions for the Percy Street Planning Proposal. The conditions of the Gateway Determination must be addressed before the Planning Proposal can proceed to post-Gateway exhibition.

RECOMMENDATION

That Council:

1. Proceed with a proposed FSR of 1.2:1 for the Planning Proposal for 2 Percy Street, Auburn.

2. Seek cost estimates for the two intersection upgrades identified in Council’s draft Traffic Study of the Gelibolu Precinct.

3. Hold discussions with the proponent in relation to the offer of a VPA and seek a proportional contribution toward the costs associated with the two intersection upgrades which are required to service a school as well as planned development in the Gelibolu Precinct.

4. Following the satisfaction of Gateway conditions and any amended offer, proceed to formal community consultation.

<table>
<thead>
<tr>
<th>Proponent</th>
<th>Gallipoli Education Solutions Limited</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application No.</td>
<td>PP-2/2017</td>
</tr>
<tr>
<td>Site</td>
<td>2 Percy St Auburn; approx. area 7,300m² (0.73 ha)</td>
</tr>
<tr>
<td>Zoning</td>
<td>IN2 Light Industrial (no change proposed)</td>
</tr>
<tr>
<td>Proposal</td>
<td>• Seeks to introduce 'educational establishment' as an</td>
</tr>
</tbody>
</table>
REPORT

A Planning proposal request for land at 2 Percy Street, Auburn, was lodged with Council in May 2017. This request sought to introduce ‘educational establishment’ as an additional permissible use, via an amendment to Schedule 1 of the Auburn Local Environmental Plan 2010 (Auburn LEP 2010). An increase in the maximum Floor Space Ratio (FSR) from 1:1 to 1.2:1 was also sought, though the proposal was changed to 1:1 at the time Council considered the matter previously. No change to the zone (IN2 Light Industrial) was requested.

Council considered this matter on 6 September 2017 and resolved to:

“Require the proponent for the planning proposal request for 2 Percy Street, Auburn to provide the following additional information...” (being a revised flood impact assessment, revised planning proposal concept, revised transport impact assessment, letter of offer for a Planning Agreement to fund traffic upgrades, amended planning proposal, and view line analysis – see Attachment 1 for full Council resolution) and “…on receipt of all required information to the satisfaction of the General Manager, proceed with the preparation of a planning proposal for 2 Percy St, Auburn (PP-2/2017) on the following basis:

iv. permit ‘educational establishment’ as an additional permitted use under Schedule 1 of Auburn LEP 2010; add the site to the Additional Permitted Uses Map;

v. amend the Height of Buildings Map to provide for a maximum building height for the site of 10m, or up to 12 m height if adequately justified by information provided under recommendation 3;

vi. incorporate any revisions required that result from the revised Flood Impact Assessment; and

vii. incorporate any revisions that result from the revised traffic and transport assessment, including a Letter of Offer for a Planning Agreement, if appropriate.

This work is now largely complete, with the only remaining matters being a Council decision on the maximum FSR or either 1:1 or 1.2:1, RMS agreement to the
necessary upgrades of their intersections and the proponent reaching agreement with Council and the RMS to fund a proportion of the traffic works. While Council has been and can continue to facilitate the proposal moving forward, the critical issue of resolving traffic impacts is now in the hands of the State and the proponent.

A Gateway Determination was received from the Department of Planning and Environment in February 2018. The Gateway Determination (see Attachment 2) required Council address a number of conditions before it could proceed to formal (post-Gateway) community consultation. These conditions are discussed in further detail in subsequent sections of this report.

The site is located within the Gelibolu Precinct (bound by Rawson Street-Booreaa Street, Station Street, Gelibolu Parade, and Percy Street) (Figure 1). This precinct is quite constrained in terms of vehicular access, being located immediately south of the major St Hilliers Road/Rawson Street intersection, and having a limited vehicular access points. The precinct also contains the iconic Gallipoli Mosque, which is a culturally and architecturally significant building, and a distinctive feature of the Auburn skyline.

![Figure 1 – Gelibolu Precinct](image)

(Planning Proposal site edged in black, currently zoned IN2)

As part of a review of the planning controls for this precinct, Council has undertaken traffic modelling and analysis of the wider Gelibolu precinct, as well as a view line analysis. Both studies have been undertaken by specialist consultants.

The purpose of the traffic study was to model the traffic impacts of different scenarios within the Gelibolu Precinct over two time periods: 2021 and 2026. A scenario which included the K-12 school, as proposed by the proponent of the 2 Percy Street Planning Proposal, was included in this study. The traffic modelling tested the
proponents suggested one-way vehicular link from Gelibolu Parade, Auburn, to Church Street, Lidcombe to determine the effectiveness of such a link in addressing the traffic likely to be generated by the proposed school.

The purpose of the view line analysis was to identify key sight lines to the Gallipoli Mosque, and potential building envelope and other site specific requirements for inclusion in the Development Control Plan.

Together, these studies will inform any revision of planning controls for the Gelibolu precinct, specifically future use (zoning), density (FSR) and building height.

These studies have now been completed in draft form. The final studies will be reported to Council in the near future for consideration in relation to planning for the wider Precinct. Both studies have implications for the Percy Street Planning Proposal and as such relevant findings are discussed in this report.

It is noted that a State Significant Development Application for the proposed school on the subject site has been lodged with the Department of Planning and Environment (DP&E). This application has been lodged ahead of the planning proposal for the subject site. The DP&E, not Council, is the consent authority for the State Significant Development Application. It is advised that under the provisions of s4.38 of the EP&A Act, the DP&E may consider the application "in conjunction with the proposed environmental planning instrument". The Department has not, however, taken over the relevant planning authority functions for the Planning Proposal which has been progressed by Council. The lodgment of this application does not prejudice the consideration of the Planning Proposal for the subject site.

**Gateway Determination**

The Gateway Determination for the Percy Street Planning Proposal required a number of conditions to be addressed before the proposal can proceed to formal post-Gateway community consultation. The key Gateway conditions related to this report are summarised below.

<table>
<thead>
<tr>
<th>Gateway Determination Conditions</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1(c) review/consider proposed FSR control of 1.2:1</td>
<td>Review complete and Council consideration is sought by this report. Council's draft view line analysis indicates that an FSR of 1.2:1 for this site will not have an adverse impact on the view lines to the Gallipoli Mosque. It is recommended that Council proceed with an FSR of 1.2:1 for this site.</td>
</tr>
<tr>
<td>1(d) complete the Gelibolu Precinct traffic study and update the Planning Proposal in accordance with the study findings/recommendations</td>
<td>Final draft completed.</td>
</tr>
</tbody>
</table>
1(e) refer the Planning Proposal to TfNSW and the RMS, and to subsequently amend it in response to comments received

1(f) confirm local and state infrastructure requirements (including traffic improvements, parking, transport, recreation and community uses to support the additional use)

| In progress. Final draft precinct traffic study has been referred to TfNSW and RMS for comment. |
| In progress. Final draft precinct traffic study identifies two significant intersection upgrades. This is discussed in more detail in subsequent sections of this report. |

**Traffic Study**

Council's strategic traffic analysis (undertaken by GHD consultants) included the following analysis for the precinct and surrounds:

- future year traffic growth
- microsimulation modelling for future year intersection performance
- analysis of the current operation of the road network and the recommended future signal optimisation for the 2021 and 2028 year horizons.

For both time horizons, scenarios of background growth and the proposed school were analysed. Additional modelling of the proponents suggested Church Street link was subsequently included in the modelling. This is discussed in the Public Benefit Offer section of this report below.

In summary, the study identified the need for two key intersection upgrades (detailed in Attachment 3) to accommodate the proposed School as well as planned development in the Precinct:

1. St Hilliers Road/Rawson Street
   - additional right turn lane on St Hilliers Road approaching from the south
   - additional right turn/through lane on St Hilliers Road approaching from the north
   - new right turn lane on Rawson Road approach from the west

2. Rawson Street/Station Road – new left turn lane on Rawson Road approaching from the east

The study recommended that both of these intersections be upgraded prior to 2021. This is on the basis of further development, including the proposal for a school, within the Precinct proceed. The study finds that, with these mitigation measures (i.e. the intersection upgrades) the road network in and around the Gelibolu Precinct can accommodate expected growth.
The Rawson Street/Station Road intersection upgrade requires the demolition of the building on the south-eastern corner which would not be practical until planning changes are implemented and redevelopment of that site is sought. However, the more critical St Hilliers Road/Rawson Street intersection upgrade can be practically achieved in the short term, subject to funding of widening acquisition and works.

The traffic analysis indicates how much of the additional traffic generation the proposed school adds to the network, which will assist in the negotiation of an appropriate planning agreement for contribution towards the costs.

**View Line Analysis**

The View Line Analysis confirmed that the 7 key view lines to the Gallipoli Mosque are from St Hilliers Road, Boorea Street, Wyatt Park, Station Road, Kerr Parade, Rawson Street, and Auburn Station, with the primary view corridor being southwards along St Hilliers Road. Views to the dome and minarets of the Mosque are considered to be the most significant views. In terms of the subject site, 2 Percy Street, the view line analysis tested an FSR of 1.2:1 and found no concerns from a view line perspective with this FSR, and recommends proceeding accordingly.

**Public Benefit Offer – proposed Church Street link**

In April 2018, Council received a written public benefit offer associated with the Planning Proposal. The offer was a $150,000 cash contribution (intended to form part of a voluntary planning agreement) towards the provision of a proposed link road between Gelibolu Parade, Auburn, and Church Street, Lidcombe. The purpose of the link was to reduce the potential traffic impact likely to be generated by the proposed K-12 school.

Council adjusted its strategic traffic modelling and analysis of the Gelibolu Precinct to include this proposed link as an option, so that an assessment of its effectiveness on the traffic network and impact could be undertaken. This modelling found that whilst such a link would not result in Level of Service (LoS) improvements for key intersections within the network, it would result in reduced waiting times at these intersections.

It is noted that the physical space available between Wyatt Park and the rail corridor may not be sufficient to enable such a link, and that any proposed link cannot encroach on land within Wyatt Park. This aspect needs further investigation. The full cost of such a link has yet to be determined, and is dependent on whether there is sufficient space for the proposed link to run adjacent to Wyatt Park.

In summary, Council's traffic analysis found that such a link could be beneficial, however the required upgrade of the St Hilliers Road/Rawson Street intersection was considered to be the most critical improvement for this precinct and surrounding key intersections.

**Next Steps**
Transport for NSW (TfNSW) and the Roads and Maritime (RMS) are reviewing Council’s draft traffic study for the Gelibolu Precinct, and under the Gateway Determination, are required to provide Council with comments following this review, prior to the proposal proceeding to formal post-Gateway exhibition. Comments from these agencies are anticipated in October. These agencies will need to agree to the recommended works to these intersections.

Should the proponent wish to pursue their suggested road link as part of the traffic solution they would need to provide Council with a concept link road alignment so that Council’s engineers can assess its feasibility. It is considered that while there may be some additional benefit to westbound wait times on Rawson Street, the road link is not considered essential. The widening of the St Hilliers Road/Rawson Street intersection is necessary, however, and should be the focus of discussions for a draft Voluntary Planning Agreement (VPA). Further discussions with the proponent will be undertaken, and these will include any feedback provided by the transport agencies.

COMMUNITY ENGAGEMENT

This report provides an update on the strategic work Council has undertaken for the Gelibolu Precinct and the 2 Percy Street site within that context. The Gateway Determination issued by the Department of Planning and Environment for the planning proposal at 2 Percy Street required Council to undertake a number of steps prior to proceeding to formal (post-Gateway) community consultation. This will be undertaken once the requirements of the Gateway Determination have been addressed. It is noted that early pre-Gateway consultation was undertaken from 1-30 June 2017 and 26 submissions (including 1 petition with 2306 signatures) were received at that time. 24 of the submissions (including the petition) supported the proposal.

POLICY IMPLICATIONS

The planning proposal will result in an amendment to the Auburn LEP 2011, should it proceed to finalisation. Following the receipt of comments from State transport agencies and community consultation, the matter will be reported back to Council for final consideration of the Planning Proposal.

RISK IMPLICATIONS

There are risk implications for Council associated with this report. Council has undertaken traffic modelling and analysis of both the development likely to occur as a result of the planning proposal, as well as the subject site in the context of the wider precinct.

The Rawson Street/Station Street intersection upgrade is very unlikely to occur until the property on the south-eastern corner this intersection (3 Station Road, Auburn) is redeveloped, and a land swap and dedication can be negotiated to facilitate the widening of Station Road. The likelihood of redevelopment and potential is unknown at this stage.
Council’s traffic modelling has identified St Hilliers Road/Rawson Street as the critical intersection upgrade required. There is significant risk associated with this as it requires as a RMS commitment and approval, and private land acquisition. The RMS will be able to advise of the full requirements associated with this once their review of Council’s traffic modelling study has been completed.

There is high uncertainty associated with the proponents suggested road link between Gelibolu Parade and Church Street. Whilst there are physical constraints in this area, Council’s traffic modelling has shown that the critical traffic improvements for the precinct will come from the upgrade of the St Hilliers Road/Rawson Street intersection.

Should the RMS or TfNSW raise any significant concerns with Council’s traffic study, a further report to Council will be provided.

FINANCIAL IMPLICATIONS

There are a number of financial implications associated with this report, and cost estimates are required so that the financial implications can be assessed.

Council’s strategic traffic analysis indicates two intersections will need to be upgraded. The upgrade of the St Hilliers Road/Rawson Street intersection will require RMS commitment and approval. Whilst some of the land required for this intersection upgrade is available in the existing road reserves, some privately own land dedication will be required. Similarly, upgrading the Rawson Street/Station Road intersection will also require a land swap/dedication. Cost estimates of these upgrades will be sought. The RMS will also provide feedback for inclusion into the Planning Proposal as appropriate, as required by the Gateway Determination.

The proponent has offered a contribution of $150,000 towards a suggested link from Gelibolu Parade (Auburn) through to Church St (Lidcombe). However, as previously indicated, it may not be physically feasible to create a one way vehicular link as proposed, at least without the inclusion of State Rail land, due to the limited space between Wyatt Park and the PCYC building and the rail corridor. Details for the proposed alignment have previously been requested of the proponent, but not provided. The cost associated with the road link would be significantly more than $150,000 and very substantial with the acquisition of State Rail land. It is recommended that following the receipt of cost estimates for the St Hilliers Road/Rawson Street intersection upgrade that a revised offer be discussed with the proponent with a view to seeking a proportional contribution.

CONCLUSION

The View Line Analysis undertaken for Council found that the site at 2 Percy Street Auburn could accommodate a larger building form associated with an FSR of 1.2:1, without interrupting the 7 significant view lines to the Gallipoli Mosque.

Council’s strategic traffic modelling and analysis indicates that this Planning Proposal could proceed without a significant impact on the surrounding road network if the identified intersections upgrades were undertaken. The traffic study recommended
that the intersection upgrade works ideally be undertaken prior to 2021. The Rawson Street/Station Road intersection upgrade is unable to occur until the property on the south eastern corner of this intersection is redeveloped. The more urgent St Hilliers Road/Rawson Street intersection is under the control of the RMS, and would require their agreement as well as land acquisition of property immediately south of this intersection to facilitate this upgrade.

The feasibility of providing the Gelibolu Parade to Church Street link has yet to be verified, and is problematic. Overall, the Study indicates that the upgrade of the St Hilliers Road/Rawson Street intersection is the most critical upgrade work required to address traffic movements and delays associated with this precinct.

In light of these findings, further negotiation with the proponent in terms of their public benefit offer is required, and a focus on facilitating the upgrade of the St Hilliers Road/Rawson Street intersection, via land dedication and possibly proportionate funding is recommended.

In light of these two studies it is considered reasonable to proceed to formal community consultation with a proposed FSR of 1.2:1, in conjunction with the Gateway determined maximum building height of 12m proposed for the site.

ATTACHMENTS

1. Council Meeting Minute - 6 September 2017
2. Gateway Determination
3. Proposed Intersection Upgrade works
DOCUMENTS ASSOCIATED WITH REPORT C07/19-130

Attachment 2
CLPP Report and Minutes 20
June 2019
Extraordinary Cumberland Local Planning Panel Meeting
20 June 2019

Minutes of the Extraordinary Cumberland Local Planning Panel Meeting held at Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Thursday 20 June 2019.

PRESENT:
Stuart McDonald, Michael Ryan, Chris Young and Paul Moulds AM.

IN ATTENDANCE:
Monica Cologna, Glenn Weekley, Esra Calim and Olivia Shields.

NOTICE OF LIVE STREAMING OF CUMBERLAND LOCAL PLANNING PANEL MEETING
The Chairperson advised that the Cumberland Local Planning meeting was being streamed live on Council’s website and members of the public must ensure their speech to the Panel is respectful and use appropriate language.

The meeting here opened at 12:31p.m.

DECLARATIONS OF INTEREST:

Mr Stuart McDonald declared an interest in relation to Item 044/19 - Auburn and Lidcombe Town Centres Planning Controls Strategy, as he is acting for Council in regards to a development site in Northumberland Road, Auburn, within Precinct 18 of the study area, which is subject to an appeal to the Land and Environment Court. In consultation with Council’s solicitors, Mr Stuart McDonald has determined to have no involvement in the Panel’s consideration of Precinct 18 and Mr Chris Young will Chair this part of the meeting.

Mr Paul Moulds AM declared an interest in relation to Item 044/19 - Auburn and Lidcombe Town Centres Planning Controls Strategy as he manages a building and programs on a site that lies in one of the Precincts in Auburn considered in this application, the Salvation Army located at 199-170 South Parade, Auburn. Mr Paul Moulds AM will not participate in the Panels consideration of this particular precinct being Precinct 6.

ADDRESS BY INVITED SPEAKERS:

The following persons had made application to address the Cumberland Local Planning Panel meeting:

<table>
<thead>
<tr>
<th>Speakers</th>
<th>Item No. Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rev Graham Guy</td>
<td>Auburn and Lidcombe Town Centres Planning Controls Strategy</td>
</tr>
</tbody>
</table>

Page 1
Kerryn Stanton  Auburn and Lidcombe Town Centres Planning Controls Strategy
Tony Oldfield  Auburn and Lidcombe Town Centres Planning Controls Strategy
Matthew Daniel  Auburn and Lidcombe Town Centres Planning Controls Strategy
Peter Smith  Auburn and Lidcombe Town Centres Planning Controls Strategy
James Matthews  Auburn and Lidcombe Town Centres Planning Controls Strategy
Stephen Earp  Planning Proposal for an Additional Permitted use of Educational Establishment at 2 Percy Street, Auburn.

The Chairperson enquired to those present in the Gallery as to whether there were any further persons who would like to address the Panel and no further persons presented themselves.

The open session of the meeting here closed at 1:28p.m.

The closed session of the meeting here opened at 1:27p.m.
ITEM LPP044/19 - AUBURN AND LIDCOMBE TOWN CENTRES PLANNING CONTROLS STRATEGY

RECOMMENDATION

1. The Panel has made the following recommendations in the tables below having considered the public submissions presented at the Local Planning Panel meeting in addition to the written submissions received, particularly in regards to the reduction in floor space ratios.

2. The Panel acknowledges and supports the position of the Department of Planning and Environment and the advice of the Council Officers that the reduction of existing floor space ratios within the Auburn and Lidcombe town centres is not a practicable strategic solution.

3. The Panel recommends to the Council that in developing detailed planning controls for both of the town centres that it introduce the following:

   a. That a minimum FSR of 0.5:1 be non-residential uses in the following precincts in the core of both town centres:

      i. Precincts 1, 2, 3, 4, 5, 12, 13, 14 and 16 in Auburn town centre
      ii. Precincts 1, 2, 3, 8, 9, 10, 14, and 15 in Lidcombe town centre

   b. Minimum lot sizes as a prerequisite to achieve maximum FSR and building height.

   c. Comprehensive built form development controls including but not limited to appropriate street wall heights, setbacks of towers above street wall podiums, active street frontages and façade design.

4. The Panel recommends the joint exhibition of any future Planning Proposal and associated DCP if practicable.

### Auburn Town Centre

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Planning officer Recommended controls</th>
<th>CLPP Recommendation June 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precinct 1</td>
<td>Zoning: B4 Mixed Use FSR: 5:1 Height: 70m</td>
<td>1. Support Council Officers recommendation regarding FSR but not height. 2. With regard to height the Panel recommends the exhibited height of 60m maximum for the reason of general consistency with</td>
</tr>
<tr>
<td>Precinct</td>
<td>Zoning</td>
<td>FSR</td>
</tr>
<tr>
<td>----------</td>
<td>-------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>2</td>
<td>B4 Mixed Use</td>
<td>5:1</td>
</tr>
<tr>
<td>3</td>
<td>B4 Mixed Use</td>
<td>5:1</td>
</tr>
<tr>
<td>4</td>
<td>B4 Mixed Use</td>
<td>3.75:1</td>
</tr>
<tr>
<td>5</td>
<td>B4 Mixed Use</td>
<td>2.4:1</td>
</tr>
<tr>
<td>6</td>
<td>B4 Mixed Use</td>
<td>5:1</td>
</tr>
<tr>
<td>7</td>
<td>B4 Mixed Use</td>
<td>3:1</td>
</tr>
<tr>
<td>8</td>
<td>B4 Mixed Use</td>
<td>5:1</td>
</tr>
<tr>
<td>9</td>
<td>B4 Mixed Use</td>
<td>5:1</td>
</tr>
</tbody>
</table>

other land identified in the immediate locality with an FSR of 5:1.

3. The Panel also does not support the land owner request for FSR of 9:1 and height of 90m for reasons outlined in the CIHAP meeting minutes dated 24 August 2016.
<table>
<thead>
<tr>
<th>Precinct</th>
<th>Planning officer Recommended controls</th>
<th>CLPP Recommendation June 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precinct 10</td>
<td>Zoning: B4 Mixed Use</td>
<td>Supports Council Officers recommendation</td>
</tr>
<tr>
<td>Queen St, Susan Street, Beatrice Street, Marion Street</td>
<td>FSR: 3:1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Height: 27m</td>
<td></td>
</tr>
<tr>
<td>Precinct 11</td>
<td>Zoning: B4 Mixed Use</td>
<td>Supports Council Officers recommendation</td>
</tr>
<tr>
<td>Karr Parade, Marion Street, Queen Street</td>
<td>FSR: 3:1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Height: 32m</td>
<td></td>
</tr>
<tr>
<td>Precinct 12</td>
<td>Zoning: B4 Mixed Use</td>
<td>Supports Council Officers recommendation</td>
</tr>
<tr>
<td>Station Road, Kerr Parade, Auburn Road</td>
<td>FSR: 2.4:1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Height: 27m</td>
<td></td>
</tr>
<tr>
<td>Precinct 13</td>
<td>Zoning: B4 Mixed Use</td>
<td>1. Supports Council Officers recommendation regarding FSR but not height</td>
</tr>
<tr>
<td>northern side of Rawson Street and west of Station Road</td>
<td>FSR: 5:1</td>
<td>2. With regard to height the Panel recommends the exhibited height of 55m maximum for the reason of general consistency with land to the west in Precinct 14</td>
</tr>
<tr>
<td></td>
<td>Height: 65m</td>
<td></td>
</tr>
<tr>
<td>Precinct 14</td>
<td>Zoning: B4 Mixed Use</td>
<td>Support Council Officers recommendation</td>
</tr>
<tr>
<td>Mid-block between Macquarie and Northumberland Roads</td>
<td>FSR: 5:1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Height: 55m</td>
<td></td>
</tr>
<tr>
<td>Precinct 15</td>
<td>Zoning: B4 Mixed Use</td>
<td>Support Council Officers recommendation</td>
</tr>
<tr>
<td>mid-block between Station and Northumberland Road</td>
<td>FSR: 5:1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Height: 38m</td>
<td></td>
</tr>
<tr>
<td>Precinct 16</td>
<td>18a (north) Zoning: B4 Mixed Use</td>
<td>Support Council Officers recommendation</td>
</tr>
<tr>
<td>16a north of Rawson Street</td>
<td>FSR: 3.6:1</td>
<td></td>
</tr>
<tr>
<td>18b (south) Zoning: B4 Mixed Use</td>
<td>FSR: defer consideratio</td>
<td></td>
</tr>
<tr>
<td>16b south of Rawson St</td>
<td>Height: 38m</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Height: defer consideratio</td>
<td></td>
</tr>
</tbody>
</table>
## Lidcombe Town Centre

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Planning officer Recommended controls</th>
<th>CLPP Recommendation June 2019</th>
</tr>
</thead>
</table>
| Precinct 1 | Zoning: B4 Mixed Use  
FSR: 5:1  
Height: 70m | 1. Support Council Officers recommendation regarding FSR but not height.  
2. With regard to height the Panel recommends the exhibited height of 60m maximum which will be consistent with the previous CIHAP recommendation. |
| Precinct 2 | Zoning: B4 Mixed Use  
FSR: 5:1  
Height: 65m | 1. Support Council Officers recommendation regarding FSR but not height.  
2. With regard to height the Panel recommends the exhibited height of 50m maximum which will be consistent with the previous... |
## Precinct 3

3a: fronting Railway Street between station and Mark Street  
3b: Mark, Railway, Raphael, Devey, Marsden Streets  
3c: east of Joseph Street and around Taylor Street  
3d: Bridge, Joseph and Vaughan Streets

<table>
<thead>
<tr>
<th>Zoning: B4 Mixed Use FSR: 5:1</th>
<th>C/HP recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>3a: Height: 60m</td>
<td>1. Support Council Officers recommendation regarding height in precinct 3c.</td>
</tr>
<tr>
<td>3b: Height: 50m</td>
<td>2. Recommends maximum height of 55m for precincts 3a and 3b and 45m for precinct 3b all as exhibited and as previously recommended by C/HP.</td>
</tr>
<tr>
<td>3c: Height: 38m</td>
<td></td>
</tr>
<tr>
<td>3d: Height: 65m</td>
<td></td>
</tr>
</tbody>
</table>

## Precinct 4

Marsden-Devey, Mark, James and Raphaeel Streets

| Zoning: B4 Mixed Use FSR: 5:1 Height: 38m | Support Council Officers recommendation. |

## Precinct 5

Between Taylor Street and Remembrance Park

| Zoning: B4 Mixed Use FSR: 5:1 Height: 32m | Support Council Officers recommendation. |

## Precinct 6

B4 zoned land south west of Kerrs Road and Joseph Street

| Zoning: B4 Mixed Use FSR: 5:1 Height: 38m | Support Council Officers recommendation. |

## Precinct 7

Kerr's Road, Olympic Drive, Raymond Street East, Joseph Street

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Recommends height maximum 20m for the reason of consistency with R4 zone land adjoining to the east and to achieve a more appropriate interface with existing R2 low density residential zoned land adjoining to the south.</td>
</tr>
<tr>
<td>Precinct</td>
<td>Recommended controls</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------</td>
</tr>
</tbody>
</table>
| **Precinct 8**<br>8a north east of Mary and Board Streets, south of Dodson Avenue<br>8b Church, John and Mary Streets<br>8c east of John Street (Dooleys)
| Zoning: B4 Mixed Use<br>FSR: 5:1 8a Height: 38m | 1. Support Council Officers recommendation regarding 8a and 8b but not 8c. |
| 8b Height: 55m | 2. With regard to height in 8c the Panel recommends the exhibited height of 60m maximum for the reason of general consistency with land to the east of John Street and fronting Church Street. |
| 8c Height: 70m | |
| **Precinct 9**<br>Western half of Dooleys site
| Zoning: B4 Mixed Use<br>FSR: 5:1<br>Height: 70m | 1. Support Council Officers recommendation regarding FSR but not height. |
|  | 2. With regard to height the Panel recommends the exhibited height of 60m maximum as this is the existing control. |
| **Precinct 10**<br>Ann Street, Olympic Drive, Board Street
| Zoning: B4 Mixed Use<br>FSR: 3.5:1<br>Height: 38m | Supports Council Officers recommendation |
| **Precinct 11**<br>Ann Street, Olympic Drive, Child Street
| Zoning: R4 High Density Residential<br>FSR: 3:1<br>Height: 32m | Supports Council Officers recommendation |
| **Precinct 12**<br>Childs, John, and Ann Streets (east of John Street)
<p>| Zoning: B4 Mixed Use&lt;br&gt;FSR: 5:1&lt;br&gt;Height: 38m | Supports Council Officers recommendation |</p>
<table>
<thead>
<tr>
<th>Precinct</th>
<th>Recommended controls</th>
<th>CLPP Recommendation June 2019</th>
</tr>
</thead>
</table>
| Precinct 13  
North of Chilcot Street, east of John Street | Zoning: R4 High Density Residential  
FSR: 2:1  
Height: 20m | Support Council Officers recommendation. |
| Precinct 14  
Mid-block between Church and Mary Streets | Zoning: B4 Mixed Use  
FSR: 5:1  
Height: 38m | Support Council Officers recommendation. |
| Precinct 15  
15a Doddson Ave, Frederick and Mary Streets  
15a mid-block south of Mary Street, between Mary-Church Streets | 15a Zoning: R4 High Density  
FSR: 2:1  
Height: 29m | Support Council Officers recommendation. |
| Precinct 15 east 31  
and 33 Mary Street (now included as part of Precinct 15) | Zoning: R4 High Density  
FSR: 2:1  
Height: 20m | Support Council Officers recommendation. |
| Precinct 16  
Mary, Swete, Mills (E), and Frederick Streets (now extends to southern side of Mills Street) | Zoning: R4 High Density  
FSR: 2:1  
Height: 20m | Support Council Officers recommendation. |
| Precinct 17  
Vaughan Street, Olympic Drive, Kerrs Road | Zoning: R4 High Density Residential  
FSR: 2:1  
Height: 20m | Support Council Officers recommendation. |

For: Stuart McDonald (Chairperson) (with the exception of Precinct 18 Auburn), Michael Ryan, Chris Young and Paul Moulds AM (with the exemption of Precinct 6 Auburn).
In relation to Precinct 6 Auburn Paul Moulds AM took no part in the discussion and consideration. In relation to Precinct 18 Auburn, Stuart McDonald took no part in the discussion and consideration. Chris Young Chaired the Panel's consideration of Precinct 18.

Against: Nil.

ITEM LPP045/19 - PLANNING PROPOSAL FOR AN ADDITIONAL PERMITTED USE OF EDUCATIONAL ESTABLISHMENT AT 2 PERCY STREET, AUBURN

RECOMMENDATION:

1. The Panel advises the Council as follows:

   a. That Council's attention be drawn to the proposed use being inconsistent with the objectives of the current IN2 Light Industrial zone.

   b. The proposed student population together with teachers and support staff appears to be an excessive scale of development given the size and constraints of the site and the locality.

   c. An educational establishment may be an acceptable land use on the site and recognises the demand for such a facility within the community subject to the above.

2. The Panel recommends that the Council consider the above advice, and in particular items 1a and 1b when determining the form of the Planning Proposal in achieving the objective of the proposed educational establishment on the site.

For: Stuart McDonald (Chairperson), Michael Ryan, Chris Young and Paul Moulds AM

Against: Nil.

The closed session of the meeting here closed at 4:40p.m.

The open session of the meeting here opened at 4:41p.m. The Chairperson delivered the Cumberland Local Planning Panel’s resolutions to the Public Gallery.

The meeting terminated at 4:45p.m.

Signed:

Stuart McDonald
Chairperson
DOCUMENTS ASSOCIATED WITH REPORT C07/19-130

Attachment 3
Comments from Roads and Maritime Services
From: Rachel Davis
Sent: 23 May 2019 2:54 PM
To: Harinee De Silva
Cc: Laura Van putten
Subject: RMS response - SYD18/01166/06 Submission of Addendum 1 for RMS review - Draft Gelibolu Traffic and Access Study

Hi Harinee

Reference is made to your email below dated 3 May 2019. Roads and Maritime has reviewed the Addendum Traffic and Access Study and provides the following advisory comments for Council's consideration:

**Assumptions**
- **Traffic data comparison:** The Addendum study has provided an average of three days' worth of peak period traffic data from SCATS to justify use of the Friday data surveyed (as a worst case traffic scenario). However this has included ANZAC day traffic data (25 April 2018). Roads and Maritime advises that ANZAC day traffic volume data should not be included in the comparison of peak hour traffic volumes. As Council would appreciate, ANZAC day traffic volumes are not representative of a typical peak traffic scenario. Roads and Maritime would have anticipated the consultants would have excluded it from the average 'worst case' calculations but apologises for the oversight in providing SCATS data that included 25 April 2018 amongst the days.

**GHD (1):** The data of 25 April 2018 was included since it was one of the three days of data provided by RMS. It is now excluded in the analysis with the results provided in GHD (2).

Averaging the traffic data inclusive of ANZAC day is likely to skew the average significantly and understate typical traffic on the network in peak periods. It would appear that the data provided for the other two dates, being 21 November 2018 and 25 July 2018, both recorded higher volumes than the Friday peaks surveyed. Therefore it is recommended that the higher volumes are used as these are more representative of worst case traffic.

**GHD (2):** A quick review of the data shows that the exclusion of Anzac day data will result in the same conclusion that the traffic volume on Friday is generally higher. Accordingly the data provides a robust analysis. The results are summarised below:
**Heavy vehicle composition review:** RMS seeks clarification regarding the source of the Heavy vehicle percentage data. The addendum report states this is from '2018 classified traffic counts'. If this is referring to an RMS traffic counter, please provide the count station number. Based on a preliminary review by RMS of data available at a count station to the north, the heavy vehicle percentage appears to be in excess of the 8% assumed.

GHD [3]: It is the classified intersection counts collected by Matrix (on behalf of GHD and Council) on 24 November 2017. The data is attached and can be provided to RMS if approved by Council.
Modelling:

- The traffic signals were adjusted to 130 seconds as per discussions with RMS and results provided in the addendum. It is noted that the right turn movement from Booree Street onto St Hilliers Road was operating at LoS F at 4-5pm in 2026 option 3 after the signal adjustment. Given this, justification should be also provided in report to state the impact from proposed development to the state road corridor and/or details of mitigation measures proposed.

GHD [4]: The traffic delay at the eastern approach (Rawson Street) was predicted to be 70 seconds, just reach the threshold of LoS F. It is anticipated that with the intersection performance predicated as LoS D - operating within the capacity, spare green time is available to this particular movement and improve it to LoS E or better.

- It is suggested that the further traffic signal optimisation can be modelled and finalised in the design stage of the project. It should be noted the traffic flows at eastern approach (Booree Street or Station Street) are predominantly through traffic rather than development traffic.

- The results of Station Road intersection: the westbound traffic along Rawson Street (see below) will increase from approx. 130 veh/hr to 170 veh/hr and 130 veh/hr (20%) to 230 veh/hr (50%) from base year to 2026 in AM and PM peak respectively. There remains a concern that there will be a queue spilling back from Northumberland Road intersection to Station Road (about 120m apart) due to the lane reduction near Northumberland Road. Therefore it is recommended that a SIDRA model is undertaken for the Northumberland Road intersection. This is recommended to capture the impact of the queueing between intersections to more accurately determine the traffic conditions to avoid under-scoping or over-scoping any upgrades proposed at adjoining intersections.

<table>
<thead>
<tr>
<th>AM Model</th>
<th>7-8AM</th>
<th>8-9AM</th>
<th>PM Model</th>
<th>4-5PM</th>
<th>5-6PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>WB Traffic (Veh)</td>
<td>WB Traffic (Veh)</td>
<td>LoS</td>
<td>WB Traffic (Veh)</td>
<td>LoS</td>
<td>WB Traffic (Veh)</td>
</tr>
<tr>
<td>Base</td>
<td>584</td>
<td>399</td>
<td>Base</td>
<td>477</td>
<td>399</td>
</tr>
<tr>
<td>2021</td>
<td>687</td>
<td>500</td>
<td>2021</td>
<td>581</td>
<td>548</td>
</tr>
<tr>
<td>2026</td>
<td>718</td>
<td>565</td>
<td>2026</td>
<td>614</td>
<td>653</td>
</tr>
</tbody>
</table>

GHD [5]: can prepare the SIDRA modelling of Northumberland Road | Rawson Street intersection in the same network model with Station Street | Rawson Street intersection. Please provide instructions to commence if you would like this to go ahead.

- It is noted that the Gateway determination for the planning proposal for 2 Percy Street Auburn (DPE Ref: PP_2017_CUMBE_004_00 - Additional permitted use for Educational Establishment) requires under conditions 1(d) and 1(e) that Council completes the updated traffic study for the Gelibolu precipit and updates the planning proposal for 2 Percy Street Auburn to align with the findings of the Gelibolu Study, prior to community consultation. Roads and Maritime understands that this is creating delays to the exhibition of that planning proposal.
To prevent undue delay to the planning proposal for 2 Percy Street, Roads and Maritime suggests that Council may wish to seek an amendment to the Gateway determination (Condition 1(d)), as Roads and Maritime notes that the Gelibolu Study is unlikely to identify road upgrades that would have any direct impact or land dedication requirement for the 2 Percy Street site. Condition 1(e) would then also require amendment insofar as it relates to the Gelibolu traffic study, noting that the traffic study for this planning proposal may still need to be amended in consultation with TfNSW, prior to exhibition, to remove reference to a Church Street extension over Sydney Trains land which Roads and Maritime understands is not supported. Further, the access arrangements to 2 Percy Street for bus access may need to be reconsidered to ensure bus turnaround areas are accommodated within the site or on the local road network to the satisfaction of Council and TfNSW.

Should you have any questions or further enquiries in relation to this matter, my contact details are below or email:

Roads and Maritime looks forward to reviewing the additional information/clarifications.

Kind regards
Rachel
DOCUMENTS
ASSOCIATED WITH
REPORT C07/19-130

Attachment 4
Comments from Transport for New South Wales
From: Billy Yung  
Sent: 13 June 2019 11:16 AM  
To: Harinée De Silva; Mark O’anga  
Cc: Rachel Davis; Glen Weekley  
Subject: RE: 2 Percy Street Planning Proposal

Hi Harinée,

Thanks for your time this morning. We have no further issue to add to the RMS’s response. It is noted that Council has instructed the proponent to amend the TIA to remove the Church Street Link proposal and also to address the RMS/TfNSW comments raised in our 4 Dec letter. In this regard we would like to remind that analysis (if any) associated with the Church Street Link proposal should also be updated and the same applies to the document of the planning proposal. As discussed, we have no comment to raise in relation to the way-forward proposed by Council.

Kind regards,

Billy

Billy Yung  
Senior Transport Planner | Land Use Planning & Development  
Customer Strategy & Technology  
Transport for NSW
DOCUMENTS ASSOCIATED WITH REPORT C07/19-130

Attachment 5
Gateway Determination
Mr Hamish McNulty
Acting General Manager
Cumberland Council
PO Box 42
MERRYLANDS NSW 2160

Dear Mr McNulty

Planning proposal PP_2017_CUMBE_004_00 to amend Auburn Local Environmental Plan 2010

I am writing in response to Council’s request of 27 November 2017 for a Gateway determination under section 56 of the Environmental Planning and Assessment Act 1979 (the Act) and additional information received on 4 December 2017 in respect of the planning proposal to permit an educational establishment at 2 Percy Street, Auburn.

As delegate of the Greater Sydney Commission, I have now determined the planning proposal should proceed subject to the conditions in the enclosed Gateway determination.

The Gateway determination requires that Council review and consider the proposed floor space ratio controls should the proponent be able to demonstrate a suitable built form outcome by further urban design testing to Council’s satisfaction. Council is also requested to update the planning proposal to consider further traffic modelling being completed by Council for the broader precinct, and to undertake early consultation with Transport for NSW and Roads and Maritime Services.

I have agreed, as delegate of the Secretary, that the planning proposal’s inconsistency with section 117 Direction 4.3 Flood Prone Land is of minor significance.

Plan-making powers were delegated to councils by the Minister in October 2012. I note that Council has not requested delegation to finalise the plan. I have considered the nature of the planning proposal and decided not to issue authorisation to exercise delegation in this instance given the potential impact on the regional road network and the state significant development application being assessed by the Department of Planning and Environment.

The amending LEP is to be finalised within 12 months of the date of the Gateway determination. Council should aim to commence the exhibition of the planning proposal as soon as possible. Council’s request for the Department to draft and finalise the LEP should be made eight weeks prior to the projected publication date.

The state government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing...
clear and publicly available justification for each plan at an early stage. To meet these commitments, the Greater Sydney Commission may take action under section 54(2)(d) of the Act if the time frames outlined in this determination are not met.

Should you have any further enquiries about this matter, I have arranged for Mr Sebastian Tauni of the Department’s Sydney Region West team to assist you. Mr Tauni can be contacted on 8217 2018.

Yours sincerely

Stephen Murray
Executive Director, Regions
Planning Services

Enc: Gateway determination
Gateway Determination

Planning Proposal (Department Ref: PP_2017_CUMBE_004_00): to permit educational establishment as an additional permissible use at 2 Percy Street Auburn.

I, the Executive Director, Regions at the Department of Planning and Environment, as delegate of the Greater Sydney Commission, have determined under section 56(2) of the Environmental Planning and Assessment Act 1979 (the Act) that an amendment to Auburn Local Environmental Plan (LEP) 2010 to permit educational establishment as an additional permissible use at 2 Percy Street, Auburn should proceed subject to the following conditions:

1. Prior to undertaking community consultation, Council is required to:
   (a) amend the planning proposal to provide more justification regarding the proposed additional permitted use rather than applying a land use zone that permits educational facilities;
   (b) prepare a Phase 1 – Preliminary Site Contamination Investigation Study for the site in accordance with the Managing Land Contamination Planning Guidelines (Environment Protection Authority, 1998);
   (c) review and consider the proposed floor space ratio control should the proponent be able to demonstrate through urban design testing to Council's satisfaction that additional floor space can be supported at the site;
   (d) complete the updated traffic study for the Gelibolu precinct and update the planning proposal in accordance with the findings/recommendations of the study;
   (e) on completion of condition 1(d), the planning proposal is to be referred to Transport for NSW and the Roads and Maritime Services, and amended in accordance with any comments received; and
   (f) confirm local and state infrastructure requirements (including improvements for traffic, parking, transport, recreation and community facilities) to support the additional use.

2. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:
   (a) the planning proposal must be made publicly available for a minimum of 28 days; and
   (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of A guide to preparing local environmental plans (Department of Planning and Environment 2016).
3. Consultation is required with the following public authorities and organisations under section 56(2)(d) of the Act and/or to comply with the requirements of relevant section 117 Directions:

- Department of Education;
- Department of Industry – Crown Lands and Water Division; and
- Office of Environment and Heritage – Floodplain Division.

Each public authority/organisation is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.

4. Prior to finalisation, review the proposed height of building control having regard to the findings of the view-line analysis being carried out as part of the Auburn and Lidcombe Town Centres Strategy being undertaken by Council.

5. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example in response to a submission or if reclassifying land).

6. The time frame for completing the LEP is to be 12 months following the date of the Gateway determination.

Dated 20th day of February 2018

[Signature]

Stephen Murray
Executive Director, Regions Planning Services
Department of Planning and Environment
Delegate of the Greater Sydney Commission
DOCUMENTS ASSOCIATED WITH REPORT C07/19-130

Attachment 6
Applicant Traffic and Transport Advice
LETTER

Transport Engineering

REF: N124471

DATE: 17 April 2019

International Maaiif Schools of Australia
2 Percy Street
AUBURN NSW 2144

Attention: Izzet Amnak (Assistant Project Manager)

Dear Izzet,

RE: 2 PERCY STREET, AUBURN – RESPONSE TO COMMENTS FROM TfNSW

GTA Consultants (GTA) completed a transport impact assessment (reference N124471 dated 08/08/18) to support the development application (DA) for the proposed new independent, coeducational school (K-12) known as the International Maaiif Schools of Australia (IMSA) – Gallipoli Campus at 2 Percy Street, Auburn.

Subsequent to this, Transport for NSW (TfNSW) has reviewed the assessment and provided the following comments with regard to transport issues in the context of the DA.

Drop-off/pick-up zone on Percy Street and Gelibolu Parade

- Tables 2.4 and 2.5 indicate the current parking demand within the nearby Council car park is low during both AM and PM peak hours. There is potential for the car park to be used for picking up/dropping off of students in addition to the proposed drop-off/pick-up zone. If the car park remains open for general traffic.

- Figure 3.3 indicates that vehicles coming from north of Percy Street would be required to detour through Council's car park to access the drop-off/pick-up zone proposed on the western side of Percy Street. This is an assumption made on the basis of using the Council car park as a traffic route.

- Some southbound drivers are likely to make a U-turn at the end of Percy Street where it intersects with Gelibolu Parade in order to access the proposed school drop-off zone on Percy Street. Buses leaving the drop-off/pick-up zone on Gelibolu Parade and traffic exiting from the Council car park would also pass through this location.

- Figure 3.5 shows the proposed treatments to improve safety for pedestrians near the subject site, notably a new pedestrian crossing over Percy Street to connect the footpath adjoining the subject site with Council's car park.

Drop-off/pick-up zone for school buses on Church Street

- Figures 3.4 and 3.6 show that buses leaving the proposed drop-off/pick-up zone on Church Street would be required to use the adjoining land (i.e. PCYC/Leichhardt Oval) as a turnaround space. This is an assumption made on the basis of using land that is not within control of the applicant for regular school bus services. The applicant should give consideration of the possibility that land would not be available, notwithstanding the necessary agreement to be sought with the land owner.

This letter has been prepared to address TfNSW's comments.
Drop-off/pick-up zone on Percy Street and Gelibolu Parade

Following consultation with relevant stakeholders, the proposed access strategy to the school has been revised to encourage one way circulating drop off and pick up activity. Review of the feature level survey indicates there is not adequate carriageway width to have a formal pick-up and drop-off area while still maintaining two travel lanes on Gelibolu Parade. As such, it is proposed to consolidate all pick-up and drop-off activity along the Percy Street frontage of the site. Parents/caregivers will be advised to enter the area only through St Hiliers Road and Gelibolu Parade and exit only from Percy Street to Boores Street. This will minimise the use of the Council car park on Percy Street as a pick up/drop off area and in turn minimise potential conflicting movements at the Percy Street/Gelibolu Parade intersection. The proposed access strategy is shown indicatively in Figure 1 and will form part of the school’s operation management plan.

Figure 1: School access strategy

It is noted that there could be some drop off/pick up activity on Church Street from people travelling to/from the south. As detailed in the TIA (reference N124471 dated 08/08/18), a school crossing is proposed on Percy Street adjacent to the site to provide a safe crossing location for people walking/cycling between the school and Church Street. Allowing for an offset from the proposed pedestrian crossing, a pick up and drop off zone along the frontage of the site on Percy Street would accommodate around 11 car spaces plus one space for a school bus (24-seater mini bus) at the northern end. The proposed pick up and drop off area, along with the indicative location of the school crossing is shown in Figure 2.
Based on the pick-up and drop off area for 11 spaces and assuming an average dwell time of two minutes per vehicle, this results in capacity for up to 330 vehicles per hour. As detailed in the TIA (reference N124471 dated 08/08/18), it is anticipated that at the ultimate stage for both primary and secondary schools that around 200 vehicles per hour would pick up or drop off passengers in the AM or PM peak hours respectively. As such, the provision is considered acceptable noting that some of this activity would also take place in Church Street for vehicles travelling to and from the south. In addition, attendance at before and after school care would disperse traffic generation over an extended period of time reducing the peak demand further. There is also an opportunity for the school to stagger the primary and secondary school start and finish times in order to reduce any impact further if required.

It is anticipated that the school will result in a demand for up to two buses (24-seater mini bus) using the Percy Street bus zone during each school peak, with Church Street also accommodating up to two more buses. Given the proposal only involves space for one bus on Percy Street, bus scheduling will be required to ensure the two buses don’t arrive at the same time.

**Drop-off/pick-up zone for school buses on Church Street**

The original TIA (reference N124471 dated 08/08/18) detailed school buses using the land adjoining Lidcombe Oval to turn around. As mentioned previously, school buses will likely involve 24-seater mini buses. A swept path assessment has been completed which indicates that a seven-metre mini bus will be able to turn around at the end of Church Street in one manoeuvre. This is shown in Attachment 1. Larger mini buses will be required to perform a three-point turn to turn around, however this is still considered acceptable given the function of Church Street.

I trust the above provides the necessary information. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

**GTA CONSULTANTS**

Karen McNatty
Associate Director
cvi.

Attachment 1 – Swept Path Assessment
Appendices

Swept Path Assessment
Item No: C07/19-131

PLANNING APPROACH FOR WOODVILLE ROAD CORRIDOR

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: S-57-48
Community Strategic Plan Goal: A resilient built environment

SUMMARY

The former Parramatta City Council prepared the Draft Woodville Road Planning Strategy in 2015 in response to ongoing community requests to up-zone land along Woodville Road. This strategy was publicly exhibited in early 2016 by the former Parramatta City Council and transferred to Cumberland Council as part of the amalgamation process.

More recently, the Woodville Road corridor has been identified in the Draft Cumberland 2030: Our Local Strategic Planning Statement as a strategic corridor to provide land use opportunities for housing and jobs, supported by government investment.

A staged planning approach has been identified to progress land use planning for the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements. This approach enables Council to progress targeted initiatives in the short term while continuing our longer term strategic planning along the corridor.

Endorsement is sought from Council on targeted changes to planning controls that can be progressed in alignment with the new Cumberland Local Environmental Plan. These include zoning designation for 264 Woodville Road, Merrylands (John Cootes site), and planning controls for existing medium and high density residential development along the Woodville Road corridor.

RECOMMENDATION

That Council:

1. Endorse the land use planning approach for the Woodville Road corridor; and

2. Endorse that Stage 2 initiatives are included in the preparation of the new Cumberland Local Environmental Plan.
BACKGROUND

The former Parramatta City Council prepared the Draft Woodville Road Planning Strategy (the Draft Strategy) in 2015 in response to ongoing community requests to up-zone land along Woodville Road. The Draft Strategy (Attachment 1) was publicly exhibited in early 2016 by the former Parramatta City Council. The Draft Strategy was transferred to Cumberland Council in 2016 as part of the amalgamation process.

The Woodville Road corridor is identified in the Draft Cumberland 2030: Our Local Strategic Planning Statement as a strategic corridor to provide land use opportunities for housing and jobs, supported by government investment.

PLANNING APPROACH

A staged planning approach has been identified to progress land use planning for the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements. This approach enables Council to progress targeted initiatives in the short term while continuing our longer term strategic planning along the corridor.

Stage 1: Continue with current initiatives

For the initial stage, work will continue on progressing planning proposals along the Woodville Road corridor that have previously been considered by Council. These planning proposals include:

- **Planning Proposal for 100 Woodville Road, Granville**
  Proposal to rezone the site to R3 Medium Density Residential and apply a Floor Space Ratio (FSR) control of 1:1 and a Height of Building control of 12m. The intended outcome of the proposal is to facilitate redevelopment of the existing convent and allow part of the site to be developed for medium density townhouses.

- **Planning Proposal for 264 Woodville Road, Merrylands (John Cootes site)**
  Proposal to rezone the site to B4 Mixed Use; increase the maximum permissible height of buildings to 31 metres or 9 storeys; and increase the FSR to 2.25:1. The intended outcome of the proposal is to facilitate the development of a neighbourhood centre on this site with up to 260 dwellings, 7,750m2 of retail and commercial floorspace and a community hub of 600sqm.

Stage 2: Initiatives as part of the new Cumberland Local Environmental Plan

The second stage of land use planning for the Woodville Road corridor is to focus on targeted changes to planning controls that can be progressed within the timeframes of the new Cumberland Local Environmental Plan. These initiatives include:

- **Zoning designation for 264 Woodville Road, Merrylands (John Cootes site)**
On 20 February 2019, Council resolved to proceed with the proposed B4 Mixed Use zone as discussed above, and to rezone the site to B2 Local Centre and RE1 Public Recreation as part of the preparation of the Cumberland Local Environmental Plan. This zoning designation reflects Council’s strategic approach to local centres and objectives of the Central City District Plan.

- **Planning controls for existing medium and high density residential development along Woodville Road corridor**

  There are a number of sites along the Woodville Road Corridor that are zoned R2 Low Density Residential but are already developed as medium or high density residential (Attachment 2). It is recommended that such properties fronting Woodville Road be rezoned to either R3 or R4 to reflect their existing and approved use, with height controls of 11m and Floor Space Ratio controls of 0.7:1 (R3) or 0.8:1 (R4), consistent with similar developments in the area.

**Stage 3: Further strategic planning**

The third stage is for Council to continue detailed planning for the Woodville Road corridor, align with NSW Government strategies and plans. These include the *Greater Sydney Region Plan, Central City District Plan* and *Future Transport 2056*.

Council will also consider future planning proposals along the Woodville Road corridor that align to strategic outcomes identified in *Cumberland 2030: Our Local Strategic Planning Statement*.

**Next Steps**

Subject to Council endorsement, the targeted initiatives identified in Stage 2 of the land use planning approach for the Woodville Road corridor will be progressed as part of the new Cumberland Local Environmental Plan. There will be an opportunity for further consideration of these initiatives by the Cumberland Local Planning Panel and by the community through the public exhibition of the new Cumberland Local Environmental Plan.

