



CUMBERLAND COUNCIL

Council Meeting

*Wednesday, 4 December 2019 at
6:30pm*

Cumberland Council Chambers

Merrylands Service Centre, 16 Memorial Avenue, Merrylands

Councillor Contact Details

Granville Ward

Clr Steve Christou (Mayor)	0419 651 187	Steve.Christou@cumberland.nsw.gov.au
Clr Ola Hamed	0405 070 007	Ola.Hamed@cumberland.nsw.gov.au
Clr Joseph Rahme	0418 995 471	Joseph.Rahme@cumberland.nsw.gov.au

Greystanes Ward

Clr Greg Cummings	0417 612 717	Greg.Cummings@cumberland.nsw.gov.au
Clr Eddy Sarkis (Deputy Mayor)	0418 306 918	Eddy.Sarkis@cumberland.nsw.gov.au
Vacant	-	-

Regents Park Ward

Clr Ned Attie	0419 583 254	Ned.Attie@cumberland.nsw.gov.au
Clr George Campbell	0409 233 315	George.Campbell@cumberland.nsw.gov.au
Clr Kun Huang	0418 911 774	Kun.Huang@cumberland.nsw.gov.au

South Granville Ward

Clr Glenn Elmore	0418 459 527	Glenn.Elmore@cumberland.nsw.gov.au
Clr Paul Garrard	0414 504 504	Paul.Garrard@cumberland.nsw.gov.au
Clr Tom Zreika	0449 008 888	Tom.Zreika@cumberland.nsw.gov.au

Wentworthville Ward

Clr Lisa Lake	0418 669 681	Lisa.Lake@cumberland.nsw.gov.au
Clr Suman Saha	0419 546 950	Suman.Saha@cumberland.nsw.gov.au
Clr Michael Zaiter	0418 432 797	Michael.Zaiter@cumberland.nsw.gov.au

For information on Council services and facilities please visit www.cumberland.nsw.gov.au

ORDER OF BUSINESS

1	Opening Prayer / Acknowledgement of Country / National Anthem	
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3	Apologies / Requests for Leave of Absence	
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Note: Included in Closed Council in accordance with Section 10A(2)(d)(i) of the Local Government Act as the information involves commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

C12/19-315 Proposed dealings with Council owned land at 13 John Street,
Lidcombe

Note: Included in Closed Council in accordance with Section 10A(2)(c), (d)(i) and (g) of the Local Government Act as the information involves information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business, commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

C12/19-316 Tender Evaluation Report - Legal Services Panel

Note: Included in Closed Council in accordance with Section 10A(2)(d)(ii) of the Local Government Act as the information involves information that would, if disclosed, confer a commercial advantage on a competitor of the council.

C12/19-317 Tender for Receival and Processing of Council's Bulky (Hard) Waste - T-2019-022

Note: Included in Closed Council in accordance with Section 10A(2)(d)(ii) of the Local Government Act as the information involves information that would, if disclosed, confer a commercial advantage on a competitor of the council.

15 Other / General Matters**16 Close**

Item No: C12/19-296

MINUTES OF THE ORDINARY MEETING OF COUNCIL - 20 NOVEMBER 2019

Responsible Division:

Finance & Governance


Officer:

Director Finance & Governance

RECOMMENDATION

That Council confirm the minutes of the Ordinary Meeting of Council held on 20 November 2019.

ATTACHMENTS

1. Draft Minutes - 20 November 2019 [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-296

Attachment 1
Draft Minutes - 20 November
2019

Minutes of the Council Meeting 20 November 2019

Meeting commenced at 6:30pm

Present:

Steve Christou (Mayor)	Councillor
Eddy Sarkis (Deputy Mayor)	Councillor
Ned Attie	Councillor (arrived 6:38pm)
George Campbell	Councillor
Greg Cummings	Councillor
Glenn Elmore	Councillor
Paul Garrard	Councillor (arrived 6:32pm)
Kun Huang	Councillor
Lisa Lake	Councillor
Joseph Rahme	Councillor (arrived 6:38pm)
Suman Saha	Councillor
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:

Colin McFadzean	General Counsel
Karl Okorn	Executive Manager Development and Building
Charlie Ayoub	Executive Manager Corporate Services
Carol Karaki	Governance Coordinator
Laith Jammal	Governance Officer

Opening Prayer

The opening prayer was read by Father Dimitri Kokkinos from the Greek Orthodox Archdiocese of Australia.

Acknowledgement of Country

The Mayor, Councillor Christou 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 past, present and emerging."

National Anthem

At this point in the meeting the Mayor, Councillor Christou asked all of those in attendance to stand for the playing of the Australian National Anthem.

Notice of Live Streaming of Council Meeting

The Mayor, Councillor Christou 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.

Min.782 Apologies/Leave of Absence**Resolved (Sarkis/Saha)**

That the apology tendered on behalf of Councillor Hamed be accepted.

Declarations of Pecuniary & Non Pecuniary Conflicts of Interest

There were no declarations of interest.

Confirmation of Minutes

Min.783 C11/19-278 Minutes of the Ordinary Meeting of Council - 6 November 2019

Resolved (Sarkis/Cummings)

That Council confirm the minutes of the Ordinary Meeting of Council held on 6 November 2019.

Min.784 MM11/19-15 Mayoral Minute – Cumberland Council Bushfire Appeal**Resolved (Christou)**

That Council:

1. Allocate \$15,000 from the Emergency Relief Fund to the Salvation Army Disaster Appeal to support communities affected by the devastating bushfires in New South Wales.
2. Provide any additional funds raised through its fundraising barbecues in November and December 2019 to the Salvation Army Disaster Appeal.

Min.785 Matter of Urgency – Councillor Sarkis**Resolved (Sarkis/Zreika)**

That in accordance with Clause 9.3(b) of the Cumberland Council Code of Meeting Practice, Standing Orders be suspended to permit the Matter of Urgency in relation to bushfires.

Min.786 Matter of Urgency – Natural Open Space in the Cumberland LGA**Resolved (Sarkis/Zreika)**

That:

1. Following the recent catastrophic fire conditions in Sydney, Council prepare a report outlining natural open space including but not limited to parks, gardens and bushland within the Cumberland LGA which could be affected by the same.
2. Council make representation to the relevant Ministers and State Members in relation to this matter.

Min.787 Matter of Urgency – Councillor Sarkis**Resolved (Sarkis/Garrard)**

That in accordance with Clause 9.3(b) of the Cumberland Council Code of Meeting Practice, Standing Orders be suspended to permit the Matter of Urgency in relation to dumping of trolleys.

Min.788 Matter of Urgency – Dumping of Trolleys**Resolved (Sarkis/Garrard)**

That Council:

1. Investigate options with respect to the removal and enforcement of abandoned/dumped shopping trolleys.
2. Consider options including the requirement for coin-operated or wheel-locking shopping trolleys as part of all development applications for new or upgraded shopping centres.
3. Receive a report detailing options to ensure shopping centres are held accountable for the control of abandoned shopping trolleys across the LGA.

Councillor Rahme left the Meeting at 6:43pm and returned to the Meeting at 6:46pm during the consideration of this item.

Min.789 Matter of Urgency – Councillor Sarkis**Resolved (Sarkis/Garrard)**

That in accordance with Clause 9.3(b) of the Cumberland Council Code of Meeting Practice, Standing Orders be suspended to permit the Matter of Urgency in relation to the intersection of Ettalong Rd and Old Prospect Rd, Greystanes.

Min.790 Matter of Urgency – Intersection of Ettalong Rd and Old Prospect Rd, Greystanes**Resolved (Sarkis/Garrard)**

That Council:

1. Write to the Roads and Maritime Services and the Minister for Transport and Roads requesting a speed/red light camera be installed at the intersection of Ettalong Rd and Old Prospect Rd Greystanes heading East/West.
2. Refer this matter to the next Traffic Committee Meeting for consideration.
3. Request the Local Member of Parliament make representations regarding this matter.

Min.791 Resumption of Standing Orders

Resolved (Garrard/Attie)

That in accordance with Clause 8.2 of the Code of Meeting Practice, Council resume the normal order of business.

Public Forum:

Speakers on Items on the Council Meeting Agenda

Speaker	Item #	Suburb
Mr Roydon Ng	C11/19-285 Cumberland 2030: Our Local Strategic Planning Statement	Lidcombe
Mr Roydon Ng	C11/19-290 Notice of Motion - Youth Advisory Committee	Lidcombe
Mr Tony Oldfield	C11/19-285 Cumberland 2030: Our Local Strategic Planning Statement	Auburn
Mr Tony Oldfield	C11/19-291 Notice of Motion - Councillor Representatives in Various Council Committees	Auburn
Mr Rish Akolkar	C11/19-290 Notice of Motion - Youth Advisory Committee	Pendle Hill
Mr Alex Soyer	C11/19-290 Notice of Motion - Youth Advisory Committee	Greystanes

Speakers on General Items

Speaker	Subject	Suburb
Mr Noel Wright	Correspondence Received from Council	Guildford

Min.792 Suspension of Standing Orders

Resolved (Attie/Cummings)

That in accordance with Clause 8.2 of the Code of Meeting Practice, Council suspend standing orders to allow Items C11/19-285, C11/19-289, C11/19-290, C11/19-291, C11/19-292 and C11/19-293 to be brought forward for consideration at this time of the Meeting.

Min.793 C11/19-285 Cumberland 2030: Our Local Strategic Planning Statement**Resolved (Garrard/Attie)**

That Council:

1. Note the outcomes of the public exhibition of the *Draft Cumberland 2030: Our Local Strategic Planning Statement*, and refinements made to address feedback from the community, stakeholders and State agencies;
2. Endorse the updated *Cumberland 2030: Our Local Strategic Planning Statement*, as provided in Attachment 1, for submission to the Greater Sydney Commission;
3. Delegate to the General Manager the authorisation to make minor revisions to *Cumberland 2030: Our Local Strategic Planning Statement*, as necessary, following Council's deliberations and advice from the Greater Sydney Commission, to ensure the desired objectives and intended outcomes can be achieved;
4. Delegate to the General Manager the authorisation to finalise *Cumberland 2030: Our Local Strategic Planning Statement*, following the issue of a letter of support from the Greater Sydney Commission subject to no further major changes; and
5. Note that *Cumberland 2030: Our Local Strategic Planning Statement* will be forwarded to the Department of Planning, Industry and Environment for publication on the NSW planning portal following finalisation.
6. Include in the Local Strategic Planning Statement: Restore the Inner West Lines "City to Liverpool/Bankstown via Regents Park" route on the Sydney Trains Network.

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: Attie, Campbell, Christou, Cummings, Garrard, Elmore, Huang, Lake, Rahme, Saha, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Nil

Min.794 C11/19-290 Notice of Motion - Youth Advisory Committee**Resolved (Attie/Rahme)**

That Council abolish the Youth Advisory Committee and take the necessary process of notification of members and public if required.

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: Attie, Christou, Garrard, Rahme, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Campbell, Cummings, Elmore, Huang, Lake and Saha.

Min.795 C11/19-291 Notice of Motion - Councillor Representatives in Various Council Committees

Motion (Attie/Rahme)

That Council:

1. Amend the Councillor members represented in the various Council Committees to reflect the following table; and

Committees	Councillors
Audit, Risk and Improvement Committee	Councillor Rahme Councillor Zaiter
Traffic Committee	Councillor Garrard Councillor Sarkis
Floodplain Committee	Councillor Christou Councillor Sarkis
Aboriginal and Torres Strait Islander Consultative (ATSIC) Committee	Councillor Christou Councillor Attie
Events Committee	Councillor Rahme Councillor Attie
Access & Safety Committee	Councillor Christou Councillor Zreika
Heritage Committee	Councillor Garrard Councillor Attie
Wentworthville Community Garden Committee	Councillor Zaiter

2. Notify all relevant committee members of the changes.

Foreshadowed Motion (Saha/Elmore)

That:

1. All Councillor positions on the committees nominated in Cllr Attie's motion be declared vacant.
2. Any nomination be submitted to the General Manager within seven days.

-
3. A paper be brought to the next Council meeting advising of the nominations received and Council then determine the Councillors to fill the vacant positions.

The Motion moved by Councillor Attie seconded by Councillor Rahme on being Put was declared CARRIED to become the resolution of Council.

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: Attie, Christou, Garrard, Rahme, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Campbell, Cummings, Elmore, Huang, Lake and Saha.

Councillor Sarkis left the Meeting at 7:56pm and returned to the Meeting at 8:00pm during the consideration of this item.

Min.796 C11/19-289 Notice of Motion - Representatives on the board for Western Sydney Regional Organisation of Councils (WSROC)

Motion (Attie/Sarkis)

That Council appoint Mayor Steve Christou along with Councillor Paul Garrard as Cumberland Council's representatives on the board for Western Sydney Regional Organisation of Councils (WSROC) and undertake the necessary notifications.

Foreshadowed Motion (Campbell)

That:

1. Council's positions on the Board of WSROC be declared vacant and that nominations be called to fill them.
2. Any nomination be submitted to the General Manager within seven days.
3. A paper be brought to the next Council Meeting advising of the nominations received and Council then determine the Councillors to fill the vacant positions.

The Motion moved by Councillor Attie seconded by Councillor Sarkis on being Put was declared CARRIED to become the resolution of Council.

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: Attie, Christou, Garrard, Rahme, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Campbell, Cummings, Elmore, Huang, Lake and Saha.

Councillors Huang and Rahme left the Meeting at 8:04pm and returned to the Meeting at 8:05pm during the consideration of this item.

**Min.797 C11/19-292 Notice of Motion - Changes to the Cumberland Council
Independent Hearing and Assessment Panel (CIHAP) Policy****Resolved (Attie/Sarkis)**

That Council Rescind the *Cumberland Local Planning Panel Policy* and *Cumberland Local Planning Panel Procedure*, and continue to rely on the current provisions of the relevant Ministerial Directions for the operation of Local Planning Panels, as applicable to Cumberland.

Min.798 C11/19-293 Notice of Motion - New Glasgow Park**Resolved (Rahme/Sarkis)**

That Council receive a report with respect to the following:

1. Naming the newly constructed children's playground in New Glasgow Park on Factory Street Granville to Quanne Diec playground; and
2. Construction of a small monument (or similar) dedicated to Quanne Diec within the New Glasgow Park in consultation with the family of Quanne Diec.

Min.799 Resumption of Standing Orders**Resolved (Sarkis/Garrard)**

That in accordance with Clause 8.2 of the Code of Meeting Practice, Council resume the normal order of business.

Min.800 Items by Exception**Resolved (Garrard/Saha)**

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

That item numbers C11/19-279, C11/19-282, C11/19-283, C11/19-284, C11/19-288, C11/19-294 and C11/19-295 be moved in bulk.

Min.801 C11/19-279 Legal Report**Resolved (Garrard/Saha)**

That Council receive this report.

Min.802 C11/19-282 Report on Outstanding Council Resolutions**Resolved (Garrard/Saha)**

That Council receive this report.

Min.803 C11/19-283 Investment Report - October 2019**Resolved (Garrard/Saha)**

That Council receive the October 2019 Investment Report.

Min.804 C11/19-284 Update on Community Safety and Crime Prevention Initiatives**Resolved (Garrard/Saha)**

That Council receive and note the information in this report.

Min.805 C11/19-288 Response to Notice of Motion - Westmead Residential Parking Supply**Resolved (Garrard/Saha)**

That Council note the information contained in the report.

Min.806 C11/19-294 Request from Fire & Rescue NSW for a Fire Safety Audit on Identified Building**Resolved (Garrard/Saha)**

That Council note the report from Fire & Rescue NSW and the actions being undertaken to resolve the concerns raised.

Min.807 C11/19-295 Tender Evaluation Report - Replacement Booking System - T-2019-001**Resolved (Garrard/Saha)**

That Council:

1. Decline to accept any of the tenders received in accordance with Clause 178(1)(b) of the *Local Government (General) Regulation 2005*, due to no tenders meeting the requirements of the tender proposal.
2. Initiate a new competitive process in accordance with Council's Procurement Operational Procedure.

Min.808 C11/19-280 Cumberland Council Annual Report 2018-19

Resolved (Zaiter/Attie)

That Council:

1. Receive the Annual Report 2018-19.
2. Receive a report following the Councillor workshop in February 2020 addressing the concerns raised by Council in relation to Council's financial position.

Min.809 C11/19-281 Quarter 1 Performance Report on the Operational Plan 2019-20 and Quarterly Budget Review Statement

Note: The Director People and Performance and the Director Finance and Governance presented to Council in relation to this item.

Resolved (Zaiter/Attie)

That Council:

1. Receive the Quarter One Performance Report on the Operational Plan 2019-20.
2. Approve the revised estimates of income and expenditure for 2019-20 contained in the Quarterly Budget Review Statement.

Councillor Cummings left the Meeting at 8:41pm during the consideration of this item and did not return.

Councillor Rahme left the Meeting at 8:55pm and returned to the Meeting at 8:57pm during the consideration of this item.

C11/19-282 Report on Outstanding Council Resolutions

This item was dealt with earlier in the meeting.

C11/19-283 Investment Report - October 2019

This item was dealt with earlier in the meeting.

C11/19-284 Update on Community Safety and Crime Prevention Initiatives

This item was dealt with earlier in the meeting.

C11/19-285 Cumberland 2030: Our Local Strategic Planning Statement

This item was dealt with earlier in the meeting.

**Min.810 C11/19-286 Proposed Business Planning Controls for inclusion in
the new Cumberland Development Control Plan****Resolved (Attie/Sarkis)**

That Council:

1. Endorse the planning approach to controls for business development in the Cumberland area, as provided in Attachment 1; and
2. Note that the above items will be included in the draft Cumberland Development Control Plan.

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: Attie, Campbell, Christou, Garrard, Elmore,
Huang, Lake, Rahme, Saha, Sarkis, Zaiter and
Zreika.

Councillor(s) Against the Motion: Nil

**Min.811 C11/19-287 Proposed Employment Planning Controls for inclusion
in the new Cumberland Development Control Plan****Resolved (Attie/Zreika)**

That Council:

1. Endorse the planning approach to controls for employment development in the Cumberland area, as provided in Attachment 1; and
2. Note that the above items will be included in the draft Cumberland Development Control Plan.

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: Attie, Campbell, Christou, Garrard, Elmore,
Huang, Lake, Rahme, Saha, Sarkis, Zaiter and
Zreika.

Councillor(s) Against the Motion: Nil



The Mayor, Councillor Christou closed the meeting at 9:00pm.

Chairperson_____ General Manager_____

Item No: C12/19-297

CODE OF CONDUCT - STATISTICAL REPORT 1 SEPTEMBER 2018 TO 31 AUGUST 2019

Responsible Division: General Manager
Officer: Internal Ombudsman
File Number: HC-06-06-2/04
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

The Statistical Report relating to Code of Conduct complaints has been submitted to the Office of Local Government as required by the Procedures for the Administration of the Code of Conduct for Local Councils in NSW.

RECOMMENDATION

That the report be received.

REPORT

Part 11 of the Procedures for the Administration of the Code of Conduct for Local Councils in NSW requires that Council's Code of Conduct Complaints Coordinator must report annually to the Council and to the Office of Local Government on a range of complaint statistics within three months of the end of each September. The prescribed annual reporting period is from 01 September to 31 August each year. During the reporting period, the Internal Ombudsman, Suellen Bullock, and Assistant Internal Ombudsman, Rodney O'Donahue, were Code of Conduct Complaints Coordinators for Cumberland Council. Under the Procedures for the Administration of the Code of Conduct for Local Councils in NSW, the requisite reporting relates to complaints about Councillors and the General Manager only, and not about other Council staff.

During the reporting year, there were three (3) Code of Conduct complaints relating to Councillors. Two complaints were dealt with by the General Manager by alternative means under clause 5.24 of Procedures for the Administration of the Code of Conduct for Local Councils in NSW (the Procedures) which have been adopted by Council. Alternative means includes but is not limited to: explanation; counselling; training; mediation; informal discussion; negotiation; a voluntary apology; or, an undertaking not to repeat the offending behaviour. Resolution of a Code of Conduct complaint under clause 5.24 of the Procedures is not to be taken as a determination that there has been a breach of the Council's Code of Conduct.

The third complaint was referred to a Conduct Reviewer on Council's Conduct Reviewer Panel and an investigation was commenced during the reporting period. However, the investigation by the Conduct Reviewer was not finalised at the end of the reporting period. Notwithstanding this, at the time of providing the Statistical Report to Council, the investigation has now been completed and no breach of Council's Code of Conduct was found to have occurred.

Confidentiality

Part 12 of the Procedures deals with "*Confidentiality*" and specifically, Clause 12.1 of the Procedures requires that information about Code of Conduct complaints and their management and investigation, is to be treated as confidential and is not to be publicly disclosed except as may be otherwise specifically required or permitted under the Procedures.

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 Statistical Report has been reported to Council and submitted to the Office of Local Government.

ATTACHMENTS

Nil

Item No: C12/19-298

LANEWAY OFF CHURCH STREET, LIDCOMBE - PROPOSED PART CLOSURE AND SALE

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: L-02-41
Community Strategic Plan Goal: *A safe accessible community*

SUMMARY

This report outlines the proposed road closure for the part laneway off Church Street, Lidcombe.

RECOMMENDATION

That Council:

- 1. Approve in principle the permanent closure of part of the laneway that runs off Church Street, Lidcombe between John Street and Olympic Drive.**
- 2. Advertise the proposed closure and sale of the laneway in the local newspaper for a period of 28 days.**
- 3. Authorise the General Manager to undertake a public sale process for the sale of the road once closed, in accordance with independent valuation and legal advice if no adverse submissions are received.**

REPORT

Background

Dooleys Lidcombe Catholic Club (Dooleys) approached the former Auburn Council with a proposal to purchase part of a laneway (83m²) that runs off Church Street, Lidcombe between John Street and Olympic Drive, for consolidation with their existing land holdings.

The part of the laneway that Dooleys wish to purchase is denoted as "B" on the following marked up aerial photo:



Dooleys own the property immediately adjacent to both sides of Area “B”.

The remainder of the laneway is denoted as “A” on the aerial photo. The properties immediately adjacent to both sides of Area “A” are either owned by Dooleys or are in private ownership.

Dooleys obtained their own independent professional advice on the status of the laneway, which indicated that the laneway had not been dedicated as a public road. Dooleys also had a meeting with the then Land Titles Office (LTO) and provided Council with a proposed process, outlined by LTO, by which Council could potentially achieve ownership of the laneway if supported.

Council at the time also obtained legal advice on this matter which, based on the information that had been provided to Council, indicated that Council did not have the benefit of the *Roads Act 1993* to have the laneway dedicated as a public road but

would need to resume both lots as 'operational land' under the *Local Government Act 1993*. It was determined that it would be a difficult and lengthy exercise with no guarantee that Council could in fact achieve ownership of the laneway.

Between these discussions, it is noted that Council had successfully progressed and completed the sale of Board Street, Lidcombe to Dooleys which was a lengthy process.

Sale Negotiations

By letter dated 1 March 2018, Dooleys wrote to Council making an unsolicited offer for the closure of the part lane. A copy of this letter is attached to this report.

If supported, as part of the road closure process, Council will seek independent valuation advice on the part lane prior to calling a tender process for the road proposed to be closed and sold. The result of the tender process will be reported to Council in accordance with the *Local Government Act 1993*.

Recent History

Following attending a further meeting at the request of Dooleys on 8 October 2019, Council obtained additional professional advice on the laneway status from Lands Advisory Services Pty Ltd (LAS). In their report dated 16 September 2019, LAS advised that they had located documentary evidence that indicated that Area "B" was created upon registration of a plan of subdivision DP39076 in or around 1955 to 1957. Additional legal advice obtained by Council supported the view of LAS that Area "B" is vested in Council as a public road.

Accordingly, Council is now able to proceed with the road closure process under the provisions of the *Roads Act 1993*, if this proposal is supported by Council.

COMMUNITY ENGAGEMENT

Council will undertake a public notification process of the closure/sale of part of the subject laneway with the community, as required by the road closure process under the *Roads Act 1993*.

POLICY IMPLICATIONS

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

RISK IMPLICATIONS

There are no risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

If this proposal is supported by Council, staff will prepare the necessary documentation to complete a part road closure under the provisions of *the Roads Act 1993* and, following the issue of a new Certificate of Title for the closed section of laneway.

ATTACHMENTS

1. Letter of Offer from Dooleys (confidential)

Item No: C12/19-299

WENTWORTHVILLE TOWN CENTRE PLANNING PROPOSAL AND DEVELOPMENT CONTROL PLAN

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: SC661
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This report provides an update of the public exhibition and post consultation review for the Wentworthville Town Centre, as well as the recommended planning controls for the precinct.

The recommended planning controls for the Wentworthville Town Centre are supported by the Cumberland Local Planning Panel and align with strategic planning for the area, such as Cumberland 2030: Our Local Strategic Planning Statement.

Subject to endorsement, the Planning Proposal will be forwarded to the Department of Planning, Industry and Environment for finalisation and gazettal. The Development Control Plan will come into effect on the date of gazettal.

RECOMMENDATION

That Council:

- 1. Note the matters raised in submissions received during the exhibition of the draft Planning Proposal and draft Development Control Plan for the Wentworthville Town Centre;**
- 2. Endorse the recommended planning controls for the Wentworthville Town Centre, as provided in Attachment 1, which are supported by the Cumberland Local Planning Panel;**
- 3. Forward the Planning Proposal, as provided in Attachment 2, to the Department of Planning, Industry and Environment to be finalised and gazetted;**
- 4. Adopt the Development Control Plan as an amendment to the Holroyd Development Control Plan 2013, as provided in Attachment 3, with the Development Control Plan coming into effect on the date of notification (gazettal) of the Local Environmental Plan amendment; and**

5. Delegate to the General Manager the authority to make minor, non-policy corrections or formatting changes to the Planning Proposal and Development Control Plan, if required, prior to it coming into effect.

REPORT

Background

Council commenced planning work on the Wentworthville Town Centre in 2013. The primary focus of this work is to support the revitalisation of the town centre through changes in planning controls and precinct based planning activities, such as public domain and local transport infrastructure. This approach provides a holistic framework for growth and change of the centre, aligned with strategic planning for the broader Cumberland area, such as Cumberland 2030: Our Local Strategic Planning Statement.

The status of the planning proposal is provided in Figure 1.



Figure 1 Planning Proposal Status

A chronology on the work undertaken on the planning controls for the Wentworthville Town Centre is provided in Table 1.

<i>Date</i>	<i>Milestone</i>
December 2013	Acceptance of grant funding from the then Department of Planning and Infrastructure to undertake the Wentworthville Centre Revitalisation Planning Project.
June - July 2014	Stage 1 - Community Engagement completed
February - July 2015	Stage 2 - Completion of expert urban design, economics and feasibility and traffic and transport studies
September - October 2015	Stage 3 - Wentworthville Planning and Place Making Strategy - Exhibition and Community Consultation
July 2016	Report to CIHAP - Wentworthville Planning and Place Making Strategy and Planning Proposal Request
August 2016	Report to Council - Wentworthville Planning and Place Making Strategy and Planning Proposal Request
July 2017	Report to Council to defer reclassification of Public Land
November 2017	Planning Proposal submitted to the then Department of Planning and Environment
January 2018	Updated Planning Proposal is prepared with supplementary information lodged January 2018 in response to the then Department of Planning and Environment request for information
May 2018	Gateway Determination received
December 2018	Report to Council on proposed full bypass
April 2019	Revised Planning Proposal submitted to the then Department of Planning and Environment
May 2019	Revised Gateway Determination received
May - July 2019	Public exhibition of draft Planning Proposal and draft Development Control Plan
November 2019	Report to CLPP on outcomes of the community consultation and recommended planning controls
December 2019	Report to Council on Wentworthville Town Centre planning controls

Table 1: Chronology of planning work for Wentworthville Town Centre

Public Exhibition of Planning Controls

The draft planning controls for the Wentworthville Town Centre were exhibited for a period of eight weeks, from 22 May 2019 to 21 July 2019. Exhibition material was made publicly available in electronic form on Council's website, and in hard copy form at its customer service centres and libraries. Council also wrote directly to landowners and occupiers in and around the Centre. During the exhibition period, Council Officers held community drop in sessions at Wentworthville Library on 13 June 2019 and a public meeting at the Wentworthville Community Centre on 22 June 2019.

Council received 35 community submissions including a petition during the statutory exhibition period. Key issues raised included proposed land acquisition for bypass and laneways, site specific requests to vary planning controls, and improvements to infrastructure, traffic and parking. Further information on the submissions is provided in Attachment 4.

The Gateway Determination also required Council to consult with the following public authorities:

- Department of Industry - Crown Land and Water Division,
- Office of Environment and Heritage – Floodplains,
- Department of Education
- Transport for NSW - Roads and Maritime Services,
- Transport for NSW - Sydney Trains and
- Transport for NSW.

No submission were received from Public Authorities.

Post Consultation Review

Following the completion of the community consultation process, a post consultation review has been undertaken. The review considered submissions received and other items identified by Council, including land acquisition requirements for the Wentworthville road bypass, site specific requests on planning controls, placement of height controls for Station Street East / Lane Street, and provisions for laneways identified in the planning controls, and car parking.

Land acquisition requirements for the Wentworthville road bypass

The exhibition of the Wentworthville Town Centre Planning Proposal was the first time the landowners of 53 Station Street and 48-50 Station Street were notified that their properties had been identified for acquisition to allow Council to implement the full bypass option.

Council received a detailed submission on behalf of the landowner for 53 Station Street, objecting to the land acquisition required to implement the full bypass. The objection was based on a number of factors. These include:

- Analysis by their traffic engineers of the proposed 'full bypass' option indicates that the geometric road design requirements will necessitate greater land acquisition than anticipated by Council; concerns are raised as to the ability of the proposed bypass alignment to provide a safe environment for all road users; significant concerns are raised on the assumptions and methodology for the traffic modelling work undertaken; there is a distinct lack of consideration of alternate options for the bypass formation and alignment.
- The valuation provided to Council for the acquisition of six properties within the town centre is inaccurate, and will likely cause a significant increase in cost to Council if the full bypass option is pursued.

- The existing consolidated land holding has an area of 2,824m² (31 – 53 Station Street). It is a significant single land holding within the town centre, capable of significant redevelopment with the incentives provided.

Based on the submission provided, further traffic analysis was undertaken by Council to confirm the need for 53 Station Street as part of the road bypass for the Wentworthville Town Centre. The analysis focused on the intersection of Station Street / Pritchard Street / New Road, with a comparison of the Council endorsed option with the retention of a staggered intersection arrangement (Figure 2).



Original Full Bypass



Alternate Full Bypass

Figure 2: Road bypass options considered

The analysis found that the travel times at the intersection are projected to be similar in 2019 and 2026; however, there would be slightly longer travel times with the staggered intersection option in 2036. It is noted that further work can be undertaken in the future that would improve the performance of this intersection, such as refinements to the intersection design and traffic signal operation.

It is now proposed that the Planning Proposal be amended to rezone 53 Station Street to B2 Local Centre, and the four lots that make up 53 Station Street no longer be identified on the Land Reservation Acquisition Map. This is shown in Figure 3.



Figure 3: Proposed amendment to road bypass

The properties of 48-50 Station Street will remain identified for acquisition. Importantly, the acquisition of this land for the road bypass provides a new access opportunity that would support the future growth of the Wentworthville Town Centre.

Site specific requests on planning controls

Submissions were received from selected landowners for changes to the planning controls on their sites. Further information on these submissions and Council's response is provided in Table 2.

Site Specific Request	Council Response
<p>55-57 Station Street and 6 Pritchard Street</p> <p>Seeking that a height of building control of 41 metres and a floor space ratio of 3:1 be applied to the entire site</p>	<p>The landowner had been invited to, and has submitted a Planning Proposal, which is being assessed and reported concurrently with the Wentworthville Town Centre Planning Proposal.</p>
<p>41-51 Dunmore Street and 15-22 The Kingsway</p> <p>Seeking to increase the FSR on the site from 4:1 to 4.5:1 and building heights from 23 metres to 25 metre on Dunmore Street and 41 to 49 metres on the Kingsway</p> <p>As this site is identified for design excellence bonuses, this proposed increase would result in a future built form of 27.5 metres on Dunmore Street and 53.9 metres on the Kingsway and the FSR to 5:1</p>	<p>The change to the floor space ratio is not matched by an equivalent change to the building height. This could lead to the development of a bulkier building than originally planned could alter the overall urban form outcome. As this is key site at the forecourt of the Wentworthville Railway Station, the request is not supported.</p>

Table 2: Site specific requests for changes in planning controls

Placement of height controls for Station Street East / Lane Street

The Wentworthville Planning and Placemaking Strategy identified split building height controls for the Station Street East / Lane Street precinct. As part of the draft Planning Proposal and draft Development Control Plan, the maximum height was shown in the Planning Proposal and the split height shown in the Development Control Plan (Figure 4).

Following further consideration by Council, it is proposed that the split heights are included in the Planning Proposal, in order to provide greater clarity and certainty of these controls for landowners and the community. Importantly, no changes are proposed to these controls, only the placement of this information in the planning control documents.



Figure 4: Station Street East / Lane Street precinct split building heights

Provisions for laneways identified in planning controls

As part of the draft planning controls for Wentworthville Town Centre, Station Lane is to be extended to the south in order to provide alternative vehicular access for sites on Station Street (Figure 5). This would assist to support efficient traffic movement and increase pedestrian safety by reducing the number of driveways crossing the footpath.

Council received two submissions in relation to proposed laneways that were identified as part of the draft Development Control Plan and that are to be delivered through Planning Agreements when the sites are redeveloped.

A submission on behalf of the owners of 84-96 Station Street, Wentworthville expressed support for the proposed laneways but questioned why affected properties are not proposed to be identified on the Land Reservation Acquisition Map.

A submission on behalf of the owners of 82 Station Street objected to the laneways and claimed the proposed laneways behind Station Street will sterilise the subject site

and force land consolidation with adjoining property owners and prevent redevelopment of the town centre.

Following further consideration by Council, no changes to be proposed laneways are recommended for the Wentworthville Town Centre. The inclusion of the proposed laneways is consistent with the strategic work undertaken at the town centre, and inclusion in the Development Control Plan provides the basis for further detailed work by all parties at the development stage.



Figure 5: Proposed laneways for town centre

Car parking

A number of submissions raised concern about car parking in the Wentworthville Town Centre. While the planning proposal does not address car parking directly, it is acknowledged that this is an important issue for the community. Council continues to consider options that can support short term and longer term improvements to car parking in the area. Council is also advocating for improvements to commuter car parking, in accordance with the action outlined in Cumberland 2030: Our Local Strategic Planning Statement.

Cumberland Local Planning Panel Meeting 5 November 2019

The planning controls for the Wentworthville Town Centre were considered by the Cumberland Local Planning Panel on 5 November 2019. The Panel noted the outcomes of the community consultation and the post consultation review, and

recommended that Council proceed with the Planning Proposal in accordance with the recommended planning controls for the Wentworthville Town Centre.

Recommended Planning Controls for Wentworthville Town Centre

The recommended Planning Proposal is summarised in Table 3 and provided in Attachment 2. The Planning Proposal includes controls related to building height, density and land acquisition. No changes to current zoning controls are proposed. The controls outlined in the Planning Proposal are forecast to provide for a total of 2,500 dwellings within the Wentworthville Town Centre. This is an estimated increase of 1,800 dwellings over 20 years, when compared to current planning controls.

Criteria	Recommended Planning Proposal
Height – predominant	8 storeys
Height – core of centre	6 towers of 12-13 storeys; 3 towers of 17-18 storeys
Height – Dunmore Street (South)	6 storeys (23m) height zone
Height – transition	5 storeys (20m)
FSR – core of centre	3:1 – 4.5:1+
FSR – fringe of centre	2.2:1 – 3:1
FSR –bonus – commercial floor space	0.5:1 – for towers providing 1 st floor commercial
Built form - general	5 storey street wall
Land acquisition	Selected locations in town centre

Table 3: Recommended controls of Wentworthville Town Centre Planning Proposal

The Development Control Plan for the Wentworthville Town Centre remains unchanged, except for the split height provisions for Station Street East / Lane Street precinct, these controls have been moved into the Planning Proposal to be included in the Local Environmental Plan. Minor editorial changes have also been included regarding the traffic bypass in the town centre. A copy of the proposed Development Control Plan is contained in Attachment 3.

Next Steps

If Council endorses the recommended planning controls for the Wentworthville Town Centre, the next step will be to forward the Planning Proposal to the Department of Planning Industry and Environment to be finalised and gazetted. Upon gazettal, the Development Control Plan for the Wentworthville Town Centre will come into effect.

COMMUNITY ENGAGEMENT

Community engagement for the planning controls on the Wentworthville Town Centre are outlined in the main body of the report.

POLICY IMPLICATIONS

Subject to Council endorsement to proceed to finalisation, the Planning Proposal will result in an amendment to the Holroyd LEP 2013 and the Development Control Plan will result in an amendment to the Holroyd DCP 2013.

RISK IMPLICATIONS

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






FINANCIAL IMPLICATIONS

The land acquisition maps identified in the Planning Proposal will have a financial implication for Council if the proposal proceeds to finalisation.

CONCLUSION

This report provides an update of the public exhibition and post consultation review for the Wentworthville Town Centre, as well as the recommended planning controls for the precinct. It is recommended that Council endorse the planning controls for finalisation, noting that these controls are supported by the Cumberland Local Planning Panel.




ATTACHMENTS




1. Recommended Planning Controls [↓](#) 
2. Planning proposal for Wentworthville Town Centre [↓](#) 
3. Development Control Plan for Wentworthville Town Centre – November 2019 [↓](#) 
4. Summary of community submissions [↓](#) 
5. Chronology of planning work for Wentworthville Town Centre [↓](#) 



**DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-299**

**Attachment 1
Recommended Planning Controls**

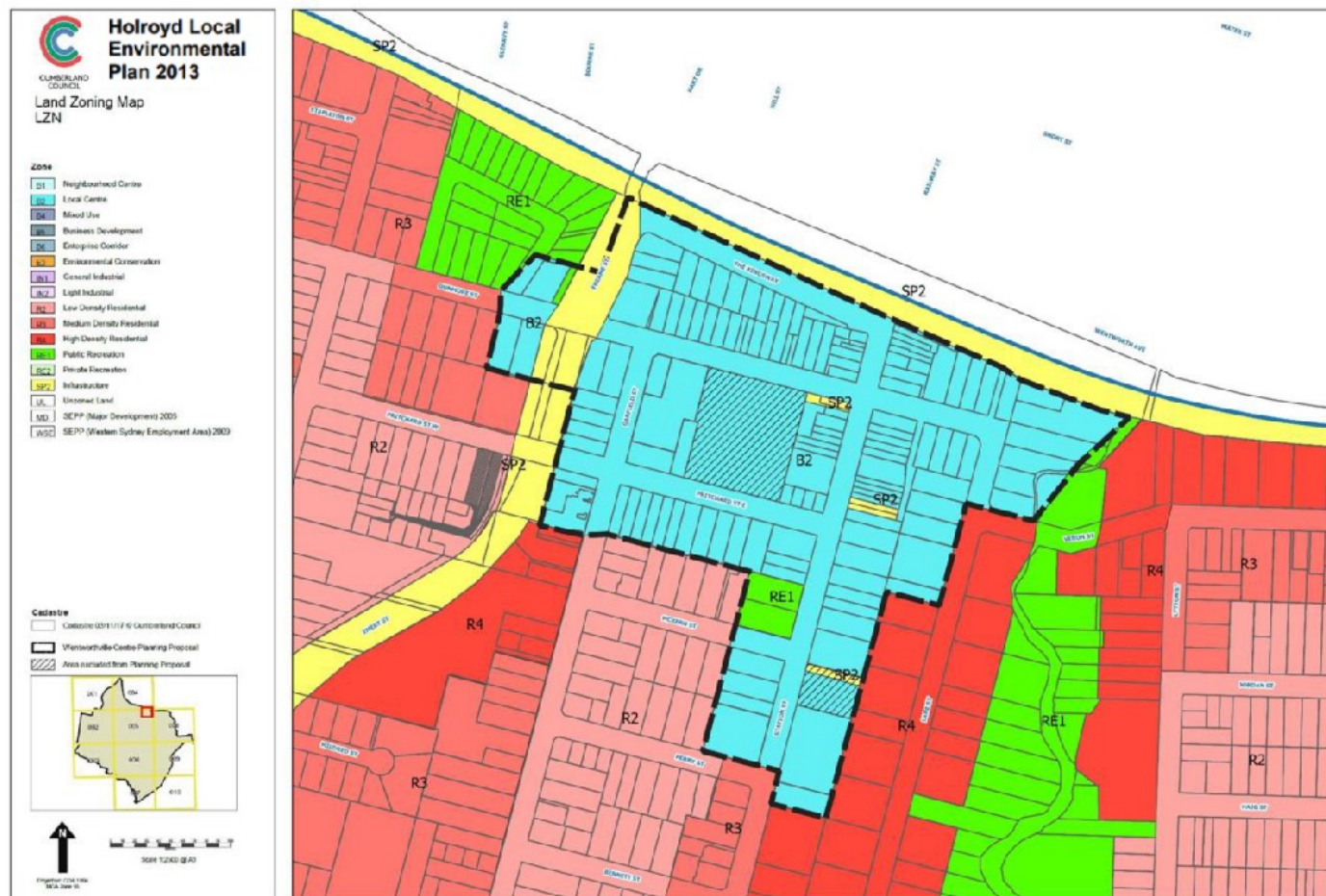
Wentworthville Town Centre – Recommended Planning Controls

Area	Existing Controls	Recommended Controls
	Zoning: B2 Local Centre FSR: 2.2:1 Height: 20m	Zoning: B2 Local Centre FSR: 2.5:1/3.1/4:1/4.5:1 Height: 23m/30m/41m/53m
	Zoning: B2 Local Centre FSR: 2.2:1 Height: 20m	Zoning: B2 Local Centre FSR: 2:1/3:1 Height: 30m/41m
	Zoning: B2 Local Centre FSR: 1.5:1/2.2:1 Height: 14m/20m	Zoning: B2 Local Centre FSR: 2.5:1/3:1/4:1 Height: 20m/30m/41m

	<p>Zoning: B2 Local Centre</p> <p>FSR: 2.2:1</p> <p>Height: 20m</p> <p>Site excluded from planning proposal (Wentworthville Mall):</p> <p>FSR: 4:1</p> <p>Height: 30m/62m</p>	<p>Zoning: B2 Local Centre</p> <p>Exhibited SP 2 Infrastructure zone for 53 Station Street is not supported. It is proposed that these properties remain zoned B2 Local Centre.</p> <p>FSR: 3:1/4:1</p> <p>Height: 30m/41m</p>
	<p>Zoning: B2 Local Centre/ RE1 Public Recreation</p> <p>FSR: 2:1/2.2:1</p> <p>Height: 10m/17m/20m</p>	<p>Zoning: B2 Local Centre</p> <p>FSR: 2.2:1/2.5:1</p> <p>Height: 17m/23m/30m</p>
	<p>Zoning: B2 Local Centre</p> <p>FSR: 2.2:1</p> <p>Height: 17m</p>	<p>Zoning: B2 Local Centre</p> <p>FSR: 2.2:1</p> <p>Height: 17m/23m</p>

	<p>Site excluded from planning proposal (108 Station Street): FSR: 4.5:1 Height: 29m/41m</p>	<p>Zoning: B2 Local Centre FSR: 2.2:1/2.8:1/3.1 Height: 20m/30m</p>
	<p>Zoning: B2 Local Centre/RE1 Public Recreation FSR: 2.2:1 Height: 20m</p>	<p>Zoning: B2 Local Centre FSR: 2.5:1/4:1 Height: 20m/30m/41m</p>

Wentworthville Town Centre Land Zoning Map



Holroyd Local Environmental Plan 2013

Height of Buildings Map
HOB

Maximum Building Height (m)

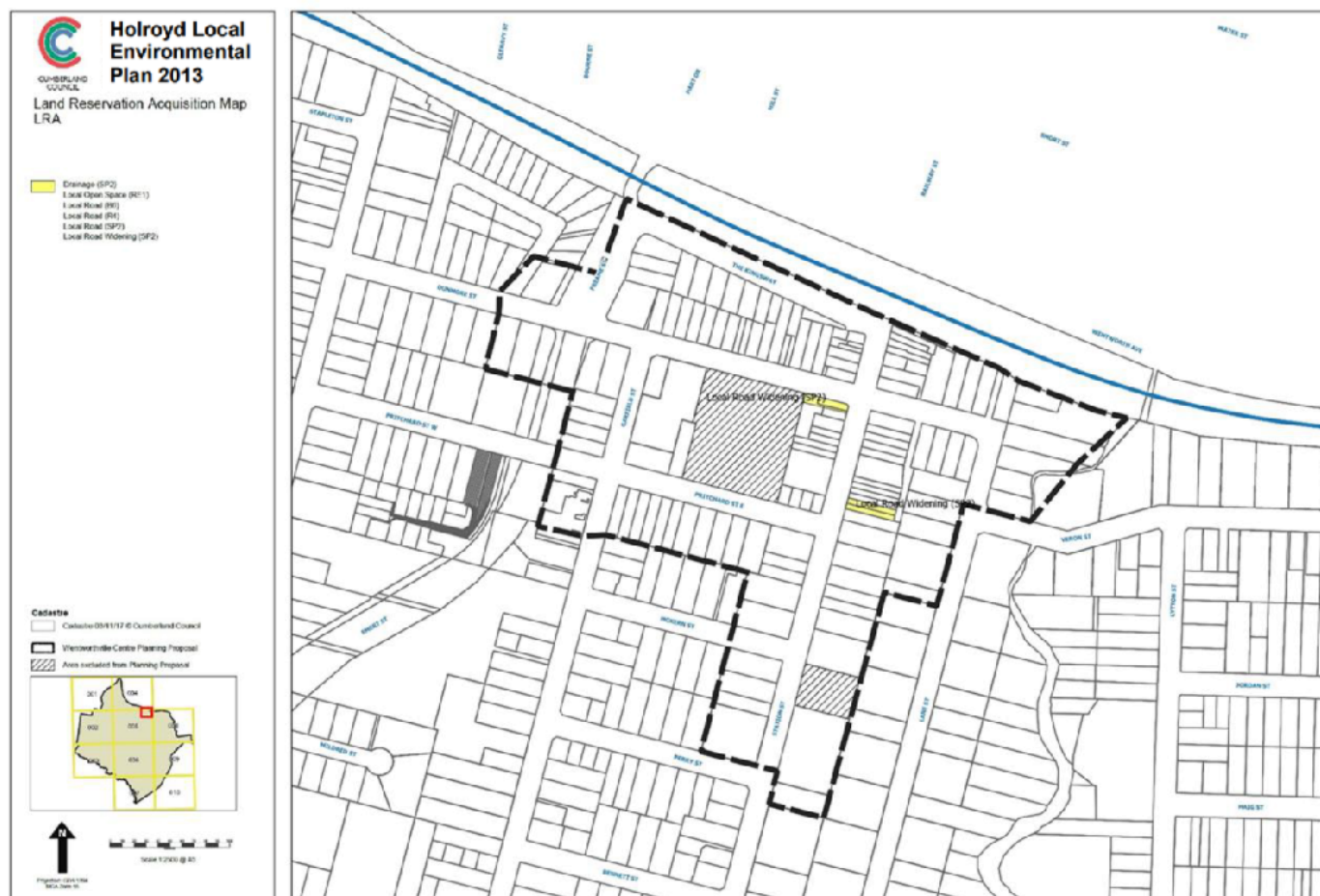
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K	10
L	11
M	12.5
N	14
O	15
P1	17
P2	18
Q	20
R	21
R1	23
S1	24
T1	26
T2	29
U1	30
U2	32
V	36
W	41
Y	53
AA1	62
AA3	65

Colour

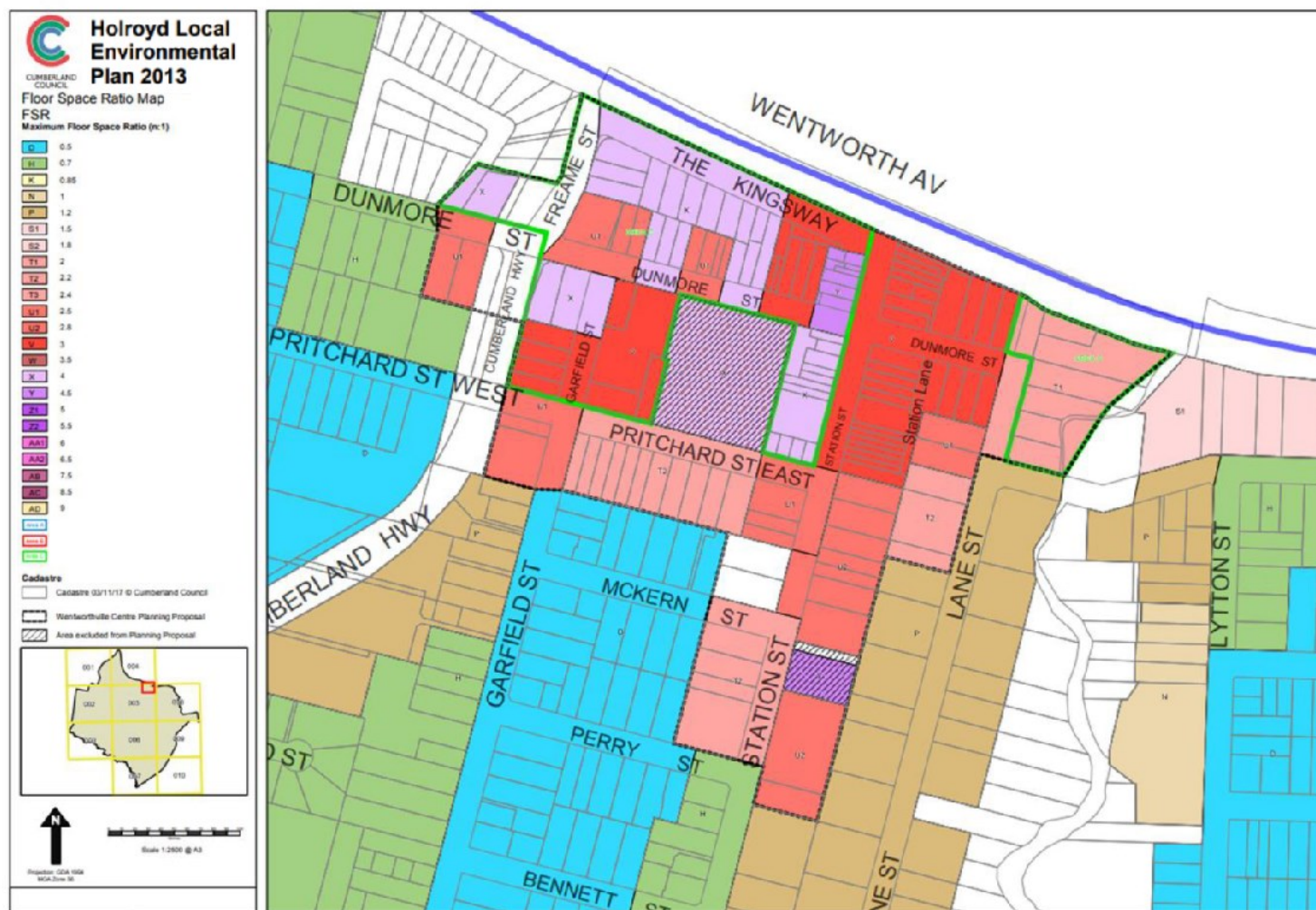
- Existing (2011/12) Council Boundary
- Wentworthville Centre Planning Proposal
- Area excluded from Planning Proposal

Scale
0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 620 630 640 650 660 670 680 690 700 710 720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870 880 890 900 910 920 930 940 950 960 970 980 990 1000 1010 1020 1030 1040 1050 1060 1070 1080 1090 1100 1110 1120 1130 1140 1150 1160 1170 1180 1190 1200 1210 1220 1230 1240 1250 1260 1270 1280 1290 1300 1310 1320 1330 1340 1350 1360 1370 1380 1390 1400 1410 1420 1430 1440 1450 1460 1470 1480 1490 1500 1510 1520 1530 1540 1550 1560 1570 1580 1590 1600 1610 1620 1630 1640 1650 1660 1670 1680 1690 1700 1710 1720 1730 1740 1750 1760 1770 1780 1790 1800 1810 1820 1830 1840 1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020 2030 2040 2050 2060 2070 2080 2090 2100 2110 2120 2130 2140 2150 2160 2170 2180 2190 2200 2210 2220 2230 2240 2250 2260 2270 2280 2290 2300 2310 2320 2330 2340 2350 2360 2370 2380 2390 2400 2410 2420 2430 2440 2450 2460 2470 2480 2490 2500 2510 2520 2530 2540 2550 2560 2570 2580 2590 2600 2610 2620 2630 2640 2650 2660 2670 2680 2690 2700 2710 2720 2730 2740 2750 2760 2770 2780 2790 2800 2810 2820 2830 2840 2850 2860 2870 2880 2890 2900 2910 2920 2930 2940 2950 2960 2970 2980 2990 3000 3010 3020 3030 3040 3050 3060 3070 3080 3090 3100 3110 3120 3130 3140 3150 3160 3170 3180 3190 3200 3210 3220 3230 3240 3250 3260 3270 3280 3290 3300 3310 3320 3330 3340 3350 3360 3370 3380 3390 3400 3410 3420 3430 3440 3450 3460 3470 3480 3490 3500 3510 3520 3530 3540 3550 3560 3570 3580 3590 3600 3610 3620 3630 3640 3650 3660 3670 3680 3690 3700 3710 3720 3730 3740 3750 3760 3770 3780 3790 3800 3810 3820 3830 3840 3850 3860 3870 3880 3890 3900 3910 3920 3930 3940 3950 3960 3970 3980 3990 4000 4010 4020 4030 4040 4050 4060 4070 4080 4090 4100 4110 4120 4130 4140 4150 4160 4170 4180 4190 4200 4210 4220 4230 4240 4250 4260 4270 4280 4290 4300 4310 4320 4330 4340 4350 4360 4370 4380 4390 4400 4410 4420 4430 4440 4450 4460 4470 4480 4490 4500 4510 4520 4530 4540 4550 4560 4570 4580 4590 4600 4610 4620 4630 4640 4650 4660 4670 4680 4690 4700 4710 4720 4730 4740 4750 4760 4770 4780 4790 4800 4810 4820 4830 4840 4850 4860 4870 4880 4890 4900 4910 4920 4930 4940 4950 4960 4970 4980 4990 5000 5010 5020 5030 5040 5050 5060 5070 5080 5090 5100 5110 5120 5130 5140 5150 5160 5170 5180 5190 5200 5210 5220 5230 5240 5250 5260 5270 5280 5290 5300 5310 5320 5330 5340 5350 5360 5370 5380 5390 5400 5410 5420 5430 5440 5450 5460 5470 5480 5490 5500 5510 5520 5530 5540 5550 5560 5570 5580 5590 5600 5610 5620 5630 5640 5650 5660 5670 5680 5690 5700 5710 5720 5730 5740 5750 5760 5770 5780 5790 5800 5810 5820 5830 5840 5850 5860 5870 5880 5890 5900 5910 5920 5930 5940 5950 5960 5970 5980 5990 6000 6010 6020 6030 6040 6050 6060 6070 6080 6090 6100 6110 6120 6130 6140 6150 6160 6170 6180 6190 6200 6210 6220 6230 6240 6250 6260 6270 6280 6290 6300 6310 6320 6330 6340 6350 6360 6370 6380 6390 6400 6410 6420 6430 6440 6450 6460 6470 6480 6490 6500 6510 6520 6530 6540 6550 6560 6570 6580 6590 6600 6610 6620 6630 6640 6650 6660 6670 6680 6690 6700 6710 6720 6730 6740 6750 6760 6770 6780 6790 6800 6810 6820 6830 6840 6850 6860 6870 6880 6890 6900 6910 6920 6930 6940 6950 6960 6970 6980 6990 7000 7010 7020 7030 7040 7050 7060 7070 7080 7090 7100 7110 7120 7130 7140 7150 7160 7170 7180 7190 7200 7210 7220

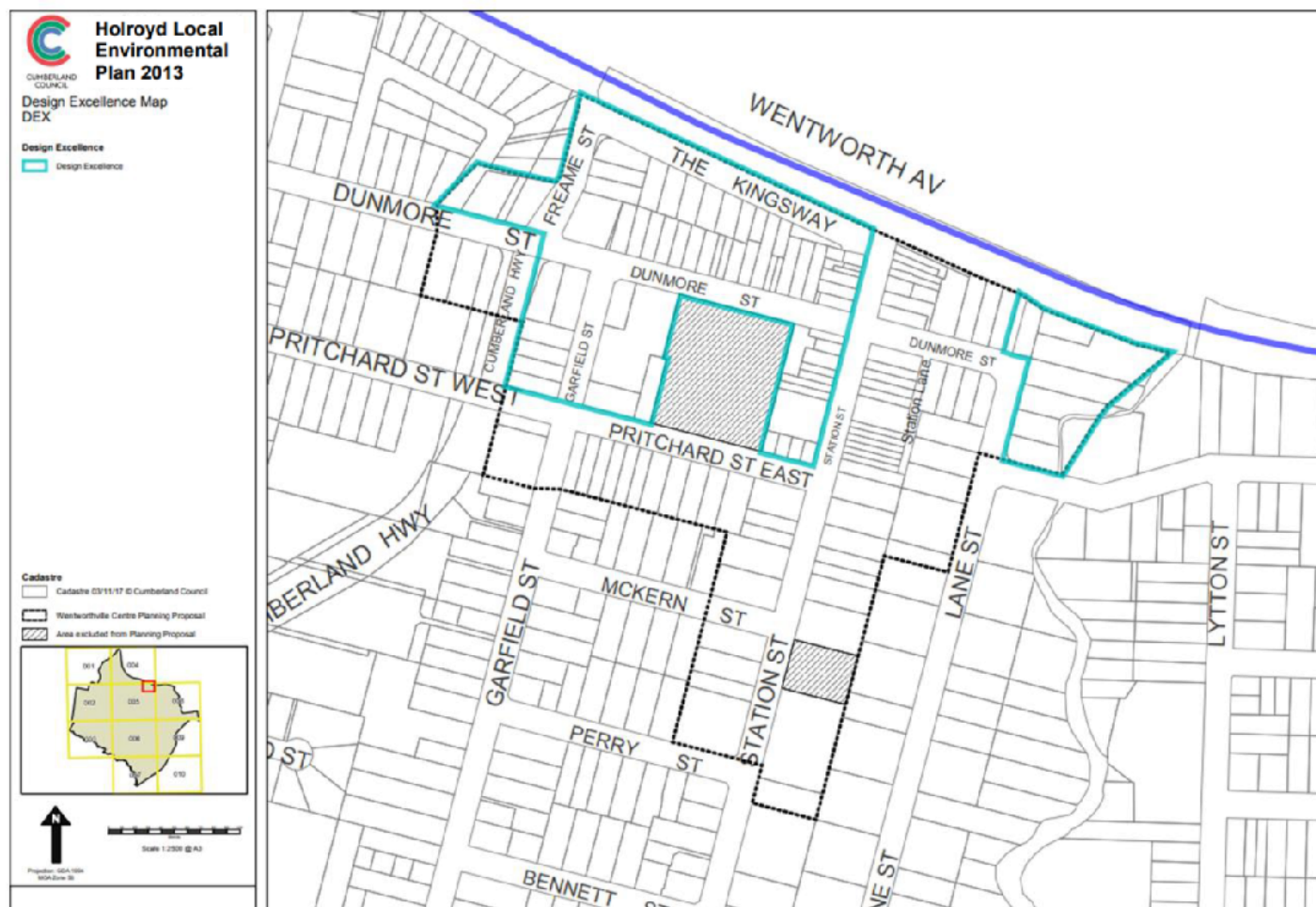
Wentworthville Town Centre Land Reservation Acquisition Map



Wentworthville Town Centre Floor Space Ratio Map



Wentworthville Town Centre Design Excellence Map



DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-299

Attachment 2

Planning proposal for
Wentworthville Town Centre



PLANNING PROPOSAL



Wentworthville Centre Revitalisation Project

Revised 28 October 2019

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1 INTRODUCTION

The Wentworthville Centre (the Centre) is one of Cumberland's key town centres, located close to Westmead Health and Education Precinct and the Parramatta CBD. The Centre is approximately 9.7 hectares in size and is highly accessible via the Great Western Highway, Cumberland Highway, M4 Motorway, Wentworthville Railway Station and the Liverpool to Parramatta Transitway. Refer to Figure 1.