**COMMUNITY ENGAGEMENT**

The former Parramatta City Council exhibited the Draft Woodville Road Strategy from 24 February 2016 to 25 March 2016. In response, a total of 25 submissions were received, including three public authority submissions. Five submissions including a petition with 15 signatures expressed strong opposition to the draft strategy. A further 13 landowners expressed support for the draft strategy and requested that their land be included in any future up zoning.

Subject to Council endorsement, targeted land use initiatives identified in Stage 2 of the land use planning approach for the Woodville Road corridor will be placed on public exhibition as part of the new Cumberland Local Environmental Plan.
POLICY IMPLICATIONS

Policy implications are outlined in the main body of the report.

RISK IMPLICATIONS

There is minimal risk for Council associated with this report, with the recommended staged approach enabling further investigation and consideration by Council.

FINANCIAL IMPLICATIONS

There are minimal financial implications for Council associated with this report.

CONCLUSION

This report recommends a staged approach to progress land use planning for the Woodville Road corridor. Endorsement is sought on Stage 2 of the planning approach for targeted changes to planning controls as part of the new Cumberland Local Environmental Plan. Council will also progress further strategic planning for the corridor and consider planning proposals that align to strategic outcomes.

ATTACHMENTS

1. Draft Woodville Road Planning Strategy
2. Existing Medium and High Density Residential Developments fronting Woodville Road
Woodville Road Planning Strategy

Adopted by Parramatta City Council on 23 November 2015
Disclaimer

Please note that this Strategy does not alter or change the zoning or planning controls of any land. Any actions relating to rezoning or changing planning controls put forward in this Strategy need to go through their own statutory amendment process in accordance with the Environmental Planning and Assessment Act 1979.

Whilst the actions in this Strategy may be used to inform future Planning Proposal in the Woodville Ward of the Parramatta Local Government Area, they will not be used in the assessment of development applications. Development applications should refer to current planning controls or any relevant Planning Proposals which have been the subject of community consultation under the Environmental Planning and Assessment Act 1979.
Contents

1 Introduction
2 Background
3 Strategic Planning Context
4 Woodville Road Today
5 Strategic Advantages
6 Challenges
7 The Woodville Road Strategy
8 Council’s Role in Guiding the Vision
9 The Vision & Guiding Principles
10 Planning Framework – Key LEP & DCP Controls
11 Implementation
1 Introduction

The purpose of this Strategy is to inform a Planning Framework that will promote the revitalisation and renewal of Parramatta’s portion of Woodville Road in the current and future development market.

Parramatta’s portion of Woodville Road extends for four kilometres from Parramatta Road and the Auto-Alley precinct in the north to the water supply pipeline at Guildford in the south. It is a six lane, 25 metre wide arterial road managed by the New South Wales Roads and Maritime Services. Woodville Road functions as a major north-south connection, servicing 40,000 vehicles per day.

The low amenity generated by the high volume of traffic is a significant challenge in determining the most suitable land use alongside a busy transit corridor. This challenge prompted the zoning pattern to be revised within previous planning frameworks over the past two decades as attempts were made to determine the most suitable type of development for the corridor, and redefine the future strategic direction of Woodville Road.

The different approaches to planning along Woodville Road has resulted in a disjointed streetscape which ranges from established commercial uses, aging single detached dwellings, and newly constructed four-storey mixed use developments and residential flat buildings. Mixed use developments are in various locations on Woodville Road. Their bulk and scale is in excess of other existing development and appear as visually obtrusive infill development. The ground floor commercial and retail premises’ have a high vacancy rate suggesting the demand for strip retail and commercial uses in this locality are minimal.

Woodville Road has the opportunity to become a distinct ‘Southern Entry’ into the Parramatta CBD through the implementation of a new planning framework that considers and is responsive to the corridor’s strategic advantages, challenges and opportunities. The implementation of a suite of tailored planning controls informed by an urban design, traffic and economic analysis will ensure a suitable land use and density pattern is introduced that delivers a built form and development outcome that is successful in revitalising the area steadily overtime.
2 Background

In 2014 Parramatta City Council engaged Roberts Day Consultancy to lead a multidisciplinary urban design and planning study of Parramatta’s portion of Woodville Road to inform the most appropriate land use pattern for this section of the corridor. The study was in response to Action Priority A5.4 in the Parramatta City Council Corporate Plan 2013/2014 – 2016/2017 which is to review and prepare new planning controls for Woodville Road.

The study aimed to:

- Review the land use pattern & built form
- Conduct a high level traffic and economic analysis
- Identify the strategic advantages, opportunities, constraints, property economics and market conditions
- Recommend development scenarios for the future built form, design and amenity that are feasible in the short and long term market.

A preliminary traffic and economic study was conducted by GTA Traffic Consultants and Hill PDA Economic Consultants to inform the overall study recommendations prepared by Roberts Day Consultancy.

The core recommendations of the study have been considered, refined and formulated into this Strategy.

Study area

The Parramatta portion of Woodville Road extends for four kilometres from the Western Railway line near Parramatta Road to the water supply pipeline at Guildford in the south (refer to Figure 1). Throughout this Strategy, the term ‘Woodville Road’ is used to describe only the Parramatta portion of the Woodville Road corridor.

Woodville Road in its entirety extends through three Local Government Areas including Parramatta, Fairfield and Bankstown. It begins at the end of Church Street in the Auto Alley Precinct and travels through to the Hume Highway in Liverpool.

The area used for the purposes of the study extends between one and two blocks east and west of Woodville Road and traverses the suburbs of Granville, Merrylands and Guildford. This was to capture an area large enough to conduct a comprehensive review of the corridor, and provide options for an appropriate and complementary transition into the adjoining R2 Low Density Residential zoned neighbourhoods.

The Strategy primarily recommends changes to the planning controls along the properties fronting Woodville Road. However, the broader review enabled by this wider study area allowed Council to identify areas for further detailed investigation to ensure future development is appropriate and complementary to the growth of the existing Village Centres of Guildford and Merrylands and to the recommended higher density along Woodville Road. This will assist in facilitating the sustainable growth of the Woodville Ward within the Parramatta Local Government Area.
Figure 1 – Study Area
3 Strategic Context

Strategic Planning Context

The overarching policy framework for this strategy is informed by the State Government’s Metropolitan Plan, *A Plan for Growing Sydney*, released in 2014.

The Plan includes relevant employment and housing targets. The plan sets a target for 664,000 new dwellings by 2031. With regard to jobs targets, the plan indicates Greater Parramatta (which includes Westmead, Camellia, as well as the CBD) has the potential to reach 100,000 jobs over the next twenty years.

The *West Central Draft Subregional Strategy* released in 2007 provided more specific employment and dwelling targets for the region, however recently it has been superseded by sub-regional targets within the Metro Plan. The population of the West Central subregion is projected to grow by more than 478,800 people over the next 20 years generating the need for an additional 183,750 new homes.

The Metropolitan Plan recognises Parramatta as Sydney’s Western CBD with the centre identified to provide high density commercial and residential development (to assist with meeting the targets indicated above) in close proximity to transport, services, and recreational facilities to service the population of Greater Western Sydney. The significance of Parramatta provides the adjoining precincts and neighbourhoods with an important role in supporting Parramatta’s growth.

One of the Metropolitan Plan’s principles in managing Sydney’s growth is the importance of increasing housing choice around all centres through urban renewal in established areas. Whilst the Woodville Road corridor is not referenced specifically, the Woodville Road Strategy recognises the potential for the area to provide an increase in housing choice in an infill area in close proximity to the Parramatta CBD and a number of other local centres.

The Woodville Road Strategy is consistent with the key principles of the Metropolitan Plan relating to housing renewal and supply in infill areas, and specifically the following directions:

- Accelerate housing supply across Sydney
- Accelerate urban renewal across Sydney – providing homes closer to jobs
- Improve housing choice to suit different needs and lifestyles
- Revitalise existing suburbs

At a more local level, Council’s Community Strategy Plan, *Parramatta 2038 – Community Strategic Plan (2013)* aims to provide 50,000 new jobs in the Parramatta Local Government Area between 2013 and 2038 to support the needs and growth of Western Sydney. The study area therefore has the ability to contribute to housing to support this future employment growth.

The Parramatta City Council Corporate Plan 2013/2014 – 2016/2017 includes a list of principle activities and key actions to be delivered in the financial years listed
above. Under Action 5 Urban Vitality, Priority A5.4 is to review and prepare new planning controls for Woodville Road. The study and strategy is in response to this action priority and was initiated to inform the most appropriate land use pattern for the length of the corridor in Parramatta.

The Woodville Road Strategy recognises Woodville Road’s role in supporting Parramatta’s growth as Sydney’s Western CBD and its potential in transforming into a future inner-city neighbourhood providing dwellings for future workers within Parramatta.
4 Woodville Road Today

... In the Western Sydney Subregion

Woodville Road in its entirety extends for approximately 7.5 kilometres through three Local Government Areas including Parramatta, Fairfield and Bankstown. It begins at the end of Church Street in the Auto Alley Precinct and extends through to the Hume Highway in Liverpool. It is a Classified State Road managed by the Roads and Maritime Services (RMS) carrying approximately 40,000 vehicles a day. The road is a popular route for heavy vehicles transporting goods to and from South-West Sydney.

The corridor is an important north-south connection, providing access from South West Sydney through to the M4 Motorway to travel to Greater Western Sydney, the Sydney CBD, and Sydney Airport. It also provides a connection north through to James Ruse Drive linking parts of the South West to the North West Growth Centre. It will also provide a connection from South West Sydney to the future WestConnex Motorway which will commence at Parramatta Road.

The Woodville Road Strategy carefully considered the corridor’s role as a heavy vehicle route and an important north-south connection to other parts of Sydney when devising its recommended planning controls. The RMS has indicated that Woodville Road will continue to operate at its current capacity (if not greater) in the future, with future plans for development along the corridor needing to mitigate the amenity constraints and not interfere with traffic flow. Alternative vehicle access arrangements needed to be considered as part of the Strategy to encourage and facilitate access off local roads where possible, to minimise the interruption of traffic. In addition, consultation with RMS informed the future landscaping controls for the corridor, with street verges needing to remain clear to ensure no interference with traffic lights and signage and minimise safety issues should vehicles leave the road.

... In Parramatta

Parramatta’s four kilometre portion of Woodville Road is the main vehicular corridor servicing the existing network of town and village centres within the Woodville Ward of the Parramatta Local Government Area. These are shown in Figure 2 and include Granville Town Centre, Merrylands and Guildford Village Centres, and a number of Local Centres such as Delwood Shopping Centre and Blaxcell Street shops. These centres all have differing characters and provide a range of services to the surrounding predominantly low density residential neighbourhoods.

The Woodville Road Study identified a ‘gap’ in this established network of centres within the middle of the Parramatta portion of Woodville Road which has been considered in formulating the Strategy. There is a broader precinct bound by the rail line in the north and west, Duck Creek to the East and the water pipeline in the south. Given that all these barriers in the landscape have limited crossings (i.e.
Woodville Road is a significant north-south spine that many residents within this area use to access other parts of Western Sydney.

Granville Park is a large regional open space located within the Woodville Road Study Area. It is located at the northern end of Woodville Road and provides passive and active recreational opportunities for the wider community.

Whilst there are areas of open space to the east and west of the study area Granville Park is the only significant open space directly accessible from Woodville Road. The central and southern parts of the study area have no open space in close proximity to residents. More than 50% of the properties along the Parramatta portion of Woodville Road are not within walking distance of a park.

Figure 2 – Woodville Road Existing Neighbourhood Structure
The different approaches to planning in the past have resulted in an inconsistent built form and streetscape along Parramatta’s portion of Woodville Road. Prior to the previous Local Environmental Plan - Parramatta LEP 2001 - the majority of the corridor was zoned low density residential (Residential 2(a2)), which resulted in a pattern of low scale detached dwellings. Woodville Road’s role as a significant arterial road has made it an attractive location for highway based businesses such as service stations, fast food outlets, car sales yards and other business activities. Many of these remain along Woodville Road with some operating under existing use rights as they are not currently permitted or encouraged.

In 2001, the Woodville Road corridor was rezoned to allow for an increased residential density (‘Mixed Use 10‘ under the PLEP 2001) to stimulate development and revitalise the corridor. However, different land uses were subject to different planning controls resulting in the inconsistent built form, building setback, separation, and streetscape seen along Parramatta’s four kilometre stretch of the corridor.

In 2011, the corridor was rezoned back to a low density zoning (R2 Low Density Residential under the PLEP 2011) to provide Council with sufficient time to conduct its planning study to inform a new strategy.

The previous controls have left a legacy of various development types dispersed in an ad-hoc pattern. These are shown in Figure 3 and include:

- Single detached dwellings
- Mixed use developments
- Residential flat buildings
- Multi dwelling housing
- Light industrial uses
- Clusters of older employment/commercial uses including hardware and building supplies and car yards
- Retail showrooms and services
- Vehicular dominated uses such as fast food restaurants and service stations.

The low amenity generated by Woodville Road’s function as a major arterial road has resulted in a hostile pedestrian environment with limited pedestrian crossings and low legibility along the corridor. The RMS has guidelines on the location of trees near arterial roads which has resulted in few street trees along the verge contributing to the lack of vegetation along the corridor. The area has limited public transport connectivity. One bus route services commuters along Woodville Road between Parramatta and Bankstown, which operates 7 days a week generally in 30 minute intervals in each direction. As a result existing residents use private vehicles to access their place of work and other services.
Figure 3 – Woodville Road Today
5 Strategic Advantages

Despite the amenity challenges imposed by the traffic along Woodville Road, the Parramatta segment of the corridor benefits from a number of strategic advantages. These have been considered in the formulation of this strategy.

Close to Parramatta CBD

The northern end of Woodville Road is located approximately 1.5 kilometres from Centenary Square, a central reference point within the Parramatta CBD. The beginning of the Woodville Road corridor connects almost directly to the proposed extension of the City Centre within the Parramatta CBD Planning Strategy. This makes it a desirable location to accommodate current and future workers and students who currently commute to Parramatta on a daily basis. As Parramatta continues to grow as Sydney’s Western CBD and provide more employment opportunities, Woodville Road becomes a sound location for housing close to employment opportunities.

Proximity to Existing Centres

The suburbs surrounding Parramatta’s segment of the Woodville Road corridor contain an established network of Town and Village Centres. This includes Granville Town Centre, Merrylands and Guildford Village Centres, and Local Centres such as Delwood Shopping Centre and Blaxcell Street shops. The corridor is strategically positioned to grow and support the viability of these centres, with future residents on Woodville Road further connecting and reinforcing their role within Parramatta’s urban centres hierarchy.

Significant Renewal Opportunities

Significant opportunities exist for redevelopment and renewal along Woodville Road with landowners along the corridor considering changes to their current land use. The owners of the John Cootes Furniture Warehouse site at 264 Woodville Road have indicated to Council their desire to redevelop the site for mixed use development. The site is approximately 2.6ha and is strategically located in the centre of Parramatta’s portion of the corridor. The fact that it is a large site under single ownership means there are opportunities to accelerate redevelopment on the corridor that can act as a catalyst for development up and down the corridor.

Ready for Renewal

Woodville Road is ready for renewal. Many of the buildings along the corridor are at the end of their economic lifespan. This coupled with the low quality streetscape and minimal public domain indicates that the area is in need of investment and revitalisation. Whilst there are some pockets of newer development, the current state of aged and low scale development along the corridor increases the likelihood of the Strategy being realised as the majority of the corridor could benefit from redevelopment under the provisions of any new planning framework. The application
of sound urban design principles and some investment in the public domain could deliver a more consistent streetscape and design outcome delivering new dwellings that comply with the Apartment Design Guideline and benefit from a relatively high level of amenity.

**Culturally Diverse Community**

Woodville Road and its surrounding area is culturally diverse with the top four backgrounds being Lebanese (27.8%), Australian (12.0%), English (9.9%) and Chinese (7.8%). The existing village and local centres provide speciality goods and services to provide for the needs of the community. There is the opportunity for the proposed new centre on Woodville Road and the key intersections of mixed use development to provide a unique cultural offering with goods and services to meet the needs of the community.
6 Challenges

The redevelopment and renewal of Woodville Road is faced with a number of challenges which have been considered in the formulation of the Strategy.

Amenity Constraints

Woodville Road’s function as a major arterial road servicing 40,000 vehicles per day generates a high volume of traffic, noise, and pollution. This creates a hostile pedestrian environment and potential residential amenity impacts for the land along Woodville Road.

Limited Legibility and Wayfinding

Woodville Road today appears as one continuous freight route. There are no clear markers or points of identity within the built form which indicate to motorists where they are positioned along the corridor in relation to the broader network of surrounding centres. As a result, motorists are not signalled to the close proximity of Woodville Road to Guildford, Merrylands, and Granville Centres which can all be accessed via key intersections off Woodville Road.

In addition, there is poor pedestrian access along and across Woodville Road, limiting the connectivity and permeability of residents through surrounding streets and suburbs in the area.

Limited Public Transport

The corridor is serviced by limited public transport. Whilst Guildford and Merrylands Stations are located to the west of the corridor, they are not easily accessible from properties along Woodville Road. Most parts of the area considered within the Strategy are not within a 10 minute walk of either station. One bus route runs along Woodville Road between Parramatta and Bankstown which operates 7 days a week generally at 30 minute intervals in each direction.

The public transport limitations of the area are reflected by the journey to work data which shows that 72% of residents within the area commute to work by private vehicle, either as a driver or passenger, while 21% travel by public transport (19% train and 2% bus). The area’s low accessibility to public transport is a major challenge that needs to be considered when planning for a change in land use.

Parking and Vehicular Access

Consultation with RMS indicated that Woodville Road will continue to operate at its current capacity (if not greater) in the future. New development needs to be planned as to not interfere with traffic flow. The Strategy proposes mechanisms for new developments to provide access off local streets, with the current road network providing this opportunity due to the number of local streets intersecting Woodville
Road. This should assist in limiting the number of access points onto Woodville Road and in ensuring new developments have a limited impact on traffic flow. This will also assist in improving congestion and pedestrian safety.

In addition, encouraging public transport use through the provision of additional bus services in the interim before the Western Sydney Light Rail project is delivered will assist in reducing the number of residents using Woodville Road to access their place of employment or study.

**Current Development Market**

The existing development market is currently a major challenge to renewing the corridor. At the time the Study was completed, the Economic Analysis found there has been low market activity. The sales information available at the time indicated that it had been lower than anticipated sales prices. This is attributed to the low amenity of the area and the previous downzoning of the corridor, which halted the development market.

Economic modelling has shown that an increase in FSR and a change in zoning is required to make development feasible in the current market. However this needs to be carefully considered to ensure that appropriate density and built form is provided in the context of a major arterial road.

**Existing Development Pattern**

The inconsistent development pattern along Parramatta’s portion of Woodville Road resulting from the previous planning framework as discussed in Chapter 4 provides an additional challenge in planning for the area. Many of the existing mixed use developments and residential flat buildings built in the last decade that contribute to the ad-hoc development pattern are unlikely to be redeveloped in the immediate future. In addition, there are some remaining development approvals that are yet to be completed, contributing to the inconsistent built form.

The Strategy recommends controls that will deliver development that integrates or ‘stitches in’ with this existing and evolving development pattern, while delivering an improved design outcome.

**Impact on Existing Communities**

The previous planning frameworks aimed at stimulating renewal and revitalising the corridor generated concern amongst the community due to the scale of development permitted under the planning controls, and the lack of transition to the existing low density neighbourhoods. Residential flat buildings and mixed use developments with a height of 4-5 storeys are now scattered along the corridor with minimal setbacks to the adjoining single storey residential dwellings.
7 The Woodville Road Strategy: Building on the Strategic Advantages & Responding to the Challenges

After considering the Strategic Advantages (or strengths) and Challenges detailed in the previous Section a series of Strategic Objectives were identified to draw upon the existing advantages already present in the Woodville Road study area whilst responding to the challenges faced in regenerating this corridor.

STRATEGIC OBJECTIVE 1: Creating a New Neighbourhood Centre

The analysis undertaken as part of the Woodville Road Study suggests there is ‘gap’ within the walkable catchment of the existing network of centres. This represents an opportunity to create a new centre in the middle of Parramatta’s segment of Woodville Road. The provision of a new centre would provide new residents within the area identified in the ‘gap’ on Woodville Road access to commercial and retail facilities and services within walking distance.

The need for a new neighbourhood centre corresponds with another opportunity identified within the Study. The John Coote Furniture Warehouse (264 Woodville Road, Guildford) is a significant landholding (2.6ha) under a single ownership. The owner has indicated to Council their intention to redevelop which is opportune and timely in formulating this strategy. It provides the opportunity to master plan a significant portion of the corridor to create a new centre without the need for amalgamation, enabling a well-considered and efficient built form outcome. If the creation of a new centre relied on the amalgamation of a significant number of properties in a timely and coordinated way it would be unlikely that a workable and efficient neighbourhood centre would eventuate to deliver the strategic purpose identified.

Strengths Supported:
- Complements the existing network of centres in close proximity to Woodville Road by providing a new neighbourhood centre in the area identified as the ‘gap’ in retail and commercial services and facilities. This will ensure all residents along Woodville Road have appropriate access to services and facilities.
- Appropriately plans for the redevelopment of a large development site that is reaching the end of its current economic function and lifespan to be consistent with the strategic needs identified for the corridor.

Challenges Addressed:
- Contributes to the improvement of the amenity, public domain, and pedestrian experience by introducing a new centre at the middle of the Woodville Road corridor. The new centre with new services and facilities will make Woodville Road a more desirable place to live. The market for unit development along the corridor is uncertain given the current zoning. The
strategy proposed is to allow unit development on the John Coote site where
this form of development is considered most viable to act as a catalyst for
redevelopment along the remainder of the corridor.
- Assists with the improvement of legibility along the corridor by introducing a
  point of identity to deconstruct Woodville Road's current reading as one
  continuous freight route. The new centre signals to motorists where they are
  located on the length of the corridor, which should assist with Wayfinding to
  the surrounding centres.

STRATEGIC OBJECTIVE 2:
Enhancing Connections to Established Centres

There is a well-established grid road network throughout the Woodville Road area
that provides access to Guildford and Merrylands Town Centres and the series of
smaller local centres east of the corridor. However there is the opportunity to
enhance these connections and provide greater legibility to these centres through
the design and treatment of the key intersections of Woodville Road and Merrylands
Road and Woodville Road and Guildford Road. This will better direct current and
future residents to the village centres where a number of services and transport
options are available.

The existing village and local centres provide speciality goods and services to
provide for the needs of the community. There is the opportunity for the proposed
new centre on Woodville Road and the key intersections of mixed use development
to provide a unique cultural offering with goods and services to meet the needs of
the community.

Strengths Supported:
- Complements the existing network of centres by emphasising linkages to
  the well-established centres located to the east and west of the corridor
  through the built form treatment of key interactions.
- The promotion of mixed use development at key intersections provides scope
  for promoting culturally diverse goods and services to residents and
  commuters.

Challenges Addressed:
- Improving legibility and Wayfinding by creating points of difference (by
  promoting higher buildings and retail at ground level) to signal the connection
  of these key intersections to village and local centres to the east and west of
  the corridor.

STRATEGIC OBJECTIVE 3:
Design Quality

There is the opportunity to improve the design, amenity and pedestrian experience
along Woodville Road. The formulation of the Strategy enabled an appropriate level
of site analysis and testing to be conducted by Council to inform a suite of planning
controls that will deliver suitable building envelopes that comply with the Apartment
Design Guidelines, integrate with the new and existing developments, allow for a better transition into the existing low density neighbourhood, and address the amenity constraints.

New design controls have been formulated that provide for an improved level of amenity, a more attractive streetscape, and appropriately landscaped setbacks between neighbouring properties. These amenity improvements will increase the viability of redevelopment along the corridor, and assist in stimulating the development market. It will also allow for more appropriate transitions to adjoining properties to the east and west and assist in stitching together the existing diverse character and streetscape along Woodville Road.

The height of the proposed development is the same as the mixed development previously permitted under the Mixed Use 10 zoning under Parramatta LEP 2001. As discussed in Chapter 4 local residents were concerned about the impact of the mixed use development permitted under the Mixed Use 10 zoning which resulted in Council downzoning the corridor to allow time for the redevelopment options to be reconsidered. However, there are some significant differences between the controls being considered as part of this strategy and those previously in place to ensure the previous concerns are addressed. These include:-

- The previous controls strongly encouraged shops on ground level, which limited the opportunity to minimise footprints of the buildings. The proposed development along the greater majority of the corridor in this strategy is to only permit residential which allows for a greater setback at ground level and less impact in terms of parking and loading unloading zones than shops
- The proposed controls will require the fifth level to be setback so that it will not be visually prominent from the adjoining property so the development will appear of a four storey scale
- There will be provision for a minimum 8m setback (which is 2m greater than what would be permitted under the Apartment Building Design Code) between any apartment building and the rear boundary to ensure sufficient space for landscaping to soften the impact on any apartment building development.

It is considered that the urban design controls proposed in this strategy provide a balance between allowing sufficient development to promote regeneration of sites along the corridor whilst still maintaining appropriate levels of resident amenity.

**Strengths Supported:**
- Provides planning controls that will encourage the integrated and well-designed renewal of a large number of sites along Woodville Road which have reached the end of their economic lifespan. The redevelopment of these sites which are ready for renewal increases the likelihood of the design vision being achieved as they will collectively be redeveloped under the same planning framework which emphasises design quality.

**Challenges Addressed:**
- Provides appropriate planning controls to mitigate the low amenity (generated by the noise and pollution associated with traffic on Woodville Road) and improve the quality of the streetscape.
- Assists in stimulating the suppressed development market by offering a higher-quality product which in turn will make redevelopment of the corridor more feasible.
- Manages the impact of new development on existing communities by facilitating well-designed building envelopes that deliver appropriate setbacks and transition in built form to the adjoining low density neighbourhoods.

**STRATEGIC OBJECTIVE 4:**
Provide New Housing

The Metropolitan Plan for Sydney emphasises the importance of increasing housing supply and choice around all centres through urban renewal in established areas to accommodate for a range of households. The Economic Analysis conducted as part of the Study determined that only 8.2% of dwellings in the area are classified as high density compared to the Greater Sydney average of 20.7%.

There is the opportunity along Woodville Road to provide an increase in housing and choice in an infill area in close proximity to the Parramatta City Centre and a number of other local centres. A change in land use and density will facilitate the creation of Parramatta’s future inner city neighbourhoods, co-locating employment and housing. In addition, the Strategy presents the opportunity to improve housing choice to suit different needs and lifestyles, and revitalise existing suburbs.

**Strengths Supported:**
- Provides new housing close to the Parramatta CBD supporting its growth as Australia’s next great city, Sydney’s Western CBD, and prominent regional centre in Western Sydney. New dwellings will assist Council in reaching the dwelling targets stipulated within the Metropolitan Plan for Sydney.

**STRATEGIC OBJECTIVE 5:**
Managing Woodville Road as a Key Transport Route

Woodville Road is located in close proximity to the M4, Parramatta Road, and the South-West Railway line. This provides scope to improve the corridor’s connection to these key transport routes for residents to access the Parramatta CBD, Western Sydney and the Sydney CBD through both public and private transport.

Future development along Woodville Road must not impede on traffic flow, with Woodville Road set to function at its current capacity of 40,000 vehicles per day (if not greater). Planning and design measures must be introduced to ensure traffic flow continues as efficiently as possible. Alternative vehicle access arrangements need to be considered as part of the Strategy to encourage and facilitate access off local roads where possible in order to minimise the interruption of traffic. In addition, encouraging lot consolidation will reduce the number of driveways requiring access into the existing road network.

Locating density in appropriate locations and promoting other measures (such as identifying road widening along Woodville Road at bus stops to ensure they work
safely and efficiently without impacting on the flow of traffic) are opportunities to promote higher frequency bus routes along the corridor as well as between the network of centres. In addition, an increase in density along Woodville Road provides sufficient justification to the State Government for the provision of additional bus services to cater for the needs of future residents and to increase public transport connectivity within the area.

At the time of formulation of this Strategy no announcement had been made on a preferred route for the Western Sydney Light Rail network. One of the four options being considered was a connection from Parramatta to Bankstown, with a route likely to run parallel to and in close proximity to Woodville Road. Whilst this option is not Council’s preferred option for the initial stages of the proposed light rail network the development of Woodville Road should still recognise the potential for a light rail network to be constructed between Parramatta and Bankstown in the longer term. The promotion of short term improvements (as discussed above) to bus services along Woodville Road and east west connections are measures that promote integration of future bus and light rail services in the future.

**Strengths Supported:**
- Improves public transport connectivity for future residents along Woodville Road and within the surrounding neighbourhoods supporting the growth of the Parramatta CBD.

**Challenges Addressed:**
- Addresses the limited public transport servicing the area by planning for light rail and additional bus routes to increase connectivity.
- Assists in managing traffic congestion and flow through the provision of controls that address the parking and vehicular access constraints imposed by Woodville Road’s function as a major arterial road. The promotion of lot consolidation and the encouragement of access off local roads will minimise the number of driveways accessing directly onto Woodville Road.
- Assists in stimulating the suppressed development market by making higher density development more feasible due to the improved connectivity and accessibility offered by public transport improvements.
DEVELOPING A PROPOSED NEIGHBOURHOOD STRUCTURE PLAN

Section 1 discusses the planning controls that have been applied under different planning frameworks in the past as Council attempted to redefine the future strategic direction of Parramatta’s portion of Woodville Road. The key learnings from the previous attempt to revitalise Woodville Road as a Mixed Use Corridor under the PLEP 2001, and the Strategic Objectives discussed above are key in formulating a Draft Vision for the corridor. Consideration of these factors will assist in the successful implementation of the Strategy as the recommended planning controls were formulated using an evidence based approach. This will increase the likelihood of their realisation along the length of the corridor.

Three potential Urban Structure Plans were considered as part of the Woodville Road Study. This was to determine the most appropriate and suitable approach to achieving the Strategic Objectives which are key to the effective renewal of Woodville Road.

**Urban Structure Plan 1 - Mixed Use Corridor**

- Consistent mixed use zoning to permit a range of commercial, retail, and residential land uses

**Advantages**

- Broad ‘all-encompassing’ zoning allows market flexibility

**Disadvantages**

- Mixed use previously trialled under PLEP 2001 and not successful in stimulating renewal.
- Market not receptive to strip retailing, with ground floor retail tenancies remaining vacant
- Uniform approach does not facilitate variation in built form, provide legibility or points of identity along the corridor.

**Urban Structure Plan 2 - Multiple Centres or Nodes along the corridor**

- Multiple new centres resulting in higher density mixed use development at multiple nodes.

**Advantages**

- Creation of points of identity/legibility along the corridor

**Disadvantages**

- New centres would be in addition to the existing network of centres, making the commercial viability of the new centres low.
- The low amenity and the access and parking constraints reduce the viability of the growth of multiple centres in such close proximity.
Urban Structure Plan 3 – Supporting the existing network of centres

- Support the growth of the existing network of centres surrounding Woodville Road

**Advantages**
- Maintains retail and commercial viability of existing centres
- High density residential development along the corridor will support the function of the existing centres
- Mixed use development at key intersections will assist in increase legibility and connectivity to existing centres
- Opportunity to create new centre to fill the ‘gap’ in the walkable catchments and to stimulate investment

**Disadvantages**
- Potential for high density development to be unsympathetic to adjoining low density neighbourhoods.
- Traffic and access limitations for new developments.

The key objective of the draft Strategy is to deliver land uses and a built form that complements the well-established network of town, village, and local centres that surround Woodville Road. *Urban Structure Plan 3 – Supporting the Existing Network of Centres* evolved into the proposed neighbourhood structure indicated in Figure 4:
Figure 4 - Proposed Neighbourhood Structure
8 Timing for Implementation of the Strategy

Consultation with Council has occurred as part of the strategy preparation process. A series of workshops involving all Councillors and smaller working group meetings involving Ward Councillors plus other interested Councillors have been held to allow suggestions from Councillors to be incorporated into the Strategy.

The vision and strategic direction of the Woodville Road Planning Strategy has evolved as a result of consultation within Council. Section 1 explains how a broader study area was adopted to capture an area large enough to conduct a comprehensive review of the Woodville Road corridor, and provide options for an appropriate transition into the adjoining R2 Low Density Residential neighbourhoods.

Feedback received from Councillors was that consideration should be given to allowing the strategy to evolve over time.

Urban Structure Plan 3 – Supporting the Existing Network of Centres, discussed above sets a longer term vision that would see redevelopment along the Woodville Road corridor together with redevelopment of sites along key strategic corridors to the east and west.

Feedback from Councillors was, given the problems with the planning controls in the past, that redevelopment of the Woodville Road Corridor (in accordance Urban Structure Plan 2 - Multiple Centres or Nodes Along the Corridor) should be the first priority and that Council could then evaluate the redevelopment outcomes before deciding to proceed with the wider Strategy (in accordance with Urban Structure Plan 3) once the effectiveness of the Strategy in regenerating Woodville Road can be assessed.

The acknowledged advantage of this approach is that it will allow Council to monitor the effect of the new urban design controls proposed along the Woodville Road corridor before they are rolled out in other areas. For this reason the Strategy recommends changes to the planning controls along the properties fronting Woodville Road, with variation to the built form concentrated in three points:

- The intersection of Woodville Road and Merrylands Road to create a node of mixed use development.
- The John Cootes Furniture Warehouse site at 264 Woodville Road, Guildford for the creation of a new neighbourhood centre.
- The intersection of Woodville Road and Guildford Road to create a node of mixed use development.

This approach will assist in facilitating the sustained and progression renewal of the Woodville Ward by ensuring future development is appropriate and complementary to the higher density proposed for the properties fronting Woodville Road within this Strategy, and to the growth Guildford and Merrylands Centres.
9 The Vision & Guiding Principles

“Provide renewal opportunities that improve the amenity of the Woodville Road Corridor and provide development that is complementary to the growth of the existing network of centres”

Guiding Principles

The strategy will achieve this vision through the application of the following guiding principles, which are shown in Figure 5:

New Neighbourhood Centre

Create a New Neighbourhood Centre and place of activity and services for new residents along Woodville Road not within the walkable catchment around the existing centres. The centre will help stimulate the market in the short term and facilitate the progressive renewal of the corridor in the long term.

Improve Amenity

Improve the amenity of the public domain through the Greening of Woodville Road. Large landscaped setbacks with appropriate trees and vegetation are to be introduced to mitigate the pollution and noise generated by the traffic along Woodville Road, and contribute to a sense of place and identity.

Sustainable and Long Term approach

Create Sustainable Neighbourhoods that provide the urban structure, built form and capability to support an increase in density over time which eventually could be serviced by rapid bus or light rail transit. In the meantime, provide pedestrian and
cycle pathways to connect residents to centres and focal points of activity along the corridor.

Identity

Introduce mixed use development in strategic locations and intersections to Improve Legibility and Way Finding along the Woodville Road corridor.

Site Consolidation

Encourage Site Consolidation to promote the efficient use of land, achieve suitable site access, and achieve best practice built form outcomes.

Sensitive Transition

Provide controls that enable the sensitive transition of new development to the existing neighbourhoods by providing appropriate building envelopes with generous setbacks and landscaping. This will ensure the concerns relating to bulk and scale expressed by the community under the previous planning framework are addressed.

Improved Housing Choice

Provide additional housing and a range of residential built forms, including Residential Flat Buildings in an infill area in close proximity to the Parramatta City Centre and a number of other local centres, co-locating employment and housing.
Figure 5 – Woodville Road Planning Strategy Guiding Principles
10 Planning Framework – Key LEP Controls

The recommended planning framework has been informed by the vision and guiding principles. A tailored approach has been adopted in formulating the draft planning controls, with Parramatta’s portion of Woodville Road being split into three precincts:

- Woodville North
- Woodville Centre
- Woodville South.

The draft built form maps on Pages 33, 34, and 35 show the recommended zoning and height (in storeys) for each precinct. The table below summarises the key sets of zoning and density controls shown on the built form maps:

<table>
<thead>
<tr>
<th>Location</th>
<th>Zoning</th>
<th>FSR</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Majority of properties fronting Woodville Road</td>
<td>R4 High Density</td>
<td>1.4:1</td>
<td>4-5 Storeys</td>
</tr>
<tr>
<td></td>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key nodes:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intersection of Merrylands &amp; Woodville Road</td>
<td>B4 Mixed Use</td>
<td>1.5:1</td>
<td>6 Storeys</td>
</tr>
<tr>
<td>Intersection of Guildford &amp; Woodville Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighbourhood Centre (John Cootes Furniture Warehouse Site)</td>
<td>B4 Mixed Use</td>
<td>2.25:1</td>
<td>3-9 Storeys</td>
</tr>
</tbody>
</table>

The draft planning controls have been devised in response to each precinct’s current development pattern, lot configuration, road access, market constraints, and the built form and design considerations of the guiding principles. This tailored approach will contribute to the viability of the recommendations and provide a practical approach to managing new development. These controls will be supported by detailed DCP controls (discussed in more detail in subsequent sections) in particular setbacks that will seek to provide separation between new apartment buildings and adjoining single dwellings to address issues that previously arose when significant redevelopment of Woodville Road properties was permitted.

The controls will be subject to further refinement following community feedback received during the recommended public consultation period of the Strategy. The recommended controls within the built form maps will be used to inform the zoning, height and FSR maps within the Parramatta LEP 2011 as part of the Planning Proposal process, which is explained in further detail in Section 11.
Planning Framework – Key DCP Controls

The Woodville Road Development Control Plan to be inserted into the PLEP 2011 will be prepared for the length of the corridor to guide development in line with Council’s vision for Parramatta’s portion of Woodville Road and the built form indicated within the maps on Pages 30, 31, and 32.

A series of building envelopes were modelled to determine the most appropriate built form for the land fronting Woodville Road, which is recommended to be rezoned to R4 High Density Residential. This is to manage the transition of new development to the adjoining lower density neighbourhoods; and to address the Strategic Objectives of the Draft Strategy (such as managing amenity issues).

The two most common lot configurations (deep and shallow lots) were used to test how the planning controls would translate to a building envelope on the differing lot depths along Woodville Road.

The following building envelopes are recommended for sites zoned R4 High Density Residential:

- **Deep Lots (45m) fronting Woodville Road**
- **Shallow Lots (33m) fronting Woodville Road**

*Note: the indicative building envelopes will be subject to lot consolidation*

Under this option all properties will be subject to:
- FSR of 1.4:1
- Building height of predominantly 4 storeys, with a 5th storey orientated along Woodville Road and setback back further from the rear of the building envelope enabling a more effective transition to the adjoining properties.
- Front setback of 6.5 metre to manage amenity constraints
- Rear setback of 8 metres to enable a transition to adjoining properties
The DCP for Woodville Road will introduce controls that require site consolidation to encourage development that has direct access to local streets to limit the number of vehicular access points onto Woodville Road. This will be achieved by implementing a minimum site frontage requirement. Figure 6 provides details of what Minimum Site Frontage requirements will be required in different parts of the corridor. The proposed Minimum Site Frontage required to develop along the length of the corridor has been carefully devised to provide a site area sufficient to deliver a well-designed building that can be accessed from a side street rather than directly from Woodville Road. This will assist in preventing new development interfering with the function of Woodville Road as a major arterial road.

Figure 6 – Proposed Minimum Site Frontage Controls
In addition, controls will be drafted relating to the introduction of rear laneways in locations where site consolidation might create sites with no frontage to a local street.

The proposed neighbourhood centre at the John Cootes Furniture Warehouse Site will be subject to its own Site Specific DCP which apportions density and height across the site to ensure there is an appropriate transition to the surrounding neighbourhoods.
11 Implementation

The Strategy will inform changes to the Parramatta Local Environmental Plan 2011 (Parramatta LEP 2011) through the Planning Proposal process required under the Environmental Planning and Assessment Act 1979. It will also inform associated changes to the Parramatta Development Control Plan 2011.

The following steps will need to be undertaken by Council prior to Development Applications being determined:

- Exhibition of this Strategy followed by consideration of the issues raised during the exhibition by Council. At this time Council would determine exactly which controls it would like to see implemented to guide future redevelopment of sites along Woodville Road.

- A Planning Proposal would need to be prepared to allow Council's proposed controls to be incorporated into the Parramatta LEP 2011. The Planning Proposal Process requires:-
  
  o Council's decision to be endorsed by the Department of Planning (i.e. A Gateway Determination needs to be issued).
  o A further consultation process where the community as well as State Agencies such as the Roads and Maritime Service could again provide feedback.
  o Council to consider the submissions received and to send the final Planning Proposal to the Department of Planning so the new controls zoning FSR and height controls would legally come into force.

- It is anticipated that the amendments to the Draft DCP would also be endorsed by Council and that the Draft DCP controls would be exhibited at the same time as the Planning Proposal.

It is anticipated that this process would progress throughout 2016.
Attachment 2
Existing Medium and High Density Residential Developments fronting Woodville Road
Existing medium and high density developments to be rezoned R3/R4
Item No: C07/19-132

PLANNING APPROACH FOR PARRAMATTA ROAD CORRIDOR

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: S-57-40
Community Strategic Plan Goal: A resilient built environment

SUMMARY

The NSW Government released the Parramatta Road Corridor Urban Transformation Strategy in November 2016 to provide direction for future land use along the corridor between Granville in the west and Camperdown in the east. The corridor is divided into eight Precincts, two of which are located in the Cumberland LGA: Auburn Precinct and Granville West Frame Area.

More recently, the Parramatta Road corridor has been identified in the Draft Cumberland 2030: Our Local Strategic Planning Statement as a strategic corridor to provide land use opportunities for housing and jobs, supported by government investment.

A staged planning approach has been identified to progress land use planning for the Parramatta Road corridor, aligned with growth forecasts, market demand and infrastructure requirements. This approach enables Council to progress targeted initiatives in the short term while continuing our long term strategic planning along the corridor with the NSW Government.

Endorsement is sought from Council on targeted changes to planning controls that can be progressed in alignment with the new Cumberland Local Environmental Plan. These include introduction of new zoning designations for enterprise corridors and neighbourhood centres in the Auburn Precinct, and refinements to planning controls at these locations that align with the Parramatta Road Corridor Urban Transformation Strategy.

RECOMMENDATION

That Council:

1. Endorse the land use planning approach for the Parramatta Road corridor; and

2. Endorse that Stage 2 initiatives are included in the preparation of the new Cumberland Local Environmental Plan.
REPORT

Background

The NSW Government released the Parramatta Road Corridor Urban Transformation Strategy (Attachment 1) in November 2016 to provide direction for future land use along the corridor between Granville in the west and Camperdown in the east. The corridor is divided into eight Precincts, two of which are located in the Cumberland LGA: Auburn Precinct and Granville West Frame Area.

The Strategy aims to deliver a large number of new jobs and homes along the corridor to meet the needs of a broad cross-section of the community, and to guide incremental transformation of the corridor in line with the delivery of supporting infrastructure. To achieve this, the Parramatta Road Corridor Urban Transformation Strategy proposes a number of changes to planning controls, including significant changes to zoning, floor space ratio and height controls, as shown in pages 84-91 in Attachment 1.

In April 2017, Council resolved to implement the Parramatta Road Corridor Urban Transformation Strategy and commission a traffic and transport study to determine the likely impact of planned increases in population on Parramatta Road and the broader road network. The traffic and transport study commenced in May 2018, in conjunction with Transport for NSW and other affected councils along the corridor, and this work is continuing.

The Parramatta Road corridor has been identified in the Draft Cumberland 2030: Our Local Strategic Planning Statement as a strategic corridor to provide land use opportunities for housing and jobs, supported by government investment.

Planning Approach

A staged planning approach has been identified to progress land use planning for the Parramatta Road corridor, aligned with growth forecasts, market demand and infrastructure requirements. This approach enables Council to progress targeted initiatives in the short term while continuing our long term strategic planning along the corridor with the NSW Government.

Stage 1: Current initiatives

For the initial stage, the NSW Government will continue to progress the planning proposal for 1 Crescent Street through the State Planning Panel, which is located in the Granville West Frame Area. The proposal seeks to rezone the site from B5 Business Development to B4 Mixed Use; R4 high Density Residential (including ‘commercial premises’ as an additional permitted use); RE1 Public Recreation; and SP2 Infrastructure. It also seeks the following changes to development standards for the site: increase height of building control from 15m to a mixture of 25-85m (8-25 storeys) and 115m (1 building of 35 storeys); and increase floor space ratio to 4:1 (R4 zone) and 6:1 (B4 zone).
Stage 2: Initiatives as part of the new Cumberland Local Environmental Plan

The second stage of land use planning for the Parramatta Road corridor is to focus on targeted changes to planning controls that can be progressed within the timeframes of the new Cumberland Local Environmental Plan. These initiatives are focused on the Auburn Precinct and include:

- Introduction of B1 zoning for proposed neighbourhood centres for the eastern part of the identified landholdings on the corner of Parramatta Road / Silverwater Road (between Station Road and Silverwater Road) and Parramatta Road / Hampstead Road
- Introduce B6 zone along St Hilliers Road for enterprise corridor uses (eastern frontage)
- Refine height and Floor Space Ratio controls for enterprise corridor and neighbourhood centre zones, aligned with controls outlined in the Parramatta Road Corridor Urban Transformation Strategy

Stage 1 and 2 initiatives are shown in Attachment 2.

Stage 3: Further strategic planning

The third stage is for Council to continue working with the NSW Government on detailed planning for the Parramatta Road corridor, aligned with NSW Government and Council strategies and plans.

Council will also consider future planning proposals along the Parramatta Road corridor that align to strategic outcomes identified in Cumberland 2030: Our Local Strategic Planning Statement and the Cumberland Employment and Innovation Lands Strategy.

Next Steps

Subject to Council endorsement, the targeted initiatives in Stage 2 of the land use planning approach for the Parramatta Road corridor will be progressed as part of the new Cumberland Local Environmental Plan. There will be an opportunity for further consideration of these initiatives by the Cumberland Local Planning Panel and by the community through the public exhibition of the new Cumberland Local Environmental Plan.

COMMUNITY ENGAGEMENT

Consultation was undertaken by the NSW Government during the preparation of the Parramatta Road Urban Transformation Strategy. Both the former Auburn and Holroyd City Councils made detailed submissions on the draft strategy prior to amalgamation, and Cumberland Council made a further submission in 2016.

Subject to Council endorsement, targeted land use initiatives identified in Stage 2 of the land use planning approach for the Parramatta Road corridor will be placed on public exhibition as part of the new Cumberland Local Environmental Plan.
POLICY IMPLICATIONS

Policy implications are outlined in the main body of the report.

RISK IMPLICATIONS

In addition to the previous Council resolution in April 2017 to implement the Parramatta Road Corridor Urban Transformation Strategy, the NSW Government has also issued a Ministerial Direction to implement the Strategy. The land use planning approach identified in this report provides a mechanism to meet the requirements of Council’s existing resolution and the NSW Government’s Ministerial Direction.

FINANCIAL IMPLICATIONS

There are minimal financial implications for Council associated with this report.

CONCLUSION

This report recommended a staged approach to progress land use planning for the Parramatta Road corridor. Endorsement is sought on Stage 2 of the planning approach for targeted changes to planning controls as part of the new Cumberland Local Environmental Plan. Council will also work with the NSW Government to progress further strategic planning for the corridor and consider planning proposals that align to strategic outcomes.

ATTACHMENTS

1. Parramatta Road Corridor Urban Transformation Strategy
2. Summary of proposed planning approach for Parramatta Road Corridor
DOCUMENTS ASSOCIATED WITH REPORT C07/19-132

Attachment 1
Parramatta Road Corridor Urban Transformation Strategy
Document Control

Document Name: Parramatta Road Corridor Urban Transformation Strategy – Final

Date: November 2016

UrbanGrowth NSW

Whilst every effort has been made to provide accurate information, the information contained in this document has been prepared in good faith and with due care, and UrbanGrowth NSW (including its agents and employees) makes no representation or warranty (express or implied) as to the accuracy, adequacy or reliability of any statements, estimates, opinions, plans, diagrams or other information contained in this document. While the concepts contained in these papers reflect current government policy and are under active consideration, this may be subject to change. UrbanGrowth NSW disclaims any and all liability to any person in connection with anything done or committed to be done upon the whole or part of the document.
Ministerial Foreword

I’m proud to present the Parramatta Road Corridor Urban Transformation Strategy for the revitalisation of the Parramatta Road Corridor and its local communities.

This document represents the efforts of many thousands of hours of community consultation, research and feedback. It incorporates and responds to the thoughts and feelings of the people who will live in and enjoy the Parramatta Road Corridor of tomorrow – Sydney’s residents, local councils, businesses and road users.

It’s an exciting time to be living in Sydney. Our great city is growing and with growth comes the opportunity to breathe new life into our urban communities.

Sydney’s population is expected to grow by about 1.6 million people during the next 20 years. The Parramatta Road Corridor, stretching from Camperdown to Granville, is a priority location for the increased housing, economic activity and social infrastructure we need in order to support our city’s new residents.

The Parramatta Road Corridor Urban Transformation Strategy is the State and Local Government’s joint vision for revitalising one of our city’s most rich and interesting urban corridors, which has been overwhelmed by heavy traffic, excessive noise and declining commercial spaces in recent years.

The overall vision for the Parramatta Road Corridor is for improved transport choices, better amenity and balanced growth of housing and jobs. The Parramatta Road Corridor of the future will offer residents and road users improved transport – including more efficient and reliable public transport, and walkable neighbourhoods. It will be a better place to live and work, while preserving the things we love about our local areas.

We’re delivering on community priorities for the area for more appealing public areas, including green space, and satisfying urban centres (the Strategy calls these areas Precincts). The Strategy establishes a blueprint to deliver more diverse and affordable housing, more jobs and better support for local businesses. The Strategy recognises that development needs to be sensitive to local character and commits to ongoing community consultation.

It has set new benchmarks for engagement and collaboration between State and Local Government and is the first Strategy that genuinely integrates land use and transport planning with the coordinated delivery of infrastructure. For the first time, an Implementation Tool Kit comprising a staging strategy tied to a costed and prioritised infrastructure schedule will drive growth in this highly urbanised area. The $195 million Urban Amenity Improvement Program and Planning and Design Guidelines will deliver new open space, walking and cycling links and a greener Parramatta Road alongside high quality design outcomes.

The Strategy informs the emerging District Plans being developed by the Greater Sydney Commission to guide the Sydney’s growth.

I invite everyone interested in the future of Sydney to read this Strategy and understand the long-term plans for Parramatta Road and its Precincts. I thank those councils and everyone who has worked with UrbanGrowth NSW on this Strategy and look forward to continued collaboration.

Rob Stokes
Minister for Planning
Contents

Ministerial Foreword 5
Index of documents 6

Inside this document 8
What is this document? 9
What is the purpose of this document? 9
Key definitions 10
Who has produced this document? 10

A Strategy for the Parramatta Road Corridor 12
What is the Parramatta Road Corridor? 13
The Parramatta Road Corridor Urban Transformation Strategy 17
Why do we need a Strategy for the Parramatta Road Corridor? 17
The structure of this Strategy 18
Where and how does the Strategy apply? 20

About the Parramatta Road Corridor and its surrounds 22

Vision and principles 32
The vision for the Parramatta Road Corridor of tomorrow 33
Seven principles for transformation 40
Principle 1: Housing choice and affordability 40
Principle 2: Diverse and resilient economy 46
Principle 3: Accessible and connected 53
Principle 4: Vibrant communities and places 59
Principle 5: Green spaces and links 67
Principle 6: Sustainability and resilience 70
Principle 7: Delivery 72
Delivering the Strategy

- What is the role of the Strategy in empowering delivery? 74
- Delivery agencies, mechanisms and instruments 75
- The Corridor governance framework 76
- Staging and timing 77
- Performance monitoring 78

Corridor West Precincts and Frame Areas 79

Corridor East Precincts and Frame Areas 80

Developing the Strategy 118

- How this Strategy was developed 119
- Drafting and community engagement 119
- Incorporating public feedback into the Strategy: our process 120
- Continuing engagement and opportunities to participate 120
- Parramatta Road Corridor Glossary 121
## Index of documents

<table>
<thead>
<tr>
<th>Document name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Paramatta Road Corridor Urban Transformation Strategy</strong> (UrbanGrowth NSW, 2016)</td>
<td>The Strategy is the NSW Government’s 30-year plan setting out how the Paramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor. The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the Environmental Planning and Assessment Act 1979 (NSW) [known as a Section 117 Ministerial Direction].</td>
</tr>
<tr>
<td><strong>Paramatta Road Corridor Planning and Design Guidelines</strong> (UrbanGrowth NSW, 2016)</td>
<td>Suggested land use and built form controls to guide future development.</td>
</tr>
<tr>
<td><strong>Paramatta Road Corridor Infrastructure Schedule</strong> (UrbanGrowth NSW, 2016)</td>
<td>A prioritised and costed list of future infrastructure including open space, transport, traffic community, health and education facilities required to support the long-term growth in the Corridor.</td>
</tr>
<tr>
<td><strong>Paramatta Road Corridor Urban Amenity Improvement Plan</strong> (UrbanGrowth NSW, 2016)</td>
<td>A program of urban amenity improvements attached to $1.98 million of government funding to deliver tangible public domain improvements to the Corridor aligned with its staged redevelopment.</td>
</tr>
<tr>
<td><strong>Sydney CBD to Parramatta Strategic Transport Plan</strong> (Transport for NSW, 2015)</td>
<td>The Sydney CBD to Parramatta Strategic Transport Plan outlines the initiatives required to address these challenges and achieve an integrated network of local, intermediate and regional transport systems. Accessibility and connectivity are key principles of the Plan. These principles will help drive the transformation of Precincts and centres within the Parramatta Road Corridor.</td>
</tr>
<tr>
<td><strong>Paramatta Road Corridor Social Infrastructure Analysis Volumes 1 and 2</strong> (UrbanGrowth NSW, 2016)</td>
<td>Volume One of the Social Infrastructure Analysis contains the overall assessment of social infrastructure requirements across the Corridor, includes consideration of submissions received during exhibition of the draft Strategy, a review of the policy context, and an analysis of the existing and potential future population within each of the Precincts. Volume One presents an overview of the challenges with providing social infrastructure in an urban renewal context as well as recommendations for the social infrastructure required across the Corridor. Volume Two contains a detailed analysis for each of the eight Precincts along the Corridor. It identifies the infrastructure required to be provided by local government and State government agencies for each Precinct. Recommendations regarding implementation are also provided.</td>
</tr>
</tbody>
</table>
# Index of documents

<table>
<thead>
<tr>
<th>Document name</th>
<th>Description</th>
</tr>
</thead>
</table>
| **Paramatta Road Corridor Precinct Transport Report**<br> (UrbanGrowth NSW, 2019) | Informed by Transport for NSW’s Sydney CBD to Parramatta Strategic Transport Plan, the Precinct Transport Report is the first step in developing transport plans for each of the eight Precincts to support urban transformation in the Corridor over the short, medium and long term.  
Future statutory planning processes will test and refine urban development and appropriate densities along the Corridor. More detailed transport network assessments beyond the work presented in this report will be required to confirm the extent and density of urban development as part of future rezoning or development proposals. |
| **Paramatta Road Corridor Fine Grain Study**<br> (UrbanGrowth NSW, 2019) | The Fine Grain Study has been prepared in response to feedback received from many stakeholders calling for new development to consider local character, and be informed by more detailed heritage analysis. The Fine Grain Study:  
- identifies all existing heritage items and heritage conservation areas across the entire Corridor  
- identifies additional properties and landscapes that potentially warranting protection through future statutory processes  
- recommends heritage guidelines for inclusion into new planning controls to protect or guide development in areas of established character or low density areas. |
| **Paramatta Road Corridor Sustainability Implementation Plan**<br> (UrbanGrowth NSW, 2019) | This report details the sustainability strategies and key development controls that will deliver Paramatta Road as world leading urban transformation. |
| **Paramatta Road Corridor Economic Analysis Report**<br> (UrbanGrowth NSW, 2019) | Considers the existing and proposed employment generating activities in the Corridor by sector and across individual Precincts, and has informed the recommended land use and development controls that are identified within the Strategy and the Implementation Tool Kit. |
Inside this document

This section covers the following subjects:

- What is this document?
- What is the purpose of this document?
- Key definitions
- Who has produced this document?
What is this document?

This document is the Parramatta Road Corridor Urban Transformation Strategy (the Strategy).

What is the purpose of this document?

The Strategy is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor (the Corridor) will grow and bring new life to local communities living and working along the Corridor.

A statutory instrument
The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the Environmental Planning and Assessment Act 1979 (NSW) (known as a Section 117 Ministerial Direction).

A public information tool
The Strategy will be used by a range of stakeholders, including State and local government, to drive and inform land use planning and development decisions and long-term infrastructure delivery programs. Landowners, developers and business owners will use the Strategy to understand what the future holds for the Corridor and to inform planning and investment decisions.
Key definitions

What is the Parramatta Road Corridor?
The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

What is the Parramatta Road Urban Transformation Program?
The Parramatta Road Urban Transformation Program is the NSW Government's program to transform the Corridor over the next 30 years, bringing new life to Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity.

Who is responsible for delivering the Parramatta Road Urban Transformation Program?
UrbanGrowth NSW is responsible for the development of the Strategy. Agencies responsible for the delivery of the Program include the Department of Planning, Environment, the Greater Sydney Commission, Transport for NSW, Roads and Maritime Services, Sydney Motorway Corporation, Department of Education, Local Health Districts and local councils along the Corridor.

What is the Parramatta Road Urban Amenity Improvement Plan?
The Urban Amenity Improvement Plan (UAIP) is a $186 million package to transform the Parramatta Road Corridor into a more attractive place to live and work. The UAIP will see streetscape upgrades to Parramatta Road and other streets, new or improved open spaces and urban plazas, and new and improved walking and cycling links. The UAIP is funded by WestConnex to complement the Parramatta Road Urban Transformation Program. The UAIP provides details on the location and scope of works proposed to be funded under the Program.

Who has produced this document?

This document has been produced by UrbanGrowth NSW.
A Strategy for the Parramatta Road Corridor

This section covers the following subjects:

- What is the Parramatta Road Corridor?
- The Parramatta Road Corridor Urban Transformation Strategy
- Why do we need a Strategy for the Parramatta Road Corridor?
- The structure of this Strategy
- Where and how does the Strategy apply?
Chronic traffic congestion, loud noise and low-quality business premises: these are challenges faced today by users of Parramatta Road, residents within Parramatta Road Corridor and visitors.

The Corridor, which connects Sydney CBD to Sydney’s dual CBD, Parramatta, is a priority area for the long-term growth and improvement of Sydney.

The Parramatta Road Corridor of tomorrow will be achieved through a visionary program of urban transformation.

Urban transformation is about building on the strengths of each place, transforming under-used or dilapidated areas, boosting local economies, and providing a mix of uses and activities to meet the needs of the community.

What is the Parramatta Road Corridor?

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Campdenown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

The Parramatta Road Corridor

The Corridor is both a single, linear entity used for the movement of people and goods, and a series of distinct but interconnected places that have their own identity and play a particular role in the character of the Corridor. The east and west sections of the Corridor are distinctly different in many ways, including topography, land use, subdivision pattern, built form and economic and demographic characteristics. As a result, the challenges and opportunities presented along the Corridor require varied approaches to urban renewal. For the purposes of the Strategy, the Corridor is separated into two distinct sections – Corridor West and Corridor East, as follows:

- **Corridor West** – land within the City of Parramatta and Cumberland local government areas (LGAs)
- **Corridor East** – land within the Strathfield, Burwood, Concord, Camperdown, Kings Park, Tawmurs Hill, Leichhardt and Campdenown.

Eight ‘Precincts’ have been identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and their ability to accommodate new development in a balanced way. They are:

- **Western Precincts** – Granville and Auburn
- **Eastern Precincts** – Homebush, Burwood–Concord, Kings Bay, Tawmurs Hill, Leichhardt and Campdenown.

Frame Areas are the stretches of land that front Parramatta Road between each Precinct, and typically include the lots facing Parramatta Road to the first street running parallel to Parramatta Road. Frame Areas are important because they form the connections between Precincts, and in many cases, they will shape the transformation of the road corridor itself. The urban transformation of the Corridor should not be seen as the redevelopment of the Precincts alone, but rather the combined renewal of Precincts and Frame Areas, delivering a transformational effect on the Corridor as a whole.
The Parramatta Road Corridor Urban Transformation Strategy

The Strategy provides the long-term vision and framework to support co-ordinated employment and housing growth in the Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances.

The Strategy is the culmination of extensive collaboration since 2013 between state and local government. It has been informed by a broad program of stakeholder consultation, and a range of technical studies and investigations.

Development of the Strategy has included:
- interactive workshops with stakeholders, including councils, community representatives and expert advisors
- a series of focus groups, information and feedback sessions and meetings with landowners and business operators
- the exhibition of two draft Strategies for public comment, with receipt of more than 3,700 responses to the most recent draft
- detailed review and consideration of all issues raised.

Why do we need a Strategy for the Parramatta Road Corridor?

Sydney needs to plan for the future and the Corridor has the potential to play a positive role in supporting the city’s growth. Parramatta Road is the central spine connecting the two CBDs of Sydney – Sydney in the east and Parramatta in the west. It is a strategically important transport route for industrial, business and private purposes, and it is a valued home to many vibrant communities.

However, the Corridor is suffering from progressive decline. Overpowered by traffic and congestion, the Corridor offers little amenity for pedestrians, and businesses operate in a challenging environment. Change is needed if the Corridor is to realise its full potential.

The Strategy has been developed to respond to two broad imperatives: to support Sydney’s growth and to make the Corridor a better place to live, work and visit. To realise the full potential of Parramatta Road, the Strategy provides policy guidance and establishes a framework to deliver:
- more efficient and reliable public transport that will connect people and places from east to west and from north to south
- housing, including the provision of diverse and affordable housing
- a productive business environment that supports a range of viable and prosperous businesses, and a variety of employment opportunities
- a series of well-serviced and well-connected communities in which people will want to live
- a diverse range of spaces, places and links for people to visit, connect with and enjoy
- coordinate and deliver land use changes in an orderly and efficient manner.
The structure of this Strategy

The Strategy includes two key parts:

- **Parramatta Road Urban Transformation Strategy** (this document), which provides the long term framework for the future growth and development of the Corridor.
- **Implementation Tool Kit**, which will be used by councils and other stakeholders when making land use decisions.

In addition to the Implementation Tool Kit, there are many documents and resources that have informed the Strategy and will continue to inform future land use and development activities and decisions in the Corridor. These include:

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>DESCRIPTION</th>
<th>REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A Strategy for the Parramatta Road Corridor</td>
<td>An overview of the Strategy's purpose and its application and role in guiding future planning. An outline of the Strategy's structure is also provided.</td>
<td>Section 1</td>
</tr>
<tr>
<td>About the Parramatta Road Corridor and its surrounds</td>
<td>Consideration of the key characteristics of the Corridor and its history, and how it fits within the broader Sydney Metropolitan Area, including other strategic planning and transport initiatives.</td>
<td>Section 2</td>
</tr>
<tr>
<td>Vision, Principles and Strategic Actions</td>
<td>An overarching vision for the transformation of the Corridor in alignment with the staged delivery of infrastructure. The Integrated Land Use and Transport Plan illustrates the ultimate vision for the Corridor, including land use and development intensity, public and active transport initiatives, green space and links, key infrastructure, new centres and growth areas. Seven land use and transport principles are identified that will achieve the vision, addressing housing choice and affordability, employment, transport and movement, communities and places, open space and connectivity, sustainability, resilience and delivery. Each Principle leads to specific recommendations for action (Strategic Actions), which will be translated into land use changes, guidelines for new development, or improvement projects. Principles and Strategic Actions apply to all lands within the Corridor, including Precincts and Frame Areas and need to be considered when planning proposals are being prepared, assessed and determined.</td>
<td>Section 3</td>
</tr>
<tr>
<td>Delivering the Strategy</td>
<td>A framework that brings together the various mechanisms of change into a comprehensive action plan, with feedback loops to maximise transparency and accountability for outcomes.</td>
<td>Section 4</td>
</tr>
<tr>
<td>Corridor West and Corridor East Precincts</td>
<td>Identifies each of the eight Precincts and provides direction on their future growth and development.</td>
<td>Sections 5 and 6</td>
</tr>
<tr>
<td>Developing the Strategy</td>
<td>An overview of the investigations, consultation, engagement and preparation of the Strategy.</td>
<td>Section 7</td>
</tr>
</tbody>
</table>
Section 117 Ministerial Direction

Gives the Parramatta Road Corridor Urban Transformation Strategy and Implementation Tool Kit statutory weight.

Policy Framework

- 30 year vision
- 96,000 additional people
- 27,000 homes and 50,000 jobs
- Integrated land use and transport plan
- Eight precincts in which growth will be focussed
- Seven land use and transport principles
- Strategic Actions to Implement the Strategy

Implementation Tool Kit

- Staging/sequence strategy
- Precinct Plans including land uses and necessary infrastructure
- Out of Sequence Checklist
- $198m program of local amenity works
- Costed and prioritised for local, regional and state infrastructure
- Suggested land use and built form controls for the entire Corridor
- Land uses, heights, densities, open space, movement and circulation for each Precinct

Reference Reports

- Precinct Transport Report
- Fine Grid Study
- Social Infrastructure Analysis Report Volumes 1 & 2
- Sustainability Implementation Plan
- Economic Analysis Report
- Sydney CBD to Parramatta Strategic Transport Plan (Transport for NSW 2015)
Where and how does the Strategy apply?

The Strategy applies to the whole Corridor, covering seven LGAs and spanning two of the Sydney Districts, identified in *A Plan for Growing Sydney*, as detailed below.

<table>
<thead>
<tr>
<th>DISTRICT</th>
<th>PRECINCTS</th>
<th>LOCAL GOVERNMENT AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Central</td>
<td>Granville</td>
<td>City of Parramatta</td>
</tr>
<tr>
<td></td>
<td>Auburn</td>
<td>Cumberland Council</td>
</tr>
<tr>
<td>Central</td>
<td>Homebush</td>
<td>Strathfield Council</td>
</tr>
<tr>
<td></td>
<td>Burwood-Concord</td>
<td>Burwood Council</td>
</tr>
<tr>
<td></td>
<td>Kings Bay</td>
<td>City of Canada Bay</td>
</tr>
<tr>
<td></td>
<td>Taverners Hill</td>
<td>Inner West Council</td>
</tr>
<tr>
<td></td>
<td>Leichhardt</td>
<td>City of Sydney</td>
</tr>
<tr>
<td></td>
<td>Camperdown</td>
<td></td>
</tr>
</tbody>
</table>

The Strategy has been adopted by the NSW Government and is supported by a Section 117 Ministerial Direction to give the Strategy statutory force.

Delivery of the Strategy relies on the implementation of the principles set out in Section 3, which apply equally to Precincts and Frame Areas. For each principle within the Strategy, a number of strategic actions have been developed. Implementation will occur over 30 years and the following indicative timeframes:

- **short term** - 2016–2023
- **medium term** - 2023–2038
- **long term** - 2036–2050

The Strategy will be used by a range of stakeholders, including State and local government, to drive and inform land use planning and development decisions and long term infrastructure delivery programs. Landowners, developers and business owners will use the Strategy to understand what the future holds for the Corridor and to inform planning and investment decisions, particularly during the assessment and determination of land use changes in the Corridor.

---

The *Parramatta Road Corridor Urban Transformation Strategy* and *Parramatta Road Corridor Implementation Tool Kit* are endorsed Government policy. The draft Strategy was released for public comment in 2014 and 2015 and it was finalised in 2016 following consideration of all feedback received. The Implementation Tool Kit has been progressively developed to inform the Strategy and to respond to community and stakeholder feedback.

A Ministerial Direction has been issued to give statutory effect to the Strategy and to elements of the Implementation Tool Kit when land use and transport proposals are being prepared and assessed and when decisions are to be made concerning the Parramatta Road Corridor.
About the Parramatta Road Corridor and its surrounds

This section covers the following subjects:

- Yesterday's Parramatta Road
- Parramatta Road in context
- Parramatta Road today
The lands surrounding Parramatta Road were once home to many Aboriginal groups. A traditional meeting place, the presence of salt and fresh water and bountiful food brought the traditional custodians of the land, the Darug, together.

The head of the Parramatta River was home to the Burramatta clan (Burramatta meaning 'the place where the eels lay down'). This clan name is the source of the name 'Parramatta' and subsequently usage for the place and the road.

The diverse cultures that contribute to the character of the Corridor today have been meeting in Parramatta for decades, through the early years of trade, to the more recent diversity of business, retail, entertainment and cultural activity.

**Yesterday's Parramatta Road**

Parramatta Road is one of the oldest and most significant pieces of road infrastructure in NSW. The alignment of the road, as it exists today, was probably defined by Aboriginal trading routes linking Sydney Cove and Parramatta. The route follows a path between the historic thresholds of the bushland and marshes, where the land would have been firm and dry enough for walking on, as well as providing the most direct route between the east and the west.

Since 1790, Parramatta Road has served as the main thoroughfare west out of Sydney, linking the two early colonies of Sydney and Rose Hill (Parramatta).

From this time, Parramatta Road has helped to shape Sydney’s suburbs and businesses. Suburban development began in the 1840s in the eastern areas of the Corridor, such as Camperdown, Petersham and Leichhardt. The road played an equally important part in the expansion of the industrial districts of Sydney further west, into the areas of Newington and Homebush. Since these early days, Parramatta Road has continued to serve industry as a transport link for trade and workers, and remains the east-west spine of the city, connecting the two CBDs of Sydney and Parramatta.
Significant infrastructure investment and strong economic and population growth makes the Corridor one of the most dynamic and rapidly changing parts of Sydney.

Through the district planning process, local planning will be connected with the longer term metropolitan planning for Greater Sydney - a big picture approach to better coordinate State, regional and local planning.

Planning for Sydney in terms of district planning will directly inform local council planning and influence decisions of State agencies.

District planning captures the broader initiatives and goals for the Corridor, which bisects two Sydney Districts: the West Central District and the Central District.

**West Central District Strategy**

In *A Plan for Growing Sydney*, the West Central District is identified as a significant focus for infrastructure investment and intensive growth over the next 20 years. At the heart of this District is the Parramatta CBD, the ‘capital’ of Western Sydney, providing some 80,000 jobs and $14.8 billion in economic output per annum. Parramatta CBD is supported by some of the most significant and specialised employment precincts in Sydney, including the Westmead Health and Education Precinct and the Silverwater Employment Area. The District also contains some of the most promising urban renewal precincts for the next decade, including Canley Vale and the Olympic Peninsula, with the potential to make a substantial contribution to Sydney’s future housing supply.

The Greater Parramatta and Olympic Peninsula Urban Renewal Area is located immediately adjacent to a large part of the western section of the Corridor, running from Parramatta CBD to Sydney Olympic Park, and captures important urban renewal precincts such as Canley Vale, Carter Street and Rhodes East, and part of the Corridor Strategy’s Homebush Precinct. The Department of Planning and Environment (DP&E) and the Greater Sydney Commission (GSC) are leading detailed planning for these and other identified Renewal Areas, with the aim of delivering new homes and jobs to this part of Sydney, along with the delivery of new infrastructure, including the potential Parramatta Light Rail project.
The Western section of the Corridor is bookended by dense development and taller buildings at Parramatta CBD in the west and Sydney Olympic Park in the east, with a dominance of single level, industrial scale buildings on larger lots in between. While some newer residential development has started to emerge in this part of the Corridor, development here is predominantly employment-related and includes a range of light industrial, bulky goods, retail, business and commercial uses.

This section of the Corridor incorporates the Granville and Auburn Precincts. These Precincts will play a distinct role in the transformation of this part of the Corridor, in conjunction with the broader initiatives for Greater Parramatta and the Olympic Peninsula.

With so much attention being focused on harnessing the full potential of Western Sydney, the role of the Corridor becomes even more important. The Corridor will play a part in the success of many other strategic initiatives for Sydney, and the Strategy must therefore integrate with and respond to these initiatives as appropriate to deliver a coordinated outcome for the area.
The key strengths of this section of the Corridor include:

- larger lots, to better facilitate redevelopment and delivery of open space through the development process
- arterial road access suitable for industrial and commercial and business uses
- more affordable land and property
- older building stock, to facilitate turnover of sites
- cultural diversity and identity, providing a richness of character
- relatively less constrained than the eastern corridor with regard to heritage, overshadowing and other design considerations.

As the area develops, it will evolve into a vibrant and productive economic and employment corridor, underpinned by a series of unique places that play a distinct role in the overall character of the area.

Close to Sydney’s dual CBD at Parramatta, the **Granville Precinct** will be a vibrant mix of new housing, shops and commercial spaces, linked by a much improved network of streets and attractive new parks and public spaces.

Taking advantage of its location close to employment areas such as Parramatta and Sydney Olympic Park, the **Auburn Precinct** will be a location for significant employment growth, supported by moderate scale residential development and an improved streetscape.
**Central District Strategy**

The eastern and central portions of the Corridor are located within the Central District as identified in *A Plan for Growing Sydney* and are expected to continue to develop its critical role in the economic, social and cultural life of the city. Capturing key elements of the 'Global Economic Corridor', this District provides more jobs than any other part of the city, as well as accommodating Sydney’s most significant economic infrastructure, including Sydney Airport and Port Botany. Ongoing investment in infrastructure and urban renewal in the Central District will continue to enhance the District’s productivity, diversity and character in the context of the broader city.

This section of the Corridor runs from Homebush to Campsie, encompassing lands in the Strathfield, Burwood, Canada Bay, Inner West and City of Sydney LGAs. Uses range from larger lot car yards and bulky goods retailers, to small-scale light and local industry, traditional main street retail areas and older style residential housing. New developments have started to emerge along these parts of the Corridor, particularly around Campsie and Marrickville.

Constraints include small lot size and land fragmentation, as well as accessibility.

This section of the Corridor also contains areas of heritage significance and high-value properties.

The key strengths of Corridor East include:

- proximity to the Sydney CBD
- good amenity in certain areas to catalyse development
- access to a range of transport options, including public transport to key employment hubs
- quality urban environments in certain locations where existing character should be preserved and leveraged
- areas of good economic productivity and specialised Precincts to encourage business investment
- nationally and internationally recognised health and education uses such as Royal Prince Alfred Hospital, eleven medical research institutes, University of Sydney, University of Technology Sydney (UTS), Notre Dame University the Ultimo TAFE and the Sydney Dental Hospital.
Renewal in this section of the Corridor will unlock the full potential of land that is currently underutilised to provide new, quality places for the community to share.

Public transport investment will improve accessibility and the quality of the urban environment on Parramatta Road so that businesses along the frontage will be able to re-establish, and vibrancy will be restored. The development of Precincts for a mixture of uses will provide a greater diversity and affordability of housing for people who wish to live in the Corridor.

Sitting between Sydney's two CBDs, the Homebush Precinct will be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

The Burwood-Concord Precinct will be a gateway to Burwood Town Centre based around the enlivened spine of Burwood Road strengthening existing amenity for new residents.
Kings Bay Precinct will be a new residential and mixed use urban village on Parramatta Road, with an active main street and strong links to the open space network along Sydney Harbour.

Taverners Hill Precinct will be an urban village with walking and cycling links via the GreenWay, access to many public transport modes and new urban squares, plazas and leafier streets.

Leichhardt Precinct will be a vibrant mixed use entertainment precinct visited by people from all over Sydney, with retail and residential opportunities creating a rejuvenated and active Norton Street and Parramatta Road.

Camperdown Precinct will be home to high-quality housing and workplaces right on the edge of the CBD, well connected to the surrounding city, parklands, health and education facilities and focused on a busy and active local centre.
Vision and principles

This section covers the following subjects:

- Our vision for the Parramatta Road Corridor of tomorrow
- Seven principles for transformation
Sydney is one of the world’s great cities. The urban transformation of the Parramatta Road Corridor must be guided by a powerful and inspiring vision – one that engages the community, draws on public input and one that inspires imagination and collaboration.

Incremental renewal of the Corridor will occur over the long term to deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs.

The vision for the Parramatta Road Corridor of tomorrow

The Parramatta Road Corridor envisaged by the Strategy looks very different to what we see today.

1. Housing choice and affordability
   - An additional 56,000 people live in the Corridor in 27,000 new homes.
   - The community is diverse, with key workers, students, seniors and families.
   - The community’s housing needs are met with a mix of dwelling types, sizes and prices.
   - A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.

2. Diverse and resilient economy
   - $31 billion of development value is realised.
   - Parramatta Road Corridor is Sydney’s ‘economic spine’ - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.
   - Auburn is recognised as Sydney’s large format retail hub and Campsie is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital.
   - Town centres at Granville and Kingsgrove support new residents and workers.

   - There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.

3. Accessible and connected
   - It is easier to move to, through and within the Corridor in both east-west and north-south directions.
   - The urban transformation of the Corridor is supported by transit-oriented development. Existing and new desirable and affordable mixed use environments are enhanced by high-quality, high frequency public transport and safe active transport connections.
   - The Corridor’s inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.
   - Available road and rail capacity is utilised and public investments in transport are optimised.
   - Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilised.
   - People choose to walk and/or cycle for local trips along the Corridor’s 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.
   - The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.
4. Vibrant community places

- Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.
- Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.
- New development respects and protects existing lower-scale development and heritage.
- New landmarks and high quality buildings and spaces are recognised and valued by the community.
- Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.

5. Green spaces and links

- There is 68ha of new open space areas, linear parks and links along watercourses and infrastructure corridors, linked to pedestrian and cycle connections.
- Parramatta Road and the surrounding road network is greener and lined with trees.
- The Corridor’s nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy.

6. Sustainability and resilience

- Smart parking strategies have reduced people’s car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living.
- Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time.
- A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.
- Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.

7. Delivery

- There is an effective governance structure in place.
- Decisions are made in a timely, transparent and coordinated way.
- Well understood benchmarks and indicators inform the planning and decision making processes.
- There is a clear monitoring, reporting and review process.
The Corridor will be home to 56,000 new people, living in 27,000 new homes. There will also be 50,000 new jobs created in the next 30 years.

- $31 billion of development value is realised
- 8 Precincts to deliver a diverse and resilient economy, new homes, shops, services and recreation
- Better public transport in the Corridor and a series of walking and cycling connections
- A greener corridor with more trees and landscaping, parks and open spaces
- Additional community facilities to support future neighbourhoods
- Quality design of buildings and public spaces
- Respect for heritage
- Reduced water and energy use
The vision for the Parramatta Road Corridor is:

**Housing choice and affordability**
Plan for a diversity in housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.

**Diverse and resilient economy**
Plan for and position the Corridor to attract new businesses and support existing businesses that create a diversity of jobs and promote jobs closer to home.

**Accessible and connected**
Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel.

**Vibrant community places**
Promote quality places and built form outcomes to transform the corridor over time.

**Green spaces and links**
Embellish existing open space and provide for new active and passive open spaces that support the recreational needs of the community and encourage active and healthy lifestyles.

**Sustainability and resilience**
Create livable local Precincts along the Corridor that are sustainable, resilient and make Sydney a better place.

**Delivery**
Deliver, drive, facilitate and monitor action.
Seven principles for transformation

The vision for the Corridor is supported by guiding principles for housing, employment, transport, community places, open space, sustainability and delivery.

The principles outlined in this section articulate the overarching philosophy behind the transformation of the Corridor and will need to be applied to the preparation and assessment of future proposals for land use change or development within the Precincts and Frame Areas.

Each principle is supported by a suite of strategic actions. Proponents preparing planning proposals will need to demonstrate how their proposal is consistent with these actions as part of their application. State agencies and local government bodies will also need to have regard to the actions when assessing and determining planning proposals.

Principle 1: Housing choice and affordability

Plan for a diversity of housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.

Future development in the Corridor should contribute to diversity in the Corridor’s land uses in a way that creates opportunities for people to live and work locally. The Strategy proposes mixed-use Precincts along or adjacent to existing and proposed public transport corridors, urban services and community facilities. Development decisions should encourage these kinds of uses along the Corridor, calling on the principles of transit-oriented development.

Decision-making should be open to new models to deliver housing diversity, choice and affordability, so that the housing mix in the Corridor meets current and future needs. This may require amendments to planning mechanisms or development controls.

Diversifying land uses

The Corridor currently accommodates about 10% of Sydney’s population and about 890,000 residents live in the local government areas that the Corridor spans. Approximately half of the population is in the workforce. Only 28,000 jobs are located in the actual Corridor, and approximately 800,000 jobs are located within the broader local government areas. A comparison between the resident workforce and jobs in the Corridor and its broader local government areas reveals some areas along the Corridor are acting as residential dormitories whilst others are employment destinations.

The working age resident workforce is much larger than jobs present in the Inner West and City of Canada Bay. In contrast, the number of jobs in the City of Sydney, City of Parramatta, Cumberland, Strathfield and Burwood local government areas (and consequently the Corridor) is much higher than the size of the local working age resident workforce. This means that many people need to travel for work.

Appropriate zoning and development controls can create opportunities for more people to live closer to their work. The Strategy nominates locations for new and additional housing and community facilities close to job-rich areas that are accessible to public transport, and within a 30-minute heavy rail, light rail or bus journey. Significant investment in public transport through the Parramatta Light Rail and Burwood to Sydney CBD On-Road Transit projects will unlock the development potential of the central and eastern portions of the Corridor, and act as a catalyst for new housing and job generating development. Integrated land use and transport planning will also enable more local trips in the Corridor, many of which could be by cycling or walking.

Creating mixed-use Precincts and greater housing density along the Corridor will minimise the need to locate dwellings in other parts of Sydney, and will contribute towards achieving a greater level of choice for low and medium income households, as well as reducing the overall cost of living.
Housing supply

The Strategy provides certainty and clarity about where future development will occur. It seeks to ensure that a range of new dwellings will be located near existing and planned transport networks. It also nominates parts of the Corridor to be set aside, based on their existing character and values. The Strategy includes a number of proposals to deliver this certainty, including the Precinct Plans for the eight growth areas along the Corridor, recommended land use and development controls, and the identification of strategic actions to deliver housing affordability and diversity.

The Precincts are key areas that will accommodate an additional 27,000 new homes over the next 30 years. Up to 15,000 of these will be able to be delivered in the short term as guided by the Implementation Plan 2016-2023.

Many of the councils in the Corridor have developed local housing strategies that identify the supply and demand of residential development in their local area. However, many of these strategies need to be updated to reflect revised council boundaries and to reflect the renewal opportunities which the Strategy offers. Councils will be encouraged to develop new housing strategies in the medium term to ensure local plans can deliver the principles and strategic actions of the Strategy.
Housing diversity

Household structures are changing across the Corridor and a large proportion of the population earns well below the income needed to access the private housing market without facing housing stress. Moderate and upper moderate income households are increasingly competing with lower income households for limited rental stock when there is no alternative available, placing further pressure on the market.

New residential development is required to provide a mix of ownership structures, tenures, sizes and price points. Delivering a diverse range of housing types can make a measurable contribution towards improved housing affordability, and also lead to design innovations and new housing models for moderate income households.

Social housing performs an important function because it is often located in highly accessible and well-serviced locations, making the cost of living more affordable for residents. There is currently limited social housing stock in the Corridor, and the holdings that do exist are generally smaller estates. In many cases such social housing stock is aged, run-down or requiring significant maintenance. There are opportunities to provide social housing through a mix of regulatory and incentive-based planning provisions, particularly on larger sites. Incentives could include density bonuses, offsets or reductions in development contributions for private stock delivered as part of a project, or expedited assessment and approval processes. Community housing providers also need the ability to mix their tenure to be able to sustain future growth in social housing by cross-subsidisation of tenant rental incomes.

Projected increases in lone-person households, and in the numbers of older people and students, will bring related changes in the types of dwellings and services required. Affordable, quality housing in Precincts close to transport, jobs and shopping areas will be highly desired. Access to cultural and social activities, dining areas, and high-quality, safe entertainment precincts will also be sought after. Local planning instruments will need to facilitate the delivery of housing in line with local housing strategies. These strategies will need to include housing for seniors, people with a disability, and students, as needs are identified. Local housing should also investigate the demand for, and ability to provide, non-strata residential typologies.
## Strategic actions for housing diversity

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review, update or prepare a new Local Housing Strategy that implements the Parramatta Road Corridor Urban Transformation Strategy’s Principles and Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.</td>
<td>Councils</td>
</tr>
<tr>
<td>Provide ‘diverse housing’ for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include:</td>
<td>Councils and Proponents</td>
</tr>
<tr>
<td>- lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces</td>
<td></td>
</tr>
<tr>
<td>- moderately priced housing that is affordable to purchase for households earning up to $150,000 or 80-90% of the median income</td>
<td></td>
</tr>
<tr>
<td>- rental properties with long-term tenures and optional extensions in place</td>
<td></td>
</tr>
<tr>
<td>- housing that uses design innovations, resulting in new products such as decoupled/optional car parking, which are suited to essential service workers, young ‘city makers’ early in their careers looking for ‘starter homes’, families with children, and downsizers/seniors</td>
<td></td>
</tr>
<tr>
<td>- student accommodation</td>
<td></td>
</tr>
<tr>
<td>- aged-care housing</td>
<td></td>
</tr>
<tr>
<td>- housing that promotes innovation in other ways across type, tenure, construction methodology or other mechanisms to make such housing more attainable to a diversity of income groups.</td>
<td></td>
</tr>
<tr>
<td>Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Fringe Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.</td>
<td>Councils and Proponents</td>
</tr>
<tr>
<td>Explore incentives such as value sharing where rezoning is necessary to achieve renewal of private sites to capture a proportion of the increased land value to fund affordable, diverse and social housing projects.</td>
<td>Councils and DPE</td>
</tr>
</tbody>
</table>
Affordable Housing

Low income households cannot afford to purchase or rent housing in most of the LGAs across the Corridor, with only select parts of the Inner West being affordable to low income rental households. Moderate income households can only afford to purchase in the western end of the Cumberland LGA and are otherwise restricted to the rental market. Across the Corridor there is a consistent decline in rental stock with affordable rental stock losses being observed in most areas along the Corridor other than the Ashfield area and the City of Sydney.

Given the growing proportion of people unable to afford accommodation in the Corridor, it is important to identify an appropriate target for affordable housing, based on the opportunities and characteristics across the Corridor. A target sets out housing diversity aspirations and will help support the retention of existing residents who may be unable to relocate in the area or under pressure to move further away or be at risk of total displacements as renewal occurs.

Partnerships and innovations

There is no one mechanism or sector that can be responsible for answering the Corridor’s housing affordability and diversity challenges. Multiple initiatives, collaboration and public-private partnerships are required to successfully deliver housing affordability and diversity outcomes.

A practical and pragmatic approach is required to deliver a range of housing types and price points. Given the growing number of people unable to afford residential accommodation in the Corridor, it will become increasingly important to engage with institutions and private sector providers involved in delivering low cost housing. Partnerships with community housing providers and industry, and application of available design, planning and funding tools and opportunities, will maximise outcomes.
Strategic actions for Affordable Housing

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide a minimum of 0% of new housing as Affordable Housing, or in-line with Government policy of the day.</td>
<td>Councils and Proponents</td>
</tr>
<tr>
<td>Amend the underlying Local Environmental Plan(s) to insert Affordable Housing principles.</td>
<td>Councils</td>
</tr>
<tr>
<td>Amend State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in all local government areas in the Corridor.</td>
<td>DPE</td>
</tr>
<tr>
<td>Prepare model ‘development consent’ conditions for inclusion into future planning proposals rezonings to enable the levy of monetary contributions that can be used to fund Affordable Housing.</td>
<td>Councils</td>
</tr>
<tr>
<td>Investigate planning provisions and mechanisms to deliver more Affordable Housing within the Precincts. These could include density bonuses or offsets, decoupled parking, relaxation of development contributions, and mechanisms to streamline and expedite assessment and approvals processes for Affordable Housing projects.</td>
<td>Councils</td>
</tr>
</tbody>
</table>

Potential partnership and innovation levers

1. Design innovation
   - Councils could consider and encourage a range of compact housing designs - three, two and one bedroom designs, flexible apartment designs, or floor plans of bespoke design for rental accommodation that includes shared spaces.

2. Capital management
   - Councils could use their funding base to support construction finance and to lower interest service rates and interest rates in a way that makes better use of affordable levies and land to maximise affordable housing yield.

3. New tenure and governance methods
   - Councils could consider new arrangements to support smaller accommodation or shared equity, capped mechanisms to limit purchases to medium income buyers to to discount home prices permanently or a lease/strata mechanism to retain land for Affordable Housing in perpetuity.

4. New moderate income affordable housing
   - Councils could consider a model of housing that sits above affordable housing that targets younger professionals.

5. Partnerships with Community Housing Providers (CHPs)
   - Councils could consider partnerships with CHPs to achieve better commercial development outcomes and funding and finance outcomes.
**Principle 2: Diverse and resilient economy**

Plan for and position the Corridor to attract new businesses and to support existing businesses to create a diversity of jobs and promote jobs closer to homes.

There are more than 26,000 people who work in the Corridor, across a variety of industry and service sectors. Each section of the Corridor has its own distinct strengths in terms of economic growth and employment. The Corridor West, including the Granville and Auburn Precincts, has strong heavy and light industrial economies, offering large sites within easy access of Sydney’s motorway network. The Corridor East supports a broader range of commercial and services activities, capitalising on its accessibility and proximity to the Sydney CBD.

The Strategy presents an opportunity to build on the strengths of the Precincts along the Corridor to develop local economies and deliver a diversity of jobs between the eastern and western CBDs of Sydney.

The Strategy focuses on recognising the unique potential of each part of the Corridor to contribute to overall economic productivity through the renewal of declining commercial and retail areas, the creation of new centres and hubs of economic activity, and by positioning the Corridor to accommodate new and emerging industries and business models.

To do this, the Strategy encourages contemporary, flexible approaches to planning in the Corridor that can capitalise on a range of economic opportunities, allowing councils to effectively plan for employment uses to foster robust economic and employment growth.

The Strategy also seeks to promote ways of developing the economy of the Corridor through strategic planning and policy mechanisms, such as the recognition of certain parts of the Corridor within the relevant Sydney District Plans and A Plan for Growing Sydney.

**Planning for jobs**

The Corridor originated as a key trade route and therefore has a long history of employment-generating activities. As the oldest road connection between Sydney and Parramatta, land along the Corridor evolved as strategically important for employment, providing valuable locations for trade-based and industrial operations that centred on the movement of goods between Sydney Harbour, Port Botany and the rest of Sydney.

It is only natural to expect that certain industries will thrive and others may decline over time. However, there will always be a strong role for employment and economic activity in the Corridor, given its strategic location and position within the heart of a growing population. The Strategy builds on the strong trade-related activities and identifies opportunities to encourage and facilitate the growth of new business models to contribute to the overall productivity of the Corridor. The urban renewal process is not concerned solely with the delivery of new housing, but also contributes to the evolution of a more diversified and resilient economy that capitalsises on the transition of the Corridor from traditional industrial and manufacturing uses to a more vibrant mix of business activity.

The Corridor’s growth areas need a supply and mixture of employment land that is attractive to business and investors. The provision of jobs at a rate that keeps pace with new households is critical in maintaining the productivity of the growth areas and reducing the costs of commuting. There is a need to review any barriers to job creation and consider policy levers at the local scale that may be available to accelerate or unlock job growth.

In keeping with state-wide trends, employment and economic growth in the health care, social assistance, education and training sectors is strong, and demand for these services will continue to increase in the context of the urban transformation of the Corridor. Commercial and personal service providers in the fields of allied health, professional services, personal services, printing and stationary suppliers, are also increasingly prominent in all Precincts of the Corridor as they seek proximity to key population catchments.
Urban service industries (including food and beverage distributors, coffee roasters and suppliers, hardware wholesalers, panel beaters and car repair shops), typically locate close to a strong population base. These industries are important elements of any community and contribute to the overall service amenity of an area, but are often displaced in the urban renewal process as changes to underlying economic conditions stimulated by rezoning and redevelopment make these typically small business operations unviable. The Strategy recognises and protects the presence of these urban services in appropriate locations in the Corridor so they can continue to serve their local communities.

Approximately half of the Corridor is located adjacent to the Greater Parramatta Priority Growth Area as identified in A Plan for Growing Sydney. This part of the Corridor warrants a specific approach in order to capture benefits from agglomeration, while at the same time managing the costs of growth. The Granville, Auburn and Homebush Precincts, although clearly distinct from each other and from the Greater Parramatta Priority Growth Area, form a key part of the Central West District and therefore must respond to and complement the broader plans.

**Strategic actions for planning for jobs**

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and densities identified in the Parramatta Road Corridor Planning and Design Guidelines. This includes:</td>
<td>Councils</td>
</tr>
<tr>
<td>• tailoring commercial and business zones to provide greater flexibility and opportunity for the establishment of new business models particularly for small to medium business enterprises</td>
<td></td>
</tr>
<tr>
<td>• facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where appropriate.</td>
<td></td>
</tr>
<tr>
<td>Implement the built form controls identified in the Parramatta Road Corridor Planning and Design Guidelines to encourage new typologies that overcome these challenges and facilitate evolving and innovative employment uses.</td>
<td>GSC/Councils</td>
</tr>
<tr>
<td>Actively explore and promote the use of the adaptable building design to enable a range of uses over time, and likely transitions in consumer preferences, transport options and travel patterns.</td>
<td>GSC/Councils</td>
</tr>
</tbody>
</table>
Centres and clusters
A contemporary and informed approach to strategic planning and policy is required to open the Corridor to a diversity of new employment activities that will drive a robust economy and generate a diversity of employment opportunities for the local community.

By co-locating related businesses together in one place, businesses benefit from increased efficiency and productivity, due to access to a deeper pool of skilled labour, knowledge generation through the sharing of ideas, and the ability to share common infrastructure and other resources. The Strategy identifies specialist employment clusters to encourage agglomeration and to concentrate knowledge-based enterprises in a single Precinct or location. Specialist employment clusters will be anchored by a specific ‘anchor’ activity to catalyse business activity. A range of ancillary services, including affordable housing, will support these clusters. Within the Corridor there are a number of these potential ‘anchors’, including Sydney University and Royal Prince Alfred Hospital, which could generate the establishment of specialist health and education activities. Camperdown Precinct has the potential to leverage its proximity to these anchors to evolve as a specialised economic hub.

Similarly, there are other areas of the Corridor where industrial activity is thriving, such as at Auburn in the west of the corridor. This is one of the few areas of Sydney where the manufacturing sector remains stable. This sector must be supported and strengthened by the Strategy. Auburn is also recognised as a prime location for large format retail activities that are an important economic contributor in the Corridor. Planning for the Auburn Precinct must therefore leverage these strengths to further reinforce its role in economic and employment generation for the Corridor and surrounding areas.

Biotechnology Hub Case Study
The University of Sydney and the Sydney Local Health District are key users in the eastern end of the Corridor. Together, they offer the opportunity to generate new high value health and knowledge-related jobs, grow research and innovation and deliver considerable economic and social benefits to the state and nation. Health, education and knowledge industries are understood as the major source of national employment now and into the future.

The health and education partnership with private industry can productively leverage off the prestigious and well-established health, education and research institutions of the Royal Prince Alfred (RPA) Hospital, the University for Sydney and the eleven co-located major health and medical research institutes. This strategic precinct currently employs over 17,600 FTE people and educates well over 50,000 students per year. It is an attractor, or major destination for relevant industries such as medical device companies, imaging companies, radiology intervention technologies, bioinformatics companies, surgical suppliers, pharmaceutical companies, medical fabrication and health-related start-ups. The resulting cluster of integrated research and development would shorten the time between research and translation with significant community benefit. There are several international examples of such hubs including, for example the Johns Hopkins Hospital (Baltimore) and the Wyss Centre for Biologically Inspired Engineering (Harvard).

The Camperdown Precinct is well placed to support the expansion of these activities, and is envisaged to transform into a biotechnology and biomedical hub, as a means of growing high value jobs, in the Central District and the eastern end of the Parramatta Road Corridor.
### Strategic actions for centres and clusters

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses, in suitable parts of the Corridor, such as Auburn, Ashfield and Trevorns Hill.</td>
<td>GSC/Councils</td>
</tr>
<tr>
<td>Investigate the possible elevation of employment clusters or hubs in the Corridor to be recognised as Specialised Centres in A Plan for Growing Sydney and District Plans. Possible centres for consideration include Auburn as an employment hub and Campdenown as a new strategic centre.</td>
<td>GSC</td>
</tr>
</tbody>
</table>

In addition to these existing economic hubs, future planning and development decisions in the Corridor will need to support the emergence of new employment clusters, catering for the specific requirements and characteristics of each Precinct, while recognising that there is no ‘one-size-fits-all’ approach. Such decisions will also seek to build the resilience of specialised employment clusters by ensuring that they are adaptable to changes in economic and market conditions. The aim is maximising flexibility and promoting choice so businesses can make decisions that best suit their needs in an environment tailored to growth and investment.

Centres are an important component of a local economy; they can be vibrant places which attract people and investment. Density and diversity in centres make it easier to provide public transport and other services for the community, generating a critical mass of commercial and business activity to support a viable economy.

The Corridor contains or is immediately adjoining a number of existing centres such as Granville, Auburn Lidcombe, Strathfield and Leichhardt that provide jobs and services to the local and broader communities. These must be recognised and supported by the Strategy. Burwood is the only ‘major’ centre along the Corridor. Burwood has a large shopping centre, including major department stores, speciality shopping and entertainment outlets. An increase in the population of the Corridor would support the growth of some of its centres through increased retail demand, as well as generating a demand for the creation of new centres in some areas of the Corridor. Granville’s retail centre will see significant growth in the future and emerge into a new local centre on either side of the railway line. A new local centre is planned in the Kings Bay Precinct.

Local neighbourhoods and centres offer opportunities for local employment, strengthening local economies. They also provide amenity through the services they offer that attracts new business activity and makes better places for the community to enjoy.

### A resilient economy for the future

The economy is dynamic. It undergoes cycles of change that are driven by a wide range of factors well beyond the reach of the Corridor. The Strategy cannot accurately predict or control these fluctuations but it must strive to make the Corridor both resilient and responsive to these changes.

Economic and market transitions can present both challenges and opportunities to economic growth and productivity. It is imperative that strategic planning for the Corridor is informed by an understanding of key economic trends to ensure that it can respond effectively. The economic structure of the Corridor is generally reflective of broader economic trends experienced across the country over the past decade. The manufacturing industry is generally in decline (with the exception of Auburn), and the services sector, including health, education and professional services, is rapidly expanding.
The Strategy seeks to respond to these trends by capitalising and building on the economic strengths of the Corridor. A tailored approach must be applied to each Precinct when it comes to the management of land for employment and economic growth. While it may seem desirable for every Precinct to have a commercial core, it is important to recognise that the market operates beyond Precinct boundaries and a more regional view of these important planning matters is required. On this basis, some Precincts in the Corridor will have a stronger focus on residential renewal, while others will have more of an employment focus. Within the employment areas of the Corridor, some of these will foster growth in manufacturing and light industry, while others will seek to develop a greater commercial/business focus. Centres in the Corridor will typically have a larger retail component that needs to be protected in the context of the centres hierarchy established under A Plan for Growing Sydney and consistent with the Sydney District Plans.

**Supporting employment lands**

Sydney has a limited supply of land that is suitable for industrial and large commercial development. The Western Corridor contains some of Sydney’s most significant employment lands where larger sites, accessibility to the motorway network, and Sydney central location are of operational and logistical importance. There are, however, locations across the Corridor that do not perform well, and are reaching the end of their usefulness in their current configuration. In these places, land fragmentation, poor accessibility, out-dated infrastructure and the encroachment of other land uses have made industrial and large site operations unviable. Without intervention, these areas will continue to degrade and decline in importance for employment.

There is insufficient supply of well-located industrial land in the Corridor for certain kinds of demand. Planning for industrial lands must take into account the fact that large-scale logistics and transport-based

---

**Strategic actions for a resilient economy for the future**

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote contemporary models of retail infill development, including multi-storey supermarkets and car showrooms that can offer more appropriate development outcomes within an established urban environment</td>
<td>GSC/Councils</td>
</tr>
</tbody>
</table>

---

**Professor Marie Bashir Centre**
industries, especially those using heavy articulated vehicles (B-doubles), will not find locations in the Corridor suited to their requirements. These users are gravitating to Western Sydney where the cost of land is cheaper and there is direct access to interstate road networks.

There is, however, a wide variety of businesses fulfilling household and business consumption needs, as well as those that export to interstate and international markets. In particular, service industry operators, such as panel beaters, food manufacturers/distributors and clothing distributors, will require locations close to their key markets close to and along the Corridor. As well as a shift in kinds of manufacturing activities, Australia and therefore the Corridor are transitioning to an import economy. Buildings that once accommodated traditional manufacturing activity — those with low ceilings and restrictive floor plates — will no longer suit contemporary business requirements. In order to be feasibly redeveloped and remain competitive in today's economic environment, businesses need to streamline operations and leverage knowledge and technology to be productive. Contemporary business functions and activities are more effectively accommodated in flexible business zones, rather than in traditional industrial zones. Such flexible business zones achieve an intensification or densification of use.

Investment by government in significant public transport will unlock strategically located and relatively affordable land. This will provide private sector investment opportunities, strengthen the productivity benefits that come from greater knowledge sector density, and enable the Corridor to reposition itself as a dynamic and vibrant place to do business. In order to retain its competitive advantages, and continue to provide choices in business accommodation, the Strategy identifies land throughout the Precincts that is well located for the creation of activity nodes. These nodes will assist in renewal, which in turn will result in an increased appeal of the Corridor as a business destination, leading to increased demand for floor space and intensification of land use.

The recommended land use zonings in the Precinct Plans encourage existing uses to be accommodated within future land use zones. Innovative mechanisms will be required to broaden the role of urban support service industries to enable existing occupiers to remain, yet allow an intensification of use. This may include transitioning zoning controls to allow existing businesses to continue to operate, permitting a variety of new business occupiers, or providing incentives to the private sector to incorporate urban support service industries into their proposals.

The Framed Areas of the Corridor also play a significant role in supporting viable employment land on the fringes of growth precincts. These lands will continue to support employment in the Corridor through the provision of sites for urban services that typically locate close to large and growing populations. Other Framed Areas supplement and support some of the strategically important employment precincts, such as Clyde and Silverwater.
Densification and intensification in the Parramatta Road Corridor

To support new and emerging businesses, consideration will need to be given to the appropriate type of employment uses to be encouraged in each Precinct, including the transition of some areas from more traditional industrial uses to higher density, commercial and mixed business operations. This may result in a densification or intensification of the existing built form of the area.

**Densification of use** refers to an increase in density, typically associated with greater floor space, building heights, setbacks and site coverage ratios. However, not all employment uses respond to increased density. The economics of increased density do not necessarily incentivise further development of industrial uses in the same manner as residential or commercial and business uses.

**Intensification of use** is not necessarily accompanied by an increase in floor space density and can be measured in any one of the following metrics:

- increased economic and employment activity, such as more employees per square metre and more output per square metre
- more efficient use of land and resources
- extending the lifespan of available industrial lands

Intensification can occur in different ways for different industries and sectors, from greater use of technology and augmentation with higher building ceilings to more intense employee/floor space ratios, generally associated with more office-type floor space.

Intensification use is often associated with new or advanced technologies or innovations that can transform the way in which a business is operated.

---

**Transitioning employment uses**

As recently as five years ago, locations in Surry Hills and Paddington saw prices and rents increase, many occupiers were ‘priced out’ and those who required less traditional office space and more ‘creative space’ set their sights on Alexandria and Waterloo, where many old warehouses were attractively adapted for reuse. The availability of large scale housing in the Green Square Urban Renewal Area has increased the attractiveness of working in the South Sydney area.

Over time, Leichhardt and Camperdown have the potential to accommodate creative and other commercial users who seek to work close to where they live and have easy access to lifestyle options on offer on the city fringe.

Conversion and redevelopment of poorly performing retail space in Leichhardt and Camperdown would be an opportunity to meet projected commercial floor space demand. This would also unlock opportunities to accommodate increased demand associated with growth in the health and education precincts of Royal Prince Alfred Hospital and University of Sydney respectively.
Principle 3: Accessible and connected

Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel.

Parramatta Road is one of Sydney’s busiest roads, carrying thousands of vehicles each day. It is part of a wider transport network that includes the T1 (Western and Northern) and T2 (Inner West) lines, the L1 Inner West Light Rail, an extensive bus network, Sydney Ferries along Parramatta River, and a network of arterial and local roads.

Accessible and connected transport is vital for the liveability, economic prosperity, efficiency and success of the Parramatta Road Corridor. The NSW Government is committed to the provision of attractive public transport choices to help manage the increasing demand for travel along the Parramatta Road Corridor, support areas of urban renewal, facilitate the redevelopment of specific Precincts within the Parramatta Road Corridor, and connect people to their places of choice.

The Strategy will be implemented in two stages, 2018 – 2023 and post 2023. Land use change prior to 2023 will be guided by the Parramatta Strategic Transport Plan 2018 – 2023 and will be accommodated with planned improvements to Western Line rail frequencies and a rapid bus service from Burwood to Sydney. Investment such as longer term light rail or heavy rail solutions, currently being investigated, would be required to support the land use change beyond 2023. The short term staged approach will allow for the land use change to move in sync with available transport capacity, ensuring the scale, timing, and staging of longer term land use changes respond to Government transport investment.

Improvements to the road network will also be required. These will need to be developed using detailed traffic modelling in consultation with Roads and Maritime Services (RMS) and Transport for NSW (TfNSW).

As land use change and growth occur in the Parramatta Road Corridor, the following transport challenges will need to be addressed:

- detailed assessment of the cumulative impacts of the Corridor’s growth in conjunction with growth occurring in other nearby centres and Precincts, including traffic modelling
- long-distance trips that occur through the Corridor
- the introduction of appropriate transport initiatives to support land use changes
- protecting and supporting economic activities and local businesses
- maintaining and enhancing liveability as development intensifies and travel demand increases
- improving safety, security and equity
- resources and funding.

The Sydney CBD to Parramatta Strategic Transport Plan outlines the initiatives required to address these challenges and achieve an integrated network of local, intermediate and regional transport systems. Accessibility and connectivity are key principles of the Plan; these principles will help drive the transformation of Precincts and centres within the Parramatta Road Corridor.

The transport plan for the Parramatta Road Corridor includes city-shaping transport projects such as the Parramatta Light Rail and Burwood–Sydney CBD On-Street Rapid Transit initiatives. These will transform the efficiency and capacity of the network.