In 2013, the former Holroyd City Council was successful in achieving grant funding under the NSW Government's Planning Reform Fund Program to facilitate the urban renewal and economic revitalisation of the Centre and to provide the planning framework to deliver redevelopment focused in this area.

The grant provided Council the opportunity to engage specialists to undertake a number of studies in the areas of Urban Design and Built Form Modelling; Economic Feasibility; Traffic and Transport Modelling; and Place Audit.

In 2015, the findings of the abovementioned studies resulted in the formulation of the *Wentworthville Planning and Place Making Strategy (the Strategy)*. The vision was to create a progressive, colourful, vibrant and engaging local centre that is comfortable and well connected to the surrounding area and facilities. The Strategy recommended a range of urban design and new planning controls including increases to building height and floor space ratios (FSRs) and the introduction of new bonus provisions within the Centre.

To achieve the revitalisation envisaged, Council has:

- Consulted with the community to identify a shared vision for the future;
- Examined the challenges and opportunities for the Wentworthville Centre;
- Identified the opportunities and priorities for the revitalisation and renewal of the Centre; and
- Formulated the framework for delivering the desired improvements and growth.

Following community consultation, on 3rd August 2016 Council endorsed the Cumberland Independent Hearing and Assessment Panel's (IHAP) recommendations to adopt the Strategy with amendments and prepare a planning proposal. In addition, it was resolved to introduce additional development controls to assist achieve the Strategy's key outcomes. This will be implemented through a revision of Holroyd Development Control Plan 2013.

On 19 December 2018, Council resolved to proceed with a full (traffic) bypass of the Wentworthville town centre. This decision supports improved outcomes for the town centre and the community, notably through providing a longer term approach traffic management, and to enhance the pedestrianisation, and improve amenity and urban design outcomes of Dunmore Street.

Wentworthville Centre Revitalisation Planning Proposal

1.1 LAND TO WHICH THIS PLANNING PROPOSAL APPLIES

The Centre lies south of the Wentworthville Railway Station, generally bounded by The Kingsway to the north, Perry Street to the south, Lane Street to the east and the Cumberland Highway to the west. It also includes additional sites on the fringe namely 79-81 and 88 Dunmore Street to the west of Cumberland Highway, and Council's Library and Community Centre site at 2-14 Lane Street. Refer to Figure 1.

The Centre is characterised by single and two storey commercial shops and shoptop housing dating back to the 1960s - 1980s, interspersed by a mix of 4-6 storey buildings on Dunmore Street, Station Street and Lane Street. Its built form comprises fine-grained retail along Station Street, big-box retail on Dunmore Street and low-rise buildings on individual lots on the majority of sites.

Properties at 42-44 Dunmore Street (Wentworthville Mall : PP_2016_HOLRO_005_00) and 108 Station Street (PP_2015_HOLRO_005_00) are excluded from this Planning Proposal as both are the subject of separate planning proposals with individual Gateway determinations. Refer Figure 1 below.



Figure 1: Location and context of Planning Proposal

1.2 WENTWORTHVILLE PLANNING AND PLACE MAKING STRATEGY

The Wentworthville Planning and Place Making Strategy was publicly exhibited in 2015 with the view of working with the community to identify a shared vision for the future renewal of the Town Centre and decide a framework to implement improvements. One hundred and twenty one (121) submissions were received with over 100 people attending information sessions. Approximately 80% of submissions received supported the aims and objectives of the Strategy recognising the need to amend relevant planning controls in order to revitalise the Centre.

The key elements of the Strategy's Structure Plan were:

- A mid-rise scale (8 storeys)
- Taller buildings located in strategic locations to reinforce key entries, the core of the centre and where significant public domain improvements were to occur;
- Lower heights on Dunmore Street (north) to maintain solar access;
- Transition of building heights to surrounding lower density residential areas;
- Creation of 3 new public spaces- a linear plaza on Dunmore Street, a plaza at the eastern end of Dunmore Street linked to the library and civic hub and an open-air pedestrian link between the railway station and Dunmore Street;
- Expansion of Friend Park by relocating existing child care centre to another Council site;
- Improved traffic management through and around the Centre and the introduction of a partial traffic bypass;
- Revised parking rates;
- Improved circulation and pedestrian amenity;
- Additional commercial floor space through a new bonus incentive;
- Facilitating public art opportunities.

The exhibited Strategy proposed two (2) built form options for consideration based on the Urban Design and Built Form Modelling undertaken by consultants, *Architectus*. Refer to Table 1. Following the community consultation period, Council resolved on 3rd August 2016 to adopt Option 2 as the basis of the Planning Proposal subject to height and FSR amendments and new bonus provisions for design excellence and commercial floor space at first floor.

The adopted Strategy is illustrated in Figure 2 with Figure 3 showing an indicative image of the renewed Centre under adopted Option 2 with a predominant mid-rise height of 8 storeys across the Centre with strategically placed towers of 12-18 storeys.

At its meeting of 19 December 2018, Council resolved to proceed with the full bypass option of the exhibited Strategy. This December resolution surpasses Council's previous resolution which involved a partial bypass option. Further information on the bypass options, Council's decision to now proceed with the full bypass option, and the implications of this full bypass is included in this Planning Proposal (in particular sections 2.2 and 2.3.3).

Wentworthville Centre Revitalisation Planning Proposal

Table 1: Summary of proposed built form options

CRITERIA	OPTION 1 (Not Adopted)	OPTION 2 (Adopted 2016 and amended 2018 to include full bypass rather than partial bypass)
Height -predominant	8 storeys	8 storeys
Height – core of centre	8 towers of 12-13 storeys	6 towers of 12-13 storeys 3 towers of 17-18 storeys
Height – Dunmore Street (South)	6 storey (23m) height zone	6 storeys (23m) height zone
Height - transition	4 - 5 storeys (17-20m)	5 storeys (20m)
FSR – core of centre	3:1 - 4:1+	3:1 – 4.5:1+
FSR – fringe of centre	2.2:1 - 3:1	2.2:1 – 3:1
FSR –bonus – commercial floor space	0.5:1 – for towers providing 1 st floor commercial	0.5:1 – for towers providing 1 st floor commercial
Built form - general	4 storey street wall	5 storey street wall
Dwelling yield	2,150 total (1,600 over 20 years)	2,500 total (1,800 over 20 years)

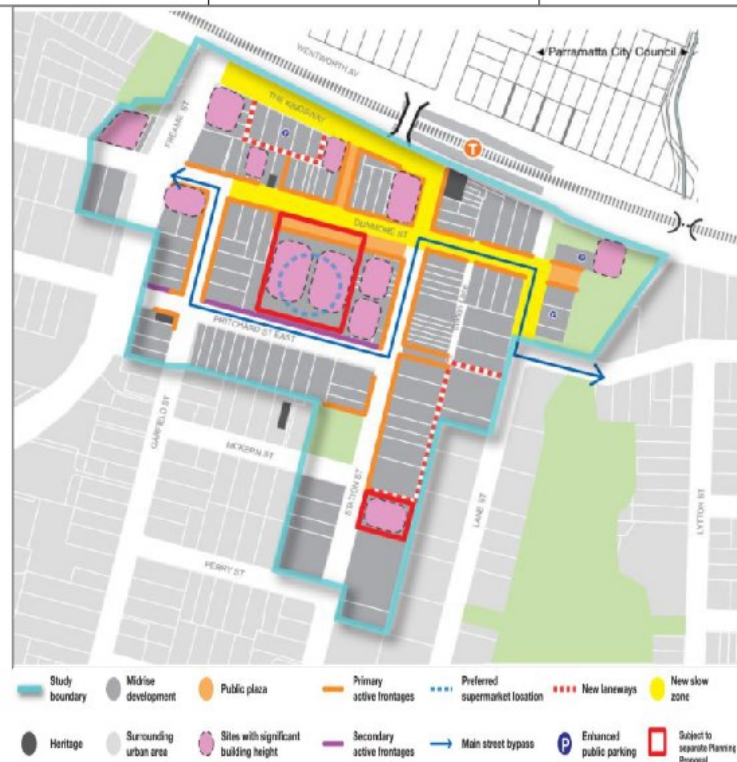


Figure 2: Wentworthville Centre Structure Plan adopted option 2) as amended (note – this Structure Plan shows the partial bypass which has since been superseded by the full bypass option.

Wentworthville Centre Revitalisation Planning Proposal

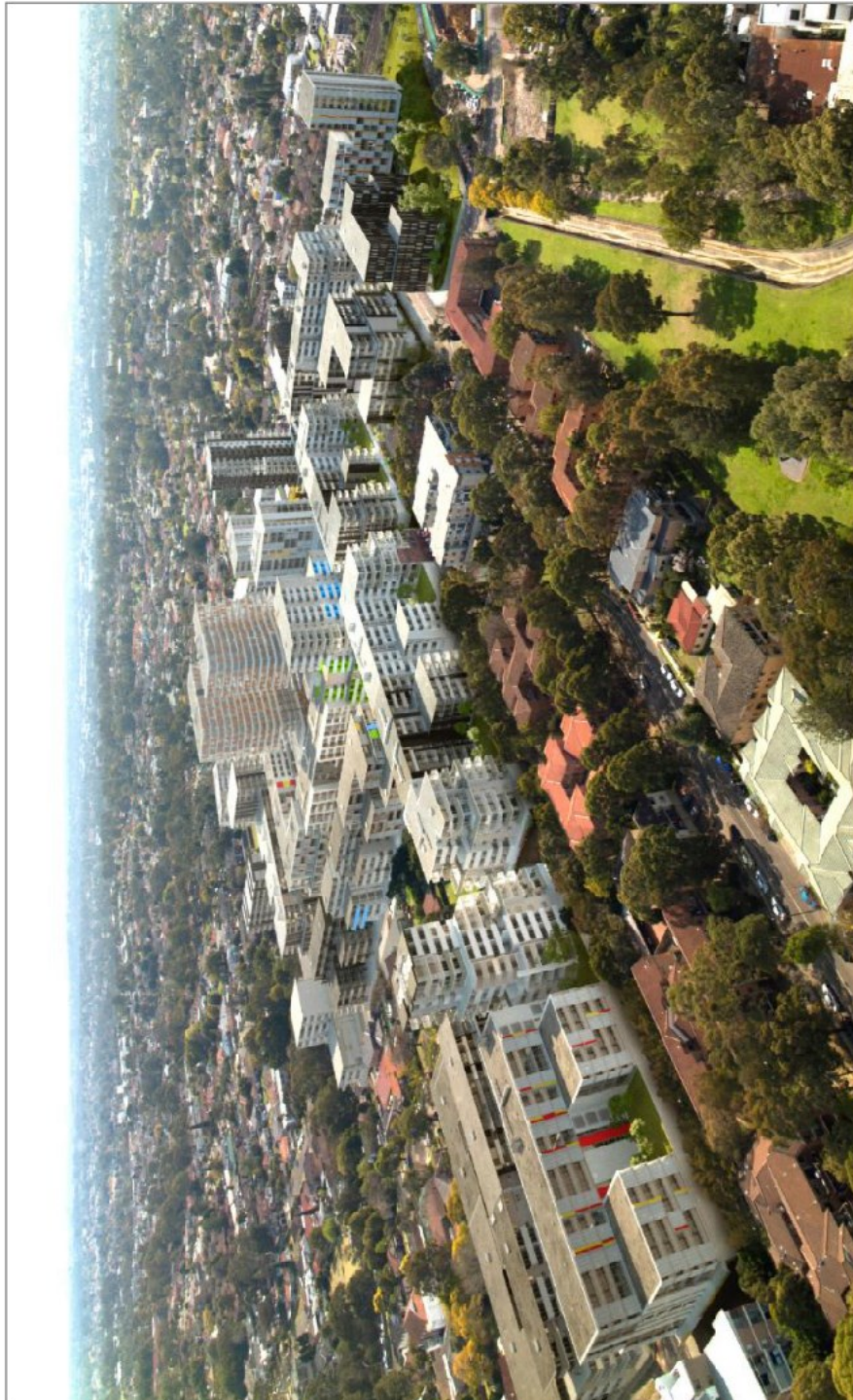


Figure 3: Adopted Built Form 'Option 2' of Strategy

Wentworthville Centre Revitalisation Planning Proposal

1.3 CURRENT PLANNING CONTROLS

Holroyd Local Environmental Plan 2013

a) Zoning

The Centre is currently zoned B2 Local Centre with the exception of Friend Park which is zoned RE1 Public Recreation. Refer to Figure 4.

The objectives of a B2 zone are:

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*
- *To encourage employment opportunities in accessible locations.*
- *To permit residential development that is complementary to, and well-integrated with, commercial uses.*

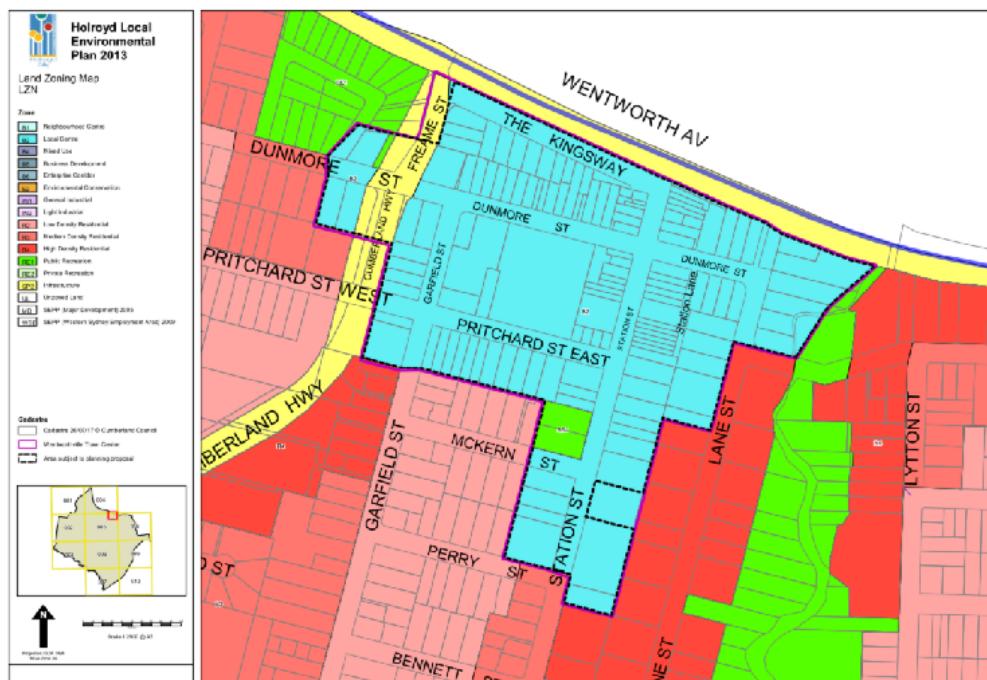


Figure 4: Current land use zoning - Holroyd LEP 2013

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b) Height of Buildings

Clause 4.3 of Holroyd Local Environmental Plan 2013 provides that the height of a building on any land should not exceed the maximum height for the land on the Height of Buildings Map.

The maximum permissible height across the Centre ranges from 10 metres to 20 metres. Refer to Figure 5.

The respective Planning Proposals for 42-44 Dunmore Street propose increasing maximum building heights from 23 metres to between 30 - 62 metres and from 20 metres to 29 - 41 metres for 108 Station Street.

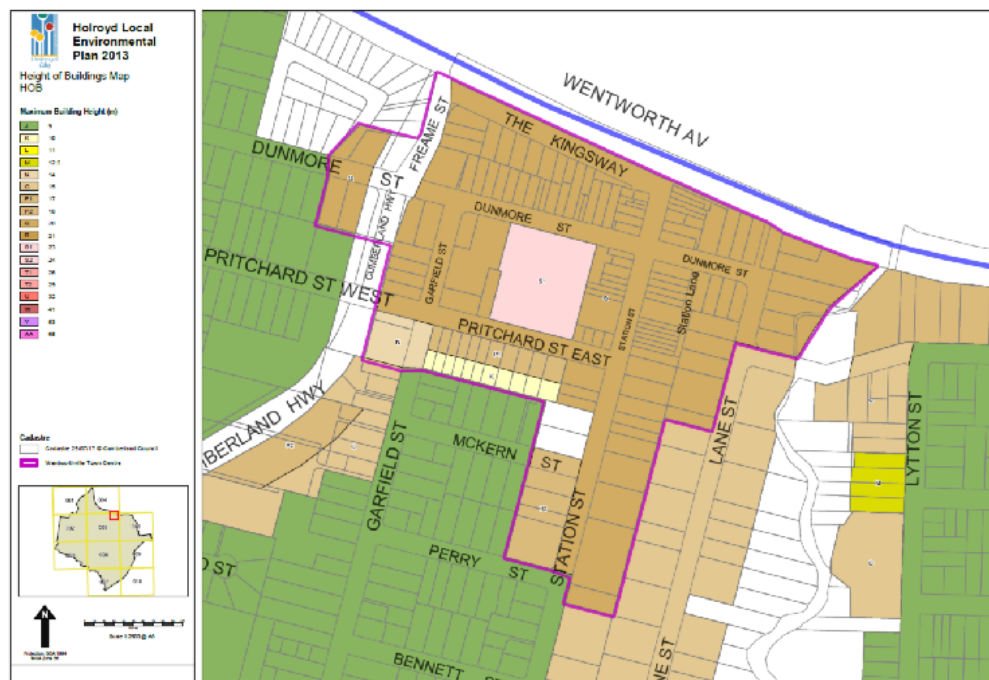


Figure 5: Current Height of Buildings map extract - Holroyd LEP 2013

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c) Floor Space Ratio

Clause 4.4 of Holroyd Local Environmental Plan 2013 provides that the floor space ratio on any land should not exceed the maximum floor space ratio for land on the Floor Space Ratio Map.

The maximum permissible floor space ratio across the Centre ranges from 1.5:1 to 2.2:1 as detailed in Figure 6 with the exception of 42-44 Dunmore Street (Wentworthville Mall) that has a current FSR of 2.4:1 and Council's Community/Library site (2-14 Lane Street) that has no existing FSR controls.

The respective planning proposals for 42-44 Dunmore Street propose increasing the maximum 2.4:1 FSR to 4:1 (maximum 6:1 with bonuses) and from 2.2:1 to 4.5:1 (no bonus) for 108 Station Street.

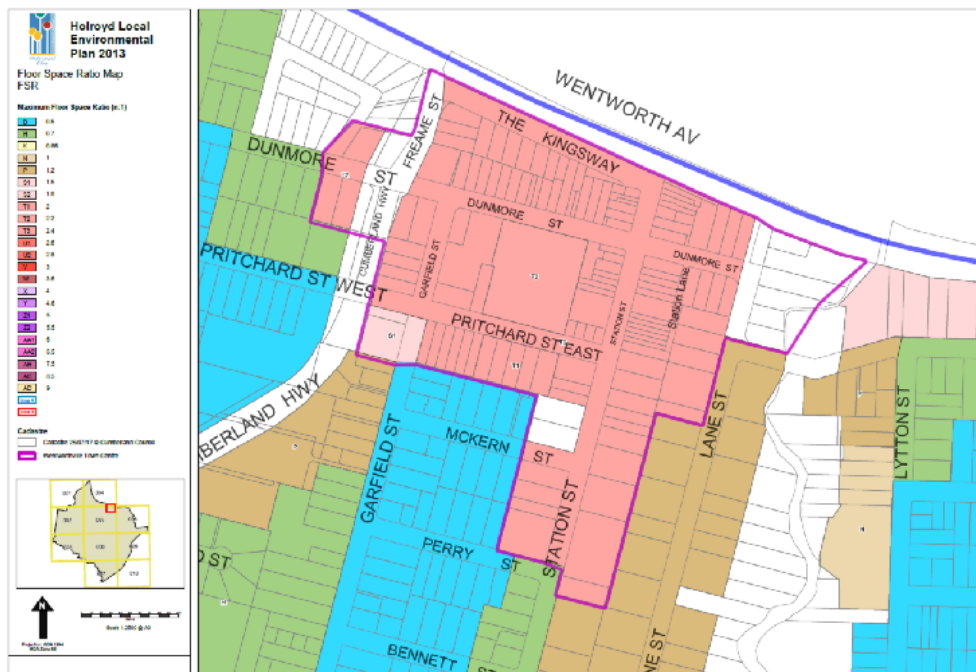


Figure 6: Current Floor Space Ratio map extract - Holroyd LEP 2013

Wentworthville Centre Revitalisation Planning Proposal

d) Heritage Items

Within the Centre, the following four (4) heritage items are located as shown in Figure 7:

- single storey post office at 63 Dunmore Street (item I108);
- shops at 2-4 and 6-8 Station Street adjacent the rail station (items I138 and I139);
- corner shop on the south-west corner of Garfield Street and Pritchard Street East (item I126);

Three additional items are located on the fringe of the Centre namely:

- Wentworthville Railway Station (item I140);
- Wentworthville Memorial Fountain on The Kingsway in front of the railway station. (item I141)
- Presbyterian Church at 5a McKern Street (Item I136)

The above mentioned heritage items are to be retained and respected in the context of future redevelopment in the Centre with heritage shopfronts to be incorporated within redeveloped sites. This Planning Proposal does not amend the Centre's heritage listings.

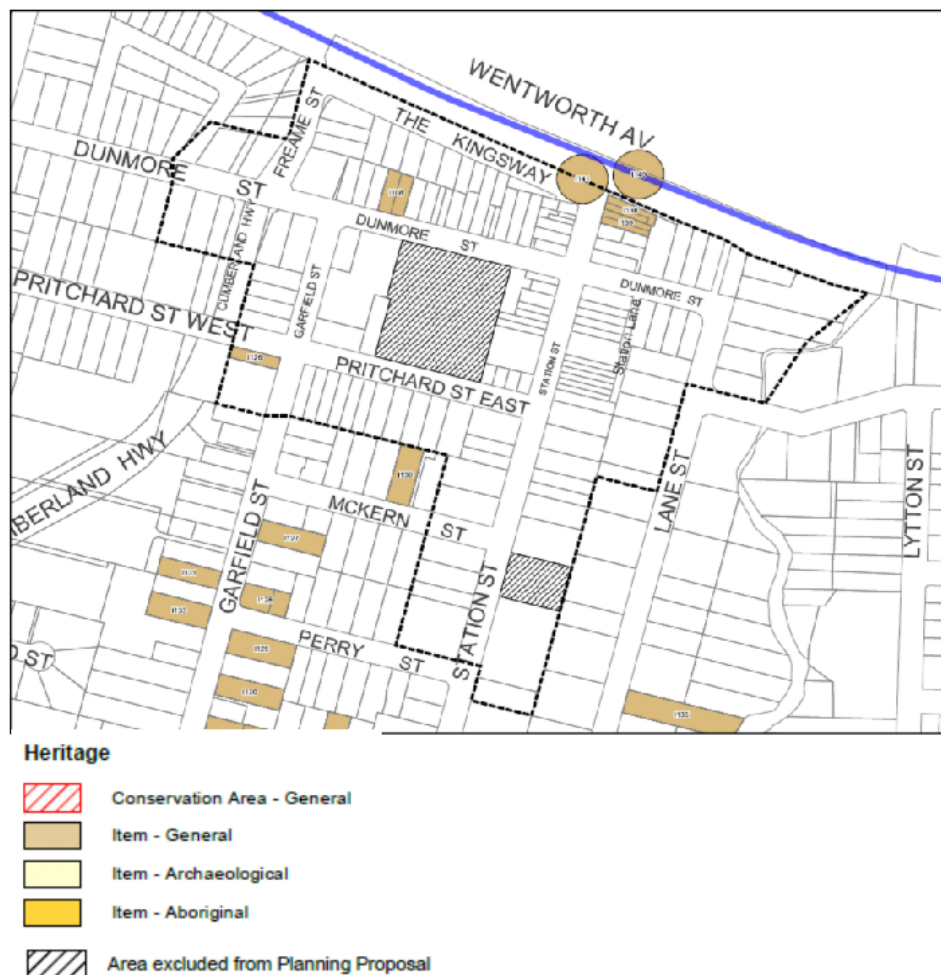


Figure 7: Current Heritage items map extract - Holroyd LEP 2013

2 PLANNING PROPOSAL

Section 55 (2) of the Environmental Assessment & Planning Act 1979 outlines the contents of a planning proposal, namely:

Part 1 - Objectives or intended outcomes

Part 2 - Explanation of provisions

Part 3 - Justification

Part 4 - Community consultation

2.1 OBJECTIVES OR INTENDED OUTCOMES

The objectives or intended outcomes of the proposed amendments to Holroyd LEP 2013 are:

- To meet community expectations to renew and revitalise the Wentworthville Centre;
- To implement flexible planning controls to assist in facilitating the renewal and overcome economic challenges facing the Centre;
- To promote Wentworthville as a potential supportive health and medical precinct to Westmead;
- To increase the opportunity for the provision of high quality commercial floor space;
- To introduce new design excellence provisions as a means of improving the architectural standard of new buildings;
- To provide the necessary infrastructure and public domain works commensurate with a renewed and expanded Centre; and
- To improve pedestrian linkages and traffic circulation throughout the Centre.

2.2 EXPLANATION OF PROVISIONS

2.2.1 Key Amendments to Strategy reflected in Planning Proposal

Following public exhibition of the Strategy and consideration of submissions Council adopted a number of amendments which included inter alia:

- a) **79-81 Dunmore Street** - a "Gateway" site suitable for more intensive development (i.e. increased FSR and height);
- b) **6-18 Pritchard St East & 113-123 Station St** - sensitively located sites adjoining low density residential which warranted reduced heights and increased rear setbacks;

In order to comply with standard LEP formatting it has been necessary to:

- a) Replace the range of FSRs as exhibited in the Strategy with a specific base FSR for each site; and,
- b) Translate the Height of Buildings Map referred to in the Strategy from number of storeys into metres.

On 19 December 2018 Council resolved to proceed with the full (traffic) bypass option of the exhibited Strategy, and not the partial bypass as within the adopted Strategy. Selected properties are now identified on the LRA map (for the proposed LEP amendment) and other aspects of the full bypass option are addressed within this Planning Proposal.

Wentworthville Centre Revitalisation Planning Proposal

2.2.2 Proposed Holroyd LEP 2013 Amendments

The amendments are:

1. Amend the **Height of Building Map** (Sheet HOB_004 and HOB_005) ranging from 10 to 20 metres up to 17 to 53 metres.
2. Amend **Height of Building Map** to include split building heights for the Station Street and Lane Street Precinct. Split Building Height Control originally formed part of the DCP however have been included in the planning proposal in order to provide greater clarity and certainty of these controls for landowners and the community.
3. Amend the **Floor Space Ratio Map** (Sheet FSR_004 and FSR_005) ranging from 1.5:1 to 2.2:1 up to 2:1 to 4.5:1 (excluding bonuses) and to identify 'Area C' on the Map.
4. Amend the zoning in the **Land Use Zoning Map** (Sheet LZN_005) as follows:
 - a. on part of 21 Station Street, Wentworthville from B2 Local Centre Zone to SP2 Infrastructure Zone in order to extend the 'Dunmore Street Plaza'.
 - b. on two (2) properties at 48-50 Station Street from B2 Local Centre zone to SP2 Infrastructure Zone in order to facilitate an intersection upgrade and new road (segment) associated with the full (traffic) bypass.
5. Amend the **Land Reservation Acquisition Map** (Sheet LRA_005) as follows:
 - a. on part of 21 Station Street, Wentworthville to Local Road Widening (SP2) in order to extend the 'Dunmore Street Plaza'.
 - b. on two (2) properties at 48-50 Station Street to Local Road Widening (SP2) in order to facilitate an intersection upgrade and new road (segment) associated with the full (traffic) bypass.
6. To **introduce Design Excellence** to certain areas in the Wentworthville Centre as indicated on the Design Excellence map (refer 6 below) with bonus FSR of up to 0.5:1 and height bonus of up to 10% awarded to developments exhibiting Design Excellence.
7. Amend the **Design Excellence Map** (Sheet DEX_005) to encompass specific areas within the Wentworthville Centre, to be shown as 'Area 3'.
8. Introduce a '**Satisfactory Arrangements**' clause for public infrastructure. More than likely this will be added to Part 6 of the LEP.
9. Provision of **commercial FSR bonus**. Introduce a floor space ratio bonus of up to 0.5:1 where commercial premises or a health services facility are provided on the entire first floor on land that permits building heights greater than 30 metres. This bonus FSR may not converted to residential floor space. The bonus is to enable the Centre to expand its role in providing complimentary employment to Westmead and Parramatta.

This will be achieved by the insertion of a new clause after the proposed clause 6.12 to read as follows:

6.13 Bonus floor space ratio available for development to certain land within the Wentworthville Centre

- (1) *This clause applies to certain land within the Wentworthville Centre identified as "Area C" on the Floor Space Ratio Map.*
- (2) *A building on land to which this clause applies that is eligible for additional floor space under clause 6.11 (Design Excellence) is also eligible for additional floor space up to 0.5:1 to be determined by the consent authority and is wholly on land:*
 - a) *that permits building heights greater than 30 metres; and*

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b) where the entire first floor within the area of land greater than 30 metres in height is used for the purposes of commercial premises or a health services facility;

(3) Conversion of any floor space approved under subclause 6.13(2) to residential accommodation floor space is prohibited under this Plan.

[Note: To be consistent with the *Wentworthville Planning and Place Making Strategy*'s key action plans, the term 'health services facility' has been included in addition to 'commercial premises' as qualifying for the floor space bonus. This will assist in enticing medical and health related tenants to the Centre due to its close proximity to the Westmead Health and Educational Precinct. This is also consistent with the commercial floor space bonus that can already be achieved for such uses on the Wentworthville Mall site at 42-44 Dunmore Street as identified in the Holroyd LEP 2013.

2.2.3 Holroyd Development Control Plan 2013

In addition to the LEP amendments, Council resolved on 3rd August 2016 to prepare a revised DCP consistent with the Strategy. Section 3 'Wentworthville Centre' of Part 'L' Holroyd Development Control Plan 2013 will be amended to include the following new development controls:

- Building frontage
- Awning depth
- Street wall heights and upper storey setbacks
- Parking rates
- Side setbacks
- Fine grain shopfront
- Primary and secondary active frontages
- Building facade design
- Safety by design
- Landscape setbacks
- Vehicular access
- Site through links
- Green walls and landscaping

2.3 JUSTIFICATION

2.3.1 Need for the Planning Proposal

Q1: Is the Planning Proposal a result of any strategic study or report?

Yes. The Planning Proposal specifically implements the findings and recommendations of the *Wentworthville Planning and Place Making Strategy* adopted by Council on 3rd August 2016. The Strategy (partly funded by the Department of Planning and Environment) aims to facilitate urban renewal and ultimately the revitalisation of the Centre through the preparation of economic, traffic and transport, urban design modelling and community consultation. Refer to Section 1.2 for further details. The Planning Proposal is to also implement the full (traffic) bypass as resolved by Council on 19 December 2018. The full bypass will provide a longer term traffic management approach for the centre, and to improve the outcomes of the Dunmore Street pedestrian plaza and its environs for the community.

Q2: Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. A Planning Proposal is the appropriate and most effective means of amending Holroyd LEP 2013 and subsequently achieving the endorsed recommendations of the Strategy and resolutions of Council. The amendments pertain to FSR and height of buildings, both of which are regulated through LEP mechanisms, and the acquisition of land. It also ensures the Centre's future revitalisation is supported by the necessary statutory amendments and economic justification to provide certainty to Council and affected stakeholders, to improve the outcomes for Dunmore Street and its plaza for the community, and better support the movement of traffic through the centre as a longer term approach. A consolidated Planning Proposal also eliminates the need for site specific planning proposals and ensures consistency at the implementation stage.

2.3.2 Relationship to strategic planning framework**Q3: Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?**

The Greater Sydney Region Plan 'A Metropolis of Three Cities' (Region Plan) prepared by the NSW Government was finalised and released in March 2018.

The Region Plan provides a forty year vision to 2056 of a metropolis of three cities -- Eastern Harbour City, Central River City and Western Parkland City -- and is based on the notion of a 30 minute city.

A 30 minute city is one where most people have access to their nearest metropolitan centre or cluster by public transport within 30 minutes, and where everyone can travel to their nearest strategic centre by public transport seven days a week to access jobs, shops and services.

Access and connectivity within and between the three cities is vital for economic competitiveness and will make the Sydney metropolitan region a more attractive place for investment, businesses and skilled workers.

This Planning Proposal is consistent with the Region Plan's strategies for infrastructure and collaboration, liveability, productivity and sustainability. In particular it will help to deliver 'A well connected city' and 'Jobs and skills for the city'.

Central City District Plan

The region is divided into five Districts -- Western, Central, Eastern, North and South -- and each has its own District Plan. Cumberland is located in the Central City District along with Blacktown, Parramatta and The Hills.

The Central City District Plan sets out planning priorities and actions for improving the quality of life for residents as the District grows and changes

A primary focus of the Plan is to promote significant infrastructure investment and growth with Parramatta identified as Sydney's second CBD. This Planning Proposal will have a catalytic effect on economic investment in Wentworthville through the revision of development incentives.

The Centre's revitalisation is consistent with the key priorities identified in the Plan by supporting Parramatta's role as a major commercial business centre and encouraging employment growth within the region. It also increases the available number of apartments in the Centre, thereby improving housing choice and affordability.

Q4: Is the Planning Proposal consistent with a council's local strategic or other local strategic plan?**Draft Cumberland Local Strategic Planning Statement**

The *Draft Cumberland 2030: Our Local Strategic Planning Statement* (Draft LSPS) plans for the Cumberland's economic, social and environmental land use needs for the next 10 years.

The Draft LSPS is based on a local vision of Cumberland as 'a diverse and inclusive community, offering easy access to jobs and services, with places and spaces close to home that take advantage of our natural, built and cultural heritage.'

The Draft LSPS is based on the key themes of the Region Plan and Central City district Plan.

- Infrastructure and collaboration – Getting around: access and movement
- Liveability – Places and spaces for everyone: housing and community
- Productivity – Local jobs and businesses: economy, centres and employment
- Sustainability – The great outdoors: environment and open spaces.

The LSPS identifies Wentworthville Town Centre as a Principal Local Centre on the basis that it meets the criteria for 30 minute access to a Strategic Centre, with access to a high frequency railway station, and is supported by a mix of commercial and retail services and community facilities.

The Planning Proposal is aligned with Draft LSPS's priorities and actions for the Wentworthville Town Centre. In particular, it will help to deliver housing and jobs choice for growing population, and expand retail and commercial job opportunities to reinforce the growth of the Centre.

Community Strategic Plan

Council's Community Strategic Plan 2017-27 provides a 10 year plan and 20 year vision based on social justice principles, civic leadership, social, environmental, environmental and economic considerations. It promotes the following strategic goals:

- A great place to live
- A safe accessible community
- A clean and green community
- A strong local community
- A resilient built environment

The Planning Proposal gives effect to these strategies by:

- Facilitating a strategic and rational approach to intensification and growth of the Wentworthville Centre
- Envisaging a vibrant and engaging local Centre that will be an inviting place to live and shop
- Ensuring a balance in housing growth and an increase in commercial floor space aligned with market demand
- Identifying and enhancing opportunities for diverse business growth, investment and employment
- Facilitating the revitalisation of the Centre and access to services and facilities for the emerging population

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- Expanding and improving infrastructure so that it is well planned, integrated and maintained
- Promoting investment as an economic catalyst to help motivate land owners
- Providing a variety of development options in the form of mixed housing types to help drive the urban renewal of the Centre
- Improving the public domain for both pedestrian and traffic flows.

Affordable Housing Policy

Council has adopted an Interim Affordable Housing Policy (July 2017), which applies to future development in the Cumberland Local Government Area (LGA), to support the provision of affordable housing in the LGA. A more comprehensive policy is to be prepared that will replace the Interim policy. It is noted that the revised draft Central City District Plan, which covers the Cumberland LGA, also discusses the need for affordable housing to be provided in the District and nominated a target for affordable rental housing.

The Council Policy and the District Plan requirements regarding affordable housing will apply to developments within the Wentworthville Centre.

Q5: Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

Most State Environmental Planning Policies (SEPP) are not applicable to this Planning Proposal as land is not being rezoned. Table 2 addresses the relevant policies and their applicability to the Planning Proposal.

Table 2: Consistency with applicable SEPPs

SEPP	Comment
SEPP No. 32 Urban Consolidation (Redevelopment of Urban Land)	The proposal is consistent with the SEPP in promoting the orderly and economic use and development of land – it will enable an increase in housing accommodation and commercial/health/ medical floor space commensurate with market demands, infrastructure, transport and community facilities.
SEPP No. 55 – Remediation of Land	<p>Four (4) property locations referred to in Figure 8, are identified as potentially being contaminated, namely:-</p> <ul style="list-style-type: none"> ▪ 42-44 Dunmore St (Wentworthville Mall) <p>This is subject to a separate planning proposal recently finalised by Council. A Stage 1 Environmental Site Assessment that was undertaken in preparing the proposal found no obvious sources of contamination, however it did highlight the potential for site contamination from the fill material, on site commercial uses (including dry cleaning and car parking) and hazardous building materials used in the construction of current and former buildings. However, the report recommends the site can be made suitable for the proposed mixed use development.</p> <ul style="list-style-type: none"> ▪ 88 Dunmore St <p>A shoptop housing proposal is now under construction on this site. Contamination issues were addressed at the DA stage.</p> <ul style="list-style-type: none"> ▪ 41-51 & 55 Station St <p>Nos 41-51 are a row of shops one of which includes a dry cleaners. No 55 is</p>

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	a corner service station site. As for these two locations, the planning proposal does not intend to rezone land nor are there any specific uses or activities proposed at this stage. Therefore, it is reasonable that matters of this nature be assessed as part of future Development Applications.
SEPP No 65-Design Quality of Residential Flat Development	This SEPP aims to improve the design quality of residential flat development in New South Wales. The proposed LEP and DCP amendments are consistent with and reinforce objectives contained within the SEPP. Detailed compliance with SEPP 65 and the ADG will be required to be demonstrated with future development applications.
SEPP (Building Sustainability Index: BASIX) 2004	This SEPP requires residential development to achieve mandated levels of energy and water efficiency. The Planning Proposal does not propose to override the requirements of this SEPP which can be enforced at DA stage.
SEPP (Infrastructure) 2007	This SEPP aims to facilitate a process for assessing the development of infrastructure and community assets. It is acknowledged that some utility services and infrastructure require amplification which can be appropriately determined during the assessment of site specific development applications. The Planning Proposal is therefore consistent with this Policy.
SEPP (Affordable Rental Housing) 2009	The Planning Proposal does not contain any provisions that will contradict the application of this SEPP. The SEPP facilitates the provision of affordable rental housing, the retention of existing affordable rentals and expands the role of housing providers. It also confirms that commercial and mixed use centres like Wentworthville Centre are appropriately positioned to provide those in need of housing.



Figure 8: identified properties under Table 2 SEPP 55 Remediation of Land

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Q6: Is the Planning Proposal consistent with applicable Ministerial Directions (s117 directions)?

The following Directions are considered relevant to this planning proposal.

Table 3: Consistency with section 117 Directions

Section 117 Direction	
1. Employment and Industrial Zones	Comment
<p>1.1 Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> a) encourage employment growth in suitable locations, b) protect employment land in business and industrial zones, and c) support the viability of identified strategic centres. 	<p>The Planning Proposal encourages employment and economic growth of the Centre and will provide greater flexibility in the delivery of density and building height without reducing the total potential floor space for employment uses within the Centre. The new bonus provisions provide an incentive to achieve greater commercial floor space which will have a positive effect on the Centre's redevelopment potential, employment potential and act as an incentive to property owners to redevelop.</p> <p>Clause 6.10 of Holroyd LEP 2013 also applies to the Centre which ensures active uses are provided at the street level to encourage the presence and movement of people.</p>
2. Environment and Heritage	Comment
<p>2.3 Heritage Conservation</p> <p>The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p>	<p>Four (4) heritage items are located in the Centre, namely:</p> <ul style="list-style-type: none"> ▪ single storey post office on Dunmore Street (item I108); ▪ shops at northern end of Station Street adjacent to the rail station (items I138 and I139); ▪ corner shop on the south-west corner of Garfield Street and Pritchard Street East (item I126); <p>An additional three (3) items are located on the fringe of the Centre, namely:</p> <ul style="list-style-type: none"> ▪ Wentworthville Railway Station (item I140); ▪ Wentworthville Memorial Fountain on The Kingsway in front of the railway station. (item I141) ▪ Presbyterian Church at 5a McKern Street (Item I136) <p>The Strategy's Structure Plan which sets the framework for the Centre's future urban form is based in part on the integration with the heritage fabric of the area – subsequently, existing heritage items have been acknowledged as needing to be incorporated into future development schemes e.g. the shops at northern end of Station Street adjacent to the rail station.</p>

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3. Housing Infrastructure and Urban Development	Comment
<p>3.1 Residential Zones</p> <p>The objectives of this direction are:</p> <ul style="list-style-type: none"> a) to encourage a variety and choice of housing types to provide for existing and future housing needs, b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and c) to minimise the impact of residential development on the environment and resource lands. 	<p>An estimated 2,500 dwellings are planned for the Centre long term which is consistent with the objectives of this Direction which will see an increase in residential densities and a mix of housing types within close proximity to a major public transport node. The increase in dwelling yields will ultimately generate the need for expanded infrastructure requirements which will be achieved through value uplift sharing and Section 94 contributions.</p> <p>The anticipated increase in population will result in the Centre's infrastructure being more efficiently used with new urban design guidelines introduced as a means of minimising the potential environmental effects of increases in density and scale of development.</p>
<p>3.4 Integrating Land Use and Transport</p> <p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> a) improving access to housing, jobs and services by walking, cycling and public transport, b) increasing the choice of available transport and reducing dependence on cars, c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, d) supporting the efficient and viable operation of public transport services, and e) providing for the efficient movement of freight. 	<p>The Planning Proposal is consistent with this Direction by encouraging residents who may be employed in Wentworthville or nearby Parramatta to reduce their travel times and use public transport or possibly walk or cycle to work. This may also have a positive benefit on reducing the number of travel trips (e.g. by car) to and from the Centre.</p> <p>An increase in the amount of commercial floor space available within close proximity to Wentworthville Rail Station could also encourage employers to establish their businesses in Wentworthville thereby encouraging potential employees from surrounding centres and reducing car dependency.</p>
4. Hazard and Risk	Comment
<p>4.1 Acid Sulfate Soils</p> <p>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils</p>	<p>The Centre is not mapped under Holroyd LEP 2013 as having a probability of containing acid sulfate soils.</p>

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4.3 Flood Prone Land

The objectives of this direction are:

- a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and
- b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.

The topography of the Centre is defined by a north-south ridge located between Garfield Street and Station Street. It is bound to the east by the channelised Finlayson's Creek and to the west by a stormwater culvert running parallel to the Cumberland Highway.

A recently completed Council Flood Risk Management Study indicates the majority of the Centre is unaffected by flooding. There is some affectation of a 1% flood on properties to the west of Cumberland Highway and along the eastern edge of the Centre. There are no properties that are unable to obtain flood free access to a street. Refer to Figure 9.

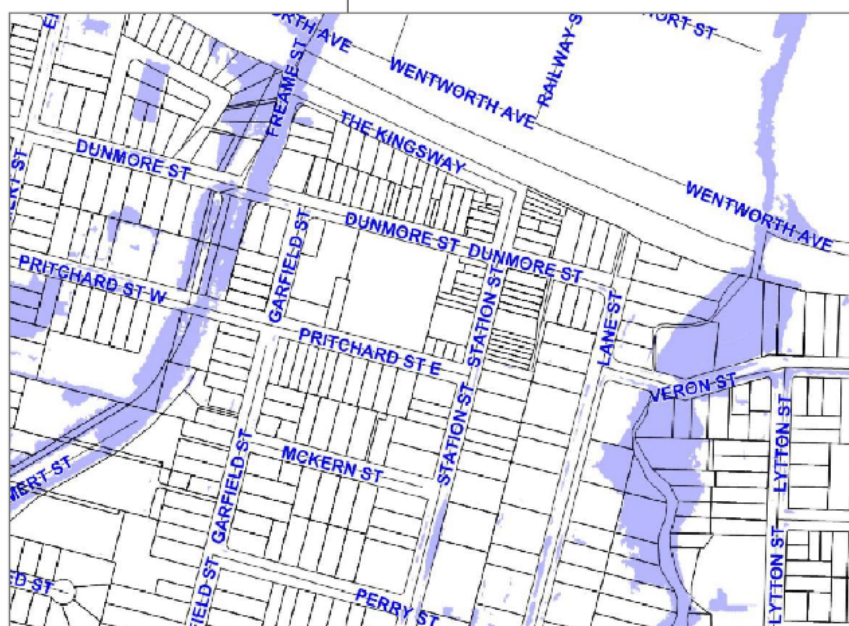


Figure 9: Affection of a 1% flood

4.4 Planning for Bushfire Protection

The land is not mapped bushfire prone land or is in proximity to land mapped as bushfire prone land.

6 Local Plan Making

Comment

6.1 Approval and Referral Requirements

The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.

The Planning Proposal does not include provisions requiring the concurrence, consultation or referral of applications. The Planning Proposal does not identify the development as designated development.

RMS and NSW Transport were both formally consulted upon completion of the Draft Strategy in relation to traffic and proposed bypass matters. Both authorities provided written feedback which Council considered prior to adoption of the final Strategy, on which this Planning Proposal is now based. This included Council's traffic

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	<p>consultant providing further analysis in response to comments received and subsequently an updated report was issued. Refer to Traffic Strategy Modelling report Version 003 dated 22 April 2016 and Bitzios Consulting Letter dated 22 April 2016.</p> <p>Council has sought specific feedback from the RMS on the full traffic bypass, with comments anticipated in the near future.</p> <p>Following Gateway Determination, both authorities will be further consulted as part of the exhibition of the Planning Proposal.</p>
6.2 Reserving Land for Public Purposes	<p>The Planning Proposal seeks to reserve land for public purposes, being the Dunmore Street Plaza. This land, on part of the 21 Station Street property (corner site), is shown on the LRA map as <i>Local Road Widening (SP2)</i>, and on the Land Zoning Map zoned as SP2 Local Road. It is intended that Council will be the relevant acquisition authority for this land.</p> <p>The plaza is proposed to extend along part of the southern side of Dunmore Street between Station Street and Garfield Street, comprising that frontage of 21 Station Street as well as part of the property at 42-44 Dunmore Street.</p> <p>This plaza was identified in the Wentworthville Planning and Placemaking Strategy (sections on 'Structure Plan' and 'Open Space and Public Domain' in particular). The plaza is to provide an outdoor public space with trees, open air seating, opportunities for public art and potentially areas for outdoor dining and/or temporary uses.</p> <p>The property at 42-44 Dunmore Street is excluded from this Planning Proposal as it is the subject of a separate Planning Proposal (PP_2016_HOLRO_005_00). Under that separate Planning Proposal, the land for the Dunmore Street Plaza has been identified on the Land Zoning Map as SP2(Local Road) and is to be dedicated to Council for this purpose via a Voluntary Planning Agreement with the landowner.</p> <p>The Planning Proposal seeks to reserve land for public purpose, being the properties of 48-50 and 53 Station Street. This land is shown on the LRA map as local road widening (SP2) and on the land zoning map zoned as SP2 local road. This land reservation is associated with the full (traffic) bypass as resolved by Council on 19 December 2018. Specifically, the land is to enable the reconfiguration of the Station Street / Pritchard Street intersection, and the creation of a new road (segment) to connect Station Street and Lane Street.</p> <p>The requirement for this land is demonstrated by the</p>

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	<p>indicative design for this intersection and the new road segment that facilitate the bypass outcome – refer Figure 13 below.</p> <p>It is intended that Council will be the relevant acquisition authority for this land.</p>
7 Metropolitan Planning	Comment
<p>7.1 Implementation of A Plan for Growing Sydney</p> <p>The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</p>	<p>The Planning Proposal is consistent with the directions and actions contained in the Plan for a Growing Sydney 2014 as discussed in Section 2.3.2.</p>

2.3.3 Environmental, social and economic impact

Q7: Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The Centre is located in a highly modified urban environment utilised by a range of mixed business, retail and entertainment uses. Therefore it is unlikely to contain any critical habitat or threatened species, populations or ecological communities that would impact on the Planning Proposal proceeding.

Q8: Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The major environmental effects resulting from this Planning Proposal are listed below and were comprehensively addressed in the preparation of the *Wentworthville Planning and Place Making Strategy*:

- Urban Design and Built Form;
- Traffic and Parking;
- Flooding – refer to Table 3 in Section 4.3.

Urban Design and Built Form

Full details of the Centre's future proposed built form is discussed in the *Urban Design and Built Form Modelling Study* prepared by Architectus. In summary, the objectives of the Study were to:

1. Produce built form concepts that respond to community vision and economic feasibility, place-making, design and transport considerations with the overall aim to achieve revitalisation and renewal of the Wentworthville Centre;
2. Ensure that built form concepts respond to the strategic direction of the centre;
3. Ensure that proposed built form concepts can be interpreted and clearly understood by the community; and
4. Enable the results/recommendations of the Study to be easily translated into development controls.

Wentworthville Centre Revitalisation Planning Proposal

The adopted built form scenario provides for a mid-rise height across the Centre with strategic located towers incorporating the following attributes:

- General 8 storey height across the Centre;
- Six (6) storeys along the northern side of Dunmore Street designed to ensure solar access to the linear plaza and shop fronts and to promote outdoor dining;
- A mix of strategically located 12 to 18 storey towers in close proximity of the Wentworthville Rail Station and at gateway locations;
- Additional heights generally to be located where a public benefit is to be provided e.g. public open space and pedestrian linkages;
- Transitioning of height in key fringe locations where they adjoin lower density residential areas;
- Floor space bonuses used to secure public benefits;
- An articulated skyline that reinforces the Centre with increased height located away from surrounding residential neighbourhoods;
- Limited overshadowing of streets and public open spaces;
- Five (5) storey street edge that creates a lower scale street edge with an emphasis on improved pedestrian movement;
- Levels up to 8 storeys to be setback in order to reinforce the street scale and reduce visual impact and overshadowing of upper levels; and
- Sun access controls to achieve a high quality public domain;

Traffic and Parking

A *Traffic and Transport Strategy* prepared by Bitzios Consulting in July 2015 analysed the implications of the urban design modelling and built form options that were prepared to accommodate the renewal of the Centre. Detailed below is a summary of traffic findings:

- The Wentworthville Centre is currently showing signs of congestion-related impacts of through traffic using Dunmore Street with traffic counts estimating between 70-80% of vehicles entering Wentworthville Centre are travelling through the Centre and not stopping.
- The use of Dunmore Street for through trips stems from a lack of direct secondary roads linking Westmead and Parramatta to suburbs to the north, north-west and linking the areas south of the M4 to the north-north-west.
- A high proportion of those travelling from Wentworthville use the train to travel to work (27%), which is relatively high compared to the Sydney average of 14%.
- Traffic modelling indicates the combination of through traffic and new traffic growth will increase travel times within the area 3 fold thereby increasing the level of peak congestion and queueing in Dunmore Street with consequential queueing impacting into Station Street and Pritchard Street.
- Significant traffic calming along Dunmore Street and Station Street showed a 30% shift in traffic from Dunmore Street to Prichard Street in the PM peak but proved ineffective in the AM peak due to the current right turn ban from Dunmore into Garfield.
- Traffic modelling indicates that without any action, traffic within the Centre will get worse over time.
- Subsequently, two bypass options were investigated, as shown in figures 10 and 11. These include:

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- a ‘partial bypass’ moving traffic away from Dunmore Street into Garfield Street/Pritchard Street East/ Station Street – this would require introducing a ‘left in - left out’ at the intersection of Dunmore Street and Garfield Street and a new set of traffic lights at the intersection of Station Street and Pritchard Street – see Figure. 10; and
 - a ‘full bypass’ involving building a new through link from Station Street through to Lane Street this would require the acquisition of a number of properties in the Centre costs of which would exceed funding available under the Section 94 Development Contributions Plan or the proposed Value Capture policy see Figure 11.
- Testing of the ‘partial-bypass’ provided traffic diversion results that were highly “directional” with effectively 30% to 50% of westbound traffic diverted to the bypass route, as traffic was “forced” onto Prichard Street by the left in/out configuration at Dunmore / Garfield under this concept.
 - Travel times were also longer than the full bypass option due to the increased distance required to travel compared to the full bypass. The partial bypass is an effective means of managing westbound traffic but is less effective in managing eastbound traffic compared to the full bypass given the more direct path it provides.



Figure 10: Partial bypass option - as contained in the Planning and Placemaking Strategy (source: Bitzios Consulting)

Wentworthville Centre Revitalisation Planning Proposal



Figure 112: Full bypass option - as contained in the Traffic and Transport Study (source: Bitzios Consulting)

In December 2018, Council resolved to proceed with the full bypass option, which it considered to deliver the best traffic and pedestrian outcomes for the centre. It also identified the need to acquire six (6) properties to support the full bypass outcome.

Council received a detailed submission during the public exhibition of the planning proposal on behalf of the landowner for 53 Station Street, objecting to the land acquisition required to implement the full bypass. The objection was based on a number of factors, including:

- Analysis by their traffic engineers of the proposed 'full bypass' option indicates that the geometric road design requirements will necessitate greater land acquisition than anticipated by Council; concerns are raised as to the ability of the proposed bypass alignment to provide a safe environment for all road users; significant concerns have been as the validation, calibration and results of the traffic modelling upon which the bypass alignment has been based; there is a distinct lack of consideration of alternate options for the bypass formation and alignment.
- The valuation provided to Council for the acquisition of six properties within the town centre is inaccurate, and will likely cause a significant increase in cost to Council if the full bypass option is pursued.
- The existing consolidated land holding has an area of 2,824m² (31 – 53 Station Street). It is a significant single land holding within the town centre, capable of significant redevelopment with the incentives provided.

In response to the above, Council carried out further traffic analysis to confirm the need to acquire 53 Station Street for the implementation of the full bypass. The analysis focused on the intersection of Station Street / Pritchard Street / New Road, with a comparison of the Council endorsed option with the retention of a staggered intersection arrangement.



Figure 12: Full bypass option – dog leg configuration

Figure 12: full bypass option – dog-leg configuration

The analysis found that the travel times at the intersection are projected to be similar in 2019 and 2026; however, there would be slightly longer travel times with the staggered intersection option in 2036. It is noted that further work can be undertaken in the future that would improve the performance of this intersection, such as refinements to the intersection design and traffic signal operations.

It is now proposed that the planning proposal be amended to rezone 53 Station Street to B2 Local Centre, and the four lots that make up 53 Station Street no longer be identified on the Land Reservation Acquisition Map.

Car Parking

The Traffic and Transport Study revealed the current parking rate for commercial/retail uses in Wentworthville Centre is high compared to comparative centres and RMS standards and current rates do not reflect the changing role of the Centre with greater walk up trade or the shift in retail use parking patterns for centres.

This shift is resulting in a greater percentage of multipurpose trips undertaken and a greater likelihood of customers to park centrally to access multiple shops and services.

Wentworthville Centre Revitalisation Planning Proposal

The Study recommends that current commercial/retail parking rates be amended from 1/20m² – 1/15m² for ground floor commercial and 1/40m² - 1/20m² for above ground commercial to 1/50m² across the Centre. This new rate results in an overall increase in customer parking in the Centre and provides a balance between ensuring an appropriate level of parking across the Centre, economic feasibility, the potential for reduced retail space if parking rates are too high and efficiencies of central parking for multiple trips within the Centre.

Recent changes to SEPP 65 and ADG now require the application of residential parking rates lower than Councils existing DCP for residential flat buildings including apartments in mixed use developments. These new (maximum) rates are considered appropriate for a revitalised Wentworthville Centre and are adopted in the Strategy.

Q9: Has the Planning Proposal adequately addressed any social and economic effects?**Economic**

An Economic and Development Feasibility Assessment prepared by *Hill PDA* concluded that whilst Wentworthville is located in close proximity to major employment hubs, a number of surrounding retail centres have increased their retail offer drawing trade away from Wentworthville. Consequently, this has influenced the rate of retail vacancies in the Centre and the redevelopment of a number of key sites.

It was also noted that speculation and land banking appears to be occurring within the Centre and dependant on the degree of speculation this could stagnate development on some sites. It is not believed that speculation is occurring within the core of the Centre where revitalisation is most needed, but predominantly in the outer edges of the Centre.