Planning, development and transport management decisions should also look beyond infrastructure solutions. This means supporting initiatives that manage travel demand by reducing the need for car trips, encouraging more diverse land uses – especially for employment, in the west of the Corridor – and co-locating land uses so that people have less need to or less distance to travel.

The delivery of major new infrastructure and programs will expand the capacity of Parramatta Road and the broader Corridor to move more efficiently the people who visit or live, work and play in the Corridor.
An integrated transport network

The Sydney CBD to Parramatta Corridor connects Sydney’s two major city centres, linking Global Sydney (Sydney CBD and North Sydney) to Greater Parramatta through Sydney Olympic Park and Burwood. The Corridor is oriented along the 26km stretch of Parramatta Road that connects Sydney CBD and Parramatta CBD. The nomination of the Greater Parramatta to Olympic Peninsula as a Priority Growth Area will support this area’s provision of additional jobs, housing, community facilities and services in the north of the Sydney CBD to Parramatta Corridor.

People travel to, through and within the Parramatta Road Corridor throughout the day for a range of reasons. Travel into and out of the Corridor for work and educational purposes occurs during the weekday morning and evening peak periods. The Corridor and its surrounds include a wide variety of local centres and neighbourhoods that are key locations for shops, restaurants, civic facilities, open spaces and employment, which generate their own travel patterns at different times. There are also significant regional destinations accessed through and across the Parramatta Road Corridor, such as Sydney Airport, Port Botany, Macquarie Park, and the Enfield and Chullora intermodal freight terminals.

The varied trips made using the Parramatta Road Corridor interact with and influence each other, since they are all made using interconnected transport infrastructure assets or services. The largely Victorian-era road network within the Corridor is challenged, performing more functions than it was designed for. Heavy and light through traffic is joined by local movements; such trips are made by pedestrians and other road users who are walking, or cycling, or travelling by bus, truck, motorcycle or car.

The Sydney CBD to Parramatta Strategic Transport Plan identifies a suite of initiatives to support the movement of people and goods in the Parramatta Road Corridor. By integrating the design and management of land uses and transport networks in the Parramatta Road Corridor, the Plan will help to manage travel demand and improve efficiency. The integrated land use and transport concept supports efforts to:

- modify or alter the timing of trips, shifting road users’ trips from peak to off-peak periods
- reduce the need for trips, by encouraging road users to undertake several tasks as part of a single trip
- change road users’ trip modes, such as taking a bus or riding a bike instead of driving
- change road users’ trip routes to avoid areas of congestion
- encourage freight deliveries outside of times of peak road use

Strategic actions for an integrated transport network

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement the Sydney CBD to Parramatta Strategic Transport Plan.</td>
<td>TfNSW/RMS/Councils</td>
</tr>
</tbody>
</table>
In the long term, WestConnex will improve longer-distance access through the Inner West and through several Precincts along Parramatta Road, and to key regional destinations such as Sydney Airport and Port Botany both from Western Sydney and from the Parramatta Road Corridor itself. WestConnex will also reduce traffic congestion on the M4 and M5 motorways, parts of Parramatta Road and the wider road network, particularly in peak periods. This will facilitate urban transformation and present unprecedented opportunities to improve public and active transport along Parramatta Road and in its immediate surrounds.

**Match transport to trip purpose**

Analysis of current demands within the Parramatta Road Corridor indicates that overall mobility can be enhanced through actions that promote sustainable travel choices as part of a transport mix which includes private car use.

---

**Travel in the Transport Corridor**

- **About 2.2 million trips** are made in the Corridor each day.
  - The busiest time in the Corridor is between 6am - 9am on weekdays, with **230,000 trips** each day.

- **Approx. 20% of trips** are between 5-10km in length.
- **Approx. 60% of all local trips** are less than 2km.
- **Over half all trips** are local and less than 5km.
- Regional trips (greater than 10km) make up approximately **30%** of all trips.

---

*The Transport Corridor is defined in the Sydney CBD to Parramatta Strategic Transport Plan and includes the Parramatta Road Corridor.*
In order to increase the share of intermediate trips (of up to 10km in distance) to, from and within the Parramatta Road Corridor being made using public transport, the Plan supports existing and planned high-frequency rapid bus routes, and potential long-term light rail transit (LRT), both within the Corridor and to key adjacent destinations. These travel modes will be of increasing importance in linking major residential areas with important local and regional employment centres, and in connecting centres to each other.

The heavy rail network will continue to play a role for intermediate trips in the Corridor, as well as a more dominant regional role. Further investigations are required in order to determine whether a higher-capacity heavy rail solution could be warranted in the future. This will involve analysis to compare the benefits provided by improvements to the existing North Shore, Northern and Western lines with the benefits that would be delivered by a different form of transport. This analysis would need to take account of wider rail network requirements for the Sydney metropolitan area.

**On-street rapid transit for Parramatta Road**

The NSW Long Term Transport Master Plan identifies Burwood to Sydney CBD as a strategic corridor for integrated transport and land use planning. Sydney’s Bus Future includes Parramatta Road as one of Sydney’s key growth corridors to investigate for rapid bus or LRT.

The NSW Government has reinforced this position with a condition of consent for the WestConnex M4-East project requiring, at least two lanes of Parramatta Road, from Burwood Road to Haberfield, to be solely dedicated for the use of public transport unless an alternative public transport route that provides an improved public transport outcome...is approved.

Transport for NSW is committed to delivering an on-street rapid transit system to support the shared vision for the growth of the Parramatta Road Corridor. The on-street rapid transit system will cater for future demand in the eastern section of the Corridor, and promote north-south bus routes between major centres such as Macquarie Park, Burwood and Hurstville.

The Parramatta Road Corridor on-street rapid transit route, from Burwood train station to the Sydney CBD, will service five of the Precincts along the Parramatta Road Corridor (Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown). Public transport journeys will become faster and more reliable through the operation of higher-frequency and capacity services, additional on-road transit priority and the provision of high-quality and accessible transit ‘superstops’.

To ensure the on-street rapid transit service can be delivered, the Strategy identifies the proposed future location of transit superstops. Applications for land use and development proposals will need to consider these locations and consult with TIRNSW to ensure that the land use mix around these nodes makes appropriate provision for future infrastructure requirements. Future-proofing on-street rapid transit infrastructure investment must take place now to ensure that this major transport initiative can deliver benefits to all travellers within the Corridor over the short, medium and long terms. Accordingly, TIRNSW will need to be involved in any decision-making processes that could influence future traffic conditions and affect the reliability or attractiveness of public transport options along this strategic Corridor.

**Strategic actions for on-street rapid transit for Parramatta Road**

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend the State Environmental Planning Policy (Infrastructure) 2007 to identify Parramatta Road between Burwood and the Sydney CBD as a strategic corridor, inserting provisions that require planning proposals and development applications along the Corridor to be referred to Transport for NSW for comment, particularly at and around future superstop locations.</td>
<td>DPE</td>
</tr>
</tbody>
</table>
Parramatta Road street function framework

The road network across the Parramatta Road Corridor will continue to have an important function, servicing local trips by residents, workers, delivery and other service vehicles, and visitors, as well as providing an alternative route to WestConnex.

A planning framework has been developed to define the function of the road network and to inform future planning outcomes and investment decisions. The framework defines the future function of the road network on the basis of overall land use and transport objectives, and the desired outcomes for each Precinct and Frame Area across the Parramatta Road Corridor.

The roads within and around each Precinct will provide two primary functions for transport customers, as follows:

- **Movement**: roads are used by customers to travel between places.
- **Place**: roads are in themselves the location of travel origins and destinations that customers move between.

An understanding of the two roles that the street environment plays is especially important when the two functions compete, such as through increased movement requirements versus a desire for improved place amenity. The specific "movement-place" function of each different street environment informs planning for the level of access to be given to each road transport mode, at different times of the day and week. This approach recognises that the road network consists of a mixture of different road types serving different functions within the total transport network.

Parramatta Road will remain a State Arterial Road. It will continue to perform a Movement function for the majority of its length, and will retain a minimum of one public transport lane and two general traffic lanes for each direction of flow along its full length.

A program of road network development projects will reshape Parramatta Road and the surrounding road network, providing support for the growth of existing and emerging job-rich areas while protecting the amenity of residential areas. Road and intersection improvement works will need to occur, which will be informed by modelling and further traffic and transport analysis.

This program will involve progressive road upgrades over the short, medium and long term, responding to urban development and travel demand growth. The introduction of clearways and "No Stopping" zones in accordance with the NSW Government Sydney Clearways Strategy will need to be considered as part of this program.
Strategic actions for street function framework

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apply the road planning framework to guide the planning, development, management and operation of the Parramatta Road Corridor road network according to 'movement-place' principles.</td>
<td>TNSW/RMS</td>
</tr>
</tbody>
</table>

Safe and attractive active transport

Many local trips within the Parramatta Road Corridor are undertaken on foot or bike. Cycling is increasing in popularity as a means of getting to and from shops, education campuses and other places of interest across the Corridor, and many bike-riders are commuting to and from work. Cycling to work increased by 300 per cent between 1991 to 2011, and continues to grow from year to year. Similarly, research from the past 20 years shows that walking increases when more pedestrian routes or connections are provided in a given area.

Existing cycling infrastructure includes a mix of separated pathways and on-road routes, both with and without markings to delineate space for cyclists. Generally, bike-riders travel on the road with other traffic. As the Parramatta Road Corridor undergoes renewal, cycling corridors will provide a viable alternative to private vehicle use, especially for shorter trips. Used in conjunction with public transport, cycling corridors will also present an attractive option for those seeking to make regional travel trips.

Under the Urban Amenity Improvement Plan, the early focus will be on delivering safe, high-quality cycle routes such as the regional cycleway between Concord and Iron Cove along Gipps Street, Patterson Street and Queens Road, and the GreenWay from the Cooks River to the Parramatta River. Other, more local connections will be delivered as part of future renewal.

Under current conditions, pedestrians contend with large block sizes in western sections of the Parramatta Road Corridor, which can result in significant walking distances in some cases. Pedestrians find the shorter blocks of the Corridor's centre and east more conducive to walking. Train lines and major roads are difficult to cross safely and limit walking journeys. The spacing between safe crossing opportunities increases from 50m to more than 800m in some sections. Moreover, pedestrians must sometimes deal with long wait times to cross major roads at traffic signals.

Safe and high-quality pedestrian access is essential to the successful transformation of the Parramatta Road Corridor, particularly to encourage walking to public transport nodes. Plentiful walking paths and connections mean shorter walking distances and a greater choice of routes. Improving the pedestrian environment in existing areas can be achieved by the creation of quality pedestrian links and short cuts.
**Principle 4: Vibrant communities and places**

Promote quality places and built form outcomes to transform the Corridor over time

Sydney is recognised as one of the best places in the world to live. A key principle of the Strategy is to improve the amenity of the Corridor by focusing on communities and places in a way that respects, renews and enhances their existing positive qualities.

Decision-makers should refer to the [Parramatta Road Corridor Planning and Design Guidelines](#) and the clear principles around open space and community infrastructure to ensure that planning decisions consider how people interact with places. People will want to spend their time in well-designed, attractive and greener streets and urban spaces. It is essential that decisions on change of use or new land uses ensure appropriately transition in scale, and that heritage building and conservation areas are effectively reused and integrated. Much needed infrastructure, such as school classooms, childcare centres and health centres, will need to be delivered to support the proposed growth in the Corridor over the next 30 years.

More efficient and better use of existing open space and community infrastructure, as well as new and innovative models for facilities, will be required. It is crucial that community places and buildings in particular are planned and designed so they are multi-purpose and also have room to expand as the population ages and different patterns of work and social life emerge.

**Urban Amenity Improvement Plan**

The UAP is a $1.98 million initiative attached to the Strategy, to be used to stimulate the transformation of the Corridor.

The UAP identifies a suite of early local amenity improvement works to be rolled out in various locations throughout the Corridor to help realise the vision and principles of the Strategy.

The UAP recognises that the transformation of the Parramatta Road Corridor is not just about the delivery of housing and jobs. It is about creating quality places for people and that their creation requires consideration of amenity, lifestyle and public domain.

In some areas of the Corridor, growth and development is currently hindered due to inadequate or ageing infrastructure and/or poor amenity and public domain. These places require some immediate investment in order to make them suitable for new development and to catalyse further growth and change that will ultimately lead to the transformation of the Corridor.

The UAP is the first step in funding the public domain improvements required to transform the Corridor. However, funding under the UAP is finite and can only go so far, and other funding sources will be required to deliver additional infrastructure in the Corridor. The works funded by the UAP are chosen because they offer the greatest opportunity to unlock lands for further transformation by stimulating further investment from other sources across the public and private sectors.
The works funded by the UAIF fall into three categories:

- streetscape upgrades to Parramatta Road and other streets, such as tree planting, multi-purpose lighting, new pavements and north-south pedestrian and cycle crossings
- creating new or improved open spaces, urban piazzas and town squares, which are important in a high-density environment, particularly if there is a current shortfall of local open space
- new walking and cycling links to key transport nodes and open spaces, building on regional and local networks.

The works will result in tangible public benefits for the existing and future communities of the Corridor, including the delivery of more liveable neighbourhoods, the stimulation of development and the creation of quality public spaces.

‘15 minute neighbourhoods’

Planning and development of neighbourhoods at the local level is required to ensure people can access a range of local services and facilities, ideally within a reasonable amount of time from home.

A ‘15 minute neighbourhood’ needs to offer safe and convenient access to a range of services and facilities, including shops, cafes and restaurants, early childhood centres, primary schools, parks and sporting fields, medical centres and public transport. Neighbourhoods with a mix of services and facilities, which are well connected by walking and cycle paths and local public transport, tend to be safer and more inclusive communities and have vibrant local economies. They also help improve health and wellbeing, reduce travel costs and traffic congestion, and reduce vehicle emissions.

Supporting and improving access to cafes, dining and shopping, and creating local village shopping strips that promote small business, will facilitate more community-based places that are active, safe, and which improve pedestrian and cycle activity. They will also boost investment appeal and economic success.

Neighbourhood amenity, sustainability, accessibility, transport and community safety should form an essential part of the assessment of planning approvals and the design of new neighbourhoods.

Strategic actions for ‘15 minute neighbourhoods’

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliver each Precinct along the Corridor as a ‘15 minute neighbourhood’ through land use changes that implement the following principles:</td>
<td>Councils</td>
</tr>
<tr>
<td>- improved walkability, cycling and safety to support healthier communities</td>
<td></td>
</tr>
<tr>
<td>- improved housing choice and diversity</td>
<td></td>
</tr>
<tr>
<td>- increased usability of, and access to, safe open spaces</td>
<td></td>
</tr>
<tr>
<td>- improved local economic opportunities</td>
<td></td>
</tr>
<tr>
<td>- adequate local services and infrastructure</td>
<td></td>
</tr>
<tr>
<td>- access to public transport.</td>
<td></td>
</tr>
</tbody>
</table>

Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines. | Councils |
Community Infrastructure

Infrastructure, such as school classrooms, health facilities, emergency services, community centres and childcare centres, will need to be delivered to support the proposed growth in the Corridor over the next 30 years. It will be essential to coordinate investment so all types of new community infrastructure are well located, and co-located with allied services and facilities within the Corridor. Social infrastructure should be located in town centres to take advantage of existing infrastructure such as public transport and other related uses such as retail and other services. Multiple services or facilities should be provided in the same or adjacent location. Recognising that there are multiple strategic and local centres located outside the Corridor, councils may determine that new social infrastructure may need to be located outside the Corridor but within access of the Corridor's population.

There are a number of challenges in providing the community infrastructure required to meet the needs of the Corridor’s future population. In most cases there is a lag between development occurring and infrastructure being delivered, and in established areas this problem is often exacerbated by high land values, limited space and competing demands that makes funding of all necessary infrastructure difficult. There is also scope to explore more innovative types of education and health facilities, including ‘vertical schools’, mixed-use health precincts and higher education campuses.

More efficient and better use of existing open space and community infrastructure, and innovative models for new facilities, are required. It is crucial that community places and buildings in particular are planned and designed so they are multi-purpose and also have room to expand as the population ages and different patterns of work and social life emerge.

The Department of Education (DoE) will prepare a funded School Asset Strategic Plan to manage the projected capital expenditure requirements for teaching space supply to 2031. The DoE seeks to realign its asset portfolio to better match demand. This work will build on commitments in the State Infrastructure Strategy to explore a range of options to improve asset utilisation. The new approach will also require greater coordination between schools planning and the State’s planning policies.

The development of health facilities is required to keep pace with population increases along the Corridor. The anticipated growth and changes in demand on hospitals servicing the Corridor needs to be planned for. Community-based and integrated health and wellbeing models are also required to ensure the earliest intervention and the promotion of good health. The HealthOne model developed at Green Square by the Sydney Local Health District provides an innovative approach to public-private co-location, integrated primary care provision and health-related employment growth, and should be looked to as a model for the Corridor.

New facilities will be established where no other options are available and a funding mechanism or other satisfactory arrangements are in place. The Parramatta Road Corridor Infrastructure Schedule identifies the necessary State public infrastructure required to support growth of the Corridor. Future proposals will need to contribute towards public infrastructure.
Strategic actions for community infrastructure

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategically rezone parts of the Corridor (or where appropriate land outside the Corridor) for social infrastructure purposes in line with the Precinct Plans within the Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016-2023 and Infrastructure Schedule.</td>
<td>GSC/DPE/Councils</td>
</tr>
<tr>
<td>Implement development controls that incentivise the delivery of social infrastructure, such as floor space bonuses, and discounting or excluding floor space provided as social infrastructure.</td>
<td>Councils</td>
</tr>
<tr>
<td>Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.</td>
<td>Councils/DoE/Local Health District</td>
</tr>
</tbody>
</table>
| As a first preference and where appropriate, optimise or embellish existing assets through solutions such as:  
  - increasing the size, amenity and functionality of existing facilities to expand existing capacity  
  - renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups  
  - upgrading features within existing facilities so they can accommodate a greater capacity  
  - developing partnerships with other community infrastructure providers, including private or other government agencies, such as the Department of Education, or Local Health Districts, to enable the shared use of facilities  
  - incentivising the private sector to deliver community infrastructure. | Councils/DoE/Local Health District       |
Heritage and unique neighbourhoods

Throughout the Corridor there are many heritage items, streetscapes and landscapes that contribute to the value of neighbourhoods. There are also places that are of existing high quality character and enjoy high amenity that should be protected and undergo little change.

Renewal in the Corridor will be focussed in established areas where heritage and existing character and amenity will need to be carefully considered. Planning and design controls will need to balance the supply of new housing and jobs in the right locations and protect neighbourhoods that exhibit characteristics and values of high importance to the local community. The Strategy aims to protect the Corridor’s heritage, and to provide a contemporary list of existing and likely future heritage items, streetscapes and landscapes. Future rezoning proposals provide the opportunity to update controls in a coordinated and streamlined process and, as such, the Strategy also identifies those structures that could benefit from being reconsidered as heritage listed items.

Heritage conservation and community facilities incentives

In appropriate circumstances, public benefits can be leveraged from private-sector developments that involve significant heritage assets, or have the ability to deliver other public benefits such as open space and community facilities. These can include:

- the conservation and adaptive reuse of heritage assets that would otherwise deteriorate
- permitting additional floor space or offsetting floor space in exchange for allocation of a proportion of the additional floor space by the developer towards community, health or education facilities
- supporting additional floor space and height in taller, leaner buildings in exchange for new public domain or open space.

Regeneration of heritage assets through adaptive reuse can also deliver unique and exciting places that can be used well into the future. Rehabilitating old buildings and places also creates opportunities for new investment and jobs, particularly in the Tawners Hill, Leichhardt and Camperdown Precincts where older and more affordable buildings are attractive to small business operators.

Strategic actions for heritage and unique neighbourhoods

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement development controls that encourage the adaptive reuse of heritage items in the Corridor such as additional permitted uses, heritage incentive schemes, Section 94 exemptions, and accelerated or prioritised planning processes for development that appropriately preserves, maintains and utilises these community assets.</td>
<td>Councils</td>
</tr>
<tr>
<td>Implement transferable development rights for significant heritage conservation and development projects, where appropriate.</td>
<td>Councils</td>
</tr>
</tbody>
</table>

Strategic actions for heritage conservation and community facilities incentives

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.</td>
<td>Councils</td>
</tr>
<tr>
<td>Drawing on the Parramatta Road Corridor Planning and Design Guidelines, identify neighbourhoods and streetscapes through future rezoning processes, where existing character and amenity should be retained and should not be subject to renewal.</td>
<td>Councils</td>
</tr>
</tbody>
</table>
Design excellence
As our cities continue to develop and intensify, they must get better as they get bigger. Best practice urban frameworks and policies in Australia and around the world focus on livability as the core objective for the built environment. This includes the public and private domain. A livable city requires healthy, safe, attractive, well connected, sustainable environments. The Corridor, from east to west, should be understood as a place of a new, high quality experience.

As densities increase, the impact of development is likely to increase and to affect more of the Corridor’s residents and workers. Design excellence becomes progressively more important as densification and urban consolidation takes place. It will be important for designers, landowners and developers to look beyond satisfying minimum statutory controls and applicable plans and policies, and to contribute to the public good, while realising private gain.

Councils will need to establish a design excellence strategy to ensure future development provides for design outcomes that maintain a high quality of life for both building users and the general public in sensitive locations or where designs are likely to have a significant effect on the public. These might include:

- ensuring new development is appropriate and provides transitions to adjoining heritage items, public domain and areas of differing uses or scales
- encouraging a diverse range of solutions that can be developed to suit a particular location
- upskilling local council officers by requiring them to work with design experts to improve their design skills and provide better advice to applicants as the lodgement process takes place
- fostering innovation to ensure that built form contributes to improved living
- encouraging developers to deliver permanent tangible outcomes for the greater public good within their development.

Councils should remain in control of the design process within their local government area.

Strategic actions for design excellence

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepare and implement a design excellence strategy.</td>
<td>Councils</td>
</tr>
</tbody>
</table>
Design excellence

Design excellence in the Corridor should apply to key sites or thresholds such as:

- frontage to public open spaces and significant corridors
- heritage listed items, or land within a heritage conservation area
- sites with an inherent scale impact (greater than 1,500m² or proposals that exceed four storeys in height)

Design excellence needs to be clear, transparent, provide certainty, and timely. Mechanisms to deliver design excellence might include:

- independent and expert design review and panels
- competitive selection processes
- accountability and monitoring
- clear relationships to other entities including adjacent councils regarding their panel selections, shared panellists, or specialist panels.
Noise and air quality

As urban renewal progresses, more people could be exposed to air and noise pollution along major roads, such as Parramatta Road, the M4 Motorway and WestConnex. In addition, predicted higher temperatures will add to the pressures on air quality.

Currently there is no consistent or strong land use and design framework to guide development along busy roads, despite a rising body of evidence that exposure to noise levels and poor air quality poses a public health risk. The Strategy builds upon the Development Near Rail Corridors and Busy Roads – Interim Guideline and provides the opportunity to provide a consistent design and land use framework to address air, noise quality and amenity challenges in the Parramatta Road Corridor Planning and Design Guidelines. Design principles and measures to address noise and air quality have been developed for multi-unit and mixed-use developments ensuring that consistent rules apply for renewal across the Corridor.

Strategic actions for noise and air quality

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incorporate the range of design approaches and measures identified in the Parramatta Road Corridor Design Guidelines to attenuate the effects of noise and air pollution.</td>
<td>Councils</td>
</tr>
<tr>
<td>Use the development typology examples in the Parramatta Road Corridor Planning and Design Guidelines to inform future development controls.</td>
<td>Councils</td>
</tr>
</tbody>
</table>
**Principle 5: Green spaces and links**

Embellish existing open spaces and provide new active and passive open spaces to support the recreational needs of the community and to encourage healthy and active lifestyles.

One of the challenges for the Corridor is to ensure that Sydney continues to be a great place to live and that the communities along the Corridor are provided with the infrastructure needed to support population growth while maintaining health and wellbeing. One of the key hallmarks of liveability is the nexus between the built environment, infrastructure and open space. Open space underpins the social, environmental and economic benefits that are essential to the healthy functioning of the built environment.

The open space strategies developed for the Corridor aim to provide guidance for a choreographed and continuous open space sequence within each Precinct. Given the highly developed urban pattern across the Corridor, plans will need to consider a variety of options for acquiring additional open space.

A diverse range of connected, high quality open space types for each Precinct are required through realisation of the following initiatives:

- protecting and improving open space recreation facility provision in terms of quality, quantity, accessibility and safety
- improving linkages within and between the open space network to illustrate how the whole can be greater than the sum of its parts
- ensuring that open space and the public domain enhance the quality of the local environment.

**New neighbourhood parks and open space**

As our city grows and we accommodate more people we will need to increase the quantity and quality of public open space, public open space and the public domain. A Plan for Growing Sydney provides the opportunity to provide Sydney’s open spaces as an interconnected network of open spaces and parks, tree-lined streets, bushland reserves, riparian walking tracks and National Parks through the delivery of the Green Grid. The integration of open space, combined with quality urban design outcomes and environmental resilience at the metropolitan scale, is both timely and vital during a period of considerable growth.

Potential locations for local parks have been identified. However, there is scope to explore more innovative ways of both increasing local open space at the neighbourhood level and funding its ongoing maintenance, through four key initiatives:

- transformation of lost or under-utilised public land into useable and connected public open space
- connection of active links to local centres, public transport nodes and major open spaces
- provision of new urban spaces that are well located in urban centres, have diverse uses and which improve public access
- development of a public domain and streetscape plan that prioritises pedestrian and cycle access and amenity.

In combination, these opportunities can create an interconnected network of high quality public domain spaces in employment and residential areas, which also connect seamlessly to local and regional active transport links.
**Strategic actions for new neighbourhood parks and open space**

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategically rezone parts of the Corridor for open space purposes, with a view to alternating land to create a high-quality interconnected network of publicly accessible open space throughout the Corridor.</td>
<td>Councils</td>
</tr>
</tbody>
</table>

Provide a diverse range of connected, high-quality open space and public domain areas to each Precinct in accordance with the Precinct Plans that ensures:

- local parks within 400m safe walking distance of at least 95% of all dwellings
- additional small local parks or urban spaces within 200m of activity centres and higher density residential areas
- active open space within 1km of 95% of all dwellings
- linear parks and trails linked to waterways, vegetation corridors and road reserves within 1km of 95% of all dwellings.

Councils

**Greening the Parramatta Road Corridor**

Under the UAIP, parts of the Corridor will be landscaped and trees planted. Renewal of the Corridor also provides the opportunity to implement new building setbacks that will facilitate future planting and landscaped edges to green the Corridor. The *Parramatta Road Corridor Planning and Design Guidelines* identify locations along Parramatta Road and other roads throughout the Corridor where future development will be required to setback to ensure development creates a positive streetscape, establishes streets with a high-quality pedestrian environment, achieves high-quality architectural design that promotes commercial, retail and business activity, and accommodates planting of mature street trees.
Strategic actions for greening the Paramatta Road Corridor

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement building sets as identified on the Precinct Plans within the Paramatta Road Corridor Planning and Design Guidelines.</td>
<td>Councils</td>
</tr>
</tbody>
</table>

Responding to open space and watercourses

A holistic approach to the protection and enhancement of existing open space and natural watercourses is essential to the success of the Strategy. The nine creek lines that cross the Corridor and drain to the Parramatta River and Sydney Harbour should be reinstated as natural waterways, and used to capture stormwater where possible.

There are many areas across the Corridor where vegetation can be protected and restored. These include parks, waterways, road verges and wetlands such as the Mason Park wetland.

The creation of linear connections along these watercourses can also be developed as new walking and cycling connections.
Principle 6: Sustainability and resilience

Create liveable local Precincts along the Corridor that are sustainable, resilient and which make Sydney a better place

Adaptive sustainability practices

Delivering world-class urban renewal outcomes across the Corridor requires striving for sustainability outcomes that exceed current requirements. Strategies should be implemented to deliver a more sustainable, resilient and affordable community, to deliver significant reductions in energy, carbon and water use, and to achieve improved household affordability:

- best practice BASIX energy and water targets, incorporating significant renewable energy and water reuse requirements
- 5-star NABERS commercial and retail buildings
- strategic parking strategies, such as maximum parking rates, coupled with car share, and unbundled parking and decoupled parking strategies
- reduced car ownership and car dependence to improve local air quality and reduce carbon emissions
- increased open space, green infrastructure and networks to provide the potential to create a cooler urban environment that is resilient against a changing climate and the effects of urban heat islands.

Planning decisions should recognise and implement contemporary approaches to sustainability to make the Corridor’s performance against sustainability measure higher than the Sydney average over time. Decisions should focus on sustainable travel choices and a mix of uses that can reduce car dependency and trip lengths, and create active, walkable communities. A district level approach to car parking and transport planning should be used to help achieve and facilitate a range of travel options.

Many local governments are highly innovative in their approach to energy efficiency and, importantly, adopt the innovations of other local governments. This is common where local governments partner with the private sector to pilot innovative ideas.

There are measurable factors that shape the liveability of neighbourhoods and help local governments and communities identify what needs to be done to enhance liveability. Transferring liveability indicators into a Corridor-wide geographic information system database will help local governments and communities understand the liveability issues affecting particular areas.

The sustainability benefits of living in a vibrant Parramatta Road Corridor

PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION BUILT FORM SUSTAINABILITY TARGETS

- Greenhouse gas emissions: 20% reduction
- Renewable energy generation: 60MW installed
- Peak demand reductions: 30% reduction

Water reductions: 30% reduction
Non-potable water use: 15% delivered

30% reduction in car use
8-17% car share take-up
34km of new and upgraded walking and cycling links

Additional open space and networks: 30ha
Canopy and green cover: 60% target
### Strategic actions for adaptive sustainability practices

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commence the amendment of State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 to increase the water and energy targets as identified within the Parramatta Road Corridor Planning and Design Guidelines.</td>
<td>DPE</td>
</tr>
<tr>
<td>Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure to target the long-term achievement of:</td>
<td>Councils</td>
</tr>
<tr>
<td>- &gt; 20% reduction in greenhouse gas emissions</td>
<td></td>
</tr>
<tr>
<td>- renewable energy installation</td>
<td></td>
</tr>
<tr>
<td>- 30% reduction in peak electricity demand</td>
<td></td>
</tr>
<tr>
<td>- &gt; 30% reduction in water consumption</td>
<td></td>
</tr>
<tr>
<td>- &gt;15% of water delivered by non-potable sources, including rainwater or recycled water</td>
<td></td>
</tr>
<tr>
<td>- 30% reduction in car use</td>
<td></td>
</tr>
<tr>
<td>- 10-15% car share take-up rate</td>
<td></td>
</tr>
</tbody>
</table>
Principle 7: Delivery

Deliver, drive and facilitate action

Effective governance

Effective governance is critical to the success of the Strategy. The Corridor has historically had a complex governance framework, with ten councils taking ownership of small sections of the Corridor, making it difficult to achieve coordinated planning or infrastructure delivery. The recent amalgamation of councils along the Corridor has better rationalised this framework, with key sections of the Corridor now being directed by larger, consolidated councils. There is no single entity with responsibility and accountability for outcomes across the Corridor and this has contributed to the issues we see in the Corridor today.

The Strategy aims to consolidate the planning and management of urban renewal in the Corridor into a single point of reference, owned and administered by a single, overarching body with the capacity to drive and deliver change in the Corridor. The governance framework for Corridor is detailed in Section 4 of the Strategy and combines the strategic vision of the GSC with the local knowledge of councils to optimise delivery. This is considered the most effective way of securing consistent outcomes for the Corridor, aligned with community expectations.

Strategic actions for effective governance

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement the Implementation Plan 2016 - 2023.</td>
<td>Councils/GSC/relevant State agencies</td>
</tr>
</tbody>
</table>
Funding options
Urban renewal projects inevitably bring with them a need for new or upgraded infrastructure and services to meet the needs of an increased residential and/or worker population. Some of this infrastructure would be at a regional scale, including open space and community facilities to be used by a wide catchment of people outside the immediate boundaries of the urban renewal area. Other infrastructure would be required at a local scale to meet the needs of the adjacent population.

Attracting the funding required to deliver the necessary infrastructure to support urban renewal is often a challenge, especially in urban infill locations where there is already an existing shortfall in these services and facilities. In such cases, it is unrealistic to expect that development can entirely fund all infrastructure required as this would impact upon development feasibility and ultimately hinder renewal.

A range of funding sources must therefore be considered in relation to the Corridor to ensure that infrastructure and services can be provided without risking urban renewal outcomes. The Strategy proposes a combination of State and local contributions in the Corridor, along with the use of the UAP to fund the additional works and services required, enabling the renewal of the Corridor to occur in line with the principles and proposals set out under the Strategy. Funding sources from existing Government programs should also be considered and drawn upon in appropriate circumstances.

Strategic actions for funding options

<table>
<thead>
<tr>
<th>ACTION</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish a robust funding mechanism to apply to new rezoning/development proposals that will fund the local and regional infrastructure demands required to service the future population growth in the renewed Corridor.</td>
<td>GSC</td>
</tr>
<tr>
<td>Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.</td>
<td>GSC</td>
</tr>
</tbody>
</table>

Monitoring, reporting and review

In order to measure the progress and performance of the Strategy and to ensure that the Strategy remains relevant as conditions in the Corridor change, a regular program of monitoring, reporting and review of the Strategy is required.

Monitoring would focus on measuring both the effectiveness of the Strategy in delivering on its principles and strategic actions, as well as monitoring the changes in the Corridor in terms of land use, new development and public transport infrastructure.

Relevant data would be collected by both State and local government and collated annually for issue to the GSC. The performance of the Strategy would then be measured against a set of agreed benchmarks and results would be reported annually on the GSC website.

The Strategy should be regularly reviewed in line with the District Plan reviews to ensure that it remains current and responds to new and emerging issues as they arise in the Corridor.
Delivering the Strategy

This section covers the following subjects:

- What is the role of the Strategy in empowering delivery?
- Delivery agencies, mechanisms and instruments
- The Corridor Governance framework
- Staging and timing
- Performance monitoring
The NSW Government recognises the importance of the successful delivery of the Parramatta Corridor Urban Transformation Strategy for the people of NSW.

The Strategy will be given effect via mechanisms and instruments available in State planning, transport planning and infrastructure planning frameworks. The performance of the Strategy will be measured against clear and objective criteria for economic productivity, housing diversity and affordability, liveability and wellbeing and environmental sustainability.

**What is the role of the Strategy in empowering delivery?**

The Strategy establishes a framework within the NSW urban planning and transport planning systems to guide, co-ordinate and facilitate the transformation of the Corridor in line with the established vision, principles and strategic actions.

The role of the Strategy in the context of existing state planning, transport planning and infrastructure planning frameworks is illustrated over the page.

---

**Parramatta Road Corridor – Section 117 Ministerial Direction**

The Strategy and Implementation Tool Kit are the subject of a Section 117 Ministerial Direction, which means that they are a key consideration in decisions about future planning and development in the Corridor.

The Section 117 Ministerial Direction requires that councils consider the vision, principles and strategic actions of the Corridor Strategy and the Implementation Tool Kit when assessing planning proposals.

Consent authorities must not approve planning proposals or development applications that are inconsistent with the Corridor Strategy or Implementation Tool Kit unless the consent authority considers that such a decision is justifiable in light of the circumstances of the case.

This Direction aims to secure the positive outcomes envisioned for the Parramatta Road Corridor under the Strategy and Implementation Tool Kit, in the long term.
Delivery agencies, mechanisms and instruments

The Strategy itself does not rezone land or alter development controls in the Corridor. Successful implementation of the Strategy will be delivered via the following agencies, mechanisms and instruments.

Greater Sydney Commission
The Greater Sydney Commission (GSC), established in early 2016, is an independent, advisory, strategic and decision-making commission charged with leading metropolitan planning for Greater Sydney.

The long term administration of the Strategy will be the responsibility of the GSC. The GSC will manage and administer the UNP.

District Plans
The GSC has been charged with preparation of the District Plans for each of Sydney’s six districts. Each District Plan will be the key strategic planning document for the District. The District Plans will address economic, social and environmental issues, and set out the actions required to achieve planning priorities.

The Strategy will inform the District Plans for both the Central and Central West Districts, where the Corridor is located. The District Plans will then be implemented through the relevant Local Environmental Plans or the DPE’s Priority Precinct program.

Ministerial Direction – Local Planning Direction
The Corridor Strategy and Implementation Tool Kit are the subject of a Section 117 Ministerial Direction, which means that they are a key consideration in decisions about future planning and development in the Corridor.

The Section 117 Ministerial Direction requires that councils consider the vision, principles and strategic actions of the Corridor Strategy and the Implementation Tool Kit when assessing planning proposals.

Consent authorities must not approve planning proposals or development applications that are inconsistent with the Strategy or Implementation Tool Kit unless the consent authority considers that such a decision is justifiable in light of the circumstances of the case.

This Direction aims to secure the positive outcomes envisioned for the Parramatta Road Corridor under the Strategy and Implementation Tool Kit, in the long term.
Local environmental plans and priority precincts

The current planning controls, such as zoning, height and floor space ratios, constrain much of the proposed renewal activities identified in the Strategy and will need to be amended.

The Strategy will be implemented through:

- State Environmental Planning Policies for priority Precincts
- Planning proposals prepared by landowners or developers
- Comprehensive LEP reviews undertaken by councils.

Priority precincts are areas that the Minister for Planning considers to have wider social, economic or environmental significance for the community, or to have redevelopment potential on a scale that is important in implementing the State’s planning objectives. Precincts are larger areas made up of multiple land holdings that are capable of delivering significant additional growth and which require coordination from State and local governments to realise their potential.

Local planning proposals can be prepared by landowners to amend the zoning and/or planning controls that apply to their land. Planning proposals will need to be generally consistent with the Strategy. Any departures from the Strategy will need to be supported by a detailed justification. The Minister for Planning will decide whether the planning proposal has adequate justification to proceed to the next stage, and whether it has met any requirements for community consultation and further studies.

Local councils periodically review the land use zoning and planning controls that apply in their local government area. This is normally undertaken as a comprehensive review of the council's Local Environmental Plan. The local council would prepare a planning proposal detailing the amendments to the Local Environmental Plan, which would need to be generally consistent with the Strategy.

Deliver city-shaping infrastructure

The Strategy identifies new city-shaping infrastructure to meet the changing and growing demands throughout the Corridor and beyond. The Government will deliver WestConnex, Burwood to Sydney CBD On Road Transit and Parramatta Light Rail as well as other public transport initiatives identified within the Sydney CBD to Parramatta Strategic Transport Plan. Changes to land use will support the new infrastructure projects and create and boost new investment opportunities. The new infrastructure projects will drive the Corridor’s prosperity and productivity into the future.

Planning reform

The recently announced planning reforms will help build a simpler, modern planning system.

The proposed amendments will include:

- Improved community engagement
- Clear explanation of the hierarchy of state, regional and local plans
- Clear explanation of the development pathway and consent authority for development.

The Government is also considering:

- Increasing transparency and reducing the risk of conflict of interest
- Strengthening the focus on good design as part of decision-making
- Introducing pre-development application consultation between neighbours
- Clarifying assessment pathways and expanding independent and transparent decision-making for local development
- Ending transitional arrangements for projects approved under Part 3A (repealed) of the Environmental Planning and Assessment Act 1979 (NSW), including modifications
- Reducing the complexity of complying development
- More regular reviews of local government planning controls as part of the strategic planning process.
The Corridor governance framework

The Corridor is a critical part of the urban fabric of Sydney, providing vital transport connections between the city's two CBDs and linking a series of unique places and communities. The scale and significance of the Corridor requires a governance framework that promotes collaboration between State and local government, efficiency and transparency, integrated and considered decision-making, and coordinated implementation of actions. The Corridor governance framework targets actions at five levels: policy direction and administration, precinct planning and land use change, infrastructure delivery, local planning and development assessment, and monitoring and review. The governance matrix below illustrates the way in which these levels of governance will come together to deliver the vision and objectives of the Strategy.

<table>
<thead>
<tr>
<th>GOVERNANCE LEVEL</th>
<th>KEY ACTIONS AND RESPONSIBILITIES</th>
<th>LEAD AGENCY OR ORGANISATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy direction and administration</td>
<td>Coordinated delivery of planning and transport actions from the Strategy and the Implementation Plan 2018-2023</td>
<td>GSC, DPE and Councils</td>
</tr>
<tr>
<td></td>
<td>Strategic and statutory planning for land use change and development controls within identified Precincts</td>
<td></td>
</tr>
<tr>
<td>Infrastructure delivery</td>
<td>Delivery of new and upgraded transport systems throughout the Corridor in line with growth and development</td>
<td>TNSW, RMS, DoE, Local Area Health Districts and Councils</td>
</tr>
<tr>
<td></td>
<td>Delivery of new and upgraded open space and community infrastructure throughout the Corridor</td>
<td></td>
</tr>
<tr>
<td>Local planning and development assessment</td>
<td>Development assessment and approval in accordance with the Strategy and local planning controls</td>
<td>Councils</td>
</tr>
<tr>
<td>District Plans</td>
<td>Incorporation of the Parramatta Road Corridor Urban Transformation Strategy into the District Plans</td>
<td>GSC</td>
</tr>
<tr>
<td>Monitoring and review</td>
<td>Regular monitoring of the delivery of outcomes in accordance with the objectives and vision of the Strategy and periodic review of the Strategy and Implementation Tool Kit (particularly the Implementation Plan 2018-2023)</td>
<td>Councils and relevant planning agencies</td>
</tr>
</tbody>
</table>
Staging and timing

The Corridor’s transformation will not be immediate. Long term support, effort and attention from government, the private sector and the community will be needed to gradually implement the Strategy. Many of the infrastructure investments will require detailed planning and costing, followed by lead times for commissioning and construction. The Strategy must therefore identify an effective way to stage its implementation, considering factors such as market conditions and dynamics, timing of infrastructure delivery, life cycle of existing uses and assessment of ‘need’.

The Strategy provides a 30+ year framework for change, with population, housing and job projections for the short term (2016–2023). During this time, Parramatta Road will change dramatically, along with the rest of Sydney. The population will have almost doubled and the demographics of this population will be different from what we see today. The traffic and transport context will have changed and many planned infrastructure projects will have been completed. New industries will have emerged and businesses may be operating under distinctly different models. Technology will have advanced significantly, changing the way in which we live our lives and, subsequently, the needs and aspirations of the community.

It would be unreasonable to assume that the Strategy could anticipate these changes and provide an appropriate response. It is better to view the Strategy as a dynamic and adaptable document that will be reviewed regularly and adjusted accordingly.

**Priority actions: Implementation Plan 2016-2023**

The implementation Plan 2016–2023 identifies, qualifies and prioritises actions to be implemented in the Corridor over a seven-year period, and ties together land use, redevelopment and infrastructure to ensure that the needs of existing and future communities of the Corridor are met.
Performance monitoring

The performance of the Strategy will be measured against clear and objective criteria. Data collected against these key performance indicators will be collated and analysed and released to the public.

<table>
<thead>
<tr>
<th>INDICATORS FOR NEW PARRAMATTA ROAD</th>
<th>Principle addressed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of different land uses within each precinct (%)</td>
<td>🎵 🎨</td>
</tr>
<tr>
<td>Number of jobs within each precinct (number)</td>
<td>🎼 🎨</td>
</tr>
<tr>
<td>Percent of dwelling types within each precinct (%)</td>
<td>💡 🎨</td>
</tr>
<tr>
<td>Percent of affordable or moderate income housing within each precinct (%)</td>
<td>🎶 🎨</td>
</tr>
<tr>
<td>Percent of car spaces less than the current maximum (%)</td>
<td>🧵 🎨</td>
</tr>
<tr>
<td>Estimated percent reduction in vehicle kilometres travelled per capita (%)</td>
<td>🎵 🎨</td>
</tr>
<tr>
<td>Estimated percent reduction in vehicle hours travelled per capita (%)</td>
<td>🎼 🎨</td>
</tr>
<tr>
<td>Estimated car ownership rates (vehicles per household)</td>
<td>💡 🎨</td>
</tr>
<tr>
<td>Number of car share spaces provided within the precinct (number)</td>
<td>🎶 🎨</td>
</tr>
<tr>
<td>Average walk and wait time to frequent public transport (minutes)</td>
<td>🧵 🎨</td>
</tr>
<tr>
<td>Kilometres of safe, connected cycleways within each precinct (km)</td>
<td>🏃🏼‍♂️ 🎨</td>
</tr>
<tr>
<td>Kilometres of safe, connected pedestrian paths within each precinct (km)</td>
<td>🚶🏻‍♂️ 🎨</td>
</tr>
<tr>
<td>Kilometres of green streets with high tree planting and canopy cover (km)</td>
<td>🌲 🎨</td>
</tr>
<tr>
<td>Amount of open space (ha)</td>
<td>🎵 🎨</td>
</tr>
<tr>
<td>Amount of active open space (ha)</td>
<td>🎼 🎨</td>
</tr>
<tr>
<td>Distance to open space (m)</td>
<td>💡 🎨</td>
</tr>
<tr>
<td>Distance to active open space (m)</td>
<td>🎶 🎨</td>
</tr>
<tr>
<td>Estimated greenhouse gas emissions (tonnes CO2-e/person/year)</td>
<td>🎵 🎨</td>
</tr>
<tr>
<td>Estimated water consumption (litres/person/day)</td>
<td>🎼 🎨</td>
</tr>
<tr>
<td>Percent of water reused/recycled within the precinct (%)</td>
<td>💡 🎨</td>
</tr>
<tr>
<td>Estimated peak electricity demand (MW)</td>
<td>🎶 🎨</td>
</tr>
<tr>
<td>Estimated peak sewer loads (L/min)</td>
<td>🧵 🎨</td>
</tr>
<tr>
<td>Estimated cost of living ($ per household per year)</td>
<td>🎵 🎨</td>
</tr>
</tbody>
</table>

Key
- Diverse Housing and Jobs – diverse housing and jobs to meet evolving and future needs
- Accessible and Connected – walkway and better connect places so it associated movement networks to better serve commuters andinneighbours area available for travel
- Resilient and Resilient – create an aleable post and resilience along the Corridor that is live sustainable, adaptable and resilient communities
Corridor West Precincts and Frame Areas

This section covers the following subjects:

- Granville Precinct
- Auburn Precinct
Eight ‘Precincts’ have been identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way. The Corridor West Precincts are Granville and Auburn.
Granville Precinct

COUNCILS
Cumberland, City of Parramatta

POPULATION
10,700 new people by 2050

HOMES
5,400 new homes by 2050

JOBS
7,200 new jobs by 2050

SIGNIFICANT PLACES
- Good Street
- Tottenham Street Heritage Conservation Area
- F3 Garside Park
- Holroyd Sportground
- M4 Regional Cycleway
- Duck Creek and Duck River

URBAN RENEWAL OPPORTUNITIES
- Land west of Woodville Road
- 'Auto Alley' on Church Street north of Parramatta Road
- Land between rail line and Parramatta Road
- Land between Parramatta Road to M4 Motorway

CHALLENGES
- Fragmented ownership and small lots
- Overcoming physical barriers such as Parramatta Road, the M4 Motorway and the Western Rail line
- Delivery of new open space under the M4 Motorway
Granville will be a vibrant, mixed-use town centre celebrating the diversity of the Precinct’s population with a high quality public domain, open space networks and transport links, and with close connections to Sydney’s dual CBD.

Granville Town Centre is located at a relatively high point on the Corridor with the potential to take advantage of district views. Granville Town Centre is located at a relatively high point on the Corridor with the potential to take advantage of district views.

The Precinct is relatively flat with a gentle rise northwards from Duck Creek. The slopes to the north of Duck Creek, particularly on the northern side of the M4, are steeper. There are only gradual falls towards Duck River, which forms the eastern boundary.

Open space within the Precinct is limited to the existing FS Garside Park. Future natural open space connection opportunities along Duck Creek and Duck River offer the potential to be enhanced with improved access to open space networks. There are existing larger scale open spaces within adjacent areas with proposed active transport links to these areas.

The M4 Motorway and the numerous rail lines provide significant barriers that both dissect the Precinct, and provide boundaries between it and adjacent neighbourhoods, including the existing local town centre at Granville. The new open space proposals under and adjacent to the M4 Motorway will provide more open space and also help to break down these barriers. Detailed analysis will be required to capitalise on these opportunities appropriately.

Good Street will be reinforced as the Precinct’s main street, extending from the existing town centre of Granville on the southern side of the railway lines, through the protection of the fine grain retail uses and delivery of high quality public domain. New streets will provide for more connectivity in and around the heart of the Precinct, enhancing its walkability and the opportunity for urban activity.

The existing dense network of streets immediately surrounding Granville Station, such as Good Street, Cowper Street and Rowlow Street, will support medium and high-density mixed uses. Other connections include an extension of Alfred Street and Bold Street to the north, which will reinforce connectivity across Parramatta Road, and in several transport corridors to provide mid-block connectivity around the Precinct.

Parramatta Road itself will form a green boulevard lined with taller buildings. North of Parramatta Road the built form will taper towards the M4 Motorway in the north, providing a transition in height and density. Two residential communities will flank Good Street and be centred on new neighbourhood open spaces.
KEY ACTIONS

Land uses
- Mixed-use core between Granville Station and Parramatta Road
- Non-residential uses fronting Parramatta Road and transitioning to residential towards the north of the Precinct
- Mixed uses along the southern end of Church Street with employment uses fronting Church Street consistent with the City of Parramatta’s Auto Alley Planning Framework
- Employment uses and residential uses fronting Holroyd Sportsground, west of Woodville Road
- Industrial uses within the ‘Mort Street Y-Link’ lands, being the land bound by three rail lines and the Cycle employment lands

Transport and movement
- Capitalise on reliable and frequent servicing of Granville Railway Station and Granville Bus Interchange and the future suburban or rapid transit along Parramatta Road
- Recognise that Parramatta Road, Woodville Road, Bold Street and James Ruse Drive will continue to perform as key movement corridors
- Formalise Church Street as a Vibrant Street
- Formalise Cowper Street (part) as a Place for People

Place-making
- A new urban plaza adjacent to railway station for the community to meet and interact that can be used in a variety of ways and could host small markets, community-based events or provide a passive recreation space
- Centre retail and mixed-use activity such as supermarkets, indoor recreation and child care will be centred around Good Street, Cowper Street, and Rowell Street
- Create new connections to facilitate access to and around the town centre, existing community facilities and public transport
- Recognise Granville as one of Sydney’s oldest suburbs by preserving and incorporating heritage elements in the built form and streetscape
- Recognise the historical identity of Parramatta Junction and acknowledge/reinforce that it is a junction, both of rail lines and of suburbs/centres, being the southern extent of Parramatta, western extent of Granville, northern/eastern extent of Holroyd/Merrylands

Open space, linkages and connections
- Deliver a new 3,000m² public park on Albert Street/Prince Street
- Improve F5 Garside Park
- Enhance north-south connections to increase accessibility of employment, recreation and cultural opportunities in the Parramatta CBD
- Increase permeability through new laneways and through site links
- Plan for a new pedestrian connection over Granville Railway Station to enhance links to the existing town centre and community facilities south of the rail line
- Provide new cycle links along Good Street, Victoria Street, Gray Street, Cowper Street and Alfred Street, among other locations
Auburn Precinct

Circles
Cumberland

Population
2,200 new people by 2050

Homes
1,000 new homes by 2050

Jobs
12,800 new jobs by 2050

Significant places
- North Auburn Public School
- Auburn Girls High School
- Auburn Park

Urban renewal opportunities
- Land fronting Parramatta Road, Adderley Street, St Hilliers Road, Rawson Road, Highgate Street and Hampstead Road
- North Auburn residential area between Braemer Avenue, Karrabah Road, Rawson Street, and St Hilliers Road

Challenges
- Fragmented ownership and small lots
- Overcoming physical barriers and busy roads, such as Parramatta Road, St Hilliers Road and the M4 Motorway
- Interface issues between areas undergoing renewal and long term employment lands
- Presence of key infrastructure such as a intermodal terminal
- Perception of safety outside of daylight hours when business activity is reduced.
Auburn is the major employment area along the western part of Parramatta Road. It will continue to serve this function into the future for both enterprise activities and light industrial uses, by evolving into a strengthened employment corridor with a unified and welcoming streetscape.

The development pattern in the Auburn Precinct has been influenced by historical land use patterns and access to transport, with smaller scale residential development within the walking catchment of Auburn Station, and business and employment uses directly fronting Parramatta Road and the M4. This pattern will be reinforced with the revitalisation of Parramatta Road.

Land immediately fronting Parramatta Road will continue to serve an employment purpose. As development proceeds, new setbacks and landscaping opportunities that contribute to an overall greening of the Corridor will be encouraged.

A new creative Precinct will be located at the junction of Parramatta Road, St Hilliers Road and the M4. This Precinct can serve as a marker for Auburn along the motorway. Residentiel infill development will be located between Parramatta Road and Auburn Station around Auburn Park.

In addition to Auburn Park, the Precinct benefits from access to Haslams Creek and Duck River, which can, over time, be reinforced as green links connecting to Parramatta River.
KEY ACTIONS

Land uses
- Increase Auburn’s role for regional employment and large format retail by retaining and growing jobs that respond to the changing needs of Sydney’s economy
- Facilitate more efficient and diverse employment uses, including emerging sectors and new innovative industries
- Encourage higher density residential uses within reasonable walking catchments of public transport
- New social infrastructure

Transport and movement
- Capitalise on the good access to the heavy rail and future potential suburban or rapid transit buses
- Recognise that Parramatta Road, St Hillier’s Road and Silverwater Road will continue to have a movement function

Place-making
- Capitalise on the existing large lot sizes which can support redevelopment opportunities
- Create a unified and inviting streetscape building on existing improvements and with new developments
- Create a series of local activity nodes to support employment
- New and expanded open space and public domain
- Heritage retention and conservation
- Improved building design quality

Open space, linkages and connections
- Leverage new development to provide new open space and high quality and active public domains
- Reinforce Northumberland Road and Macquarie Road as key pedestrian streets linking Auburn Town Centre to North Auburn Public School
- Preserve a green buffer along parts of Duck River and Haslam’s Creek
- Pursue new through-site links where possible to improve pedestrian and cycling permeability
Corridor East Precincts and Frame Areas

This section covers the following subjects:

- Homebush Precinct
- Burwood–Concord Precinct
- Kings Bay Precinct
- Taverners Hill Precinct
- Leichhardt Precinct
- Camperdown Precinct
Eight ‘Precincts’ have been identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way. The Precincts in Corridor East are Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.
Homebush Precinct

Councils
Strathfield, City of Canada Bay

Population
19,500 new people by 2050

Homes
8,500 new homes by 2050

Jobs
12,800 new jobs by 2050

Significant places
- Bakehouse Quarter
- DFO Outlet
- Sydney Markets
- Strathfield Triangle Heritage Conservation Area
- Powells Creek Reserve
- Mason Park, Bressington Park and
  Bicentennial Park

Urban renewal opportunities
- Land immediately fronting Parramatta Road
- Land north of the M4 Motorway around
  Underwood Road, Wentworth Road and Homebush
  Bay Drive

Challenges
- High levels of on-street car parking
- Pedestrian access across Parramatta Road from
  Powells Creek Reserve to Homebush Station
- Movement and circulation around the
  WestConnex portal
- Delivery of new open space under the
  M4 Motorway
- Long term demand for new school infrastructure
- Transitioning built form around sensitive locations
  and low-density areas
- Flooding impacts in Concord
Homebush Precinct is strategically located between Sydney’s two main CBDs and near the junction of two major rail routes. This key location provides the opportunity to transform Homebush into a major high-density, mixed-use Precinct that draws together employment opportunities and housing, supported by an extensive open space network and efficient vehicular, active, and public transport linkages.

The activity hub of the Precinct will be located between Homebush Station, North Strathfield Station and Strathfield Station. This area will have a revitalised and active urban mixed-use character with both Parramatta Road and George Street forming main street spines that build on the character and attraction of the Blakehouse Quarter and the curved alignment of Parramatta Road. Taller residential buildings will mark the core of the Precinct near all three stations.

A dense network of streets will extend northward and westward from the activity hub through the Precinct to provide walkable medium-density residential neighbourhoods oriented to the open space network. The green corridor of Powell’s Creek will reach from the heart of the Precinct to Sydney Olympic Park and Homebush Bay beyond.
## KEY ACTIONS

### Land uses
- Employment and mixed-use focus on both sides of Parramatta Road and through the Bakehouse Quarter.
- Retention of the existing low-density character in North Strathfield and Concord West, east of George Street between Allen Street and Conwy Avenue.
- Medium and high-density residential development in select locations around key transport nodes.
- Explore opportunities for new school infrastructure with co-located community facilities within the Precinct.

### Transport and movement
- Capitalise on the improved, high-capacity public transport connections offered by the Parramatta Light Rail.
- Capitalise on development potential around transport nodes, including Strathfield, Flemington, Homebush, North Strathfield, and Concord West stations.
- Acknowledge Parramatta Road, Homebush Bay Drive and Leicester Street will continue to be key movement streets in the Precinct.
- Formalise George Street as a Place for People.
- Reduce car dependency by improving access to public and active transport infrastructure.

### Place-making
- Undertake public domain improvements to Station Street and Homebush Station as a key link to public transport.
- Establish strong activity on Parramatta Road.
- Break up large blocks with laneways and through-site links where possible.
- Facilitate site amalgamation to provide opportunities for master-planned redevelopment which delivers good public open space outcomes and other benefits.
- Explore adaptive re-use options for heritage items and the conservation area near the Homebush Station.

### Open space, linkages and connections
- Reinforce the Powells Creek corridor as a linear north-south greenway with active transport links to Mason Park Wetlands, Sydney Olympic Park and Bicentennial Park to the north.
- Reinforce the Bridge Road cycle link as part of the Bay to Bay regional cycle network.
- Enhance east-west connections, particularly across the Northern Rail Line, Powells Creek, the M4 Motorway, George Street and Pomeroy Street.
- Create two new active transport linkages across Powells Creek at Hamilton Street and Lorraine Street.
- Reinforce George Street, Lorraine Street, and Hamilton Street as key streets prioritised for pedestrians.
- Leverage new development to provide new open space, high quality and active public domains and new through-site links.
Burwood-Concord Precinct

Councils
City of Canada Bay, Burwood

Population
11,400 new people for 2050

Homes
5,800 new homes for 2050

Jobs
3,800 new jobs for 2050

Significant places
- Burwood Town Centre
- Burwood Park
- Concord Oval, Cintra Park and St Luke’s Park
- Goddard Park
- Queen Elizabeth Park
- Concord Community Centre
- MLC School
- Concord High School
- Concord Public School
- Low-scale, high-character residential streets north of Burton Street

Urban renewal opportunities
- Land immediately fronting Parramatta Road
- Land south of Parramatta Road

Challenges
- Fragmented land ownership and small lots
- Managing planning in areas which include transitions from large-scale development to low-scale and heritage-listed buildings
- The function of Burwood Road when rapid transit is delivered
- Burwood Road will become the main spine road linking renewal areas with the amenity and services offered in the Burwood Town Centre.
The Burwood-Concord Precinct will develop to reinforce its role as the major centre for the Corridor, allowing for a greater diversity of housing while maintaining the quality of buildings in the area.

The Precinct will also connect to existing open space areas, such as Burwood Park to the south, and Queen Elizabeth Park and St Luke’s Park to the north. The northern parks are part of the open-space network that leads to the Harbour.

Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area.

Streets within the Precinct will include tall and medium-density residential buildings, and mixed-use buildings. Residential development will occur in adjacent streets. This development will be designed to sensitively respond to the character of heritage structures, open space, educational facilities and existing residential neighbourhoods.

Built form will generally taper down towards the north, transitioning to the adjoining lower-scale residential areas. The area north of Parramatta Road will be characterised by lower-scale development that will provide additional definition to street edges and open space areas.

The Precinct’s new open spaces and road connections will provide a denser network of walkable paths and reinforce links to surrounding open space areas. New streets are planned north of Parramatta Road, while new open space is included in the area south of Parramatta Road. These changes will increase connectivity and encourage pedestrian traffic.
KEY ACTIONS

Land uses

- Facilitate the mixed use of land on both sides of Parramatta Road and Burwood Road (south), to complement the existing active and vibrant Burwood town centre
- Reinforce non-residential use of ground and first-floor developments along Burwood Road
- Encourage appropriately scaled residential development across the remainder of the Precinct

Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Capitalise on the good access to two major transport modes (heavy rail and rapid transit along Parramatta Road)
- Recognise Parramatta Road
- Formalise Burwood Road as a Place for People

Place-making

- Create a gateway to Burwood town centre at the junction of Parramatta Road and Burwood Road
- Appropriately respond to the existing urban grid with a network of roads, streets and laneways, in keeping with the existing urban character
- Facilitate the amalgamation of certain sites to create opportunities for redevelopment into additional open space or public domain areas
- Reduce residential car parking rates to decrease car dependency and increase use of public transport
- Transition heights in appropriate locations

Open space, linkages and connections

- Recognise and celebrate the northern part of Burwood-Concord as one of Sydney’s original garden suburbs
- Develop strong active transport connections to existing open space in and around the Precinct, including along Britannia Avenue, Broughton Street, Queens Road, Luke Avenue, Arthursleigh Street and Shaftebury Road
- Recognise the need for new development which includes high quality open space and well-connected public areas
Kings Bay Precinct

Councils
City of Canada Bay, Burwood, Inner West

Population
5,200 new people for 2050

Homes
2,500 new homes for 2050

Jobs
2,800 new jobs for 2050

Significant places
- Concord Oval, Cintra Park and St Luke's Park
- Barnwell Park
- Wengal Park
- Blair Park
- Centenary Park
- Five Dock Leisure Centre
- Rosebank College
- Lucas Gardens School
- Low-scale, high-character residential streets south of Parramatta Road at the edges of the Precinct

Urban renewal opportunities
- Land immediately fronting Parramatta Road
- Spencer Street
- William Street
- Regatta Avenue
- Kings Road

Challenges
- William Street is currently a very narrow street
- Fostering urban support services, such as mechanics, upholsterers and other local activities
- Transitioning development height and density south of Parramatta Road towards low density and heritage areas
Kings Bay is envisaged as a new residential urban village with a Parramatta Road address. It will have a dense network of streets and an identity built on its proximity to Sydney Harbour.

Spencer Street will form the basis of a new and compact local centre – an east-west axis for local shops and services, and a new address for medium and high-density residential development. Taller residential buildings will mark the centre of the Precinct at the corner of Parramatta Road, William Street and Spencer Street. The scale of development will gradually decrease towards adjacent residential areas and Rosebank College.

A new green corridor will be created along William Street to reinforce connectivity to Barmell Park Golf Course and the foreshore, while providing a green marker along Parramatta Road at the centre of the Precinct. Other new features include a series of active transport connections across blocks, and the extension of Spencer Street to the east and west.
KEY ACTIONS

**Land Uses**
- Facilitate the mixed uses of land on both sides of Parramatta Road between Regatta Road and Scott Street
- Develop a new local village around Spencer Street
- Encourage medium and high-density residential development north of Parramatta Road with limited, appropriately scaled residential development south of Parramatta Road

**Transport and movement**
- Capitalise on reliable, frequent rapid transit to service the new population
- Reinforce active transport links to Croydon Station
- Benefit from the potential decrease in traffic volumes on Queens Road as a result of WestConnex
- Recognise Parramatta Road will continue to have a movement function
- Formalise Spencer Street as a Place for People
- Formalise Parramatta Road west of Walker Street and east of Short Street as a Vibrant Street
- Reduce residential car parking rates to decrease car dependency, increase use of public transport and improve traffic conditions

**Place-making**
- Create a new fine-grain road network and a mixture of uses and activities anchored on the Queens Road, Spencer Street and William Street intersections
- Establish a new, high amenity neighbourhood hub, focussed around Spencer Street, with low traffic
- Retain and build on existing lifestyle/recreation businesses in and around the Precinct
- Facilitate site amalgamation in appropriate locations to provide opportunities for redevelopment

**Open space, linkages and connections**
- Leverage development to provide new open space, a north-south plaza between Spencer Street and Queens Road, and green corridors between Parramatta Road and the foreshore
- Create mid-block, through-site links and prioritised pedestrian connections
- Deliver new cycle links along Short Street, Grogan Street, Acton Street, William Street and through Barmwell Park Golf Course and Walker Street
- Construct the new, separated, regional cycle path along Queens Road, connecting Concord in the west to Iron Cove in the east
Taverners Hill Precinct

Councils
Inner West

Population
3,300 new people for 2050

Homes
1,300 new homes for 2050

Jobs
4,100 new jobs for 2050

Significant places
- Low-scale, high-character residential streets north of Beeson Street, along Upward Streets and south of Cook Street
- Kegworth Public School
- Hawthorn Canal
- GreenWay
- Lambert Park

Urban renewal opportunities
- Land immediately fronting Parramatta Road
- Tebbutt Street to Hatham Street
- Lords Road

Challenges
- Fragmented land ownership and small lots
- Overcoming physical barriers such as Parramatta Road, the M4 Motorway and the Western Rail Line
Taverners Hill Precinct

Taverners Hill is a mixed-use area with varied buildings and differences in streetscape character. Old Canterbury Road and Tebbutt Street form a north-south axis linking Market Place at Marion Street with Lewisham Station at Thomas Street. The Precinct is also served by light rail with two stations along its western edge.

The area’s existing character will be bolstered by the creation of an urban village with:

- strong transport links via the adjoining GreenWay and Hawthorne Canal
- a revitalised neighbourhood centre
- enhanced accessibility to nearby public transport modes and high amenity neighbourhood parks, squares, and leafy streets just off Parramatta Road.

Tebbutt Street will be reinforced as the Precinct’s main street. Residential development will take place around this area, providing defined streets and open spaces. Taller buildings will be developed along Parramatta Road and close to the light rail stops. All building developments will need to take into account existing heritage elements. Retail activities will be centred in Tebbutt Street, while various business enterprises will line Parramatta Road.

New east-west connections will provide better walkability and connectivity across the Precinct from adjacent areas to public transport nodes. Improvements to the pedestrian environment at Hatherley and Broom Streets, where traffic crosses Parramatta Road, will be central to improving liveability in the Precinct. Opportunities to create additional local open spaces will also be explored.
### Key Actions

#### Land uses
- Maintain an employment focus on both sides of Parramatta Road, Tebbutt Street, Upward Street and George Street
- Retain the existing low-density character across the remainder of the Precinct
- Encourage appropriately scaled residential development in select locations to attract and retain people in the core of the Precinct

#### Transport and movement
- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Capitalise on the good access to three major transport modes: light rail, heavy rail and frequent buses along Parramatta Road
- Formalise Parramatta Road east of Hawthorne Canal as a vibrant Street

#### Place-making
- Establish a new high amenity neighbourhood hub along Tebbutt Street/Upward Street that benefits from the Kabeltex/Labelcraft site redevelopment
- Create an activity node around the Taversons Hill Light Rail stop
- Create a new link between Upward Street and George Street

#### Open space, linkages and connections
- Leverage new development to provide new open space and high-quality and active public domains
- Complete missing links along the GreenWay, including under Parramatta Road and Longport Street
- Capitalise on the proximity to light rail by providing increased connectivity for pedestrians and cyclists where possible
- Extend Nestor Lane east to the edge of the Precinct
- Create a new east-west cycle link along the extended Nestor Lane
- Connect Upward Street, George Street and Flood Street as a new pedestrian and cycle link
- Prioritise Tebbutt Street and Flood Street as key pedestrian routes
Leichhardt Precinct

Councils
Inner West

Population
2,100 new people for 2050

Homes
1,100 new homes for 2050

Jobs
3,250 new jobs for 2050

Significant places
- Norton Street
- Annandale Heritage Conservation Area
- Leichhardt Public School
- The Forum

Urban renewal opportunities
- Redevelop the car park site and buildings east of Norton Street
- Select infill properties on the western side of Norton Street, which also offer the opportunity to unblock east-west connections and connect Albion Street to Jarrett Street via the Forum

Challenges
- Reversing economic decline along Norton Street, particularly the retail vacancies
- Establishing new connections to improve access between the long and deep street blocks, large-format retail and heritage sites
- Improving pedestrian amenity of Parramatta Road
- Exposure to aircraft noise and height restrictions due to aircraft may pose constraints on development
- Small residential lots and fragmented ownership
- Providing additional open space areas and community facilities
The Leichhardt Precinct is located on one of the highest points of the Corridor. For a long time, Leichhardt, and especially Norton Street, served as a cosmopolitan hub with a strong dining focus, especially in Italian cuisine. In recent times, the Precinct has lost some of its vibrancy.

The area benefits from a strong grid street structure, which has good amenity in areas further away from Parramatta Road. The relatively intact heritage appearance within the Annandale Heritage Conservation Area is particularly notable.

There are opportunities to invigorate Leichhardt and activate Norton Street and Parramatta Road by promoting new businesses and introducing wider residential use of certain areas. Leichhardt is becoming an attractive area for young professionals and young families given its proximity to amenities and the Sydney CBD.

New economic strategies will be developed and implemented to attract new small businesses that can benefit from Leichhardt’s role as a local centre, while reinforcing and respecting the existing character of the Precinct. Residential densification will be encouraged in areas that are appropriate and less sensitive in order to bring additional residents into the Precinct.

The Parramatta Road streetscape will be improved through tree planting, pavement treatments and incorporation of public art into the design of roadway furnishings. Other small-scale improvements will also provide a better pedestrian environment for the community. Opportunities for creating through block links, allowing finer grained pedestrian circulation, will also be explored.
### Key Actions

#### Land uses
- Create a truly mixed-use Precinct focused around Norton Street
- Encourage appropriately scaled residential development to attract and retain people in the core of the Precinct

#### Transport and movement
- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Formalise Parramatta Road as a Vibrant Street, and Norton Street as a Place for People

#### Place-making
- Capitalise on new transport connections to rebrand and create a new Norton Street identity
- Provide a ‘Gateway’ to Norton Street at Parramatta Road that is mirrored at Marion Street
- Identify short to medium-term opportunities for new public domain and spaces
- Enhance side streets, including Thornley Street, Hay Street, Charles Street and Railway Street, as public spaces
- Improve pedestrian conditions along Parramatta Road through traffic light phasing, reduced speed limits, increased crossing points, enhanced footpath design, and tree planting in side streets as well as along Parramatta Road

#### Open space, linkages and connections
- Leverage new development to provide new open space and high quality and active public domains
- Improve north-south movements, especially along Norton Street/Crystal Street, including a major crossing of Parramatta Road
- Provide new links and a network of pedestrian and cycling connections to increase circulation and permeability in the Precinct
- Create the Dot Lane cycle link and a new cycle link from Tebbutt Street to the GreenWay along Kegworth Street
Camperdown Precinct

Councils
Inner West, City of Sydney

Population
1,400 new people for 2050

Homes
700 new homes for 2050

Jobs
2,300 new jobs for 2050

Significant Places
- Gantry redevelopment
- Franks Building
- University of Sydney
- Royal Prince Alfred Hospital
- O’Dea Reserve
- Camperdown Park
- Johnstone Creek corridor

Urban renewal opportunities
- The ‘Camperdown Triangle’ – land bound by Parramatta Road, Mallet Street and Pyrmont Bridge Road as a biomedical hub
- Hordern Place Industrial Area – land bound by Australia Street, Cardigan Lane, Gantry Lane and O’Dea Reserve

Challenges
- Noise and air quality conditions on Parramatta Road and to a lesser extent on Pyrmont Bridge Road
- Fragmented land ownership, small lots, and industrial strata land holdings that may be a short term barrier to development and new connections but should not be a long term obstacle
- Flooding potential associated with Johnstone Creek
Camperdown will leverage its proximity to the University of Sydney and Royal Prince Alfred Hospital to generate jobs in specialised education and medical industries. Student and affordable housing will be provided through innovative models.

The Camperdown Precinct is a relatively flat area, except where it slopes down towards Johnston's Creek. The area is characterised by narrow, disconnected streets. It has been shaped by the subdivision of historical landholdings and disrupted by creek lines. Some blocks have poor east-west connections, pushing pedestrian and cyclist connections to Parramatta Road and Pyrmont Bridge Road. A new park is proposed to be constructed by the City of Sydney Council at Lyons Road.

Camperdown is strategically located on the doorstep of Royal Prince Alfred Hospital and the University of Sydney. These major educational and health institutions are recognised across Australia and internationally.

The style of buildings in Camperdown is strongly influenced by the institutional presence and by industrial history, with rows of Victorian and Federation houses interspersed with larger-scale buildings of both institutional and industrial origin. The main institutions of the University of Sydney and the Royal Prince Alfred Hospital are increasingly dominant in determining the land uses, functions, and demographics of the area.

The Precinct is already transitioning to a vibrant high-density locality with diverse uses and buildings of different scales. It will continue to evolve into an attractive, highly urbanised neighbourhood with high-quality amenities.

The Precinct will take on a support role to the adjacent specialised activity institutions and their associated research centres by providing employment and ancillary floor space.

The Precinct will be focussed around the triangular shaped wedge formed by the intersection of Pyrmont Bridge Road, Mallett Street and Parramatta Road, and will form the western entry to the city. It will be marked by taller buildings catering to both residential and business markets, offering a potential home to any number of innovative and incubator businesses and research activities. The Precinct could develop a moniker, such as the 'Camperdown Triangle,' to represent its synergy of health, education, technology and reinvention, attracting new business to this crossroad.

New residential development will primarily be located south of Parramatta Road, with potential for some development north of the central triangle. The development will be designed to sensitively respond to both the industrial character of heritage structures and the low-scale residential buildings in the adjacent heritage conservation area.
KEY ACTIONS

Land uses
- Prioritise Campdenown Precinct for biotechnology and employment uses that support the growth of the nearby institutions
- Reinforce the Layton Street cluster of shops and services as a local centre expanding westwards to Bignell Lane
- Focus residential development on students, key workers, and affordable housing

Transport and movement
- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Formalise Parramatta Road as a Vibrant Street and Pyrmont Bridge Road as a Place for People
- Reinforce active transport, with low-priority given to additional private vehicle movements

Place-making
- Adapt, retain and celebrate the existing industrial heritage
- Develop Bignell Lane as a lively, mixed-use area with entertainment and other day/night social uses
- Reinforce and provide new opportunities for a network of streets and buildings of an appropriate scale through the Hordern Place Industrial Area
- Create a greener, friendlier and safer Cardigan Lane as an enhanced north-south walking and cycling route.
- Create streets that connect residents and workers to small, diverse, local and regional open spaces

Open space, linkages and connections
- Provide new open spaces in the Hordern Place Industrial Area, and in the north of the Precinct adjacent to Johnstons Creek
- Prioritise works to complete the Johnstons Creek green corridor, connecting the Precinct to the Bicentennial Parklands and the harbour foreshore walk
- Provide new cycle routes along Johnston’s Creek, Mathison Street, Chester Street and Guhjien Street to improve connections with other cycleways
Developing the Strategy

This section covers the following subjects:

- How this Strategy was developed
- Drafting and community engagement
- Incorporating public feedback into the Strategy: our process
- Continuing engagement and opportunities to participate
This Strategy will help the Parramatta Road Corridor play its role in making Sydney an internationally competitive city, offering world-class urban areas and amenity. Via this Strategy, all agencies and stakeholders have engaged with the latest thinking informing urban transformation in today's world – for tomorrow.

How this Strategy was developed

The Strategy has been developed over a period of more than three years. It is the culmination of an extensive process of technical studies and investigations, urban design and planning, and stakeholder consultation.

The views and responses of organisations and community members were received through a variety of channels at critical stages in the development of the Strategy. Consultation with the community began in late 2013 through a series of planning sessions attended by community representatives and other stakeholders. In late 2014, the preliminary Parramatta Road Urban Transformation Strategy was displayed for comment. The community feedback received during that process was used to update the draft Parramatta Road Urban Transformation Strategy (draft Strategy), which the community had input into again in 2015.

Drafting and community engagement

The draft Strategy was displayed for public consultation by the Minister for Planning. An intense program of consultation and engagement occurred within government, and with stakeholders and the wider community between 17 September 2015 and 18 December 2015. Activities included focus groups, community information sessions, Mayoral and MP forums, online and paper surveys, random phone surveys, advertising, and meetings with major landowners and developers to ensure a wide range of community views were obtained. The project website and social media were important communication tools.

By the close of the consultation period, more than 3,700 responses had been received on the draft Strategy, including 900 formal submissions. The feedback indicated that 97 per cent of all respondents considered the Corridor to be in need of revitalisation. Less traffic, better public transport, more appealing streets and public spaces, and a better environment for business were identified as necessary improvements in the Corridor. The following key themes emerged from surveys and written submissions received on the draft Strategy:

- development (land use, heights and density)
- character and amenity
- public transport
- social infrastructure
- traffic
- open space
- walking and cycling
- parking
- other comments and suggestions
- impacts to properties
- the consultation process.

The outcome of the 2015 consultation process, and how that has informed this Strategy, is documented in separate reports.
Incorporating public feedback into the Strategy: our process

All feedback received has been used to inform the final Strategy, and to formalise the vision, principles and strategic actions for the Corridor. Throughout early 2016, the Strategy, Implementation Tool Kit and resource documents have been revised and refined. *Informing the Parramatta Road Corridor Urban Transformation Strategy* has also been prepared and is a linking document between the *Consultation Outcomes Report*, May 2016 and the final version of the Strategy, showing how the feedback on the draft Strategy has informed the final Strategy.

The final suite of documents is the result of the work of many people and organisations. It reflects the passion the Corridor’s residents, workers, visitors and other stakeholders have for Parramatta Road and its surrounds. The concepts and objectives included in the Strategy and Implementation Tool Kit have been drawn from stakeholders and the community, and have been tested through a rigorous process of discussion and feedback.

Continuing engagement and opportunities to participate

The engagement process has been, and will continue to be, a core part of the Strategy’s implementation. All stakeholders, including local communities and businesses will be kept informed of the progress of the Strategy and there will be opportunities to participate in future stages of planning and to comment on aspects of implementation.
Parramatta Road Corridor Glossary

Active Frontage

Suitable locations across the Corridor where activation and surveillance at the street level should be provided. A building has an 'Active Frontage' if premises on the ground floor of the building facing the street are used for the purposes of retail premises. Residential lobbies are not considered an Active Frontage.

A minimum of 75% of the nominated street frontage shown on the Activity Zone Plan shall be provided as an Active Frontage.

Active transport

Walking and cycling modes of transport.

Amenity

The quality of a public or private place to live, work or visit for both individuals and the community, and which makes it pleasant and agreeable to be. Amenity is important in the public, communal and private domains and includes the enjoyment of sunlight, views, privacy and quiet. It also includes protection from pollution and odours.

Articulation

Articulation refers to the detailed horizontal and vertical design and building elements used to add visual interest and define the scale of buildings and public domain.

Commercial Frontage

Suitable locations across the Corridor where activation and surveillance at the street level should be provided. A building has a 'Commercial Frontage' if premises on the ground floor of the building facing the street are used for the purposes of business premises.

A minimum of 75% of the nominated street frontage shown on the Activity Zone Plan shall be provided as Commercial Frontage. Residential lobbies/concierges in serviced apartment buildings are not considered a Commercial Frontage.

Cycle Link (Proposed)

Land identified for cycle links on the Precinct Plans. Cycle links include:

- regional bicycle corridors that connect to major destinations
- local bicycle network connections that connect to priority corridors and neighbourhood destinations within catchments
- along quiet local streets to connect residential destinations and local services

Decoupled parking

Parking that is spatially separated from the building which the parking services. It is also generally unbundled from the sale or rental of a dwelling or building.

Density

Density measures the intensity of people or built area, giving an indication of how intensely developed an area is. It is generally described as the number of people (workers and/or residents) or floor space over a given area. Net density compares the number of people or floor space over an individual lot or number of lots excluding public roads and open space. Gross density is used to measure the number of people or floor space over a larger area and includes all land within the area measured.

Design excellence

Design excellence fosters design outcomes that go beyond statutory requirements to achieve innovative livability, sustainability, aesthetic and functionality outcomes in buildings and the public domain.

Desired Through Site Link

Land identified on the Precinct Plans. A Desired Through Site Link is to be provided in the indicative location as a publicly accessible link to improve pedestrian and/or cycling connectivity and access to public transport and/or open space/community facilities. A Desired Through Site Link should be a minimum 7m in width.
Parramatta Road Corridor Glossary

Enterprise and Business
Land comprising employment uses such as business or commercial premises, innovation and technological uses, light industries, warehouse and distribution centres. Enterprise and Business areas are where people should be able to have their cars repaired, buy goods such as white goods from large retailers, or where small manufacturing can occur.

Heavy industrial uses and residential development are not encouraged in Enterprise and Business areas.

Employment (Other)
Heavy industrial and manufacturing uses that are envisaged to be located within the Corridor over the longer term.

Fine grain
A term used to describe the predominant small lot subdivision associated with the historic pattern of built form which exists along stretches of the Parramatta Road Corridor and within the identified Precincts and Frame Areas. New areas where an intimate pedestrian scale is desired may benefit from a fine grain subdivision.

Frame Area
The stretches of land that front Parramatta Road between each Precinct, and typically include the lots facing Parramatta Road to the first street running parallel to Parramatta Road.

Governance
The process for making and implementing decisions.

Green Setback
Land identified on the Precinct Plans and measured from the property boundary to the building line to ensure development creates a positive streetscape, establishes streets with a high quality pedestrian environment, achieves high quality architectural design that promotes commercial, retail and business activity, and accommodates planting of mature street trees.

A Green Setback is 6m wide on Parramatta Road and 3m wide on all other nominated streets.

Heritage Conservation Area
An area of land of heritage significance identified within a Local Environmental Plan, State Environmental Planning Policy or under the Heritage Act, 1977 as having heritage value, and including any heritage items situated on or within that area.

Heritage Item
A building, work, place, relic, tree, object or archaeological site that is listed within a Local Environmental Plan, State Environmental Planning Policy or under the Heritage Act, 1977 as having heritage value.

High Activity Pedestrian Zone
Areas of high pedestrian activity that will incorporate traffic calming features such as marked pedestrian crossings, lower speed limits, and wider footpaths.

Different road environments are used to help alert drivers to the lower speed environment and make them aware of the presence of pedestrians moving about or near the road. This creates a safer road environment for all road users, particularly for pedestrians, cyclists and children.
Parramatta Road Corridor Glossary

Housing diversity
An array of housing typologies, formats, sizes and ownership/tenure structures that aim to improve the affordability and choice of services and support diverse lifestyles.

Indicative Zone for Rapid Transit
The land bound by a grey dotted line on the Precinct Plans for the Corridor between the Burwood-Concord Precinct and the eastern end of the Parramatta Road Corridor. Proposals for rezoning or development within an adjacent Indicative Zone for Rapid Transit should be discussed with Transport for NSW to facilitate integration of well designed public transport infrastructure and associated facilities into the streetscape.

Integrated Land Use and Transport Plan
A plan which illustrates the ultimate vision for the Corridor, including land use and development intensity, public and active transport initiatives, green space and links, key infrastructure, new centres and growth areas.

Infrastructure Site
(As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines).

Land that is currently zoned or used for one of the following purposes:
- education facility
- health facility
- substation
- road (as zoned in a local environmental plan only)
- drainage corridor (as zoned in a local environmental plan only)
- WestConnex Motorway construction site

Intermediate trips
Trips that are between five and 10 kilometres.

Intersection Investigation/Upgrade (Proposed)
Locations that will require further investigation or upgrade as part of any future planning proposal.

Light Rail
A system of rail based public transport with the ability to share streets with other road users, or operate within exclusive rights of way such as a segregated corridor, tunnel or elevated structure.

Local Centre
Locations that are existing centres in or adjacent to the Corridor that are not identified as a Strategic Centre in A Plan for Growing Sydney. Local centres are smaller than Strategic Centres and range from centres with a small number of shops to centres with large amounts of retail and employment. Local Centres have been identified in the Precinct Plans to provide context.

Local Environmental Plan (LEP)
The principal planning instrument for controlling development at the council level.

Local Street
Streets that facilitate local access to communities.

Local trips
Trips that are less than five kilometres.

Linear Open Spaces
Linear Open Spaces provide long active links that are suitable for walking and cycling. They make use of infrastructure corridors and connect urban centres to large open spaces and other regional active transport corridors.

Livability
The way a place supports the quality of life and wellbeing of its residents.

Mixed Use Development
Areas containing (or zoned for) two or more land uses of any type.
Parramatta Road Corridor Glossary

Motorways
Motorways are strategically significant roads that move people and goods rapidly over long distances.

Movement Corridor
Movement corridors are main roads that provide safe, reliable and efficient movement between regions and strategic centres.

Parramatta Road Corridor
The Parramatta Road Corridor opens 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

Places for People
Places for People are streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value.

Planning Proposal
(As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines).

Land that is the subject of an undetermined Planning Proposal that has been issued a Gateway Determination by the Department of Planning and Environment.

Plaza
Small urban open spaces which serve dense urban environments and provide moments of open space where people live and work. These spaces are located within urban centres and have building frontages activating their edges. They are designed as high use open spaces that also allow for high levels of pedestrian traffic.

Precinct
Lands identified along the Corridor in consultation with local councils that have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way.

Precinct Plan
A set of plans prepared for each Precinct that provide more detailed principles and targets for growth and development for each of the eight Precincts. Each Precinct Plan is described in terms of its location and context, existing character and identity, opportunities and constraints and future character. Future land uses, heights, densities, open space and active transport, street function and built form controls are identified.

Prioritised Walking Link
A strategically important walking link or connection that is designed as a primary route for walking. Attributes could include generous footpaths, shade and weather protection, seating, landscaping and priority over other transport modes at intersections.

Priority Precinct
Areas selected through the Priority Precincts program as suitable for urban renewal including increased housing.

Proposed Open Space
Land in public ownership that provides recreation and amenity benefit. Proposed Open Space is to be delivered through the Infrastructure Schedule, the Urban Amenity Improvement Program or future development proposals. Private communal open space required to be delivered under SEPP 65 is not Proposed Open Space.

Public Open Space (Existing)
Open space areas that are set aside for recreational uses with unrestricted public access, such as parks, sporting fields, landscaped areas, or plazas. Existing Public Open Space across the Parramatta Road Corridor includes:

- regional open spaces – large areas, open spaces, parks or corridors that provide a range of recreational opportunities, facilities, landscapes, ecological habitats and cultural interest for visitors across whole Cities or metropolitan subregions
- district open spaces – typically used by multiple neighbourhoods that may extend beyond the LGA where it is located, and usually provide a range of formal and informal recreational, sports and children’s play facilities, and
Parramatta Road Corridor Glossary

- Local open spaces serve single neighbourhoods, are typically small in size, and typically provide some recreational facilities such as games courts, children's play facilities and outdoor seating.

Recent development
Land that has been developed in the last five years, is currently under construction or benefits from a current (but yet to the commenced) development consent.

As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines.

Restricted Open Space
Existing Public Open Space which is primarily used for organised sport and recreation activities and is largely inaccessible to the community. Examples include FS Garfield Park, Concord Oval, Lambert Park and others.

Regional Trips
Trips that are longer than 10 kilometres.

Residential
Predominantly residential in character and includes a range of dwelling typologies and densities.

Setback
The space along the street frontage between the property boundary and the building. Refer to building line or setback as defined in the Standard Instrument - Principal Local Environmental Plan.

A building setback may be satisfied by a Green Edge.

Street Wall/Street Wall Height
A street wall is the front façade of a building that is built on or close to the boundary. The street wall height is the vertical distance of the front façade from ground level (existing) to the highest point of the building.

Social Infrastructure
(or community infrastructure)
The facilities and services that are used for the physical, social, cultural or intellectual development or welfare of the community, including physical infrastructure such as libraries, community centres and cultural facilities that facilitate the delivery of social services and activities, as well as open spaces, parks, recreation areas and sport fields that support sport, recreational and leisure uses.

Importantly, social infrastructure also incorporates the services, activities and programs that operate within these facilities.

Statutory Planning
Urban planning in accordance with the adopted legislation such as the NSW Environmental Planning and Assessment Act, 1979.

Strata
Land currently accommodating strata titled residential development.

As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines.

Strategic Centre
Locations identified within A Plan for Growing Sydney that currently or are planned to have least 10,000 jobs. These are priority locations for employment, retail, housing, services and mixed-uses.

Transition zone
A transition zone provides an appropriate built form scale transition between proposed higher density development and existing low density residential edges, open space, schools and to heritage/conservation areas; special uses (education/community uses). A transition zone provides both an adequate scale and amenity transition to these areas.

Unbundled Parking
Unbundled parking is parking that is separated from the cost or rent of a dwelling or building. This is not only more equitable, but can also reduce the total amount of parking required for the building.
Parramatta Road Corridor Glossary

Urban Amenity Improvement Plan
A program of urban amenity improvements attached to $198 million worth of government funding to deliver tangible public domain improvements to the Corridor aligned with its staged redevelopment.

Urban Investigation Areas
Large areas of land to be examined for suitability for urban development.

Urban transformation
The process undertaken to build on the strengths of a place by transforming under-utilised or dilapidated areas, and balancing density, good design, a mix of land uses, location, housing choice and access to public transport to create a successful urban environment.

Urban village
An identifiable residential community within a suburb centred on an activity node. Distinct from a town centre, an urban village provides the conveniences necessary for a localised community including lifestyle amenities such as cafes, restaurants and bars, fresh food markets and local services such as hairdressers, transport connections and open spaces.

Vehicle connection (proposed)
Locations where a new local road is required.

Vibrant Street
Vibrant Streets have a high demand for movement as well as destinations and activity centres within the same road space.

Village centre
The activity strip or central point of an urban village such as an urban square or main street.

WestConnex
The 33-kilometre project that brings together a number of important road investments to link Sydney’s Orbital Network, including the widening of the M4 east of Parramatta, duplicating the M5 East and building new sections of motorway to provide a connection between the two key corridors.
For further information:

1300 730 627
info@newparramattard.com.au
urbangrowth.nsw.gov.au
Attachment 2

Summary of proposed planning approach for Parramatta Road Corridor
Planning Approach for Corridor

Stage 1: Crescent St Planning Proposal (Regional Panel)

Stage 2: Targeted changes in line with Strategy
Item No: C07/19-133

MOBILE FOOD VENDING VEHICLE POLICY

Responsible Division: Works & Infrastructure  
Officer: Director Works & Infrastructure  
File Number: HC-11-16-9/02  
Community Strategic Plan Goal: A safe accessible community

SUMMARY

At Council’s meeting of 21 February 2018, item C02/18-18 – Mobile Food Vending Vehicles Policy was tabled for consideration. The resolution resulting from that item was:

“That Council:

1. Adopt the Mobile Food Vending Vehicles Policy, subject to clarification regarding hours of trading; and
2. Notify the Australian Food Trucks Association for the information of their members.”

Following adoption of the Mobile Food Vending Vehicle Policy, Council wrote to the Australian Food Trucks Association. No return correspondence was received from members of this Association.

To maintain currency, a review of the previously adopted Mobile Food Vending Vehicle Policy and accompanying Guideline has now occurred, with only minor alterations proposed to the Guideline as part of this review. The Policy is proposed for re-adoption by Council in its present form.

RECOMMENDATION

That Council:

1. Re-adopt the Mobile Food Vending Vehicle Policy; and
2. Notify the Australian Food Trucks Association for the information of their members.

REPORT

At Council’s meeting of 21 February 2018, item C02/18-18 – Mobile Food Vending Vehicles Policy was tabled for consideration. The resolution resulting from that item was:
“That Council:

1. Adopt the Mobile Food Vending Vehicles Policy, subject to clarification regarding hours of trading; and

2. Notify the Australian Food Trucks Association for the information of their members.”

Following adoption of the Mobile Food Vending Vehicle Policy, Council wrote to the Australian Food Trucks Association. No return correspondence was received from members of this Association at that time, nor has Council received any representations in relation to the Policy for the period it has now been in place.

Throughout the period of the policy application, Council has received and processed five (5) Section 68 approvals (under the Local Government Act 1993), for mobile food vending vehicles to trade on Council land throughout the Cumberland area. In the course of their duties, Council Officers have also identified a small number of other mobile food vending vehicles to be trading within the Council area and without a relevant Section 68 approval, resulting in Council currently working with those operators to facilitate the necessary approvals.

As part of this review period, there are no changes recommended to the Mobile Food Vending Vehicle Policy. Minor amendments were made to the accompanying Mobile Food Vending Vehicles Guideline in line with the Council resolution (relating to clarification regarding the hours of ‘trading’) and with the inclusion of Clause 19 relating to Council approved or operated events. Further improvements have also been identified as part of the review process, these are as follows:

Definitions: Inclusion of a new definition for “Home Jurisdiction Rule”. Guidance has been taken from the NSW Food Authority - Advisory Guideline for Enforcement Agencies – Regulating Mobile and Temporary Food Businesses, where the home jurisdiction rule recognises the enforcement agency in the area that any fixed premises relating to the mobile food business is located, to be the home jurisdiction. Mobile food vending vehicles are therefore inspected annually by their home Council (where the vehicle is garaged), allowing an operator to avoid additional inspection fees at every community or Council event.

Clause 19: Council Approved or Operated Events. Inclusion of the second bullet point which states “Vehicles must satisfy the NSW Food Authorities Home Jurisdiction Rule requirements”. This means that should a mobile food vending vehicle operate at a Council approved or operated event, they will not require a separate Section 68 approval as the “Home Jurisdiction Rule” applies. Standard fees and charges for trading at the event will however still apply.

COMMUNITY ENGAGEMENT

Whilst undertaking a review of the policy and accompanying guideline, Council’s Environmental Health Team have again made contact with the Australian Food Trucks Association to seek their input.

Throughout this process, no submissions were received.

POLICY IMPLICATIONS

If adopted, this version of the policy will rescind and supersede the previously adopted version.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

It is recommended that the Mobile Food Vending Vehicle Policy be re-adopted by Council in its present form. The accompanying Mobile Food Vending Vehicle Guideline will be submitted to Council’s Executive Team for consideration and implementation.

ATTACHMENTS

1. Mobile Food Vending Vehicle Policy
2. Mobile Food Vending Vehicle Guideline
DOCUMENTS ASSOCIATED WITH REPORT C07/19-133

Attachment 1
Mobile Food Vending Vehicle Policy
Mobile Food Vending Vehicle Policy

AUTHORISATION & VERSION CONTROL

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>POL-035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Owner</td>
<td>Director Environment &amp; Planning</td>
</tr>
<tr>
<td>Date Adopted</td>
<td>23 March 2018</td>
</tr>
<tr>
<td>Version No</td>
<td>2</td>
</tr>
<tr>
<td>TRIM Number</td>
<td>RM0073470/2018</td>
</tr>
<tr>
<td>Review Date</td>
<td>March 2021</td>
</tr>
</tbody>
</table>
PURPOSE
The purpose of this Policy is to provide a framework for appropriate placement and operation of Mobile Food Vending Vehicles within the Cumberland Council local government area.

SCOPE
This policy applies to the operation of Mobile Food Vending Vehicles to ensure that all food sold is safe and fit for human consumption. All Mobile Food Vending Vehicles will be required to adhere to the requirements of the Roads Act 1993 & Regulations whilst trading within the Cumberland Council local government area, where Council is the appropriate regulatory authority.

The policy will apply to Mobile Food Vending Vehicles but excludes the application of temporary food premises. A Mobile Food Vending Vehicle is any registered vehicle used on land that is either self-driven, or that can be towed and that is used in connection with the sale of food.

The Policy will be supported by a guideline document, which will be subject to review and adoption by Council’s Leadership Group.

DEFINITIONS

Food Vans (Category 1) - Serve food that is either; i) not potentially hazardous, or; ii) are potentially hazardous and pre -wrapped (frothing milk associated with a coffee van is exempt). Category 1 food vans (or coffee vans) do not have a kitchen and can operate on Council owned roads and parks (except for the excluded areas – refer to Cumberland Council Mobile Food Vending Vehicles Guidelines).

LGA – Cumberland Council Local Government Area

Mobile - Capable of being moved without any alterations or mechanical intervention with the vehicle / van.

Mobile Food Trucks (Category 2) - There are no restrictions to the menu and includes the service of “open” potentially hazardous foods. A kitchen fit-out in accordance with AS4674 – 2000: Design, construction and fitout of food premises and Food Standards Code 3.2.3 is required within these vehicles.

Mobile Food Vending Vehicles – Term used to encapsulate both, Food Vans (Category 1) and Mobile Food Trucks (Category 2).

Temporary Food Premises – Ground based four (4) sided temporary structures that sell food for a limited duration (not a Mobile Food Vending Vehicle).
POLICY STATEMENT

In considering an application to operate a mobile Food Vending Vehicle under this Policy, Council must give consideration to related legislation as listed below and the criteria stipulated in the supporting Mobile Food Vending Guideline.

PRINCIPLES

The purpose of this Policy is to allow Mobile Food Vending Vehicles to positively activate sites within the LGA and to provide food in areas where little or no food options are available.

REQUIREMENTS

- Any application to operate a Mobile Food Vending Vehicle within the LGA shall be accompanied by the prescribed fee.
- When seeking to trade in a public place, the policy applies to approvals for an activity as provided by Section 88 of the Local Government Act 1993.
- When seeking to trade on private land, applicants need to consider if they satisfy the requirements of the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and amendments. If not, then a Development Application will be required to be obtained from Cumberland Council.
- Any approval issued to a Mobile Food Vending Vehicles will include conditions of operation that must be complied with at all times.
- The operation of any Mobile Food Vending Vehicle is subject to a satisfactory food hygiene and safety inspection from their home jurisdiction, which has been conducted within the 12 months prior to the application being made as well as the observations made by Council at the time of an inspection.

RELATED LEGISLATION

Environmental Planning and Assessment Act 1979 and associated Regulations;

Food Act 2003 and associated Regulation;

Local Government Act 1993 and associated Regulation;

Protection of the Environment Operations Act 1997 and associated Regulations;

Roads Act 1993 and Australian Road Rules;

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

NSW Food Authority – Guidelines for Mobile Food Vending Vehicles
RELATED DOCUMENTS AND COUNCIL POLICY

Cumberland Council Mobile Food Vending Vehicles Guideline
DOCUMENTS
ASSOCIATED WITH
REPORT C07/19-133

Attachment 2
Mobile Food Vending Vehicle Guideline
MOBILE FOOD VENDING VEHICLES

PURPOSE

Cumberland Council encourages the operation of Mobile Food Vending Vehicles to activate sites within the Cumberland Council local government area and to provide food in areas with little to no food options available.

The purpose of this guideline is to provide the framework for the operation of Mobile Food Vending Vehicles within the LGA. The guideline sets out the relevant regulatory requirements for the vending of food (including where trade can and can’t occur) as well as requirements for the sale of safe food.

DEFINITIONS

Food Vans (Category 1) – Serve food that is either; i) not potentially hazardous, or; ii) are potentially hazardous and pre-wrapped (frothing milk associated with a coffee van is exempt). Category 1 food vans (or coffee vans) do not have a kitchen and can operate on Council owned roads and parks (except for the excluded areas – refer to Cumberland Council Mobile Food Vending Vehicles Guidelines).

Home Jurisdiction Rule – The Advisory Guideline for Enforcement Agencies – Relating to Mobile and Temporary Food Businesses (NSW Food Authority) states:

The home jurisdiction is generally responsible for the regular inspection of mobile food vehicles and risk-based inspection of temporary food businesses based in their area (e.g. prepare food at a fixed premises in the area for sale at an event elsewhere).

For mobile food vehicles, the home jurisdiction rule recognises the enforcement agency in whose area the vehicle is ordinarily garaged as the home jurisdiction, even if the business does not intend to trade in this council area.

Food businesses that trade at temporary events often prepare their food off-site at a fixed premises (e.g. a domestic kitchen, café or restaurant). For these businesses, the home jurisdiction rule recognises the enforcement agency in whose area that fixed premises is located as the home jurisdiction.

LGA – Cumberland Council Local Government Area

Location – a place or situation occupied.
Mobile - Capable of being moved without any alterations or mechanical intervention with the vehicle / van.

Mobile Food Trucks (Category 2) – There are no restrictions to the menu and includes the service of “open” potentially hazardous foods. A kitchen fit-out in accordance with AS4674 – 2000: Design, construction and fitout of food premises and Food Standards Code 3.2.3 is required within these vehicles.

Mobile Food Vending Vehicles – Term used to encapsulate both, Food Vans (Category 1) and Mobile Food Trucks (Category 2).

Potentially Hazardous Foods - are defined by Food Standards Code 3.2.2 as:

Food that has to be kept at certain temperatures, to minimise multiplication of any food-poisoning bacteria that may be present in the food, or to prevent the formation of toxins in the food.

Public place - is defined by the Local Government Act 1993 as:

a) a public reserve, public bathing reserve, public baths or public swimming pool; or
b) a public road, public bridge, public wharf or public road-ferry; or

Public place (Category 2):
   i. a Crown reserve (other than a Crown reserve that is a public place because of paragraph (a), (b) or (c)); or
   ii. a common; or
   iii. land subject to the Trustees of Schools of Arts Enabling Act 1902; or
   iv. land that has been sold or leased or lawfully contracted to be sold or leased; or
   v. land that is declared by the regulations to be a public place for the purposes of this definition.

Road - is defined by the Local Government Act 1993 as:

a) a highway, street, lane, pathway, footpath, cycleway, thoroughfare, bridge, culvert, causeway, road-ferry, ford, crossing, by-pass and trackway, whether temporary or permanent; and
b) any part of a road and any part of anything referred to in paragraph (a); and

c) anything forming part of a road or anything forming part of anything referred to in paragraph (a).

Seating / Seated area - any seating and / or tables used in conjunction with a Mobile Food Vending Vehicle.

Signage – applies to any signage associated with the Mobile Food Vending Vehicle and is provided by the operator of the vehicle.

Standing Vehicle - any Mobile Food Vending Vehicle that has stopped to make a sale.
Temporary Food Premises – Ground based four (4) sided temporary structures that sell food for a limited duration (not a Mobile Food Vending Vehicle).

The Council - Cumberland Council

SCOPE

- This guideline applies to Council owned/controlled roads and car parks.
- Mobile food vending is not permitted on NSW State controlled roads.
- This guideline will be on trial for 12 months from the commencement date. The guideline will be reviewed after this 12 month period. The review will take up to 6 months, during which, this guideline will continue to operate.
- Application for trading at proposed sites must satisfy the following:
  - Does not restrict any vehicular or pedestrian access to or from the land or entry to any building on the land;
  - Does not obstruct the operation of, or access to, any utility services on the land or on adjacent land;
  - Does not result in any damage to public property on the land or on adjacent land;
  - The site is not within 50m of a fixed food premises;
  - The site does not have an existing food retail facility (e.g. canteen); and
  - Complies with the other requirements of this document.
- Parks and sportsgrounds will be considered subject to the relevant approval from Council.
- This guideline does not circumvent the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and amendments.

ROLES & RESPONSIBILITIES

The objectives of the Mobile Food Vending Guideline are to:

- Ensure the operation of Mobile Food Vending Vehicles is in accordance with the Australian Road Rules.
- Ensure Mobile Food Vending Vehicles operate within approved off-street trading sites in public places.
- Ensure that all food sold through a Mobile Food Vending Vehicle is safe and fit for human consumption.
- Ensure that the Mobile Food Vending Vehicle is fitted out in accordance with the NSW Food Authorities “Guideline for Mobile Food Vending Vehicles”
- Provides guidance for people wishing to operate a Mobile Food Vending Vehicle within the LGA.
- Ensure the safe operation of Mobile Food Vending Vehicles for staff, patrons and the public.
- Ensure that all wastes are disposed of appropriately.
- Ensure that the operation of Mobile Food Vending Vehicles does not negatively impact surrounding areas and sensitive land uses.
- Actively encourage food trucks to trade within the LGA.
PROCEDURE STEPS / GUIDING PRINCIPLES

The following refers to the operational requirements for mobile food vending vehicles seeking to trade within the LGA.

1. Mobile Food Vending categories

Category 1 – Food Vans

a) Menu Items – Food and drinks that do not require a kitchen or further preparation, the exception being the frothing of milk for coffee, the preparation of a milkshake or the serving of frozen dairy products. Food may be pre-packaged, or served directly from its package/container and do not require re-heating (that is, potentially hazardous food that is already hot). The vehicle must meet the required design standards to ensure food safety requirements are met. Examples of food types include tea, coffee, milkshakes, pre-packaged ice cream, soft serve ice cream, pre-heated and pre-packaged pies and sausage rolls, pre-made and pre-packaged sandwiches.

b) Stopping time – On street sites: Each Mobile Food Van is able to trade for a maximum of 60 minutes (1 hour) in any one location within a 24 hour period on Council owned roads (see Appendix 1 for a list of excluded roads / areas) and as per the regulatory street sign posting. Parking requirements must be adhered to at all times.

Off street sites: Category 1 vehicles can park and trade in specifically marked areas within nominated parks and reserves for up to 5 hours within any 24 hour period.

c) Trading conditions – Food vans are permitted to undertake street trading in all areas apart from the excluded zones outlined in Appendix 1. No items are permitted to be placed outside of the vehicles, this includes seating and signage.

Category 2 – Mobile Food Trucks

a) Menu Items – There are no restrictions to the menu for an approved Category 2 vehicle. Potentially hazardous foods may be prepared, cooked and sold from the vehicle. The vehicle can be a mobile kitchen; however, the operator must have access to an approved fixed premises or commercial kitchen (for large scale food preparation and storage). Food types can include pasta, stir fries, sandwiches, burgers, fries, deserts, etc.

b) Stopping time: For more information regarding stopping times at specific locations, please refer to Section 9.

c) Trading conditions: Food trucks can trade in locations with the exception of those outlined in Appendix 1 of this Guideline. Items such as seating, waste bins, signage, and menus can be placed outside of the food truck within a 5m radius.

d) Management Plans – Management Plans are to be submitted with any application. The minimum points that the Management Plans should consider are:

   i) Food processes and/or preparation
   ii) Noise
   iii) Waste
Council Meeting
3 July 2019

Cumberland Council
Mobile Food Vending Vehicles Guideline

iv) Ventilation and odour
v) Water (both potable for use and disposal of waste water)
vi) Cleaning of vehicle both inside and out
vii) Pest control

f) Vehicle Dimensions: The vehicle shall be no larger than 11m long and / or 2.5m wide.