The Hill PDA report confirmed the Centre is experiencing a resurgence in investment and development interest, much of which has being fuelled by the strength of the residential market and the prospect of Council revising its planning controls.

To assist in analysing the development feasibility of the Centre's current planning controls, six (6) hypothetical test sites were examined as to the potential viability for their redevelopment. See Figure 13.

Three development scenarios were tested for each site, namely:

1. **Base case** - tested the viability of the existing planning controls, in accordance with Holroyd LEP 2013 and DCP 2013;
2. **Mid-rise** – tested a range of FSR's for each site as provided by Council's urban designers and architects -whilst the FSR's under this scenario varied by each test site for urban design reasons, they all exceed the base case for each site – FSR's generally ranged between 2.58:1 and 4.21:1
3. **Mid Rise Strategic Height** – similar to scenario 2, a range of FSR's were tested for each site as ranging between 2.64:1 and 4.55:1.

Wentworthville Centre Revitalisation Planning Proposal

The testing identified:

- The hypothetical redevelopment of each of the six test sites under the Base Case (existing planning controls) was not a financially attractive option in the current market;
- Whilst viability was improved with a reduction in car parking rates under the ADG guideline, it was not improved sufficiently to incentivise redevelopment against standard development margins and an Internal Rate of Return (IRR);
- Increases in FSR and building heights improve the viability of development. The larger, less fragmented test sites with respect to ownership generally become viable for redevelopment in the B2 Zone at an FSR exceeding 3:1. An FSR notably in excess of 3:1 would however be required for the redevelopment of these sites should additional public benefits such as open space, community uses and pedestrian passageways be provided;
- Smaller, more fragmented test sites within the Centre generally require an FSR over 3.5:1 to become viable owing to the additional cost of acquisition and amalgamation. In keeping with the point above, additional FSR would be required on these sites to offset the cost of providing open space, pedestrian links or other community benefits as part of the redevelopment of these sites;
- The reduced commercial parking requirement under the ADG guidelines further improves the financial viability within the test sites; and
- There is a modest difference between the two rates for residential development with a more significant change in relation to commercial parking requirements which is the primary driver of the change in outcome.

Hill PDA's report concluded the Centre is experiencing properties being purchased on the basis of speculative value and land banking in the hope planning controls will be amended (i.e. zoning, FSR and/or building height). It was subsequently recommended amending current planning controls as detailed below:

- An increase of over 3:1 FSR for appropriate sites;
- An increase in FSR to 4:1 together with a requirement for a minimum lot size for smaller, core fragmented sites within core locations or other sites identified to encourage for amalgamation;
- A reduction in car parking rates to not only support development viability but to encourage public transport usage in such a highly accessible centre;
- The retention of the B2 Local Centre zone to maintain active uses at ground floor and residential on the upper floors yet careful consideration of the need to extend this zone any further than the current boundaries; and
- The investigation of a possible FSR bonus on appropriate sites in exchange for commercial floor space at first floor level and / or onsite provision of open space and/ or onsite provision of a community facility a pedestrian link and / or a financial contribution to Centre amenity / facility improvements.

The controls proposed in the *Wentworthville Planning and Place Making Strategy* balance the need for revitalisation, community visions, appropriate urban design and feasible development.

Sufficient increases in the planning controls have been allocated in the core of the Centre where revitalisation and renewal is most paramount and where the greatest increases in height and floor space will be accommodated as well as public benefits such as public plazas and through site links.



Figure 13: Test sites (source: Hill PDA)

Social

Socially, the Planning Proposal is anticipated to achieve the following community benefits:

- The creation of additional full time and part time jobs and the offering of support to commercial and medically related jobs supporting the adjoining Westmead Health and Education cluster;
- The generation of an increased number of construction jobs over a number of years;
- Increased opportunities for residents to live and work within close proximity to two major employment nodes i.e. Westmead and Parramatta resulting in the potential for reduced travel times and reduced traffic congestion through the use of public transport;
- An increase in public transport usage and access to a variety of services resulting from the co-location of residential apartments and other key services;
- An increase in the mix of retail activity, including a proposed supermarket anchor proposed as part of the Planning Proposal for 42-44 Dunmore Street, Wentworthville, thereby improving the range of shopping options for residents, workers and visitors to the Centre Wentworthville;
- Increased price competition thereby reducing the quantum of 'escape expenditure' from the LGA and Centre.
- Improved sense of safety and security, which according to the community safety audit is lacking due to poor amenity;
- Improved pedestrian environment through new plazas, traffic bypass and through site links.

2.3.4 State and Commonwealth interests

Q: Is there adequate public infrastructure for the Planning Proposal?

The Centre is located in an established urban area with adequate public infrastructure available including water, electricity, gas, telecommunications, sewerage and transport.

It is understood that the State Government is investigating the potential for a new school in the Westmead area, in addition to existing primary and high schools, which may serve children living in the Wentworthville centre.

As discussed in the Strategy, where buildings are proposed to be greater than 8 storeys, value uplift sharing is proposed which will enable the achievement of new public spaces and public domain works, as the benefits of additional development potential are shared with the community.

To achieve this, it is proposed to only permit a height and FSR uplift where Council is satisfied there will be adequate provision for community infrastructure. Refer to Council's adopted Voluntary Planning Agreement (VPA) guidelines which include a policy statement on value sharing.

Future development applications may be required to undertake preliminary investigations to ascertain whether existing services require upgrading, and where applicable, VPAs can be utilised.

The *Wentworthville Centre Revitalisation Planning and Placemaking Strategy* noted a number of public infrastructure works (actions) to support the growth and redevelopment of the centre. Such works included the expansion of Friend Park, to be achieved with the relocation of the existing childcare centre from this site into the community centre on Lane Street, the provision of new public spaces, to improve cycle routes, and other amenity works. Separate to the Strategy, the current Holroyd Development Contributions Plan recognises the need to expand the existing Wentworthville library and to invest in the Wentworthville Community Centre. The Cumberland Development Contributions Plan, in preparation, will also address the need to upgrade the community centre.

The intention of Council to now progress with the full bypass option for the Wentworthville centre is to better address traffic movements through and around the town centre into the longer term, and also to improve the pedestrian focus of Dunmore Street and the amenity of the Dunmore Street Plaza space.

Contributions to designated State Public Infrastructure

The Gateway Determination issued on 25 May 2018 required the Planning Proposal be updated to ensure satisfactory arrangements are proposed for contributions to designated state public infrastructure.

Designated state public infrastructure is defined as including:

- State and regional roads,
- bus interchanges and bus lanes,
- land required for regional open space,
- land required for social infrastructure and facilities (such as land for schools, hospitals, emergency services and justice purposes).

Work is currently underway to investigate a possible Special Infrastructure Contribution (SIC) for the Wentworthville Planned Precinct. As this work is yet to be finalised, the Planning Proposal may seek to include what is known as a satisfactory arrangements provision.

Wentworthville Centre Revitalisation Planning Proposal

The objective of a satisfactory arrangements provision is to require that satisfactory arrangements for the provision of designated state public infrastructure be provided in the local environmental plan before future development can occur.

Under a satisfactory arrangements provision, development consent may not be granted on land where the clause applies (in this case the Wentworthville town centre) unless the Secretary has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated state public infrastructure. Council will continue to work with the state government to identify what, if any state infrastructure is required as a result of the Planning Proposal. If the state infrastructure improvement, or if it is determined that no state public infrastructure is required as a result of the proposal, the satisfactory arrangements provision may not be required.

A gazetted satisfactory arrangements provision will cease to operate if all or any part of the land is in a Special Contributions Area created by the Minister under section 7.4 of the *Environmental Planning and Assessment Act 1979*.

Q: What are the views of state and commonwealth public authorities consulted in accordance with the Gateway Determination?

The Gateway Determination will nominate public authorities that will need to be consulted. This will be undertaken concurrently with wider community consultation program. All future development applications will be referred to the relevant authorities as required.

The Gateway Determination required, at condition 1 (d), that Council consult with Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) on the Planning Proposal, and to update it in accordance with any comments provided by those authorities.

Council provided the Planning Proposal (version to February 2019) to TfNSW and to RMS on 11 February 2019 for their review and comment.

A combined response from TfNSW and RMS was received by Council on 2 April 2019. In that response the agencies referred to a meeting held with council at which the planning proposal was in conjunction with scoping for the Wentworthville Public Domain Plan and the proposed Wentworthville bypass route, were discussed as well as the Planning Proposal for 2 Percy Street Auburn.

The response relates that at the meeting *"issues to be resolved were identified and an action plan implemented. As such, TfNSW has no objection to the Wentworthville Centre Revitalisation Planning Proposal moving forward to public exhibition."*

The issues to be resolved and the implementation action plan relate to the traffic circulation, intersection management, and operation of a reduced traffic scenario for Dunmore Street, that may result from the future public domain plan (in development) and the traffic bypass (when implemented) for the Wentworthville Centre. It should be noted that this plan and bypass are related and will collectively improve community outcomes for the centre and as intended from the overarching revitalisation project. Council has agreed to undertake further traffic remodelling as requested by RMS which relates to the public domain plan and future bypass projects.

Therefore, as Council is undertaking the further modelling as sought by TfNSW / RMS, and as the potential traffic implications from the public domain plan and bypass implementation are separate from and can be addressed independent of the amendments to the LEP being sought under the Planning Proposal, Council believes that the condition imposed by TfNSW / RMS in their comments has been met and so their 'no objection' to proceeding with the planning proposal applies.

Therefore Council has met this condition imposed with the Gateway Condition.

A copy of the combined TfNSW and RMR response is attached.

Wentworthville Centre Revitalisation Planning Proposal

2.4 MAPPING

All relevant map amendments are provided in the Attachments.

2.5 COMMUNITY CONSULTATION

On 7 May 2019, the Department of Planning, Industry and Environment issued a revised Gateway determination, granting Council permission to publicly exhibit the Planning Proposal.

The Planning Proposal was exhibited along with the DCP for a period of eight weeks, from 22 May 2019 to 21 July 2019. Exhibition material was made publicly available in electronic form on Council's website, and in hard copy form at its customer service centres and libraries. Council also wrote directly to landowners and occupiers in and around the Centre.

During the exhibition period, Council Officers also held a community drop sessions at Wentworthville Library on 13 June 2019 and a public meeting at the Wentworthville Community Centre on 22 June 2019.

A number of State agencies were notified of the exhibition, including. Crown Land and Water; Office of Environment and Heritage – Floodplains; Office of Energy, Roads and Maritime Services; Sydney Trains; Transport for NSW.

2.6 PROJECT TIMELINE

It is estimated the respective Holroyd LEP 2013 amendments will be finalised in early 2020.

Tasks	Time frame
Planning Proposal submitted for Gateway Determination	November 2017
Receive Gateway Determination	May 2018
Public exhibition process and consultation commences (8 week consultation period)	between May 2019 and July 2019
Consideration of submissions	August - September 2019
Post exhibition report to Council	October-November 2019
Council forwards final Planning Proposal to Department for notification	December 2019
Notification of LEP amendment	March 2020

3 ATTACHMENTS

The following documents are provided in support of the planning proposal:

- LEP Maps:
 - Proposed Land Zoning LEP Amendment Map
 - Proposed Floor Space Ratio LEP Amendment Map
 - Proposed Height of Buildings LEP Amendment Map
 - Proposed Design Excellence LEP Amendment Map
 - Proposed Land Reservation Acquisition LEP Amendment Map
- Wentworthville Planning and Place Making Strategy (adopted) - October 2017 Revision 2
- Urban Design and Built Form Modelling – Architectus
- Economic Feasibility – Hill PDA
- Place Audit – Place Partners
- Traffic and Transport Study– Bitzios Consulting
- Traffic Strategy Modelling – Bitzios Consulting
- Council Reports and Minutes
 - Wentworthville Centre Planning and Place Making Strategy Exhibition Submissions and Planning Proposal Request – Cumberland IHAP meeting 13 July 2016 (C008/16)
 - Wentworthville Centre Planning and Place Making Strategy Exhibition Submissions and Planning Proposal Request – Cumberland Council meeting of 3 August 2016 (063/16)
 - Wentworthville Town Centre Bypass – Cumberland Council meeting of 19 December 2018 (C12/18-264)
- Response from Transport for NSW and RMS (combined response) dated 2 April 2019.

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-299

Attachment 3

Development Control Plan for
Wentworthville Town Centre –
November 2019



Wentworthville Centre Revitalisation

Draft Development Controls



Revised Part L - Section 3 Holroyd DCP 2013

To be read in conjunction with Holroyd DCP 2013

November 2019

Wentworthville Centre **Draft** Development Controls – November 2019 WC

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1 PRELIMINARY

1.1 Introduction

The Wentworthville Centre (**the Centre**) is one of Cumberland's larger commercial centres, located close to Westmead Health and Education Precinct and the Parramatta CBD. Following receipt of funding from the NSW Government's Planning Reform Fund Program, Council prepared the *Wentworthville Planning and Place Making Strategy (the Strategy)* to guide the redevelopment and revitalisation of the Centre.

The Strategy was adopted by Council in August 2016 and was the culmination of specialist studies into Urban Design and Built Form Modelling; Economic Feasibility; Traffic and Transport Modelling; a Place Audit and community and stakeholder workshops. The Strategy's vision is to create:

"A progressive, colourful, vibrant and engaging local centre that is comfortable and well connected to the surrounding area and facilities. Wentworthville Centre will be a great place to live and shop; to stay".

The aims and objectives of the Strategy are reflected in this document as well as amendments to Holroyd LEP 2013 to change the height and floor space ratio controls within the Centre. The intention of the Strategy is to introduce greater flexibility as a means of encouraging the Centre's revitalisation as well as promote Wentworthville as a health and education precinct supportive to Westmead. The controls provide increased opportunities to achieve bonus commercial floor space in addition to the introduction of design excellence provisions. Required infrastructure and public domain works will also be implemented, commensurate with a renewed and expanded Centre.

Planning controls pertaining to the Centre are contained in Part L, Section 3 "Wentworthville Town Centre" of Holroyd DCP 2013. These will now be replaced by a new comprehensive set of planning controls as detailed in this document.

1.2 Land covered by this Part

This Part applies to all development on land identified within the Centre as shown in **Figure 1**, with the exception of 42-44 Dunmore Street and 108 Station Street, Wentworthville, both of which are the subject of separate site specific planning controls.

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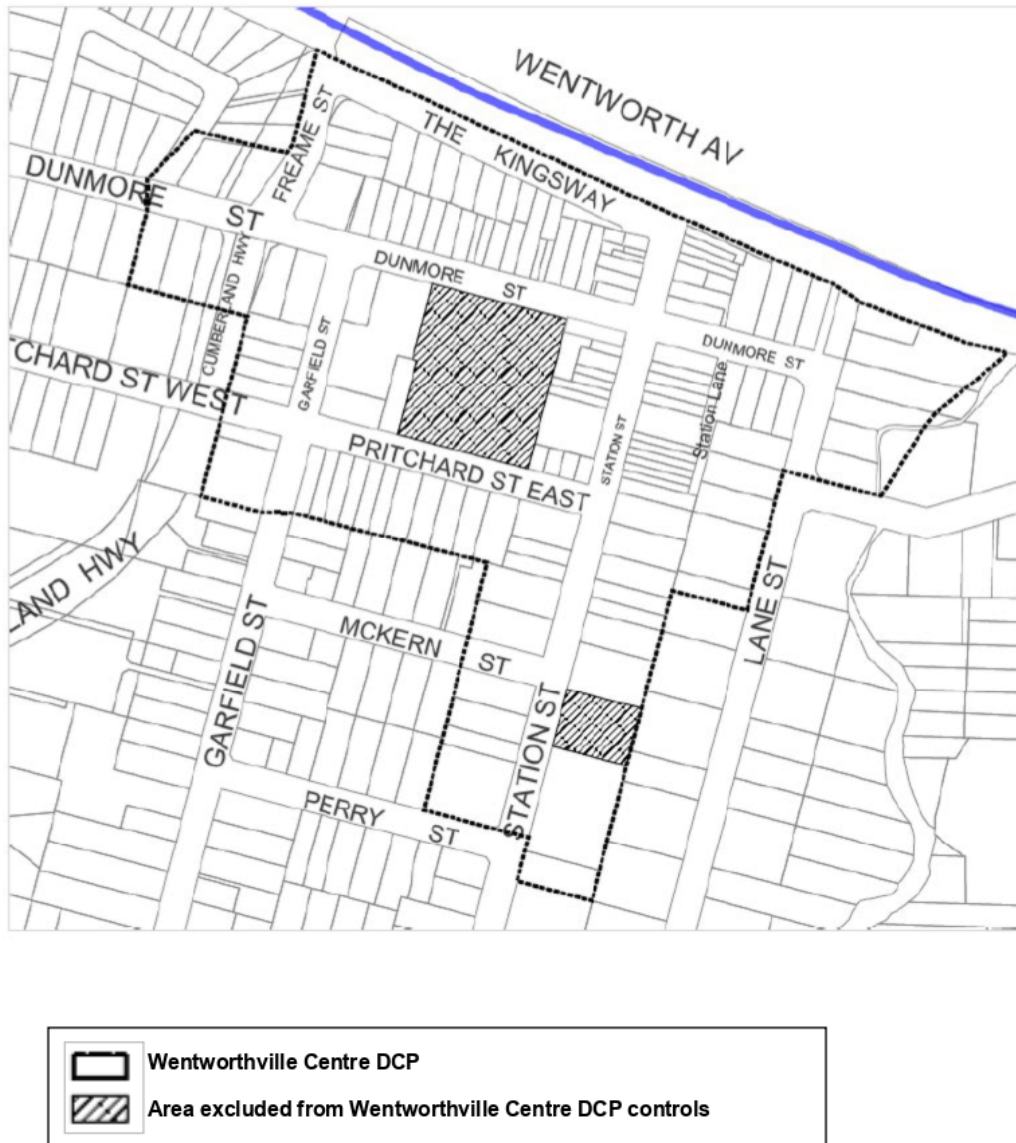


Figure 1: Land covered by this Part

Wentworthville Centre Draft Development Controls – November 2019 WC**1.3 Relationship to other parts of Holroyd Development Control Plan 2013**

Part L, Section 3, Wentworthville Town Centre Controls of Holroyd DCP 2013 shall be read in conjunction with the following parts of Holroyd DCP 2013, which contain objectives and controls that relate to development in this Part: -

Part A - General Controls

Part B - Residential Controls

Part C - Commercial, Shop Top Housing and Mixed Use Development Controls

Part E - Public Participation

Part F - Advertising and Signage Controls

Part G - Places of Public Worship Controls

Part H - Heritage and Conservation Controls

Part I - Child Care Centre Controls

In addition to this Part, SEPP 65 and the NSW Apartment Design Guide (ADGs) must be taken into account when preparing a development application. Where there is an inconsistency between this Part and provisions contained elsewhere in Holroyd DCP 2013, the provisions of this Part shall prevail.

1.4 Aims and Purpose

The purpose of this Part is to articulate the detailed built form controls outlined in the Strategy and the desired future character for a revitalised Centre. The key aims of this Part are to:

- a) Develop a strong individual identity for the Centre through a vibrant mix of retail, commercial and residential developments;
- b) Ensure buildings are designed to maximise appropriate amenity outcomes for the Centre and modernise the village atmosphere;
- c) Create and maintain new public domain areas to be used and enjoyed by the general community for recreation, living and working;
- d) Improve vehicular circulation, traffic movements and laneway networks through and around the Centre;
- e) Create a pedestrian friendly Centre by improving connectivity, circulation, amenity and safety.
- f) Respect heritage elements of the Centre.

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2 STRUCTURE PLAN

The key elements of the preferred built form for the Centre contained in the adopted Wentworthville *Planning and Place Making Strategy*, are:-

- a) For selected sites fronting the northern side of Dunmore Street, street wall heights are designed to maintain solar access to the proposed linear street plaza during times of peak usage;
- b) A mix of strategically located towers with base heights ranging from 12 to 16 storeys (41 – 53 metre – excluding bonuses) in close proximity to the Wentworthville Railway Station;
- c) Street wall heights across the majority of the Centre are designed to maintain well-proportioned and human scale streetscape, whilst modernising the village atmosphere of the Centre;
- d) Additional building heights and floor space permitted where a public benefit is to be provided e.g. public open space and pedestrian linkages;
- e) Floor space bonus incentives to secure public benefits and design excellence;
- f) An articulated skyline that reinforces the Centre with increased height located away from surrounding residential neighbourhoods;
- g) Limit overshadowing of residential areas and public open spaces;
- h) Solar access controls to achieve a high quality public domain.
- i) Create new public domain spaces and through site links to enhance pedestrian connectivity and amenity
- j) Manage vehicular traffic within the Centre and extend and improve laneway networks.

2.1 Site Amalgamation

Site amalgamation is required for all properties north of Dunmore Street bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway (Freame Street) as a means of achieving high quality buildings, on site parking, solar access and public benefits such as through site links. The area is commonly referred to as the *Dunmore Street North Precinct*. Refer to **Figure 2** and **Table 1** for sites subject to amalgamation.

Objectives

- O1.** Deliver the preferred built form for the Centre that provides workable building footprints to encourage the Centre's revitalisation.
- O2.** Ensure site dimensions allow for the achievement of an appropriate built form that meets the objectives of the Centre including solar access and connectivity outcomes.
- O3.** Prevent sites becoming isolated and unable to be developed in accordance with Holroyd LEP 2013.
- O4.** Facilitate solar access and through site links in specific locations.

Wentworthville Centre Draft Development Controls – November 2019 WC**Development Controls**

- C1.** Site amalgamation of properties north of Dunmore Street bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway (Freame Street) is to be carried out in accordance with **Figure 2** and **Table 1**.
- C2.** In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:
- a) Two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Institute of Valuers, and;
 - b) Evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.
- C3.** Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, and the proposed development site, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking, built form, solar access and connectivity outcomes.

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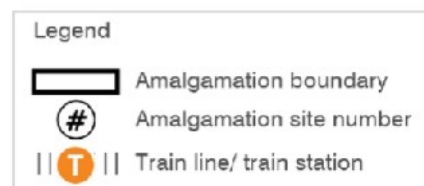


Figure 2: Site Amalgamation Plan - Dunmore Street North Precinct

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Table 1: Site Amalgamation - Property Description

Amalgamated Site No.	Lot	DP	Address - Wentworthville	Site Area m ²
1	15	9296	6 Freame Street	586.19
	16	9296	8 Freame Street	524.38
	9	264288	10 Freame Street	665.26
	22A	306494	23 The Kingsway	482.53
	21A	306494	24 The Kingsway	515.88
	20A	306494	25 The Kingsway	532.33
	19A	306494	26 The Kingsway	561.31
	18A	306494	27 The Kingsway	578.37
				4446.25 m²
2	1	1075217	73-75 Dunmore Street	1290.90 m²
3	8	9296	63 Dunmore Street	370.62
	9	9296	63 Dunmore Street	387.13
	10	9296	63 Dunmore Street	402.23
	11	9296	67 Dunmore Street	421.30
	4	368587	71 Dunmore Street	472.93
	B	388555	71 Dunmore Street	50.93
				2105.14 m²
4	2	530178	53 Dunmore Street	196.78
	1	530178	55 Dunmore Street	167.55
	6	9296	57-59 Dunmore Street	358.70
	7	9296	61 Dunmore Street	387.18
				1110.21 m²
5	2	9296	41 Dunmore Street	597.82
	6	703262	45 Dunmore Street	329.74
	4	9296	49-51 Dunmore Street	343.53
	5	703262	15 The Kingsway	251.79
	25	9296	22 The Kingsway	337.99
				1860.87 m²

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Amalgamated Site No.	Lot	DP	Address - Wentworthville	Site Area m ²
6	B	386116	7 The Kingsway	273.30
	26	9296	7 The Kingsway	262.42
	2A, Sec:12	963	27 Dunmore Street	445.99
	3, Sec:12	963	29 Dunmore Street	462.65
	3A, Sec:12	963	33-35 Dunmore Street	452.35
	C	395756	37 Dunmore Street	122.85
	B	395756	39 Dunmore Street	143.83
				2163.39 m²
7	E	409438	The Kingsway	125.53
	F	409438	1-3 Station Street	237.69
	C	403472	5 Station Street	56.76
	A	387693	7 Station Street	86.80
	C	8621	9 Station Street	270.23
	H	364526	13-15 Station Street	275.45
	F	328120	17-19 Station Street	240.22
	J	364526	17 Station Street	26.49
				1319.17 m²

2.2 Minimum Lot Frontage

Objectives

- O1.** Ensure development is carried out on sites that are sufficient in frontage in order to provide adequate vehicular access and car parking and improved built form outcome.
- O2.** Avoid the creation of smaller, isolated sites that cannot be separately developed.
- O3.** Ensure developments are compatible with both the established character and desired future amenity of the Centre and appropriate to the FSR and maximum height controls.

Development Controls

- C1.** The minimum site frontage width for properties not required to be amalgamated under Section 2.1 is:
 - Up to three (3) storeys – 20 metres
 - 4-8 storeys - 26 metres
 - 9 storeys and greater - 32 metres

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3 BUILT FORM

The following controls generally reflect the adopted *Wentworthville Planning and Place Making Strategy*.

3.1 Design Excellence

The following controls are provided for reference purposes and should be read in conjunction with relevant statutory provisions contained in the LEP for the Centre.

Objectives

Cumberland Council is committed to ensuring all major developments deliver the highest standard of architectural and urban design. Design excellence is a tool whereby the objectives of the Centre can be achieved by encouraging:-

- High quality, diverse and innovative design; and
- Development that by virtue of its location, individually and collectively contributes to the urban design context of the Wentworthville Centre.

Controls

Design excellence applies only to land within the boundaries of the Design Excellence Map that permits development greater than 30 metres in height. **Refer to Figure 3.** *Cumberland Design Excellence Guidelines* provide further details on relevant criteria and procedures when seeking an incentive bonus in building height of up to an additional 10% and additional floor space ratio of up to 0.5:1.

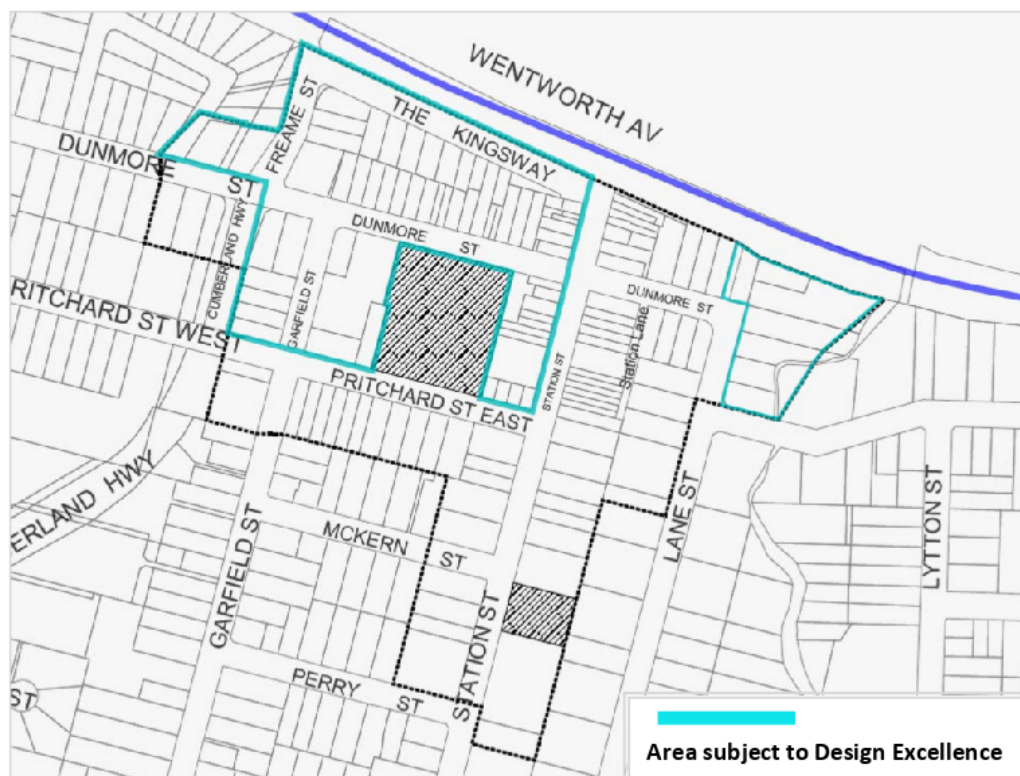


Figure 3: Design Excellence Map

Wentworthville Centre Draft Development Controls – November 2019 WC**3.2 Building Height****Objectives**

- O1.** Deliver a built form that provides a height transition from lower scale on the fringe of the Centre to higher scale in the Centre's core and clustering buildings of similar height.
- O2.** Ensure the scale of the built form provides for a legible Centre with spatial definition and transition between spaces.
- O3.** Achieve appropriate management of visual impact, overshadowing, access to sunlight and privacy.

Development Controls

- C1.** The maximum building height for development within the Wentworthville Town Centre is expressed in metres within the relevant Local Environmental Plan as a written statement and associated maps.
- C2.** Each storey shall comprise a minimum floor to ceiling height as defined in the NSW Department of Planning's Apartment Design Guide.
- C3.** Refer to Section 4 for further details on varying height controls for sites within certain precinct areas which require design outcomes based on their specific location within the Centre.

3.3 Building Setbacks**Objectives**

- O1.** Enhance the character of the Centre through consistent and uniform alignment of building facades and streetscape.
- O2.** Reinforce strong definition of streets and public spaces in the Centre.
- O3.** Provide a transition in built form to the lower scale residential areas adjoining the Centre.

Development Controls

- C1.** All developments are to provide and maintain building setbacks in accordance with **Figure 4**.

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Figure 4: Building Setbacks

Wentworthville Centre Draft Development Controls – November 2019 WC**3.4 Primary & Secondary Active Frontages****Objectives**

- O1.** Provide for a vibrant, pedestrian focused Centre with active frontages that enliven the vitality of streets through the orientation and design of ground floor entries and shopfronts.
- O2.** Contribute to a safe environment for pedestrians and residents through both passive and active surveillance.
- O3.** Maintain the established character of fine grain frontages at ground level.
- O4.** Ensure vehicular access and car parking does not impact on character and function of active frontages.

Development Controls

- C1.** Continuous ground level active uses must be provided along primary active frontages as shown on **Figure 5**.
- C2.** Primary active frontages include but not limited to:
 - Retail and commercial shopfronts
 - Food and drink premises including restaurants and cafes
 - Entrances to public buildings or commercial building foyers
 - Customer service areas and receptions (where visible from the street)
- C3.** Maximise the use of entries, transparent glazing and display windows to encourage visual engagement. Blank walls, roller shutters and the use of dark or obscured glass are not permitted.
- C4.** Restaurants, cafes and the like are encouraged to consider providing openable shopfronts.
- C5.** Continuous awnings are to be provided on all primary active frontages.
- C6.** Vehicular access and parking are not encouraged on primary active frontages where alternate access points are available.
- C7.** Secondary active frontages are preferred locations for vehicle access, car parking, plant and service areas, docks, secondary entrances and the like.

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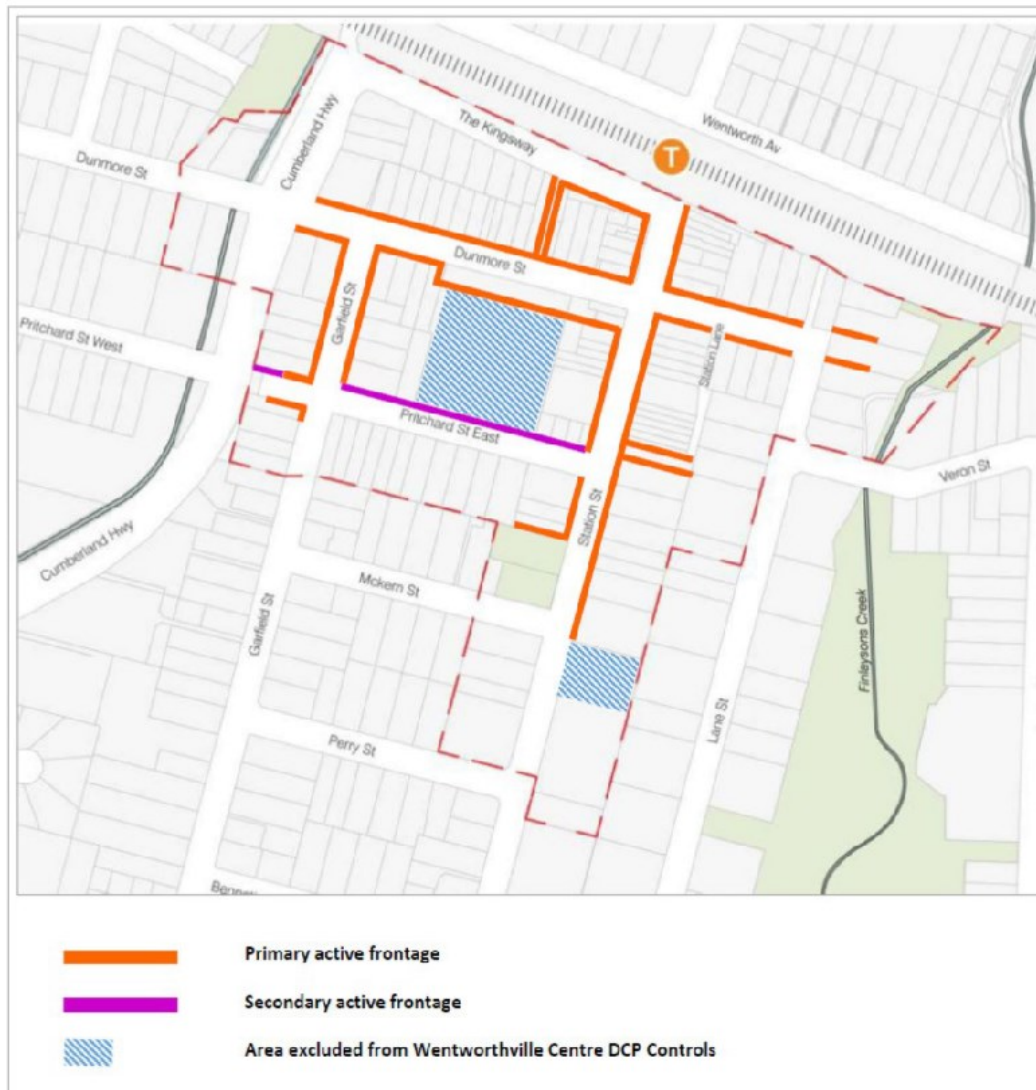


Figure 5: Active Frontages

Wentworthville Centre Draft Development Controls – November 2019 WC**3.5 Street Wall Heights****Objectives**

- O1.** Ensure building heights at street level are well proportioned and maintain a human scale.
- O2.** Facilitate a consistent street wall height throughout the Centre.
- O3.** Maintain adequate sunlight access to the Dunmore Street plaza through lower street wall heights on selected sites to the north of Dunmore Street.
- O4.** Provide prominence to the street level, establish a clear presence for retail and increase the visibility and marketability of ground floor space.
- O5.** Respect heritage elements within the Centre.

Development Controls

- C1.** The nominated street wall height applies to a site's street frontage.
- C2.** A street wall height (podium) of 20 metres (5 storeys) applies across the Centre with the exception of the following locations.

a) Amalgamated Sites 4,5,6,7

Selected sites north of Dunmore Street to facilitate solar access to the public plaza. A street wall height of 17 metres (4 storeys) applies to amalgamated sites 4, 5, 6 and 7 north of Dunmore Street as shown in **Figure 6**.

Refer to **Figure 2** and **Table 1** for addresses of sites affected.

b) Amalgamated Sites 6, 7 and 2-8 Station Street

A street wall height of 11 metres (2 storeys) applies to The Kingsway street frontage of Amalgamated Sites 6 and 7 together and Nos. 2 – 8 Station Street to preserve the existing traditional and heritage shopfront pattern. Refer to **Figure 6**.

Refer to **Figure 2** and **Table 1** for addresses of sites affected.

3.6 Upper Level Setbacks**Objectives**

- O1.** Create well-proportioned and human scale streets.
- O2.** Reduce the visual impact of upper storeys
- O3.** Support building separation requirements and facilitate built form articulation.
- O4.** Maintain adequate sunlight access to the Dunmore Street plaza at times of peak usage.

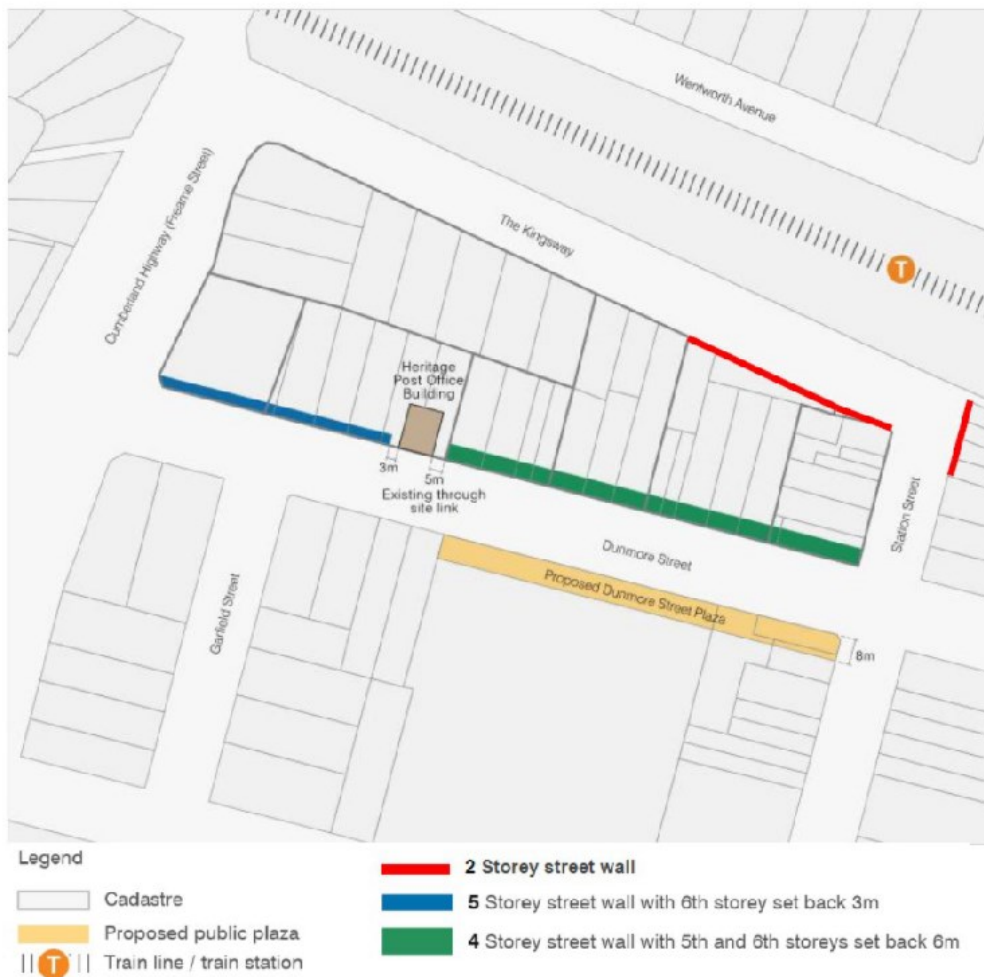
Development Controls

- C1.** A three (3) metre upper level setback applies across the Centre for buildings above 20 metres (5 storeys) with the exception of the following location.

a) Amalgamated Sites 4,5,6,7

A 6 metre upper level setback applies to Amalgamated Sites 4, 5, 6 and 7 north of Dunmore Street to facilitate solar access to the public plaza during core lunchtime periods. Refer to **Figure 6**.

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**Figure 6: Street Wall Heights and Upper Level Setbacks
Dunmore Street North Precinct**

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3.7 Building Facade Design

The design and detailing of building facades can have a major impact on the appearance and bulk of a building. High quality facades are a balanced composition of building elements, textures, materials and colour that collectively strengthens the character of the Centre and the continuity of streetscape.

Objectives

- O1.** Building facades to provide visual interest and articulation while respecting the traditional character of the Centre.
- O2.** Building facades are to be designed to reinforce and promote a sense of safety and security.
- O3.** Building facades are to meet the aims and objectives of the Apartment Design Guide (ADGs).

Development Controls

- C1.** Building facades should be well resolved with an appropriate scale and proportion to the streetscape and human scale. Design solutions may include:
 - well composed horizontal and vertical elements
 - elements that are proportional and arranged in patterns
 - public artwork or treatments to exterior blank walls
 - grouping of floors or elements such as balconies and windows on taller buildings
- C2.** Building entries should be clearly defined
- C3.** Corner buildings are given visual prominence through a change in articulation, materials or colour, roof expression or changes in height and are to comply with Section 3.11, Part C of Holroyd DCP 2013.

3.8 Solar Access

Adequate solar access is to be maintained to key public domain areas within the Centre. New developments are to be sensitively designed to provide adequate daylight access for the enjoyment of Centre residents and visitors.

Objectives

- O1.** Ensure adequate solar access is maintained to the Dunmore Street Plaza during core lunchtime hours in mid-winter.
- O2.** Ensure other key public domain areas receive adequate solar access to preserve the amenity and enjoyment of these spaces.

Development Controls

- C1.** Buildings to the north of Dunmore Street must maintain solar access to a minimum of 50% of the Dunmore Street Plaza at ground level between the hours of 12.00 pm and 2.00pm on the 21st June. Tower elements must be slender in the east-west direction to minimise the duration of overshadowing impacts on the plaza.
- C2.** Redevelopment of sites to the north of Friend Park must maintain 3 hours of direct sunlight to minimum 50% of Friend Park on 21st June between 11.00am and 3.00pm.
- C3.** Buildings to the north of the proposed Civic Hub/Library Precinct plaza on land at 2-14 Lane Street must be designed to maintain 3 hours of direct sunlight to minimum 50% of the plaza

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area on 21st June between 11.00am and 3.00pm. Refer to Section 7 for location of proposed plaza.

3.9 Awnings**Objectives**

- O1.** Maintain a consistent streetscape and provide visual interest through a continuous awning theme.
- O2.** Locate awnings to provide for weather protection and the safety and security of pedestrians.
- O3.** Design awnings to accommodate the provision of street tree planting and furniture location.

Development Controls

- C1.** Continuous awnings are to be provided on all primary active frontages.
- C2.** Compliance with Section 3.8, Part C of the Holroyd DCP 2013 for relevant awning controls.

3.10 Fine Grain Shopfront**Objectives**

- O1.** Reinforce the predominant historic pattern and character of shopfronts within the Centre and express the building typology in future building façade designs.
- O2.** Accentuate the pedestrian scale and create well-proportioned streetscapes.
- O3.** Respect heritage elements within the Centre.

Development Controls

- C1.** Development located on Dunmore Street (between Cumberland Highway and Lane Street) and Station Street (between Pritchard St East and The Kingsway) is to provide a fine grain retail shop front character by:
 - a) Ensuring ground floor frontages provide for active non-residential uses with at-grade pedestrian access.
 - b) Minimal use of blank walls with frontages divided into discrete sections to maintain a fine grain, human-scale appearance.
- C2.** Where development adjoins a laneway or through site link, ground level uses should be designed to provide a direct interface to that adjoining laneway or a through site link.

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4 SPECIFIC PRECINCTS

The following describes planning controls for selected key precincts within the Centre that require specific design outcomes. Typical sections and diagrams illustrate applicable controls such as street setbacks, split heights, street wall height, podium setback, laneways and through-site links for the following nominated locations: -

- a) Dunmore Street North Precinct comprising: -
 - 63-71 Dunmore Street (Amalgamated Site 3 – refer **Table 1**)
 - 41-51 Dunmore Street & 15 and 22 The Kingsway (Amalgamated Site 5 – refer **Table 1**)
 - 1-19 Station Street & Lot E The Kingsway (Amalgamated Site 7 – refer **Table 1**)
- b) Station Street and Lane Street Precinct
- c) Pritchard Street East Precinct

4.1 Dunmore Street North Precinct

As discussed in Section 2.1, site amalgamation is required for properties within the Dunmore Street North Precinct bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway as shown in **Figure 2** and **Table 1**.

The following diagrams describe typical controls for selected Amalgamated Sites 3, 5 and 7. The sections typically illustrate split heights, locations where through site links are to be provided and the desired building envelope to maintain solar access to the Dunmore Street Plaza.

4.1.1 Amalgamated Site 3

Amalgamated Site 3 comprises properties 63 – 71 Dunmore Street, which includes the heritage listed Post Office site. This land is subject to varying heights and floor space ratios across the site, includes formalisation of an existing through site link alongside the heritage building and the building envelope is dictated by the need to maintain solar access to the plaza.

The above design elements are typically illustrated in **Figures 7 and 8**.

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Figure 7: Amalgamated Site 3 – Typical North-South Section

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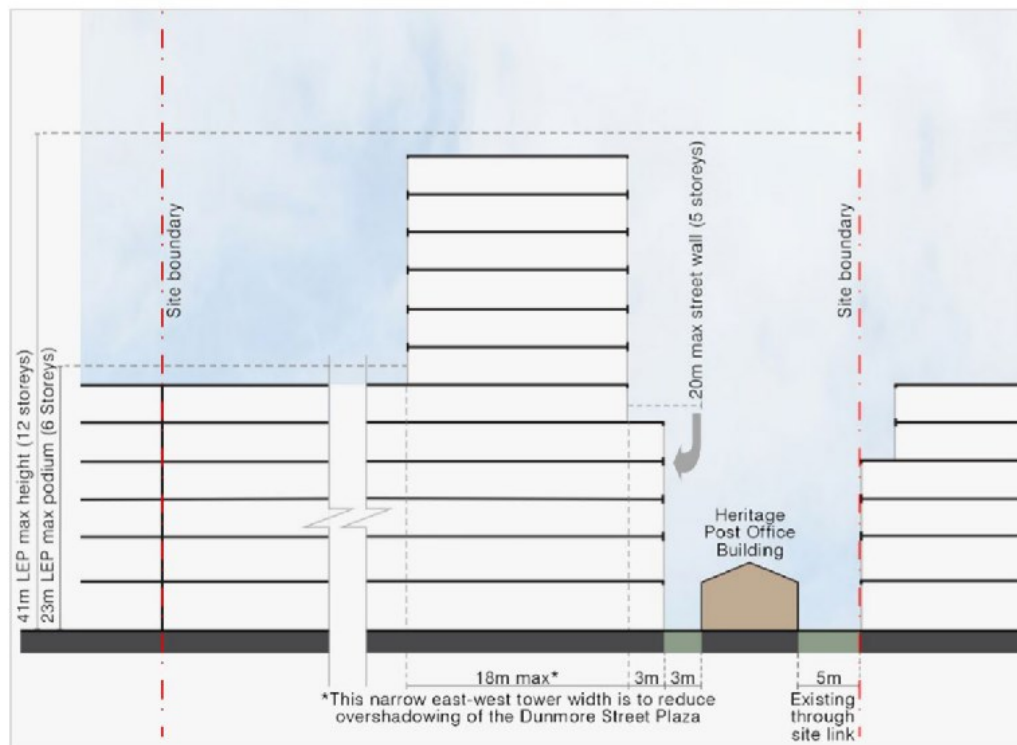


Figure 8: Amalgamated Site 3 – Typical East-West Section

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4.1.2 Amalgamated Site 5

Amalgamated Site 5 comprises properties 41 – 51 Dunmore Street, 15 and 22 The Kingsway, Wentworthville. This land is subject to varying heights across the site and includes formalisation of an existing through site link at 41 Dunmore Street and the building envelope is dictated by the need to maintain solar access to the plaza.

The above design elements are typically illustrated in **Figures 9 and 10**.

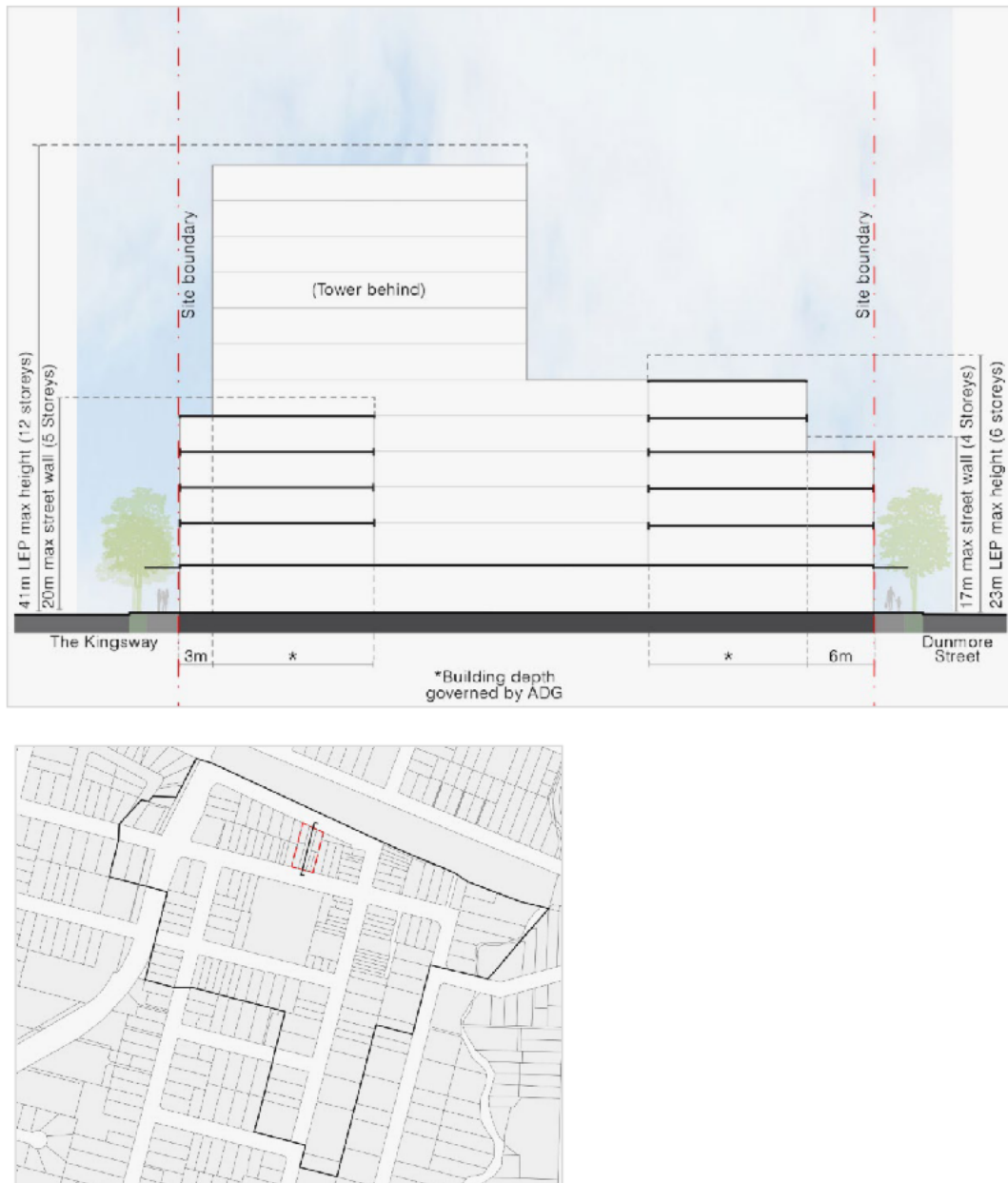


Figure 9: Amalgamated Site 5 – Typical North South Section

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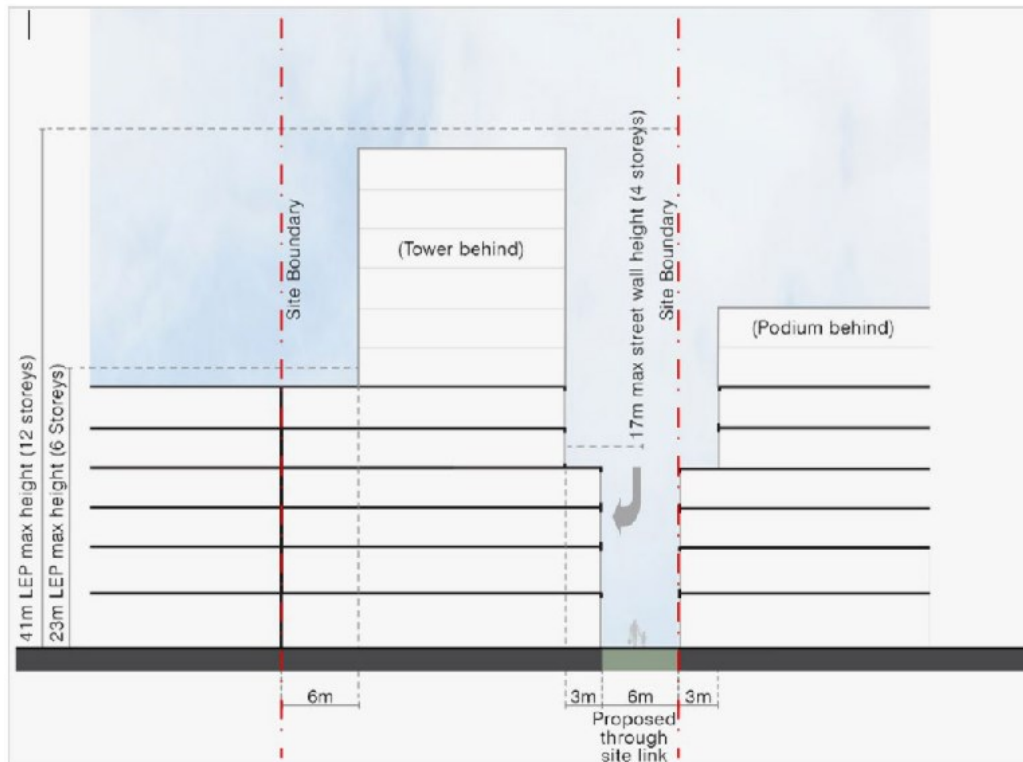


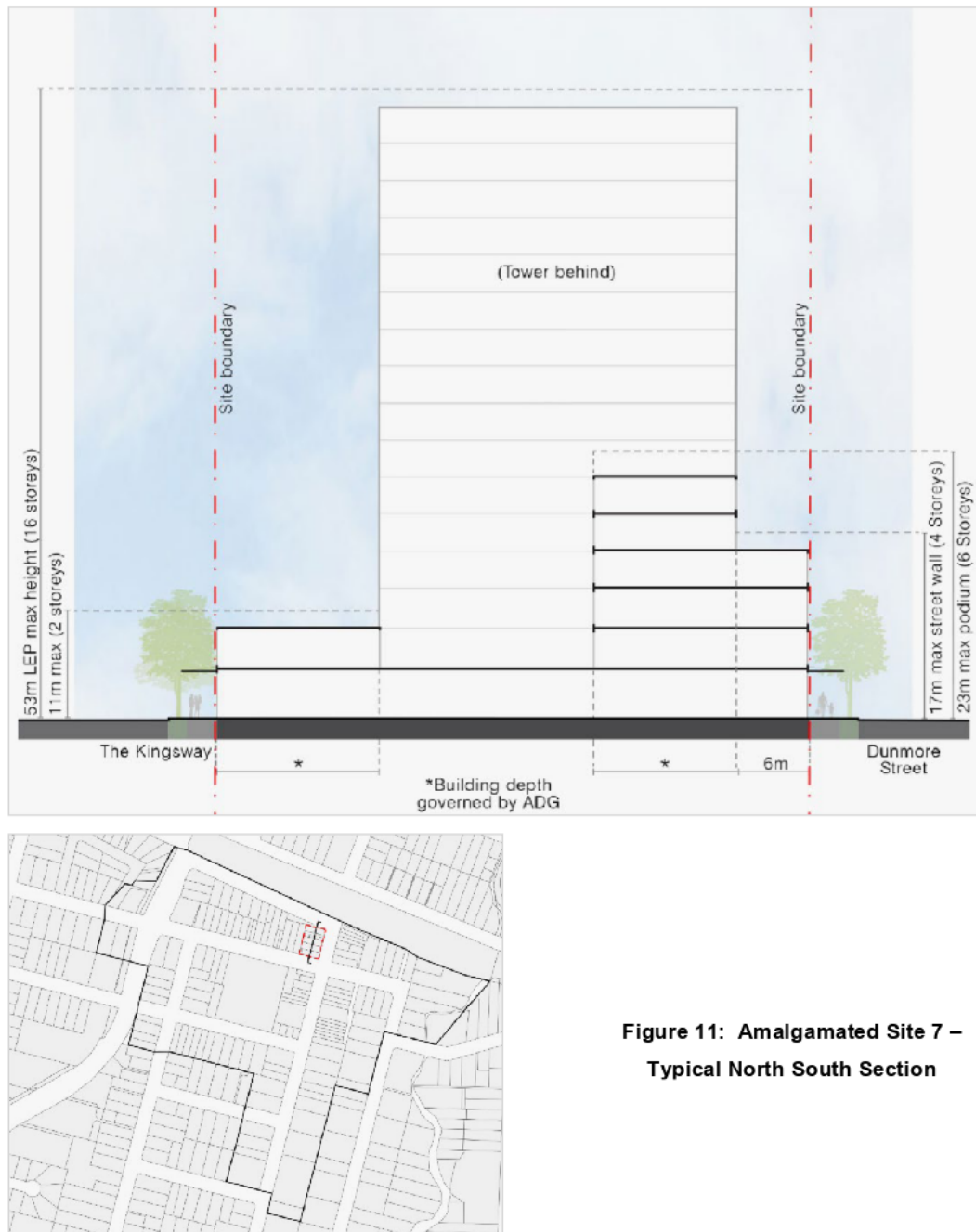
Figure 10: Amalgamated Site 5 – Typical East West Section

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4.1.3 Amalgamated Site 7

Amalgamated Site 7 comprises properties 1-9 and 13-19 Station Street, and Lot E, The Kingsway, Wentworthville. This land is subject to a building envelope that is required to maintain solar access to the plaza and a two storey street edge along the Kingsway frontage to respect the existing shopfront character of The Kingsway.

The above design elements are typically illustrated in **Figure 11**.



**Figure 11: Amalgamated Site 7 –
Typical North South Section**

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4.2 Station Street East and Lane Street Precinct

The Station Street East / Lane Street Precinct is affected by the extension and widening of Station Lane. Its location on the fringe of the Centre, adjoining a medium density residential area to the east, also necessitates a sensitive transition in building height across each site. Typical building heights are to range from 20 – 30 metres (5 – 8 storeys) across sites. The sites affected by proposed widening and extension of Station Lane are identified in Section 5.1 and **Figure 14**. Required building setbacks to Station Lane are detailed in **Figure 4**.