2. Exemptions under the guideline

- If you are wishing to trade on land that is privately owned, please contact Council to discuss any specific requirements.
- Exemptions to the guideline for the Christmas lights period in December are stipulated in Section 18.
- Exemptions to the guideline for Council approved or operated events are stipulated in Section 19.

3. Approvals

- The guideline applies to approvals for an activity as per Section 68 of the Local Government Act 1993. Provided within the table associated with Section 68, it states:
  
  Use a standing vehicle or any article for the purpose of selling any article in a public place.

- It is an offence under the Local Government Act 1993 to operate a Mobile Food Vending Vehicle or sell food from a mobile food vehicle in a public area without prior approval from Cumberland Council.
- Mobile Food Vending Vehicles will be issued with an approval that includes conditions of operation which are to be complied with at all times.
- Approvals will take effect from the date stated on the approval and shall remain current for a period of 12 months, or any other time as stated on the approval not greater than 12 months.
- Prior to expiration of the approval period, the applicant may apply for an extension to the approval for an additional 12 month period. Such extensions to an approval can only be granted once. At the conclusion of a second 12 month period, a new application is required to be submitted to Council for consideration.
- Applicants may withdraw an application as per Section 88 of the Local Government Act 1993 at any time prior to its determination, by giving the Council notice to that effect signed by the applicant.
- Applicants may apply to have an approval amended as per Section 106 of the Local Government Act 1993.
- Council reserves the right to revoke any approval as per Section 109 of the Local Government Act 1993. In particular, an approval may be revoked if there is failure to comply with a requirement made by, or under the Local Government Act 1993, or for any failure to comply with a condition of the approval.
4. Applications for approval

- An application for approval to operate a mobile food vending vehicle under Section 68 of the Local Government Act 1993 must be made to Council prior to being allowed to operate in the LGA.
- The application must be made by completing the Mobile Food Vending Application Form, which can be found on Council's website (http://www.cumberland.nsw.gov.au).
- Each mobile food vending vehicle is required to have a separate application and approval.
- The application must be accompanied by the latest inspection report from their home jurisdiction for the mobile food vending vehicle (should the home Council not be Cumberland Council).
- For Category 1 vehicles, a copy of the latest inspection report for their preparation kitchen and/or food storage area is to be provided. If all food is purchased pre-made/wrapped then a list of suppliers is to be provided.
- For a Category 2 vehicle, the latest inspection report for the commercial kitchen is to be supplied with the application.
- The application is to be accompanied by a Plan of Management that is specific to that vehicle.

Note: The applicant shall allow at least 4 weeks for Council to process an application.

5. Fees

- Any application to operate a mobile food vending vehicle within the LGA shall be accompanied by the prescribed fee, which can be found in Council’s Fees and Charges Schedule on Council’s website.
- Any application for extension or amendment to an approval shall be accompanied by the prescribed fee, which can be found in Council’s Fees and Charges Schedule on Council’s website.
- The fee is payable to Council at the time the application is made. Applications not accompanied by the prescribed fee will not be processed and may be refused after five working days should payment not be made.
- Incomplete applications may also be rejected if additional information is not supplied within the timeframe specified by Council. The assessment component of the fee will not be refunded.

6. Fitout

- The fitout of the Mobile Food Vending Vehicle is required to satisfy the requirements of the NSW Food Authority “Guidelines for Mobile Food Vending Vehicles” and Food Standards Australia and New Zealand “3.2.3 Food Premises and Equipment”.
7. Inspections of Vehicles
   - The operation of any Mobile Food Vending Vehicle is subject to a satisfactory food hygiene and safety inspection from their home jurisdiction, which has been conducted within the 12 months prior to the application being made.
   - If a food hygiene inspection has not been undertaken within the 12 months prior to the application being made or if the home jurisdiction is Cumberland Council, an appointment must be made with Cumberland Council for an inspection.
   - Random inspections of Mobile Food Vending Vehicles may be conducted by Council Officers during trading times. Any fees associated with these inspections will be charged to the business in accordance with Council’s Schedule of Fees and Charges.
   - Failure to facilitate an inspection or pay the associated fees within the specified time will result in immediate revocation of any approval.

8. Approvals
   - Approvals will be issued by Council on a per vehicle basis and are not transferrable between vehicles. Furthermore, the ownership of an approval (section 68) is also not transferrable. In this regard, any new owner of a mobile food vending vehicle must lodge a new application with associated paperwork specific to their business and pay the appropriate fee, prior to any approval being issued to the new owner. Trade from the vehicle is prohibited until this process has been completed.
   - A certificate of approval will be provided to all approved mobile food vending vehicles once the application is finalised. The approval certificate will include the category type as well as conditions of approval.
   - The approval certificate, as well as the conditions, must be kept within the mobile food vending vehicle and be made available to Council Officers on request.
   - Any change of address of the commercial kitchen or modification made to the truck, must be notified to Council in writing.
   - Applications for the renewal of approvals must be lodged with Council at least 4 weeks prior to the expiration of the current approval.
   - Failure to adhere to any condition of approval and/or legislative requirement may result in modification, suspension or revocation of the approval in addition to prosecution or the issue of fines.
   - If an operator has ceased trading, or does not trade for a period of longer than 6 months, Council will reserve the right to revoke their approval.

9. Locations and trading conditions
Mobile Food Vending Vehicles can operate in either of the following locations:

**Street vending**

a) **Category 1 – Food Vans**
   
i. Mobile food vans can operate on streets throughout the LGA except for the exclusion zones outlined in Appendix 1.
   
ii. The hours between which a Category 1 vehicle may operate (street vending) is 7:00am to 7:00pm daily.
   
iii. Vans must be parked legally and can trade for no more than 60 minutes in any one location per 24 hour period.
   
iv. Vans may trade onto the footpath area adjoining where they are parked.
   
v. Vans must not park on the actual footpath or across driveways.
   
vi. Food vans are not permitted to trade within 50m of a fixed and permanent food outlet.

b) **Category 2 – Mobile Food Trucks**
   
i. The proprietor of a food truck must nominate a space within the LGA that they propose to trade and this will be considered on its merits (ie. on a case by case basis). The proposed area must comply with the relevant regulatory standards.
   
ii. The hours between which a Category 2 vehicle may operate (street vending) is 7:00am to 7:00pm daily (if carried out on land within or immediately adjacent to a residential zone)*. Any proposed trade past 7.00pm may require approval from the Council.
   
iii. Trucks may only park in designated spots that are identified with corresponding signage.
   
iv. Trucks may trade onto the footpath area adjoining where they are parked.
   
v. Trucks must not park on the actual footpath or across driveways.
   
vi. Food trucks are not permitted to trade within 50m of a fixed and permanent food outlet.

* cf. 2.54b - State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

**Off-street vending**

a) Food trucks and food vans may trade on Council owned sites, subject to application and consideration by Council.

b) When entering and exiting a site, the operator of the vehicle must ensure that there is at least one person guiding outside of the vehicle, to ensure a safe passage by warning pedestrians that the vehicle is moving in addition to warning the driver of any dangers.

c) Mobile Food Vending Vehicles must only park within the confines of the markers on the ground in the nominated areas.
10. **Prohibited roads and precincts**
   Mobile food vending vehicles are not permitted to trade on roads outlined in Appendix 1.

11. **Parking**
   Mobile food vending vehicles must comply with the Australian Road Rules and all parking restrictions. This includes not parking on a footpath area or across driveways.

12. **Deliveries**
   Deliveries are not permitted to be made to the mobile food vending vehicle whilst in position at a trading location. In this regard, any vehicle must arrive at the trading location fully equipped to start service.

13. **Serving**
   In order to ensure the safety of patrons, mobile food vending vehicles are not permitted to operate with the serving window opening onto any part of a roadway.

14. **Liquor licensing**
   No mobile food vending vehicle is permitted to utilise a liquor license or sell alcohol to the public within the LGA.

15. **Public Liability**
   Each application for approval to operate a mobile food vending vehicle within the LGA shall be accompanied by a copy of a current public liability statement with a minimum coverage of $20,000,000.

16. **Smoke Free Dining**
   - In the event that a seated area is provided, the provisions of the *Smoke Free Environment Act 2000* shall be enacted. This means that smoking is not permitted within 10 metres of the mobile food vending vehicle or within 4 metres of any seated dining area associated with vehicle.

17. **Penalties**
   - The penalties for not obtaining an approval or for failing to comply with an approval relating to Mobile Food Vending are set out in the *Local Government Act 1993* and the *Local Government (General) Regulation 2005*.
   - Council’s Authorised Officers may take enforcement action for non-compliance with this guideline and related legislation.
18. Christmas Light Period Exemptions

- The Christmas light period runs from 1st December to 31st December each year.
- The Christmas light period exemptions only apply to Category 1 vehicles.
- Vehicles are permitted to operate up until 10:00 pm each night during this period.
- Vehicles must have a current Section 68 approval from Council.
- The operator of a Mobile Food Vending Vehicle shall seek agreement from the occupier of the residence immediately adjoining their proposed location, prior to commencing trade. Under these circumstances, the time limit of 60 minutes per location does not apply during this period.
- The exclusion of Cumberland Road Greystanes from allowable trading roads, does not apply during this period.
- The use of amplified music or flashing lights of any kind is strictly prohibited.
- Vehicles must be parked in a manner so as not to cause a hazard to pedestrians or vehicles. Council officers reserve the right to require operators to change location to ensure public safety.
- Bins are encouraged to be placed outside of the vehicle for rubbish collection. The bin must be placed within close proximity of the vehicle and remain the responsibility of the Mobile Food Vending Vehicle operator at all times.
- Rubbish disposal is the responsibility of the Mobile Food Vending Vehicle operator and must be disposed of appropriately.

19. Council Approved or Operated Events

- Stopping times for Mobile Food Vending Vehicles stipulated in Section 9 of this Guideline do not apply to these events.
- Vehicles must satisfy the NSW Food Authorities Home Jurisdiction Rule requirements.
- The use of amplified music or flashing lights of any kind is strictly prohibited.
- Vehicles must be parked in a manner so as not to cause a hazard to pedestrians or vehicles. Council officers reserve the right to require operators to change location to ensure public safety.
- Bins are encouraged to be placed outside of the vehicle for rubbish collection. The bin must be placed within close proximity of the vehicle and remain the responsibility of the Mobile Food Vending Vehicle operator at all times.
- Rubbish disposal is the responsibility of the Mobile Food Vending Vehicle operator and must be disposed of appropriately.
RELATED LEGISLATION

Environmental Planning and Assessment Act 1979 and associated Regulations; Food Act 2003 and associated Regulation;

Local Government Act 1993 and associated Regulation;

Protection of the Environment Operations Act 1997 and associated Regulations;

Roads Act 1993 and Australian Road Rules;

State Environmental Planning Policy (Exempt and Complying Development Codes)

2008 AS4674-2004 - Design, construction and fitout of food premises;

AS1668 Part 2 – The use of Ventilation and Air-conditioning in buildings; Australian & New Zealand Food Standards Codes;

NSW Food Authority – Guidelines for Mobile Food Vending Vehicles

NSW Food Authority – Advisory Guideline for Enforcement Agencies – Regulating Mobile and Temporary Food Businesses

RELATED DOCUMENTS AND COUNCIL POLICY

Cumberland Council Mobile Food Vending Vehicles Policy

AUTHORISATION & VERSION CONTROL

<table>
<thead>
<tr>
<th>Procedure Owner</th>
<th>Manager Health and Environmental Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Adopted / By Whom</td>
<td>23 March 2018/Leadership Team</td>
</tr>
<tr>
<td>Version No / Date last Reviewed</td>
<td>Revision No.1</td>
</tr>
<tr>
<td>TRIM Number</td>
<td>HC-11-16-9</td>
</tr>
<tr>
<td>Next Review Date</td>
<td>March 2021</td>
</tr>
</tbody>
</table>
APPENDIX 1 – Excluded Roads

Mobile Food Vending Vehicles are not permitted to trade on roads outlined in Table 1 below. These roads are referred to as ‘classified’ or ‘heavy collector’ roads within the former Holroyd City Council, Parramatta City Council and Auburn City Council Development Control Plans.

Table 1: Prohibited Roads

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Suburb</th>
<th>Road Name</th>
<th>Suburb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumberland Hwy</td>
<td>All LGA</td>
<td>Vaughan Street</td>
<td>Berala</td>
</tr>
<tr>
<td>Great Western Hwy</td>
<td>All LGA</td>
<td>Woodburn Road</td>
<td>Berala</td>
</tr>
<tr>
<td>M4</td>
<td>All LGA</td>
<td>Campbell Hill Road</td>
<td>Chester Hill</td>
</tr>
<tr>
<td>Parramatta Road</td>
<td>All LGA</td>
<td>Ferndell Street</td>
<td>Chester Hill</td>
</tr>
<tr>
<td>Woodville Road</td>
<td>All LGA</td>
<td>Toongabbie Road</td>
<td>Girraween</td>
</tr>
<tr>
<td>Alice Street</td>
<td>Auburn</td>
<td>Blaxcell Street</td>
<td>Granville</td>
</tr>
<tr>
<td>Chisholm Road</td>
<td>Auburn</td>
<td>Clyde Street</td>
<td>Granville</td>
</tr>
<tr>
<td>Civic Road</td>
<td>Auburn</td>
<td>Louis Street</td>
<td>Granville</td>
</tr>
<tr>
<td>Cumberland Road</td>
<td>Auburn</td>
<td>South Street</td>
<td>Granville</td>
</tr>
<tr>
<td>Harrow Road</td>
<td>Auburn</td>
<td>Cumberland Road</td>
<td>Greystanes</td>
</tr>
<tr>
<td>Manchester Road</td>
<td>Auburn</td>
<td>Ettalong Road</td>
<td>Greystanes</td>
</tr>
<tr>
<td>Mary Street</td>
<td>Auburn</td>
<td>Gipps Road</td>
<td>Greystanes</td>
</tr>
<tr>
<td>Park Road</td>
<td>Auburn</td>
<td>Greystanes Road</td>
<td>Greystanes</td>
</tr>
<tr>
<td>Queen Street</td>
<td>Auburn</td>
<td>Merrylands Road</td>
<td>Greystanes</td>
</tr>
<tr>
<td>Railway Street</td>
<td>Auburn</td>
<td>Guildford Road</td>
<td>Guildford</td>
</tr>
<tr>
<td>Rawson Road</td>
<td>Auburn</td>
<td>Railway Terrace</td>
<td>Guildford</td>
</tr>
<tr>
<td>Silverwater Road</td>
<td>Auburn</td>
<td>Fairfield Road</td>
<td>Guildford West</td>
</tr>
<tr>
<td>South Parade</td>
<td>Auburn</td>
<td>Fowler Road</td>
<td>Guildford West</td>
</tr>
<tr>
<td>St Hilliers Road</td>
<td>Auburn</td>
<td>McCredie Road</td>
<td>Guildford West</td>
</tr>
<tr>
<td>Wellington Road</td>
<td>Berala</td>
<td>Bachell Avenue</td>
<td>Lidcombe</td>
</tr>
<tr>
<td>Park Road</td>
<td>Berala</td>
<td>Boorea Road</td>
<td>Lidcombe</td>
</tr>
<tr>
<td>Road Name</td>
<td>Suburb</td>
<td>Road Name</td>
<td>Suburb</td>
</tr>
<tr>
<td>------------------</td>
<td>------------</td>
<td>-------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Church Street</td>
<td>Lidcombe</td>
<td>Targo Road</td>
<td>Pendle Hill</td>
</tr>
<tr>
<td>East Street</td>
<td>Lidcombe</td>
<td>Amy Street</td>
<td>Regents Park</td>
</tr>
<tr>
<td>John Street</td>
<td>Lidcombe</td>
<td>Park Road</td>
<td>Regents Park</td>
</tr>
<tr>
<td>Joseph Street</td>
<td>Lidcombe</td>
<td>Weeroona Road</td>
<td>Regents Park</td>
</tr>
<tr>
<td>Olympic Drive</td>
<td>Lidcombe</td>
<td>Herbert Place</td>
<td>Smithfield</td>
</tr>
<tr>
<td>Burnett Street</td>
<td>Merrylands</td>
<td>Long Street</td>
<td>Smithfield</td>
</tr>
<tr>
<td>Fowler Road</td>
<td>Merrylands</td>
<td>Sturt Street</td>
<td>Smithfield</td>
</tr>
<tr>
<td>Hawk'sview Street</td>
<td>Merrylands</td>
<td>Clyde Street</td>
<td>South Granville</td>
</tr>
<tr>
<td>Hilltop Road</td>
<td>Merrylands</td>
<td>Mona Street</td>
<td>South Granville</td>
</tr>
<tr>
<td>Memorial Avenue</td>
<td>Merrylands</td>
<td>Centenary Road</td>
<td>South Wentworthville</td>
</tr>
<tr>
<td>Merrylands Road</td>
<td>Merrylands</td>
<td>Cornelia Lane</td>
<td>Toongabbie</td>
</tr>
<tr>
<td>Neil Street</td>
<td>Merrylands</td>
<td>Dunmore Street</td>
<td>Wentworthville</td>
</tr>
<tr>
<td>Pitt Street</td>
<td>Merrylands</td>
<td>Station Street</td>
<td>Wentworthville</td>
</tr>
<tr>
<td>Shenwood Road</td>
<td>Merrylands</td>
<td>Bridge Road</td>
<td>Westmead</td>
</tr>
<tr>
<td>Soudan Street</td>
<td>Merrylands</td>
<td>Woodpark Road</td>
<td>Woodpark</td>
</tr>
<tr>
<td>Treves Street</td>
<td>Merrylands</td>
<td>Dursley Road</td>
<td>Yennora</td>
</tr>
<tr>
<td>Centenary Road</td>
<td>Merrylands West</td>
<td>Fairfield Road</td>
<td>Yennora</td>
</tr>
<tr>
<td>Merrylands Road</td>
<td>Merrylands West</td>
<td>Loftus Road</td>
<td>Yennora</td>
</tr>
<tr>
<td>Woodpark Road</td>
<td>Merrylands West</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Item No: C07/19-134

CHARITY COLLECTION BIN POLICY

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: HC-17-08-3
Community Strategic Plan Goal: A safe accessible community

SUMMARY

At Council’s meeting of 7 June 2017, item 087/17 Charity Collection Bin Policy was tabled for consideration. The resolution resulting from that item was:

“That Council:

1. Adopt the Charity Collection Bins Policy.

2. Rescind the former Parramatta City Council Clothing Bin Policy (Policy Number 305) within the Cumberland Local Government Area.

3. Consult with operators of charity collection bins throughout the Cumberland Area to confirm the Policy being adopted and provide a period of three (3) months for the removal of bins currently placed on Council owned or managed (public) land.”

Following adoption of the Charity Collection Bin Policy, Council liaised with the operators of charity collection bins located on Council owned or managed (public) land, to either see them removed voluntarily within the given timeframe or impounded.

To maintain currency, a review of the previously adopted Charity Collection Bin Policy has occurred, with no alterations proposed as part of this review.

RECOMMENDATION

That Council re-adopt the Charity Collection Bin Policy.

REPORT

At Council’s meeting of 7 June 2017, item 087/17 Charity Collection Bin Policy was tabled for consideration. The resolution resulting from that item was:

“That Council:

1. Adopt the Charity Collection Bins Policy.
2. Rescind the former Parramatta City Council Clothing Bin Policy (Policy Number 305) within the Cumberland Local Government Area.

3. Consult with operators of charity collection bins throughout the Cumberland Area to confirm the Policy being adopted and provide a period of three (3) months for the removal of bins currently placed on Council owned or managed (public) land.”

As part of the consultation period that occurred following adoption of the Policy, Council identified 26 locations within the Cumberland area whereby charity collection bins were placed on Council owned or managed (public) land. Council’s staff therefore requested removal of these bins within a three (3) month period, from which compliance was achieved in approximately 70% of instances. The remaining bins were impounded by Council and subsequently destroyed if not claimed in accordance with the correspondence issued.

The adopted Charity Collection Bin Policy identified that the document would be subject to review after September 2018, which has been occurring since that date. During this review period, Council’s Officers have undertaken a review of the applicable legislation to ensure its currency and conducted verification inspections of the area to confirm compliance with the Policy.

A Councillor Briefing relating to the review occurred on 12 June 2019, from which there was support for the Policy in its current form. Council also has not received any representations from registered charity organisations opposing the current Policy. On that basis, the Charity Collection Bin Policy is put forward for re-adoption without alteration.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

If adopted, this version of the policy will rescind and supersede the previously adopted version.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

It is recommended that the Charity Collection Bin Policy be re-adopted by Council in its present form.
ATTACHMENTS

1. Charity Collection Bin Policy
Attachment 1
Charity Collection Bin Policy
Charity Collection Bin Policy

AUTHORISATION & VERSION CONTROL

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>POL-017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Owner</td>
<td>Director Works &amp; Infrastructure</td>
</tr>
<tr>
<td>Date Adopted</td>
<td>June 2019</td>
</tr>
<tr>
<td>Version No</td>
<td>1</td>
</tr>
<tr>
<td>TRIM Number</td>
<td>RM0073389/2018</td>
</tr>
<tr>
<td>Review Date</td>
<td>June 2021</td>
</tr>
</tbody>
</table>
PURPOSE

The development of this policy is to provide guidance with regards to the construction, installation and operation of charity collection bins within the Cumberland Local Government Area.

SCOPE

This Policy applies to the Cumberland Council Local Government Area.

POLICY STATEMENT

This Policy is to control and regulate the placement and management of charity collection bins within the Cumberland Council Local Government Area.

PRINCIPLES

The purpose of this Policy is to obviate nuisance, minimise the environmental impact and effectively manage safety and public risk from the placement and management of charity collection bins.

REQUIREMENTS

The construction and installation of charity collection bins is prohibited on Council owned or managed (public) land.

The construction and installation of charity collection bins on private property, must be in accordance with a valid development consent or in accordance with the requirements of Section 10C of the State Environment Planning Policy (Exempt and Complying Development Codes) 2008.

RELATED LEGISLATION


RELATED DOCUMENTS AND COUNCIL POLICY

Cumberland Council Compliance and Enforcement Policy
Item No: C07/19-135

DRAFT VERGE MOWING POLICY

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: HC-17-04-4
Community Strategic Plan Goal: A great place to live

SUMMARY

This report submits the Draft Verge Mowing Policy to Council for consideration and recommends that it be placed on public exhibition.

RECOMMENDATION

That Council approve the Draft Verge Mowing Policy being placed on public exhibition for 28 days, with a report to be provided back to Council following the conclusion of the exhibition period.

REPORT

At the Ordinary Meeting of Council held on 1 May 2019 Council considered report C05/19-76 – Provision of Verge Mowing Services and resolved (Min.513);

“That:

1. Council adopt option 1: Cease mowing residential nature strips within the former Auburn City Council area whilst continuing to mow nature strips along main roads and continue with the existing service standards of the former Holroyd and Parramatta City Councils.

2. Council adopt option 3: Allocate future funding to service key strategic locations and areas across the Council area.

3. Council continues to provide a mowing service to those residents that receive a service under the current hardship assistance program.

4. Council continues to provide a pensioner mowing service.

5. Council receive a further report outlining a new verge mowing policy and service standard.

6. The cessation of mowing residential nature strips be for a trial 12-month period beginning two months after being announced and be accompanied by an educational program that explains the reasons and the benefits to the community, and seeks support. Publicity should include letterboxing of leaflets, Council’s website and the Local Print Media.
7. **Before mowing overgrown verges, Council will engage with non-participating residents by mail and, where necessary, home visits.**

8. **A report be brought back to Council after 12 months.**"

As discussed in the previous report to Council the delivery of nature strip mowing, to date has been a continuation of the service standards which existed prior to the amalgamation of the former Councils. The provision of the existing service is currently delivered by contractors on Council’s behalf, with Council day labour resources being allocated on an infrequent ad-hoc basis.

The previous report recommended that a consistent approach in the management of nature strips across the council area is required to provide clarity and equity across our community.

The Principles outlined in the Policy are:

- Council will not mow road verges and nature strips fronting private properties, commercial properties or properties owned by government authorities, except in key strategic locations and areas or where the service is provided under any assistance program.

- Council has traditionally, and will continue to provide assistance to members of the community to maintain grassed nature strips, in set circumstances and subject to certain eligibility criteria.

- It is acknowledged that not all nature strips are grassed, not all residents wish to have a grassed nature strip and in certain locations grass is not able to grow on the nature strips.

**COMMUNITY ENGAGEMENT**

Council has commenced the implementation of a community engagement program, which includes:

- A flyer was developed to inform residents of the changes that would take affect from 1 July 2019 and included translations into the top five languages. The flyer was distributed on 18 June 2019 to all households in the suburbs of Auburn, Berala, Lidcombe and Regents Park. A further notification will be sent out with the rates notice in July 2019 to rate payers in the affected suburbs.

- A dedicated page on the Council website ([www.cumberland.nsw.gov.au/mowing](http://www.cumberland.nsw.gov.au/mowing)) was developed with further information about the changes and an online form that allows residents to register their details and receive further information about the Verge Mowing Assistance Program.

- A media release was issued to the Auburn Review on 14 June 2019, which has a footprint that covers all affected suburbs. A quarter page advertisement was also printed in the Auburn Review on 18 June 2019.
• Council’s Customer Service team have been equipped with information to assist resident enquiries. An Frequently Asked Questions section will also be maintained on Council’s website.

• There will be an additional four notifications of a similar nature sent out to the affected residents in the upcoming months, which will see six notifications in total released up until December 2019.

POLICY IMPLICATIONS

If following the public exhibition process Council adopts the Draft Verge Mowing Policy, it will create a new Policy for Cumberland Council.

RISK IMPLICATIONS

Should Council not adopt the report recommendations then the implementation of the previous resolution of Council (Min. 531) will be effected.

FINANCIAL IMPLICATIONS

The adoption of the Draft Verge Mowing Policy will improve Council's future operating budgets and implement a new service standard which is more equitable and financially sustainable.

Following the adoption of this report’s recommendation a tender process will be approved to secure the services of a contractor to provide the service to Council as per the attached Draft Verge Mowing Policy. The outcome of which will be reported to Council for consideration.

CONCLUSION

At the Ordinary Meeting of Council held on 1 May 2019 Council considered report on the Provision of Verge Mowing Services and resolved, that; 5. Council receive a further report outlining a new verge mowing policy and service standard.

This report submits the Draft Verge Mowing Policy to Council for consideration and recommends that it be placed on public exhibition.

ATTACHMENTS

1. Verge Mowing Policy ↓ 📝
Attachment 1
Verge Mowing Policy
DRAFT VERGE MOWING POLICY

PURPOSE

This policy outlines Cumberland Council’s scope of activities in the road verge and clarifies the property owner's requirements regarding improvements and maintenance of this public land. Residents are encouraged to maintain the verge area, generally directly in front of their property, to contribute to their community's amenity. In most instances, this will include mowing of lawn grass and their driveway crossing.

The policy aims to:
- confirm and recognise the community's role in maintaining nature strips;
- define the extent of Council’s involvement in the mowing footpath/nature strips;
- establish the mechanism for the creation of a Guideline for Nature strips and verge mowing.

SCOPE

- This policy applies to all nature strips within the Cumberland Local Government Area (LGA).
- This policy does not extend to the mowing of grass or landscaping on private property, which is the responsibility of the owner or occupier of the property.
- This policy incorporates Council’s powers under Sections 98, 138 & 218 of the Roads Act and applies to all road reserves of which Council is the Road Authority, as defined by the Act, or has care and control.

DEFINITIONS

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nature Strip or Street Verge</td>
<td>Means any Council owned and/or controlled land located between a constructed road and a parcel of private property, that is, the street verge. It is generally that portion of the street verge that is grassed and may contain street trees, driveways and/or footpaths. It does not include land reserves for a public purpose or bushland.</td>
</tr>
<tr>
<td>Key Strategic Locations/Areas</td>
<td>Means main roads and locations such as town centres, strip shops, community facilities and high-profile public domain areas where a grassed nature strip or general maintenance requirement exist.</td>
</tr>
</tbody>
</table>
PRINCIPLES

**Consistency:** The approach outlined in this Policy ensures consistency in service delivery standards and expectations across the Local Government Area.

**Equity:** All owners/residents of the Local Government Area are treated in equal fashion.

REQUIREMENTS

- Council will not mow vegetated road verges and nature strips fronting private properties, commercial properties or properties owned by government authorities, except in key strategic locations and areas or where the service is provided under the *Verge Mowing Assistance Program*.

- Council generally relies on the civic pride of its residents and property owners to help maintain the local amenity of their neighbourhoods by mowing the grassed nature strips adjoining their properties.

- Council will continue to provide assistance to members of the community to maintain grassed nature strips in set circumstances and subject to certain eligibility criteria under the *Verge Mowing Assistance Program*.

- It is acknowledged that not all nature strips are grassed, as not all residents wish to have a grassed nature strip and in certain locations grass is not able to grow on nature strips.

- Council undertakes to maintain nature strips or verge areas that meet any of all the following requirements:
  - Nature strips directly adjacent to or fronting Council facilities, parks and reserves.
  - Nature strips at key strategic locations and areas, or as defined in any Guideline created to support this Policy.
  - Nature strips where the resident or owner of the property is unable to undertake the work themselves and has made an application to Council and had it approved under the *Verge Mowing Assistance Program*.

- The frequency and level of maintenance provided by Council will be determined with consideration to operational requirements and budget considerations. Maintenance may be carried out by Council or other contractors / service providers engaged by Council.

- All areas not maintained by Council are expected to be maintained by the owner and/or residents of the private property. Grassed nature strips are expected to be mowed regularly by residents, occupiers or property owners and be kept neat and tidy. This ensures a safe pedestrian environment and a presentable streetscape is maintained.

- It is important to note that utility service authorities such as water, gas, electricity, fire services and telecommunications, as well as Council have access rights to the road reserve. These service authorities and Council may be required to excavate the nature strip periodically. Residents who choose to modify the nature strip area will not be compensated for any loss of vegetation or landscaping items and will be required to reinstate the road verge at their own expense.
- Should the adjoining property owner/resident wish to have a treatment other than a standard grass nature strip, they must seek Council permission and comply with all requirements of Council. Council will not maintain or assist with funding in these circumstances, and cannot guarantee that it or other agency’s works will not impact this area.

- To support the implementation of this Policy, Council has developed a *Nature Strip and Verge Mowing Guideline*.

**RELATED LEGISLATION**

Local Government Act 1993 (NSW)
Roads Act 1993 (NSW)

**RELATED DOCUMENTS AND COUNCIL POLICY**

Nature Strip and Verge Mowing Guideline

**AUTHORISATION & VERSION CONTROL**

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>[Policy number]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Owner</td>
<td>Director Works and Infrastructure</td>
</tr>
<tr>
<td>Date Adopted</td>
<td>3 July 2019 (and Council Resolution No.)</td>
</tr>
<tr>
<td>Version No</td>
<td>0.1</td>
</tr>
<tr>
<td>TRIM Number</td>
<td>HC-17-04-4</td>
</tr>
<tr>
<td>Review Date</td>
<td>July 2021</td>
</tr>
</tbody>
</table>
Item No: C07/19-136

GRANVILLE TOWN CENTRE PARKING SUPPLY

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: T-28-02/08
Community Strategic Plan Goal: A safe accessible community

SUMMARY

At Council’s meeting of 6 March 2019, a Notice of Motion was put forward (Item No: C03/19-27) calling for a report on the parking supply in the Granville Town Centre. This report provides details on a review conducted by Council’s Traffic Engineering Team, relating to the parking supply in the Granville Town Centre.

RECOMMENDATION

That Council receive and note the information contained in the report.

REPORT

At Council’s meeting of 6 March 2019, a Notice of Motion was put forward (Item No: C03/19-27) as follows:

That Council seek a report on parking supply in the Granville Town Centre, including details of the location and number of spaces for both time limited and unlimited parking, and options for increasing the supply of parking.

Following the resolution of Council, Council Officers proceeded to undertake a survey of available parking in the Granville Town Centre. This survey identified that there are various parking restrictions in place, in addition to the provision of unrestricted parking for commuters and shoppers throughout the Granville Town Centre.

A summary of the available parking is provided in the table below, which can be cross referenced with the map attached showing the locations of the specific parking (Attachment 1).
Table: Granville Town Centre - Existing Parking Supply

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Parking Types</th>
<th>All Day</th>
<th>Accessible</th>
<th>4P</th>
<th>3P</th>
<th>2P</th>
<th>1P</th>
<th>1/2 P</th>
<th>1/4 P</th>
<th>Police</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Dr carpark</td>
<td></td>
<td>61</td>
<td>6</td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Memorial Dr (William St to Mary St)</td>
<td></td>
<td>84</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Interchange carpark</td>
<td></td>
<td>37</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Carlton Street carpark</td>
<td></td>
<td>3</td>
<td>49</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Carlton St</td>
<td></td>
<td>26</td>
<td>2</td>
<td>20</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Mary St (Memorial Dr to Hutchinson St)</td>
<td></td>
<td>2</td>
<td></td>
<td>39</td>
<td>2</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>William St (Factory St to The Avenue)</td>
<td></td>
<td>87</td>
<td></td>
<td>24</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Erind Ave</td>
<td></td>
<td>30</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diamond Ave</td>
<td></td>
<td>10</td>
<td>1</td>
<td>11</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Granville Pool Carpark</td>
<td></td>
<td>19</td>
<td>4</td>
<td>35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South St</td>
<td></td>
<td>3</td>
<td></td>
<td>26</td>
<td>8</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Russell St</td>
<td></td>
<td>21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Railway Parade (South St to Carlton St)</td>
<td></td>
<td>2</td>
<td></td>
<td>9</td>
<td>11</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total:</strong> <strong>796</strong></td>
<td></td>
<td><strong>354</strong></td>
<td><strong>27</strong></td>
<td><strong>35</strong></td>
<td><strong>49</strong></td>
<td><strong>126</strong></td>
<td><strong>125</strong></td>
<td><strong>10</strong></td>
<td><strong>31</strong></td>
<td><strong>9</strong></td>
<td><strong>30</strong></td>
</tr>
<tr>
<td>Percentages (%)</td>
<td></td>
<td>44.5%</td>
<td>3.4%</td>
<td>4.4%</td>
<td>6.2%</td>
<td>15.8%</td>
<td>15.7%</td>
<td>1.3%</td>
<td>3.9%</td>
<td>1.1%</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

Based on the above table, the availability of parking in Granville can be summarised as:

- **Total number of parking spaces** = 796
- **Unrestricted (all day) parking** = 354 (44.5%)
- **Accessible parking numbers** = 27 (3.4%)
- **Permissive Parking (1/4P, 1/2P, 1P, 2P, 3P, 4P)** = 376 (47.3%)
- **Police Parking** = 9 (1.1%)
- **Others (motorbikes, loading & Taxi zones etc.)** = 30 (3.8%)

It should also be noted that Council must not install signs restricting parking such as “No Parking”, “No Stopping” and permissive parking signs on a public road or road related area within one (1) km radius of a train station nominated in the RMS document “Schedule of Nominated Train Stations” without prior approval from the Roads and Maritime Services. Granville Train Station is listed as a ‘Nominated Train Station’ in accordance with the RMS Delegation to Councils, meaning that the above provisions apply.

In undertaking the survey of Granville Town Centre at various times across the day, Council Officers noted a number of vacancies in the time limited parking spaces. Observation of these vacancies under the current parking arrangements indicates that the demand for parking within the Town Centre is currently satisfactory, during the day time period monitored.

Council is however aware that commuter parking is in high demand around the train station, with Transport for NSW being the responsible party in providing parking for...
these commuters. In considering potential solutions for commuter parking however, it is acknowledged that there is limited possibility of increasing on street parking or available public off-street parking areas, unless a multi storey car park or similar was to be constructed.

Councillors may also note that any location within the Granville Town Centre for consideration of additional parking, should only be investigated further once a determination has been made in relation to a preferred site for a new Cumberland Council Administration Building.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

The survey undertaken of available parking supply within the Granville Town Centre currently demonstrates that there is sufficient supply of time limited and unrestricted parking. On this basis, it is recommended that the information contained within this report be received.

ATTACHMENTS

1. Map showing parking arrangement in Granville Town Centre
DOCUMENTS ASSOCIATED WITH REPORT C07/19-136

Attachment 1
Map showing parking arrangement in Granville Town Centre
Item No: C07/19-137

CUMBERLAND TRAFFIC COMMITTEE - MINUTES OF MEETING HELD ON 5 JUNE 2019

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: T-28-02/08
Community Strategic Plan Goal: A safe accessible community

SUMMARY

This report presents the minutes of the Cumberland Traffic Committee meeting held on 5 June 2019.

RECOMMENDATION

That the minutes of the Cumberland Traffic Committee meeting held on 5 June 2019 be received and the recommendations contained therein be approved.

REPORT

A meeting of the Cumberland Traffic Committee was held on 5 June 2019. The minutes are presented for Council’s approval.

COMMUNITY ENGAGEMENT

Community consultation will occur in accordance with the recommendations of each report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

The expenditure of funds associated with implementing the recommendations of each report will be allocated from Council’s current traffic facility construction budget.
1. Minutes of Cumberland Traffic Committee 5 June 2019
Attachment 1
Minutes of Cumberland Traffic Committee 5 June 2019
CUMBERLAND TRAFFIC COMMITTEE
HELD IN ADMINISTRATION BUILDING, 16 MEMORIAL AVENUE, MERRYLANDS
ON WEDNESDAY, 5 JUNE 2019 AT 9:30 AM

ATTENDANCE & APOLOGIES

Attendance:

Cumberland Council - Clr Paul Garrard (Chair)
Mr Stewart Rodham – Executive Manager, Regulatory & Technical Services
Mr Siva Sivakumar - Manager Engineering and Traffic
Mr Soma Somaskanthan – Team Leader, Transport & Traffic
Mr Ashur Toma – Traffic Engineer

Roads & Maritime Services (RMS) - Mr Ryan Horne

Local Member for Auburn – Representative Clr George Campbell
Local Member for Granville – Representative – Mr Chris Worthington
Local Member for Prospect – Representative – Clr Suman Saha
CDC Hills Bus

APOLOGIES:

NSW Police Force, Auburn Police Area Command (PAC) – Const. Reema Fajloun
Email concurrence was received from the representative.

NSW Police Force, Cumberland Police Area Command (PAC) – Sen. Const. Shane Armstrong

Local Member for Fairfield – No representative was present.

Transit Systems - Asith Nagadavithane
State Transit Authority
Transdev
Items by State Electorate and Police Local Area Command
<table>
<thead>
<tr>
<th>Item #</th>
<th>Title</th>
<th>Electorate</th>
<th>Council Area Command (PAC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTC-19-093</td>
<td>Disclosure of Pecuniary Interest</td>
<td>X</td>
<td>X X X X X X</td>
</tr>
<tr>
<td>CTC-19-094</td>
<td>Chew rd Road, South Granville - Speeding Concerns</td>
<td>1</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-096</td>
<td>Cranford Street, Inala - Request for Timed Parking</td>
<td>16</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-097</td>
<td>Nichols Way &amp; Oracott Circuit, Penrithwa - Request for &quot;No Stopping&quot; signs</td>
<td>19</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-098</td>
<td>Gifted Road, Girraween - Proposed extension of &quot;No Stopping&quot; signs</td>
<td>21</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-099</td>
<td>Koval Street, Auburn - Proposed Bus Zone signage at the stop opposite No 63</td>
<td>23</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-100</td>
<td>Intersection of Denman Road and Irrigation Road, Marylands - Request for &quot;Keep Clear&quot; marking</td>
<td>26</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-101</td>
<td>Campbell Hill Road, Guildford - Speeding concerns</td>
<td>31</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-102</td>
<td>Gawler Crescent &amp; Macarthur Crescent, Westmead - Intersection Treatment</td>
<td>35</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-103</td>
<td>Woolwood Road, Smithfield - Request for the installation of &quot;No Parking&quot; signs</td>
<td>38</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-104</td>
<td>Tingara Road &amp; Beale Road, Girraween - request for pedestrian crossing at the intersection</td>
<td>40</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-105</td>
<td>Dunsmore Street, Wentworthville - Consultation results for the proposed pedestrian crossing</td>
<td>43</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-106</td>
<td>Heath Street &amp; Thomas Street - Consultation results - Proposed speed humps</td>
<td>53</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-107</td>
<td>Billabong Street, Lidcombe - Proposed &quot;Works Zone&quot;</td>
<td>60</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-108</td>
<td>South Parade, Auburn - Proposed extension of lane line marking</td>
<td>63</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-109</td>
<td>Intersection of Rosson Street and Kibilla Road, Auburn - Proposed &quot;No Stopping&quot; restrictions</td>
<td>65</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-110</td>
<td>Hillary Street and Terry Street, Greystanes - Road safety concerns</td>
<td>67</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-111</td>
<td>Guildford Road, Guildford - Traffic conditions</td>
<td>70</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-112</td>
<td>Park Road, Auburn - Relocation of existing parking restrictions</td>
<td>74</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-113</td>
<td>Dunsmore Street, Wentworthville - proposed &quot;No Stopping&quot; restrictions outside 122 Dunsmore Street</td>
<td>76</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-114</td>
<td>Rosson Road, Guildford - Right Turn Bay for eastbound traffic to access Kenneths Hill</td>
<td>78</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-115</td>
<td>Intersection of Blackall Street and Churchill Street, South Granville - Relocating existing &quot;No Stopping&quot; sign at the intersection</td>
<td>82</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-116</td>
<td>Main Street at the intersection of Queen Visa Road, Auburn - Proposed changes to &quot;No Parking&quot; restrictions</td>
<td>84</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-117</td>
<td>Clyde Street, South Granville - Proposed Pedestrian Refuge</td>
<td>85</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-118</td>
<td>Mary Street and Park Road, Auburn - Modification to existing parking restrictions</td>
<td>89</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-119</td>
<td>Park Road, Auburn - Proposed &quot;Bus Zone&quot; outside Properties 119-122</td>
<td>91</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-120</td>
<td>Excelsior Street, Crossland Street &amp; Earl Street, Marylands - proposed &quot;No Stopping&quot; restrictions</td>
<td>94</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-121</td>
<td>Wattle Street, Marylands - Request for pedestrian crossing</td>
<td>96</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-122</td>
<td>Wattle Street, Penrithwa - Proposed &quot;No Stopping&quot; signs</td>
<td>97</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-123</td>
<td>Cambridge Street and Marylands Road, Marylands - proposed &quot;No Right Turn&quot; restrictions and Pedestrian Refuge associated with a residential development</td>
<td>99</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-124</td>
<td>Intersection of Rosson Street and Yilloona Road, Auburn - Proposed &quot;No Stopping&quot; restrictions</td>
<td>108</td>
<td>X X</td>
</tr>
<tr>
<td>CTC-19-125</td>
<td>Gallop Street &amp; Farnell Street, Granville - Proposed speed cushion on the southern approach to the roundabout</td>
<td>110</td>
<td>X X</td>
</tr>
<tr>
<td>Item #</td>
<td>Title</td>
<td>Page No.</td>
<td>Fairfield</td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------------------------------------------------</td>
<td>----------</td>
<td>-----------</td>
</tr>
<tr>
<td>CTC-19-126</td>
<td>More Street, Lidcombe - Proposed relocation of the bus stop and installation of &quot;Bus Zone&quot; signs.</td>
<td>117</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-127</td>
<td>Proposed &quot;No Stopping&quot; restrictions at the intersection of Chomick Road and Beaufort Street, Auburn</td>
<td>120</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-128</td>
<td>Cumberland Road, Auburn - 15 minute parking adjacent to shop front</td>
<td>123</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-129</td>
<td>Alice Street at Edgar Street &amp; Langtry Avenue, Auburn - Proposed &quot;No Stopping&quot; restrictions</td>
<td>125</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-130</td>
<td>Pender Way, Pender Hill - Request for the installation of &quot;Bus Zone&quot; signs.</td>
<td>127</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-131</td>
<td>Sussex Street, Auburn - Proposed &quot;Bus Zone&quot; adjacent to Council Office.</td>
<td>129</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-132</td>
<td>Finns Lane, Merrylands - Lane Closure</td>
<td>131</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-133</td>
<td>Intersection of Ravens Street and Kehelah Road, Auburn - Proposed &quot;No Stopping&quot; restrictions</td>
<td>138</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-134</td>
<td>The Portico, Toongabbie - proposed median island associated with a development application</td>
<td>140</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-135</td>
<td>Brahman Street, Greytunes - Modification to existing parking restrictions</td>
<td>143</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-136</td>
<td>Intersections of Barry Street with Woodville Road and Grenwood Street, Merrylands - Proposed No Stopping signage at the intersections</td>
<td>145</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-137</td>
<td>Oxford Street &amp; Woodville Road, Guildford - Changes to Pavement Marking at Traffic Control Signals</td>
<td>147</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-138</td>
<td>Alice Street and Northcoat Street, Auburn - Intersection Treatment</td>
<td>151</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-139</td>
<td>Merrylands Road and Bromwich Street, Grayswells - Modification to the existing &quot;No Stopping&quot; restrictions</td>
<td>153</td>
<td>X</td>
</tr>
<tr>
<td>CTC-19-140</td>
<td>Adam Street and Curnan Street, Guildford - proposed blister islands</td>
<td>155</td>
<td>X</td>
</tr>
</tbody>
</table>
A. Confirmation of the Minutes of the last Cumberland Traffic Committee meetings.

CTC-19-093 DISCLOSURE OF PECUNIARY INTEREST

The provisions of Chapter 14 of the Local Government Act 1993 regulate the way in which Councillors and nominated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public trust.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussions, or voting, on that matter.

Recommendation
CTC-19-094  CHISWICK ROAD, SOUTH GRANVILLE–SPEEDING CONCERNS

State Electorate: Auburn  PAC: Cumberland
(File No. T-28-01/08)

Summary:

Council has received concerns that vehicles are speeding in Chiswick Road, South Granville.

This report outlines the outcome of the investigation into this matter.

Report:

Chiswick Road is local road linking Erie Street and Blaxcell Street. It is approximately 320m long and 10.3 m wide.

There are two sections of Chiswick Road separated by Clyde Street. The 300m section west of Clyde Street also has a bus only device which effectively closes the road for other vehicles. The road section east of Clyde Street is approximately 190m long and links up with Erie Street.

Traffic counts were undertaken in Chiswick Road in April 2019 in the two sections on either side of Clyde Street.

<table>
<thead>
<tr>
<th>Section</th>
<th>Average Daily Traffic (Veh/day)</th>
<th>85th %tile speed (km/hr)</th>
<th>Median Speed (km/hr)</th>
<th>Average Peak Hour traffic (Veh /Hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West of Clyde Street</td>
<td>554</td>
<td>58.7</td>
<td>45.7</td>
<td>AM 39  PM 45</td>
</tr>
<tr>
<td>East of Clyde Street</td>
<td>609</td>
<td>52.2</td>
<td>42.8</td>
<td>AM 42  PM 50</td>
</tr>
</tbody>
</table>

There were no reported mid-block accidents in Chiswick Road in the 5 year period between 2013 and 2017. There was one reported accident at the Clyde street intersection.

The map below shows the location of Chiswick Road, South Granville.
An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Chiswick Road in accordance with the criteria set out in Council’s Local Area Traffic Management (LATM) Policy.

The assessments are summarised in the tables below:

**Table 1 – Chiswick Road – LATM Assessment Points**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>15 5</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>5 5</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>15 18</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>3 3</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>38 31</td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

**Table 2 – Action**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Speed</td>
<td>That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.</td>
</tr>
</tbody>
</table>

Based on the above results, the two sections of Chiswick Road data scored 38 and 31 out of 100 in accordance with Council’s LATM Policy. It is advised that traffic calming devices are not warranted at this time in accordance with Council’s LATM Policy.

However, since the recorded 85th percentile speed in the section west of Clyde Street was 58.7km/hr, Council forwarded a request to NSW police force to undertake random speed surveillance in Chiswick Road west of Clyde Street.

It is proposed to review conditions in Chiswick Road, South Granville in June 2020.

The following two options are provided for the Traffic Committee to consider for their recommendation.
For the different sections of Chiswick Road; namely, East of Clyde Street and West of Clyde Street.

**Option 1:**

The Cumberland Traffic Committee recommends that:

1. Traffic calming devices not be provided in Chiswick Road, South Granville.

2. Council review conditions in Chiswick Road, South Granville in June 2020 and report to Cumberland Traffic Committee if significant changes are recorded.

**Option 2:**

The Cumberland Traffic Committee recommends that Council undertake consultation with the residents of Chiswick Street, South Granville to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

**Comments:**

Members discussed the information presented in the report for the two sections of Chiswick Road to consider the above two options and concluded that due to speeding concerns on the western section, consultation to be undertaken with the residents in that section for installation of speed humps.

**Recommendation:**

The Cumberland Traffic Committee recommended that:

1. Traffic calming devices not be provided in Chiswick Road east of Clyde Street, South Granville.

2. Council review conditions in Chiswick Road east of Clyde Street, South Granville in June 2020 and report to Cumberland Traffic Committee if significant changes are recorded.

3. Council undertake consultation with the residents of Chiswick Street, west of Clyde Street, South Granville to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.
CTC-19-095 ASHGROVE ESTATE – REQUEST FOR REMOVAL OF “NO STOPPING” RESTRICTIONS

State Electorate: Auburn PAC: Auburn
(File No. T-28-01/08)

Summary:
Council installed “No Stopping” restrictions in the local roads in Ashgrove Estate following approval by Cumberland Traffic Committee and Council in November / December 2018. A request has been received from a resident to relocate the sign adjacent to his driveway.

This report considers the request to relocate the sign.

Report:
The Strata Manager and the Community Association of Ashgrove Estate requested Council to consider provision of parking restrictions in the narrow streets of Ashgrove Estate to enhance safety.

Cumberland Traffic Committee at its meeting held on 7 November 2018 considered a report (CTC-18-151) on the parking conditions in the streets of Ashgrove Estate together with the results of the community consultation previously undertaken by Council.

The Community was split with 45% of the respondents (31) supporting the proposal and 55% (38) of the respondents objecting to the proposal.

In view of the unsafe situation on the streets due to illegal parking, the traffic committee recommended only the installation of “No Stopping” signs at the intersections and bends to enhance safety. Council approved the traffic committee recommendation at its meeting held in December 2018. Council provided “No Stopping” signs in the private laneways also to close the no stopping zones.

The signs were installed commencing from December 2018.

Council has now received objection to the installation of a ‘No Stopping” sign at the corner of Raglan Road and Embers Way (intersection 1 below in the map).

There are four (4) private laneways within the estate; they are, Embers Way, Prairie Way, Holly Way and Olive Way. These private laneways intersect with Raglan Road, Princeton Circuit, Tarakan Street, Palace Street and Castle Street which are public roads.

The private laneways intersecting with public roads have been built like public roads with kerb returns instead of layback crossings. These private laneways present an appearance of public roads and accessible by traffic other than those accessing the properties they service. Also it shall be noted that the street signs are provided in the same manner as a public street.

Therefore, Council considered these private laneways as ‘road related area’ and proposed the statutory “No Stopping” restrictions at the intersections.
These four private laneways have approximately 4.4m wide asphalt surface with rolled kerbs on both sides. Council considered the safety implications within these streets if vehicles are stopped in the street. However, the intersections were treated with ‘No Stopping’ signs to prevent any safety issue when vehicles turning into these streets.

The resident residing at the corner of Embers Way and Raglan Road has objected to the erecting of the sign adjacent to his driveway / garage entry.

There are eight such intersections of public roads and private laneways where the “No Stopping” signs have been installed. The resident has indicated that he parks at the front of his garage along the road partially on the private property and road to drop off people and goods. Council considered this activity at the corner may endanger traffic on the public road as well as the private road.

The map below shows the streets within the Ashgrove Estate.

There are two options available for consideration:

- Option 1: Removal of the “No Stopping” signs installed within the private laneway.

- Option 2: Removal of all signs at the intersections associated with the laneways.

- Option 3: Do nothing.

Options 1 & 2 above will require Strata identifying the private laneways appropriately signposting to keep away through traffic. This will also require Strata to provide appropriate signage or notice to allow free access to all properties accessing through the private laneways and to ensure safety of the road users.
Comments:

The members discussed the issues highlighted in the report and the various options outlined and had concerns about the safety of road users.

The RMS representative indicated that the road rules are still enforceable in the private roads as they can be classified as ‘road related area’.

The members agreed that the matter should be taken up with the Strata management.

After discussions, members agreed that this matter be deferred until further discussion held with the Strata.

Recommendation:

Cumberland Traffic Committee recommended that the matter be deferred.

Attachments:

1. Plan – Ashgrove Estate – Parking Scheme
2. Previous Report
CTC-18-151 ASHGROVE ESTATE – VARIOUS STREETS, AUBURN – PROPOSED PARKING RESTRICTIONS

State Electorate: Auburn PAC: Auburn

(File No. T-28-01/06)

Summary:

This report considers the consultation results for the proposed parking restrictions in the streets of Ashgrove Estate.

Report:

Council has received concerns from the residents of Ashgrove Estate including the Community Association of the estate regarding the difficulty to get in and out of their properties when cars are parked on their narrow streets. The community is also concerned for the obstruction caused by the parked vehicles for emergency vehicle access into the area, particularly the Fire Brigade and Ambulance vehicles.