Figure 12: Station Street East/Lane Street Precinct – Typical East West Section

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4.3 Pritchard Street East Precinct

The Pritchard Street East Precinct comprises 6-18 Pritchard Street, adjoining a low density residential area to the south which necessitates a sensitive transition in building height and scale. As shown in **Figure 13** building heights range from 17 - 23 metres (4 – 6 storeys) with a 6m front setback and an 8m landscaped rear setback. The split height controls are reflected in the applicable LEP Height of Buildings Map for the Centre.

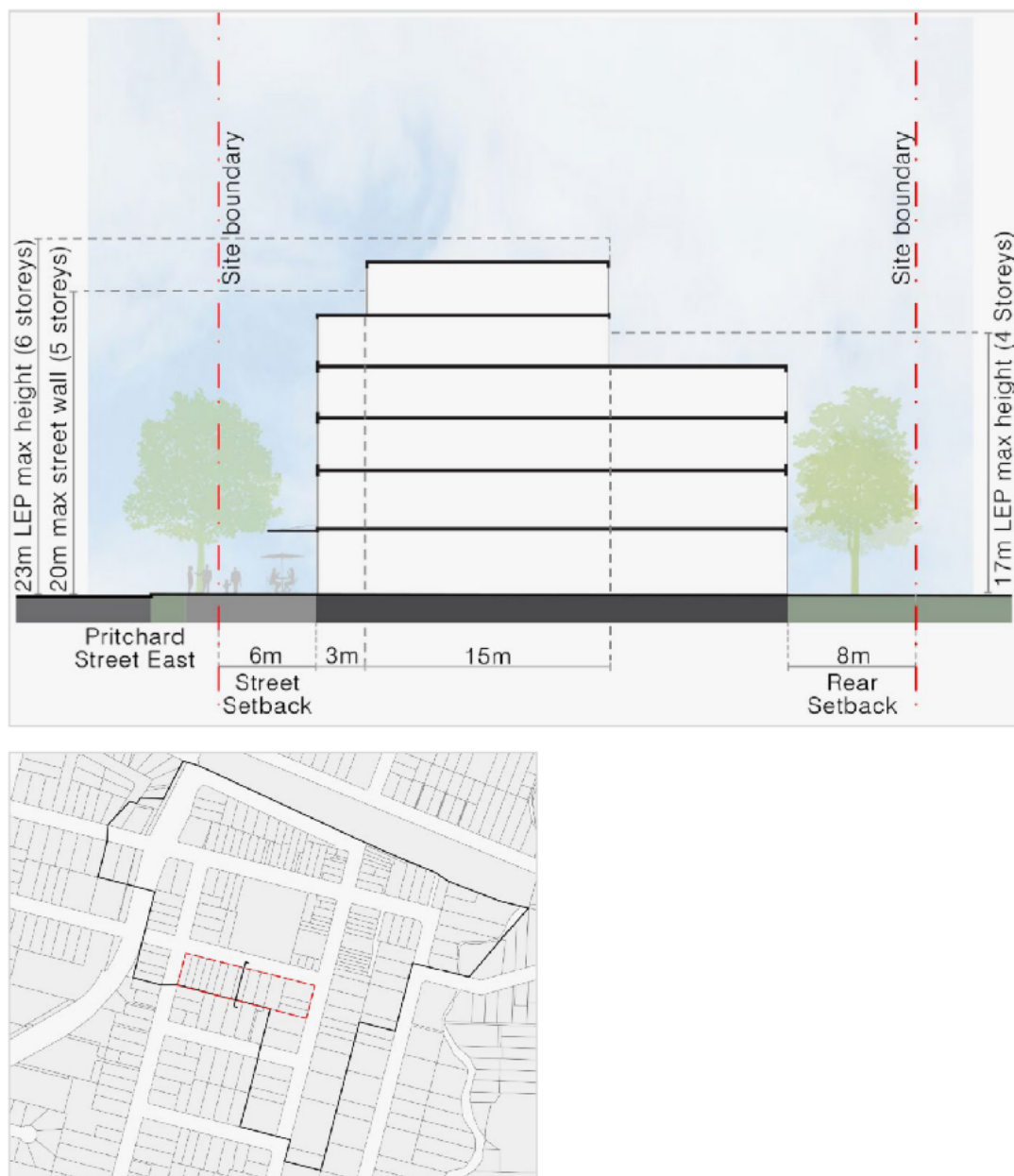


Figure 13: Pritchard Street East – Typical North South Section

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5 VEHICULAR ACCESS AND PARKING

5.1 Vehicular Access and Laneways

Objectives

- O1. Provide improved, safe and efficient vehicular access and circulation throughout the Centre.
- O2. Create a safe and active pedestrian focus for the Centre along street frontages.
- O3. Minimise impact of vehicular access on streetscape amenity and pedestrian safety.
- O4. Implement traffic management measures to reduce through traffic on Dunmore Street and enhance pedestrian amenity on Dunmore Street between Garfield and Station Streets.

Development Controls

- C1. Vehicular access is discouraged on primary active frontages as identified in **Figure 5**.
- C2. Vehicular access to Nos. 53-71 Dunmore Street is to be provided via a formalised existing service lane over The Kingsway car park – refer to **Figure 14**.
- C3. Maintain existing vehicular access to Nos. 73-75 Dunmore Street with the option to utilise alternative vehicular access from the rear service lane across The Kingsway car park.
- C4. Widen and extend Station Lane for vehicle access over adjoining properties as identified in **Table 2** and **Figure 14**.
- C5. Development is not to preclude the delivery of the main street bypass as identified in **Figure 14**.

Table 2 – Properties affected by widening and extension of Station Lane

Sites Affected	Control	Land to be dedicated for road widening
8 Dunmore Street & 40-50 Station Street	Widen the existing Station Lane by dedicating approximately 2 metres of land along the western side boundary of 8 Dunmore St and eastern rear boundary of 40-50 Station Street. The final width of the lane is to be 8 metres including a footpath.	Yes
32-38 Station Street	Widen the existing Station Lane by dedicating approximately 0-2 metres of land along the eastern rear boundary. The final width of the lane is to be 8 metres including a footpath.	Yes
56 – 82 Station Street & 86-96 Station Street	Extend the existing Station Lane (to the south) by dedicating 8 metres of land along the eastern rear boundary.	Yes

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86-96 Station Street	The approved 6.6 metre laneway over 108 Station Street is to be widened to 8 metres. This requires the dedication of approximately 1.4 metres along the southern boundary of 86-96 Station Street to facilitate the laneway widening and footpath. This is in addition to the 8 metre dedication at rear of site.	Yes



Figure 14: Vehicular Access - Proposed and Extended

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- O1.** To provide sufficient car parking within the Centre to meet expected demand while minimising impacts on the surrounding road network.
- O2.** To minimise traffic congestion in the Centre.
- O3.** To ensure off-street parking facilities and access does not interfere with traffic flow and safety in adjacent streets or endanger pedestrian traffic on or off the site.
- O4.** To encourage cycling as an alternative form of transport.

Development Controls

- C1.** On-site car parking rates for all land uses with the exception of *Commercial Premises* are to be provided in accordance with Part A of Holroyd DCP 2013.
- C2.** On-site car parking rates for *Commercial Premises* are 1 space per 50sqm of gross leasable floor area.
- C3.** Bicycle parking is to be provided in accordance with Part A, Section 3.1 of Holroyd DCP 2013.

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6 PEDESTRIAN CONNECTIVITY AND AMENITY

Several pedestrian through site links have been identified in order to improve pedestrian accessibility and movement throughout the Centre. Of five locations identified, three existing thoroughfares are to be improved and enhanced as part of future redevelopment. The link locations are identified below.

Objectives

- O1.** To improve the connectivity and pedestrian amenity throughout the Centre.
- O2.** To create a safe, active and friendly pedestrian environment.
- O3.** To provide direct and accessible through site pedestrian links that improve the legibility of the Centre.

Development Controls

- C1.** All through site links must:
 - a) Provide a functionally and visually continuous pedestrian link with a clear line of sight for the purpose of surveillance and accessibility.
 - b) Ensure pedestrian safety and the security of adjacent businesses is maintained at all times.
 - c) Be publicly available at all times and be well lit for the safety of users.
 - d) Incorporate active frontages where possible.
- C2.** Through site links are to be provided in future redevelopment proposals on sites described in Section Controls C3 to C7 below and as shown in **Figure 15**.
- C3. Dunmore Street - The Kingsway (Amalgamated Site 5)**
 - a) Transformation of an existing arcade within Amalgamated Site 5 into a 6 metre wide open air pedestrian link with shopfronts, dining opportunities and appropriate lighting to create safe pedestrian access between the Wentworthville Rail Station and Dunmore Street / Plaza.
 - b) The preferred location for the through site link is through 41 Dunmore Street which is to be incorporated into future Development Applications for this site.
 - c) This link must maintain an easily identifiable continuous pedestrian link with the redevelopment of 42 - 44 Dunmore Street (Wentworthville Mall) site.
- C4. Dunmore Street - The Kingsway Car Park (Amalgamated Site 3)**
 - a) Formalisation of the existing through site link adjoining the heritage listed Post Office at 63 Dunmore Street (within Amalgamated Site 3) as part of the site's future redevelopment.
 - b) Designs are to consider a connected outdoor public space in conjunction with the adaptive reuse of the old post office.
- C5. Pritchard Street East - Friend Park (6 Pritchard St)**

Future redevelopment of 6 Pritchard Street is to include a new through site pedestrian link connecting Friend Park through to Pritchard Street East to facilitate direct access between the park and the main shopping area. The pedestrian link is to be a minimum 3.5 metres in width.

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C6. Station Street - Lane Street (56 Station St)

Formalisation of the existing through site link at 56 Station Street adjoining the Wentworthville Hotel to improve pedestrian access between Station Street and Lane Street car park. The pedestrian link is to be a minimum 3.5 metres in width.

C7. Civic Hub/Library Precinct (2-14 Lane St)

Create a new pedestrian access link from Dunmore Street to Veron Street Park, through a future new Library and Civic Hub at 2-14 Lane Street. Detailed design of the plaza link is to be determined by future design concepts for the precinct.

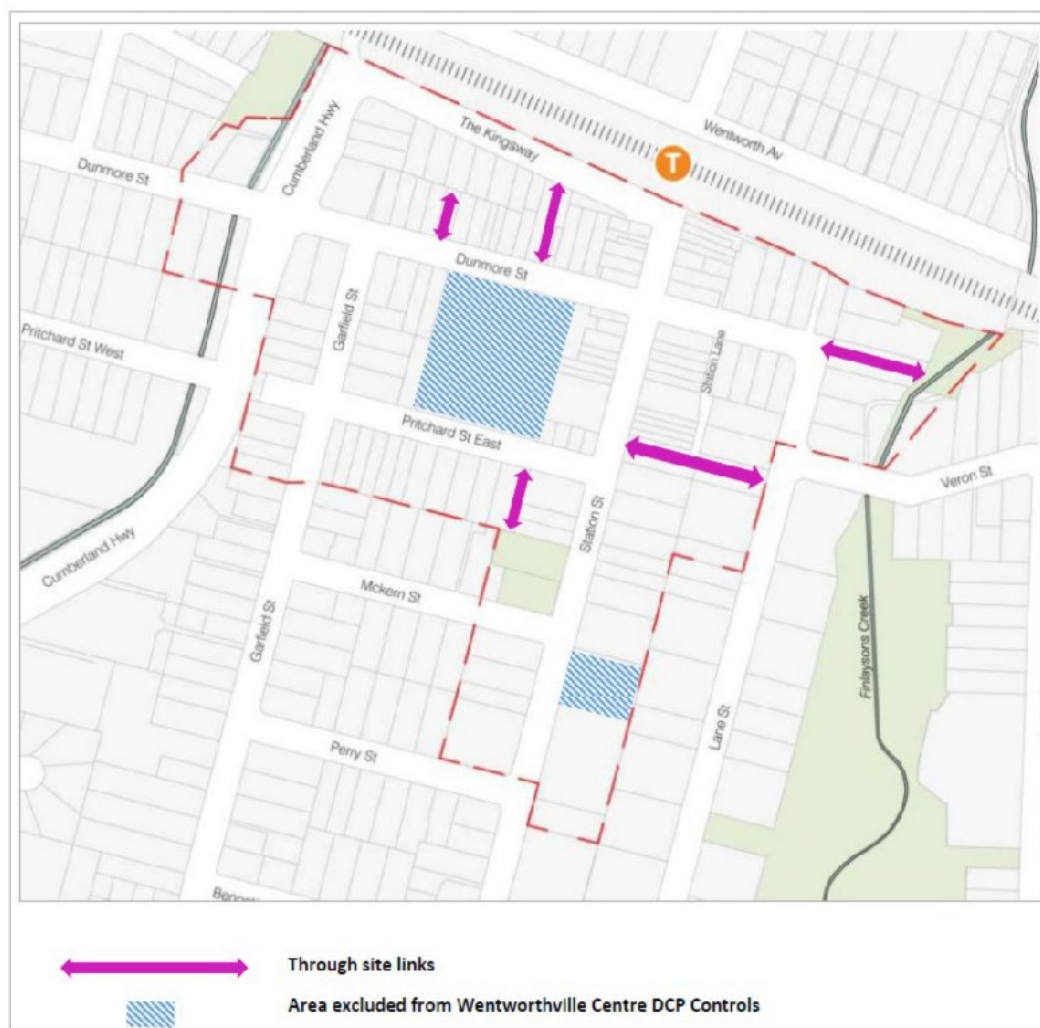


Figure 15: Pedestrian Connectivity and Amenity

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7 PUBLIC DOMAIN

The following controls are to be read in conjunction with the *Wentworthville Public Domain Strategy and Landscape Strategy*.

Objectives

- O1.** Provide publicly accessible integrated open space to cater for informal gatherings and recreational purposes.
- O2.** Ensure publicly accessible open space has appropriate levels of sunlight, shade, air circulation and safety.

Development Controls

- C1.** Create three new public places as shown in **Figure 16** and described in Section Controls C2 to C4 below.

C2. Dunmore Street Plaza

Included in the redevelopment of 42-44 Dunmore Street (Wentworthville Mall Site) is the construction of a Plaza along the southern side of Dunmore Street. In compliance with the Wentworthville Strategy's Structure Plan this plaza is to be extended in an easterly direction over No. 21 Station Street. This will:-

- a) Require a dedicated continuous strip of land 8 metres in depth from the existing footpath boundary extending the full length of the site at 21 Station St along the Dunmore Street frontage.
- b) Be a paved urban plaza with the flexibility to cater for a range of informal uses, functioning as a promenade and including distinct zones for outdoor dining, public seating/gathering and public art.
- c) Include zones for unobstructed pedestrian movement, outdoor dining and street furniture such as seating, lighting and rubbish bins.
- d) Allow for temporary uses such as markets, stalls and outdoor music.
- e) Include adequate landscaping with large soil volumes capable of sustaining tree planting
- f) Include extensive, co-ordinated street tree planting, and
- g) Be an active frontage to promote street activation.
- h) Be open air with no permanent buildings or structures over the plaza with the exception of awnings.

Refer to **Figure 17** for a concept image of the Plaza.

C3. Dunmore Street - The Kingsway (Amalgamated Site 5)

- a) Provision of a 6 metre wide open air pedestrian through site link over Amalgamated Site 5 with shopfronts, dining opportunities and appropriate lighting to create safe pedestrian access between the Wentworthville Rail Station and Dunmore Street and its Plaza.
- b) This area is also identified as a new formalised pedestrian through site link (Refer to Section 6, C3)
- c) Refer to **Figure 18** for a concept image of the pedestrian link.

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C4. Civic Hub/Library (2-14 Lane St)

An open air public plaza is to be provided at the eastern end of Dunmore Street coupled with the creation of a new future Library and Civic Hub at 2-14 Lane Street.

Refer to **Figure 19** for a typical concept image of the Plaza.



Figure 16: Proposed Public Places

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Figure 17:
**Proposed new Dunmore
Street Plaza** *(concept image
only)*



Figure 18:
**Proposed new pedestrian through site link
between Dunmore Street & Plaza and The
Kingsway** *(concept image only)*



Figure 19: Proposed new open plaza - Civic Hub/Library Precinct *(concept image only)*

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8 GREEN WALLS AND PLANTING ON STRUCTURES

Planting on structures such as roofs, podiums and basement car parks can improve urban amenity as well as reduce direct energy use and stormwater runoff. Planting includes roof top gardens, green walls and planter boxes.

Objectives

- O1.** Encourage the 'greening' of sites through vegetation planting of external areas and promote renewable energy initiatives.
- O2.** Improve the aesthetic features of a building's facade and roofscape.
- O3.** Reduce environmental impact over the life cycle of a building and the necessity for mechanical heating and cooling.

Development Controls

- C1.** Structures are to be adequately designed with regard to soil weight, appropriate draining and irrigation systems.
- C2.** Plant species are to be suited to local site conditions including seasonal changes and be drought and wind tolerance.
- C3.** A landscape maintenance plan is to be submitted with the development application and include reference to the proposed irrigation and drainage systems.
- C4.** Structures incorporating green walls should be integrated into the overall design of the building including the building facade.
- C5.** Minimum soil standards for plant types and sizes are to adhere to Table 5, Part 4P of the Apartment Design Guide (ADG).
- C6.** The planting design should (where applicable) allow for access and ease of movement from within the development and minimise overlooking of neighbouring properties through use of passive screening or planting.

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9 SAFETY BY DESIGN

Objectives

- O1.** Ensure new developments are designed to incorporate safety elements that reduce opportunities for crime and enhance the community perceptions of safety and security.
- O2.** Ensure building and place design is guided by the Crime Prevention through Environmental Design (CPTED principles).
- O3.** Provide pedestrians with direct and well used traffic routes with good night lighting.
- O4.** Ensure there is adequate lighting and signage to provide a safe pedestrian environment.

Development Controls

- C1.** Compliance with Holroyd DCP 2013 Part C Commercial, Shop Top Housing and Mixed Use Development, Section 3.1 – Safety and Security.

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-299

Attachment 4
Summary of community
submissions

**WENTWORTHVILLE TOWN CENTRE – DRAFT PLANNING PROPOSAL AND
DRAFT DEVELOPMENT CONTROL PLAN****ANALYSIS OF SUBMISSIONS****Objections to the proposed ‘full bypass’ option**

Traffic congestion was one of the most common issues noted in submissions. Many submissions questioned the effectiveness of the proposed bypass and suggested alternative traffic arrangements. Some submissions stated that the cost of implementing the full bypass would be better utilised to fund public open space and other improvements in the Centre to cater to the needs of residents in the proposed new apartments and the wider community.

Council officer response

A bypass is considered necessary to relieve traffic congestion and to deliver on key priorities for Centre. It is particularly important to divert traffic away from Dunmore Street, specifically between Garfield Street and Station Street, as this is the location of the Dunmore Street Public Plaza. Managing and reducing traffic in this area will significantly improve amenity and provide a pleasant outdoor environment for the community to enjoy.

Investigations and traffic modelling suggests that traffic within the centre would reach unacceptable levels by 2036 due to forecasted population growth. The introduction of a bypass would significantly improve the current and forecast traffic conditions.

The *Wentworthville Town Centre Planning and Placemaking Strategy* explored two separate options for a town centre bypass: a partial bypass and a full bypass. Council resolved in December 2018 for the full bypass option to be progressed. The planning controls for Wentworthville Town Centre reflect the Council endorsed option.

Objection to the acquisition of 53 Station Street

A submission was made on behalf of the owners of 53 Station Street. The submission objects to the land acquisition required to implement the full bypass, based on the following:

- Analysis by their traffic engineers of the proposed ‘full bypass’ option indicates that the geometric road design requirements will necessitate greater land acquisition than anticipated by Council; concerns are raised as to the ability of the proposed bypass alignment to provide a safe environment for all road users; significant concerns have been as the validation, calibration and results of the traffic modelling upon which the bypass alignment has been based; there is a distinct lack of consideration of alternate options for the bypass formation and alignment.

- The valuation provided to Council for the acquisition of six properties within the town centre is inaccurate, and will likely cause a significant increase in cost to Council if the full bypass option is pursued.
- The existing consolidated land holding has an area of 2,824m² (31 – 53 Station Street). It is a significant single land holding within the town centre, capable of significant redevelopment with the incentives provided.

Council officer response

Based on the submission provided, further traffic analysis was undertaken by Council to confirm the need for 53 Station Street as part of the road bypass for the Wentworthville Town Centre. The analysis focused on the intersection of Station Street / Pritchard Street / New Road, with a comparison of the Council endorsed option with the retention of a staggered intersection arrangement.

The analysis found that the travel times at the intersection are projected to be similar in 2019 and 2026; however, there would be slightly longer travel times with the staggered intersection option in 2036. It is noted that further work can be undertaken in the future that would improve the performance of this intersection, such as refinements to the intersection design and traffic signal operations.

It is now proposed that the planning proposal be amended to rezone 53 Station Street to B2 Local Centre, and the four lots that make up 53 Station Street no longer be identified on the Land Reservation Acquisition Map.

Acquisition of land for proposed laneways

Council received two submissions in regards to the proposed acquisition of land to facilitate the extension of Station Lane.

The owner of 84-96 Station Street expressed support for the proposed laneways.

The owners of 82 Station Street objected to the proposed laneways as they believe it would sterilise the subject site, force land consolidation with adjoining property owners, and prevent redevelopment of the town centre.

Council officer response

As part of the draft planning controls for Wentworthville Town Centre, Station Lane is to be extended to the south in order to provide alternative vehicular access for sites on Station Street. This would assist to support efficient traffic movement and increase pedestrian amenity by reducing the number of driveways crossing the footpath.

Following further consideration by Council, no changes to be proposed laneways are recommended for the Wentworthville Town Centre. The inclusion of the proposed laneways is consistent with the strategic work undertaken at the town

centre, and inclusion in the Development Control Plan provides the basis for further detailed work by all parties at the development stage.

Site specific submission: 55-57 Station Street and 6 Pritchard Street

The landowners of 55-57 Station Street and 6 Pritchard Street submitted a Planning Proposal Request in December 2018 seeking to increase the floor space ratio (FSR) on the site to 4:1 and a maximum building height (HOB) of 53 metres. Council Officers notified the landowner that such a proposal was unlikely to be supported by Council due to the scale of the inconsistency with the Wentworthville Town Centre Planning Proposal. They were invited to make a submission to the Wentworthville Town Centre Planning Proposal. In their resulting submission, the landowner sought the following alternate controls:

- HOB: 41m
- FSR: 3:1.

Council officer response

This matter is being assessed and reported concurrently to the Panel with the Wentworthville Town Centre planning proposal.

Site specific submission: 41-51 Dunmore Street and 15-22 The Kingsway

Urbis made a submission on behalf of the landowner (Buildex) for 41-51 Dunmore Street and 15-22 The Kingsway. The submission requests an increase in building heights and FSR for the site. They are seeking to increase the FSR on the site from 4:1 to 4.5:1 and building heights from 23 metres to 25 metre on Dunmore Street and 41 to 49 metres on the Kingsway. As this site is identified for design excellence bonuses, this proposed increase would result in a future built form of 27.5 metres on Dunmore Street and 53.9 metres on the Kingsway and the FSR to 5:1.

Council officer response

Council has reviewed the submission. The change to the FSR is not matched by an equivalent change to the building height. This could lead to the development of a bulkier building than that had been planned originally for, and could alter the overall urban form outcome. As this is key site at the forecourt of the Wentworthville Railway Station, Council does not support the request.

General town centre matters

A range of matters were raised in community submissions, including traffic and transport, public domain and open space, built form, commercial / retail development and heritage. These are outlined below.

Public off-street parking

- Most submissions raised concerns about the lack of parking in Wentworthville and the potential loss of public car parks, including those:
 - On the corner of Garfield/Dunmore Street and The Kingsway/Cumberland Highway
 - In the location of the proposed extension to Pritchard/Vernon Streets
- One person requested a new multi-storey carpark close to the town centre.

Public transport

- Many submissions expressed concerns about the lack of trains at Wentworthville, particularly during peak hour and asked Council to lobby the State Government for improve/more frequent public transport.

Public domain and open space

- Many people expressed a desired future character for the Wentworthville: a more attractive, safe and welcoming centre with a community/village, more street plants, more trees, more green space, outdoor seating with some flowering plants or shrubs, more liveable spaces for the young and future generations
- Some people asked whether developers will be required to contribute towards parks and gardens, lawns and trees, and whether funds would be spent in the central area of Wentworthville
- It was suggested that Council purchases land on the corner Station/Pritchard Streets to extend Friend Park

Built form

- Many submitters expressed concerns about proposed increases to the scale and density of development across the centre, and the impact this may have on:
 - existing infrastructure, and services and facilities
 - the amenity of surrounding land uses, including existing residential apartment buildings and the local public school and playground (privacy, overshadowing, overcrowding)
 - the desired future character expressed by residents above.
- Height of buildings generally: various alternative heights suggested (maximum of 5 storeys, 8 storeys, 40m)
- Height of buildings on the northern corner of Dunmore St and Cumberland Highway: one person expressed concerns about potential impacts on the local pool and adjoining green space (e.g. privacy, overshadowing, increased usage)
- Height of buildings on the western side of the Cumberland Highway: one person suggested building heights be graduated to allow the development to blend in with the surrounding medium density neighbourhood
- Height of buildings for the site on the south-western corner of Station/Pritchard Streets: What is the proposed maximum height of building? It would not be appropriate to increase the HOB on this site as it would impact on Friend Park (overshadowing, etc.). More intense development on the site would also be risky with proposed the likely increase in traffic along Pritchard Street.

- Apartment building setbacks: One person suggested 2 storey setbacks to the street, with graduated height to allow solar access, large green space

Commercial / retail development

- Existing commercial/retail development: Places around the station are dated and feel unsafe; there are many vacant shops around the centre; declining quality and variety of shops; shops are dirty and uninviting
- Proposed piazza/mall: one person state that the proposed building should be inviting, with good solar access, trees
- One person stated that Council needs to come up with a unified plan for the revitalisation of retail land
- One person stated that changes should be pursued incrementally to reduce the impact on business owners
- Request change the mix of land uses (we want more variety, a new supermarket)
- Improve public safety and security (e.g. brighter streetlights)

Heritage

- St Paul's Anglican Church on the corner of Garfield and Pritchard Streets: this building won an architectural award when it was built in the 1960s. What criteria is used in order to give a heritage listing to a place or building?

Council officer response

The submissions are noted, and Council will continue to progress these matters as part of further detailed planning and advocacy for the Wentworthville Town Centre.

As these submissions relate more to the adopted Wentworthville Town Centre Planning and Placemaking Strategy rather than the draft planning controls, no changes are proposed to the planning proposal and development control plan.

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-299

Attachment 5

Chronology of planning work for
Wentworthville Town Centre

CHRONOLOGY OF PLANNING WORK FOR WENTWORTHVILLE TOWN CENTRE

Panel Report 13 July 2016

Planning work on the Wentworthville Town Centre was considered by the then Cumberland Independent Hearing and Assessment Panel (CIHAP) on 13 July 2016. The items and status are provided in Table 2.

Panel Advice	Status
1. Receive and note the report and the review of the submissions made as part of the community consultation.	Received and noted by CIHAP 13 July 2016.
<p>2. Recommend that the Wentworthville Planning and Place Making Strategy be amended as follows:</p> <ul style="list-style-type: none"> a) The Strategy's bike path diagram to be amended to indicate existing Lytton Street Park bike path. b) To amend building heights and setbacks for B2 local centre zoned land on Pritchard Street East and Station Street adjacent to R2 low density residential under both built form options to: <ul style="list-style-type: none"> ▪ Increase the rear setback for properties on Pritchard Street East (southern side) to 8m. ▪ Reduce the front setback for properties on Pritchard Street East (southern side) to 6m. ▪ Reduce the maximum height of buildings for all B2 zoned land on Pritchard Street East and Station Street, adjacent to the R2 zone to 6 storeys at the street and 4 storeys at the rear. c) That the proposed building height and FSR for 79-81 Dunmore Street under built form Option 2 be amended as follows: <ul style="list-style-type: none"> ▪ A building height of 12/13 storeys on the Cumberland Highway/Dunmore Street corner of the site lowering to 5 storeys on the western setback in order to provide a built form transition. ▪ An FSR of 4:1. ▪ That the floorspace bonus for shared value uplift is applicable to 79-81 Dunmore Street. ▪ That the commercial floorspace bonus is applicable to 79-81 Dunmore Street. 	The Wentworthville Planning and Place Making Strategy was updated to address this recommendation.

Panel Advice	Status
3. Recommend the preparation of a Planning Proposal, consistent with the Wentworthville Planning and Place Making Strategy (as amended) for gateway submission and community consultation, excluding 108 Station Street and 42-44 Dunmore Street.	The Planning Proposal has been prepared, a Gateway Determination issued and public exhibition undertaken.
4. Recommend based on community feedback, feasibility and infrastructure funding, that built form Option Two form the basis of the Planning Proposal – maintaining a predominant mid-rise height across the Centre with strategically placed towers of 12-18 storeys in height.	The Planning Proposal implements built form identified in Option Two of the Strategy.
5. Recommend that in addition to the FSR bonuses detailed in the Strategy, where design excellence is achieved on sites permitted to a height of 17/18 storeys, an additional FSR of 0.5:1 is available.	The Planning Proposal contains FSR bonus where design excellence is achieved.
6. Recommend that land forming The Kingsway Carpark, Dunmore Street and Garfield Street Carpark and the Library, Community Centre and Redgum Centre be reclassified from 'community' to 'operational'.	Council resolved defer the reclassifications, pending the preparation of a Property and Facilities Strategy.
7. Recommend an updated Section 94 Contributions plan be prepared that is consistent with the Strategy.	The draft Cumberland Local Infrastructure Contributions Plan was endorsed by Council in September 2019, and identifies works relevant to the Wentworthville Town Centre.
8. Recommend a revised Development Control Plan be prepared that is consistent with the Strategy.	The draft Development Control Plan for Wentworthville Town Centre has been prepared, and is consistent with the Strategy.
9. Recommend provisions for green walls and landscaping on structures to be implemented through the revised Development Control Plan for the Centre.	Part 8 of the draft Development Control Plan contains provisions for green walls and landscaping on structures.
10. Recommend provisions for safety by design, in accordance with the recommendations of the safety audit to be implemented through the revised Development Control Plan for the Centre.	Part 9 of the draft Development Control Plan contains provisions to address safety by design.

Panel Advice	Status
11. Recommend that a value sharing policy, applicable to sites that have incentives to achieve heights greater than 8 storeys, be prepared in conjunction with the updated Section 94 Contributions Plan.	Value sharing is included in Council's Planning Agreements Policy, which is applicable to the Wentworthville Town Centre.
12. Recommend that this matter is progressed to be considered by Council, seeking a resolution for the adoption of the recommendations contained in this report.	This matter was reported to, and endorsed by Council at its meeting on 3 August 2016.
13. Recommend that Council liaise with the City of Parramatta over the Planning Proposal	Council has liaised with the City of Parramatta at various times over the Planning Proposal.
14. Recommend that Council develop a design excellence policy to compliment the Strategy.	Council has adopted a Design Excellence Policy across the Cumberland area, including the Wentworthville Town Centre.

Council Report 3 August 2016

The resolution of the Panel was considered by Council on 3 August 2016. Council considered the Panel's advice at its meeting and resolved, amongst other things, to support the Panel's recommendation and report back to the Panel following post-Gateway public consultation. It is noted that Council adopted built form Option 2 as the basis of the Planning Proposal, subject to height and FSR amendments and new bonus provisions for design excellence and commercial floor space at first floor. The items and status are provided in Table 3.

Council Resolution	Status
1. To receive the minutes of CIHAP report C008/16 and adopt the recommendations as resolved by CIHAP.	Adopted by Council on 3 August 2016
2. To adopt the Wentworthville Planning and Place Making Strategy, as amended.	The Wentworthville Planning and Place Making Strategy" was adopted by Council on 3 August 2016
3. To undertake community consultation for the Planning Proposal as detailed in report C008/16, in addition to the requirements of the gateway determination and to exhibit new or	Community consultation on the Planning Proposal was undertaken between May and July 2019.

Council Resolution	Status
revised supporting plans and policies for Wentworthville Centre being a revised Development Control Plan, revised Section 94 Development Contributions Plan, a Value Capture Policy and Design Excellence Policy.	
4. Report the results of the community consultation and post consultation review to CIHAP and Council.	Report to CLPP in November 2019 and Council in December 2019.

Council Report 5 July 2017




A report was considered by Council on the reclassification of the Kingsway Carpark Site and the Lane Street Community Facilities as part of the Wentworthville Town Centre Planning Proposal on 5 July 2017. The items and status are provided in Table 4.




Council Resolution	Status
1. Defer the reclassification of the Kingsway Car Park Site and the Lane Street Community Facilities site to 'operational' pending the preparation of a Property and Facilities Strategy for the Wentworthville Town Centre.	A Property Strategy is currently being prepared. A Community Facilities Strategy has been adopted by Council, and includes information on Wentworthville Town Centre.
2. Proceed with the Wentworthville Town Centre Planning Proposal as per Council's resolution of 3 August 2016, excluding any reclassification of land.	Planning Proposal does not seek to reclassification any land within the Wentworthville Town Centre to 'operational land'.
3. That the Property and Facilities Strategy be reported to Council for adoption prior to preparation of a Planning Proposal to reclassify the subject sites	Noted. Refer to status of Items 1 and 2.



Council Report 19 December 2018

On 19 December 2018, Council considered a report on the land that would be required to implement the full Wentworthville Bypass that was identified as an option in the Wentworthville Centre Planning and Place Making Strategy. The items and status are provided in Table 5.

Council Resolution	Status
1. Proceed with the acquisition of the 6 lots required (48-50 Station Street and 53 Station Street, Wentworthville) to facilitate the full bypass option as outlined in this report;	The six lots have been identified in the draft Planning Proposal for acquisition. The properties have been zoned SP2 Infrastructure and identified on the Land Reservation Acquisition Map.
2. Amend the Wentworthville Centre Planning Proposal to include the properties required to implement the full bypass option on the Land Reservation Acquisition Map and Zoning Map;	The Land Reservation Acquisition Map and Zoning Map have been amended to identify these properties for acquisition.
3. Amend the draft Wentworthville Centre DCP to reflect the full bypass option, prior to public exhibition; and	The draft Development Control Plan has been amended to respond to the acquisition of these properties.
4. Progress the full bypass option in the draft Wentworthville Public Domain Plan.	The draft Wentworthville Public Domain Plan has been amended to address the acquisition of these properties.

Area	Existing Controls	Exhibited Controls	Recommended Controls
	Zoning: B2 Local Centre FSR: 2.2:1 Height: 20m	Zoning: B2 Local Centre FSR: 2.5:1/3.1/4:1/4.5:1 Height: 23m/30m/41m/53m	Zoning: As exhibited FSR: As exhibited Height: As exhibited
	Zoning: B2 Local Centre FSR: 2.2:1 Height: 20m	Zoning: B2 Local Centre FSR: 2:1/3:1 Height: 30m/41m	Zoning: As exhibited FSR: As exhibited Height: As exhibited
	Zoning: B2 Local Centre FSR: 1.5:1/2.2:1 Height: 14m/20m	Zoning: B2 Local Centre FSR: 2.5:1/3:1/4:1 Height: 20m/30m/41m	Zoning: As exhibited FSR: As exhibited Height: As exhibited

	<p>Zoning: B2 Local Centre</p> <p>FSR: 2.2:1</p> <p>Height: 20m</p> <p><i>Site excluded from planning proposal (Wentworthville Mall):</i></p> <p>FSR: 4:1</p> <p>Height: 30m/62m</p>	<p>Zoning: B2 Local Centre/SP 2 Infrastructure</p> <p>FSR: 3:1/4:1</p> <p>Height: 30m/41m</p>	<p>Zoning: Remove 53 Stations Street (Cross hatched site) from Land reservation acquisition Map and rezone from SP2 to B2</p> <p>Remainder remains unchanged</p> <p>FSR: No Change</p> <p>Height: No Change</p>
	<p>Zoning: B2 Local Centre/ RE1 Public Recreation</p> <p>FSR: 2:1/2.2:1</p> <p>Height: 10m/17m/20m</p>	<p>Zoning: B2 Local Centre</p> <p>FSR: 2.2:1/2.5:1</p> <p>Height: 17m/23m/30m</p>	<p>Zoning: No Change</p> <p>FSR: No change</p> <p>Height: No Change</p>
	<p>Zoning: B2 Local Centre</p> <p>FSR: 2.2:1</p> <p>Height: 17m</p>	<p>Zoning: B2 Local Centre</p> <p>FSR: 2.2:1</p> <p>Height: 17m/23m</p>	<p>Zoning: No Change</p> <p>FSR: No change</p> <p>Height: No Change</p>

	<p><i>Site excluded from planning proposal (108 Station Street):</i> <i>FSR: 4.5:1</i> <i>Height: 29m/41m</i></p>	<p>Zoning: B2 Local Centre FSR: 2.2:1/2.8:1/3.1 Height: 20m/30m</p>	<p>Zoning: No Change FSR: No change Height: Split height of 20/30metres to be applied to properties fronting Station Street (Cross hatched properties)</p>
	<p>Zoning: B2 Local Centre/RE1 Public Recreation FSR: 2.2:1 Height: 20m</p>	<p>Zoning: B2 Local Centre FSR: 2.5:1/4:1 Height: 20m/30m/41m</p>	<p>Zoning: No Change FSR: No change Height: No Change</p>

Item No: C12/19-300

WENTWORTHVILLE CENTRE PUBLIC DOMAIN PLAN

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: SC582
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

The *Draft Wentworthville Centre Public Domain Plan* has been developed to guide the delivery of consistently high-quality public realm to promote the revitalisation of Wentworthville Town Centre. The Draft Plan supports the broader planning work undertaken for this precinct.

It is recommended that Council place the *Draft Wentworthville Centre Public Domain Plan* on public exhibition, with a report to be provided back to Council.

RECOMMENDATION

That Council place the Draft Wentworthville Public Domain Plan on public exhibition for a period of 28 days, with a report to be provided back to Council following the conclusion of the exhibition.

REPORT

Council has undertaken planning work on the Wentworthville Town Centre since 2013. The primary focus of this work is to support the revitalisation of the town centre through changes in planning controls and precinct based planning activities, such as public domain and local transport infrastructure.

The *Draft Wentworthville Centre Public Domain Plan* is a key component of this work and has been developed to guide the delivery of consistently high-quality public realm to promote the revitalisation of Wentworthville Town Centre.

The objectives of the Draft Plan are consistent with the *Wentworthville Centre Planning and Place Making Strategy*. The Draft Plan aims to establish a framework of design principles to guide the improvement of the public domain within the Centre. The main objectives are to:

- Promote design solutions that enhance the amenity and character of the Centre for residents, visitors, businesses, and other users

- Encourage the development of spaces that are attractive, well-used, robust, and safe for all users
- Provide new connections for better access and improved pedestrian and vehicular network in the Centre
- Encourage social interaction, a range of sensory experiences, and functionality through high-quality design
- Promote the seamless integration of the public and private domains
- Encourage sustainable environmental practices
- Promote outdoor dining and street activation by improving pedestrian amenity and access to outdoor dining areas.

The Draft Plan will support Council's vision for a revitalised Wentworthville Town Centre.

COMMUNITY ENGAGEMENT

The *Wentworthville Centre Public Domain Plan* will be placed 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.

POLICY IMPLICATIONS

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

RISK IMPLICATIONS

There are minimal risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

Public domain works identified in the *Draft Wentworthville Centre Public Domain Plan* will be included for consideration in Council's capital works program. Development contributions have also been collected and reserved for this purpose under the current contributions plan.

CONCLUSION

The *Draft Wentworthville Centre Public Domain Plan* has been developed to guide the delivery of consistently high-quality public realm to promote the revitalisation of Wentworthville Centre.

It is recommended that the Draft Plan be placed 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.

ATTACHMENTS

1. Draft Wentworthville Centre Public Domain Plan [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-300

Attachment 1
Draft Wentworthville Centre
Public Domain Plan



Wentworthville Centre

Public Domain Plan

November 2019

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1 Introduction

1.1 Purpose

The Wentworthville Centre Public Domain Plan (The Plan) has been prepared by Cumberland Council to guide the delivery of consistently high-quality public realm to promote the revitalisation of Wentworthville Centre identified in Figure 1.

The Plan sets out a Centre wide palette of streetscape treatments, including material palettes for surface treatments, street furniture, landscaping and finishes. This document also provides guidelines and relevant information to assist developers and Council in undertaking public domain works within the Centre.

1.2 What is the Public Domain

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within the publicly-owned areas of the Wentworthville Centre and the relationship between them. The public domain also includes privately-owned arcades, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.

1.3 Objectives

The objectives of this Plan are consistent with the Wentworthville Centre Planning and Place Making Strategy. This Plan aims to establish a framework of design principles to guide the improvement of the public domain within the Centre. The main objectives are to:

- a. Promote design solutions that enhance the amenity and character of the Centre for residents, visitors, businesses, and other users.
- b. Embrace diversity and distinctiveness and foster a sense of community and ownership for locals and visitors alike through high-quality public domain design.
- c. Encourage the development of spaces that are attractive, well-used, universally accessible, robust, and safe for all users.
- d. Provide new connections for better access and improved pedestrian and vehicular network in the Centre.
- e. Facilitate high quality design solutions that encourage social interaction, a range of sensory experiences, and functionality.
- f. Promote the seamless integration of the public and private domains.
- g. Encourage sustainable environmental practices.
- h. Promote outdoor dining and street activation by improving pedestrian amenity and access to outdoor dining areas.
- i. Protect heritage elements within the Centre.



Figure 1 - Wentworthville Centre Boundary

1 Introduction

1.4 How to Use this Manual

This Plan is to be used to inform the design of the proposed public domain works in order to:

1. Influence the understanding of the site context, including infrastructure needs and desired future character;
2. Guide design and development decisions to ensure seamless integration of the public and private domain; and
3. Inform the choice of materials, street furniture, tree planting and landscaping, and other streetscape elements to be used within the Wentworthville Centre.

1.5 Policy Context

The arrangement of public domain spaces in Wentworthville Centre are significantly shaped and determined by a number of specialist studies and policy documents, which include:

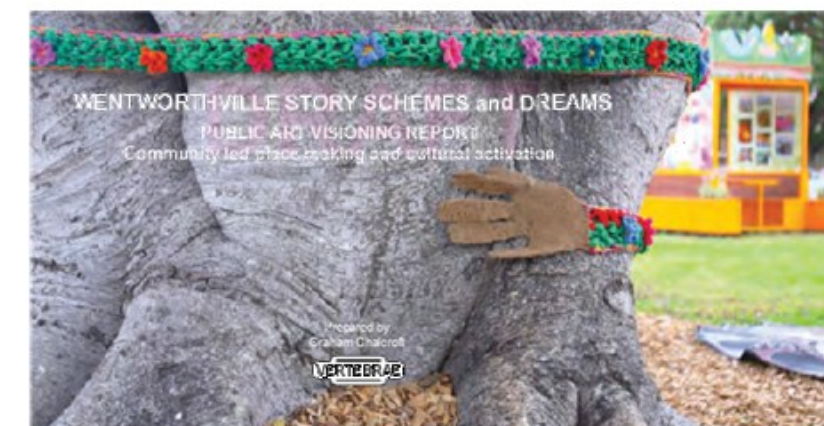
1. Cumberland 2030: Our Local Strategic Planning Statement, which identifies Wentworthville as a Principal Local centre
2. Holroyd Local Environmental Plan and future Cumberland Local Environmental Plan
3. Holroyd Development Control Plan and future Cumberland Development Control Plan, with reference to site specific controls for:
 - Wentworthville Centre
 - Wentworthville Mall Site
 - 108 Station Street, Wentworthville

The Plan builds upon these strategies in providing principles for the planning and design of public domain areas, and should be read in conjunction with these documents.

The Plan is also cognisant of numerous other relevant studies undertaken, which include the following:

4. Wentworthville Planning and Place Making Strategy
5. Wentworthville Public Art Visioning Report

The proposed urban development structure of Wentworthville Centre and defining key components of the public domain which are referred to in this document are discussed in Section 4 of this Plan.



2 Background

2.1 Wentworthville Centre Structure Plan - Public Domain

The Wentworthville Planning and Place Making Strategy was based on extensive community consultation, urban design study / modelling and numerous specialist studies. The Strategy, includes a Built Form Structure Plan, Open Space and Public Domain Structure Plan and connectivity Structure Plan.

The key elements of the Wentworthville Centre Structure Plan – Public Domain include:

- New linear plaza along the southern side of Dunmore Street. This space is intended to be a tree-lined public promenade / pedestrian mall that supports outdoor dining, shaded seating areas with public art, feature lighting and Water Sensitive Urban Design (WSUD) opportunities (Refer Figure 3).
- Improved pedestrian link at the existing arcade / mall site.
- New plaza at the library and civic hub at the end of Dunmore Street and revitalised parkland along Finlaysons Creek to enhance the civic precinct and provide much needed open space within the Centre.
- Improved and enhanced street tree planting along streets to improve streetscape character and enhance amenity with the Centre.



2 Background

2.2 Wentworthville Centre Structure Plan - Connectivity

The key elements of the Wentworthville Centre Structure Plan - Connectivity include:

- A new main street bypass directly connecting Pritchard Street to Veron Street by acquiring land north of 52 Station Street (Wentworthville Hotel) to establish Dunmore Street as High Pedestrian Activity Area (HPAA) by removing through traffic from Dunmore Street (Refer Figure 4).
- Improved through-site links between The Kingsway and Dunmore Street to provide more direct and safe pedestrian access to the rail station and public car park.
- New pedestrian link between Dunmore Street and Pritchard Street East to improve pedestrian permeability within this large urban block to promote activation along Pritchard Street East.
- New pedestrian link between Pritchard Street East and Friend Park to improve activation of the Park and better integrate it into the core of the Centre.
- New pedestrian crossing at mid-block on Dunmore Street and Pritchard Street East to improve north-south pedestrian connectivity with the core and through long blocks.
- Cycle routes connecting into the Centre and improving access to the rail station.
- New service lane from The Kingsway to the rear of properties along Dunmore Street to facilitate redevelopment of the on-grade car park and retain service access to future shops.
- Extension of Station Lane to the south to provide service access for future development and maximise active street frontage along Station Street.

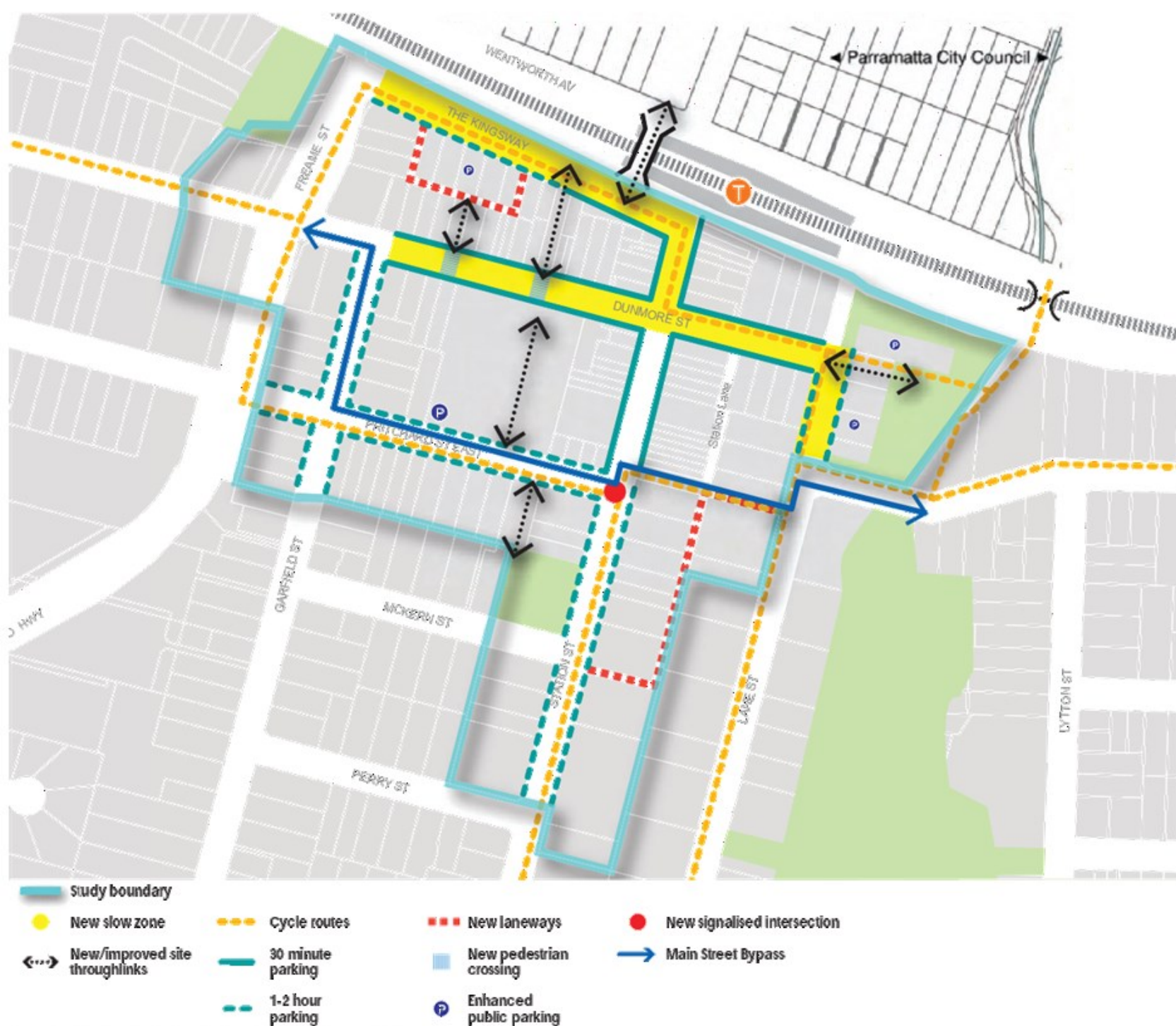


Figure 4 - Wentworthville Centre Structure Plan - Connectivity

3 Vision

This Public Domain Plan builds on and further refines the vision established for the Wentworthville Centre in the Wentworthville Centre Planning and Place Making Strategy as follows: *"A progressive, colourful, vibrant and engaging local centre that is comfortable and well connected to the surrounding area and facilities. Wentworthville Centre will be a great place to live and shop; to stay".*

Wentworthville Centre is envisioned to be characterised by a high-quality, well designed, safe and liveable environment. The public domain vision for the Centre is to insert a new landscape layer that provides a meaningful and distinctive landscape that strengthens the character of the Centre. Landscaping and planting along the streets, and laneways will provide the much needed "green canopy" that will soften the built environment and enhance the amenity of the public domain (Refer Figures 5, 6 and 7).

The principles guiding the design of the public domain will result in establishing Dunmore Street as a high pedestrian activity area (HPAA) with outdoor dining within new Dunmore Street Plaza. The introduction of new pedestrian connections and street tree planting will provide a distinct landscape character defining the Centre. Tree lined Station Street will provide a strong entry statement from the Train Station. Dunmore Street as a HPAA and Dunmore Street Plaza will compensate to some extent the lack of public space within the Centre.

This Public Domain Plan outlines a series of principles, strategies and guidelines needed to achieve this vision. The design principles are outlined in the following Section of this report.



Figure 5- Potential Public Cumberland Library Lawn



Figure 6 - Main Street Rouse Hill Shopping Centre - Potential Streetscape Character - Station Street



Figure 7 - Potential Character - Wentworthville Plaza Outdoor Dining Area with Active Frontage, Planter Boxes and Shade Structure (source: prusson.com)

4 Design Principles

Promoting pedestrian access is central to the design of the public domain and increases opportunities for social interaction and community life. Streets and public spaces should be comfortable, safe, and engaging places that encourage people to stay. Pedestrian routes to and within Wentworthville Centre should be designed to be accessible to everyone, promote walking, and reduce conflict between pedestrians, bicycles, and cars.

Public art, trees, directional signage, and street furniture should be incorporated into streets and public spaces as they not only contribute to the visual and spatial quality of the public domain but also improve the human experience by providing amenities such as shade, seating, and wayfinding. Sustainability outcomes can also be promoted in streets, parks, and urban spaces by including street trees where possible and implementing measures to harvest and reuse water.

The key principles that guide the design and development of public spaces within the Wentworthville Centre are discussed below and the concept captured in Figures 8-16.

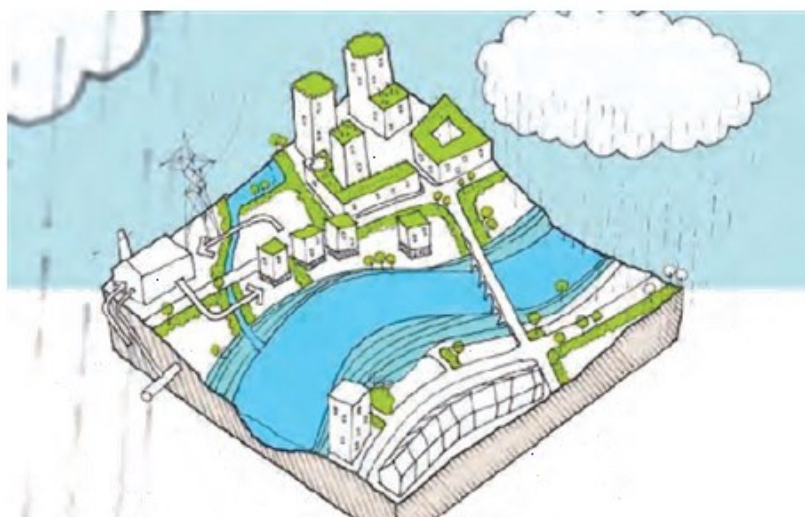


Figure 8: Water Sensitive Urban Design Principles (Source: WSUDinstitute.com)

Liveability

- Create spaces that provide a desirable setting and backdrop for social interaction and a variety of activity.
- Promote healthy living by enhancing pedestrian / cycle connectivity and amenity to encourage walking / cycling.
- Provide unified streetscapes that are high-quality, durable, and timeless in design.

Active Transport

- Prioritise pedestrian amenity by providing opportunities to expand the public domain.
- Minimise pedestrian, cycle, and vehicle conflict.
- Provide amenities such as seats, shelters, and bike racks to support pedestrian and cycle use.

Water Sensitive Urban Design

- Integrate water sensitive urban design measures in the landscape to enhance flood protection, minimise impacts on water quality in receiving waters and irrigation of street trees and landscape.

Equitable Access and Use

- Enable equitable and safe access for people of all ages and abilities in accordance with the Building Code of Australia (BCA) and the Disability (Access to Premises - Buildings) Standards (Premises Standards) - AS 1428.
- Ensure continuous accessible paths of travel and circulation spaces and appropriate facilities for people with disabilities.
- Eliminate level changes and obstructions and promote consistent paving patterns as much as possible.

Safety by Design

- Ensure that all publicly accessible pathways have sufficient width, lighting, and finishes to enhance public safety.
- Where possible, pathways should be adjacent to active spaces to improve amenity and safety.



Figure 9: Liveability (Source: Nature Homes, Melbourne)



Figure 10: Active Transport (Source: Transport NSW)



Figure 11: Equitable access (Source: fitzgerald.com)

- Where possible, footpaths should be located to avoid conflict with vehicular traffic.

Trees

- Integrate tree and landscape treatments to provide shade, interest, and amenity as well as unify streetscape.
- Increase tree canopy and understorey planting to reduce the extent of hard surfaces and reduce heat island load, increase biodiversity, and influence microclimate.

Public Art

- Incorporate public art that assists legibility and defines a sense of place and identity of Wentworthville.
- Develop public art projects that express Wentworthville's cultural richness and diversity.
- Provide visual interest to everyday activities.

Future Fit

- Ensure streetscape is planned and designed with current and likely future needs in mind.
- Ensure the material palette is available over the lifetime of the plan.



Figure 13: Public Art: Eco Street Art - The Morton Arboretum, Illinois USA (Source: livingdesign.co.uk)



Figure 15: Designing for the Future (Source: vectorstock.com)



Figure 12: Safety by Design Principles (Source: CPTED Forum Sydney)



Figure 14: Integrating Trees into Landscape (Source: Nature Homes, Melbourne)



Figure 16: Urban Heat Island Effect (Source: Urban Heat Island department of Commerce)

5 Circulation and Access Network

5.1 Street Typology

The Public Domain Plan promotes a more balanced idea of street design that recognises the need to accommodate public life and amenity as well as cater for traditional transport corridor function. In order to guide both future development and road design projects, the Public Domain Plan has established a set of street typologies that classify Wentworthville Centre's streets based on the adjacent land uses and desired character of the street.

The planning controls reinforces Dunmore and Station Streets as the principal streets within the Wentworthville Centre. In particular, the permissible height and FSR will see Dunmore and Station Streets develop as main streets with residential development above active street frontages. The network of existing streets will be augmented by proposed new laneways and a bypass to create a circulation network that aims to substantially improve traffic congestion and create a more permeable and amenable public domain for pedestrians and cyclists. The circulation network is created by a combination of existing streets, new laneways, arcades and a plaza (Refer Figure 17). The proposed hierarchy and character of existing streets and proposed laneways and pedestrian links is discussed in the following section.

The hierarchy of streetscape typology is different to the standard NSW Roads and Maritime Services (RMS) road classification. The recommended streetscape typologies are illustrated in Figure 17 and discussed in detail in the following Section.

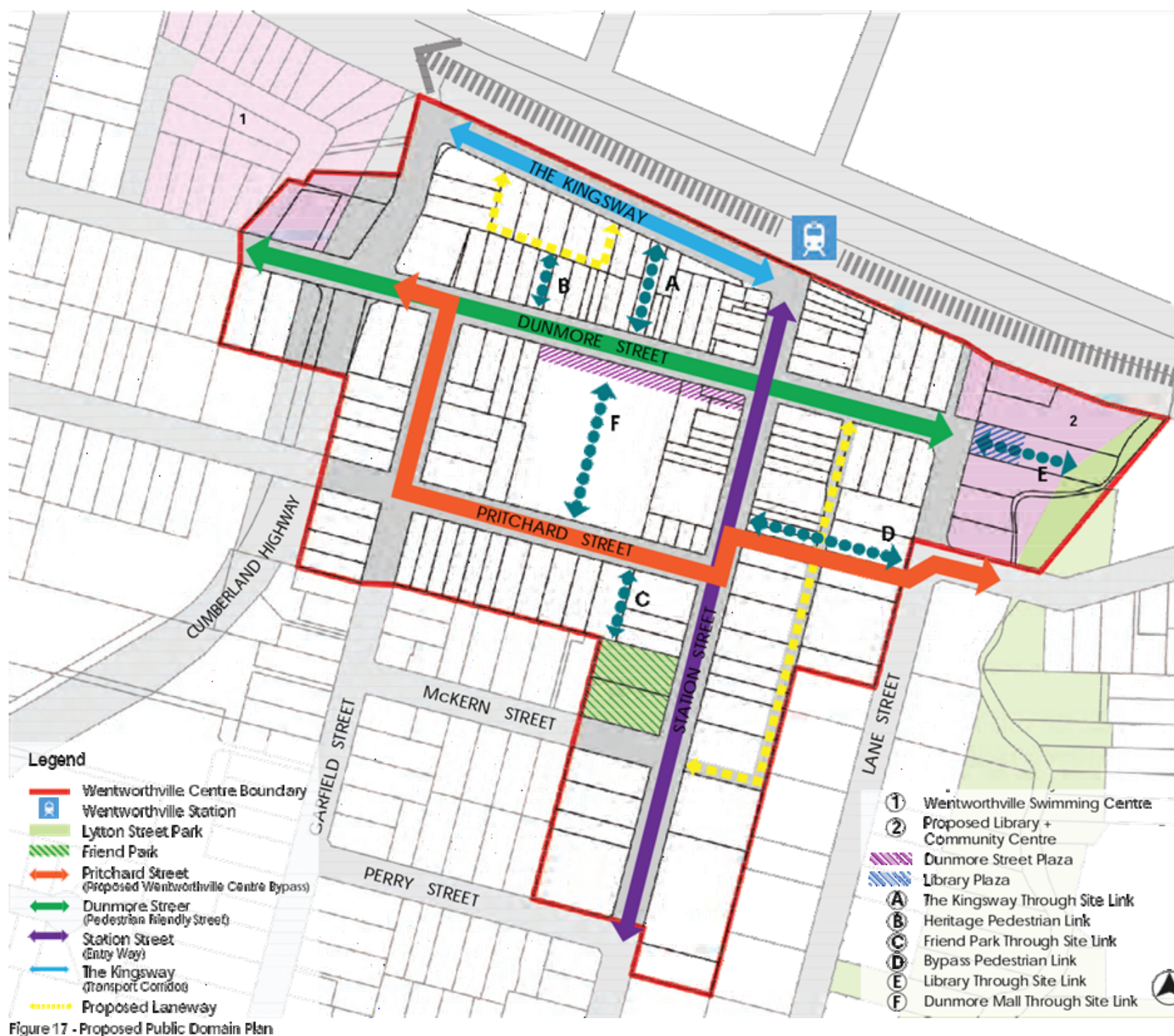


Figure 17 - Proposed Public Domain Plan

5 Circulation and Access Network

5.2 Dunmore Street

Dunmore Street – High Pedestrian Activity Area

It is proposed to change the function of Dunmore Street from a major traffic thoroughway to a traffic calmed street to handle both high pedestrian volumes and high levels of activity throughout the day and night (Refer Figures 18 and 19). Retail and urban street life activity will be focused on Dunmore Street, with an enlarged pedestrian plaza and distinctive design treatments. This will enhance pedestrian amenity and connectivity and provide much needed additional outdoor space for adjacent businesses.

Guidelines

- Introduce a slow zone for vehicles with speeds of maximum 40km/hr between Garfield Street and Station Street by reducing the number of traffic lanes and establishing street tree planting

- Progressively remove long term on-street parking and build wider footpaths to improve street life that accommodates pedestrians, and outdoor dining, new street furniture, unique public art, and street trees.
- Introduce and align two new pedestrian crossings with through site links to both The Kingsway and Pritchard Street to improve permeability and pedestrian flow.
- Provide short term parking drop off zone.
- Create a clear east-west visual and pedestrian connection along Dunmore Street between Wentworthville Swimming Centre with Wentworthville Community Centre using quality urban design elements.
- Establish new street tree planting to improve the urban amenity.

- Where trees are planted in the median on Dunmore Street, final design to be approved by RMS.
- Provide two bus stops (one each way) supported by high quality urban infrastructure.
- Enable temporary access for emergency, community and maintenance vehicles to Dunmore Plaza when required.
- Incorporate Water Sensitive Urban Design Features within the streetscape.

The materials palette is discussed in detail in Sections 7 to 11 of this report.

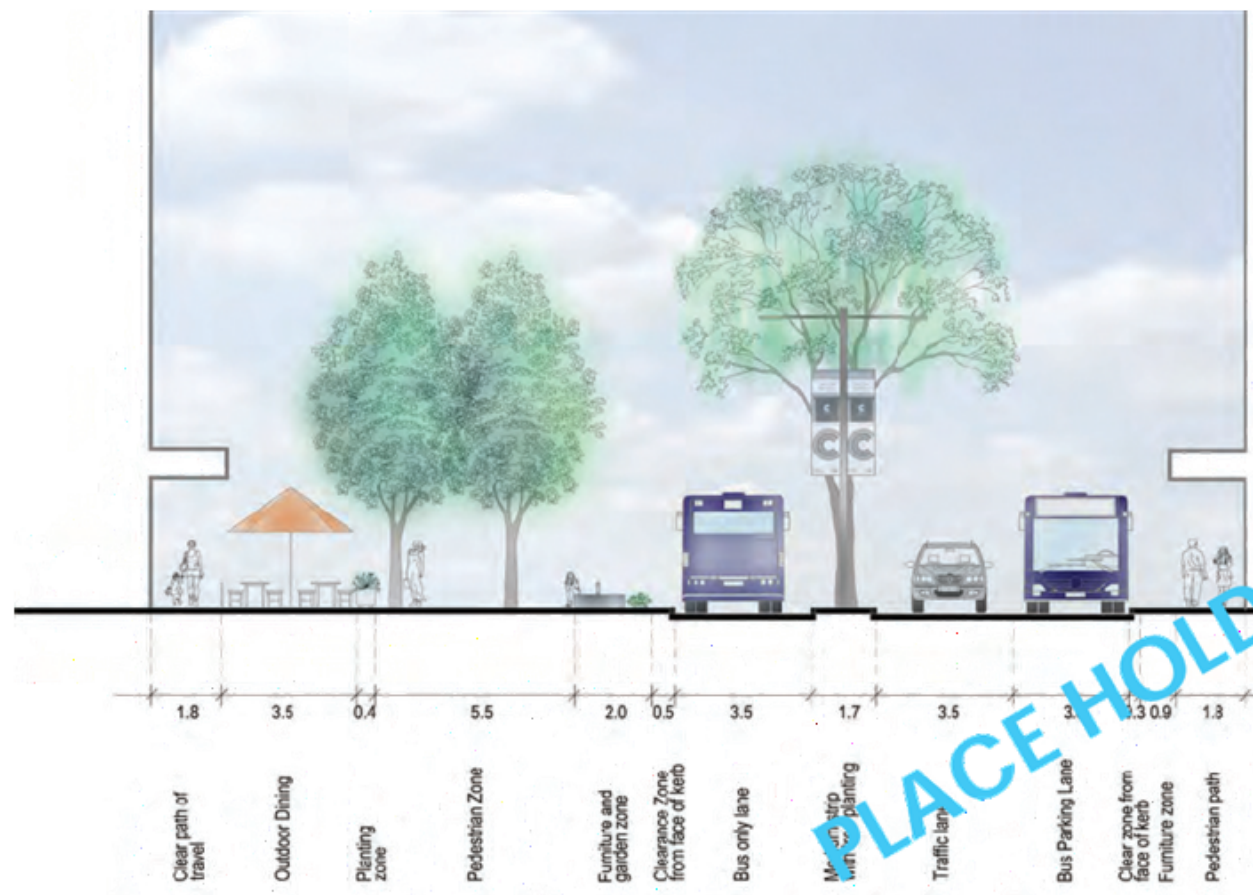


Figure 18 - Dunmore Street Section Through Plaza - Looking West



Figure 19 - Dunmore Street Section near Garfield Street - Looking West

5 Circulation and Access Network

5.3 Pritchard Street

Pritchard Street – Wentworthville Centre Bypass

A new bypass link connecting the Cumberland Highway to Veron Street via Pritchard Street will allow the east-west travelling traffic not associated with the Centre to bypass Dunmore Street and part of Station Street. This will improve pedestrian access, safety as well as public transport efficiency within Dunmore Street whilst catering to the future traffic demands associated with future development within the Centre (Refer Figures 20 and 21).

Guidelines:

- Establish two lanes of traffic each way along Pritchard Street
- Provide ease of access and egress to off street parking within the

- Wentworthville Mall Development site and other development associated with Pritchard Street.
- Establish new street tree planting within the setback zones on both sides of the street to improve the urban amenity.
- Maintain pedestrian access along Pritchard Street with a pedestrian crossing located at the Station Street intersection.
- Enable on-street parking on the southern side of Pritchard Street during off-peak period.

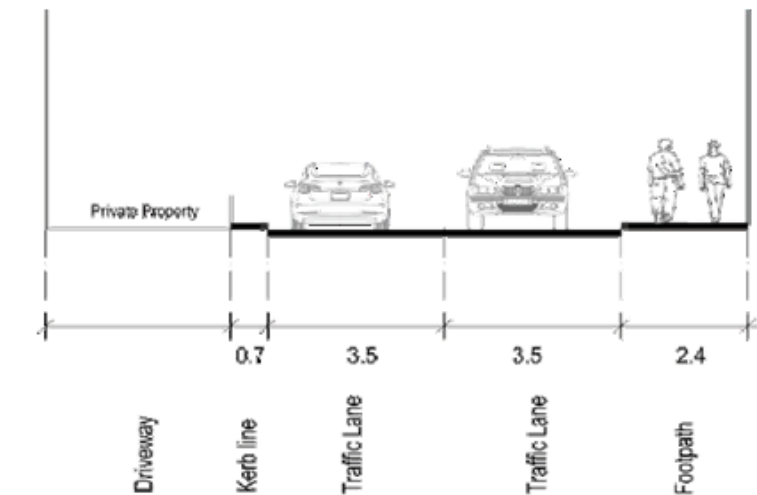


Figure 20 - Pritchard Street Section at Mail Site - Looking West



Figure 21 - Pritchard Street Section near Station Street - Looking West

5 Circulation and Access Network

5.4 Station Street

Station Street – Entry Avenue

With planting on both sides, Station Street will provide an imposing entry to the Centre from the Train Station (Refer Figure 22).

Friend Park, the only green public open space within the Centre, has an interface with Station Street. The Train Station and Friend Park - the key anchors for the Centre - will handle continuous activity throughout the day. Station Street will provide a space where people do their daily errands, meet with friends and shop. Consideration to managing short-term parking and loading facilities efficiently and effectively that serves both the needs of local businesses while enabling improvements to the public realm is essential for the success of Station Street.

Guidelines

- Distinguish the entry into the Centre from the Train Station by establishing high quality urban design amenities.
- Establish new street tree planting to improve urban amenity.
- Tree planting on Station Road shall be placed in the road corridor and allow for car parking between each tree. Final design to be approved by Council's Engineers.
- Incorporate WSUD features within the streetscape.
- Establish loading zones and short-term parking to meet the demands of local businesses and visitors to the Centre.

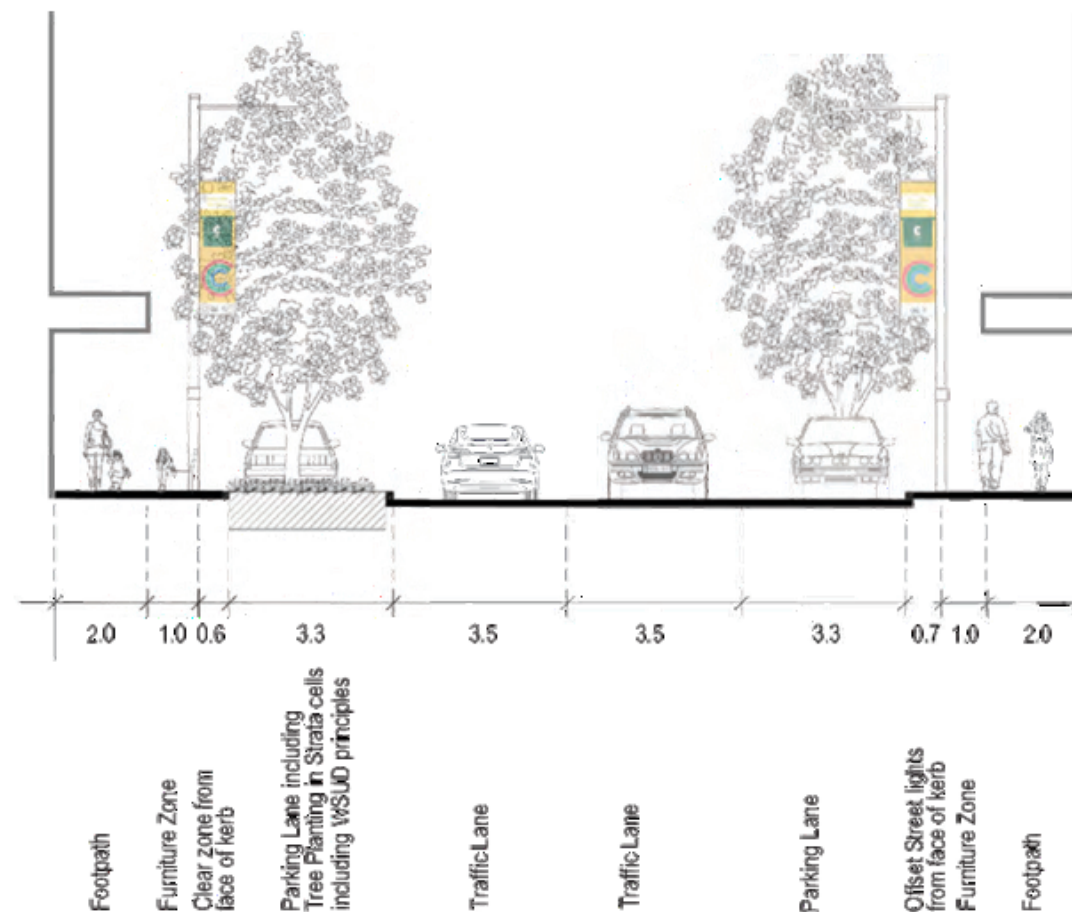


Figure 22: Station Street Looking North

5.5 The Kingsway

The Kingsway – Transport Corridor

The Kingsway will service two key functions:

- The eastern end will serve as a major pedestrian access point to the Centre from the Train Station; and,
- The western end will provide vehicular access to the commuter car parking.

Guidelines

- Introduce high quality urban design elements that signify entry to the Centre.
- Prioritise pedestrian movements by introducing a raised pedestrian crossing at the Train Station entrance.
- In association with the Train Station, introduce high quality urban design elements to support taxi facilities and "Kiss and Ride" spaces.
- Introduce new street tree planting to improve the urban amenity.
- Retain a public toilet facility in The Kingsway.

5.6 Station Lane

Station Lane – Service Corridor

The new laneway on the eastern side of Station Street will enable both residential and service vehicular access to properties fronting Station Road and Lane Street. The laneway shall be designed for low vehicle speeds to calm traffic and emphasize shared space with pedestrians.

Guidelines

- Introduce different paving material at entrances to or along laneways.

6 Public Domain Areas

The design guidelines and specifications in the following sections of this report apply to all work carried out in the public domain within the Wentworthville Centre.

Dunmore Street will have a distinct character and materiality appropriate to its intended use. While the remaining Centre (excluding Dunmore Street) will have a more standardised materials palette. Based on the material palettes, the following sections of this report are broadly divided into two sections which include materials palette for areas within the Centre identified as following (Refer Figure 23):

1. Dunmore Street Plaza
2. Wentworthville Centre Public Domain

Note: Unless otherwise included under the Dunmore Street Plaza section, the Wentworthville Centre Public Domain materials palette is applicable to the whole Centre.

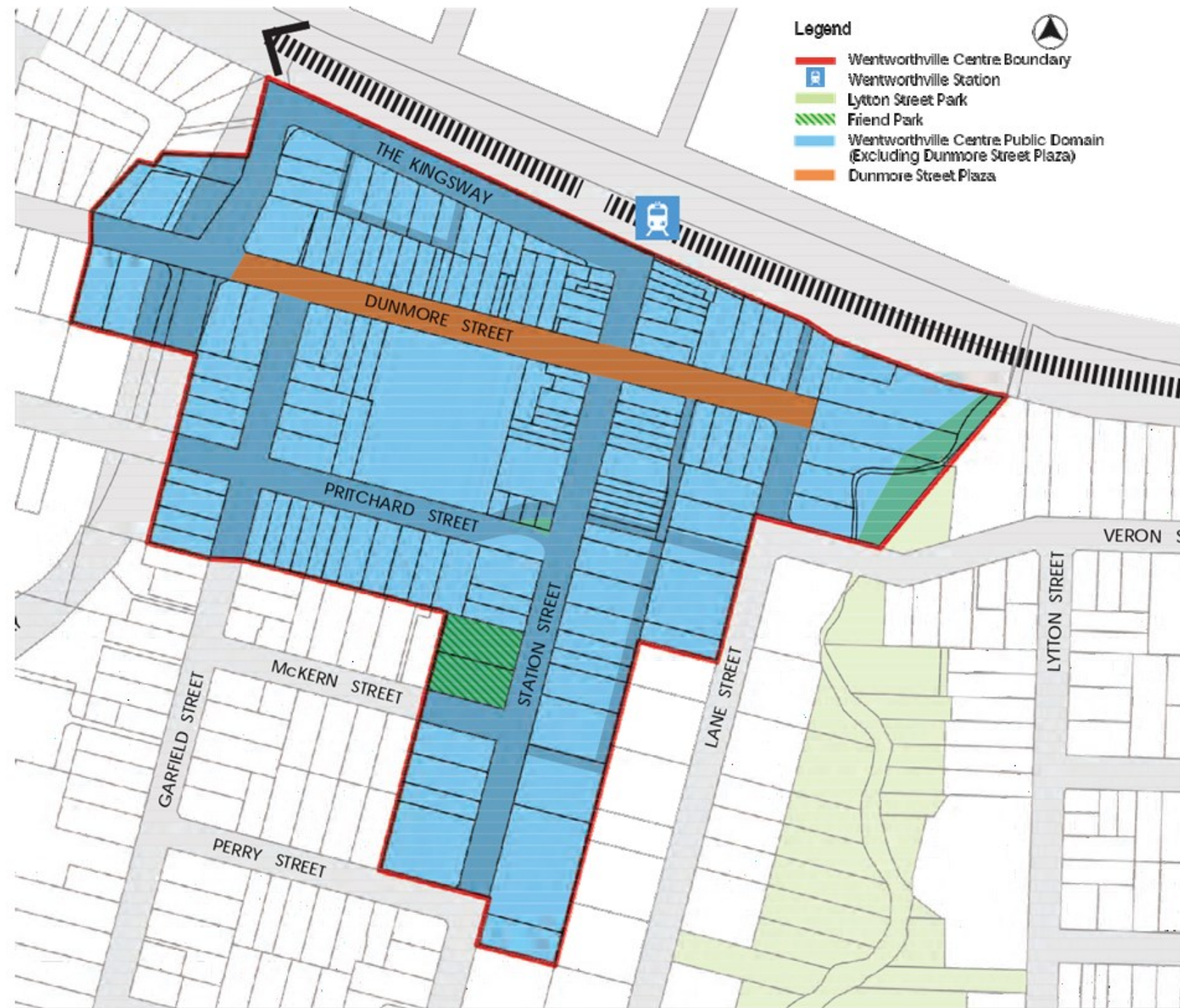


Figure 23: Materials Palette Areas

7 Dunmore Street Plaza

7.1 Dunmore Street Plaza - Precedent Images



Figure 24: Paving - Town Hall Square, Solingen Germany (Source: Pinterest.com)



Figure 25: Art Seat Installation - London (Source: Pinterest.com)



Figure 27: The Avenue des Champs-Élysées - Outdoor Dining (Source: Pinterest.com)



Figure 26: Dual Rubbish Bins (Source: Street Furniture Australia)



Figure 26: Integrating WSUD in the Local Public Space

7 Dunmore Street Plaza

7.2 Dunmore Street Plaza - Distinctive Elements

A. Granite Paving

Larger paving stone size with a strong visual patterning (Refer Figure 24).

B. Custom Design Seating

Site specific seating, which could be "sculptural seating" to create distinctive character for Dunmore Street (Refer Figure 25).

C. Out-door Dining Shade Structure

Be of single style, vibrant colour, free standing and compatible with the surrounding streetscape. (Refer Figure 27).

D. Raised Seating / Grassed Area

Designed to respond to the topography of the exiting street.

E. Traffic Calming

Introducing traffic calming measure, such as a widened median strip and removal of on-street parking at this location. This will improve pedestrian safety and minimise noise and air pollution from traffic at this location. The design of these measures will align with the elements of the Public Domain Plan (Refer Figure 28 and 29).

F. Landscaping for Wayfinding

Planting trees with vibrant colours to mark the intersection of Dunmore Street and Station Street.

G. Garbage Bins

To be incorporated into the public art theme by implementing unique design to reflect the cultural diversity of the area (Refer Figure 26).

H. Public Art Pedestrian Lights / Canatery Lights

To be provided where appropriate following consultation with Council.

Notes

Final layout and design of all Dunmore Street Plaza street furniture subject to final approval by Council.



Figure 29 - Dunmore Street Plaza - Distinctive Elements

7 Dunmore Street Plaza

7.3 Paving

The design of Dunmore Street Plaza is proposed to be bold and vibrant signifying Dunmore Street Plaza to be the "community hub" that will result in enhanced social interaction and community development. Granite paving is only proposed for Dunmore Street Plaza area (Refer Figure 30).

Materials

- Granite: Austral Black - 600mm x 400mm x 60mm
- Granite: Hazy White - 600mm x 400mm x 60mm
- Granite: Silver Black - 600mm x 400/300mm x 60mm
- Huon Bluestone Deer Park - 600 x 400/300mm x 60mm

Specification

- Plaza area to allow for vehicular traffic to 8.5T load bearing weight. Paving minimum 60mm thick on reinforced concrete base

Finishes

- Granite paving: Exfoliated finish
- Bluestone: Sandblasted/exfoliated finish

Guidelines

- New granite paving shall match in with existing bluestone paving on western side of Plaza area.
- Where possible materials shall be sourced from Australian manufacturers with a guaranteed supply of specified paving for the duration of this Public Domain Plan.

Proprietary Product

- Granite: Adelaide Black exfoliated
- Granite: Harcourt exfoliated
- Basalt Black Bluestone or approved equivalent sandblasted/exfoliated

Suppliers

- Samstone
- Melocco Stone or approved equivalent

7.4 Custom Designed Seats

Custom designed seats for Dunmore Street Plaza area are intended to be sophisticated and elegant reflecting Council's focus on design, heritage and culture. The custom designed seats will contribute to the distinctive identity and Council's aim to create a family of elements reflecting Wentworthville's unique culture and urban context.

Specification

- Site specific designed seat/benches for Dunmore Street Plaza

Recommended locations

- Dunmore Street Plaza

Guidelines

- Materials selected should be robust and create a distinctive character to the Plaza space.
- Considering comfort of users, timber slatted seating surfaces are the preferred material.
- Use of distinctive and bold colours is encouraged.
- Installation of seats should allow minimum 600mm offset from back of kerb.
- Compliance with the Disability Discrimination Act (1992).
- Final layout and design will be subject to approval by Council
- The final design should make reference to the "Wentworthville Story Schemes and Dreams Public Art Visioning Report" - a Community led place making and cultural activation project prepared for Cumberland Council.



Figure 30A: Hazy White



Figure 30B: Adelaide Black



Figure 30: Paving - Town Hall Square, Solingen Germany (Source: Pinterest.com)

Dunmore Street Plaza	
Pavers	Dark granite flagstones with light granite inlay to unify the Dunmore Street Plaza area (Refer Figure 30). Main Body Pavement: Adelaide Black or Austral Black Inlay: Hazy White and/or Silverblack or equivalent approved by Council.
Vehicle Crossing	Standard natural grey colour (no added oxide) to Council specifications.
Kerb Ramp	Same paving material as immediate surrounds.

7 Dunmore Street Plaza

7.5 Tree Grate

Materials

- a. Galvanised steel

Specification

- b. Paver support tree grate

Finishes

- c. Hot dipped Galvanised Finish
- d. To integrate with surrounding paving material

Recommended Locations

- e. Tree grate to be used where trees are located within pedestrian thoroughfare areas that require a paver surround.

Guidelines

- f. Tree grates should comply with Council specified load bearings for pavement areas.

Proprietary Product

- g. Citygreen Tree Grate 1200 mm W x 1200mm L with 600mm opening or approved equal.

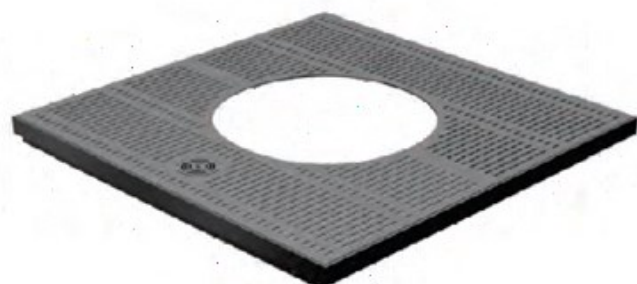


Figure 31: Galvanised Steel Tree Grate (source: Citygreen)

7.6 Tree Guard

Specification

- a. Guard to protect tree
- b. Baked enamel finish – colour to be confirmed

Recommended Locations

- c. To be installed around trees located in pedestrian pavement areas with tree grille base.

Proprietary Product

- d. Citygreen Premium Tree Guard 1850mm H x 600mm dia base x 600mm dia top or approved equal.



Figure 32: Baked Enamel Finish Tree Guard (source: Citygreen)

7.7 Bus Shelter

Rather than adopting a standard design, given the location in proximity to the Dunmore Street Plaza, the bus shelter should be designed to reflect the unique character of Dunmore Street (Refer Figure 33).

Recommended Locations

- e. To relocate the existing bus stop on the southern side of Dunmore Street Plaza to the west of the Mall Site through site link.

Guidelines

- f. Bus shelters should include night time illumination.
- g. Bus shelters may include advertising Billboards subject to Council approval.
- h. At a minimum, bus shelter shall include a seat with arm rests, regulatory bus signage (R5-20) (AS1742.11:1999) and appropriate tactile paving.
- i. Detailed design of the bus shelter shall be undertaken by a practising qualified civil engineer.



Figure 33: Unique Character for Bus Stop near Dunmore Street Plaza (source: JC Decaux)

7.8 Outdoor Dining Shade Structure

To improve the ambience of outdoor eating areas and comfort for diners, temporary outdoor dining shade structures are encouraged within Dunmore Street Plaza.

Materials

- a. Must be of a commercial quality, and constructed of fire retardant material.

Specification

Shade structures used in the outdoor dining area shall:

- b. Be high quality and uniform in appearance and read as part of the public domain.
- c. Not include any commercial logo or advertisement.
- d. Be temporary, light-weight, and modular umbrella shaped units approved by Cumberland Council.
- e. Be able to be removed or closed at the end of business hours or in windy conditions.
- f. Be able to support outdoor heaters and be connected by inserts between shades to reduce run-off.
- g. Must not be attached to or above the awning.
- h. Must be fixed at a minimum height of 2.1m so as to not interfere with passing footpath or vehicular traffic or pedestrian view lines.

Finishes

- i. Each individual umbrella to be of a single colour and style to provide consistency and identity and must be compatible with the surrounding streetscape (Refer Figure 33A).
- j. Clear, transparent, and colourless plastic blinds are permitted, but they may only be used where it can be demonstrated that the amenity of the surrounding streetscape and pedestrian safety will not be compromised, and will not have an impact on flooding/overland flow within an identified area. Plastic blinds are permitted on a maximum of 3 sides of the outdoor dining area.
- k. Opaque or coloured blinds are not permitted.

Recommended locations

- l. Locate shade structures where a clear need exists and generally to accommodate outdoor footpath dining. Shade structures shall not obstruct safe and reasonable movement of pedestrians and vehicular traffic, and other street activities. Locations are subject to Council approval.

Guidelines

- m. No shelter for weather protection should be erected or installed in or about an outdoor dining area without Council's prior written approval.
- n. Shade structures should comply with Cumberland Council's Outdoor Dining Guidelines and Policy.
- o. Heating devices must comply with AS 4565-2004 Radiant Gas Heaters. Access to the gas mains and use of electrical extension cords are not permitted.
- p. Outdoor dining furniture shall be removed from paved area each night.

7.9 Planter Boxes

All plants and planter boxes placed on Council's footpaths are to be included in the licensed area and should not take up more than 15% of the licensed area. Where they are used to delineate the licensed area, they will be included as part of the licensed space. The planter boxes must be well maintained by the proprietor.

Council reserves the right to order the removal of planter boxes that are not properly maintained, including the consistent provision of approved high quality flowers or vegetation. They must be removed from the public area when the cafe is not operating. Permanent planter boxes will only be considered in privately owned open space or on footpath blisters.

Proposals for the use of plants and/or planter boxes are to be submitted to Council for approval.



Figure 33A: Temporary Shade Structure (Source: shadeinstall.com)

8 Street Trees

8.1 Street Planting Concept

Planting street trees and landscaping is a simple and effective way to enhance the character and amenity of the Centre. Trees can increase shade, reduce urban heat load, minimise glare, contribute to biodiversity, support habitat and naturally filter the air of pollutants. Trees can also improve the visual quality and legibility of streets. They can create a sense of cohesion and enclosure and screen distracting building mass and scale.

Tree lined streets can also be an effective traffic calming device to encourage driving at lower speeds resulting in pedestrian friendly streets providing opportunity for informal socialising.

It is proposed that existing established trees particularly on the Centre's periphery roads shall be retained and protected. New tree species have been selected to complement the existing street tree palette in order to integrate future development into the existing neighbourhood fabric. Nominated tree species are selected for their hardiness and will grow within highly urbanised environments (Refer Figure 33B, 34 and Table T1).

The selection of species aims to:

- Create an aspirational and high-quality urban landscape by selecting species that will grow in existing conditions and respond well to future development.
- Complement the existing landscape character within Wentworthville.
- Reinforce the entrance to the Centre.
- Provide thermal comfort through deciduous shade-bearing trees in summer months that will allow solar access in winter months.
- Provide linear, repetitive plantings that create a regular character and unifying scale within the Urban Centre.
- Promote water sensitive urban design through selection of tree species that require relatively few inputs, such as irrigation.
- Facilitate passive surveillance and not pose a hazard due to falling branches or excess debris.

In light of multiple benefits, which include biophysical, economic and social, associated with green cover with urban landscapes, one of the planning priorities (Planning Priority C16) identified by the Greater Sydney Commission (GSC) in the Central City District Plan is: "Increasing urban tree canopy and delivering Green grid connections." The proposed tree planting will respond to the state objectives as well as the local context. The species selected will respond to the scale and visual prominence of streets, lot layout, street lighting, services and drainage layout and requirement to provide visual amenity, shade and temperature control.

Guidelines

- To maximize winter sun and summer shade, the east-west streets should primarily be deciduous with either distinctive colouring or flowers to add vibrancy to the Centre.
- Evergreen trees for roads running north to south, to provide continuous leaf colour and visual amenity to the area is encouraged. The proposed species should have distinctive flowers and/or bark patterning.
- New street trees should be single stem and minimum 400 L pot size when installed throughout the Centre. All trees should meet the quality and standards as recommended in *Specifying Trees - A guide to assessment of tree quality by Ross Clark*.
- Linear, repetitive plantings to create a regular character and unifying scale shall be incorporated within the Centre. Tree spacing should be subject to site requirements for parking and compliance with RMS visual clearance and safety guidelines.
- Within all hard paved areas and the road corridor strata cell units to support tree growth and root structure are encouraged. Trees shall be planted in minimum 20m² soil. Final design to be approved by Council's Engineers.
- Trees shall be installed in the road corridor where the building awning provides no opportunity for the planted tree to reach its maximum growing capacity and height.
- Where appropriate, tree pits shall be designed to capture stormwater runoff and filter water using WSUD principles.
- Where appropriate, suitable groundcover should be planted under street tree canopy.
- Tree grates and tree guards should only be used in pedestrian paved areas.



Figure 33B: Wentworthville Centre Planting Plan

8 Street Trees

8.2 Recommended Species

Table T1			
Botanical Name	Common Name	Height x Spread	Min. Pot Size
Street Trees			
<i>Acer rubrum</i> 'October Glory'	Maple	12m x 9m	400L
<i>Calodendron capense</i>	Cape Chestnut	10m x 8m	400L
<i>Corymbia maculata</i>	Spotted Gum	20m x 10m	400L
<i>Hymenosporum flavum</i>	Native Frangipani	15m x 6m	400L
<i>Pyrus ussuriensis</i>	Manchurian Pear	9m x 7m	400L
Hedge Planting			
<i>Buxus microphylla</i> var. <i>japonica</i>	Box hedge	1m x 0.75m	200mm
Suggested Understorey Planting			
<i>Pelargonium</i>	Geranium		75mm
<i>Kniphofia species</i>	Dwarf Red Hot Poker		75mm
<i>Lomandra tanika</i>	Lomandra	0.60m x 0.65m	tube
<i>Thymus vulgaris</i>	Thyme		
Grass			
<i>Microteana stipoides</i>	Weeping grass	0.1-0.3 x 0.1-0.3 m	tube

Irrigation

Planting beds and raised grass planform along Dunmore Street shall be irrigated. Irrigation shall be designed by a qualified irrigation designer, shall be automated and comply with relevant Australian Standards.



Geranium - Pelargonium 'Pinnacle Red'



Geranium - Sanguineum New Hampshire



Lomandra tanika



Buxus microphylla Hedge



Thyme



Pyrus ussuriensis



Kniphofia (Red Hot Poker Dwarf)



Hymenosporum flavum



Acer rubrum 'October Glory'



Corymbia maculata



Calodendron capense



Acer rubrum 'October Glory'



Corymbia maculata



Hymenosporum flavum

Figure 34: Landscape Materials Palette

8 Street Trees

8.3 Sight Lines and Clearances

Tree planting must not impact on the safety and function of the road corridor. Refer to Table T2 for minimum clearance distances.

Table T2	
Streetscape Element	Indicative Minimum Clearance
Road Intersection (distance from the projected line of intersection on approach side)	10m from intersection kerb line
Traffic Signals (approach)	10m
Traffic Signals (egress)	7m
Bus Stops (approach)	10m
Bus Stops (egress)	7m
Pedestrian Crossings (approach)	10m
Pedestrian Crossings (egress)	7m
Driveways	2m from Driveways
Stormwater inlet/outlet	2m from stormwater inlet/outlet
Street Light Pole	3m from centre of light pole
Underground Service Pit	2m from edge of service pit

8.4 Water Sensitive Urban Design

Best practise Water Sensitive Urban Design (WSUD) measures will be incorporated along Dunmore Street, Station Street and The Kingsway in the tree pit and garden design. Trees will be planted within the stratacell units to maximise opportunities for healthier tree root growth and canopy cover in a small area.

Strata Cells

Strata Cells are an engineered void space modular unit system that enables large volumes of soil to be placed under hard paved surfaces for the establishment of healthy tree root system and vibrant canopy trees. In comparison to conventional methods of planting, the strata cell system enables trees to grow more effectively in hard urban environments, establishing more sustainable and liveable precincts by delivering cooler cleaner air; shading; and when combined with WSUD principles improved quality of stormwater runoff entering local waterways (Refer Figures 35 and 36).

Strata Cells shall have a load bearing capacity to support maintenance and garbage trucks and reduce pavement upheaval by addressing invasive tree root damage.

Strata Cell systems can be designed using best practice WSUD principles to capture overland stormwater and effectively filter and retain water at the source of each tree reducing the overload of stormwater on the network – Strata cells combined with WSUD will deliver multiple benefits to both green and blue infrastructure and for the wider community.

Guidelines:

- Strata cell system shall be incorporated where tree planting occurs within hard paved areas and the road corridor on Dunmore Street, Station Street and The Kingsway.
- Strata cell systems shall be designed for minimum 20m³ soil volume per pit for the establishment of medium sized trees within the Centre.
- WSUD principles shall be incorporated to capture overland stormwater and direct into rain gardens and tree planting beds thereby reducing the quantity of stormwater runoff and cooling and greening our local environment.



Figure 35: Median Tree Planting - Dunmore Street near Garfield Street - Looking West
(Source: Citygreen)



Figure 36: Median Tree Planting - Dunmore Street Wentworthville Plaza - Looking West
(Source: Citygreen)

Figure xxx:

9 Paving

Objective: To provide a quality pedestrian surface treatment throughout the Centre.

Guidelines:

- Visual and tactile qualities of the paving should communicate the functional characteristics of the street.
- Sustainable; locally sourced and readily available paving materials should be used.
- Pavers that are flexible, easy to remove and relay should be used.
- Paving material should be robust and durable, cater to high pedestrian traffic loads and easy to maintain.

(Refer Figures 37-41)

Paving material Transition

- A variation and/or colour contrast in paving format for Dunmore Street Plaza and outdoor dining areas is encouraged.
- New paving should be integrated with existing bluestone paving so that paving reads as a continuous legible palette in the Centre.
- A street with higher activity should take precedence for paving treatment, and must wrap the corner into the minor street.
- Paving on private property adjacent to public footpath must not extend across into the public footpath zone. The junction of materials must be physically and visually coordinated.
- Where building setbacks provide a section of widened footpath, the materials and paving used must be integrated with the existing footpath paving, and the Wentworthville Centre Paving Palette must be used.

Specifications

- Pavements should be all-accessible, using sustainable materials, slip-resistant and high quality as recommended by the Australian Stone Advisory Association (ASSA).
- All works to be in accordance with AS4455-2:2010 Pavers and Flags, and AS4586:2013 Pedestrian surface materials.
- All stone shall be natural, uniform quality, free of defects (such as vents, cracks, fissures, seams, porous inclusions, foreign material,

loose surface material striations, stains and discolouration) liable to affect its strength, appearance, durability or proper function under the intended conditions of use.

- Supplier shall provide written certification that the granite stone meet the international ASTM C615/C615M-11 Standard Specification for Granite Dimension Stone for the following quality criteria:

Table T3	
Maximum deviation	Deviation from required dimensions for paver face dimensions for items of thickness up to 90mm shall be 1mm
Squareness	The squareness difference between diagonals shall be no greater than 1.5mm
Thickness	+/- 2mm
Flatness	Honed surfaces: 0.5mm per metre; and Sawn or sandblasted faces: 1.5mm per metre
Edge Straightness	0.5mm per metre
Maximum deviation of paver face from plane	Finishes: 1.5mm in 1200mm; and Natural dven faces: 10mm in 1200mm

- Stormwater drainage infrastructure should be integrated within the footpath where surface runoff will be excessive (in footpath areas greater than approximately 120m²).
- A V-shaped footpath profile should be used where a satisfactory single cross fall to the top of the kerb cannot be achieved.
- All service pits should include infill paving to ensure consistent visual look and feel.

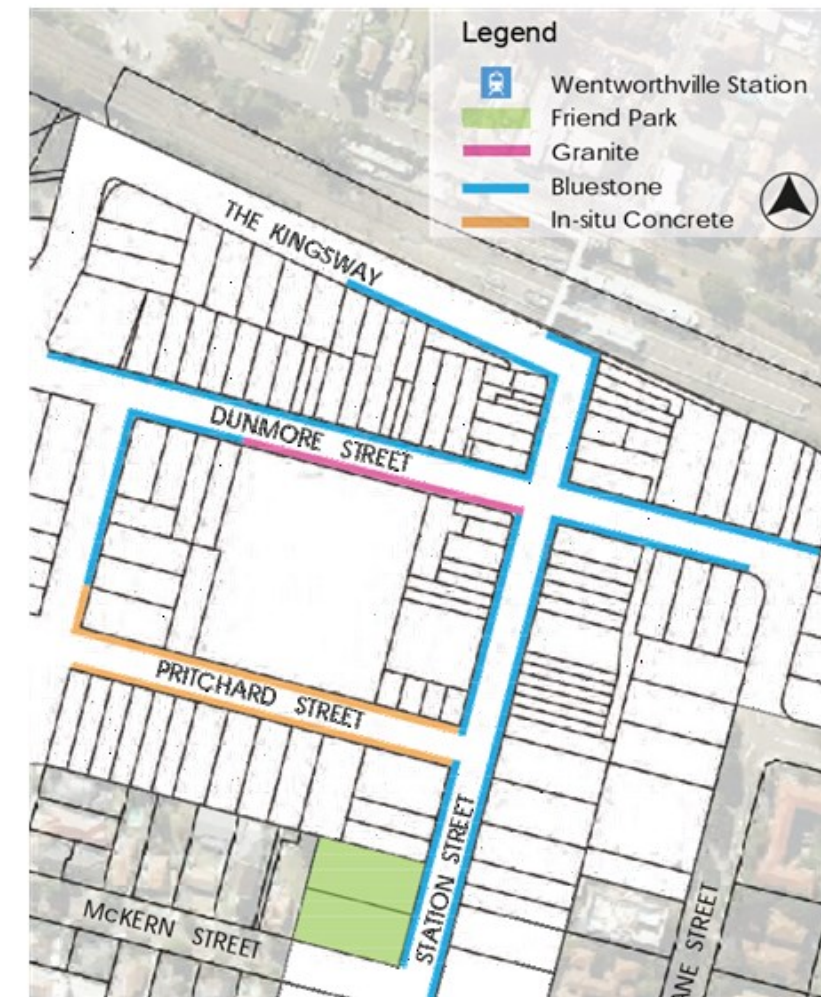


Figure 37: Paving Plan



Figure 38: Silver Black



Figure 39: Austral Black Melocco



Figure 40: Hazy White



Figure 41: Adelaide Black

9 Paving

Station Street and The Kingsway	
Pavers	Bluestone pavers with an inlay to unify Station Street and The Kingsway. Main Body: Huon Bluestone or Basalt Bluestone or equivalent Inlay: Hazy White and/or Silverblack or equivalent approved by Council.
Size	600 x 300 x 40mm
Finish	Sandblasted or blasted
Vehicle Crossing	Vehicle crossovers to increase to 50mm thickness
Kerb Ramp	Standard natural grey colour (no added oxide) to Council standard specifications.
Pritchard Street	
Pavers/Footpath	In-situ concrete Natural grey colour (no added oxide)
Size	If not specified in the DCP or PDP, footpath width subject to site conditions
Finish	Standard natural grey colour (no added oxide)
Vehicle Crossing	Vehicle crossover shall be minimum 100mm thick with F72 reinforcement.
Service Lanes	
Pavers/Footpath	In-situ concrete Entrance of Laneway: Asphalt with interlock paving band
Size	If not specified in the DCP or PDP, footpath width subject to site conditions
Finish	Standard natural grey colour (no added oxide)
Note: Final design to suit grades and vehicle loads to the approval of council's representative.	

9.1 Tactile Ground Surface Indicator

Tactile Ground Surface Indicators (TGSIs) shall be incorporated into the continuous path of travel for warnings of hazards or a direction indicators to assist persons of vision impairment to navigate the built environment.

WARNING + DIRECTIONAL TACTILE

Finishes

- Single unit, manufactured for hardwearing polyresin.
- Warning Tactile featuring an engraved, concentric circle design on the horizontal face with a smooth bevelled edge around its perimeter (Refer Figure 42).
- Directional Tactile featuring an engraved and machined grooved face L 290mm x W 35mm x H 5mm.

Recommended Locations

- TGSIs shall be used prior to kerb ramps (where required), vehicle crossovers, at any steps or ramps, or a warning of any overhead hazard. Directional tactiles should be used at public facility locations such as bus stops.

Guidelines

- TGSIs should be slip resistance AS/NZ4586-2013 Appendix A class P5 (very low).
- Installation of tactiles shall comply with Accessibility Standards AS 1428.1-2009.
- TGSIs should be installed to manufacturer's specifications.

(Refer Figure 43)

Proprietary Product

- DTAC Stainless Steel Classic Ecotac PVD Black (DT0 120) or approved equal.
- DTAC 120 Urethane Classic Directional tactile (DIRP0705B) or approved equal.



Figure 42: Location of Warning Tactile at Steps (Source: Pinterest.com)



Figure 43: Tactile Ground Surface Indicator (Source: DTAC)

10 Street Furniture

The selection of street furniture makes reference to the outcomes from the "Wentworthville Stories, Schemes and Dreams" public art making strategy. A colourful palette for the street furniture contributes to a vibrant setting and backdrop for the Centre's streetscapes.

Objectives

- To provide robust and enduring products suitable for high public usage.
- To respond to the character in particular locations through site specific designs.
- To provide aesthetically pleasing, functional, comfortable and quality street furniture.
- To largely provide a standard furniture palette throughout the centre for ease of operation and maintenance of the public domain.

General layout of furniture

The layout of furniture shall be located as follows:

- Outside the clear path of travel for universal access (Refer Figures 44 and 45).
- Within designated furniture zones.
- Where possible to establish cluster of furniture to minimise clutter.
- Be located with consideration to street trees and street lighting layouts and building entries.
- In accordance with the required egress zone from the face of the kerb to allow for car overhang and door swing, as well as access to the parked cars.
- In accordance with required setbacks from kerb ramps, driveways and pedestrian crossings.

When placing furniture in the Furniture Zone, the following clearances are recommended:

- 600mm of Parking Egress zone from face of kerb to allow car overhang and door swing.
- Min. 1m from driveway crossings.
- Min. 2m from the landing of kerb ramps.
- Min. 15m from the intersection unless in kerb extensions.

Accessibility

All furniture in the public domain shall be in accordance with the Disability Discrimination Act 1992 (DDA) provisions and include the following:

- Adequate seats with arm and back rests that comply with DDA requirements in desired pedestrian routes and places.
- Distribution of seats to provide frequent resting places for elderly people within the Town Centre.
- Maximum 65mm gap under any element (e.g. barrier, planter box or bus shelter) to pavement surface.
- Adequate hardstand around street furniture elements to allow wheelchair access where required.

Environmental Responsibility

The selection of furniture shall prioritize the use of environmentally responsible and sustainable materials as follows:

- Compliance with product stewardship policies (e.g. Forest Stewardship Council/FSC), eco-preferred content.
- Ability to be recycled or reused at the end of life cycle.
- Locally or regionally sourced to minimise shipping needs.

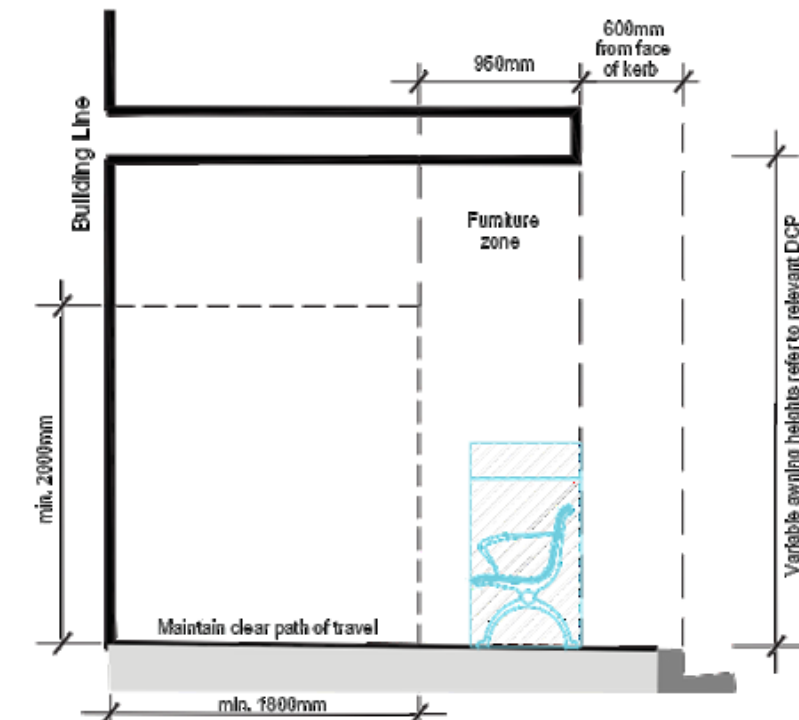


Figure 44: Section - Location of Street Furniture

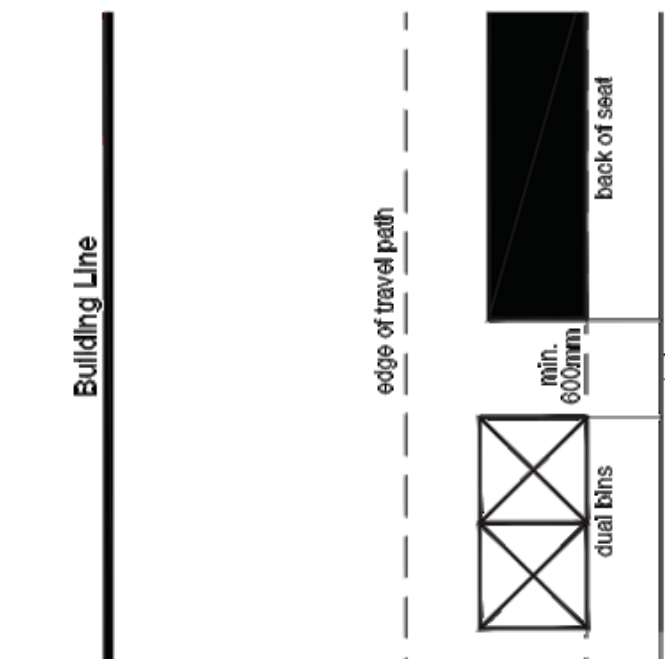


Figure 45: Plan - Location of Street Furniture

10 Street Furniture

10.1 Dual Rubbish Bin Enclosure

Objectives

- a. To remove rubbish from the Centre effectively
- b. To prevent access to birds and dogs
- c. To accommodate a 240L wheelie bin

Materials

- d. Fully fabricated 316 Stainless Steel Bins with no opening insert

Specification

- e. Dual 240L rubbish and recycling bin enclosure

Finishes

- f. Laser Cut design (one panel)
- g. Flat sloped roof with rectangle openings
- h. Pink (Telemagenta) Gloss RAL4010 for general rubbish
- i. Brilliant Yellow Gloss YE007A for recycling

Guidelines

- j. Locate bin enclosure at the periphery of high density pedestrian areas, especially those where pedestrians may be temporarily delayed, such as at intersections, pedestrian crossing and bus stops.
- k. Clearance distance of the bin enclosure from the kerb line shall be 600mm minimum.
- l. Bin enclosure should be sited without impeding pedestrian movement.
- m. Bin enclosures are to be sited maximum 20 metres apart.
- n. Bin enclosure should accommodate a 240L wheelie bin.
- o. Surface fixed bin enclosures should incorporate adjustable leg mounting to allow for level installation and to provide a minimum 20mm gap between ground and enclosure.

Proprietary Product

- p. Street Furniture Australia Frame Dual Bin enclosure or approved equal.

10.2 Bollard

Objectives

- a. To improve safety by providing a barrier for vehicular access to pedestrian spaces.
- b. To provide controlled vehicle access points

Materials

- c. Grade 304 stainless steel pipe

Specification

- a. Fixed and removable bollard

Finishes

- b. Linished

Guidelines

- c. Bollards to be sited in areas where vehicle overrun may be prevalent causing safety concerns for pedestrians i.e. corners and changes in kerb alignment.
- d. Locate bollards within 600mm of the kerb line.
- e. Where applicable, bollards should have a minimum clearance of 500mm from any gutter ramps or other obstacles to maintain pedestrian flow.
- f. Utilise removable bollards where authorised entry is required to public areas that are in general pedestrian areas.
- g. Utilise Council Standard locking device, which are orientated away from vehicle traffic.
- h. All works to be in accordance with AS1657 (2013).
- i. Slanted top to deter birds.
- j. Available with customised Council logo or reflective tape.

Proprietary Product

- k. LEDA SSR Regal Bollard range or equivalent.
- l. **Fixed Bollard:** Subsurface fixing to manufacturer's details.
- m. **Removable Bollards:** Surface mounted; Refer to Cumberland Council standards regarding locking system.



Figure 46: Dual Rubbish Bin Enclosure with Public Art (Source: Street Furniture Australia)



Figure 47: Bollards (Source: Street Furniture Australia)

10 Street Furniture

10.3 Bike Racks

Objectives

- a. To promote health and well being by encouraging cycling access to the Town Centre.
- b. To provide safe and secure bike parking facilities.

Materials

- c. Stainless Steel, subsurface mounted bike rack

Finishes

- d. Linished or electropolished

Recommended Locations

- e. To be sited in groups of 2-3 within designated kerb blisters and in proximity to key civic destinations including Dunmore Plaza and Wentworthville Train Station.

Guidelines

- f. Bicycle parking should not impede on pedestrian traffic flow.
- g. Site specific designed bike rack clusters are subject to Council approval.
- h. Layout and design should be in accordance with AS 2890.3(2015) Class 3 Bicycle Parking Facility.
- i. Where sub-surface installation is not practical, surface mounted alternative will be considered.

Proprietary Product

- j. Slim Hoop Bike Ring 270mm W x 850mm H or approved equal

10.4 Drinking Fountain

Objectives

- a. To provide accessible free drinking water within the Centre.
- b. To enable filling of water bottles.

Materials

- a. Aluminium or Grade 316 stainless steel body, stainless steel nozzle and valve.

Finishes

- b. Powder coated colour: Bondi Blue Gloss (Interpon Bondi Blue YJ046A)

Recommended Locations

- c. Two key civic destinations, including one in Dunmore Plaza and one in proximity to Wentworthville Train Station

Guidelines

- d. Drinking fountains should be compliant with DDA accessibility guidelines.
- e. Waste water from drinking fountains could be diverted to nearby tree pits or garden beds to meet Water Sustainable Urban Design Objectives. This should be investigated at installation.

Proprietary Product

- f. Street Furniture Australia Arqua Fountain 450 Ø x 770 D x 1125 H or approved equal.



Figure 48: Site Specific Bike Racks are Encouraged - Penrith Mall



Figure 49: Drinking Fountain (Source: Street Furniture Australia)

10 Street Furniture

10.5 Drainage Grates

Objectives

- To provide safe and accessible pedestrian pavements.
- To capture water runoff on paved areas greater than 120m²
- Where possible, to redirect water into adjacent planter beds, rainwater gardens and tree planting.

Materials

- Corrosion resistant polycrystalline channels with galvanised or stainless steel drain

Specification

- Modular Grated Trench Drainage System

Finishes

- Final finish to be approved by Council

Recommended Locations

- As required within the streetscape design to collect water runoff from pedestrian paved areas.

Guidelines

- Grates should be:
 - Heel safe with maximum slot widths of 10mm
 - Certified to AS3996 Load Class D (210kN)
 - Compliant with AS 4586:P4 – Slip resistance classification for Wet Pendulum Test
 - Compliant with AS 4586: R10/R10 – Slip resistance classification for Oil-Wet Inclining Platform Test
- Consideration to inclusion of artworks within the grate system are encouraged.

Proprietary Product

- Final grate system to be approved by Council

10.6 Fence

Objectives

- To assist with the safe movement of roadside users.

Materials

- Hot dipped galvanised steel 2 metre modular panels

Specification

- RMS steel pedestrian fence

Finishes

- Powder coated Black

Recommended Locations

- Intersections, pedestrian crossings, level changes or wherever pedestrian traffic control is required.

Guidelines

- Type 1 fence should:
 - Be designed and specified by NSW RMS
 - Comply with relevant Australian Standards for roadside pedestrian control
 - Be install to manufacturers specifications
- Where sub-surface installation is not practical, surface mounted alternative could be considered.

Proprietary Product

- RMS Type 1 pedestrian fence or approved equal



Figure 50: Artwork within Drainage Grate - Alfred Street - Custom House Sydney



Figure 51: Powder Coated Black Fence

10 Street Furniture

10.7 Seats and Benches

SEATS

Seats and benches that are accessible and comfortable to all users will be placed selectively throughout the Centre.

Specification

- a. Seats with back

Materials

- b. Arch legs subsurface mounted

Finishes

- c. **Frame:** Colour: Interpon Textura Monument GL329A
- d. **Armrests:** polished
- e. **Batons:** Colour: Interpon Sable Core Ten Textured GX350A

Recommended locations

- f. At 30-50m intervals along the streetscape and minimum 600mm offset from the back of the kerb.
- g. Perpendicular to the kerb in the Furniture Zone where space permits.
- h. Orientate the seats towards the building façade when located in the Furniture Zone and towards the street when located near the building line.
- i. Benches are to be provided in open space where pedestrian safety is not dependent on the direction it should face.
- j. Do not place seats in footpaths less than 3.5m wide nor areas of high and fast pedestrian traffic volumes.

Guidelines

- k. Seats and benches shall be robust and vandal proof with strong frames and batons.
- l. Armrests should be added to 50% of seats installed within the Centre.

Proprietary Product

- m. Classic Galleria DDA or approved equal 590mm W x 835mm H x 1750 or 2100 L
- n. Batons 40 x 20mm

Supplier

- o. Street Furniture Australia

BENCHES

Specification

- a. Bench Seat

Finishes

- b. Arch legs subsurface mounted
- c. Armrests - polished

Recommended locations

- d. To be sited in locations where access to seat from both sides is desirable.

Guidelines

- e. Armrests should be added to 50% of benches installed to meet Australian accessibility requirements.
- f. Location of bench seat shall not impede upon pedestrian movement.

Proprietary product

- g. Classic Galleria Bench 615mm W x 435mm H x various lengths

Supplier

- h. Street Furniture Australia



Figure 52: Seat with Back (Source: Street Furniture Australia)



Figure 53: Bench (Source: Street Furniture Australia)

10 Street Furniture

10.8 Wentworthville Centre Lighting

Objective

- To upgrade street lighting using Multifunction poles to achieve combined energy efficiency LED lighting, banner compatibility, effective CCTV coverage and future Smart City capability.
- To illuminate the Centre for safe passageways for pedestrians and vehicles
- To avoid visual glare from light source that may affect the safety of drivers and pedestrians

Guidelines

Carriageway lighting and pedestrian lighting shall:

- Achieve a high colour rendering and a high level of vertical luminance to maximise personal safety (to detailed lighting design).
- Use a light source that emits no light above the horizontal plane.
- Use multifunction poles that may accommodate the full suite of RMS accessories including traffic and pedestrian signals, signage, cameras and traffic signal outreaches to 10m as well as street names and banners as required.
- Achieve vehicular and pedestrian lighting in accordance with AS/NZS1158.1.
- Provide supplementary lighting at pedestrian crossings as required to AS/NZS 1158.4 Part 4.