Ashgrove Estate was developed after the rezoning of the RAAF Depot site and is bound by Kirkham Road, Chisholm Road, and Princes Road East. The roads within this area are from 4.6m to 7.9 m wide. The entry to the area is through two roads, namely Ashgrove Boulevarde from Kirkham Road and the extension of Raglan Road.

The roads in the Ashgrove Estate were not designed for on-street parking. It can also be observed that some roads have indented parking bays and the residents are expected to utilise their garages.

The map below shows the streets within the Ashgrove Estate.
Council proposes to install of “No Stopping/No Parking” restrictions in the streets of Ashgrove Estate as shown on the attachments.

All the intersections are proposed for the statutory “No Stopping” restrictions.

Council proposes to install “No Parking” restrictions in streets 5.5m or narrower to assist smooth flow of traffic. It should be noted that these narrow streets have indented parking bays for residents and visitors to park.

These restrictions will strengthen the requirements under the Road Rules.

Three hundred and thirty one (331) letters were posted to property owners and tenants in the Ashgrove Estate. Based on Council’s records, Ashgrove estate covered under this scheme has 249 properties. A survey form was attached to the letters where residents respond whether they support the proposed parking restrictions speed humps on Mountford Avenue adjacent to their properties. The submission closed on 12 October 2018.

Council received 69 submissions up to 28 October 2018.

The following table shows the details of submissions received:
<table>
<thead>
<tr>
<th></th>
<th>Numbers</th>
<th>Percentage of total submissions</th>
<th>Percentage of total letters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agree</td>
<td>31</td>
<td>45%</td>
<td>9.4%</td>
</tr>
<tr>
<td>Disagree</td>
<td>38</td>
<td>55%</td>
<td>11.5%</td>
</tr>
<tr>
<td>No Opinion</td>
<td>0</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total submissions received</td>
<td>69</td>
<td>0%</td>
<td>20.9%</td>
</tr>
</tbody>
</table>

Most of the respondents disagreeing with the proposed parking restrictions have indicated that on-street parking in the Ashgrove Estate is scarce for visitors and residents.

Comments:

After brief discussion on the report, Traffic committee members concluded that the streets are narrow and parking should not be allowed on narrow streets and that parking is allowed only in the places where the indented parking is available. The members recommended installing the “No Stopping” restrictions at the intersections, bends and other locations as proposed in the plans provided. Council need to monitor the area after the installation.

Recommendation:

The Cumberland Traffic Committee recommended that the “No Stopping” restrictions as proposed in the streets in the Ashgrove Estate be implemented in accordance with the revised plans CTC-18-151 Rev 1.
CRAWDOWN STREET, BERALA – REQUEST FOR TIMED PARKING

State Electorate: Auburn
PAC: Auburn
(File No. S0890-04)

Summary:

Council has received concerns from the residents of apartment block 21-25 Crawford Street, Berala that commuters are parking whole day at the frontage of their block and deny parking for residents.

This report proposes extension of the existing timed parking.

Report:

Council has received concerns from the residents of apartment block 21-25 Crawford Street, Berala that commuters are parking whole day at the frontage of their block and deny parking for residents.

The residents allege that since Woodburn Road and sections of Crawford Street are signposted one hour (IP) timed parking, commuters are parking in the unrestricted areas in Crawford Street and other surrounding streets.

The one hour parking restriction along Crawford Street ends at the boundary of residential area, hence, commuters are parking at the frontage of the apartment block at property 21-25 which is only approximately 210m from the Berala station.

The map below shows the location of Crawford Street.
Comments:

Members discussed the proposal. It was indicated that the one hour parking limit might be harsh and that more time period could be considered to allow for trades people and others to park. Four hour parking (4P) will deter commuters parking at this location.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. Four Hour (‘4P’) timed parking in Crawford Street at the frontage of property 21-25 Crawford Street be approved subject to consultation with the affected residents and resolving any objections received.

Attachment: Plan No. CTC-19-096 amended plan
NICHOLLS WAY AND GRAZIER CIRCUIT, PEMULWUY – PROPOSED EXTENSION OF ‘NO STOPPING’ SIGNS

State Electorate: Prospect  PAC: Cumberland
(File No. GS-815-TP)

Summary:

Council has received a request from a local resident for the installation of ‘no Stopping’ signs at the intersection of Nicholls Way and Grazier Circuit, Pemulwuy.

This report outlines the outcome of the investigation into this matter.

Report:

Nicholls Way is a local road that runs in an east-west direction with default speed limit of 50km/h. It has a width of approximately 6.5m and parking permitted at existing parking bays.

Grazier Circuit is a local road that runs in a north-south direction with default speed limit of 50km/h. It has a width of approximately 6.5m and parking permitted at existing parking bays.

Nicholls Way and Grazier Circuit forms a T-junction intersection with priority control on Grazier Circuit.

Council has received a request from a local resident for the installation of ‘no Stopping’ signs at the intersection of Nicholls Way and Grazier Circuit, Pemulwuy.

Council’s Officers have investigated the matter and found that there are existing ‘No Stopping’ signs at the intersection, however, there is not end for those signs. In this regard, it is recommended to install ‘No Stopping’ signs to close / end the existing parking restrictions.

In addition, to improve road safety at this intersection, it is recommended to install new ‘No Stopping’ on the eastern side of Grazier Circuit as per attached drawing.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed ‘No Stopping’ signs on Nicholls Way and Grazier Circuit, Pemulwuy in accordance with the attached plan be approved.

ii) The affected residents / owners be notified of the outcome generally.

Attachments:

GILBA ROAD, GIRRAWEEN – PROPOSED EXTENSION OF ‘NO STOPPING’ SIGNS

State Electorate: Prospect PAC: Cumberland
(File No. GS-316-TP)

Summary:

Council has received a complaint from a local resident regarding traffic flow queuing on Gilba Road at the signalised intersection with Targo Road, Girraween.

This report outlines the outcome of the investigation into this matter.

Report:

Gilba Road is a collector road that runs in an east-west direction between Pendle Way and Toongabbie Road with a posted speed limit of 50km/h. It has a width of 12m and parking is generally permitted on both sides of the road. Land use on this street is generally residential.

Targo Road is a local collector road that runs in a north-south direction with a posted speed limit of 50km/h. It has a width of approximately 12m. Land use at this section of the road is generally residential.

Gilba Road and Targo Road forms a cross signalised intersection.

Council has received a complaint from a local resident regarding westbound traffic flow being queuing on Gilba Road when vehicles are parked on the southern side of the road.

Council’s Officers have investigated the matter and a site observation indicated that if there is one vehicle parked within existing 2 hour parking restrictions on the southern side of Gilba Road (east of Targo Road), then the traffic flow will be restricted. In this regard, it is recommended to extend existing ‘No Stopping’ restrictions on Gilba Road to increase traffic capacity at the signalised intersection which would improve road network in the area.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed extension of ‘No Stopping’ signs on Gilba Road, Girraween in accordance with the attached plan be approved.

ii) The affected residents / owners be notified of the outcome generally.

Attachments:

1. Plan – Gilba Road, Girraween – Proposed Extension of ‘No Stopping’ signs
NORVAL STREET, AUBURN – PROPOSED “BUS ZONE” SIGNAGE

State Electorate: Auburn
PAC: Auburn
(File No. S2800-04)

Summary:

Council has received a request to install “Bus Zone” signage at the existing bus stop outside Civic Park in Norval Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request to install “Bus Zone” signage at the existing bus stop outside Civic Park in Norval Street, Auburn.

It is illegal to park a vehicle within 20m on the approach side and 10m

The bus stop is outside Civic Park. It was alleged that the bus stop sign on the power pole is not very conspicuous and vehicles park near the bus stop at the risk of getting infringed by the Police or Council Rangers. The location is approximately 175m from Auburn Hospital and on-street parking spaces in the streets around the area are in high demand.

The map below shows the location of the bus stop.

[Map Image]

The street view below shows that vehicles are ignoring the bus stop sign and parking in the area.
During inspections, Council officers observed cars parking at the bus stop and causing problems to buses. ‘Transdev’ bus operator who operates the bus service through Norval street has also agreed that there is need for a Bus Zone at this location to prevent cars parking.

No consultation has been undertaken since it is statutory requirement under the Road Rules.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed “Bus Zone” signs at the Bus stop in Norval Street outside the Civic Park in accordance with the attached plan be approved.

2. Council notify adjacent properties of Council resolution.

Attachments:

Plan – Proposed “Bus Zone” on Norval Street, Auburn.
NORVAL ST

CIVIC PARK

30m

7.5m

EXISTING
EXISTING PROPOSED
EXISTING "BUS STOP" SHGN
PROPOSED

Sketch Plan No.: CTC-19-099
Title: Proposed 'Bus Zone' in Norval Street, Auburn

File Number: S2800-04
Date: 09/05/19

Drawn By: P.L.
Scale: NTS
CTC-19-100  CENTENARY ROAD AND IRRIGATION ROAD, MERRYLANDS – REQUEST FOR ‘KEEP CLEAR’ PAVEMENT MARKING

State Electorate: Granville  PAC: Cumberland
(File No. GS-150-TP/02)

Summary:

Council has received a request for the installation of ‘Keep Clear’ pavement marking on Centenary Road at the intersection with Irrigation Road, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Centenary Road is a classified regional road due to T-way that runs in a north-south direction. Irrigation Road is a local road that runs in an east-west direction. Centenary Road and Irrigation Road forms a T-junction intersection with priority control on Centenary Road and ‘Give-way’ sign on Irrigation Road.

Council has received complaints from local residents regarding northbound traffic flow queue on Centenary Road and blocking right turn movements from Centenary Road into Irrigation Road and from Irrigation Road into Centenary Road. Residents have requested to install ‘Keep Clear’ pavement marking on Centenary Road.

The map on the next page shows the location of Centenary Road and its signalised intersections with Douglas Street and Merrylands Road.
Council’s Officers have investigated the request and a site observation indicated that when the traffic flow is queuing on Centenary Road (northbound), the right turn movements are restricted from Centenary Road into Irrigation Road and vice versa. In addition a traffic survey was conducted at this intersection and results are summarised in the table below:

### Table 1 – Traffic flow survey – Irrigation Road

<table>
<thead>
<tr>
<th>Time</th>
<th>Sub total</th>
<th>Time</th>
<th>Sub total</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-8am</td>
<td>59</td>
<td>7-8am</td>
<td>34</td>
</tr>
<tr>
<td>8-9am</td>
<td>126</td>
<td>8-9am</td>
<td>40</td>
</tr>
<tr>
<td>9-10am</td>
<td>71</td>
<td>9-10am</td>
<td>39</td>
</tr>
<tr>
<td>Total AM</td>
<td>298</td>
<td>Total AM</td>
<td>113</td>
</tr>
<tr>
<td>2-3pm</td>
<td>68</td>
<td>2-3pm</td>
<td>29</td>
</tr>
<tr>
<td>3-4pm</td>
<td>65</td>
<td>3-4pm</td>
<td>40</td>
</tr>
<tr>
<td>4-5pm</td>
<td>85</td>
<td>4-5pm</td>
<td>26</td>
</tr>
<tr>
<td>5-6pm</td>
<td>67</td>
<td>5-6pm</td>
<td>31</td>
</tr>
<tr>
<td>6-7pm</td>
<td>72</td>
<td>6-7pm</td>
<td>36</td>
</tr>
<tr>
<td>Total PM</td>
<td>357</td>
<td>Total PM</td>
<td>162</td>
</tr>
</tbody>
</table>

### Table 2 – Traffic flow survey – Centenary Road (southbound traffic flow)

<table>
<thead>
<tr>
<th>Time</th>
<th>Sub total</th>
<th>Time</th>
<th>Sub total</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-8am</td>
<td>617</td>
<td>7-8am</td>
<td>31</td>
</tr>
<tr>
<td>8-9am</td>
<td>695</td>
<td>8-9am</td>
<td>57</td>
</tr>
<tr>
<td>9-10am</td>
<td>545</td>
<td>9-10am</td>
<td>39</td>
</tr>
<tr>
<td>Total AM</td>
<td>1807</td>
<td>Total AM</td>
<td>127</td>
</tr>
<tr>
<td>2-3pm</td>
<td>523</td>
<td>2-3pm</td>
<td>48</td>
</tr>
<tr>
<td>3-4pm</td>
<td>781</td>
<td>3-4pm</td>
<td>122</td>
</tr>
<tr>
<td>4-5pm</td>
<td>736</td>
<td>4-5pm</td>
<td>116</td>
</tr>
<tr>
<td>5-6pm</td>
<td>736</td>
<td>5-6pm</td>
<td>120</td>
</tr>
<tr>
<td>6-7pm</td>
<td>619</td>
<td>6-7pm</td>
<td>92</td>
</tr>
<tr>
<td>Total PM</td>
<td>3399</td>
<td>Total PM</td>
<td>480</td>
</tr>
</tbody>
</table>

### Table 3 – Traffic flow survey – Centenary Road (northbound traffic flow)

<table>
<thead>
<tr>
<th>Time</th>
<th>Sub total</th>
<th>Time</th>
<th>Sub total</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-8am</td>
<td>699</td>
<td>7-8am</td>
<td>33</td>
</tr>
<tr>
<td>8-9am</td>
<td>636</td>
<td>8-9am</td>
<td>38</td>
</tr>
<tr>
<td>9-10am</td>
<td>420</td>
<td>9-10am</td>
<td>42</td>
</tr>
<tr>
<td>Total AM</td>
<td>1725</td>
<td>Total AM</td>
<td>113</td>
</tr>
<tr>
<td>2-3pm</td>
<td>500</td>
<td>2-3pm</td>
<td>45</td>
</tr>
<tr>
<td>3-4pm</td>
<td>588</td>
<td>3-4pm</td>
<td>62</td>
</tr>
<tr>
<td>4-5pm</td>
<td>626</td>
<td>4-5pm</td>
<td>61</td>
</tr>
<tr>
<td>5-6pm</td>
<td>676</td>
<td>5-6pm</td>
<td>65</td>
</tr>
<tr>
<td>6-7pm</td>
<td>506</td>
<td>6-7pm</td>
<td>73</td>
</tr>
<tr>
<td>Total PM</td>
<td>2907</td>
<td>Total PM</td>
<td>305</td>
</tr>
</tbody>
</table>

Based on the traffic count survey, it can be seen that there are large number of vehicles turning right from Irrigation Road into Centenary Road as well as from Centenary Road into Irrigation Road. Traffic waiting on the southbound lane of
Centenary Road to turn right into Irrigation Road during peak periods will disrupt the traffic flow on Centenary Road.

It is recommended to install 'Keep Clear' pavement marking and signs on Centenary Road at the intersection with Irrigation Road which would improve traffic flow at this area.

Comments:

The RMS representative indicated that the “Keep Clear” marking is not needed on the southbound lanes. He indicated that the painting of “Keep Clear” marking on the northbound lanes will benefit motorists turning right from Irrigation Road and Centenary Road.

The members agreed with the amended proposal and to amend the plans accordingly.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed ‘Keep Clear’ pavement marking and associated signs on the northbound lanes of Centenary Road, Merrylands in accordance with the attached plan be approved.

Attachment:

1. Plan – Centenary Road, Merrylands – Proposed ‘Keep Clear’ pavement marking and associated signs – Amended Plan
Proposed 'KEEP CLEAR' Pavement Marking

DO NOT QUEUE ACROSS INTERSECTION PROPOSED

ADJUST 'BB' LINE

Sketch Plan No.: CTC-18-100 - Revision 1
TITLE: Proposed 'Keep Clear' marking at the intersection of Centenary Road & Irrigation Road, Merrylands
File Number: T-28-01/06
Date: 24/05/19
Drawn By: P.L
Scale: NTS
CTC-19-101  CAMPBELL HILL ROAD, GUILDFORD – SPEEDING CONCERNS

State Electorate: Auburn
(File No. T-28-01/08)

PAC: Cumberland

Summary:

Council has received concerns that vehicles are speeding in Campbell Hill Road, Guildford.

This report outlines the outcome of the investigation into this matter.

Report:

Campbell Hill Road is a local road that runs south from Rawson Road and over the Sydney Water pipelines into Canterbury - Bankstown LGA.

Traffic counts were undertaken in Campbell Hill Road in May 2019 in the section between Rawson Road and Davidson Street.

<table>
<thead>
<tr>
<th>Section</th>
<th>Average Daily Traffic (Veh/day)</th>
<th>85th %tile speed (km/hr)</th>
<th>Median Speed (km/hr)</th>
<th>Average Peak Hour traffic (Veh./Hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West of Clyde Street</td>
<td>9,022</td>
<td>59.0</td>
<td>52.2</td>
<td>863 AM 750 PM</td>
</tr>
</tbody>
</table>

There were no reported mid-block accidents in Chiswick Road in the 5 year period between 2013 and 2017. There was one reported accident at the Clyde street intersection.

Campbell Hill Road has double continuous (BB) centre lines marked from Rawson Road. Edge lines are marked in Campbell Hill Road south of Davidson Road.

The map below shows the location of Campbell Hill Road, Guildford.
An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Campbell Hill Road in accordance with the criteria set out in Council’s Local Area Traffic Management (LATM) Policy.

The assessments are summarised in the tables below:

**Table 1 – Campbell Hill Road - LATM Assessment Points**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>25</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>12</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>57</td>
</tr>
</tbody>
</table>
The following table indicates the action to be taken according to the assessment points:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Speed</td>
<td>That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.</td>
</tr>
</tbody>
</table>

Based on the above results, Campbell Hill Road data scored 57 out of 100 in accordance with Council's LATM Policy. It is advised that traffic calming devices are not warranted at this time in accordance with Council’s LATM Policy.

However, since the recorded 85th percentile speed was 59.0 km/hr, Council forwarded a request to NSW Police Force to undertake random speed surveillance in Campbell Hill Road, Guildford.

It is proposed to continue the edge line marking in the section between Rawson Road and Davidson Road.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. Traffic calming devices not be provided in Campbell Hill Road, Guildford.

2. Council provide edge lines in Campbell Hill Road in accordance with the Plan CTC-19-101.

3. Council review conditions in Campbell Hill Road, Guildford in February 2020 and report to Cumberland Traffic Committee if significant changes are recorded.

CTC-19-102  GOWRIE CRESCENT AND MACARTHUR CRECENT, WESTMEAD – INTERSECTION TREATMENT

State Electorate: Granville  PAC: Cumberland
(File No. T-28-01/08)

Summary:

Council to consider an intersection treatment at the intersection of Gowrie Crescent and Macarthur Crescent, Westmead.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns from a resident regarding the intersection of Gowrie Crescent and Macarthur Crescent, Westmead.

Both Gowrie Crescent and Macarthur Crescent are Council roads. The intersection of Gowrie Crescent and Macarthur Crescent forms a triangular island of large area. M J Bennet reserve is located east of Macarthur Crescent.

The map below shows the location:
It is alleged that vehicles speed in the area and drivers are confused due to the large triangular island in the middle.

It is proposed that an intersection treatment consisting of line marking, signs and concrete islands be implemented to enhance safety in the area.

Comments:

RMS representative indicated that other options including a roundabout could be considered at the intersection. Also realignment of Gowrie Crescent to form a ‘T’ intersection may be a viable option as the intersection is large with a large triangular island in the middle.

Members agreed to defer this item.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed intersection treatment of Gowrie Crescent and Macarthur Crescent, Westmead be deferred.

Attachments:

Plan – Proposed Intersection treatment at Macarthur Crescent and Gowrie Crescent, Westmead.
CUMBERLAND COUNCIL

Council Meeting
3 July 2019

CTC-19-103 WOODPARK ROAD, SMITHFIELD – REQUEST FOR THE INSTALLATION OF ‘NO PARKING’ SIGNS

State Electorate: Prospect PAC: Cumberland
(File No. GS-907-TP)

Summary:

Council has received a request from a local business to review parking and sight distances issues on Woodpark Road, Smithfield.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local business to review parking and sight distance issues at 253 Woodpark Road, Smithfield driveway. The business operator has requested for the installation of ‘No Parking’ signs across driveway on Woodpark Road, Smithfield, due to continuous blocking of driveway / parking too close to the driveway and restrict sight distance.

Woodpark Road is a collector road that runs in an east-west direction west of Cumberland Highway and has a posted speed limit of 60km/h. It has a width of approximately 13m with parking lanes (i.e. edge linemarking) on both sides. Land use on this section of the road is generally industrial.

Council’s Officers have investigated the request and the investigation revealed that the sight distance is restricted / less than minimum requirements (in accordance with Australian Standard 2890.1-2004 Off-Street Car Parking) when vehicles park close to the driveway. (see table below).

Table 1 – Existing Sight Distance

<table>
<thead>
<tr>
<th>Location</th>
<th>Direction</th>
<th>Frontage road speed (km/h)</th>
<th>Desirable sight distance (m)</th>
<th>Min sight distance (m)</th>
<th>Available sight distance after tree removal (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gate 1 driveway</td>
<td>To the left</td>
<td>60</td>
<td>83</td>
<td>65</td>
<td>55</td>
</tr>
<tr>
<td></td>
<td>To the right</td>
<td>60</td>
<td>83</td>
<td>65</td>
<td>45</td>
</tr>
</tbody>
</table>

Based on the above table, it is recommended for the installation of ‘No Parking’ sign at 253 Woodpark Road driveway (Gate 1 only). The proposed parking restrictions would improve sight distance.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed installation of ‘No Parking’ signs on Woodpark Road, Smithfield in accordance with the attached plan be approved.

Attachments:
1. Plan – Woodpark Road, Smithfield – Proposed ‘No Parking’ signs

Page 680
CTC-19-104  TUNGARRA ROAD AND BANDO ROAD, GIRRAWEEN – REQUEST FOR PEDESTRIAN CROSSING

State Electorate: Prospect  PAC: Cumberland  
(File No. GS-045-TP)

Summary:

Council has received road safety concerns from a local resident and requesting for the installation of pedestrian crossing near Tungarra Road and Bando Road, Girraween.

This report outlines the outcome of the investigation into this matter.

Report:

Tungarra Road is a local road that runs in a north-south direction with default speed limit of 50km/h. It has a width of approximately 10m and parking permitted on both sides.

Bando Road is a local road that runs in an east-west direction with default speed limit of 50km/h. It has a width of approximately 12m and parking restrictions applies on both sides.

Tungarra Road and Bando Road forms a cross intersection. The latest Roads and Maritime Services (RMS) crash data indicated no accident recorded at this intersection.

Council has received road safety concerns from a local resident and requesting for the installation of pedestrian crossing near Tungarra Road and Bando Road, Girraween.

Council’s Officers have investigated the matter including traffic and pedestrian study on Tungarra Road and Bando Road in accordance with Australian Standard and RMS guidelines. To provide a pedestrian crossing, it is required to satisfy the following warrants system:

Normal Warrant:
A pedestrian (Zebra) Crossing is warranted where:-
In each of three separate one hour periods in a typical day
(a) the pedestrian flow per hour (P) crossing the road is >= 30 AND  
(b) the vehicular flow per hour (V) through the site is >= 500 AND  
(c) the product PV is >= 60,000

Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.
If the crossing is used predominantly by school children, is not suitable site for a Children’s Crossing and in two counts of one hour duration immediately before and after school hours:-  
(a) P >= 30 AND  
(b) V >= 200
a pedestrian (Zebra) Crossing may be installed.
The locations and results of traffic and pedestrian counts on Tungarra Road and Bando Road are summarised in table below:

![Image of Tungarra Road]

**Table 1 – Tungarra Road**

<table>
<thead>
<tr>
<th>Period</th>
<th>Vehicles</th>
<th>Adult</th>
<th>Child</th>
<th>Total Child &amp; Adult</th>
<th>Warrant Met Y / N</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:30-9:30am</td>
<td>157</td>
<td>17</td>
<td>11</td>
<td>29</td>
<td>N</td>
</tr>
<tr>
<td>11:30am-12:30pm</td>
<td>39</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>N</td>
</tr>
<tr>
<td>2:00-3:00pm</td>
<td>91</td>
<td>7</td>
<td>1</td>
<td>8</td>
<td>N</td>
</tr>
<tr>
<td>3:00-4:00pm</td>
<td>109</td>
<td>15</td>
<td>7</td>
<td>22</td>
<td>N</td>
</tr>
</tbody>
</table>

**Table 2 – Bando Road**

<table>
<thead>
<tr>
<th>Period</th>
<th>Vehicles</th>
<th>Adult</th>
<th>Child</th>
<th>Total Child &amp; Adult</th>
<th>Warrant Met Y / N</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:30-9:30am</td>
<td>158</td>
<td>119</td>
<td>83</td>
<td>202</td>
<td>N</td>
</tr>
<tr>
<td>11:30am-12:30pm</td>
<td>6</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>N</td>
</tr>
<tr>
<td>2:00-3:00pm</td>
<td>21</td>
<td>66</td>
<td>3</td>
<td>69</td>
<td>N</td>
</tr>
<tr>
<td>3:00-4:00pm</td>
<td>94</td>
<td>65</td>
<td>60</td>
<td>125</td>
<td>N</td>
</tr>
</tbody>
</table>

Based on the above, pedestrian crossing (zebra) is not warranted. However, the pedestrian refuge can be installed on Bando Road to improve road safety for all road users.

**Comments:**

The local member’s representative indicated that consultation be undertaken with Girraween Public School. Council officer indicated that all the movements at the intersection are maintained.

The members agreed with the proposal with the amended recommendation.

**Recommendation:**

i) The Council referred the Committee to amend that signs and line marking on Bando Road at Tungarra Road, Girraween in accordance with the attached plan be approved.

ii) The affected residents and Girraween Public School be consulted and the result be reported back to the Traffic Committee if objection received.

**Attachments:**

1. Plan – Bando Road, Girraween – Proposed pedestrian refuge.
CTC-19-105 DUNMORE STREET, WENTWORTHVILLE – CONSULTATION RESULTS OF PROPOSED PEDESTRIAN CROSSING

State Electorate: Granville PAC: Cumberland

(File No. T-28-01/06)

Summary:

This report considers the consultation results for the proposed pedestrian crossing in Dunmore Street between Garfield Street and Station Street, Wentworthville.

Report:

Council at its meeting held on 5 September 2018, considered a Cumberland Traffic Committee report and resolved in relation to item CTC-18-121 that Council approve the construction of the pedestrian crossing subject to consultation and traffic Committee approval.

Following Council resolution, Council officers analysed the warrants for a pedestrian crossing and prepared a concept plan for the proposed crossing and reported to Cumberland Traffic Committee on in November 2018.

The traffic committee recommended that;

1. Council finalise designs for the provision of a pedestrian crossing in accordance with Council resolution on 5 September 2018 and report to Cumberland Traffic Committee with the Signs and Marking Plan.

2. Council undertake consultation with affected businesses and report back to traffic committee with Consultation results and final Signs and Marking Plans.

Following the approval of the above recommendation by Council, Council officers prepared the final design of the Pedestrian crossing and forwarded to the RMS representative for comments.

Consultation was undertaken with the properties (both owners and tenants) in Dunmore Street section between Station Street and Cumberland Highway.

Seventy nine (79) letters were posted to property owners and tenants in the section of Dunmore Street between Cumberland Highway and Station Street, Wentworthville. A survey form was attached to the letters where businesses and owners respond whether they support the proposed pedestrian crossing. The submission closed on 17 May 2019.

Council received 5 submissions up to 28 May 2019.
The following table shows the details of submissions received:

<table>
<thead>
<tr>
<th></th>
<th>Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Objection</td>
<td>4</td>
</tr>
<tr>
<td>Objection</td>
<td>1</td>
</tr>
<tr>
<td>Total submissions received</td>
<td>5</td>
</tr>
</tbody>
</table>

The objection was received from the owners of Wentworthville Mall.

They have raised the issue of the location of the crossing in Dunmore Street being different to the concept prepared for Wentworthville Public Domain Plan. It should be noted that the Public domain Works in Dunmore Street are being developed, but not finalised yet.

The proposed pedestrian crossing will need to be relocated when the Public Works Plans are finalised.

In this regard, Cumberland Traffic Committee and Council previously approved a raised pedestrian crossing with kerb blisters. This is named as Option 1. Council has prepared another option (Option 2) in which the pedestrian crossing is an at-level crossing. This makes it easy and cost effective to demolish later and relocate the crossing to the new location finalised with the Public Domain Plans for Dunmore Street.

**Comments:**

Council officers explained the need for an at-level crossing which is different to the initially approved raised crossing.

Members agreed with the proposal.

**Recommendation:**

The Cumberland Traffic Committee recommended that the Signs and Marking Plan for the proposed at-level pedestrian crossing in Dunmore Street in accordance with the Plan CTC-19-105 (Option 2) be approved for construction.

**Attachments:**

1. Plan - Option 1 and Option 2
2. Previous report
Notes:
- Time Limited Parking signs to be relocated accordingly

**SKETCH PLAN NO.**
CTC-19-105 - OPTION 1

**TITLE:** Dunmore St between Station St & Garfield St, Wentworthville - Proposed Raised Pedestrian Crossing

**File Number:** T-28-01/06
**Date:** 27/05/19
**Drawn By:** P.L
**Scale:** NTS
ATTACHMENT - PREVIOUS REPORT

CTC-18-182 DUNMROE STREET, WENTWORTHVILLE – PROPOSED PEDESTRIAN CROSSING

State Electorate: Granville

LAC: Cumberland

(File No. T-28-01/06)

Summary:

This report considers the pedestrian and vehicle counts data for Dunmore Street, Wentworthville for consideration of a pedestrian crossing.

Report:

Cumberland Traffic Committee at its meeting held on 1 August 2018 considered a report (CTC-18-121) on the request for the provision of a pedestrian crossing in Dunmore Street between Station Street and Cumberland Highway and recommended that the contents of the report be noted and that no action taken at this time.

Council at its meeting held on 5 September 2018, considered the Cumberland Traffic Committee recommendations and resolved in relation to Item CTC-18-121 that Council approve the construction of the pedestrian crossing subject to consultation and traffic Committee approval.

To provide a pedestrian crossing, Council must satisfy the following warrants given in RMS Guidelines:

Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day

(a) the pedestrian flow per hour (P) crossing the road is \( \geq 30 \)

AND

(b) the vehicular flow per hour (V) through the site is \( \geq 500 \)

AND

(c) the product PV is \( \geq 60,000 \)

Following Council resolution, Council undertook pedestrian and vehicle counts in Dunmore Street approximately midway between Station Street and Garfield Street. The counts were taken on Thursday 25 October 2018.

It is recognised that pedestrians cross Dunmore Street along the entire section in the mid-block area. The pedestrians crossing in a 80m stretch of road in Dunmore Street were counted for this purpose.

It is necessary to concentrate pedestrians towards the proposed pedestrian crossing and prevent them crossing haphazardly anywhere in the street. This will effectively remove parking more than necessary.

The summary of pedestrian and vehicle count data is given in the table below:
<table>
<thead>
<tr>
<th>Period</th>
<th>Pedestrians</th>
<th>Vehicles</th>
<th>P x V</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00-09:00</td>
<td>78</td>
<td>1108</td>
<td>86,424</td>
</tr>
<tr>
<td>09:00-10:00</td>
<td>123</td>
<td>821</td>
<td>100,983</td>
</tr>
<tr>
<td>10:00-11:00</td>
<td>203</td>
<td>722</td>
<td>146,566</td>
</tr>
<tr>
<td>11:00-12:00</td>
<td>263</td>
<td>779</td>
<td>204,877</td>
</tr>
<tr>
<td>12:00-13:00</td>
<td>241</td>
<td>706</td>
<td>170,146</td>
</tr>
<tr>
<td>13:00-14:00</td>
<td>221</td>
<td>740</td>
<td>163,540</td>
</tr>
<tr>
<td>14:00-15:00</td>
<td>171</td>
<td>829</td>
<td>141,759</td>
</tr>
<tr>
<td>15:00-16:00</td>
<td>146</td>
<td>1081</td>
<td>157,826</td>
</tr>
<tr>
<td>16:00-17:00</td>
<td>112</td>
<td>1212</td>
<td>135,744</td>
</tr>
<tr>
<td>17:00-18:00</td>
<td>127</td>
<td>1269</td>
<td>161,163</td>
</tr>
</tbody>
</table>

Based on the above, it can be seen that the pedestrian crossing requirements are satisfied during 10 periods of one hour each in a day (between 8:00AM and 6:00PM).

**Comments:**

The RMS representative suggested that the Council could apply for 40km/hr "High Pedestrian Activity Area (HPAA)" signposting in the section of Dunmore Street.

The members agreed with the recommendations.

**Recommendation:**

Cumberland Traffic Committee recommended that;

1. Council finalise designs for the provision of a pedestrian crossing in accordance with Council resolution on 5 September 2018 and report to Cumberland Traffic Committee with the Signs and Marking Plan.

2. Council undertake consultation with affected businesses and report back to traffic committee with Consultation results and final Signs and Marking Plans.
Attachment 1: CTC report CTC-18-121

CTC-18-121 DUNMROE STREET, WENTWORTHVILLE – PROPOSED PEDESTRIAN CROSSING

State Electorate: Granville PAC: Cumberland
(File No. GS-244-TP/02)

Summary:
Council has received a petition from local residents / businesses owners requesting Council for the installation of pedestrian crossing and reduce the speed limit to 40km/h ‘High Pedestrian Activity’ on Dunmore Street.

This report outlines the outcome of the investigation into this matter.

Report:
Dunmore Street is a collector road that runs in an east-west direction. It has a width of approximately 12m and parking restrictions on both sides of the road between Station Street and Cumberland Highway (e.g. 1 hour parking, mail zone, bus zone, loading zone etc.). Land use at this section of the street is generally commercial.

Council has received a petition from local residents / businesses owners requesting Council for the installation of pedestrian crossing and reduce the speed limit to 40km/h ‘High Pedestrian Activity’ on Dunmore Street.

Council’s Officers have investigated the request by undertaking site inspection, review latest Roads and Maritime Services crash data, review latest traffic data etc. The investigation revealed that pedestrian cross Dunmore Street (between Station Street and Cumberland Highway) at various locations, which makes it difficult to carry out a pedestrian survey to obtain the warrant. It is noted that the installation of pedestrian (zebra) crossing on Dunmore Street would assist and improve pedestrian’s safety on Dunmore Street mid-block.

However, the pedestrian crossing would result in removal of approximately 1.0 on-street parking spaces and reduce parking turn-over opportunity at this location which would impact on businesses in the area. Furthermore, the pedestrian crossing may also impact on road network in peak hours (particularly increase queue length to signalised intersections at Dunmore Street / Cumberland Highway and Dunmore Street / Station Street).

In regard to reduce speed limit to 40km/h ‘High Pedestrian Activity’, it is advised this matter will be addressed as part of Wentworthville Town Centre Revitalization at later stage.

Comments:
Council officer explained the two options attached in this report. The initial request was to provide a Pedestrian crossing on Dunmore Street at the middle between Station Road and Cumberland Highway. Later Council received the request to provide this crossing near the Station Road signals and it is about 60 metres from the signalised crossing at this intersection.
Council has not undertaken full investigation to assess the warrants as based on observations during inspections, there is no concentrated crossing point in Dunmore Street. Provision of a pedestrian crossing will not eliminate the random crossing of pedestrians in the whole section. A pedestrian fence along kerbside may direct everyone towards a safer crossing but this is impossible due to the existing kerbside parking.

Also it was discussed that parking is available along the street and the provision of a pedestrian crossing will take at least 8 parking spaces.

Also Bus Company raised their concerns that the pedestrian crossing in this section will have significant impact on their bus time table and patrons will face delays.

It was pointed out that there is a masterplan for Dunmore Street and the configuration of Dunmore Street will change in future. Therefore members agreed not to proceed at this time.

Recommendation:

The Cumberland Traffic Committee recommended that the contents of the report be noted and that no action taken at this time.

Attachments:

- Plans – Dunmore Street, Wentworthville – Proposed pedestrian crossing
CTC-19-106  HEATH STREET AND THOMAS STREET, MERRYLANDS – PROPOSED SPEED HUMPS – CONSULTATION RESULT

State Electorate: Granville  PAC: Cumberland
(File No. GS-369-TP)

Summary:

Council at its meeting on 5 December 2018 considered a report regarding road safety concern on Heath Street and Thomas Street, Merrylands. Council resolved as follows:

"i) The proposed speed humps (Option 2) and associated signs and line marking on Heath Street and Thomas Street, Merrylands in accordance with the attached plan be approved.

ii) The affected residents be consulted and the result of consultation be reported to the Traffic Committee if objection is received."

This report details the result of the consultation undertaken in accordance with Council's resolution.

Report:

Consultation was carried out with the directly affected residents in regards to the proposed speed humps on Heath Street and Thomas Street. There were approximately 20 letters with an attached survey distributed to residents and owners.

There were 5 responses received, 1 in support and 4 objected to the proposed speed humps (i.e. 20% / 80% respectively). Residents on Heath Street and Thomas Street that supported and objected to the proposal provided the following comments in the table below:

<table>
<thead>
<tr>
<th>#</th>
<th>Resident Comments</th>
<th>Council's Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Support</strong></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>No Problem, for the last 26 years not needed. Street is in bad condition. Resurface the Street instead.</td>
<td>Noted,</td>
</tr>
<tr>
<td></td>
<td><strong>Objection</strong></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Humps are too noisy and wasted money.</td>
<td>Noted, however, speed humps reduce speed on the street.</td>
</tr>
<tr>
<td>2</td>
<td>I have been living here for 12 years, and I do not think that a humps need in the street, why don't you re-Surface the Street instead. Also pothole in the street needs to be done.</td>
<td>Noted. Resurfacing/pothole is maintenance matter and will be forwarded to Council’s maintenance section for action.</td>
</tr>
<tr>
<td>3</td>
<td>Should not be necessary, required in a 50 KPH Zone</td>
<td>Speed humps can be installed in 50km/h zone.</td>
</tr>
</tbody>
</table>
Based on the consultation result, Council has not receive enough support for the proposed speed humps.

Comments:

The members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed speed humps on Heath Street and Thomas Street, Merrylands not be approved.

Attachments:

1. Previous report and plan
CTC-18-174 HEATH STREET AND THOMAS STREET, MERRYLANDS – ROAD SAFETY CONCERNS

State Electorate: Granville PAC: Cumberland
(File No. GS-369-TP)

Summary:

Council has received a request from a local resident, to improve traffic safety at the “S” bend on Heath Street and Thomas Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Heath Street and Thomas Street run in an east-west direction. Heath Street connects to Thomas Street via reverse curves joining the two streets. The west side of the reverse curves is Heath Street whilst to the east side of the reverse curves is Thomas Street. The carriageway of Heath Street and Thomas Street is approximately 10.2m and 7.0m wide respectively.

Council has received a request from a local resident, to improve traffic safety at the “S” bend on Heath Street and Thomas Street, Merrylands.

Traffic counts were undertaken on Heath Street and Thomas Street in September 2018, the results indicated an AADT volume of 341 vehicles/day and 342 vehicles/day, an 85th percentile speed of 39.6 km/h and 45.4 km/h respectively.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Heath Street and Thomas Street in accordance with the criteria set out in Council’s Local Area Traffic Management (LATM) Policy. The assessments are summarised in the tables below:

Table 1 – Heath Street – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>0</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>5</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>11</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>19</td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

Table 2 – Heath Street – Action

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
</tbody>
</table>
<25  
Do Nothing

Table 3 – Thomas Street – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>0</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>5</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>11</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>19</td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

Table 4 – Thomas Street – Action

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Do Nothing</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
<td>Report to TC with a recommendation of providing traffic calming devices</td>
</tr>
</tbody>
</table>

Based on the above results, it is advised that traffic calming devices are not warranted in accordance with Council’s LATM.

However, due to geometry of the road at the “S” bend would increase the risk of motorists losing control of their vehicle and crash. In this regard, Council’s Officers have investigated two options as below:

Option 1: Proposed Median Island – it is noted that the installation of Median Island at the “S” bend would restrict heavy vehicle path at this section of the road due to width of the road. In this regard, a plan showing the turning paths of trucies is attached.

Option 2: proposed speed humps and associated signs and line marking – the installation of speed humps on each approach would reduce the risk of speeding at the bend section of the road.

Comments:

Traffic committee members agreed with the proposal.
Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed speed humps (Option 2) and associated signs and line marking on Heath Street and Thomas Street, Merrylands in accordance with the attached plan be approved.

ii) The affected residents be consulted and the result of consultation be reported to the Traffic Committee if objection is received.

Attachments:

1. Plan - Turning paths
2. Option 2 - Heath Street and Thomas Street, Merrylands – Proposed speed humps
CTC-19-107 38 BOMBAY STREET, LIDCOMBE - PROPOSED “WORKS ZONE”

State Electorate: Auburn PAC: Auburn
(File No. S0450-04)

Summary:

This report considers the request to install a ‘Works Zone’ outside the development site at 38 Bombay Street in Lidcombe for an initial period of 6 months.

Report:

Council has received a request from the builder of 38 Bombay Street, Lidcombe to install a 15m long “Works Zone” on the frontage of the construction site. The proposed “Works Zone” will be initially for a period of 6 months and could be extended upon written request from the applicant and payment of Council’s fees and charges.

The applicant will be notified of the commencement date of the ‘Works Zone’ following approval by the traffic committee. The requested facility is associated with the Developmento.

According to the Australian Road Rules 181 (1):
A driver must not stop in a works zone unless the driver is driving a vehicle that is:
(a) Engaged in construction work in or near the zone; or
(b) Permitted to stop in the works zone under another law of this jurisdiction.

Currently there is a bus stop located at the front of the development site which restricts parking 20m before the sign and 10m after the sign. The builder has received consent from Transit Systems and the neighbor to temporarily relocate the bus stop to the front of 40 Bombay Street. Observations have indicated that there are adequate on-street parking spaces available around this area. Therefore, there would be no significant impact on traffic and/or parking in the vicinity due to the “Works Zone”.

The proposed Works Zone will apply from 7:00AM – 6:00PM on Monday-Friday and 8:00AM – 4:00PM on Saturdays. The applicant will be required to pay all costs associated with this “Works Zone” including application and rental fees, supply, installation and removal of all related signage in accordance with Council’s fees and charges.

Comments:

Members agreed with the recommendation.

Recommendation:

The Committee recommended that:

1. A 15m long ‘Works Zone, 7:00AM – 6:00PM, Monday – Friday, 8:00AM – 4:00PM, Saturday’ restrictions be installed outside the street frontage of the construction site at 38 Bombay Street, Lidcombe subject to Council’s standard conditions for a period of 6 months, as per Plan No. CTC 19-094.
2. The existing 'Bus Stop' sign be relocated to 40 Bombay Street, Lidcombe as per the Plan No. CTC-19-094 and be re-instated in the existing position once 'Works Zone' is not required.
TC-19-108 SOUTH PARADE, AUBURN – PROPOSED EXTENSION TO LANE LINE MARKING

State Electorate: Auburn PAC: Cumberland
(File No. HC-24-01-3/02)

Summary:

Council has received a request from a local resident to increase traffic flow capacity on the northern side of South Parade, Auburn near Alice Street.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident to increase traffic flow capacity on the northern side of South Parade, Auburn (east bound) west of Alice Street.

Council’s Officers have investigated the request and the investigation revealed that the length of the existing right lane on the northern side of South Parade can be extended by reducing the existing chevron/painted Median Island. This modification would increase the traffic flow capacity by approximately 5 vehicles, which would improve traffic flow in the area.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed modification to existing lane line marking on South Parade, Auburn in accordance with the attached plan be approved.

Attachments:

1. Plan – South Parade, Auburn – Proposed modification to existing lane line marking
INTERSECTION OF RAWSON STREET AND KIHILLA ROAD, AUBURN – PROPOSED “NO STOPPING” RESTRICTIONS AT THE INTERSECTION

State Electorate: Auburn PAC: Auburn
(File No. S3170-04)

Summary:

Council has received a request from motorists regarding road safety concerns at the intersection of Rawson Street and Kihilla Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from motorists regarding road safety concerns at the intersection of Rawson Street and Kihilla Road, Auburn.

Council has received requests to provide “No Stopping” restrictions at intersections along the street.

This report deals with the intersection of Rawson Street and Kihilla Road, Auburn.

It is alleged that vehicles park at the intersection creating safety concerns for vehicles entering and exiting Kihilla Road from and into Rawson Street high traffic environment.

During inspections, Council officers observed that the existing “No Stopping” zones on Rawson Street are not closed and cars are parking close to the intersection ignoring the Road Rules.

No consultation has been undertaken due to the safety concerns at this intersection, however, affected properties will be notified following Council approval.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed “No Stopping” signs at the intersection of Rawson Street and Kihilla Road, Auburn in accordance with the plan No. CTC-19-109 be approved.

2. Council notify directly affected properties of Council resolution.
CTC-19-110  TERRY STREET AND HILLARY STREET, GREYSTANES– ROAD SAFETY CONCERNS

State Electorate: Granville  
(PAC: Cumberland)  
(File No. T-28-01/06)

Summary:

Council has received safety concerns in Terry Street & Hillary Street, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received safety concerns in Terry Street & Hillary Street, Greystanes.

Hillary and Terry Streets are local roads and 7m and 11.6m wide respectively.

Council undertook traffic counts in both streets in May 2019 and the data is shown in tabular form below:

<table>
<thead>
<tr>
<th>Road</th>
<th>Average Daily Traffic (Veh/day)</th>
<th>85th %tile speed (km/hr)</th>
<th>Median Speed (km/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Hillary Street</td>
<td>473</td>
<td>46.8</td>
<td>39.1</td>
</tr>
<tr>
<td>2 Terry Street</td>
<td>3,899</td>
<td>56.7</td>
<td>48.8</td>
</tr>
</tbody>
</table>

An investigation was conducted to assess the feasibility of the installation of traffic calming devices in these streets in accordance with the criteria set out in Council's Local Area Traffic Management (LATM) Policy.

The assessments are summarised in the tables below:

Table 1 – Hillary Street – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>0</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>0</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>15</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>20</td>
</tr>
</tbody>
</table>
Table 2 – Terry Street – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>20</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>5</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>11</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
<td><strong>41</strong></td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
</tbody>
</table>

Based on the above, Hillary Street and Terry Street scored 20 and 41 respectively in accordance with Council’s LATM Policy. Traffic calming devices are not warranted in these streets. However, due to the high speeds in Terry Street, it is proposed to provide edge lines to complement the existing “BB” centre lines in the street.

It is also proposed to provide “No Stopping” restrictions at the intersection of Hillary Street and Terry Street in addition to a Give Way line and 10m “BB” centre line in Hillary Street. This will assist traffic to wait on the correct side on Hillary Street before turning into Terry Street.

**Comments:**

Members agreed with the recommendation.

**Recommendation:**

Cumberland Traffic Committee recommended that:

1. Traffic calming devices not be provided for Terry Street and Hillary Street, Greystanes.

2. Provision of Edge lines in Terry Street in accordance with the Plan CTC-19-110 be approved.
CTC-19-111  GUILDFORD ROADS, GUILDFORD—ASSESSMENT OF TRAFFIC CONDITIONS

State Electorate: Granville  PAC: Cumberland
(File No. T-28-01/06)

Summary:

Council has received concerns that vehicles are speeding in Guildford Road, Guildford and a request to assess the traffic conditions in the section between Woodville Road and Railway Terrace.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns that vehicles are speeding in Guildford Road, Guildford and a request to assess the traffic conditions in the section between Woodville Road and Railway Terrace.

Guildford Road between Railway Terrace and Woodville Road is approximately 920m long, Guildford Road.

Traffic counts were undertaken in Guildford Road in March 2019 in four sections between Woodville Road and Railway Terrace.

<table>
<thead>
<tr>
<th>Sections</th>
<th>Average Daily Traffic (Veh/day)</th>
<th>85th %tile speed (km/hr)</th>
<th>Median Speed (km/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway Terrace to Talbot Street</td>
<td>240</td>
<td>9.355</td>
<td>35.5</td>
</tr>
<tr>
<td>Talbot Street to Rosebury Street</td>
<td>165</td>
<td>11.575</td>
<td>39.6</td>
</tr>
<tr>
<td>Rosebury Street to Chamberlain Street</td>
<td>235</td>
<td>12.668</td>
<td>55.1</td>
</tr>
<tr>
<td>Chamberlain Street to Woodville Road</td>
<td>280</td>
<td>13.707</td>
<td>52.2</td>
</tr>
</tbody>
</table>

The sections 1 & 2 (Guildford Road between Railway Terrace and Rosebury Street) are within the “B2 Local Centre” zone and have shops on both sides.

There are three pedestrian crossings, two of them raised, in Guildford Road west of Station Street and a raised threshold between Marian Street and Rosebury Street. These sections are high pedestrian activity areas. The vehicle speeds recorded in these sections are well below the speed limit with 85th percentile speeds in sections 1 and 2 are 35.5 and 39.6 km/hr respectively. The section of Guildford Road west of Marian Street is signposted “40kph High Pedestrian Activity” area.
Sections 3 and 4 (Guildford Road between Rosebury Street and Woodville Road) are mostly low density residential dwellings except for few businesses in the section.

The recorded 85th percentile speeds in sections 3 and 4 are 55.1 and 52.2 km/hr which are higher than the speed limit, however.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Chiswick Road in accordance with the criteria set out in Council’s Local Area Traffic Management (LATM) Policy.

The assessments are summarised in the tables below:

Table 1 – Chiswick Road – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>15 15 15 15 15</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>15 15 15 15</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>19 18 14 18</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5 5 5 5</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>54 53 49 53</td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

Table 2 – Action

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Speed</td>
<td>That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.</td>
</tr>
</tbody>
</table>

Based on the above results, all the four sections of Guildford Road scored 54, 53, 49 and 53 out of 100 in accordance with Council’s LATM Policy.

It is also noted that the speeds are within acceptable limits in the sections.

It is proposed to review conditions in Guildford Road, Guildford in February 2020.

Comments:

Members agreed with the recommendation.
Recommendation:

Cumberland Traffic Committee recommended that Council review conditions in Guildford Road section between Woodville Road and Railway Terrace, Guildford in six months and report back to traffic committee in February 2020.
Council Meeting
3 July 2019

C07/19-137 – Attachment 1

GUILDFORD ROAD BETWEEN RAILWAY TERRACE & BURY ROAD

- ADT = 9355 Veh/day
  - 85th percentile speed = 35.46 km/h
  - Median = 28.80 km/h

GUILDFORD ROAD BETWEEN BURY ROAD & WOODVILLE ROAD

- ADT = 12668 Veh/day
  - 85th percentile speed = 55.08 km/h
  - Median = 48.42 km/h

- ADT = 11575 Veh/day
  - 85th percentile speed = 39.6 km/h
  - Median = 33.84 km/h

- ADT = 13707 Veh/day
  - 85th percentile speed = 52.20 km/h
  - Median = 44.82 km/h

Sketch Plan No.: CTC-19-111
Title: Guildford Road, Guildford - Traffic Conditions
File Number: T-28-01/06
Date: 21/05/19
Drawn By: P.L
Scale: NTS
CTC-19-112 PARK ROAD, AUBURN – RELOCATION EXISTING PARKING RESTRICTIONS

State Electorate: Auburn PAC: Auburn
(File No. S2920-04)

Summary:

Council has received a request to relocate existing timed parking restriction in Park Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a motorist to relocate existing timed parking restriction on the western side of Park Road near the intersection on Mary Street, Auburn.

It was brought to Council’s attention that there is a 4.4m gap between a ‘No Stopping’ sign and the existing ‘No Parking, 2:30pm – 4pm, Mon-Fri’ and ‘1P, 9:30am – 2:30pm and 4pm – 6pm, Mon-Fri’ parking restrictions. This short length is unrestricted parking and possible for a small car to park. It was noted when long vehicles park in this area some parts of the vehicle encroaches into the No Stopping area which effectively reduces the sight distance for vehicles exiting Mary Street intersection.

Therefore, in light of the above, it is proposed to relocate the existing ‘No Parking, 2:30pm – 4pm, Mon-Fri’ and ‘1P, 9:30am – 2:30pm and 4pm – 6pm, Mon-Fri’ signs to the existing No Stopping sign on the western side of Park Road, Auburn.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The existing ‘No Parking, 2:30pm – 4pm, Mon-Fri’ and ‘1P, 9:30am – 2:30pm and 4pm – 6pm, Mon-Fri’ signs be relocated 4.4m south to the existing No Stopping sign on the western side of Park Road, Auburn in accordance with the attached plan be approved.

Attachment:

1. Plan – Park Road, Auburn – Proposed relocation of the existing parking restrictions
CTC-19-113  DUNMORE STREET, WENTWORTHVILLE – REQUEST FOR PARKING RESTRICTIONS

State Electorate: Prospect  PAC: Cumberland
(File No. GS-244-TP/02)

Summary:

Council has received a request from a local resident for the installation of ‘No Stopping’ sign across driveway at 132 Dunmore Street, Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident for the installation of ‘No Stopping’ sign across driveway at 132 Dunmore Street, Wentworthville due to continuous of vehicles parking too close to the driveway and restrict sight distance (particularly for elderly residents living at this complex).

Council’s Officers have investigated the matter and consultation was carried out with the directly affected residents (i.e. residents at 132 Dunmore Street) in regards to the proposed ‘No Stopping’ signs. There were approximately 14 letters with an attached survey distributed to residents and owners.