Festivals and Events

Other light pole specifications to be determined in consultation with Council officers that will assist with Festivals and Events within the Centre shall include:

- 3-phase power outlets at strategic locations to support festivals and events.
- Fixtures and structural support for Christmas decorations and catenary lines.
- Rigging points, fixtures and structural support for catenary lines and other incidental attachments to suit special event and animation requirements according to agreed design aspirations.
- Spare conduits for possible future power supply needs.

10.9 Street Lighting

Materials

- Extruded aluminium pole, ground level anti-vandalism cladding

Specification

- Multifunction smart pole

Finishes

- Powder coated aluminium

Recommended locations

- All locations within the Wentworthville Centre where lighting, traffic signals, or banners are required.
- Where possible layout of poles to be located in place of existing light poles with the exception of Dunmore Street (between Garfield Street and Station Street), where poles shall be placed in the median subject to final lighting design.
- Ensure that street light poles are set back from the kerb face by 700mm to minimise the risk of collision by vehicular traffic.

Guidelines

- All works should be accordance with AS1158.3-1:2005; AS3000:2007; AS4100:1998; AS1163:2009; AS1554.1:2011.
- Install all light poles in the public domain with footings and bolt assemblies buried below the finished pavement surface.

Supplier

- HUB Street Equipment or approved equivalent

10.10 Pedestrian Lighting

Objectives

- To provide pedestrian lights within the Centre in areas where pedestrian traffic is to be encouraged at night, but where other sources of light do not meet the lighting category criteria.
- To reduce risk of vandalism and minimise interference with awnings by setting pedestrian lights at a height.

Materials

- Light Pole – Multipole 168 Mini

Specifications

- LED Luminaire – to recommendation of designer and manufacturer.
- Footings – Footings, holding-down bolts and the like shall be designed by a qualified practicing structural engineer.

Recommended Locations

- Dunmore Street Plaza



Figure 54: Multifunction Smart Pole, Auburn



Figure 55: Pedestrian Lighting, Wellington NZ

10 Street Furniture

10.11 Catenary Lighting

Specification

- Lighting system on a high tension suspended cable system to be used in plazas, laneways and pedestrian priority areas in order to differentiate the space from the surrounding environment and create a more intimate and informal atmosphere.

Recommended locations

- Provide art lights in areas where pedestrian traffic is to be encouraged at night, and to create atmosphere and vibrancy within the Wentworthville Centre.

Guidelines

- All lighting is subject to final approval by Council.
- Light source should be LED, min. 65 lumens/watt with lamp LED life min. 80% at 50,000H. LED CCT may be selected for site specific applications subject to Council approval.
- Light distribution can be asymmetric or symmetric. Above 0° horizontal, the light output ratio should be ≤ 10% of lamp lumens.
- Lamp luminaire should have min. IP65 rating, and min. IK04 rating.
- Art light to be installed at a height to reduce risk of vandalism and to minimise interference with awnings.



Figure 56: Urban Catenary Lights (Source: Pinterest.com)

10.12 Public Art

Public art is an important aspect of the revitalisation of the Centre. Public art has the ability to unify the Centre with a theme or identify the core of the Centre or the entry. At a pedestrian scale it can assist in wayfinding and provide visual interest for pedestrians.

Public art can instill beauty and symbolic meaning as both independent installations and into functional objects such as seats, grates, lighting, railings, to create a sense of place and identity.

Public art proposals will be subject to Council's approval processes.



Figure 57: Public Art San Jose California (Source: Spence Sizto, San Jose)

10.13 Public Art - Lighting

Specification

- Distinctive temporary night time lighting that celebrates the vibrancy of the Wentworthville Centre and the local community.
- Light art proposals will be reviewed on a case by case basis to activate a space and/or create a unique atmosphere.

Recommended locations

- Provide art lights in areas where pedestrian traffic is to be encouraged at night, and to create atmosphere and vibrancy within the Wentworthville Centre.
- Set art light installations at a height to reduce risk of vandalism and to minimise interference with awnings.

Guidelines

- Where possible light art should provide sufficient lighting to comply with the recommended AS1158 lighting levels. This should be confirmed by a lighting designer. If compliance is not achieved other lighting elements must be considered as part of the overall lighting scheme.
- Minimisation of glare and glare sources are paramount; lighting is not to distract but enhance the artwork.
- Mounting of luminaires should not affect viewing of the artwork during the day nor at night time.
- Light art is to comply with OH&S issues of public safety.
- Strobing or flashing light art will not be considered.



Figure 58: Elevated Walkway, University of Sydney (Source: Sydney.edu.au)

11 Utilities

PUBLIC UTILITIES

Objectives

- To make adequate provision in the Centre for the accommodation of a range of public utilities.
- Access to and installation of these facilities to be in accordance with relevant Industry and Australian Standards.

11.1 Service Pits

Materials

- As required by the utility
- Lids shall be infill type unless specifically disallowed by the owner of the asset.

Layout and location

- As determined by services installations.
- To the maximum extent possible, set service pit lids to conform to surrounding pavement levels and at the same orientation as the pavers.
- Access to and installation of utilities must conform to the following industry and relevant Australian Standards: AS3084:2003, AS1939:1990, AS3996:2006, AS4198:1994, ACA TS008, TS009.

11.2 Telephone Kiosks

Guidelines

- If a single phone kiosk is to be used, along the road reserve, locate at least 750mm from kerb edge.
- If a double kiosk is to be used (back to back), along the road reserve, locate at least 1000mm from kerb edge.
- Refer to Telstra regarding installation requirements.
- Do not locate phone booths near public toilets or ATM's due to public safety concerns.

Layout and Locations

- Retain the two phone kiosks in similar locations within the Centre on Dunmore Street and The Kingsway.

Advertising Signage

- Advertising signage associated with Phone Kiosks will be subject to final approval by Council.



Figure 59: Telephone Kiosk

11.3 Public Toilets

Guidelines

- Proposed toilets should be located on the Kingsway
- Preference is given for architecturally designed non-automated toilets.
- All structures must comply with disability access codes and relevant Australian Standards.



Figure 60: Public Toilet - St James Park Glebe

11.4 Bus Shelter

Bus stops along Dunmore Street will be upgraded as follows:

- Existing two bus shelters east of Station Street will be integrated with the design of the future building.
- Existing bus stop opposite the Mall Site (northern side of Dunmore Street) will be formalised and integrated with the design of the future building.
- The existing bus stop on the southern side of Dunmore Street Plaza to the west of the Mall Site through site link to include a formalised shelter. Refer to Section 7.7.

Guidelines

- At a minimum all bus stops shall include a seat with arm rests, regulatory bus signage (R5-20) (AS1742.11:1999) and appropriate tactile paving shall be included in the final design.
- Preference shall be given for seats to be located under shelter structure. Alternatively seats may be located minimum 1000mm offset from back of kerb and outside the clear path of travel.

Advertising Signage

- Advertising signage associated with Bus Shelters will be subject to final approval by Council.



Figure 60A: Standard Bus Shelter

11.5 Public Transport Vehicle Parking

REGULATORY SIGNAGE AND LINE MARKING

Parking

Materials

- Signage: as a minimum regulatory parking zone signs (R5-21 and R5-10) to be located at entry/exit points from a loading zone (to AS1742.11:1999).
- Line marking: aggregate modified acrylic latex polymer (nominal thickness 3mm) to AS4049.2:2005.

Layout and location

- Provision subject to Council determination

Loading Zones

- Signage: as a minimum regulatory loading zone signs (R5-23) to be located at entry/exit points from a loading zone (to AS1742.11:1999).
- Line marking: aggregate modified acrylic latex polymer (nominal thickness 3mm) to AS4049.2:2005.

Taxi Zones

- Signage: as a minimum regulatory taxi zone signs (R5-21) to be located at entry/exit points from a taxi zone (to AS1742.11:1999).
- Line marking: aggregate modified acrylic latex polymer (nominal thickness 3mm) to AS4049.2:2005.

Bus Zones

- Signage: as a minimum regulatory bus zone signs (R5-20) to be located at entry/exit points from a loading zone (to AS1742.11:1999).
- Line marking: aggregate modified acrylic latex polymer (nominal thickness 3mm) to AS4049.2:2005.

PEDESTRIAN CROSSINGS

Materials

- Flat top road hump coloured concrete (Coloured Concrete Systems CCS Onyx) median infill 25MPa with F72 mesh located centrally. Approach ramps to be plain concrete.
- Line marking- aggregate modified acrylic latex polymer (nominal thickness 3mm) to AS4049.2:2005.

Layout and location

- Provision subject to Council and RMS determination. All works to be in accordance with the RMS Technical Direction TDT 2002/04.

PEDESTRIAN REFUGE + TRAFFIC ISLAND

Layout and Location

- Provide at locations where determined in the context of a general traffic plan for the Centre and to Council approval. All works shall be in accordance with RMS Road Design Guide: Part 4.

THRESHOLD

Materials

- Refer to Pedestrian Crossings and apply as relevant.

Layout and Location

- Provision subject to Council determination.

12 Local Infrastructure Contributions: Funding Allocation

Guidelines

- a. The Developer will be responsible for the upgrade works that interface with the street frontage to the standard and in accordance with this Public Domain Plan.
- b. The Developer can not seek monetary offset for Public Domain works listed below
- c. Local Infrastructure Contributions (Section 7.11 of the Environmental Planning & Assessment Act 1979) are being collected for public domain works at Wentworthville Centre as follows:
 - Dunmore Street High Pedestrian Activity Zone:- 50% apportioned.
 - Station Street and Dunmore Street East:- 50% apportioned
 - Pritchard Street East:- 50% apportioned.
 - Pritchard Street and Station Street intersection:- 50% apportioned.
 - Slip lane Cumberland Highway to Pritchard Street:- 100% apportioned.
 - New Laneways and laneway widening:- Progress by Developers.
- d. Public Domain works to be in accordance with the Works Schedule prepared by Council.
- e. Construction works for the Public Domain to be approved by Council's representative prior to final signoff.

Note: 50% apportioned amount = 50% allocation amount identified in the contributions plan.

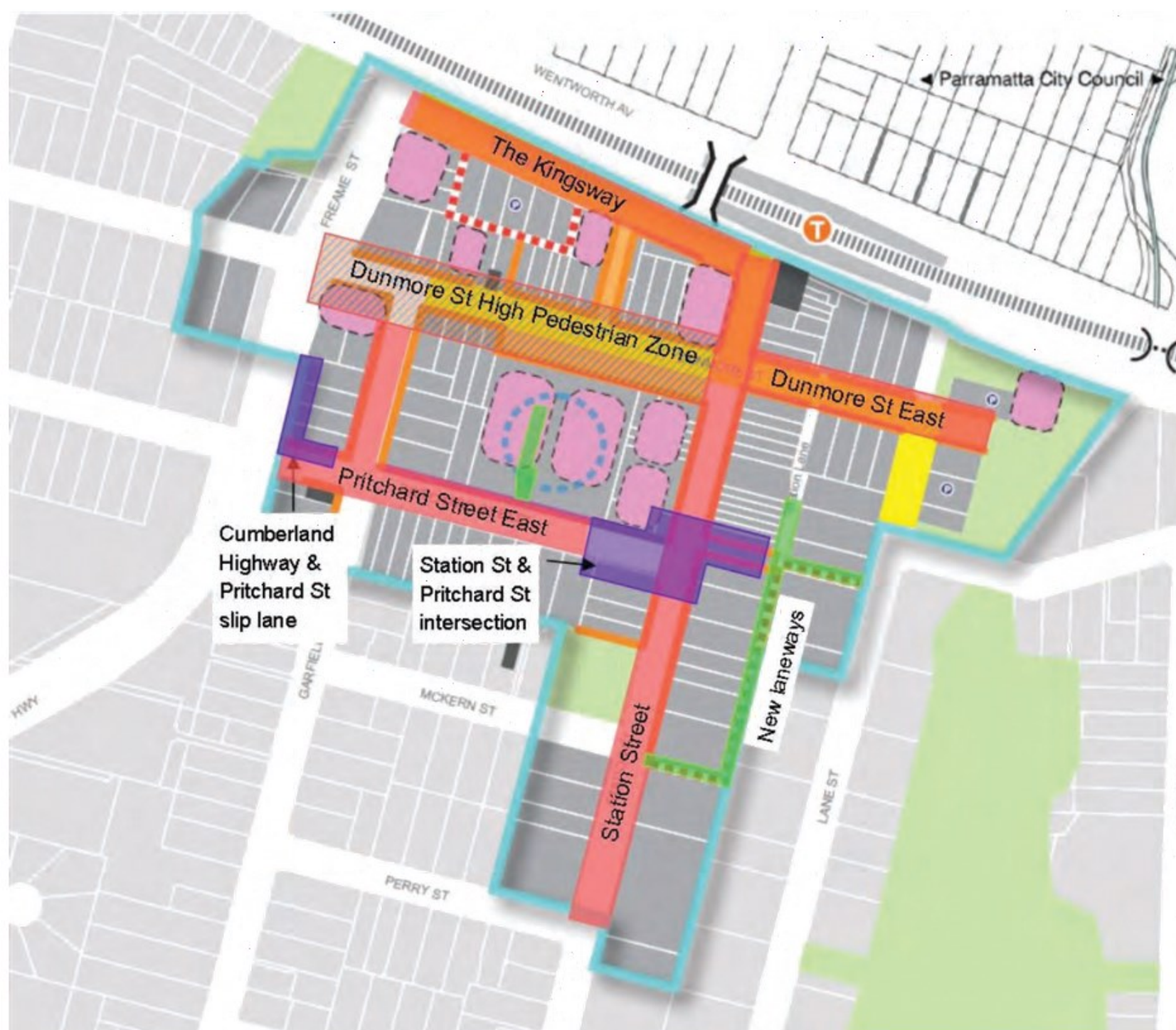


Figure 61: S7.11 Funding Allocation

13 Implementation of Works

The Wentworthville Centre Public Domain Plan vision, aims and objectives form the basis from which the detailed design works, public consultation and funding sources may be established for the long-term implementation of the public domain improvements.

Staging

A combination of short and long term measures should be established for the implementation of public domain improvements. It is envisaged that the short-term measures will address immediate priorities and form the basis for on-going works.

Proposed measures include:

- Coordinate the public domain plan with the revitalisation of the Wentworthville Town Centre.
- Ensure consistent approaches and enforceable requirements for developers to contribute to the installation of public domain finishes at the frontage of new developments.

This staging is based on currently available information and may be subject to change.

Short Term (1-5 years)

- Upgrade Station Street including new paving, street furniture, street lighting and tree planting. Upgrade parking arrangements including new line marking and signage.
- Remove existing public toilet.
- Upgrade laneway adjacent to old post office building including new footway and lighting.
- Upgrade bicycle path adjacent Cumberland Highway onto The Kingsway.
- Provide temporary (surface mounted) seats and new bins on Dunmore Street until the development of Dunmore Street Plaza.

Medium Term (6-10 years)

- Implement works for Dunmore Street Plaza and the High Pedestrian Activity Area (HPAA) along Dunmore Street between Garfield Street and Station Road subject to the commencement of development of the Wentworthville Mall Site.

- Upgrade The Kingsway and Dunmore Street East including new paving, street furniture, street lighting and tree planting. Upgrade parking arrangements including new line marking and signage.
- Upgrade Pritchard Street

Long Term (10 + years)

- Implement the full Centre by-pass, subject to RMS approval.

Staging of Works

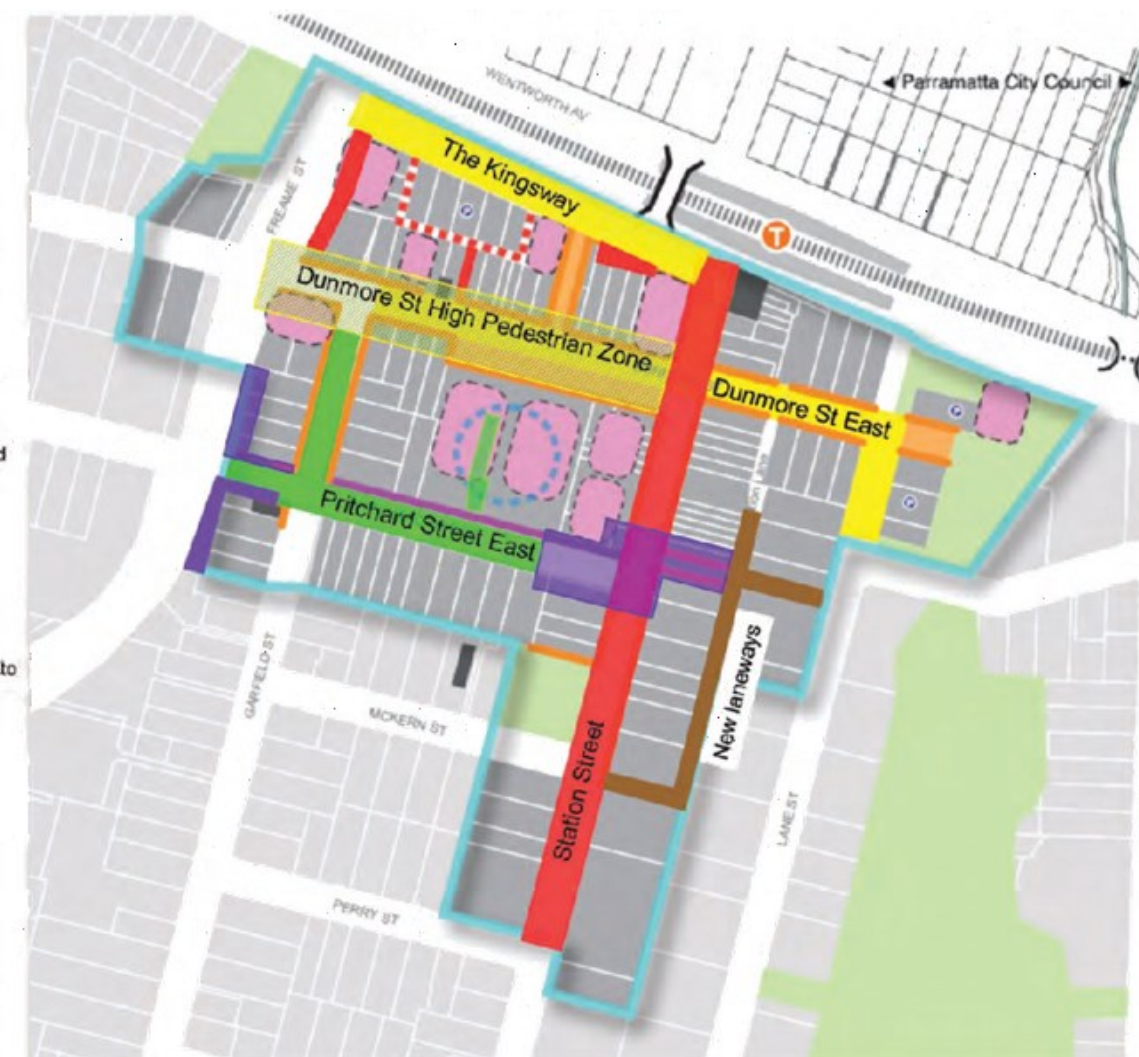


Figure 62: Staging of Public Works

Other works to be undertaken by Council:

- Street Lighting Plan, including sub station works
- Sydney Water works

Item No: C12/19-301

PLANNING PROPOSAL FOR 55-57 STATION STREET AND 6 PRITCHARD STREET EAST, WENTWORTHVILLE

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: SC531
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This planning proposal seeks to amend the planning controls at 55-57 Station Street and 6 Pritchard Street, Wentworthville, as follows:

- Amend the Floor Space Ratio control from 2:1 and 2.2:1 to 3:1
- Increase the Height of Building control from 10m, 17m and 20m to 41m for 55-57 Station Street, and 17m and 23m for 6 Pritchard Street East, and
- Insert additional provisions into Schedule 1 - Additional Permitted Uses to permit development on the site for the purpose of a ground floor 100m² Gymnasium for use by residential tenants only.

The proposal has been placed on preliminary public exhibition (pre-Gateway), and was reported to the Cumberland Local Planning Panel in November 2019. The Panel supported the Council officer's recommendation and suggested the inclusion of further site specific controls, which is supported for preparation at the next stage.

It is recommended that the planning proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Should a Gateway Determination be received, further work on a site-specific Development Control Plan and Voluntary Planning Agreement will be undertaken, and a further report provided to Council.

RECOMMENDATION

That Council:

1. **Prepare a planning proposal for 55-57 Station Street and 6 Pritchard Street East, Wentworthville, with the following built form and additional permitted use controls:**
 - a) **Floor Space Ratio control of 3:1 on the entire site;**

- b) **Maximum Height of Building control of 41 metres on 55 - 57 Station Street and 17 and 23 metres on 6 Pritchard Street; and**
 - c) **Introduce a 100m² gymnasium as an additional permitted use for the site.**
- 2. **Endorse that the planning proposal for 55-57 Station Street and 6 Pritchard Street East, Wentworthville, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.**
- 3. **Prepare a Development Control Plan to provide further planning controls for the site, should a Gateway Determination be received.**
- 4. **Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received.**

REPORT

Background

The initial Planning Proposal Request (PPR) for the site was lodged in November 2018. This proposal sought to amend the Holroyd Local Environmental Plan 2013 for 55-57 Station Street and 6 Pritchard Street East, Wentworthville, by:

- Amending the Floor Space Ratio control of the site from 2:1 and 2.2:1 to 3.5:1; and
- Increasing the Height of Building control of the site from 10m, 17m and 20m to 53m.

The proponent chose to amend the PPR at Council's request, due to the significant inconsistency that the original PPR had with the proposed built form controls of the draft Wentworthville Town Centre planning proposal.

An amended PPR for the site was lodged in September 2019. This proposal sought to amend the Holroyd Local Environmental Plan 2013 for 55-57 Station Street and 6 Pritchard Street East, Wentworthville, by:

- Amending the Floor Space Ratio control of the site from 2:1 and 2.2:1 to 3:1;
- Increasing the Height of Building control from 10m, 17m and 20m to 41m for 55-57 Station Street, and 17m and 23m for 6 Pritchard Street East, and

Inserting additional provisions into Schedule 1 - Additional Permitted Uses to permit development on the site for the purpose of a ground floor 100m² Gymnasium for use by residential tenants only.

The status of the PPR is provided in Figure 1 below.

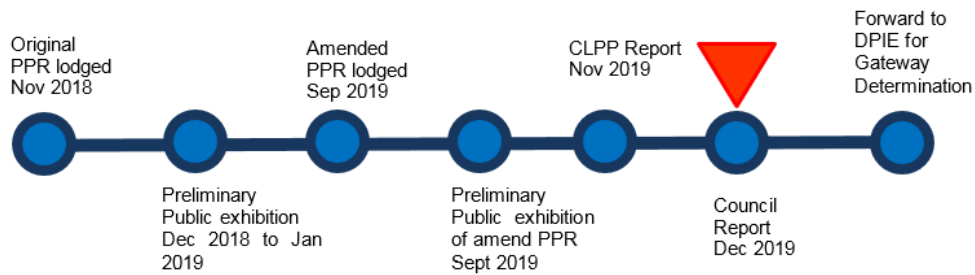


Figure 1 - Planning Proposal Request Status

The site and its context

The site (outlined in yellow in Figure 2) is located within the Wentworthville Town Centre, on the corner of Station Street and Pritchard Street East. The site has a frontage of approximately 60m to Pritchard Street East and 46m to Station Street.



Figure 2 - The subject site

The site currently consists of four land parcels which would need to be consolidated to make a single development parcel. 55-57 Station Street was originally a service station, but had been operating as an automotive repair shop (now closed) and convenience store (facing Station Street). 6 Pritchard Street is a standalone retail premise that faces Pritchard Street East and housed a video store (now closed).

Local Context

The site is located approximately 250m from Wentworthville Railway Station (approximately 3-5 minutes walking distance), and is serviced by a range of bus services.



Figure 3 - Local Context

The site adjoins Friend Park to the south, and is located approximately 100 metres walking distance from the St Andrews Presbyterian Church and a low density residential area facing McKern Street. This residential area predominantly includes 1960s style single storey brick and weather board dwellings.

Regional Context

The site is located in the suburb of Wentworthville within the Local Government Area of Cumberland Council approximately 2km west of Parramatta Central Business District (CBD) and 27km west of the Sydney CBD.

The site is further located approximately 800m west of the Westmead health and education precinct one of the largest health precincts in New South Wales.

The site is well served by road infrastructure by the Cumberland Highway to the west, the Great Western Highway and M4 Motorway to the south.

Planning Proposal

Current Planning Controls

Holroyd LEP 2013 applies to the site. The site is currently zoned B2 Local Centre with an FSR of 2:1 and 2.2:1 and Maximum Height of Building control of 10m, 17m and 20m apply across the site (refer to Figures 4 to 6).



Figure 4 - Existing Land Zoning (LZN) Map

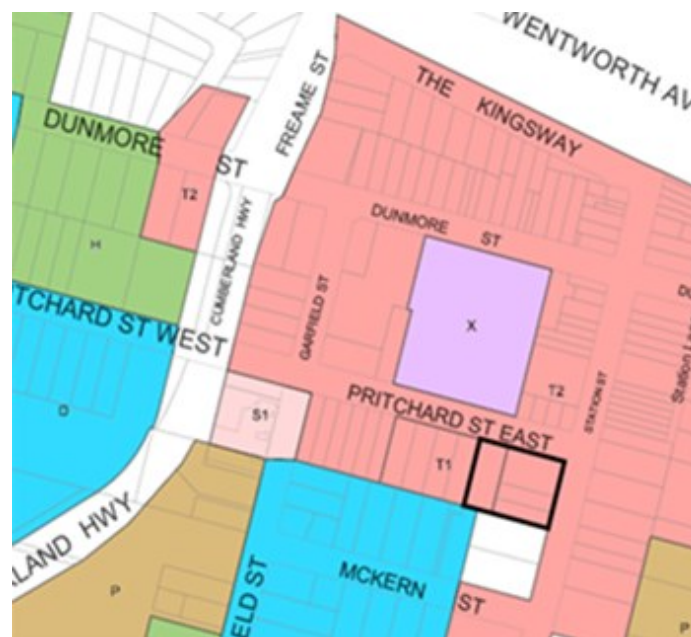


Figure 5 - Existing Floor Space Ratio (FSR) Map

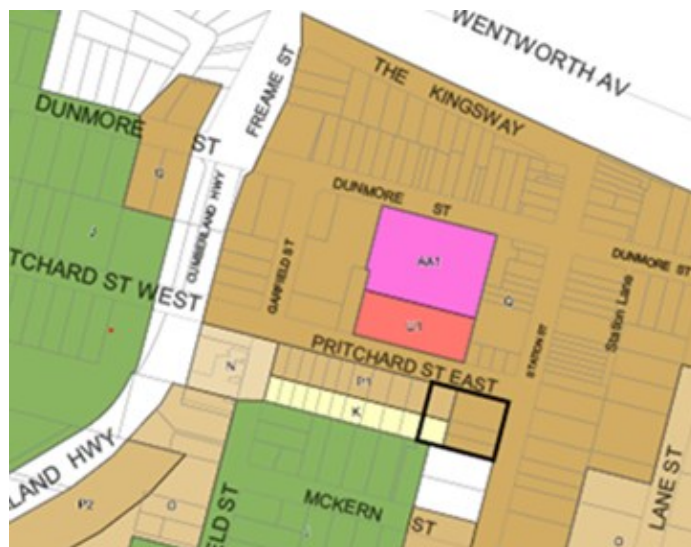


Figure 6 - Existing Maximum Height of Buildings (HoB) Map

Draft Wentworthville Centre Planning Controls

The draft Wentworthville Centre Planning Proposal proposes an FSR of 2.2:1 and 2.5:1 and height of building controls of 17m, 23m and 30m to be applied to the site (refer to Figures 7 and 8).

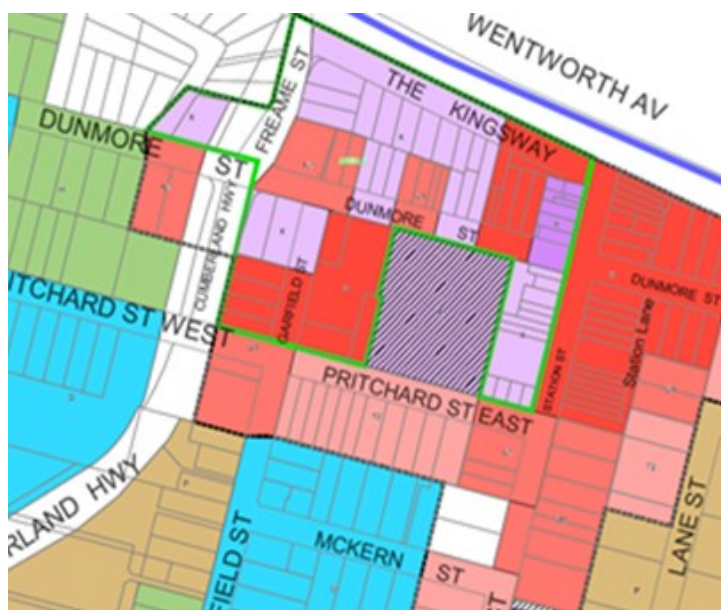


Figure 7 - Draft Wentworthville Town Centre Floor Space Ratio (FSR) Map

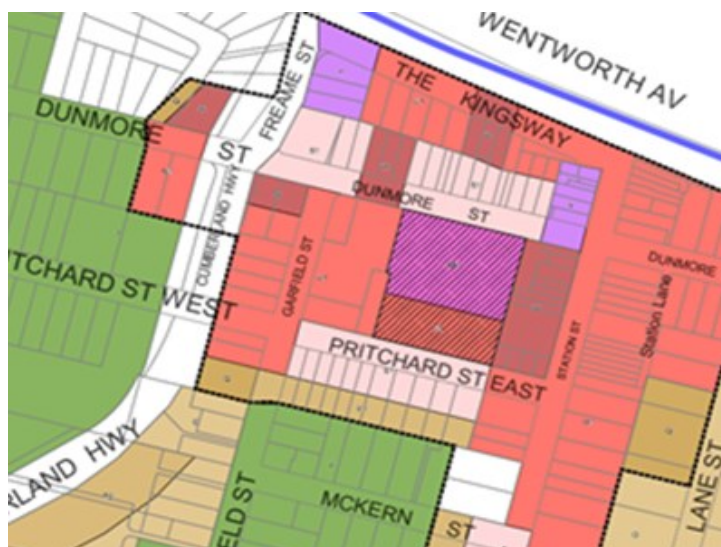


Figure 8 - Draft Wentworthville Town Centre Maximum Height of Buildings (HoB) Map

Proposed Planning Controls

The amended PPR seeks to increase the floor space ratio (FSR) control of the site from 2:1 and 2.2:1 to 3.0:1, increase the maximum height of building (HoB) of the site from 10m, 17m and 20m to 41m for 55-57 Station Street and 17m and 23m for 6 Pritchard Street East, and introduce additional provisions into Schedule 1 - Additional Permitted Uses to permit development on site for the purpose of a ground floor 100m² gymnasium for use by residential tenants only (refer to Figures 9 -11).



Figure 9 – Proposed Floor Space Ratio (FSR) Map

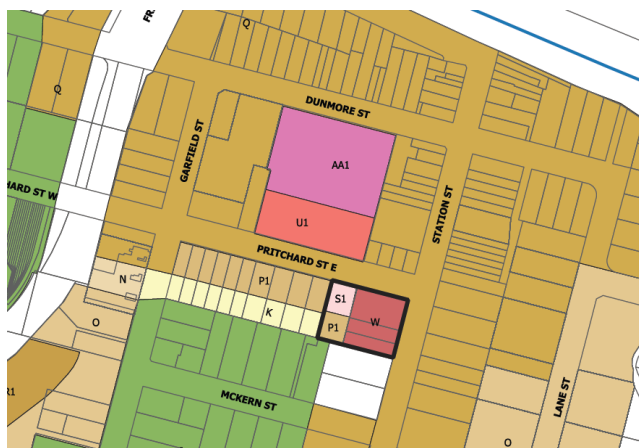


Figure 10 – Proposed Maximum Height of Buildings (HoB) Map

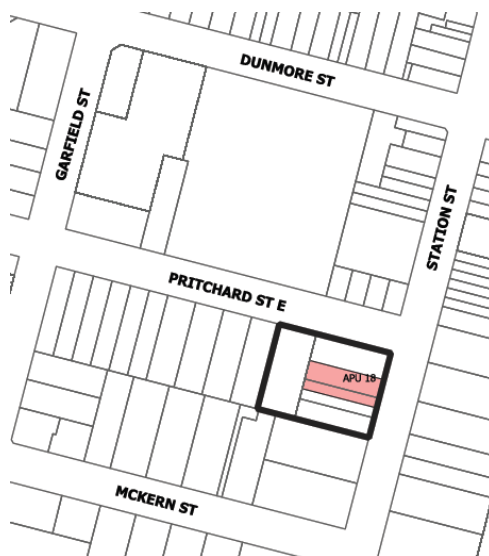


Figure 11 – Proposed Additional Permitted Use (APU) Map

Strategic Merit Assessment

Alignment with the adopted Wentworthville Centre Planning and Place Making Strategy and draft Wentworthville Centre Planning Proposal

There is strategic merit in progressing the proposal as it is not inconsistent with the draft planning controls of the Wentworthville Town Centre. This includes the following reasons:

- The increase in FSR and Building Height will offset the loss of developable land due to the proposed dedication of 6 Pritchard Street East (entire site) and 120m² land portion of 55-57 Station Street to Council. This will ensure planned dwelling yields are not reduced.
- A through site link is identified for this location in the Wentworthville Centre Planning and Place Making Strategy and Draft Wentworthville Centre

Development Control Plan. The proposal secures the creation of the through site link.

- The proponent has worked with Council to reduce the scale of the indicative concept development from what was originally proposed. This has seen the FSR reduced by 0.5:1 (3.5:1 to 3:1 FSR) across the site and the proposed building height reduced by 12 metres (53m to 41m) from the original proposal request.
- The amended proposal also applies a 17m and a 23m maximum building height control for 6 Pritchard Street East which is consistent with the exhibited draft Wentworthville Centre planning proposal.
- The FSR applied is consistent with the 3:1 FSR applied for the north eastern portion of Station Street.
- The proposed building height applied is consistent with the 41m building height applied across the northern portion of Station Street located in the Wentworthville Centre core area.
- There is also greater strategic merit in progressing the proposal as a standalone item concurrent with the draft planning controls for the Wentworthville Town Centre, as:
- The community would not have had opportunity to provide comment on the amended PPR as required by Cumberland Council Planning Proposals Notification Policy.
- Delay of the progression of the draft Wentworthville Centre Planning Proposal may occur should the Panel or Council not support the amended PPR.

Provide for the orderly and economic development of the land

- There is strategic merit in progressing the proposal as:
- The Economic Feasibility Analysis prepared by Hill PDA to support Council's strategy for Wentworthville Town Centre determined that it was not feasible to redevelop the site with an FSR of less than 3:1.
- The strategy also identifies the proposed site for amalgamation. The proponent has achieved this and is now seeking to redevelop the site.

Overshadowing of Friend Park

- There is strategic merit in progressing the proposal to the next stage of assessment as the proponent has submitted shadow analysis that determines that any future development on the site would achieve:
- Approximately 50-90% solar access of the existing Friend Park between 12pm and 3pm during winter solstice.

- Approximately 50-70% solar access to the extended Friend Park between 10am and 3pm.

This analysis has also been reviewed by Council and identifies similar overshadowing impacts when compared against the draft planning controls for the Wentworthville Town Centre.

Overshadowing of other properties in the Wentworthville Town Centre

The proponent has submitted shadow analysis that identifies any future development on the site will not cast any significant shadow onto the surrounding properties that will result in the proposed built form not achieving the minimum Apartment Design Guide (ADG) requirements of 70% of solar access for a minimum of 2 hours. Therefore, there is strategic merit in progressing the proposal to Gateway.

Traffic and parking

There is strategic merit in progressing the proposal to the next phase, as:

- The site is located within walking distance to Wentworthville Railway Station that provides connecting services to Blacktown, Parramatta, Westmead, Merrylands and Sydney CBD.
- The proposal is expected to result in additional traffic generation of approximately 30 vehicles per hour during the AM peak and approximately 23 vehicles per hour during the PM peak for residential and retail/commercial uses.
- The level of traffic generation is well within typical fluctuations in background traffic volumes. It is anticipated that no external road works will be required to facilitate this amended proposal.
- The projected net change in traffic activity as a result of the proposal will not have any unacceptable traffic implications on the road network capacity.

The above traffic report was prepared by the proponent based on the original planning proposal request lodged, and the amended proposal anticipates further lesser degree of impacts stated to above.

Site contamination

The 'Stage 1 Environmental Assessment' prepared by Environmental Investigation Services (August 2018) for the original PPR (refer to Attachment 3 of the report) has identified that the site includes more potential to be contaminated due to the proposed site's past land uses, and the proponent would need to undertake further detailed site investigations should the proposal proceeds to a Development Application (DA) stage, given the nature and type of uses proposed. This does not limit the proposal being progressed further.

Additional Permitted Use – Gymnasium

The proposed additional permitted use is unlikely to create or result in any major issues given the size of the proposed gymnasium (gym). The proposed additional permitted use will only be applied to a small portion of 55- 57 Station Street (part of Lot A and part of Lot B DP 305764).

Public benefit offer

The proponent has put forward a public benefit offer to increase the public space in this location and for embellishment works to Friend Park. The offer is consistent with Council's Voluntary Planning Agreements Policy and strategic outcomes sought for the area. Therefore, there is strategic merit in progressing the proposal to Gateway.

Consistency with the Greater Sydney Region Plan - A Metropolis of Three Cities

The Greater Sydney Region Plan identifies the Wentworthville area as a potential 'area for urban renewal' and states the following:

- That 'local centres' create a strong 'sense of place' within the local community, larger local centres anchored by a supermarket can form the focus of a neighbourhood. Wentworthville Centre is considered as such a local centre.
- That a 'place based planning approach' to the development of housing strategies will help facilitate high quality urban outcomes including the creation of walkable neighbourhoods. The Wentworthville Centre Planning and Place Making Strategy is a Council adopted strategy which would facilitate such an outcome.
- There is strategic merit in progressing the proposal to the next phase of assessment as it is generally consistent with the following planning directions of the Greater Sydney Region Plan – A Metropolis of Three Cities:
 - Objective 4. Infrastructure use is optimised - The proposal provides mixed use retail and residential land uses in proximity to established infrastructure and services that is accessible to a wider population with public and railway transport.
 - Objective 7. Communities are healthy, resilient and socially connected - The proposal promotes a healthy community by providing for additional housing in a walkable, culturally rich and socially cohesive and connected town centre in close proximity to recreational opportunities at Friend Park.
 - Objective 10. Greater Housing Supply - The proposal contributes to approximately 90 residential units to Wentworthville's growing population which is expected to increase significantly within the next 15 years.
 - Objective 11. Housing is more diverse and affordable - The proposal provides for more diverse and affordable housing in close proximity to a large range of employment, education and services in Parramatta CBD and surrounds.

- Objective 12. Great places that bring people together - The proposal includes a place-based planning approach to facilitate the implementation of Council's 'place based planning controls' adopted by the Wentworthville Centre Planning and Place Making Strategy and the proposed draft Wentworthville Centre Planning Proposal to help facilitate a high quality urban development outcome for the site and contribute to the revitalisation of the Centre. This is in keeping with the proposed strategy's vision for the Centre, community directions, structure plan provisions such as built form and character, open space and public domain, traffic and parking, linkages and connectivity.
- Objective 14. Integrates land use and transport and creates walkable and 30 minute cities - The proposal provides opportunities for the broader Wentworthville community and residents, workers, children, seniors to access employment, education, health and other essential facilities and services within 30 minutes from the Wentworthville Town Centre.
- Objective 30. Urban tree canopy cover is increased - The proposal facilitates redevelopment of the site and increases urban tree canopy cover along Pritchard Street East and Station Street and the embellishment of Friend Park with the inclusion of communal open space within the proposed development.

Consistency with the Central City District Plan

There is strategic merit in forwarding this proposal for a Gateway Determination, as the amended proposal is generally consistent with the following Planning Priorities of the Central City District Plan:

- C1. Planning for a city supported by infrastructure - The proposal facilitates Cumberland Council with an opportunity to balance population growth with existing and planned infrastructure to maximise the efficiency of facilities and services as community benefit.
- C3. A city for people - The proposal meets this objective by providing medium to high density housing in walkable neighbourhood in close proximity to public and rail transport which appeals to a wider population.
- C4. Fostering healthy, creative, culturally rich and socially connected communities - The proposal promotes a healthy community by providing for additional housing in a walkable, culturally rich and socially connected Town Centre in close proximity to recreational opportunities at Friend Park.
- C5. Providing housing supply, choice and affordability, with access to jobs and services - The proposal provides for additional dwellings and affordable housing in close proximity to a large range of employment, education and services in Parramatta CBD and surrounds.
- C6. Creating and Renewing Great Places and Local Centres, and respecting the district's heritage - The proposal facilitates redevelopment of an existing urban infill site including public and communal open space areas, presenting opportunities for social interaction and respecting local heritage. The amended

proposal is generally compliant and delivers Council's adopted Wentworthville Centre Planning and Place Making Strategy provisions and place making controls that contribute to the Centre's rejuvenation and revitalisation.

- C9. Delivering integrated land use and transport planning and a 30-minute city - The amended proposal provides opportunities for the broader Wentworthville community and residents, workers, children, seniors to access employment, education, health and other essential facilities and services within 30 minutes from the Wentworthville Town Centre.
- C16. Increasing urban tree canopy cover and delivering green grid connections - The proposal facilitates redevelopment of the site and increases urban tree canopy cover along Pritchard Street East, Station Street and the embellishment of Friend Park.
- C17. Delivering high quality open space - The proposal also delivers high quality open space to extend the existing area of Friend Park (the only park located within the Wentworthville Town Centre) and achieve a through-site link.

Cumberland Local Planning Panel

The amended PPR was reported to the Cumberland Local Planning Panel on 5 November 2019 (Attachment 2). The panel recommended that the matter be reported to Council, seeking a resolution to forward the planning proposal for a Gateway Determination, subject to the following:

- Advised that there is potential for a mismatch between the proposed FSR and Height of Buildings; and
- Recommended that site specific development controls be prepared for building setbacks for each storey of the proposed development on site to mitigate impacts to Friend Park.

Following consideration of the Panel's advice, it is recommended that site specific development controls are prepared should the proposal receive a Gateway Determination. The site specific controls would address the mismatch between density and height, as well as mitigating impacts such as restriction of solar access, overshadowing and amenity to Friend Park during winter periods, and immediate low scaled residential surrounds.

Recommended Planning Controls

A summary of the recommended planning controls for the proposal is provided in Table 1. This is based on a review of the proponent's proposed planning controls by Council officers, the draft planning controls for the Wentworthville Town Centre, and advice from the Cumberland Local Planning Panel.

Planning Controls (Holroyd LEP 2013)	Existing Controls	Original Proponent's proposed controls (Nov'18)	Revised Proponent's proposed controls (Sept'19)	Draft Wentworthville Town Centre Controls	Cumberland Local Planning Panel advice (Nov'19)	Recommended Planning Controls
Zoning	B2 Local Centre	B2 Local Centre	B2 Local Centre	B2 Local Centre	B2 Local Centre	B2 Local Centre
Height of Building	10 metres 17 metres 20 metres	53 metres	17 metres 23 metres 41 metres	17 metres 23 metres 30 metres	17 metres 23 metres 30 metres	17 metres 23 metres 41 metres (11 storeys)
Floor Space Ratio	2:1 2.2:1	3.5:1	3.0:1	2.2:1 2.5:1	3.0:1	3.0:1
Additional Permitted Use	-	-	Applies 100m ² Gymnasium (Gym) use to the ground floor of the proposed development to part of 55-57 Station St	-	Applies 100m ² Gymnasium (Gym) use to the ground floor of the proposed development to part of 55-57 Station St	Applies 100m ² Gymnasium (gym) use to part of 55-57 Station St
Holroyd DCP 2013 Part J - Site Specific Controls Part	-	-	-	-	Prepare site specific development controls relating to building setbacks for each storey of the site's envisaged development to mitigate impacts on Friends Park	Prepare site specific development controls relating to building setbacks for each storey of the site's envisaged development to mitigate impacts on Friends Park.

An analysis of the dwelling yield indicates that the draft planning controls for the Wentworthville town centre planning proposal would yield between 65-70 dwellings on the site, compared to 85-90 dwellings based on the amended PPR.

Next steps

It is recommended that the planning proposal be forwarded to the department of planning, industry and environment for a gateway determination.

Should a gateway determination be received, further work on a development control plan will be undertaken to complement the planning proposal for the site. This will include controls to address the mismatch between density and height, as well as

mitigating impacts such as restriction of solar access, overshadowing and amenity to Friend Park during winter periods, and immediate low scaled residential surrounds

Should the planning proposal proceed to a gateway determination, negotiations on the public offer will be progressed and captured through a voluntary planning agreement. A further report on the agreement will be provided to council.

COMMUNITY ENGAGEMENT

Initial Planning Proposal Request

The initial PPR was publicly exhibited for a period of 51 days from 12 December 2018 to 31 January 2019, in accordance with Council's Planning Proposal Notification Policy. Council considered a longer exhibition period due to the Christmas and new year holiday period. All owners and occupiers were also notified. Hardcopies of the original proposal and associated documentation were exhibited at Auburn and Merrylands customer service centres and Merrylands and Wentworthville libraries. A summary of submissions received is provided in Attachment 3.

Amended Planning Proposal Request

The amended PPR was placed on public exhibition for a period of 15 days from 18 September to Wednesday 2 October 2019. A shorter exhibition period was considered appropriate as the amended PPR addressed concerns raised by Council. All owners and occupiers were also notified. Hard copies of the amended proposal were exhibited at Auburn and Merrylands customer service centres and Merrylands and Wentworthville libraries.

In response to the exhibition, Council received four submissions objecting to the amended proposal. A summary of public submissions received is provided in Attachment 4. Key issues raised included:

- Proposed building height 41m and 3:1 FSR
- The proposal is out of character with existing development
- Traffic, parking and safety concerns
- Concerns that the proposal will have solar access and amenity impacts on Friend Park and residential properties on McKern Street
- The proposal for the Additional Permitted Use would reduce commercial uses and the active frontage at the ground floor level
- Council should purchase land for Friend Park through development contributions

Issues raised in the submission do not warrant Council to consider changes to the amended proposal at this stage, as comments made in the submissions appear to have considered the proposal in isolation and do not take into consideration broader

development growth that is anticipated as a result of Council's draft planning controls for the Wentworthville Town Centre. It is also noted that some comments are related to the whole of the town centre and not the amended proposal.

POLICY IMPLICATIONS

Policy implications for Council are outlined in the main body of the report.

RISK IMPLICATIONS

There are minimal risk implications for Council associated with the report.

FINANCIAL IMPLICATIONS

The proposal includes a public benefit offer for an increase in public space and embellishment of Friend Park. Should Council support a Gateway Determination for the amended proposal, a Voluntary Planning Agreement will be negotiated between Council and the applicant.





CONCLUSION

It is recommended that the planning proposal for 55 – 57 Station Street and 6 Pritchard Street East, Wentworthville, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. This recommendation is being made as:

- The proposal is not inconsistent with the draft planning controls of the Wentworthville Town Centre, including built form, overshadowing and access to Friend Park
- The proposal is generally consistent with the strategic directions set by the Central City District Plan and the Greater Sydney Region Plan

Should a Gateway Determination be received, further work on a site-specific Development Control Plan and Voluntary Planning Agreement will be undertaken, and a further report provided to Council.

ATTACHMENTS

1. Planning proposal for 55-57 Station Street and 6 Pritchard Street East, Wentworthville [↓](#) 
2. Cumberland Local Planning Panel report and minutes - 5 November 2019 [↓](#) 
3. Summary of submissions (initial proposal) [↓](#) 
4. Summary of submissions (amended proposal) [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-301

Attachment 1

Planning proposal for 55-57
Station Street and 6 Pritchard
Street East, Wentworthville

URBIS

55-57 STATION STREET & 6 PRITCHARD STREET EAST, WENTWORTHVILLE

PLANNING PROPOSAL

PREPARED FOR
NUCORP CONSTRUCTIONS
SEPTEMBER 2019



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Sarah Horsfield
Senior Consultant	Sophy Purton
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Project Code	SA7285
Report Number	Final

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URBIS
SA7226_AMENDED PLANNING PROPOSAL_55 - 57 STATION STREET,
WENTWORTHVILLE_FINAL

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EXECUTIVE SUMMARY

OVERVIEW

This amended planning proposal has been prepared by Urbis Pty Ltd on behalf of Nucorp Construction Pty Ltd (**the proponent**). It is to initiate an amendment to the *Holroyd Local Environmental Plan 2013* (HLEP 2013) with respect to land at 55 -57 Station Street & 6 Pritchard Street East, Wentworthville (**the site**). The site is legally described as Lot 1A in DP305764, Lot 2A in DP305764, Lot 3A in DP30576 and strata lot SP19949.

The intended outcome of this amended planning proposal is to:

- Establish a site-specific height of buildings control, with a maximum building height of 41m;
- Establish a site-specific floor space ratio (FSR) control of 3:1 across the site; and
- Insert additional provisions into *Schedule 1 Additional Permitted Uses* to permit development on the site for the purpose of a ground floor gym for residential tenants only.

The intended outcome provides for a reasonable level of uplift to support the feasible redevelopment of the site and enables the development to deliver a significant level of public benefit through the dedication of part of the site to Council as an extension to Friend Park.

Dedication of this land creates a point of difference for the proposal. It enables the provision of a permanent extension to Friend Park, which is considered a public benefit, and may justify additional height and FSR on the site.

This is also consistent with the predominant FSR of the town centre and the HILL PDA recommendations.

This planning proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning, Industry and Environments 'Guide to Preparing Planning Proposals.'

BACKGROUND

On 16 March 2018, Cumberland Council submitted the Wentworthville Centre Planning Proposal (PP_2017_CUMBE_005_00), seeking Gateway Determination to amend the HLEP 2013 to increase the height of buildings and floor space ratio controls and amend land acquisition provisions. The planning proposal was the outcome of a grant awarded to Holroyd City Council in 2013. The grant was funded under the NSW Government's Planning Reform Fund Program which sought to facilitate the urban renewal and economic revitalisation of the Wentworthville Centre.

The grant provided Council with the necessary funding to commission studies for the Wentworthville Centre, including economic feasibility, urban design and traffic and transport. The findings of these studies formed the basis of the Wentworthville Planning and Place Making Strategy and ultimately lead to the preparation of the Wentworthville Centre Planning Proposal.

The studies identify the site as a key corner site which marks the southern gateway entrance to the Wentworthville Town Centre. It is identified within the planning proposal and associated studies as being suitable for increased height and density. Importantly, the economic feasibility study prepared by HillPDA on behalf of Council, states that for the site to be feasible for redevelopment, a minimum FSR of 3:1 would be required and that an FSR of 4:1 is recommended.

However, the draft height (increase from 20m, 17m and 10m to 30m, 23m and 17m) and FSR (increase from 2:2:1 to 2.5:1 and 2:1 to 2:2:1) controls mapped over the site, do not provide for the level of uplift that is feasible for redevelopment of this former service station site, nor does it represent the site's strategic positioning within the Wentworthville Centre. Ultimately, the level of uplift associated with the Gateway Determination represents a significant missed development opportunity for this important land holding.

In December 2018, the proponent lodged a planning proposal for the site. The planning proposal sought a height of 53m and an FSR of 3.5:1.

Following ongoing meetings and correspondence with Council, the proponent has further refined the proposed concept scheme, resulting in the outcomes of this amended planning proposal. The amended planning proposal is now of a height, bulk and scale that clearly aligns with the desired future character of the Wentworthville Town Centre and provides a feasible development outcome for the site.

INTENDED DEVELOPMENT OUTCOME

Pursuant to the *Holroyd LEP 2013*, the site is zoned B2 Local Centre. Shop-top housing is permitted with consent in the B2 zone. The existing draft height controls applicable to the site restrict development to 30m at 55-57 Station Street and 17m and 23m at 6 Pritchard Street East. This is coupled by a relatively low FSR of 2.5:1 at 55-57 Station Street and 2.2:1 at 6 Pritchard Street East.

This amended planning proposal has been prepared in support of a mixed-use development outcome through the preparation of site specific amendments to the HLEP 2013. To assist in conceptualising the envisaged development, an amended Urban Design Report has been prepared by Urbis (**Appendix A**).

The key features of the proposal include:

- Amalgamation of four lots, including the to Council in perpetuity;
- 4 high quality retail tenancies on the lower ground and ground floor, activating the site's frontage to Station Street, Pritchard Street East and Friend Park;
- 11 levels of residential accommodation comprising approximately 90 apartments, including
 - 1,107m² of communal open space;
- 1,040m² of publicly accessible open space, to be dedicated to Council.
- 3 levels of basement parking for approximately 92 parking spaces.

The amended planning proposal offers significant public benefits, including:

- Redevelopment and remediation of the former service station site, which is a visual deterrent for the centre;
- Provision of 10% of the residential floor space uplift as affordable housing;
- Activation of Station Street and Pritchard Street East;
- Dedication of land to enable the expansion of Friend Park by 1,040m² (63% increase to the existing park to create a park that is 2,680m² in area) including the establishment of a through-site link, connecting Friend Park (the only park in the town centre) to the Wentworthville Town Centre;
- Revitalising Friend Park through the provision of BBQ facilities, play equipment and amenities;
- Significant landscape and public domain improvement works; and
- Payment of SIC levies and future s7.12 contributions (where not offset by works in kind/land dedication) which would provide funding for much needed community infrastructure.

PLANNING OUTCOMES

In summary, the site will achieve the following key planning outcomes with positive community benefits:

- The proposal is consistent with State government policy which supports growth within existing centres:

The proposal maximises retail and residential opportunities in the Wentworthville Town Centre, which is identified as a Planned Precinct in the Central City District Plan and is well serviced by existing public transport infrastructure, connecting residents and workers to the Parramatta CBD in less than 10 minutes and Sydney CBD in 26 minutes. The site is located 1km south-west of the Westmead health, education and research precinct which is one of the largest health precincts in Australia. It would generate new employment and housing opportunities including 106 new dwellings within walking distance of major employment, retail, health and education facilities and excellent public transport connectivity, contributing to housing and job targets within a Planned Precinct.

- Consistent with the emerging character of the Wentworthville Town Centre

The skyline of Wentworthville is set to undergo a major transformation, with a number of key factors contributing to the revitalisation of the centre. The primary objective of this amended planning proposal is to realise a high-quality mixed-use development that will define the southern boundary of this vibrant mixed-use town centre which has a varied skyline.

- Amalgamation of four allotments

The proposal will result in the amalgamation of four allotments, comprising a total site area of 2,759m². This results in one of the largest privately owned unencumbered development sites within 250m of Wentworthville Train Station.

The amalgamation of these allotments enables a superior development outcome to be achieved through the provision of a slender mixed-use tower and confined building footprint within the eastern portion of the site. This provides greater separation distances between the residential units on the site and any future development on the surrounding sites, whilst enabling a significant portion of land (38%) to be dedicated as public open space. Such substantial separation distances, dedication of land, through-site link and substantial open space would be achievable if the site was to be developed in accordance with the Wentworthville Centre Revitalisation Planning Report.

- Street activation

The former vacant service station is visually obtrusive. The redevelopment of the site provides for a unique opportunity to activate a key corner site, improve the street legibility, amenity and pedestrian safety. The retail tenancies will provide for a vibrant atmosphere and improved pedestrian experience that will complement the expanded park setting.

- Other Public Benefits

Generous public domain improvement works including the following embellishment works to Friend Park:

- Soft and hard landscaping
- Numerous pedestrian paths, including direct connectivity to the heart of the city centre
- Adaptable play areas
- Enhanced playground facilities
- Barbeque facilities

Expansion of Friend Park by approximately 63% (1,040m²) to create a park with a total area of 2,680 sqm.

A new through site pedestrian connection in accordance with the Wentworthville Centre Planning Proposal (PP_2017_CUMBE_005_00).

Payment of relevant SIC levies and future s7.12 contributions (where not offset by works in kind/land dedication) which would provide funding for much needed community infrastructure.

- Affordable Housing floor space equivalent to 10% of the residential accommodation uplift. This is consistent with the Greater Sydney Commissions 5% -10% target and Cumberland Councils adopted planning agreement policy, which stipulates a minimum floor space requirement of 5%.

This amended planning proposal achieves the right balance of maintaining a strong community focus whilst also recognising the benefits of providing residential accommodation to take advantage of the location and amenity criteria that Wentworthville has to offer. In considering the tangible community and economic benefits of the proposal and the strategic and site-specific merits that support the concept scheme, it is respectfully requested that the Council resolve to forward this planning proposal to the Department of Planning, Industry and Environment for LEP Gateway determination.

1. INTRODUCTION

1.1. OVERVIEW

This amended planning proposal has been prepared by Urbis on behalf of Nucorp Construction Pty Ltd (**the proponent**). It is to initiate an amendment to the *Holroyd Local Environmental Plan 2013* with respect to land at 55 – 57 Station Street and 6 Pritchard Street East, Wentworthville (**the site**). The site is legally described as Lot 1A in DP305764, Lot 2A in DP305764, Lot 3A in DP30576 and strata lot SP19949.

The intended outcome of this amended planning proposal is to:

- Establish a site-specific height of buildings control, with a maximum building height of 41m;
- Establish a site-specific floor space ratio (FSR) control of 3:1 across the site; and
- Insert additional provisions into *Schedule 1 Additional Permitted Uses* to permit development on the site for the purpose of a ground floor gym for residential tenants only.

The intended outcome provides for a reasonable level of uplift to support the feasible redevelopment of the site and enables the development to deliver a significant level of public benefit through the dedication of part of the site to Council as an extension to Friend Park.

Dedication of this land creates a point of difference for the proposal. It enables the provision of a permanent extension to Friend Park, which is considered a public benefit, and may justify additional height and FSR on the site.

This is also consistent with the predominant FSR of the town centre and the HILL PDA recommendations.

1.2. REPORT STRUCTURE

This amended planning proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning, Industry and Environment including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the site and surrounding context;
- Overview of the strategic context of the site;
- Summary of the local planning controls;
- Description of the concept proposal;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provision of the proposal;
- Justification for the proposal;
- Mapping to accompany the proposal;
- Description of the expected community consultation process; and
- An approximate project timeline.

This amended planning proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

Table 1: Supporting Documentation

Document title	Consultant	Appendix
Urban Design Report	Urbis Pty Ltd	Appendix A
Letter of Intent	Edward Hirst Pty Limited & Frotall Group Pty Ltd	Appendix B
LEP Mapping	Urbis Pty Ltd	Appendix C
Submission to Wentworthville Town Centre Planning Proposal	Urbis Pty Ltd	Appendix D

2. SITE & SURROUNDING CONTEXT

2.1. THE LOCALITY

The site is located within the Wentworthville Centre, which is within the Cumberland Local Government Area (LGA). Wentworthville is located approximately 3km west of the Parramatta Central Business District (CBD) which is Sydney's second largest city and 27km west of the Sydney CBD (refer to Figure 1).

The suburb is bound by the Great Western Highway in the south and adjoins Constitution Hill in the north. The suburb is dissected east – west by the western train line, with the northern portion of the suburb falling within the Parramatta LGA.

Wentworthville is Holroyd's second largest commercial centre. The town centre is characterised by a range of retail, commercial and residential land uses, predominately dating between the 1960's – 1980's. It is serviced by the Wentworthville Train Station (250m north of the site), with the T1 North Shore, Northern & Western line and the T5 Cumberland line operating from this station. This makes it an ideal location to access nearby employment, entertainment and service areas.

The Wentworthville Centre is located 700m south west of the Westmead health, education and research precinct, with a high proportion of the population employed within the health industry.

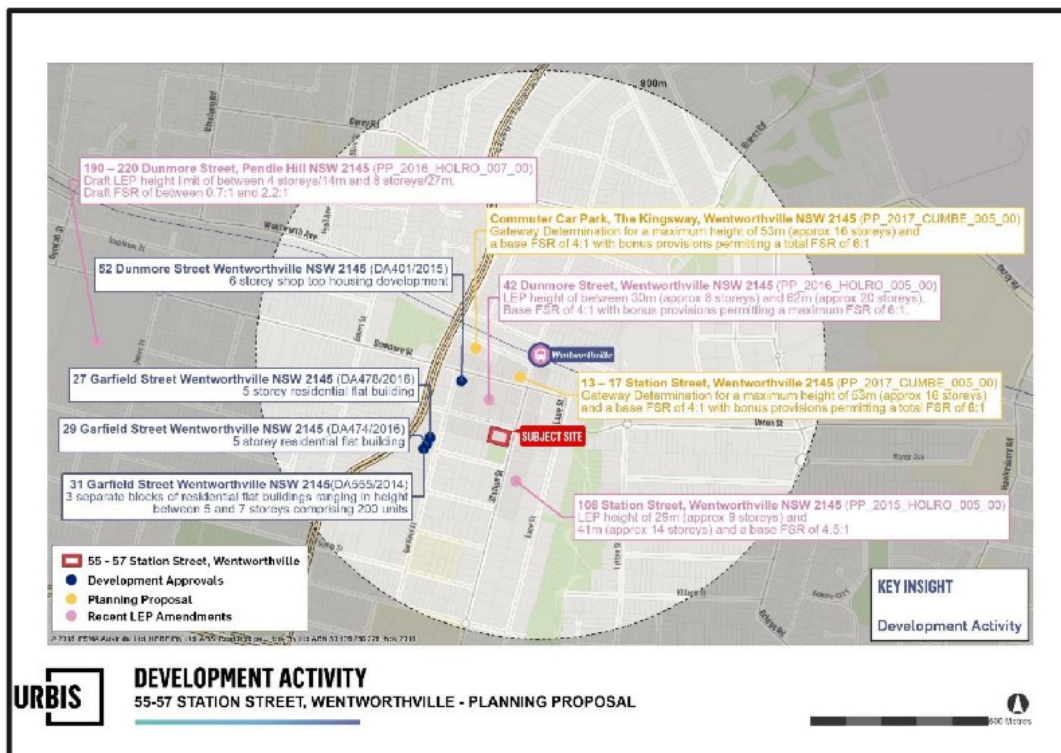
Emerging Development: The immediate area is set to undergo a major transformation, with several key factors contributing to the urban rejuvenation of the town centre, including:

- The Gateway Determination issued by the Minister for Planning on 25 May 2018 for the Wentworthville Centre Planning Proposal, which identifies uplift of varying scales within the B2 Local Centre zone;
- Identification of Wentworthville as a Planned Precinct in the Greater Sydney Commission's Central City District Plan;
- Identification of Wentworthville as an Urban Renewal Precinct in the Greater Sydney Commission's Central City District Plan;
- Recent development activity on the fringe of the town centre, including 6-7 storey mixed-use developments;
- Recent rezoning and uplift of land within the town centre at 42 - 44 Dunmore Street, Wentworthville and 108 Station Street, Wentworthville; and
- The redevelopment of the Bonds Spinning Mills site at 190-220 Dunmore Street (1km west of the site) from IN2 light industrial to R4 high density residential and B2 local centre.

Figure 1: Subject site and surrounding context (site identified in red)



Figure 2: Development activity map



2.2. THE SITE

The site is located at 55 – 57 Station Street & 6 Pritchard Street East, Wentworthville, situated on the corner of Station Street and Pritchard Street East.

The site has a primary frontage of 60.35m to Pritchard Street East and a secondary frontage of 45.72m to Station Street, resulting in a total site area of 2,759 m².

The site is made up of the following lots:

- Lot 1A in DP305764 comprising 972m² (55-57 Station Street);
- Lot 2A in DP305764 comprising 434m² (55-57 Station Street);
- Lot 3A in DP305764 comprising 434m² (55-57 Station Street); and
- Lot SP19949 comprising 919m² (6 Pritchard Street East).

The land gradually slopes from the west (RL31.22) to the east (RL28.05) by 3.17m. The site is not subject to flooding however Station Street is affected by overland flow.

The site is serviced by five vehicular cross-over points, including two off Station Street and three off Pritchard Street East.

The site is contaminated and contains underground petrol tanks.

Vegetation exists between the boundary of the commercial premises and the service station however these trees are not of any significant cultural or heritage value. The site is not subject to any heritage affections or encumbered by any easements.

Figure 3: Site, as identified by the red boundary



Figure 4: Photographs of the site



Picture 1: Former service station, as viewed from Pritchard Street East



Picture 2: Site, as viewed from Station Street in the South-East



Picture 3: Commercial buildings on 6 Pritchard Street East



Picture 4: Commercial buildings on 6 Pritchard Street, with childcare centre beyond

2.3. SURROUNDING CONTEXT

The site forms part of the Wentworthville Centre and is located to the south of the Dunmore Street Mall. The town centre is at the preliminary stages of urban renewal, which is set to transform the largely unattractive and dated centre into a diverse, modern and lively atmosphere.

The transition is being supported by current development activity, recent approvals and further planned development as recognised within the Wentworthville Centre Planning Proposal and the identification of the area as an Urban Renewal Area and a Planned Precinct in the Central City District Plan.

The planning framework at both a State and local government level seeks to transition the area from an older style local centre precinct into a thriving mixed-use urban renewal area.

The surrounding land uses are summarised as follows:

- **North:** On the northern side of Pritchard Street East is the heart of the town centre. At present, this block contains the IGA (which closed in 2017) and a number of single storey commercial premises and shop-top housing developments. Recent amendments to the Holroyd LEP now permit building heights of up to 62m and an FSR of 4.5:1 (plus additional FSR bonus provisions, totalling a maximum FSR of 6:1) at 42-44 Dunmore Street.

To the north east, at 52 Dunmore Street is a recent shop-top housing development of 6 storeys with a recessed 7th storey. Further north is the Dunmore Street shopping strip and the Wentworthville Train Station.

- **East:** To the east of the site and on the opposite side of Station Street are retail and commercial land uses, including the Udaya Supermarket and the Wentworthville Hotel.
- **South:** The southern boundary of the site intercepts with Friend Park. Friend Park is the only primary open space area which services the Wentworthville Town Centre. A child care centre occupies the western portion of the park.

The B2 Local Centre zone extends to the south of the site, along Station Street. This area a range of retail and commercial shops.

To the south west of the site is low density residential land uses and the Presbyterian Church, which is a local heritage listed item.

- **West:** The western boundary adjoins land zoned B2 Local Centre, with heights and densities commensurate with the controls for 6 Pritchard Street East.

Surrounding LEP amendments

42 - 44 Dunmore Street, Wentworthville (PP_2016_HOLRO_005_00)

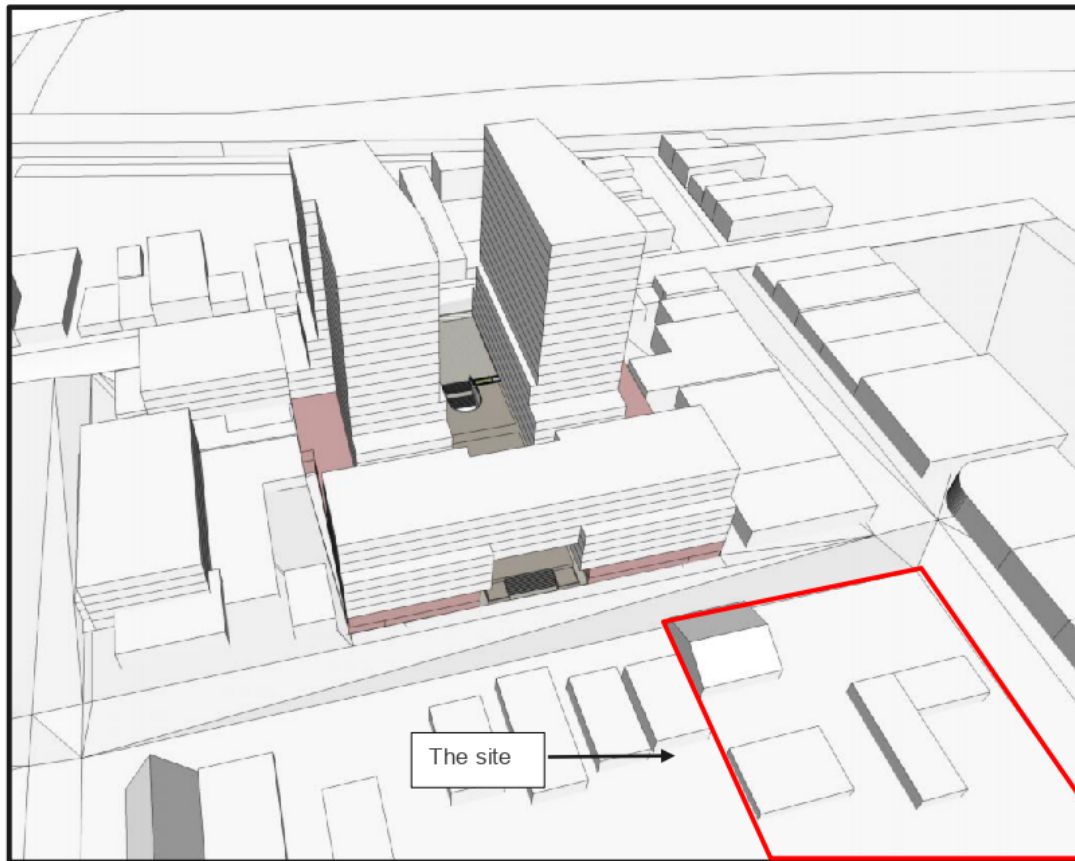
Recent amendments to the Holroyd LEP 2013 permit the redevelopment of the site at 42-44 Dunmore Street for:

- A building with a maximum height of 30m (8 Storeys) where fronting Pritchard Street East and 68 metres (20 storeys) where fronting Dunmore Street;
- A maximum base floor space ratio of 4:1 (plus bonus provisions totalling a maximum FSR of 6:1); and
- The introduction of a Design Excellence Clause permitting 10% increase in height and a bonus FSR provisions of 0.5:1, if design excellence is achieved. Additional bonus FSR provisions include:
 - 0.5:1 if 4,400m² is used for commercial floor space; and
 - 1:1 if at least 4,000m² of GFA is used for the purpose of a supermarket.

This permits a total bonus FSR of 2:1, pursuant to Clause 6.11 Design excellence of the HLEP 2012.

An indicative 3D building envelope is provided at Figure 4.

Figure 5: Indicative 3D building envelope of 42-44 Dunmore Street, as viewed from the south



Source: Department of Planning and Environment

108 Station Street, Wentworthville (PP_2015_HOLRO_005_00)

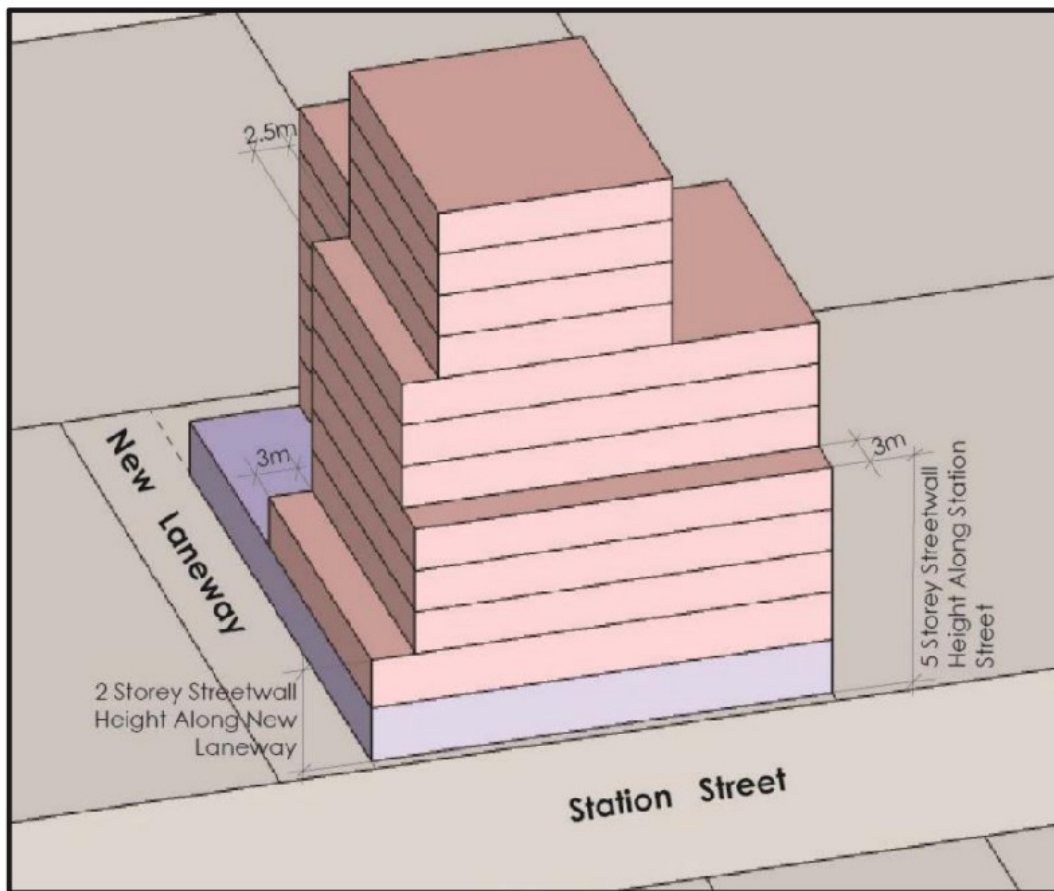
108 Station Street, Wentworthville is located 75m south of the site and is the subject of a recent amendment to the Holroyd LEP 2013 and establishment of a site specific DCP.

The key outcomes of the rezoning at 108 Station Street are:

- A maximum building height of 41 metres;
- A maximum floor space ratio of 4.5:1; and
- Rezoning a portion of the land for SP2 Infrastructure (a new 6.6m wide laneway along the northern boundary).

A site specific DCP provides an indicative design concept at Figure 5.

Figure 6: Indicative 3D building envelope, as viewed from the north-east.



Source: Cumberland Council DCP 2013

2.4. SURROUNDING ROAD, RAIL AND BUS NETWORK

The site is well serviced by major road infrastructure, including the Cumberland, Great Western Highway and the M4 Motorway which are located to the west of the site.

Access to the site is serviced by a number of small arterial roads and Station Street is the main north - south road connecting the Wentworthville Centre with Merrylands in the south.

2.4.1. Rail

The site is located within 250m of the Wentworthville Train Station, which is served by the T1 Western and T5 Cumberland line services.

- T1 Western line provides train services to Hornsby via Central and Chatswood while also providing services to Richmond and Emu Plains.
- T5 Cumberland line provides train services to Leppington while also providing services to Schofields and Richmond.

The train station provides access to Parramatta CBD is less than 10 mins and Sydney CBD in 26 mins.

Figure 7: Wentworthville Train Station



2.4.2. Bus Network

The site is serviced by a number of different bus routes, including:

- Hillsbus 705 - Parramatta Station to Blacktown station via Pendle Hill, Seven Hills & Lalor Park.
- Hillsbus 708 - Parramatta Station to Constitution Hill via Pendle Hill.
- Hillsbus 711 - Parramatta Station to Blacktown station via Westmead Hospital, Seven Hills & Lalor Park.
- Hillsbus S8 - Constitution Hill.

The site is serviced by Transit Systems Sydney which operates via Wentworthville train station being:

- 818 - Merrylands station to Westmead Hospital.

The site is also serviced by two NightRide routes being:

- N70 - Penrith Station to City (Town Hall).
- N71 - Richmond station to City (Town Hall).

There are a number of bicycle cycle ways located within a close proximity of the site and pedestrian circulation is mainly along the footpaths surrounding the site and the surrounding easily permeable streets.

3. BACKGROUND

3.1. WENTWORTHVILLE PLANNING PROPOSAL

The Wentworthville Centre Planning Proposal (PP_2017_CUMBE_005_00) was initiated by the Cumberland Council and received Gateway Determination on 25 May 2018.

The key outcomes of the Wentworthville Centre Planning Proposal include:

- Increasing the maximum height of buildings from between 10 and 20m to 17 and 53m;
- Increasing the floor space ratio from between 1.5 and 2.2:1, to between 2.2:1 and 4.5:1;
- Rezone part of 21 Station Street from B2 Local Centre zone to SP2 Infrastructure zone;
- Introduce additional land acquisition provisions;
- Including an incentive floor space provision for commercial and health services development; and
- Amend the design excellence provisions and associated mapping.

The Planning Proposal is intended to provide for up zoning to support the delivery of 2,500 Dwellings and 1,150 jobs.

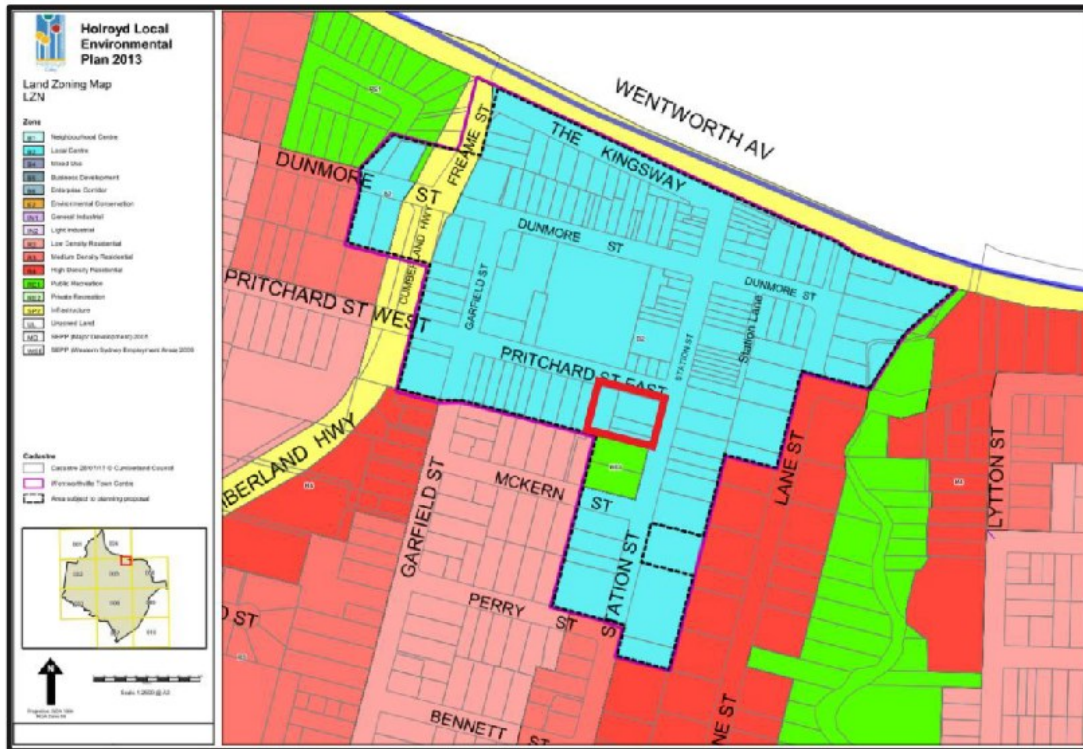
In May 2018, updates were made to the Wentworthville Planning Proposal. Updates were endorsed by the Department of Planning, Industry and Environment on the 7 May 2019. Updates included:

- Refinement of LEP controls across the Town Centre.
- Exhibition of Draft Development Control Plan for the subject town centre area.
- Inclusion of a new Main Street bypass directing traffic on Dunmore Street into Garfield Street, Pritchard Street East, Lane and Veron Streets.

The updated Wentworthville Town Centre Planning Proposal and Draft Development Controls was publicly exhibited from 22 May 2019 to 21 July 2019.

The Planning Proposal applies to the B2 Local Centre, as illustrated below:

Figure 8: Wentworthville Centre Planning Proposal Boundary (site indicated in red)



The indicative development outcome for the Town Centre, as illustrated in Figure 9 below.

Figure 9: Indicative 3D building envelope illustrating the intended development outcome, as per the Wentworthville Planning and Place Making Strategy



Source: Architectus

3.1.1. Urban Design and Built Form Analysis

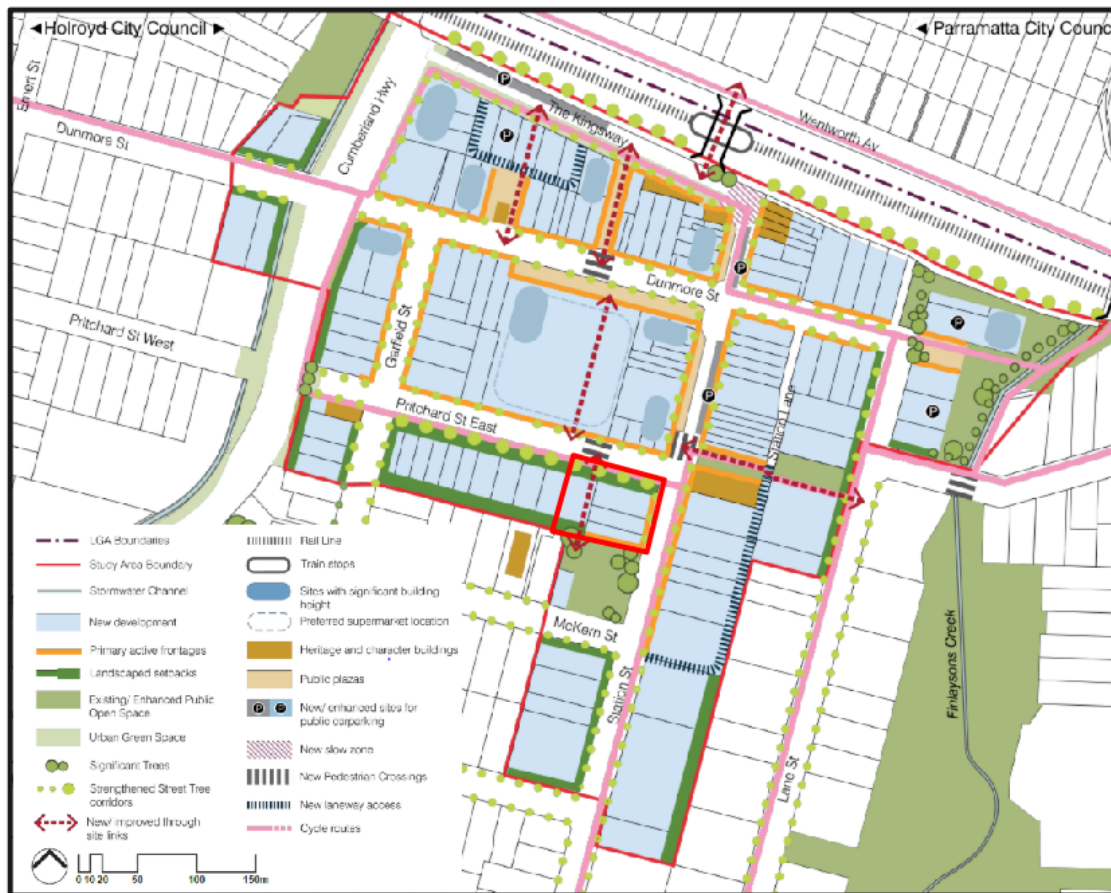
Architectus was engaged by Holroyd City Council (now Cumberland Council) to undertake an urban design and built form analysis for the town centre. The urban design analysis and planning and placemaking strategy will form the basis of a revised DCP.

The urban design report identified the following key controls for the site:

Table 2: Key controls for the site, as per the urban design and built form analysis

Provision	Controls
Street wall height	4 storey street wall height 3m setback from level 5-7 Recessed upper storey
Setbacks	0m street edge setback to Station Street and Friend Park Front: 6m setback to Pritchard Street East Rear: 8m setback for the western portion of the site, where adjoining the R2 Low Density Residential zone
Active frontage	Primary active frontage to Friend Park and to Station Street
Through site link	New pedestrian link between Pritchard Street East and Friend Park

Figure 10: Proposed structure plan, illustrating the key controls (site identified in red)



3.1.2. Amalgamation Strategy

As part of the urban design analysis, Architectus reviewed the amalgamation options for the town centre.

The site is identified as amalgamation site 30. The proponent has procured the land titles within amalgamation site 30, which will enable the realisation of Council's vision for redevelopment of this key corner site.

Figure 11: Proposed amalgamation strategy (site identified in red)



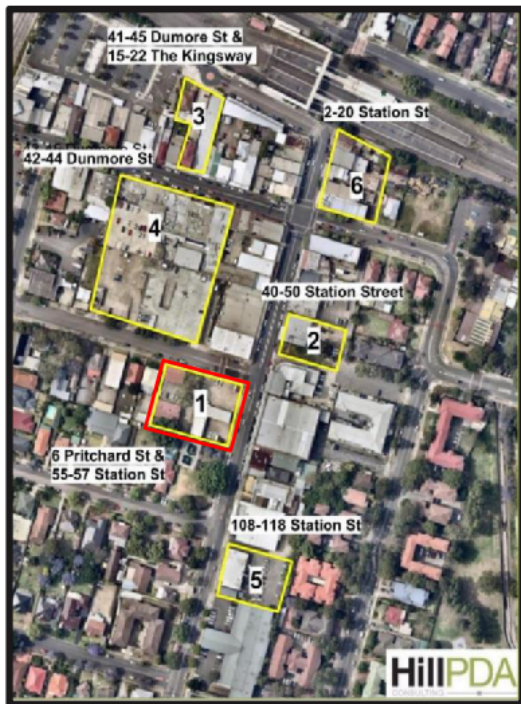
Source: Architectus

3.1.3. Economic Assessment and Feasibility Study

Hill PDA was engaged by Holroyd City Council to undertake an Economic Assessment and Feasibility Study for potential development scenarios within the Wentworthville Town Centre. Of which the site was identified as test site 1:

*Site 1 is a 2,745sqm corner site, comprising of four lots, three of which were in single ownership. Site 1 is located three blocks south of the Station on the western side of Station Street with an existing FSR of 2.2:1. Redevelopment under the existing controls is unfeasible and unattractive to develop. Redevelopment **generally becomes viable at an FSR of 3:1**.*

Figure 12: Economic feasibility study areas (site identified in red)



The intent of the HillPDA Report was to determine the redevelopment feasibility of sites various to ascertain the degree of uplift which was required for redevelopment to be viable.

Feasibility testing was carried out on two separate built form options. The report concludes that:

"Test Sites 1 are not feasible under Options 1 and 2 provided by Council's urban designers largely on account of the lower FSRs proposed for these sites compared to land value"

*Our testing indicates that the majority of sites tested (if not significantly fragmented) would become marginally feasible over an FSR of 3:1 and more attractive to a developer in the current market at an **FSR of 4:1 with appropriate building heights**."*

The HillPDA Report further states that *"an FSR notably in excess of 3:1 would however be required for the redevelopment of these sites should additional public benefits such as open space, community uses and pedestrian passageways be provided"*

The report clearly highlights that the existing and the proposed exhibited controls do not make the site attractive or feasible for redevelopment (as per the Gateway Determination).

The site is within a core location, provides significant public benefit and requires decontamination and remediation of the former petrol station. It is therefore evident that the HillPDA recommended FSR of 4:1 should apply to the site and that the proposed exhibited controls represent a missed opportunity for redevelopment.

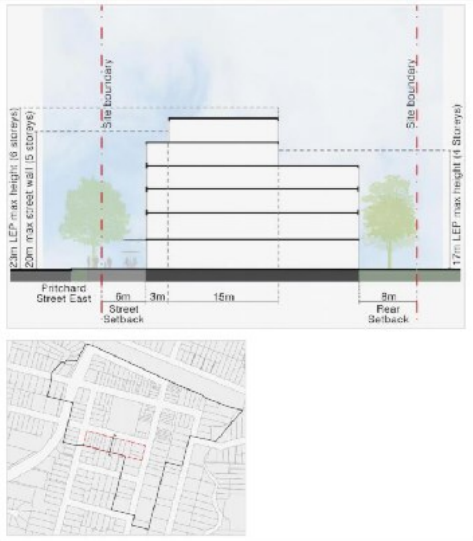

3.1.4. Wentworthville Centre Revitalisation Draft Development Controls

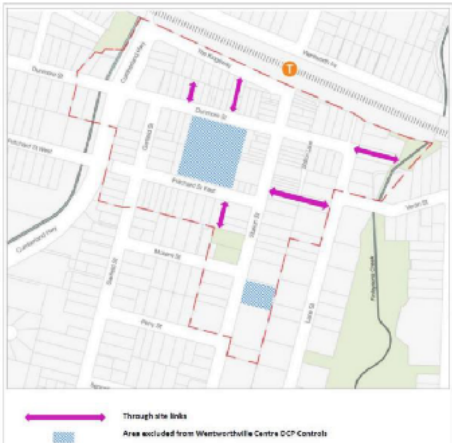
Alongside the Draft Wentworthville Centre Planning Proposal, a draft development control plan was also exhibited. Draft controls are a revision to Part L – Section 3 of the Holroyd DCP 2013. A summary compliance table with the key controls is outlined in Table 3.

Table 3: Summary of relevant Draft Development Controls

Control	Proposal	Compliance
<p>2.2 Minimum Lot Frontage</p> <p><i>C1. The minimum site frontage width for properties not required to be amalgamated under Section 2.1 is:</i></p> <ul style="list-style-type: none"> • Up to three (3) storeys – 20 metres • 4-8 storeys - 26 metres • 9 storeys and greater - 32 metres 	<p>The proposal in concept form has street frontages which will exceed the minimum street frontage controls.</p>	Yes
<p>3.3 Building Setbacks</p> <ul style="list-style-type: none"> • 6m street edge setback on Pritchard Street East • 0m setback along Station Street and facing Friend Park 	<p>The proposal incorporates:</p> <ul style="list-style-type: none"> • 6m setback to Pritchard Street East, with a 1m setback to the corner of Pritchard Street East and Station Street, activating the corner • 4 metre setback to Station Street to enable primary activation and large pedestrian frontages • 2 metre setback facing Friend Park to allow for outdoor / café style dining which activates Friend Park 	Merit assessment
<p>3.4 Primary & Secondary Active Frontages</p> <p><i>C1. Continuous ground level active uses must be provided along primary active frontages on Station Street and facing Friend Park</i></p>	<p>Continuous ground floor level active street frontages cover 78% of the site, comprising retail premises, occupiable terraces, as well as new communal facilities for residents the ground level.</p>	Yes
<p>3.5 Street Wall Heights</p> <p><i>C1. The nominated street wall height applies to a site's street frontage.</i></p> <p><i>C2. A street wall height (podium) of 20 metres (5 storeys) applies across the Centre</i></p>	<p>The proposal contains a street wall height of 20 metres (5 Storeys) across both street frontages being Station Street and Pritchard Street East.</p>	Yes
<p>3.6 Upper Level Setbacks</p> <p><i>Development Controls C1. A three (3) metre upper level setback applies across the Centre for buildings above 20 metres (5 storeys)</i></p>	<p>The proposal contains an upper level setback of 3 metres across Station Street and Pritchard Street East on the 20 metre (5 storey) podium.</p>	Yes

Control	Proposal	Compliance
<p>3.8 Solar Access</p> <p><i>Redevelopment of sites to the north of Friend Park must maintain 3 hours of direct sunlight to minimum 50% of Friend Park on 21st June between 11.00am and 3.00pm.</i></p>	<p>The proposed scheme achieves 70% of direct sunlight to Friend Park between 11am and 3pm on June 21st.</p> <p>Overall the proposed built form has been sited to reduce bulk impacts to Friend Park, and to further ensure that the extension to Friend Park receives a generous amount of sunlight.</p> <p>Furthermore, The proposed built form results in a total of 3,425 sqm of additional open space in sunlight than a compliant option (due to the additional solar access to the extended Friend Park).</p> <p>In summary, the proposed expanded Friend Park achieve 60% solar access between 11am and 3pm on the 21st June. This is of significant benefit to the community.</p>	Yes
<p>Section 4 – Specific Precincts</p> <p><i>The Pritchard Street East Precinct comprises 6-18 Pritchard Street, adjoining a low density residential area to the south which necessitates a sensitive transition in building height and scale. As shown in Figure 14 building heights range from 17 - 23 metres (4 – 6 storeys) with a 6m front setback and an 8m landscaped rear setback. The split height controls are reflected in the applicable LEP Height of Buildings Map for the Centre.</i></p>	<p>The proposal does not seek to develop 6 Pritchard Street East, which is to be dedicated in entirety to Council as an extension to Friend Park.</p> <p>The development outcome for 55-57 Station Street incorporates a sensitive height transition and a 6m setback from Pritchard Street East respecting neighbouring residential properties.</p> <p>The proposal is setback 20m-32m from the neighbouring properties along Pritchard Street East.</p>	Yes

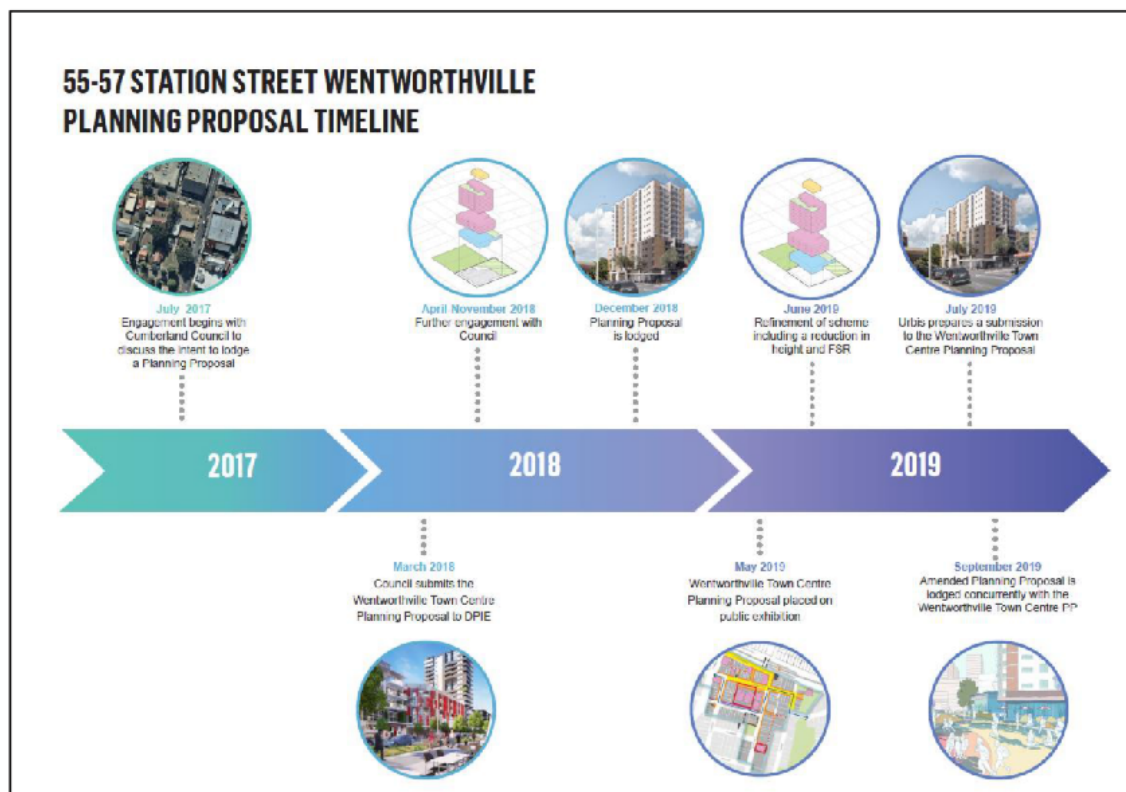
Control	Proposal	Compliance
<p>Figure 13 – Pritchard Street Precinct</p>  <p>Source: Cumberland Council</p>		
<p>5.1 Vehicular Access and Laneways</p> <p><i>C1. Introduce a new Main Street bypass directing traffic away from Dunmore Street into Garfield Street / Pritchard Street East / Lane and Veron Streets</i></p> <p>Figure 14 - Main Street bypass</p>  <p>Source: Cumberland Council</p>	<p>Vehicle into the site is proposed off Station Street, which does not interfere with the proposed Main Street Bypass.</p>	<p>Yes</p>
<p>5.2 Parking</p> <p><i>C1. On-site car parking rates for all land uses with the exception of Commercial Premises are to be provided in accordance with Part A of Holroyd DCP 2013.</i></p> <p><i>C2. On-site car parking rates for Commercial Premises are 1 space per 50sqm of gross leasable floor area.</i></p>	<p>Parking will be provided in accordance with the applicable DCP rates for commercial and RMS rates for residential.</p>	<p>Yes</p>

Control	Proposal	Compliance
<p>C3. Bicycle parking is to be provided in accordance with Part A, Section 3.1 of Holroyd DCP 2013.</p>		
<p>6 Pedestrian Connectivity and Amenity</p> <p>C1. All through site links must:</p> <p>a) Provide a functionally and visually continuous pedestrian link with a clear line of sight for the purpose of surveillance and accessibility.</p> <p>b) Ensure pedestrian safety and the security of adjacent businesses is maintained at all times.</p> <p>c) Be publicly available at all times and be well lit for the safety of users.</p> <p>d) Incorporate active frontages where possible.</p> <p>C2. Through site links are to be provided in future redevelopment proposals on sites described in Section Controls C3 to C7 below and as shown in Figure 17.</p> <p>C5. Pritchard Street East - Friend Park (6 Pritchard St) Future redevelopment of 6 Pritchard Street is to include a new through site pedestrian link connecting Friend Park through to Pritchard Street East to facilitate direct access between the park and the main shopping area. The pedestrian link is to be a minimum 3.5 metres in width.</p> <p>Figure 15 – Through Site Link</p>  <p>Source: Cumberland Council</p>	<p>The proposal incorporates a through site link connecting Friend Park to the Dunmore Street Plaza. The through site link is provided as part of the expansion to Friend Park and is to be dedicated to Council. The proposed through site link and expansion of Friend Park:</p> <ul style="list-style-type: none"> Provides a continual clear line of sight to ensure surveillance, accessibility and safety to pedestrians and residents. Active and passive surveillance to the through site link has been provided through windows and sight line vistas. The through site link will be available for use at all times of the day, as there are not any fences or barriers proposed which will restrict pedestrian and resident movement Active frontages are provided to the expansion of Friend Park. <p>The proposal has included the through site link in the identified location which is aligned to Councils intent for the site as identified in the Wentworthville Centre Planning and Place Making Strategy, which accompanied the Wentworthville Centre Planning Proposal.</p> <p>The through site link which is provided as part of the expansion to Friend Park, is 15m in width. This significantly exceeds the minimum width outlined in the Draft DCP controls.</p>	<p>Yes</p>

Control	Proposal	Compliance
<p>9 <i>Safety by Design</i></p> <p>C1. <i>Compliance with Holroyd DCP 2013 Part C Commercial, Shop Top Housing and Mixed Use Development, Section 3.1 – Safety and Security</i></p>	<p>At Detailed DA Stage the proposal will be capable of demonstrating that it can meet the requirements of the principles and guidelines of CEPTD.</p>	<p>Yes</p>

4. COUNCIL ENGAGEMENT

Figure 16: Planning Proposal timeline and engagement



4.1. PRE-LODGEEMENT MEETING

The proponent, architect and Urbis initially met with Michael Rogers and Karen Hughes from Strategic Planning in July 2017.

Subsequent to this, in April 2018, the proponent, architect and Urbis met with Monica Cologna and Karen Hughes from the Strategic Planning team. In attendance was also Christine Deaner and Susan Miles, Senior Landscape Architect for Holroyd Council.

The proponent discussed the redevelopment potential and opportunities for the site, including the land dedication, expansion of Friend Park and embellishment works to Friend Park. The design has significantly evolved over this period however the key vision for the site has remained unchanged.

The key issues that were discussed are table below:

Table 4: Pre-lodgement discussions.

Key Issues	Council Comment	Response
Dedication of land / through site link	<p>In July 2017, Council confirmed that <i>they would be open to further discussions for an easement or land dedication for that portion of the site.</i></p> <p><i>However, a more detailed proposal would be needed in order for</i></p>	<p>The amended Planning Proposal includes both the dedication of land and affordable housing.</p> <p>The proponent seeks to dedicated land in perpetuity and at no cost to Council, as</p>

Key Issues	Council Comment	Response
	<p><i>Council to better consider the benefits and implications of any proposed land dedication including any related offsets or FSR transfer. But none of the options that have been suggested were immediately ruled out by Council's Property Manager.</i></p> <p>Dedication of land for open space will not be considered in lieu of the provision of affordable housing.</p>	<p>part of the proposed FSR transfer from that land to the development.</p>
Expansion of Friend Park – Embellishment works	<p>Proposed dedication of 1040sq.m of open space is significantly less than what Council would normally accept. For a benchmark, Council generally considers 2500sqm to be a functional size. Generally open space needs to be of a size that would be functional and provide for a variety of activities.</p>	<p>Currently, Friend Park falls well below the standard 2,500m² desired area for a park. The proponent provides an opportunity to increase the area of the park by 1,040m², resulting in a revitalised and expanded park with a total area of 2,680m². This park is the only park servicing the immediate community and the Wentworthville Town Centre. The proposal provides a significant opportunity for the park to be increased in area, to form an adequate size and dimension that will support a range of functions and activities whilst also providing opportunities for pedestrian connectivity between the surrounding local centre and residential areas.</p>
Relocation of child care	<p>In 2017, Council advised via email:</p> <p>The childcare centre at Friend Park is not expected to relocate in the short term and that planning is in progress within Council for a renovation of the centre that will increase its capacity. In the longer term the childcare centre <u>may</u> relocate, in which case the building is likely to be retained for a community or park-related use, but this would be subject to further review at that time.</p> <p>In 2018, Council advised via email:</p> <p>The proposed dedication of open space is not consistent with Council's vision for Friend Park. Council is seeking to relocate the</p>	<p>The proposed embellishment works to Friend Park are on the premise that the Child Care would be retained in situ, as per the initial advice received from Council.</p> <p>Should Council seek to relocate the Child Care, the proponent will include this portion of the site within any future scheme to ensure a holistic approach to the redevelopment of the park.</p> <p>This could include relocating the playground, remodelling the through-site link and providing for additional park infrastructure.</p> <p>The proposal provides for a key pedestrian connection between the park and the town centre which is a significant positive community and urban design outcome.</p>

Key Issues	Council Comment	Response
	existing childcare centre to expand the park.	Th dedication of open space expands on the through-site link which was identified in the Wentworthville Centre Planning and Place Making Strategy, which accompanied the Wentworthville Centre Planning Proposal.
6m setback to Pritchard Street East	Council confirmed that the intent of the setback is to ensure reasonable pedestrian access and street tree planting along Pritchard Street.	The concept design incorporates a range of setbacks that provide for improved pedestrian access and street tree planting whilst defining this key corner site.
Land Use	Additional Permitted Use of Residential Accommodation is not supported as it permits all residential land uses, the definition is too broad.	The planning proposal seeks to insert a revised additional permitted uses provision, which will enable a ground floor residential gym, providing it does not exceed 100m ² .. All other land uses are consistent with the definition of shop-top housing.
Height / Floor Space Ratio	<p>Council confirmed that, in accordance with the Planning Agreement Policy, where proponents seek to utilise the FSR associated with the existing site area, the land must then be dedicated at no cost to Council.</p> <p>Further to the above, Council stated that any development that exceeds the planned FSR controls would need to provide justification as to how the proponent arrived at that FSR.</p>	<p>The proponent accepts that the land will be dedicated to Council, at no cost, providing that the site area for the purpose of calculating FSR, is based upon the existing site area.</p> <p>This amended planning proposal is accompanied by an amended Urban Design Report prepared by Urbis which provides an analysis of various built form options, including the proposed height and FSR. The urban design report provides justification for the proposed height and FSR.</p>
Design Excellence	Design Excellence provision were only intended to apply to the Town Centre Core. Detailed analysis was undertaken to determine the suitability of applying bonuses for FSR's and height to ensure the desired urban form outcome was achieved. Therefore, the design excellence provisions should not apply to an individual site, but a larger defined area. Further analysis needs to be undertaken to support expanding the area where design excellence applied.	<p>The objective of the design excellence clause is to ensure that development for buildings that have a height greater than 30m, exhibit the highest standard of architectural and urban design as part of the built environment.</p> <p>Given the planning proposal seeks to amend the height of buildings control to permit a building height of 41m, it was considered reasonable and appropriate to apply this clause to give Council the comfort that design excellence would be achieved at the DA stage.</p>

Key Issues	Council Comment	Response
		Nonetheless, as requested by Council the proponent has removed the design excellence provision for the site from this amended planning proposal.

4.2. POST LODGEMENT MEETINGS

Subsequent to the lodgement of the original Planning Proposal in December 2018, the proponent and consultant team met with Council on three separate occasions, including two meetings with the Director of Environment and Planning. A summary of the latter two meetings is discussed in Table 5 below.

Table 5: Post Lodgement Meetings

Date	Council Attendees	Discussion
7 June 2019	<ul style="list-style-type: none"> • Daniel Cavallo – Director Environment and Planning • Daniel Anderson – Executive Manager Environment and Precincts • Monica Cologna – Manager Strategic Planning • Glen Weekly – Team Leader Precinct Planning 	<p>Council is concerned that the proposed height is not consistent with the height of buildings within and adjacent to the town centre and is unlikely to gain Councillor support.</p> <p>Council requested that the height be reconsidered.</p>
11 July 2019	<ul style="list-style-type: none"> • Daniel Cavallo – Director Environment and Planning • Daniel Anderson – Executive Manager Environment and Precincts • Harinee De Silvia – Strategic Planner 	<p>Meeting with Council in which an updated Urban Design Report is presented which includes a reduced building envelope.</p> <p>Council indicates support for the revised scheme and advises the proponent to prepare a submission to the Wentworthville Town Centre Planning Proposal.</p> <p>A submission was prepared by the proponent and Council advised that an amended Planning Proposal be submitted.</p>

5. STATUTORY PLANNING CONTROLS

This section provides a summary of the existing local planning controls that apply to the site under the current legislative framework.

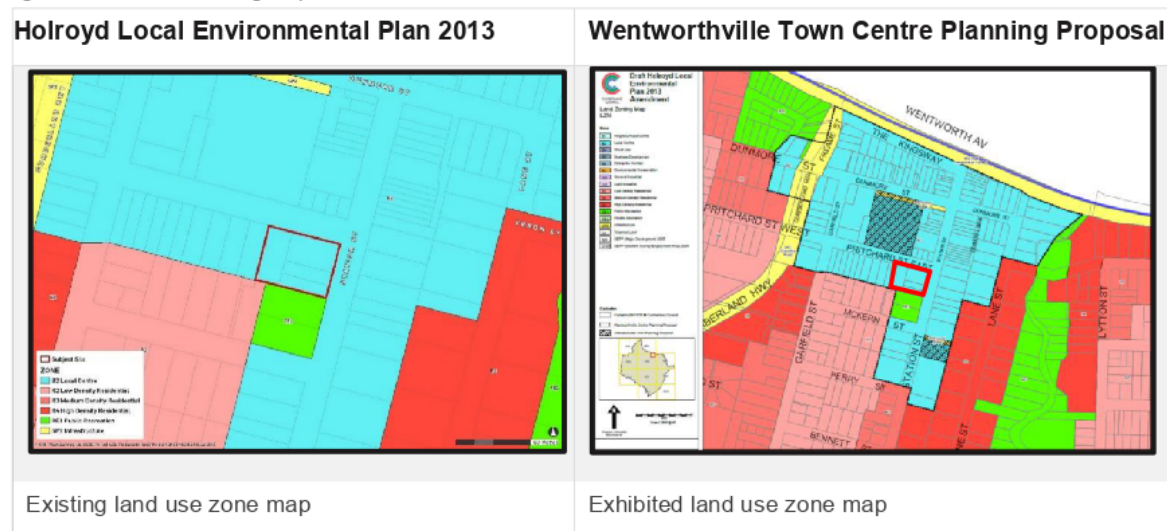
5.1. HOLROYD LOCAL ENVIRONMENTAL PLAN 2013

The Holroyd Local Environmental Plan 2013 (HLEP 2013) is the relevant planning instrument for the site.

5.1.1. Land Use Zone

As illustrated in Figure 17 below, the site is zoned B2 Local Centre.

Figure 17: Land Use zoning map



The objectives for the B2 Local Centre zone are:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To permit residential development that is complementary to, and well-integrated with, commercial uses.

In accordance with the HLEP 2013, the B2 Local Centre zone permits the following land uses:

Permitted without consent

Nil

Permitted without consent

Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Group homes; Hostels; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Service stations; **Shop top housing**; Tourist and visitor accommodation; Any other development not specified in item 2 or 4

Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies

The proposed development is defined as Shop top housing.

Shop top housing means one or more dwellings located above ground floor retail premises or business premises.

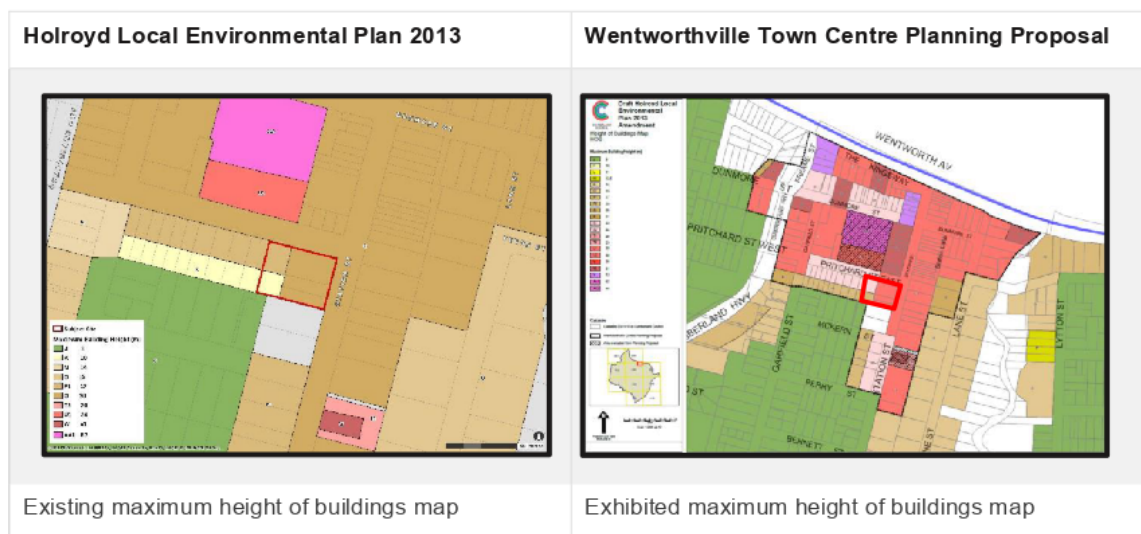
It is acknowledged that provision of a ground floor gym for restricted use by the residential tenants is prohibited in the zone, as per the definition of shop top housing. The proponent requests an amendment to schedule 1 additional permitted uses to enable development for the purpose of a residential gym on the ground floor, providing it does not exceed 100m².

5.1.2. Maximum Height of Buildings

Pursuant to clause 4.3 of the HLEP 2013, the site is subject to maximum building height control of 20m, 17m and 10m.

The draft controls exhibited as part of the updated Wentworthville Centre Planning Proposal includes heights of 30m, 23m and 17m.

Figure 18: Height of Buildings Map

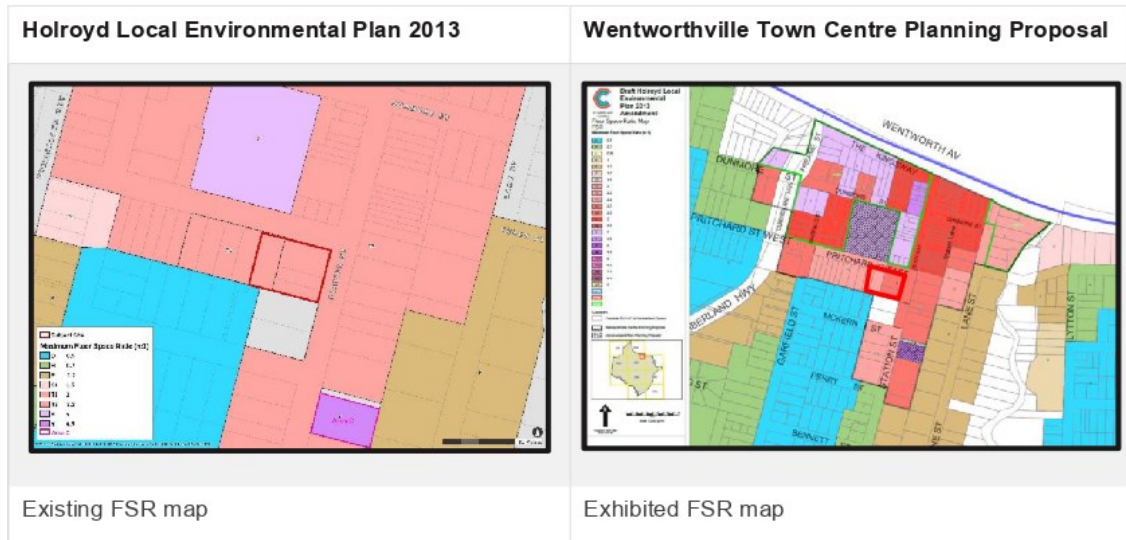


5.1.3. Floor Space Ratio

Pursuant to clause 4.4 of the HLEP 2013, the site is subject to a maximum Floor Space Ratio control (FSR) of 2.2:1 and 2:1.

The draft controls exhibited as part of the Wentworthville Town Centre Planning Proposal include an FSR of 2.5:1 for 55-57 Station Street and 2.2:1 for 6 Pritchard Street East.

Figure 19: Floor Space Ratio Map



5.1.4. Heritage

Pursuant to Schedule 5 of the HLEP 2013, the site is not a heritage item nor is it within a heritage conservation area. There is a locally listed heritage item (Item 136) to the south-west of the site, being the St Andrew's Presbyterian Church.

Figure 20: Heritage Map



5.1.5. Design Excellence

The site is not subject to the design excellence provisions under the existing HLEP 2013 nor is it included within the design boundary under the exhibited Wentworthville Centre Planning Proposal.

Figure 21: Design Excellence Map



6. INDICATIVE DEVELOPMENT OUTCOME

This section provides an overview of the development, identifies the design principles and describes the alternative building envelope for the site.

6.1. DEVELOPMENT OVERVIEW

This amended planning proposal is informed by an Urban Design Study prepared by Urbis (**Appendix A**). The urban design study analyses the development opportunities for the site and surrounding context and provides an exemplar best practice urban design outcome, as envisaged by Wentworthville Planning and Place Making Strategy.

This is achieved by the amalgamation and redevelopment of four lots to create a substantial site area (2759m²) within the Wentworthville Town Centre. The amended planning proposal seeks to deliver on State, district and local planning objectives to foster a mixed-use development that marks the southern boundary of Wentworthville Town Centre.

Broadly, the concept architectural plans include lower ground and ground floor retail uses that wrap around and activate the street frontages. The retail uses 9 with a small café / coffee shop to service the community) overlook the expanded public park. The proposal will provide a modern slender mixed-use tower of up to 11 storeys, with a much desired through site link at ground level connecting to the Town Centre to the only park in the centre.