There were 7 responses received and all received responses were in support to the proposed ‘No Stopping’ signs. Residents who supported the proposal provided the following comments in the table below:

<table>
<thead>
<tr>
<th>#</th>
<th>Resident Comments</th>
<th>Council’s Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>It is impossible to get out of Driveway with all the cars parked on either side. No matter small of Big cars we cannot see. We find it very dangerous to get out of the Driveway.</td>
<td>Noted. The proposed ‘No Stopping’ signs will improve the sight distance.</td>
</tr>
<tr>
<td>2</td>
<td>I have had nearly 4 accidents trying to leave the parking area in the above property due to not being able to see oncoming traffic in both directions.</td>
<td>See above note.</td>
</tr>
</tbody>
</table>

Based on the above, the majority supported the installation of ‘No Stopping’ restrictions.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed installation of ‘No Stopping’ signs on Dunmore Street, Wentworthville in accordance with the attached plan be approved.

ii) The affected residents / owners be notified of the outcome generally.

Attachment: Plan – Dunmore St, Wentworthville – Proposed ‘No Stopping’ signs
RAWSON ROAD, GUILDFORD – REQUEST FOR OPENING IN THE MEDIAN ISLAND AND RIGHT TURN BAY

State Electorate: Auburn
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request to provide an opening in the median island built on Rawson Road, Guildford to facilitate right turn movements into the Golfview Hotel car park driveway to access Kennards Hire which has access through the car park.

This report outlines the outcome of the investigation into this matter.

Background:

Former Parramatta City Council received 100% funding under the Australian Government Black Spot Program for the construction of the median island and associated works for the 2016/2017 financial year.

After the merger of councils, the area came under the Cumberland LGA.

The Blackspot submission was initiated by the Council due to a number of right turn crashes into the driveways involving eastbound traffic from Woodville Road traffic signals.

Cumberland Traffic Committee and Council approved the construction of the concrete median island in June / July 2017. Following the approval, Council undertook consultation with adjacent properties and a further report was presented to the traffic committee on 7 February 2018.

The traffic committee recommended that:

1. The construction of the proposed median island be supported.

2. Council officers consider the feasibility of constructing a roundabout at the intersection of Rawson Road and Rowley Street to facilitate U-turns for eastbound vehicles and report back to the traffic committee at a later meeting.

Following approval by Council, the concrete median island was constructed.

Council investigated the option of providing a roundabout at the intersection of Rawson Road and Rowley Street in accordance with the Council resolution (2 above).

A report was presented to Cumberland Traffic Committee on 6 June 2018 (CTC-18-098) on the proposed roundabout at the intersection of Rawson Road and Rowley Street. It is programmed to construct the roundabout by October 2019.

Report:

Council has received a request to provide an opening in the median island built on Rawson Road, Guildford to facilitate right turn movements into the Golfview
Hotel car park driveway to access Kennards Hire which has access through the car park.

It should be noted that the concrete median island was built under a Blackspot program to physically ban right turning movements.

Rawson Road is a classified regional road pursuant to Roads Act 1993 and links another classified regional road, Clyde Street and state highway Woodville Road.

The map below shows the location of Rawson Road and the median island built.

The attached plan shows Council’s attempt to introduce a right turn bay in Rawson Road at the driveway to the car park.

The pavement marking commences 20m from the holding line of the traffic signals at Woodville Road. The median island opening required is 9.4m to allow for an 8.8m vehicle. Any large truck will require large openings in the median.

The provision of a median opening will assist right turning vehicles into the Golfvies Hotel car park and access Kennards Hire. The following points have to be noted in making the decision:

- The median island was built under the Australian Government Blackspot program to ban right turns due to the crash history and opening of the median island defeats the purpose.

- As the lateral shift occurs approximately 20m from the signalled intersection with a State Highway, it may slow down exiting traffic and cause ‘Rear end’ crashes.
• There is no guarantee that large vehicles will not attempt to make the right turn thus causing disruption to traffic movement in Rawson Road.

• While pavement marking can be made to prevent right turns out of the driveway, it is not physically prevented and there will be issues in enforcing the banned movement.

• The proposed roundabout at the intersection of Rawson Road and Rowley Street will provide U-turning facility for vehicles accessing the driveways blocked by the concrete median island.

• The proposal removes the available on street parking on Rawson Road which is used by the adjacent residents.

Comments:

Council officer explained the request from the Kennards Hire and the purpose of the median which was built under the Blackspot funding.

Members agreed with the recommendation.

Recommendation:

Cumberland Traffic Committee recommended that the request for an opening in the median island on Rawson Road to access Kennards Hire not be provided.
CTC-19-115  INTERSECTION OF BLAXCELL STREET AND CHURCHILL STREET, SOUTH GRANVILLE – RELOCATING EXISTING "NO STOPPING" SIGN AT THE INTERSECTION

State Electorate: Auburn PAC: Cumberland
(File No. T-26-01/06)

Summary:

Council has received a request to relocate the existing 'No Stopping' sign on the western side of Blaxcell Street south of Churchill Street intersection, South Granville.

This report outlines the outcome of the investigation into this matter.

Report:

Cumberland Traffic Committee at its meeting held on 3 April 2019 considered a report (CTC-19-050) regarding road safety concerns at the intersection of Blaxcell Street and Churchill Street, South Granville.

The Traffic Committee recommended the installation of "No Stopping" signs at the intersection of Blaxcell Street and Churchill Street, South Granville in accordance with the plan No. CTC-19-50 be approved.

The recommendation was subsequently approved by Council and the signs were installed. Upon installation of the signs, the resident at property No. 396 raised objections with the sign placed at 12m from the intersection with Churchill Street. The resident requested to relocate the 'No Stopping' sign by 2m northerly to maintain the 10m statutory distance. It shall be noted that Council officers previously recommended 12m to allow 7m for one car space at this location.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The relocation of the "No Stopping" sign outside No.396 Blaxcell Street by 2m in a northerly direction in accordance with the plan No. CTC-19-115 be approved.

Attachments:

Plan – Churchill Street, South Granville - Proposed “No Stopping” restrictions
CTC-19-116  MONA STREET, AUBURN – MODIFICATION TO THE EXISTING PEAK HOUR PARKING RESTRICTIONS

State Electorate: Auburn  PAC: Auburn
(File No. S2580-04)

Summary:

Council has received a request to modify the existing timed parking restriction in Mona St, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Cumberland Traffic Committee at its meeting held on 5 April 2017 considered a proposal (CTC-17-038) by Sydney Trains to implement peak hour parking restrictions on the southern side of Mona Street, Auburn adjacent to Mona Park to improve operational efficiency of the traffic signals at the intersection of Mona Street and Chisholm Street, Auburn.

The Traffic Committee recommended the installation of 'No Parking; 6:30am – 9:30am, 4:30pm-7:30pm; Mon-Fri' restrictions on the southern side of Mona Street and Council subsequently installed the signs.

Council has received a request to extend the afternoon peak hour timed restrictions to improve the traffic conditions at the intersection of Mona Street and Chisholm Road and adjacent streets. Council officers noted that the traffic start queuing up before the 4:30pm in the afternoon.

Therefore, to improve the traffic conditions, it is necessary to extend the afternoon peak hour restrictions from 4:30 pm to 2:30pm. Council proposes to replace the existing 'No Parking; 6:30am – 9:30am, 4:30pm-7:30pm; Mon-Fri' restrictions with 'No Parking; 6:30am – 9:30am, 2:30pm-7:30pm; Mon-Fri' restrictions.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

The existing 'No Parking; 6:30am – 9:30am, 4:30pm-7:30pm; Mon-Fri' restrictions be replaced with 'No Parking; 6:30am – 9:30am, 2:30pm-7:30pm; Mon-Fri' restrictions as per the attached plan No. CTC-19-116.
CLYDE STREET, SOUTH GRANVILLE – PROPOSED PEDESTRIAN REFUGE

State Electorate: Auburn PAC: Cumberland
(File No. 96890-04)

Summary

This report considers the installation of pedestrian refuge islands in Clyde Street, Granville.

Report

Council has received plans from the NSW Land & Housing Corporation to install a pedestrian refuge in Clyde Street, South Granville to facilitate crossing of residents. The requested facility is associated with the Seniors Housing development proposal in the area.

There are a number of properties owned by NSW Land and Housing Corporation (LaHC) in Dixmude Street and other streets in the area. The Land and Housing Corporation plans to construct Seniors Housing Units at 18-24 Dixmude Street, South Granville. Prior to building the units, the LaHC proposes to install a pedestrian refuge on Clyde Street to satisfy the requirements of Clause 26 of the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

Under Clause 26 of the SEPP, the Seniors Housing must have access to public transport service within 400m to travel to facilities and services.

Clyde Street, South Granville is regional road carrying over 12,500 vehicles/day. It carries over 1,000 Veh/hour during the peak hours. Crossing Clyde Street is not safe for seniors and people with disability during peak hours and it is considered the pedestrian refuge will help to stage the crossing.

The LaHC has considered different locations and proposes to build a pedestrian refuge on Clyde Street just north of Dixmude Street to facilitate crossing by pedestrians including seniors to access a bus stop on the road.

The map below shows the location of the proposal.
The attached plan shows the proposed works and associated signs and line marking in Clyde Street, South Granville.

Comments

Members agreed with the recommendation.

Recommendation

The Committee recommended that;

1. The proposed pedestrian refuge and associated signs and line marking be approved in principle.

2. NSW Land & Housing Corporation be requested to consult affected properties where the parking restrictions are introduced and provide a summary to Council.

3. The consultation results be reported to Cumberland Traffic Committee with detailed construction plans.

4. All associated cost including consultation shall be borne by the NSW Land & Housing Corporation.
MARY STREET, AUBURN – MODIFICATION TO EXISTING PARKING RESTRICTIONS

State Electorate: Auburn PAC: Auburn
(File No. HC-24-01-3/02)

Summary:

Council has received a request from a local resident to modify and improve existing parking restrictions on Mary Street, Auburn for bus operator and traffic flow in the area.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident to modify existing parking restrictions on the northern side of Mary Street west of Park Road for bus operator and traffic flow in the area.

Council’s Officers have investigated the matter and found that existing length of the ‘Bus Zone’ on the northern side of Mary Street west of Park Road is 17m which is less than the required length. In this regard, it is recommended to remove the existing unrestricted parking space between ‘Bus Zone’ and ‘No Stopping’ signs to improve bus’s access to the ‘Bus Zone’ area.

The site inspection also indicated that a sight distance is restricted for pedestrian crossing at the pram ramp when a large vehicle is parked in the unrestricted parking space in front of 25A Mary Street. In this regard, it is recommended to extend ‘No Stopping’ sign to provide a safer pedestrian crossing point.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed modification to existing parking restrictions and associated line marking on Mary Street, Auburn in accordance with the attached plan be approved.

ii) The affected residents / owners be notified of the outcome generally.

Attachments:

1. Plan - Mary Street, Auburn – Proposed modification to existing parking restrictions
**PARK ROAD, AUBURN – PROPOSED “BUS ZONE” SIGNAGE**

State Electorate: Auburn  
PAC: Auburn  
(File No. S3520-04)

**Summary:**

Council has received a request from the bus operator, Transdev to install “Bus Zone” signage at the existing bus stop on Park Road, Auburn north of Pine Road.

This report outlines the outcome of the investigation into this matter.

**Report:**

Council has received a request from the bus operator, Transdev to install “Bus Zone” signage at the existing bus stop on Park Road, Auburn north of Pine Road.

It is illegal to park a vehicle within 20m on the approach side and 10m

The bus stop is outside No 122 Park Road. It was alleged that the bus stop sign on the power pole at the corner within the 10m statutory No Stopping zone at the intersection with Pine Road is not very conspicuous and vehicles park near the area where the buses stop.

The map below shows the location of the bus stop.
The “Bus Zone” signage will be installed outside the 10m statutory “No Stopping” area at the intersection.

No consultation has been undertaken since it is statutory requirement under the Road Rules.

The bus stop sign on the power pole at the corner of the intersection should be relocated within the Bus Zone.

Comments:
Members agreed with the recommendation.

Recommendation:
The Cumberland Traffic Committee recommended that:

1. The proposed “Bus Zone” signs at the Bus stop in Park Road, Auburn in accordance with the attached plan be approved.

2. Council notify adjacent properties of Council resolution.

Attachments:
Plan – Proposed “Bus Zone” on Park Road, Auburn.
CTC-19-120  EXCELSIOR STREET, CROSSLAND STREET & EARL STREET – PROPOSED “NO STOPPING” RESTRICTIONS

State Electorate: Granville  PAC: Cumberland
(File No. S1880-04)

Summary:

Council has received a request from a local resident regarding road safety concerns at the intersection of Excelsior Street and Crossland Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident regarding road safety concerns at the intersection of Excelsior Street and Crossland Street, Merrylands.

Crossland Street is a local street linking Robertson Street and Excelsior Street, Merrylands. It is approximately 320m long and 7m wide. Excelsior Street functions as a collector road and runs parallel to Woodville Road. It carries over 9,000 vehicles/day.

Safety concerns have been raised by a resident that driving out of Crossland Street at the intersection of Excelsior Street is difficult due to the high volumes of traffic and restricted sight distance due to vehicles parking close to the intersection.

Council Officers have investigated the request and site inspections revealed that vehicles park close to the intersection. Though the 10m Statutory “No Stopping” restrictions apply at intersections in accordance with Road Rules 2014, it was observed that motorists tend to ignore the Road Rules.

It is proposed to install “No Stopping” signage to strengthen the Road Rules at this intersection. Crossland Street is a narrow road with existing “BB” lines and as such no parking is possible within the section with double continuous lines. The proposed “No Stopping” will cover this existing no stopping zones. Council also proposes to install “No Stopping” signage at the adjacent Earl Street intersection.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed “No Stopping” signs at the intersections of Excelsior Street, Crossland Street and Earl Street, Merrylands in accordance with the attached plan be approved.

2. All affected properties be notified of Council resolution.

Attachments:

Plan – Proposed “No Stopping” restrictions
CTC-19-121  WALPOLE STREET, MERRYLANDS – REQUEST FOR PEDESTRIAN CROSSING

State Electorate:  Granville  PAC: Cumberland
(File No.  GS-870-TP/02)

Summary:

Council has received road safety concerns from a local resident and requesting for the installation of pedestrian crossing on Walpole Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Walpole Street is a local collector road that runs in an east-west direction. It has a width of approximately 12m and parking restrictions apply on both sides of the road. It has also a number traffic calming devices between Pitt Street and Clarence Street such as roundabouts and associated pedestrian refuges. Land use is generally residential.

Council has received road safety concerns from a local resident and requesting for the installation of pedestrian crossing on Walpole Street near Warwick Road.

Council’s Officers have investigated the matter and the investigation revealed that existing traffic devices such as roundabout at the intersection of Walpole Street with Warwick road have pedestrian refuge which will assist pedestrian in crossing the street. In addition, a preliminary investigation revealed that the pedestrian numbers crossing Walpole Street will not meet the Australian Standard and Roads and Maritime Services guidelines.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The request for marked pedestrian crossing on Walpole Street, Merrylands not be approved.

ii) The concerned resident be notified of the outcome.

Attachments:

1. Nil
CTC-19-122  WALLAN STREET, PEMULWUY – PROPOSED EXTENSION OF ‘NO STOPPING’ SIGNS

State Electorate: Prospect  PAC: Cumberland
(File No. GS-898-TP)

Summary:
Council has received a complaint from a local resident regarding vehicles parking on both sides of Wallan Street at the intersection of Naying Drive, Pemulwuy.

This report outlines the outcome of the investigation into this matter.

Report:
Wallan Street is a local road that runs in an east-west direction with default speed limit of 50km/h. It has a width of approximately 6.5m and parking permitted on both sides with exception at intersection points (i.e. 10m of No Stopping from intersection).

Council has received a request from a local resident regarding vehicles parking on both sides of Wallan Street at the intersection of Naying Drive, Pemulwuy and restrict access at the intersection.

Council’s Officers have investigated the matter and found that vehicles parking on both sides at this section of Wallan Street. The site inspection indicated that some vehicles park within existing ‘No Stopping’ signs. To improve road safety at this intersection, it is recommended to extend existing ‘No Stopping’ signs on both sides.

Comments:
Members agreed with the recommendation.

Recommendation:
The Cumberland Traffic Committee recommended that:

i)  The proposed extension of ‘No Stopping’ signs on Wallan Street, Pemulwuy in accordance with the attached plan be approved.

ii)  The affected residents / owners be notified of the outcome generally.

Attachments:
1. Plan – Wallan Street, Pemulwuy – Proposed Extension of ‘No Stopping’ signs
CAMBRIDGE STREET AND MERRYLANDS ROAD, MERRYLANDS – PROPOSED ‘NO RIGHT TURN’ RESTRICTION AND PEDESTRIAN REFUGE ASSOCIATED WITH A RESIDENTIAL DEVELOPMENT

State Electorate: Granville  
PAC: Cumberland  
(File No. DA 2018/173)

Summary:

Council has received the detailed design of the proposed ‘No Right Turn’ restriction and pedestrian refuge associated with approved development application at 306 – 308 Merrylands Road, Merrylands.

The report details a review of the submitted design plan and feasibility of the proposal in accordance with approved development application.

Report:

Council has granted the proposed mixed use development at 306 – 308 Merrylands Road, Merrylands in late 2017. A condition was imposed in the development consent that a pedestrian refuge shall be constructed on Cambridge Street to restrict right turn movements at the intersection with Merrylands Road subject to Traffic Committee and Council approval.

The above development comprising 27 units, Childcare Centre and with basement carpark accommodating 52 car parking spaces.

Council has received the detailed design of the proposed pedestrian refuge, associated signs, line marking and civil works drawings on Cambridge Street for Traffic Committee consideration.

It is noted that Council has submitted the Transport Management Plan (TMP) to the Roads and Maritime Services (RMS) for approval.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed pedestrian refuge and ‘No Right Turn’ restriction on Cambridge Street at Merrylands Road, Merrylands in accordance with the attached plan be approved subject to TMP approval.

ii) The cost associated with the construction of median island, pram ramps, signs and line marking shall be borne by the developer.

iii) The affected residents / property owners be notified of the outcome generally.

Attachments: Plan – Cambridge Street, Merrylands – Proposed pedestrian refuge and ‘No Right Turn’ restriction
NOTES:
1. RRPM TO BE ADHERED ON TO ROAD SURFACE AS PER MANUFACTURER INSTRUCTION.
2. MINIMUM CONCRETE STRENGTH OF 25MPa AFTER 28 DAYS.
3. ALL LINEMARKING AND RRPM TO BE IN ACCORDANCE WITH RMS DELINEATION GUIDELINE AND AS1742.
4. ALL SPLITTER ISLAND CORNERS SHALL BE ROUNDED WITH R150 U.N.O.
5. ALL LINEMARKING TO BE THERMOPLASTIC U.N.O.
6. ISOLATION JOINTS (IJ) ARE REQUIRED BETWEEN HARD SURFACES.
7. CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
8. WATERBORNE PAINT WITH LARGE GLASS BEAD TO BE APPLIED FOR LINE MARKING UNDER THE FOLLOWING CONDITIONS:
   a. AIR TEMPERATURE AND PAVEMENT TEMPERATURE > 15°C
   b. RELATIVE HUMIDITY < 70%
   c. AIR MOVEMENT > 10 KM/H
   d. ADEQUATE PROTECTION OF LINES FROM TRAFFIC DURING THE DRYING PROCESS.
9. FOR THERMOPLASTIC MATERIALS FOLLOW THE MANUFACTURERS RECOMMENDED APPLICATION TEMP.

CONSTRUCTION CERTIFICATE (CC)

SABA PROPERTY CONSTRUCTIONS

CIVIL DESIGN PLAN LINEMARKING

06.05.2019

S.C.H

305-308 MERRYLANDS ST, MERRYLANDS

1:200 @ A3

S.W19048

02
TYPICAL LOW LEVEL SIGN

NOTES:
1. MINIMUM CONCRETE STRENGTH OF 25MPa AFTER 28 DAYS, UNLESS NOTED OTHERWISE.
2. KERB ONLY TO BE USED AS A FIRST PREFERENCE OVER SEMI-MOUNTABLE KERB.
3. WELDING WORKMANSHIP AND MATERIAL TO BE IN ACCORDANCE WITH AS1554.
4. CONCRETE SHALL BE PLACED WITH A MINIMUM SLUMP OF 80mm.
5. RED STENCIL PAVEMENT PATTERN FINISH
INTERSECTION OF RAWSON STREET AND YILLOWRA ROAD, AUBURN – PROPOSED “NO STOPPING” RESTRICTIONS AT THE INTERSECTION

State Electorate: Auburn
PAC: Auburn
(File No. S3170-04)

Summary:

Council has received a request from motorists regarding road safety concerns at the intersection of Rawson Street and Yilowra Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from motorists regarding road safety concerns at the intersection of Rawson Street and Yilowra Road, Auburn.

Council has received requests to provide “No Stopping” restrictions at intersections along the street.

This report deals with the intersection of Rawson Street and Yilowra Road, Auburn.

It is alleged that vehicles park at the intersection creating safety concerns for vehicles entering and exiting Yilowra Road from and into Rawson Street high traffic environment.

During inspections, Council officers observed that the existing “No Stopping” zone on Rawson Street are not closed and cars are parking close to the intersection ignoring the Road Rules.

No consultation has been undertaken due to the safety concerns at this intersection, however, affected properties will be notified following Council approval.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed “No Stopping” signs at the intersection of Rawson Street and Yilowra Road, Auburn in accordance with the plan No. CTC-19-124 be approved.

2. Council notify directly affected properties of Council resolution.
CTC-19-125  BLAXCELL STREET & FARNELL STREET, GRANVILLE – PROPOSED SPEED HUMP AT THE ROUNDABOUT

State Electorate: Granville  PAC: Cumberland  (File No. T-28-01/06)

Summary:

This report deals with the provision of a speed hump on the southern approach at the roundabout at the intersection of Blaxcell Street and Farnell Street, Granville.

Report:

This report deals with the provision of a speed hump on the southern approach at the roundabout at the intersection of Blaxcell Street and Farnell Street, Granville.

Cumberland Traffic Committee considered a report (CTC-18-205) at its meeting held on 7 November 2018 on the proposed pedestrian fencing on the North West corner of Farnell Street & Blaxcell Street roundabout due to safety concerns regarding a large power pole at this corner.

The traffic committee recommended that the installation of pedestrian fencing on Blaxcell Street and Farnell Street, Granville not be approved.

Council considered the traffic committee recommendations at its meeting held on 5 December 2018 and resolved in relation to the above report that as a matter of urgency Council receive a report in relation to the costs associated with the removal or relocation of the power pole on the intersection of Blaxcell St and Farnell St, Granville.

Following the above, a report was presented to the Council at its meeting held on 15 May 2019 (Item No: C05/19-93). The report identified issues related to the relocation of the power pole.

Council resolved that Council install a speed hump or cushion on the southern approach of the intersection of Blaxcell Street with Farnell Street at Granville to slow approaching traffic, subject to the concurrence of the Cumberland Traffic Committee.

Council proposes installing a speed cushion on the southern approach of the intersection of Blaxcell Street with Farnell Street at Granville to slow approaching traffic. The attached plan CTC-19-125 shows the proposal as resolved by Council. Council also proposes to install a ‘chevron’ sign in front of the power pole.

The proposal is presented to traffic committee for consideration.

Comments:

Council officer raised an issue regarding the 25km/hr advisory speed sign at the speed hump. The turning path of cars travelling at 25km/hr show that the vehicle may mount the kerb. The legality of the advisory speed sign at the speed hump was discussed. The sign is based on common practice at speed humps.

The members agreed that the sign be removed.
Recommendation:

The Cumberland Traffic Committee recommended that installation of a speed cushion on the southern approach of the intersection of Blaxcell Street with Farnell Street at Granville in accordance with the amended Plan CTC-19-125 be approved.

Attachment: Plan – Blaxcell Street and Farnell Street, Granville – Proposed speed cushion
ATTACHMENT - PREVIOUS REPORT

CTC-18-205  BLAXCELL STREET & FARNELL STREET, GRANVILLE – PROPOSED PEDESTRIAN FENCING AT THE ROUNDABOUT

State Electorate:  Granville  PAC: Cumberland  
(File No. T-28-01/06)

Summary:

This report deals with the provision of pedestrian fencing at the roundabout at the intersection of Blaxcell Street and Farnell Street, Granville.

Report:

Council has received safety concerns that cars drive very close to the kerb on the north western corner Blaxcell Street and Farnell Street due to the deflection in the. It was noted during inspection that there is a power pole on Blaxcell Street which is very close to the kerb, the clearance between the power pole to the face of the kerb is approximately 270mm.

It is a concern that any vehicle speeding through the roundabout may hit the above power pole and the impact on the vehicle and the road users will be significant. Therefore, a barrier / fencing may reduce serious impact.

Due to the location of the power pole and the setback from kerb, it is not possible to install a crash barrier at the front of the power pole along the kerb. Also, a crash barrier on one side of the power pole is not feasible due to the short length between the power poles on the corner.

In light of the above and to improve safety it is proposed to install 8m long pedestrian fencing on the north western corner of Blaxcell Street and Farnell Street intersection in Granville.

The attachment shows the details of the proposed pedestrian fencing.

Comments:

The RMS representative stated that a pedestrian fence in this location will have more impact on pedestrians and should not be installed.

Traffic committee members agreed with the representative.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of pedestrian fencing on Blaxcell Street and Farnell Street, Granville not be approved.

Attachment:

Plan – Blaxcell Street and Farnell Street, Granville – Proposed pedestrian fencing
MONS STREET, LIDCOMBE – PROPOSED “BUS ZONE” SIGNAGE

State Electorate: Auburn  PAC: Auburn
(File No. S3520-04)

Summary:

Council has received a request from a developer to relocate a bus stop in Mons Street and install “Bus Zone” signage at the relocated bus stop on Mons Street, Lidcombe south of Parramatta Road.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a developer to relocate a bus stop in Mons Street and install “Bus Zone” signage at the relocated bus stop on Mons Street, Lidcombe south of Parramatta Road.

The bus stop is outside 32 Parramatta Road. Due to the proposed Hotel Development at 32 Parramatta Road which has a frontage on Mons Street, the existing bus stop is required to be relocated.

The developer has got approval from the bus operator Transit Systems for the relocation of the bus stop. The bus operator has requested that “Bus Zone” signage be provided at the relocated bus stop.

The map below shows the location of the bus stop.
The bus stop and Bus Zone is within the hotel development and the request came from the developer. No consultation need to be undertaken.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed “Bus Zone” signs at the Bus stop in Mons Street, Lidcombe in accordance with the attached plan be approved.

2. The relocation and the Bus Zone signage be installed at the cost of the developer and no cost to Council.

Attachments:

Plan – Proposed “Bus Zone” on Mons Street, Lidcombe.
CTC-19-127 PROPOSED “NO STOPPING” RESTRICTIONS AT THE INTERSECTION OF CHISWICK ROAD AND BEAUMONT STREET, AUBURN

State Electorate: Auburn PAC: Auburn
(File No. S0720-04)

Summary:

For Council to consider “No Stopping” restrictions at the intersection of Chiswick Road and Beaumont Street, Auburn

Report:

Council has received safety concerns from a resident at the intersection of Chiswick Road and Beaumont Street, Auburn. The resident has indicated that cars are parking very close to the corners at the intersection.

Both Chiswick Road and Leura Road are local roads. Chiswick Road and Beaumont Street are approximately 12.2m and 8.0m wide respectively. The intersection is close to Auburn West Public School. The area is in demand for parking during school hours.

Council’s inspections indicated that cars are overhanging within the 10m statutory “No Stopping” zone at the intersection.

There was one reported accident at this intersection in the 5 year period July 2013 to June 2018.

The plan below shows the location of the intersection.

Based on observations and the proximity of school, the safety concerns about parked vehicles obstructing the site distance at the intersection, it is proposed to install “No Stopping” restrictions at the intersection. It is also
considered necessary that due to the narrow width of Beaumont Street, the no stopping zone on the eastern side of the street should be longer to facilitate safe turning of vehicles from Chiswick Road.

**Comments:**

Members agreed with the recommendation.

**Recommendation:**

The Cumberland Traffic Committee recommended that the installation of "No Stopping" signs at the intersection of Chiswick Road and Beaumont Street, Auburn as per the Plan CTC.18-042 be approved.
CTC-19-128 CUMBERLAND ROAD, AUBURN – PROPOSED 15 MINUTE PARKING ADJACENT TO THE SHOP FRONT

State Electorate: Auburn PAC: Auburn
(File No. S0720-04)

Summary:

For Council to consider "15 minute (1/4 P) restrictions at the shop frontage in Cumberland Road north of Northcote Street, Auburn.

Report:

For Council to consider "15 minute (1/4 P) restrictions at the shop frontage in Cumberland Road north of Northcote Street, Auburn.

The shop at the north-west corner of the intersection of in Cumberland Road and Northcote Street has requested 15 min parking at their frontage as the unrestricted area is take up by commuters or vehicles parking for long times. This location is within 1 km of the Auburn Station and less than 500m from the Auburn Town Centre.

It is proposed to provide 14m long "1/4 P" signage at the frontage of the property to improve parking turn over for the business. This will also assist the business with loading and unloading activities.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of "1/4 P; 6:00AM - 10:00PM" signs as per the Plan CTC-19-128 be approved.
CTC-19-129  ALICE STREET AT EDGAR STREET & LANGTRY AVENUE, AUBURN –
PROPOSED “NO STOPPING” RESTRICTIONS

State Electorate:  Auburn  PAC: Auburn
(File No. S1860-04)

Summary:
Council has received a request from local residents and motorists regarding road
safety concerns at the intersections of Alice Street with Edgar Street & Langtry
Avenue, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:
Council has received a request from a local resident and motorists regarding road
safety concerns at the intersections of Alice Street with Edgar Street & Langtry
Avenue, Auburn.

Alice Street is a local street linking Edgar Street and South Parade, Auburn. It is
approximately 9.5m wide in the section south of Queen Street.

Safety concerns have been raised by motorists and residents that the
intersections of Alice Street with Edgar Street and Langtry Avenue are unsafe due
to restricted sight distance resulting from vehicles parking close to the
intersections.

Council Officers have investigated the request and site inspections revealed that
vehicles park close to the above intersections. Though the 10m Statutory “No
Stopping” restrictions apply at intersections in accordance with Road Rules 2014,
it was observed that motorists tend to ignore the Road Rules as the intersections
are from 0.5 to 1 km walking distance of Auburn Town centre and Auburn Station.

It is proposed to install “No Stopping” signage to strengthen the Road Rules at
the intersections of Alice Street with Edgar Street & Langtry Avenue, Auburn.

Comments:
Members agreed with the recommendation.

Recommendation:
The Cumberland Traffic Committee recommended that the proposed “No
Stopping” restrictions at the intersections of Alice Street with Edgar Street &
Langtry Avenue, Auburn in accordance with the Plan CTC-19-129 be approved.

Attachments:
Plan – Proposed “No Stopping” restrictions
CTC-19-130  PENDLE WAY, PENDLE HILL – REQUEST FOR THE INSTALLATION OF ‘BUS ZONE’ SIGNS

State Electorate: Prospect  PAC: Cumberland
(File No. GS-662-TP)

Summary:

Council received a request from a local resident for the installation of ‘Bus Zone’ sign at the existing bus stop located in front of 87 – 91 Pendle Way, Pendle Hill.

This report outlines the outcome of the investigation into this matter.

Report:

Council received a request from a local resident for the installation of ‘Bus Zone’ signage at the existing bus stop located in front of 87 – 91 Pendle Way, Pendle Hill.

Council’s Officers have investigated the matter and the investigation revealed that motorists regularly park their vehicles illegally within the existing bus stop located on the eastern side of Pendle Way. In addition the bus operators have experienced difficulty in picking up / dropping off passengers due to vehicles parking within / close to the existing bus stop. In accordance with NSW Road Rules 2014 – Part 12 – Division 6 – Rule 195, requires 30m space as ‘Bus Zone’ so a bus could manoeuvre.

In this regard, it is proposed to install ‘Bus Zone’ signs on Pendle Way as per the attached plan.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The installation of ‘Bus Zone’ signs on the eastern side of Pendle Way, Pendle Hill in accordance with the attached plan be approved.

ii) The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Pendle Way, Pendle Hill – Proposed ‘Bus Zone’ signs
CTC-19-131 SUSAN STREET, AUBURN - PROPOSED “WORKS ZONE” ADJACENT TO COUNCIL OFFICE
State Electorate: Auburn PAC: Auburn
(File No. S3580-04)

Summary:
This report considers the request to install a ‘Works Zone’ on Susan Street outside the Auburn Civic Centre.

Report:
Council has received a request from the builder to install a 12m long “Works Zone” on Susan Street to facilitate the Auburn Civic Centre revitalisation works. The proposed “Works Zone” will be initially for a period of 4 months and could be extended upon written request from the applicant and payment of Council’s fees and charges.

The applicant will be notified of the commencement date of the ‘Works Zone’ following approval by the traffic committee.

According to the Australian Road Rules 181 (1):
A driver must not stop in a works zone unless the driver is driving a vehicle that is:
(a) Engaged in construction work in or near the zone; or
(b) Permitted to stop in the works zone under another law of this jurisdiction.

Currently there is a 12m long ‘15 min parking’ zone on Susan Street outside the Auburn Civic Centre and the builder has requested to convert the 15 min parking to “Works Zone”. Observations have indicated that there are adequate on-street parking spaces available around this area and there is also the public carpark next to the Auburn Civic Centre. Therefore, there would be no significant impact on traffic and/or parking in the vicinity due to the “Works Zone”.

The proposed Works Zone will apply from 7:00AM – 6:00PM on Monday-Friday and 8:00AM – 4:00PM on Saturdays. The applicant will be required to pay all costs associated with this “Works Zone” including application and rental fees, supply, installation and removal of all related signage in accordance with Council’s fees and charges.

Comments:
Members agreed with the recommendation.

Recommendation:
The Committee recommended that;

1. A 12m long ‘Works Zone, 7:00AM – 6:00PM, Monday – Friday, 8:00AM – 4:00PM, Saturday’ restrictions be installed outside the Auburn Civic Centre on Susan Street, Auburn subject to Council’s standard conditions for a period of 6 months, as per Plan No. CTC 19-129.

2. The existing ‘15 min parking’ zone be re-instated once ‘Works Zone’ is not required.
CTC-19-132 FINNS LANE, MERRYLANDS – CLOSURE OF PART OF THE LANEWAY

State Electorate: Granville
(PAC: Cumberland
(File No. SC238)

Summary:

Council proposes to close a section of Finns Lane, Merrylands between McFarlane Street and Main Lane to incorporate the land from the closed laneway into the development of 18-20 McFarlane Street, Merrylands.

This report considers the closure.

Background:

Former Holroyd City Council resolved at its meeting held on 16 February 2016 that Council provide "in principle" agreement to:

i. The closure of part of Finns Lane, between Main Lane and McFarlane Street, Holroyd City Council Ordinary Meeting of the Council – 16 February 2016 17 subject to traffic modelling, to support the closure of part of the lane.

ii. Should the traffic modelling support the closure of part of Finns Lane, between Main Lane and McFarlane Street, that Council delegate to the General Manager the authority to discuss the proposal to close part of Finns Lane and sale of the land to the proponent including the negotiation of a public easement for pedestrian access, for consolidation into the proposed development at 18-20 McFarlane Street, Merrylands.

Following the above resolution, Council undertook traffic modelling of the signalised intersections, Merrylands Road and Treves Street and McFarlane Street and Treves Street.

The modelling concluded that the proposed road closure will not impact on the operational performance of the two intersections modelled. A report on the modelling is attached to this report.

Report:

Council proposes to close a section of Finns Lane, Merrylands between McFarlane Street and Main Lane to incorporate the land from the closed laneway into the development of 18-20 McFarlane Street, Merrylands.

The map below shows the section to be closed.
As stated in the modelling report attached, the impact of the closure on the surrounding road network is minimal.

This report is to initiate the closure process by banning movements into the laneway.

Council has advertised the proposed closure in “Auburn Review” and “Parramatta Advertiser”. The submissions close on 25 June 2019. Council is also sending consultation letters to adjacent properties.

<table>
<thead>
<tr>
<th>Section</th>
<th>Average Daily Traffic</th>
<th>Average Peak Hour Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between Merrylands Rd &amp; Main Lane (one-way north bound)</td>
<td>830 Veh/day</td>
<td>70 Veh/hour (PM)</td>
</tr>
<tr>
<td>Between Main Lane &amp; McFarlane St. (Two-way)</td>
<td>166 Veh/day</td>
<td>37 Veh/hour (PM)</td>
</tr>
</tbody>
</table>

Council will submit a Traffic Management Plan (TMP) to the RMS for approval once the consultation period is completed and the submissions collated.
Comments:
Members agreed with the recommendation.

Recommendation:
Cumberland Traffic Committee recommended that the road closure of Finns Lane between Main Lane and McFarlane Street, Merrylands be deferred.
1. Introduction
Holroyd City Council is considering the permanent road closure of Finns Lane, Merrylands between McFarlane Street and Main Lane. Finns Lane is located in Merrylands CBD and zoned as a B4 Mixed Use consisting of retail and commercial uses.
The purpose of this report is to investigate the impact of the road closure of Finns Lane between McFarlane Street and Main lane on surrounding intersections. For the purpose of this investigation, intersections of Merrylands Road with Treves Street and McFarlane Street with Treves Street have been chosen.

2. Existing Conditions
Finns Lane is a local road running North-South. It allows for two-way travel lanes between McFarlane Street and Main lane and one-way travel lane (northbound) between Main Lane and Merrylands Road.
The existing traffic flow on Finns Lane is 60 vehicles per hour during the PM peak hours. The operational performance of the intersections was assessed using SIDRA INTERSECTION software.

2.1. Intersection of Merrylands Road and Treves Street
Traffic counts undertaken in 2012 were used to determine the operational performance of the intersection of Merrylands Road with Treves Street. The results are shown below.
Based on the results above, it was found that the intersection currently operates at a satisfactory level of service of B.

2.2. Intersection of McFarlane Street and Treves Street
Traffic counts undertaken in 2012 were used to determine the operational performance of the intersection of McFarlane Road with Treves Street. The results are shown below.

Based on the results above, it was found that the intersection currently operates with a level of service C.

3. Road Closer of Finns Lane between McFarlane Street and Main Lane
The operational performances at the intersections resulting from the road closure were also assessed using SIDRA INTERSECTION software. The assessment took into consideration the worst case scenario by diverting all existing traffic from Finns Lane to one intersection.
3.1. Intersection of Merrylands Road and Treves Street

To determine the operational performance at Merrylands Road with Treves Street resulting from the road closer, all existing traffic from Finns Lane were diverted to this intersection. The results are shown below.

![Image of table showing lane use and performance metrics for Merrylands Road and Treves Street.]

Based on the results above, it was found that the intersection will operate at a satisfactory level of service B.

3.2. Intersection of McFarlane Street and Treves Street

To determine the operational performance at McFarlane Street with Treves Street resulting from the road closure, all existing traffic from Finns Lane were diverted to this intersection. The results are shown below.

![Image of table showing lane use and performance metrics for McFarlane Street and Treves Street.]

Based on the results above, it was found that the intersection will operate with a level of service C.
4. **Conclusion**
   The proposed road closure of Finns Lane between McFarlane Street and Main Lane will not impact on the operational performances of intersections in the Merrylands town centre.
CTC-19-133  INTERSECTION OF RAWSON STREET AND KARRABAH STREET, AUBURN – PROPOSED "NO STOPPING" RESTRICTIONS AT THE INTERSECTION

State Electorate: Auburn  PAC: Auburn  (File No. T-28-01/06)

Summary:

Council has received a request from motorists regarding road safety concerns at the intersection of Rawson Street and Karrabah Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from motorists regarding road safety concerns at the intersection of Rawson Street and Karrabah Street, Auburn.

Council has received requests to provide "No Stopping" restrictions at intersections along the street.

This report deals with the intersection of Rawson Street and Karrabah Street, Auburn.

It is alleged that vehicles park at the intersection creating safety concerns for vehicles entering and exiting Karrabah Street from and into Rawson Street high traffic environment.

During inspections, Council officers observed that the existing 'No Stopping' zone on Rawson Street are not closed and cars are parking close to the intersection ignoring the Road Rules.

No consultation has been undertaken due to the safety concerns at this intersection, however, affected properties will be notified following Council approval.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed "No Stopping" signs at the intersection of Rawson Street and Karrabah Street, Auburn in accordance with the plan No. CTC-19-133 be approved.

2. Council notify directly affected properties of Council resolution.
THE PORTICO, TOONGABBIE - PROPOSED MEDIAN ISLAND ASSOCIATED WITH A DEVELOPMENT APPLICATION

State Electorate: Prospect  
(PAC: Cumberland)  
(File No. DA 2015/569/1-02)

Summary:

Council has received the in principle design of the proposed median island and associated signs and line marking on The Portico, Toongabbie associated with the approved development application at 18 – 24 Portico Parade, Toongabbie.

The report details a review of the submitted design plan and feasibility of the proposal in accordance with approved development application.

Report:

Council has granted the proposed mixed use development at 18 – 24 Portico Parade, Toongabbie. A condition was imposed in the development consent that a physical restriction (Median Island) shall be constructed on The Portico to physically restrict existing right turn movements’ restriction at the intersection with the Laneway subject to Traffic Committee and Council approval.

The above development comprising 29 units, 6 tenancies and with basement carpark.

Council has received the design of the proposed 500mm median island and associated signs and line marking on The Portico for Traffic Committee consideration.

Council has received a copy of Roads and Maritime Services (RMS) in principle approval for the proposed median island on The Portico. However, detailed designs will be prepared by the applicant and submitted to the RMS and Council for approval.

It is advised that there are currently ‘No Right Turn – Into Laneway’ restriction at the intersection of The Portico and The Laneway. Therefore, Transport Management Plan (TMP) is not required as the proposed median island is a supplement to existing restriction.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed median island on The Portico at The Laneway, Toongabbie in accordance with the attached plan be approved subject to the final approval from the Roads and Maritime Services and Council’s Engineering Section.
ii) The detailed construction / civil plan / swept path analysis / signs and line marking shall be prepared by the applicant and submitted to the Roads and Maritime Services and Council's Engineering Section for approval.

iii) The cost associated with the design and construction of median island, kerb / gutter / pedestrian crossing realignment, pram ramp, signs and line marking shall be borne by the developer.

Attachments:

1. Plan – The Portico, Toongabbie – Proposed median island
CTC-19-135  BRADMAN STREET, GREYSTANES – MODIFICATION TO EXISTING PARKING RESTRICTIONS

State Electorate: Prospect  PAC: Cumberland
(File No. GS-103-TP)

Summary:

Council has received a request from a local resident to review existing parking restriction during school drop off / pick up on Bradman Street, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident to review existing parking restriction during school drop off / pick up on the northern side of Bradman Street, Greystanes in front of Bradman Street Park.

Council’s Officers have investigated the matter and the investigation revealed that the part of the existing ‘No Stopping, 8am – 9:30am and 2:30pm – 4pm, School Days’ parking restrictions on the northern side of Bradman Street can be changed to ‘No Parking, 8am – 9:30am and 2:30pm – 4pm, School Days’. This modification would increase on-street drop off / pick up area which would improve parking concerns on Bradman Street.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed modification to existing parking restrictions on the northern side of Bradman Street, Greystanes in accordance with the attached plan be approved.

Attachments:

1. Plan - Bradman Street, Greystanes – Proposed modification to existing parking restrictions
CTC-19-136 INTERSECTIONS OF BRADY STREET WITH WOODVILLE ROAD & GRIMWOOD STREET, MERRYLANDS – PROPOSED NO STOPPING SIGNAGE AT THE INTERSECTIONS

State Electorate: Granville PAC: Cumberland
(File No. T-28-01/06)

Summary:
Council has received a request from local residents and motorists regarding road safety concerns at the intersections of Brady Street with Woodville Road & Grimwood Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:
Council has received a request from a local resident and motorists regarding road safety concerns at the intersection of Brady Street with Woodville Road & Grimwood Street, Merrylands.

Woodville Road is a state road and safety concerns have been raised by motorists and residents that the intersection of Brady Street with Woodville Road & Grimwood Street are unsafe due to restricted sight distance resulting from vehicles parking close to the intersections.

Council Officers have investigated the request and site inspections revealed that vehicles park close to the above intersections though the 10m Statutory “No Stopping” restrictions apply at intersections in accordance with Road Rules 2014.

It is proposed to install “No Stopping” signage to strengthen the Road Rules at the intersections of Brady Street with Woodville Road & Grimwood Street, Merrylands.

Comments:
Members agreed with the recommendation.

Recommendation:
The Cumberland Traffic Committee recommended that the proposed “No Stopping” restrictions at the intersections of Brady Street with Woodville Road & Grimwood Street, Merrylands in accordance with the Plan CTC-19-136 be approved.

Attachments:
Plan – Proposed “No Stopping” restrictions at the intersection of Brady Street with Woodville Road & Grimwood Street, Merrylands
OXFORD STREET & WOODVILLE ROAD, GUILDFORD – CHANGES TO PAVEMENT MARKING AT TRAFFIC CONTROL SIGNALS

State Electorate: Granville PAC: Cumberland
(File No. 50060-04)

Summary:

Council to consider appropriate changes to the pavement marking at the traffic control signals.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns from Granville South Public School parents and motorists concerning safety issues at the intersection of Oxford Street and Woodville Road which is controlled by traffic signals.

Woodville Road is a State Road and Oxford Street is a regional road.

It is alleged that pedestrians including school children waiting in the Oxford Street approach adjacent to the school have to move back as vehicles are mounting the corners at this intersection. Apart from the above, it is also indicated that when the pedestrian crossing signal is hit by a turning vehicles, it is dangerous for children to cross as the ‘green’ light is not visible for pedestrians standing on the opposite side.

The view below shows the south western corner of the signals.

The view below shows the north-west corner of the intersection and the tyre marks on the access ramps.
It is also indicated that this location is used by a large number of students from Granville South Public School as the school catchment extends across Woodville Road.

It is proposed that the pedestrian crossing lines on the northern approach of Woodville Road be relocated 1.5-2.0m to the north and on the Oxford Street approach be relocated 1.5-2.0m to the west. This will allow to relocate the access ramps also suitable and redesign the corners in Oxford Street suitably.

Since the location is on a State Road and traffic signal control is under the jurisdiction of the RMS, Council requests RMS to consider this option.

Comments:

Members discussed the issues raised.

The RMS representative indicated that he has received correspondence from the school concerning safety at this traffic signal controlled intersection. He further advised that similar issues are there at other locations in Sydney. He said that there were no crashes to support large expenditure at the location. Besides provision of a crash barrier will not stop trucks mounting and damaging the signal post. He suggested that the access ramps at the north western corner has combined both directions and two ramps may be separately constructed with kerb between them and this will discourage any vehicle mounting the corner.

The members agreed that an onsite meeting should be held between the RMS and Council officers to discuss the issue.

Recommendation:

The Cumberland Traffic Committee recommended to defer the item pending a site meeting between the RMS and the Council at the intersection of Woodville Road and Oxford Street.
Attachment: Plan – CTC-19-137 Proposed Intersection treatment
CTC-19-138  ALICE STREET AND NORTHCOTE STREET, AUBURN – INTERSECTION TREATMENT

State Electorate:  Auburn  PAC: Auburn
(File No. S0060-04)

Summary:
Council to consider an intersection treatment at the intersection of Alice Street and Northcote Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:
Council to consider an intersection treatment at the intersection of Alice Street and Northcote Street, Auburn.

Both Alice Street and Northcote Street are local roads managed by Council.

Alice Street runs between Edgar Street and South Parade, Auburn. The 200m section of Alice Street between Northcote Street and Queen Street is one-way - southbound (from Queen Street and Northcote Street). This section has access to St Vincent Care Services and Trinity Catholic College. There is drop off / pick up area on the east of the street for the school.

The One -way section of Alice Street is signposted in accordance with the relevant standards, however, few vehicles travel in the wrong direction causing concern to School and Aged Care facility users.

It is proposed to implement an intersection design to physically prevent any vehicles trying to take a short cut through Alice Street, Auburn.

The attached plan shows the proposed intersection treatment.

Comments:
Members discussed the proposal. It was indicated that Alice Street section under consideration was previously had two way arrangement and later changed to one-way. The members also discussed whether the traffic movements in the area need to be studied in detail with options to close Northcote Street at Alice Street.

Members raised no objection to the proposal.

Recommendation:
The Cumberland Traffic Committee recommended that the intersection treatment at Alice Street and Northcote Street, Auburn be approved in accordance with the attached plan.

Attachments:
<table>
<thead>
<tr>
<th>Sketch Plan No.:</th>
<th>TITLE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTC-19-138</td>
<td>Proposed intersection treatment in Alice St and Northcote St, Auburn</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>File Number:</th>
<th>Date:</th>
<th>Drawn By:</th>
<th>Scale:</th>
</tr>
</thead>
<tbody>
<tr>
<td>S0060-04</td>
<td>03/06/19</td>
<td>P.L</td>
<td>NTS</td>
</tr>
</tbody>
</table>
MERRYLANDS ROAD AND BROMWICH STREET, GREYSTANES – MODIFICATION TO THE EXISTING “NO STOPPING” RESTRICTIONS

State Electorate: Prospect  
(PAC: Cumberland  
(File No. T-28-01/06)

Summary:

Council has received a request to relocate the existing “No Stopping” sign on the northern side of Merrylands Road in Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Cumberland Traffic Committee at its meeting held on 3 April 2019 considered a report (CTC-19-086) regarding road safety concerns along Merrylands Road in the vicinity of Bromwich Street, Greystanes.

The Traffic Committee recommended to provide edge line marking combined with kerb blister islands and installed “No Stopping” signs on the northern side of Merrylands Road in Greystanes to calm traffic and provide safety around the driveways in accordance with the plan No. CTC-19-086 be approved.

The recommendation was subsequently approved by Council. Subsequent to the above, Council has received requests from the resident to modify the “No Stopping” restrictions to allow cars to park between the kerb blister and a car length from the driveway of 765 Merrylands Road.

Council officers inspected the location and noted that vehicles parking behind the kerb blister would not have any significant impact on the traffic conditions. Therefore, Council proposes to modify the “No Stopping” restrictions and provide a 1.3m long unrestricted area on the eastern side of the kerb blister. This length could be used for two car parking.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The “No Stopping” signs on the northern side of Merrylands Road be modified in accordance with the plan No. CTC-19-139.

Attachments:

Plan – Merrylands Road, Greystanes - Proposed “No Stopping” restrictions
CTC-19-140 ADAM STREET AND GARNET STREET, GUILDFORD – PROPOSED BLISTER ISLANDS

State Electorate: Granville 
PAC: Cumberland
(File No. HC-24-03-21)

Summary:
Council has received a request from a local resident regarding vehicles parking too close to the recent constructed roundabout at the intersection of Adam Street and Garnet Street, Guildford.

This report outlines the outcome of a review into this matter.

Report:
Council has received a request from a local resident regarding vehicles parking too close to the recent constructed roundabout at the intersection of Adam Street and Garnet Street, Guildford.

Council’s Officers have investigated the matter and the investigation revealed that the installation of blister islands and painted islands on eastern and western approaches of Adam Street and southern approach of Garnet Street would eliminate vehicles from parking too close to the roundabout. In addition, the blister island would increase the deflection at the roundabout and improve road safety at this intersection.

Comments:
The members also indicated that a detailed plan be sent to RMS for comments and the plan be appropriately amended as per RMS comments.

Recommendation:
The Cumberland Traffic Committee recommended that:

i) The proposed blister islands at the intersection of Adam Street with Garnet Street, Guildford in accordance with the attached plan be approved subject to RMS concurrence of the final plan.

ii) The affected residents be notified of the outcome generally.

Attachments:
1. Plans – Adam Street and Garnet Street, Guildford – Proposed blister island
NOTICE OF MOTION - ESTABLISHMENT OF CUMBERLAND COUNCIL AS A REFUGEE WELCOME ZONE

Councillor: Ola Hamed
File Number: SC483

SUMMARY

Pursuant to Notice, Councillor Hamed submitted the following Motion.

NOTICE OF MOTION

That a report be prepared on the process and requirements for becoming a Refugee Welcome Zone for Council’s consideration.

RESOURCING IMPLICATIONS

There are no financial implications for Council in becoming a Refugee Welcome Zone.

The report requested can be provided with existing Council resources.

GENERAL MANAGER ADVICE

Cumberland has welcomed more than 20,000 people from refugee backgrounds to settle within its boundaries over the past 25 years.

The Refugee Welcome Zone initiative began in June 2002 and has been led by the Refugee Council of Australia. A Refugee Welcome Zone is a Local Government Area which has made a commitment in spirit to welcoming refugees into the community, upholding the human rights of refugees, demonstrating compassion for refugees and enhancing cultural and religious diversity in the community.

The process for becoming a Refugee Welcome Zone is straightforward and involves the Council signing the Refugee Welcome Zone Declaration.

Cumberland Council already undertakes a variety of initiatives which help to create a welcoming atmosphere and assist in the settlement of refugees. This includes the delivery of Council’s award-winning Refugee Camp in My Neighbourhood program which is delivered annually and celebrates the contributions refugees make to the Cumberland community.

A full report outlining the process and requirements can be prepared for a Council Meeting within the next month.
ATTACHMENTS

Nil