The key features of the concept proposal include:

Table 6: Development Summary

Indicator	November 2018 Planning Proposal Development outcome	September 2019 Amended Planning Proposal
Land use	Mixed-use development comprising: <ul style="list-style-type: none"> Residential accommodation Retail premises or business premises 	Mixed-use development comprising: <ul style="list-style-type: none"> Residential accommodation Retail premises or business premises
Height	53m (15 storeys)	41m (11 Storeys)
FSR	3.5:1	3:1
GFA	Residential: 8991m ² Retail: 665m ²	Residential: 7,682m ² Retail: 595m ²
Apartments	106 apartments, including: 19 x 1 bedroom (18%) 83 x 2 bedroom (78%) 4 x 3 bedroom (4%)	Approximately 90 apartments, including: 18 x 1 bedroom (20%) 63 x 2 bedroom (70%) 9 x 3 bedroom (10%)
Communal open space	450m ² at podium level 300m ² at roof level	360m ² at podium level 747m ² at roof level (40% of the total site area.)
Car parking	146 spaces over 3 basement levels	92 spaces over 3 basement levels

Indicator	November 2018 Planning Proposal Development outcome	September 2019 Amended Planning Proposal
Landscape area	1,040m ² (37.69% of the site area) dedicated as public open space, including 700m ² (25.4%) of deep soil planting	No change.
Site coverage	58%	No change

6.2. DESIGN PRINCIPLES

The concept building envelope and design strategy has been specifically tailored to respond to the site constraints and surrounding characteristics whilst incorporating the key principles that underpin the Wentworthville Planning and Place Making Strategy. This includes:

- **Urban Renewal:** Decontamination and remediation of an unused petrol station and construction of shop top housing development comprising 595m² of retail space, 7,682m² of residential GFA and 1,040m² of landscaped public open space which is to be dedicated to Council in perpetuity.
- **Emerging Skyline:** Design the built form so that it is consistent and compatible with the emerging skyline, including recent LEP amendments, Gateway Determinations and development approvals. This has been achieved through the provision of a single slender tower with a maximum height of 41m, to reinforce the key entry to the town centre, which is consistent with other key entry sites, where public domain improvements are proposed. As illustrated within the Urban Design Report, the tower has been modulated to retain solar access and privacy to surrounding properties whilst being of a height, bulk and scale that is commensurate with the future desired character of the area. The built form and substantial separation distances to low density and sensitive land uses provides for a positive transition within the surrounding built environment.
- **Solar Access:** The proposed scheme achieves 70% of direct sunlight to Friend Park between 11am and 3pm on June 21st and maintains a compliant degree of solar access to surrounding residential properties, including those to the south of the site and those on the eastern side of Station Street.

The built form has also been modelled to achieve a compliant degree of solar access to the future residential apartments, on June 21st. It is noted that a compliant building envelope, as per the Wentworthville Town Centre PP, would receive significantly less solar access due to the shadows cast by the approved building envelope at 42-44 Dunmore Street.

- **Streetscape Activation:** Utilise the site's topography to provide double height / podium retail uses along Station Street which activates and defines this key gateway site and maintains a human scale and village feel within the street. The expansive ceilings at ground floor level will provide diverse business opportunities and encourage bright, attractive and modern facades.
- **Building envelope:** Apply setbacks that reflect the function and role of the proposed land uses and provide for adequate separation distances to lower density land uses.
- **Neighbourhood Structure:** Contribute to the ideology of a walkable and well-connected community through the provision of a linear green pedestrian link spanning the western extent of the site, forming an expansion to Friend Park. This is consistent with the key outcomes of the Wentworthville Centre Planning and Place Making Strategy which seeks to expand Friend Park and use landscaping to create a buffer to the surrounding residential development.

6.3. ALTERNATIVE BUILDING ENVELOPE

Recognising the implications and limitations of the Wentworthville Town Centre Planning Proposal and associated built form controls for the site, an alternative building envelope plan and urban design outcome has been developed.

The alternative outcome responds to the concerns associated with the economic viability of the envisaged development, the ability to achieve a high level of residential amenity, limitations on the availability of the public offering and the lack of realisation of urban renewal and densification on this key gateway site.

Key objectives and outcomes of the alternative building envelope and urban design analysis include:

- Expanding Friend Park so it is no longer disconnected from the heart of the town centre. This provides a direct link from McKern Street to Dunmore Street and allows for the built form to have active retail uses which front the Park, Station Street and Pritchard Street East (78% of the site has an active frontage);
- Relocating the built form from the western portion of the site and transferring the height to the eastern corner of the site. This results in a built form that at the DA stage will be able to outperform key requirements under the ADG in terms of separation distances, solar access, ventilation, privacy and overshadowing whilst also limiting the number of single orientated south facing apartments and reducing the perceived visual bulk impacts through the provision of a slender, consolidated built form;
- Provision of a slender tower which results in a fast-moving shadow over Friend Park, significantly increasing solar access to the park between 11am – 3pm, in comparison to a compliant building envelope. This also increases solar access to future residential units on the site, which would otherwise receive limited solar access due to the shadows cast by the approved building envelope at 40-42 Dunmore Street;
- The site is a key gateway site at the southern end of the town centre. It has an expansive frontage to Station Street and Pritchard Street East and its location adjacent to Friend Park provides a unique development opportunity. The proposed building envelope has a height of 41m which is with other key corner sites in the town centre which provide significant public benefit; and
- Incorporation of key principles within the Planning and Place Making Strategy, including a 4m setback to Station Street, 6m setback to Pritchard Street East, a reduced setback of 1m at the corner of Pritchard Street East and Station Street to define the street edge, a 5 storey street wall height with upper level setbacks of 3m and recessed uppermost level.

Overall, the alternative building envelope and urban design outcome has been underpinned by the key development principles that the Wentworthville Centre Planning Proposal is founded upon.

Figure 22: Compliant building envelope (Wentworthville Centre Planning Proposal) v's alternative building envelope

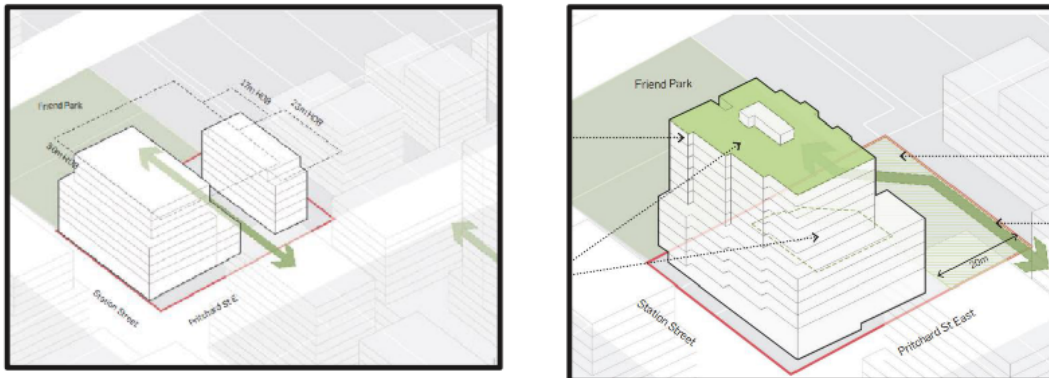


Figure 23: Proposed alternative building envelope and urban design outcome

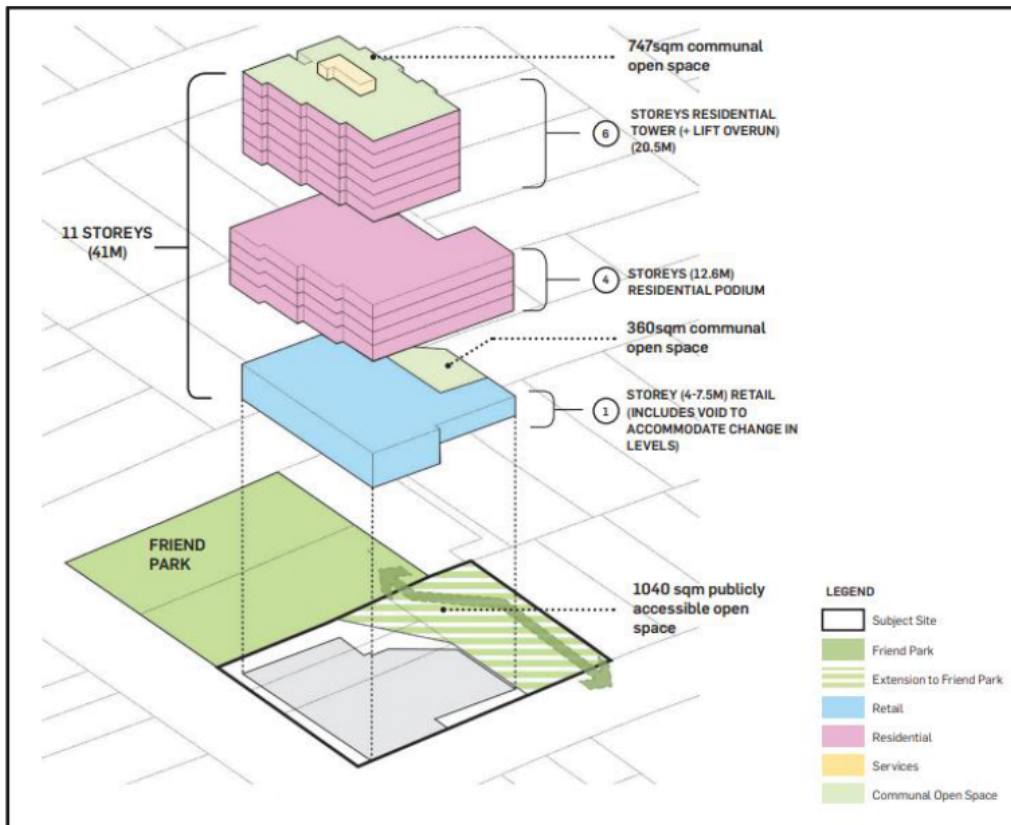


Figure 24: CGI of alternative building envelope



6.4. PUBLIC BENEFIT OFFER

Under Section 7.4 of the EP&A Act, a proponent may enter into a Voluntary Planning Agreement (VPA) where a change is sought to an environmental planning instrument, under where the developer agrees to dedicate land, pay monetary contribution and/or provide any other material public benefit in association with the change to the environmental planning instrument

Following a Gateway determination, it is anticipated that Nucorp Constructions and Cumberland Council will enter into discussions regarding a VPA to formalise the contribution of affordable housing (10% of the floor space of the residential uplift sought) and the final location and dedication of the land to Council in perpetuity, for the purpose of a public park and the embellishment works to Friend Park.

The 'letter of intent' is attached in full at **Appendix B**.

7. THE PLANNING PROPOSAL

This amended planning proposal has been prepared in accordance with Section 3.33 of the EP&A Act with consideration of DPE's *A guide to preparing Planning Proposals* (August 2016).

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives and intended outcomes of the proposed instrument
- **Part 2** – An explanation of the provisions that are to be included in the proposed instrument
- **Part 3** – The justification for the planning proposal and the process for the implementation.
- **Part 4** – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies
- **Part 5** – Details of community consultation that is to be undertaken for the planning proposal.
- **Part 6** – Project timeline.

Discussion for each of the above parts is outlined in the following chapters.

8. PART 1 - OBJECTIVES INTENDED OUTCOMES

8.1. OBJECTIVES

The objective of this amended planning proposal is to realise a high-quality mixed-use development that:

- Contributes to the rejuvenation and revitalisation of the town centre through the decontamination and remediation of a former service station and vacant commercial premises with high quality retail and residential land uses;
- Introduces compatible land uses that will contribute to the creation of a vibrant, active and economically sustainable community;
- Integrates the site with the broader area through improvements to Pritchard Street East and Station Street and embellishment works to Friend Park, including the provision of an extended park and through-site link as envisaged by the Wentworthville Town Centre Planning and Place Making Strategy;
- Enables the redevelopment of land at a scale appropriate to the future role of the town centre;
- Provides for the orderly and economic development of the land; and
- Leverages the site's strategic location in proximity to rail and bus networks and TOD principles by providing high levels of accessibility for residents and workers to the broader metropolitan area.

8.2. INTENDED OUTCOMES

The intended outcome of this amended planning proposal is to amend the planning controls that apply to 55-57 Station Street To achieve the following:

- Establish a site-specific maximum height of building controls of 41m for 55-57 Station Street;
- Establish a site-specific floor space ratio (FSR) control of 3:1 across the entire site; and
- Insert an additional provision into the site-specific *Schedule 1 Additional permitted uses* to permit development on the ground floor for the purpose of a residential tenant gym, where the premise does not exceed 100m².

This will enable the use of the ground floor for a tenant gym. This area does not have a streetscape active frontage and given the location, it is considered that the use of the space would be unviable for any future retail or commercial tenant.

The proposed intended outcome provides for a reasonable level of uplift to support the feasible redevelopment of the site and enables the development to deliver a significant level of public benefit. This is also consistent with the predominant FSR of the town centre and the HILL PDA recommendations. A concept design for the future development of the site has been prepared and discussed in **Section 6**, with an amended urban design report prepared to reflect the outcomes sought by the amended planning proposal in **Appendix A**.

However, the scheme will be refined as part of the DA process once the planning proposal has been endorsed by Council and the DPE 'gateway' issue a determination that supports the preparation of an LEP amendment.

9. PART 2 - EXPLANATION OF PROVISIONS

The proposed objectives and outcomes will be achieved by:

- Amending the *Holroyd Local Environmental Plan 2013 Height of Buildings Map* (Sheet HOB_005) in accordance with the proposed height of buildings map provided within Part 4 – Mapping, which shows a building height of 41m over 55-57 Station Street. As per Council's request, the proposed height, as per the Wentworthville Town Centre Planning Proposal has been retained over the portion of land at 6 Pritchard Street East;
- Amending the *Holroyd Local Environmental Plan 2013 Floor Space Ratio Map* (Sheet FSR_005) in accordance with the proposed floor space ratio map provided within Part 4 – Mapping, which shows a maximum floor space ratio of 3:1;
- Amending the *Holroyd Local Environmental Plan 2013 Additional Permitted Uses Map* (Sheet APU_005), and map the site as 'APU 18;' and
- Amending the *Holroyd Local Environmental Plan 2013* to insert an additional clause within **Schedule 1 Additional Permitted Uses**, as follows:

18 Use of certain land at 55-57 Station Street, Wentworthville

- (1) *This clause applies to land at 55-57 Station Street, Wentworthville, being Lot 1A DP 305764, Lot 2A DP 305764 and Lot 3A DP 305764, identified as 'APU 18' on the Additional Permitted Uses Map.*
- (2) *Development for the purpose of a residential tenant gym on the ground floor is permitted with development consent if the consent authority is satisfied that the floor space of the premise does not exceed 100 square metre.*
- (3) *In the event of any inconsistency with any other clauses within this LEP, this clause prevails.*

10. PART 3 – JUSTIFICATION

The section details the justification for the planning proposal.

10.1. SECTION A - NEED FOR THE PLANNING PROPOSAL

10.1.1. Q1 - Is the planning proposal a result of any strategic study or report?

Yes.

This amended planning proposal is the direct result of the strategic studies that were commissioned to form the basis of the Wentworthville Centre Planning Proposal. This includes the HillPDA Economic Assessment and Feasibility Study, the Urban Design and Built Form Report prepared by Architectus, the Wentworthville Planning and Placemaking Strategy and the Wentworthville Centre Planning Proposal.

Expert studies have been completed and Council has received Gateway Determination for the Wentworthville Centre Planning Proposal.

The site is located within the Wentworthville Centre boundary and has been subject to the urban design and built form modelling studies.

The study recommends that:

- 55-57 Station Street and 6 Pritchard Street East be amalgamated;
- A maximum building height of 30m be applied to the Station Street site;
- A maximum building height of 23m be applied to the northern portion of Pritchard Street East and a maximum building height of 17m be applied to the southern portion of Pritchard Street East;
- A maximum FSR of 2.5:1 be applied to 55-57 Station Street;
- A maximum FSR of 2.2:1 be applied to 6 Pritchard Street East; and
- A through-site link be established to connect the Dunmore Street shopping mall with Friend Park.

In accordance with the study, the proponent has procured the site at 55-57 Station Street and 6 Pritchard Street East. Whilst this site was identified for amalgamation, the exhibited controls include split heights and FSR controls which do not reflect the desired amalgamation pattern.

Importantly, it is noted that HillPDA was engaged by the former Holroyd City Council to undertake an Economic Assessment and Feasibility Study of potential development sites within the Wentworthville Town Centre. The site was identified as Key Site 1.

The feasibility study for the site stated that the sites current planning controls are not feasible for development. The report concluded that the site would only become marginally feasible for development with an FSR of 3:1 and would be more attractive for development with a FSR of 4:1. The study did not factor in the site's current use as an unused service station and the requirement to decontaminate and remediate the site.

It is unclear why the Wentworthville Centre Planning Proposal introduced FSR's which are inconsistent with that recommended by the HillPDA Economic Assessment and Feasibility Study. Further, the relatively low FSR's and the increase in building heights do not correlate. For example, the building height at 6 Pritchard Street East has been increased by 6m within the northern portion and 7m within the southern portion however this only has a very minor FSR increase of 0.2:1 or 183.8m². Similarly, 55-57 Station Street is afforded an uplift of 10m however this only has a minor FSR increase of 0.3:1 or 552m².

Accordingly, the proponent has undertaken a more detailed urban design analysis to confirm the appropriate height and density whilst also addressing the key design principles that underpin the Wentworthville Town Centre Planning Proposal.

The outcomes of the urban design analysis demonstrate that a tall slender tower that defines the corner of Station Street and Pritchard Street East and forms a key gateway site to the southern city centre, would be the most appropriate form of redevelopment.

The analysis demonstrates that the site's characteristics make it a unique, highly strategic and appropriate site for redevelopment. The technical reports accompanying this amended Planning Proposal support the intensification of the use of the site, through the proposed height, FSR controls and design excellence controls, along with the additional permitted uses. The planning proposal responds positively to the future role of the Wentworthville Town Centre, as envisaged by the wider Wentworthville Centre Planning Proposal.

10.1.2. Q2 - Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes.

This site-specific amended planning proposal is the best means of achieving the objectives and intended outcomes for the site as:

- The Wentworthville Centre Planning Proposal has received Gateway Determination and it is unlikely that this will be amended to include the height and FSR required to achieve a feasible development outcome for the site. Further, built form modelling undertaken for the site confirms that a tall slender building form is more appropriate and has limited external impacts in comparison to the built form controls outlined within the Wentworthville Planning Proposal. Aside from the height and FSR, this planning proposal is generally consistent with the principles within the Planning and Place Making Strategy.
- The extent in numeric variation from the current built form controls in comparison to the proposal would unlikely be supported through the use of Clause 4.6 – Exceptions to Development Standards.
- Additional LEP clauses are unable to be achieved without requesting an amendment to the Local Environmental Plan. Therefore, an amendment to the LEP would be required in order achieve the intended concept development outcome.
- The preparation of a site-specific planning proposal will not interfere with the Wentworthville Centre Planning Proposal and will enable both planning proposal's to be prepared simultaneously.
- The subdivision and dedication of 6 Pritchard Street East for the provision of a through-site link and associated park expansion and embellishment works creates certainty for the community regarding the provision of the land for public purpose.

Without an amendment to the statutory planning controls, the proposed design concept cannot be achieved, and the associated public and community benefits would be lost. The site is a logical and appropriate place to concentrate future growth within the Cumberland LGA being with an area designated for future urban growth and strategically located near existing and planned services and public transport services. The amended planning proposal generally aligns with the intent of the wider Wentworthville Town Centre redevelopment strategy.

10.2. SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

10.2.1. Q3 - Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft strategies)?

Yes.

A key factor in determining whether a proposal should proceed to Gateway Determination is its strategic and site-specific merit.

It is considered that the amended planning proposal meets these tests as outlined in the following sections.

a) Does the proposal have strategic merit?

The strengthened strategic merit test criteria require that an amended planning proposal demonstrate strategic merit against (at least one of) the following three criteria:

1. *Consistent with the relevant district plan, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or*
2. *Consistent with a relevant local council strategy that has been endorsed by the Department; or*

3. *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

This amended planning proposal demonstrates strategic merit through its consistency with the objectives and actions of the applicable strategic plans and policies discussed below.

Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

This amended planning proposal consistent with the current NSW Government's Sydney Metropolitan Strategy, *Greater Sydney Region Plan – A Metropolis of Three Cities*, released in March 2018 by the Greater Sydney Commission (GSC). The Region Plan outlines how Greater Sydney will manage growth and change and guide infrastructure deliver.

It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans. For the first time, the Plan has been prepared in conjunction the with NSW Government's Future Transport 2056 Strategy and informs Infrastructure NSW's State Infrastructure Strategy, providing full integration of land use, transport and infrastructure planning.

An assessment of the amended planning proposal against the objectives of the Region Plan is set out below:

Table 7: Consistency with Greater Sydney Region Plan

GREATER SYDNEY REGION PLAN		
Objective	Description	Comment
Infrastructure and collaboration		
A city supported by infrastructure		
Objective 4	Infrastructure use is optimised	<p>The site is situated within the Wentworthville Town Centre and is located 250m south of the Wentworthville Train Station, providing access to the Sydney CBD in 26 minutes and Parramatta CBD in 10 minutes.</p> <p>The site is also well serviced by a number of bus routes.</p> <p>The site is also located 700m south the of the Westmead health and education precinct.</p> <p>The provision of mixed use retail and residential land uses in proximity to established infrastructure and services is consistent with this objective.</p>
Liveability		
A city for people		
Objective 6	Services and infrastructure meet communities' changing needs	<p>The proposal will provide retail shops and food and drink premises at the ground level, which will activate the streetscape, create a positive connection to the park and will benefit future residents and the wider community. The Plan highlights that there will be significant demographic change within the Central River City by 2036 as the population will be 27% 0 – 19-year old's and 16% over 65's. Such demographic change highlights the need to deliver equitable social infrastructure.</p> <p>The proposal seeks to deliver 1040m² of public open space as an expansion to Friend Park connecting the only open space area within the centre, to the heart of the Wentworthville Town Centre. Further</p>

GREATER SYDNEY REGION PLAN		
		<p>embellishment works are also proposed which optimise the use of public land.</p> <p>Given the population projection for Wentworthville and the limited existing open space, the provision of new and improved social infrastructure, will support the community now and in the future.</p>
Objective 7	Communities are healthy, resilient and socially connected	<p>The provision of additional residential densities within a Town Centre and within 250m of the train station and 700m of the Westmead Education and Health Precinct, supports a well-connected community and promotes the use of public and active transport.</p> <p>Further, decontamination and remediation of the subject site to facilitate increased open space and active streetscapes, will enhance the appearance of the town centre and support a vibrant place to live, work and play.</p> <p>As illustrated by the concept design, the delivery of this significant public benefit offering will tie the southern end of Wentworthville with the heart of the city centre, create an active, connected and socially cohesion community.</p>
Housing the city		
Objective 10	Greater housing supply	<p>By 2036, Cumberland LGA is projected to have a population increase of 75,000 additional residents. To accommodate for this, the District is required to deliver 53,500 by 2021 and an additional 207,500 dwellings by 2036.</p> <p>By 2036, Wentworthville's population is expected to increase from 10,103 (current population) to 14,760, resulting in a population increase of 46.10%.</p> <p>The concept design includes the provision for residential apartments including dedication of 10% of the development contribution to affordable housing floor space, which will contribute towards Cumberland Council's housing supply targets for the 6 – 10 year period and will assist in providing for the required accommodation to house the growing population.</p> <p>It is noted that any future development on the site will be supplied to the market after 2020 and therefore, this planning proposal provides additional capacity required beyond the 0-5yr horizon.</p> <p>Wentworthville is located within Greater Sydney Commission Urban Renewal area, and therefore densification of land uses within this location is strategically important.</p> <p>It is considered that the site's development potential has been overlooked by the exhibited LEP controls, given the sites prime location and ripe opportunity for redevelopment.</p>

GREATER SYDNEY REGION PLAN		
Objective 11	Housing is more diverse and affordable	<p>Increasing housing supply in accessible locations helps alleviate the pressure associated with housing affordability.</p> <p>The concept proposal at DA stage will include a range of apartment typologies, including 1, 2 and 3 bedroom apartments. This increases the diversity of housing stock in a location predominately occupied by detached dwellings.</p>
Great places that bring people together		
Objective 12	Great places that bring people together	<p>The proposal provides 1,107m² of communal open space equating to 40% of the site area for the residents, site landscaping, ground floor activation, expansion of Friend Park and accessible links to the heart of the city centre.</p> <p>Redevelopment of the site provides an unrivalled opportunity to create a great place that is socially inclusive and increase opportunities for social interaction and connections. The mix of land uses and provision of local shops will improve the social and economic viability of the centre.</p>
Productivity		
A well-connected city		
Objective 14	<i>A Metropolis of Three Cities</i> - Integrated land use and transport creates walkable and 30-minute cities	The site is within 700m walking distance of the Westmead Hospital, leveraging off the Westmead Hospital is an innovation cluster of health, education and research institutes. This confirms that the site is capable of advancing the ideology of a 30 minute city, connecting residents to education and employment opportunities.
Sustainability		
A city in its landscape		
Objective 30	Urban tree canopy cover is increased	<p>The concept design includes significant landscaping opportunities, both within the public domain, the expansion to Friend Park and within the communal open space areas at the podium level and will roof top level.</p> <p>The proposal will positively contribute to the urban tree canopy of the Wentworthville Town Centre.</p>
Objective 31	Public open space is accessible, protected and enhanced	The amended planning proposal includes a public benefit offering of 1,040m ² public open space which will form an expansion to Friend Park. This will increase the size of the existing park by 63%. The proposal also includes embellishment works to the park which will significantly enhance the usability, connectivity and accessibility of this area.

GREATER SYDNEY REGION PLAN		
		This will also ensure that the only open space area servicing the Wentworthville Centre is connected to the town centre, provides opportunities for key workers and residents to relax.
A resilient city		
Objective 37	Exposure to natural and urban hazards is reduced	<p>The amended planning proposal will decontaminate and remediate this unused petrol station and transform it into a safe urban environment so that is compatible with future adjoining land uses.</p> <p>This will also ensure further contamination does not spread to neighbouring sites.</p>

Central City District Plan

The site is situated within the area covered by the Central City District Plan, released in March 2018 by the Greater Sydney Commission. This District Plan outlines the priorities and actions for the District which includes the Cumberland Local Government Area.

The Central City District Plan identifies Wentworthville as an *Urban Transformation Precinct*. Growth within these areas will need to be linked to a variety of employment opportunities infrastructures and services.

The relevant Planning Priorities for the amended planning proposal are listed and discussed below:

Table 8: Consistency with the Central City District Plan

CENTRAL CITY DISTRICT PLAN	
Planning Priority	Comment
Infrastructure and collaboration	
A city supported by infrastructure	
C1. Planning for a city supported by infrastructure	<p>The proposal will leverage local transport options including several high-frequency bus services and the Wentworthville Train Station.</p> <p>Wentworthville Train Station connects patrons to the Sydney CBD in 26 minutes and the Parramatta CBD in 10 minutes, locating the site well within the desired 30 minute travel time.</p> <p>The site is also within 700m walking distance of the Westmead health and education precinct. This amended planning proposal provides Cumberland Council with an opportunity to balance population growth with existing and planned infrastructure investments, maximising the efficiency of facilities and services.</p>
Liveability	
A city for people	
C3	The proposal meets this objective by providing medium-high density housing in a walkable neighbourhood in close proximity to public transport, which appeals to a wide demographic.

CENTRAL CITY DISTRICT PLAN	
Providing services and social infrastructure to meet communities' changing needs	The proposal will also provide retail uses at the lower ground and ground floor which will benefit the existing and future residents.
C4 Fostering healthy, creative, culturally rich and socially connected communities	<p>The Priority outlines that recreation facilities encourage greater social connection, which leads to improved physical and mental health.</p> <p>The subject amended planning proposal adheres to the intent of the priority as it seeks to provide 1,040m² public open space as an addition to Friend Park which allows for passive and recreational activity and will promote active healthy lifestyles.</p>
Housing the city	
C5 Providing housing supply, choice and affordability with access to jobs, services and public transport	<p>This amended planning proposal will enable the supply of residential apartments, including at DA Stage a range of 1, 2 and 3 bedroom dwelling typologies. This includes affordable housing floor space at 10% of the GFA uplift, beyond that proposed under the Wentworthville Town Centre Planning Proposal. This is consistent with the direction from the Greater Sydney Commission.</p> <p>As outlined in the HillPDA Economic Analysis, the exhibited FSR of 2.5:1 does not make the site economically viable for redevelopment. <u>The site requires a minimum FSR of 3:1, however an FSR of 4:1 is more desirable.</u> particularly where development contributions are proposed.</p> <p>Redevelopment of the site in accordance with the amended planning proposal not only provides the community with significant public benefit (provision of open space and contribution to affordable rental housing), but it also contributes to the 6-10 year housing supply targets.</p> <p>The site is well connected to both the Sydney CBD and Parramatta CBD and is within 700m walking of the Westmead health and education and has been designed to be consistent with the future desired character of Wentworthville.</p> <p>Additionally, the proposal will provide local employment opportunities at the lower ground and ground floor.</p>
A city of great places	
C6 Creating and renewing great places and local centres and respecting the District's heritage	Currently, the unused service station results in a disconnect between the heart of the town centre and the only open space area, which services key workers and residents of the community. This amended planning proposal has an unique opportunity to transform this visually obtrusive key corner site into an active, vibrant, safe and well connected local centre, through the provision of active street frontages, a through-site linkage and landscaped open space serviced by cafes and local shops.
Productivity	
Jobs and skills for the city	

CENTRAL CITY DISTRICT PLAN	
<p>C9</p> <p>Delivering integrated land use and transport planning and a 30 minute city</p>	<p>The site is located within the Wentworthville Town Centre, is 250m south of the Wentworthville Train Station which connects Wentworthville to the CBD in 26 minutes and to Parramatta in less than 10 minutes and is 700m from the Westmead health and education precinct, one of the largest innovation centres in NSW.</p> <p>The site is in a prominent location for residents to access nearby employment and connect them to other local centres. The proposal will also accommodate employment opportunities.</p> <p>The amended planning proposal therefore provides an opportunity to connect people to employment, education, hospital and other facilities and services within 30 minutes.</p>
Sustainability	
A city in its landscape	
<p>C16</p> <p>Increasing urban tree canopy cover and delivering the Green Grid Connections</p>	<p>This amended planning proposal provides additional street tree planting along Station Street, Pritchard Street East and as part of the embellishment works to the extension of Friend Park.</p> <p>This contributes to the NSW Governments urban tree canopy target and further enhances the fine urban grain form of the Wentworthville Town Centre as envisaged by the Planning and Place Making Strategy.</p>
<p>C17</p> <p>Delivering high quality open space</p>	<p>This amended planning proposal provides 1040m² of high quality public open space, increasing the size of the existing park by 63%. The expanded park will service the needs of the growing population. Given its connection to the heart of the town centre, it will also play a pivotal role in servicing employees of the centre.</p> <p>The proposal also includes embellishment works to the existing and new park including pedestrian pathways, paving, seating, soft and hard landscaping, BBQ facilities and a new play area, which will encourage multi-faceted uses for families and children.</p> <p>The concept design exceeds the ADG communal open space requirements, with 40% (1,107m²) of the site dedicated to residential communal open space. This area has been designed to receive at least 2 hrs solar access to 65% of the open space, again, exceeding the requirements of the ADG.</p>
<p>C20</p> <p>Adapting to the impacts of urban and natural hazards and climate change</p>	<p>The site is an unused service station and is identified as an urban hazard.</p> <p>The remediation and decontamination of the site will not only benefit the Wentworthville Community but the Central City District as a whole.</p>

Wentworthville Planned Precinct

On 1 June 2017, the Department of Planning and Environment announced a number of new Planned Precincts to provide more homes and jobs close to public transport, shops and services.

The site is located within the Wentworthville Planned Precinct. The key reasons for the Wentworthville nomination are:

- Located on the Cumberland and Western train lines.
- It takes less than 10 minutes to reach the Parramatta CBD by train.
- Connection to existing bus services to Parramatta and the Sydney CBD.
- Adjacent to the Westmead health and education innovation district.
- Multi-cultural suburb that is highly suitable for new homes, jobs and services.

Background studies commenced in late 2017, with the Precinct Planning now in phase 2. The Department of Planning and Environment is working closely with Cumberland Council, the City of Parramatta, State Government agencies and the community to look for opportunities for the provision of new homes, jobs, cafes and parks within the Precinct.

The Department of Planning, Industry and Environment had indicated that the draft Plan for Wentworthville would be made available for exhibition in 2019.

As of September 2019, the Department of Planning, Industry and Environment is yet to release a draft Plan for Wentworthville.

Figure 25: Wentworthville Planned Precinct



Source: Department of Planning and Environment

NSW Long Term Transport Master Plan

The NSW Long Term Transport Master Plan outlines a number of projects that will impact Sydney. The masterplan aims to build efficiently on existing transport connections, including those with the Sydney CBD through the Global Economic Corridor, to connect people with jobs and other opportunities which in turn will support productivity and economic growth.

The Master Plan recognises that businesses and precincts, have the opportunity to grow and expand with investment in transport. The Master Plan includes strategies to improve road capacity, reduce journey times and public transport solutions to promote accessibility across Sydney.

The proposed LEP amendments are consistent with the objectives of the NSW Long Term Transport Master Plan by providing high density residential development in close proximity to train and bus networks which provide excellent linkages to key employment centres.

NSW Government Architects Office - Greener Places – Draft policy

Greener Places is a draft policy devised the NSW Government Architects Office, devised to ensure the design, planning, design and delivery of green infrastructure in urban areas across NSW. The key intent of the draft policy is to create healthier, more liveable, more resilient and sustainable urban environments.

Some key objectives of the Greener Places that are relevant to this amended planning proposal are:

1. *To protect, conserve and enhance NSW's network of green and open natural and cultural spaces*
2. *To secure a network of high quality, high performing and well-designed green space, establishing a crucial component of urban infrastructure to address the environmental challenges of the twenty-first century*
3. *To promote healthy living, encouraging physical activity, social cohesion, and enhancing wellbeing by providing liveable places for the NSW community*

This amended planning proposal provides 1,040m² of public open space as an extension to Friend Park. Embellishment works are also proposed to Friend Park to facilitate the creation of a well-designed open space area that is connected to the heart of the city centre and is accessible by all residents and works.

Department of Planning, Industry and Environment - Everyone Can Play –policy

The Department of Planning, Industry and Environment has collaborated with local governments, design experts and disability advocates to make play grounds and play spaces in NSW more inclusive. The main objective of the policy is for the promotion of the inclusiveness of spaces of play for all ages and cultural backgrounds.

This amended planning proposal adheres to the intent of *Everyone Can Play* as it provides new and enhanced community park facilities and open spaces areas, which can be utilised for a range of purposes to suit the needs of the Wentworthville community.

10.2.2. Q4 - Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Yes.

In 2017, Cumberland City Council adopted the *Cumberland Community Strategic Plan 2017-27*. This Plan sets the 10 year strategic vision and planning framework for balancing its commitment to social cohesion, the local economy, the nature and built environment and the wider community. The strategic direction for Cumberland Council is underpinned by six strategic goals, each reflecting a theme or aspect of the area and the life and wellbeing of the community.

The key strategic goals relevant to the amended planning proposal are:

- Strategic Goal 1 – A great place to live.
- Strategic Goal 2 – A Safe accessible community.
- Strategic Goal 3 – A clean and green community.
- Strategic Goal 4 – A strong local economy.
- Strategic Goal 5 – A resilient built environment.

Consistency with the relevant aspects of this Strategic Plan are explored below:

Strategic Goal 1 - A great place to live

Wentworthville is diverse and has a strong community and cultural identity. This goal focuses on *encouraging the provision of facilities in line with community expectations, population growth and intended use*. It seeks to achieve a harmonious, respecting and tolerant community through the provision of services that bring the community together as one.

The redevelopment of the site, provision of active retail and commercial uses that integrate with the expanded park and new pedestrian linkages to the heart of the city, creates an inclusive and cohesive environment.

Strategic Goal 2 – A safe accessible community

This goal places an emphasis on the importance of safety and the need for improved equality in access to services and facilities in the Local Government Area. A key activity to achieve this goal is by ensuring *safety is maintained in public areas through infrastructure and programs*. Attainment of this goal is also achieved by addressing access issues and improving facilities and services.

The proposed concept design has incorporated the principals of Crime Prevention Through Environmental Design (CPTED), which will create a safe and secure urban environment. The new pedestrian linkages will provide equitable access from the Dunmore Street Mall through Friend Park and to McKern Street. The proposed embellishment works to the park will increase accessibility and usability.

The communal open space areas, active retail frontages and increased residential densities provide opportunities for casual surveillance over the park and surrounding streetscape, thereby providing for a safer urban environment.

Strategic Goal 3 – A clean and green community

Cumberland Council are striving to achieve high quality and abundant green spaces and clean urban and open areas. Notably, key outcomes for this goal including creating *public places that are clean and attractive* and the provision of *great natural and green spaces that suit a variety of uses*

The proposed concept design provides an additional 63% landscaped open space which will significantly benefit the Wentworthville Community. The expansion and beautification of Friend Park enables this area to be utilised for a range of purposes, whilst the proposed embellishment works will encourage a cleaner, greener environment.

Strategic Goal 4 - A strong local economy

The key outcome for this goal is *having a strong and diverse local economy supported by a network of small business*.

This amended planning proposal provides the opportunity for the establishment of a number of small business with maximum retail exposure as a result of the site's expansive street frontages. The concept plan includes a range of retail typologies that respond to the surrounding area, include opportunities for café / food and drink premise to service the park and large corner retail tenancies.

This amended planning proposal therefore supports this strategic goal through the provision of retail spaces that provide opportunities for local employment.

Strategic Goal 5 – A resilient built environment,

The key outcomes for this goal is that *planning decisions and controls ensure the community benefits from development*.

The site is suitably positioned to enable a unique opportunity of significant public benefit. As outlined within the accompanying 'Letter of Intent' (**Appendix B**) and illustrated within the proposed concept scheme, the proposed height, FSR and associated LEP amendments will enable a built form that has been designed to define this key gateway site into the town centre.

As a result, the community will benefit from a substantial increase in the size of Friend Park, the proposed embellishment works and accessible pathways that providing linkages from the southern end of the town centre into the heart of the mall.

Cumberland 2030: Our Local Strategic Planning Statement

In June 2019, Cumberland Council released the *Draft Cumberland 2030: Our Local Strategic Planning Statement* (LSPS). This sets out directions for Council's planning for Cumberland, including housing, transport, employment, public spaces and parks. It has been prepared to provide strategic direction and a coordinated approach to effectively manage growth and development in the Cumberland area. It sets a land use vision and structure plan and identifies priorities and actions to support the vision. The Statement is also aligned to the Greater Sydney Commission's Central City District Plan.

The LSPS will inform the preparation of the new Cumberland Local Environmental Plan (LEP) and Development Control Plan (DCP). It also complements the strategic directions and priorities outlined in Council's Community Strategic Plan (CSP).

The subject site is included within the Wentworthville Centre Revitalisation Project (Wentworthville Town Centre Planning Proposal). The key strategic goals relevant to the amended planning proposal are:

- Planning Priority 2: Advocating for a range of transport options that connect our town centres and employment hubs, both locally and to Greater Sydney
- Planning Priority 4: Improving accessibility within our town centres
- Planning Priority 5: Delivering housing diversity to suit changing needs
- Planning Priority 6: Delivering affordable housing suitable for the needs of all people at various stages of their lives
- Planning Priority 7: Designing vibrant and attractive town centres
- Planning Priority 9: Providing high quality, fit-for-purpose community and social infrastructure in line with growth and changing requirements
- Planning Priority 13: Protecting, enhancing and increasing natural and green spaces

Consistency with the relevant aspects of this LSPS are explored below:

Planning Priority 2: Advocating for a range of transport options that connect our town centres and employment hubs, both locally and to Greater Sydney

A range of future planned and committed transport options will significantly improve accessibility in the Cumberland LGA to the major employment hubs such as the Parramatta CBD, Sydney CBD and Western Sydney Airport. The subject proposal due to its proximity to the Wentworthville Train Station will leverage of this future public transport investment.

This amended planning proposal supports this strategic goal through the provision of residential apartments within close proximity to public transport options which provide accessibility and opportunities for local and regional employment.

Planning Priority 4: Improving accessibility within our town centres

To meet the needs of the Cumberland LGA's forecasted population growth, town centres will need to become easily accessible by walking. Council is advocating for improved transport options for Cumberland's vibrant centres to support walking and cycling.

This amended planning proposal supports this strategic goal through the provision of a through site link as part of the wider expansion of Friend Park which will connect = Friend Park to the Dunmore Street Plaza. Such provision allows for more opportunities for walking and cycling by residents and members of the Wentworthville Community.

Planning Priority 5: Delivering housing diversity to suit changing needs

Council's main objective is to provide greater housing choice for the Cumberland Council LGA's population. Housing diversity also encourages active lifestyles and increases the number of people living and working close to jobs, services and amenities.

This amended planning proposal supports this strategic goal through the provision of residential apartments, including a concept design for a mix of 1, 2, and 3 bedroom apartments to meet the needs of the diverse needs of the Cumberland LGA population.

Planning Priority 6: Delivering affordable housing suitable for the needs of all people at various stages of their lives

Housing affordability and diversity of housing is critical importance for the Cumberland LGAs Population. Council outlines the need for further affordable housing through the inclusion of the Cumberland Interim Affordable Housing Policy (2017). This policy includes a 15% affordable housing target that is applied to planning proposals to improve housing affordability for very low and low income households

This amended planning proposal supports this strategic direction and the Cumberland Interim Affordable Housing Policy (2017), through the commitment to provide 10% of the development contribution uplift to be dedicated as affordable housing floor space. Such provision is consistent with the Greater Sydney Commissions 5% to 10% target and Cumberland Councils adopted planning agreement policy, which indicates a minimum of 5%.

Planning Priority 7: Designing vibrant and attractive town centres

Local centres and business zones are an integral component of land use planning and provide land uses to provide opportunities for retail, work and essential services to support the community. Centres are also a focus of for community life and entertainment.

This amended planning proposal supports this strategic direction through the provision of a future development which incorporates retail land uses, active street frontages, through site link and a large dedication of land as an extension to Friend Park of which will support the vibrancy of the Wentworthville Town Centre.

Planning Priority 9: Providing high quality, fit-for-purpose community and social infrastructure in line with growth and changing requirements

Community Facilities and services are important pieces of infrastructure, which promote healthy, safe and inclusive places for people of all ages and abilities.

The amended planning proposal supports this strategic direction through the provision of embellishment works including the following embellishment works to Friend Park:

- Soft and hard landscaping
- Numerous pedestrian paths, including direct connectivity to the heart of the city centre
- Adaptable play areas
- Enhanced playground facilities
- Barbeque facilities

Planning Priority 13: Protecting, enhancing and increasing natural and green spaces

Natural and green spaces such as Parks are an important part of land use planning. Council has outlined that it will continue to protect and enhance natural and green spaces through Council's strategies, plans, programmes including opportunities to increase these spaces into the future.

The amended planning proposal supports this strategic direction through the provision of an extension to Friend Park by 1040m² (63% increase to the existing park) including the establishment of a through-site link, connecting Friend Park (the only park in the town centre) to the Wentworthville Town Centre.

Site-Specific Merit

In addition to meeting at least one of the strategic merit criteria, 'A Guide to Preparing Planning Proposals' requires that a planning proposal demonstrate site-specific merit against the following criteria set out in Table 7 below.

Table 9: Site specific merit test

Criteria	Response
Does the planning proposal have site-specific merit in regard to:	
the natural environment (including known significant environmental values, resources or hazards)?	<p>The site does not contain any natural environmental features which would preclude the site from being redeveloped in accordance with the proposed concept mixed-use development.</p> <p>Friend Park is located to the south of the site and the proposal is designed to minimise any adverse impact on the park, whilst promoting enhanced connectivity including through site linkages, upgraded facilities and enhanced open space areas.</p>
the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?	<p>The site is located within the Wentworthville Town Centre, which is currently subject to a planning proposal that includes significant uplift, resulting in heights of up to 53m and FSR's of up to 4.5:1, plus additional height and FSR bonuses, pursuant to the <i>Clause 6.11 Design Excellence</i> of the HLEP 2013.</p> <p>In addition to this, the recent Gateway Determination for the former IGA site, will result in the transformation of this site into the 'Dunmore Street Mall.' Located on the northern side of Pritchard Street East, the concept design includes a central open to the sky pedestrian plaza with two towers of up to 62m and an FSR of up to 6:1. Similarly, 108 Station Street, located to the south-east of the site, received Gateway Determination for a maximum building height of 41m and an FSR of 4.5:1.</p> <p>In accordance with the Wentworthville Centre Planning Proposal, the site is mapped for a maximum building height of 30m, 24m and 17m and FSRs of 2.5:1 and 2.2:1. Such heights are commensurate with recent development activity occurring outside of the town centre and away from frequent public transport.</p> <p>It is apparent that the development potential associated with this unique and strategically important corner site has been overlooked as part of the Wentworthville Planning and Placemaking Strategy, resulting in a loss of significant community benefit offering.</p> <p>Importantly, the area is undergoing a period of urban renewal to rejuvenate and revitalise the town centre. The transformation has been triggered by several factors, including the redevelopment of the former IGA site, the Wentworthville Town Centre Planning Proposal, nomination of Wentworthville as a Planning Precinct and the commitment by the State Government to increase housing supply and encourage economic growth surrounding key transport nodes.</p> <p>The site is a large corner site and contains an unused service station and two non- operational commercial premises. The dilapidated and unused nature of the site significantly detracts from the vitality of the town centre.</p> <p>The site also segregates Friend Park from the town centre and limits any potential connectivity.</p>

Criteria	Response
	<p>The economic feasibility analysis prepared by HillPDA for Council notes that redevelopment of the site is unfeasible with an FSR below 3:1. For development to be feasible, the report notes that an FSR of 4:1 is more desirable, particularly where development contributions are provided. The site, being the amalgamation of four lots, comprises a substantial site area and represents a rare opportunity for mixed-use redevelopment with major retail exposure, in such a key strategic location.</p> <p>The site is well connected to existing and planned infrastructure, is located within walking distance to significant employment opportunities, is within 700m of the Westmead health and education precinct and can achieve several key directives outlined in <i>Greater Sydney Region Plan: A Metropolis of three cities</i> and the <i>Central City District Plan</i>.</p> <p>Moreover, the site has been identified as an “key site” within Council’s planning studies, which encouraged the amalgamation of 6 Pritchard Street East with 55-57 Station Street.</p> <p>In this regard, the proposed concept plan demonstrates a holistic approach to the redevelopment of the site and surrounding urban context and effectively illustrates how the proposed concept development would fit comfortably within the changing urban fabric.</p> <p>This is demonstrated within the 3D CGI’s and within the urban design context report.</p> <p>Finally, this planning proposal is accompanied by a suite of consultant plans and reports which conclude that the site is suitable for the mixed-use development and that the proposed building envelope has been adequately designed to retain a compliant degree of solar access to surrounding residential properties and to Friend Park, enable appropriate separation distances to retain privacy and support the redevelopment of neighbouring properties, improves the visual appearance of the streetscape and provides a design that offers a significant public benefit and is well connected with future land uses.</p>
the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?	<p>The subject is located within an established urban area and is fully serviced by existing and planned infrastructure which is capable of accommodating for the increased density on the subject site.</p> <p>The Traffic and Parking Study submitted with the original Planning Proposal confirmed that the traffic generated by the proposed development is less than the existing service station use, resulting in a reduction in vehicular movements and improving the traffic impacts within the surrounding road network. This results in a beneficial outcome for the Wentworthville Town Centre.</p>

It is therefore evident from the above that this amended planning proposal meets the relevant criteria of the site-specific merit test.

10.2.3. Q5 - Is the planning proposal consistent with applicable State Environmental Planning Policies?

The proposal is consistent with current State Environmental Planning Policies (SEPPs) is summarised in **Table 10**.

Table 10: SEPP's relevant to the Planning Proposal

State Environmental Planning Policy	Comment
SEPP (Infrastructure) 2007	This SEPP provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. While not specifically relevant to this amended Planning Proposal, future infrastructure works may require development consent in accordance with the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	<p>The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency.</p> <p>The proposed development concept has been designed with building massing and orientation to facilitate future BASIX compliance, which will be documented at the DA stage.</p>
SEPP No. 55 Remediation of Land	<p>SEPP 55 introduces state-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed.</p> <p>The Stage 1 Environmental Site Investigation previously submitted within the prior planning proposal package indicated that the potential source of contamination which may need to be removed includes:</p> <ul style="list-style-type: none"> • Fill material • Fuel storage tanks • Use of pesticides • Hazardous building material <p>Given these findings, it is evident that a suitable remediation strategy can be developed prior to the submission of a future development application at the site.</p>
SEPP No. 65 Design Quality of Residential Apartment Development	<p>SEPP 65 raises the design quality of residential apartment development across the state through the application of a series of design principles. The future form of any residential flat buildings contained within the scheme has the potential to achieve a high amenity and design quality.</p> <p>Ultimately, a further detailed assessment of SEPP 65 compliance would be undertaken at the DA stage.</p>

10.2.4. Q6 - Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The planning proposal's consistency with applicable section 9.1 Ministerial Directions is outlined in **Table 11**.

Table 11: Section 9.1 Compliance Table

Ministerial Direction	Comment
Employment and Resources	
1.1 Business and Industrial Zones	The proposal is consistent with the Direction as it does not reduce the potential floor space for employment uses. Further it achieves the objectives of the Direction, which is to encourage employment growth in suitable locations and support the viability of centres.
1.2 Rural Zones	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable
1.4 Oyster Aquaculture	Not applicable
1.5 Rural Lands	Not applicable
Environment and Heritage	
2.1 Environmental Protection Zones	Not applicable
2.2 Coastal Management	Not applicable
2.3 Heritage Conservation	Not applicable The site is not located within a heritage conservation area nor is it identified as a heritage item. It is acknowledged that there is a heritage item (Item 136) to the south-west of the site, being the St Andrew's Presbyterian Church. The substantial separation distances and reduced overshadowing as a result of the alternative building envelope, results in limited adverse impacts to the heritage item.
2.4 Recreation Vehicle Areas	Not applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable
Housing, Infrastructure and Urban Development	
3.1 Residential Zones	The proposal supports the efficient use of land in facilitating higher density residential development in an established urban area. The site is currently zoned B2 Local Centre and is adequately serviceable for residential development.

Ministerial Direction	Comment
	<p>The amended planning proposal at DA stage will include a range of apartment typologies and seeks to increase density within walking distance of a key frequent transport node, consistent with State Government initiative to create a 30 minute city.</p> <p>Increased density in this key strategic location will contribute to the residential density targets set forth by the District Plan and therefore reduce the consumption of land on the urban fringe.</p>
3.2 Caravan Parks and Manufactured Home Estates	Not applicable
3.3 Home Occupations	Not applicable
3.4 Integrating Land Use and Transport	<p>The amended planning proposal is consistent with the direction for the following reasons:</p> <ul style="list-style-type: none"> • The site supports the principles of integrating land use and transport. • The site exhibits good access to public and private transport use • The site's proximity to public transport will provide opportunities for residents to access the site. • The train station provides access to Sydney CBD in 26 minutes and to the Parramatta CBD in less than 10 minutes.
3.5 Development Near Licensed Aerodromes	Not applicable
3.6 Shooting Ranges	Not applicable
Hazard and Risk	
4.1 Acid Sulphate Soils	Not applicable. The site is not affected by acid sulfate soils.
4.2 Mine Subsidence and Unstable Land	Not applicable
4.3 Flood Prone Land	Not applicable. The site is not identified as flood prone land
4.4 Planning for Bushfire Protection	Not applicable
Regional Planning	
5.1 Implementation of Regional Strategies	Not applicable (Revoked 17 October 2017)
5.2 Sydney Drinking Water Catchments	Not applicable

Ministerial Direction	Comment
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.8 Second Sydney Airport: Badgerys Creek	Not applicable
5.9 North West Rail Link Corridor Strategy	Not applicable
5.10 Implementation of Regional Plans	The proposal achieves the overall intent of the Greater Sydney Region Plan and does not undermine the achievement of its vision, land use strategy, goals, directions and actions.
Local Plan Making	
6.1 Approval and Referral Requirements	Not applicable
6.2 Reserving Land for Public Purposes	Not applicable
6.3 Site Specific Provisions	This amended planning proposal refers to an indicative design concept only. The design concept has the role of displaying what is potentially achievable with the proposed amendments to the HLEP 2013. Detailed design will be subject to a future development application.
Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	Not Applicable, A Plan for Growing Sydney has been superseded by the <i>Greater Sydney Region Plan – A Metropolis of Three Cities</i> . This amended planning proposal is consistent with the Region Plan, as discussed in Section 10.2.1.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.5 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable

10.3. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

10.3.1. Q7 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

No

The site is fully developed for urban purposes and comprises little vegetation. Tree protection zones (TPZ) have been incorporated into the concept design, limiting impacts on neighbouring tree root zones. There are no known critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts is minimal.

10.3.2. Q8 - Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Yes.

The site is free from any major constraints with the likely environmental effects associated with the future development of the site commensurate of any dense urban environment. These impacts have been suitably managed and can be further mitigated within the detailed development stage.

The following summary identifies the key potential impacts and how they are managed:

Building Height

The amended planning proposal seeks to introduce a maximum building height of 41m.

The proposed building height has been formulated based upon the following key aspect:

1. A comparison of current and emerging building heights with the Wentworthville Centre.
2. The capacity of the site to accommodate the density.
3. External amenity impacts.

The following sections discuss the height in relation to each of these aspects.

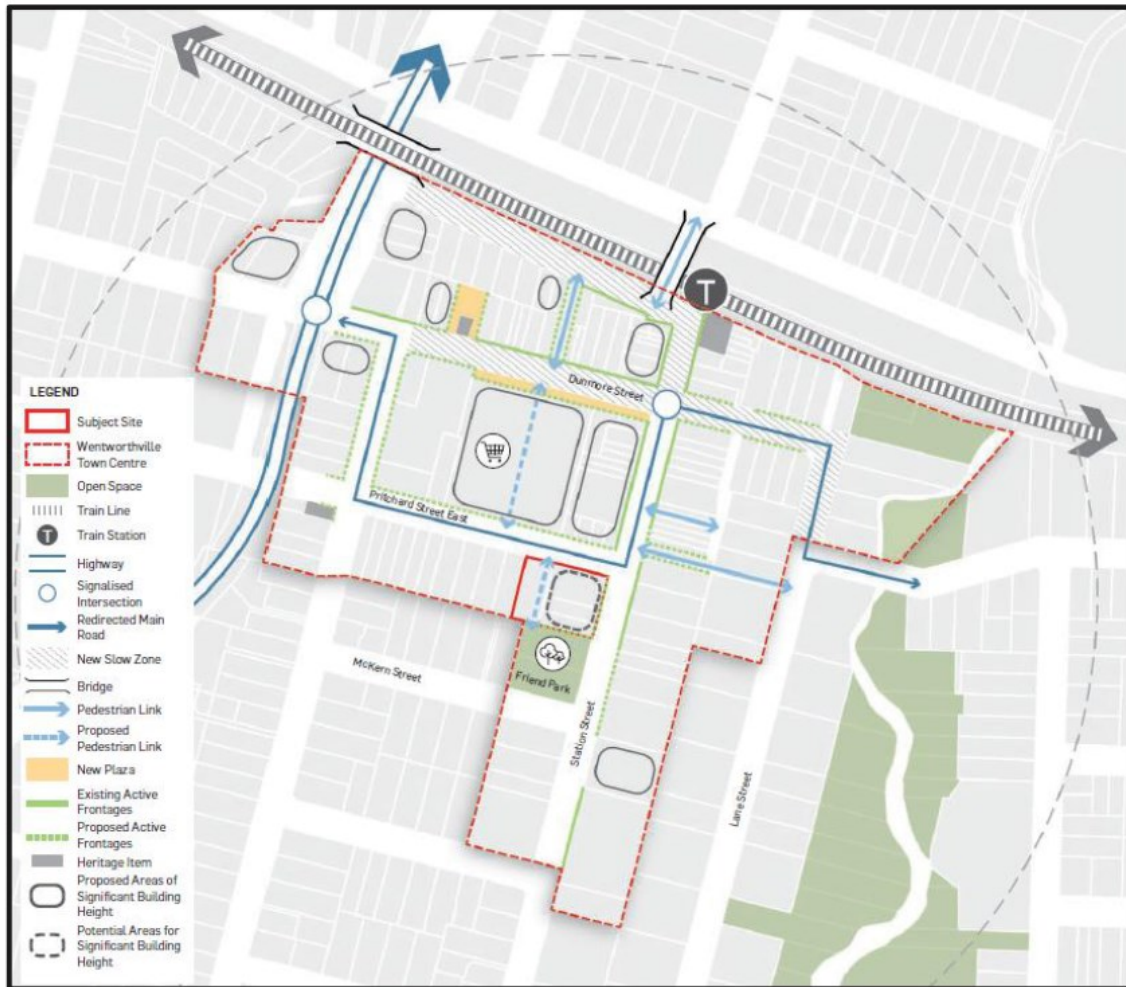
1. A comparison of current and emerging building heights within the Wentworthville Town Centre

As illustrated in Figure 27, the proposed development has a height of 41m and contains a number of podium and tower setbacks at different levels. This includes a 5 storey street wall height (20m above ground level) with a 3 metre upper level setback along Pritchard Street East and Station Street which is consistent with the endorsed Wentworthville Town Centre controls.

The structure plan that was adopted as part of the Wentworthville Centre Planning Proposal identifies a number of key sites for significant building height of up to 18 storeys. These sites are predominately located on the corner to reinforce key entry nodes and shape the town centre.

As illustrated below, the site has the potential to support a landmark corner built form that defines the city centre from the south. It is therefore reasonable to apply the same height control to the site, which is applied to other key corner sites. The increase in height is further support by the Wentworthville Centre Planning Proposal which states that *"significant height is applied to key sites which are capable of delivery significant public benefit, such as open space, community uses and pedestrian passageways."*

Figure 26: Future desired character of the Wentworthville Centre, illustrating locations of significant building height



The proposed height is comparable to other key corner sites within the Wentworthville Town Centre.

2. The capacity of the site to accommodate the density

The site is capable of accommodating the proposed density as demonstrated by:

- A built form which complies, if not and detailed DA Stage will outperform the ADG design and amenity criteria, including building separation distances, open space, solar access, ventilation, apartment size and typology, private open space and storage.
- The proposal will have limited traffic and parking impacts due to the proximity to Wentworthville train station.
- As confirmed by the detailed urban design analysis, the slender nature of the built form retains at least hours of solar access to neighbouring residential properties and will result in not cast any significant shadows onto the surrounding future built form that will result in the built form achieving the minimum ADG requirements
- The proposal also significantly increases the availability of solar access to Friend Park, 1,150 sqm (70%) of Friend Park receives direct solar access between 11am and 3pm in mid-winter.
- The density on the site results in the ability to provide significant community benefits unrivalled to other private developments within the Wentworthville Town Centre.

3. External amenity impacts

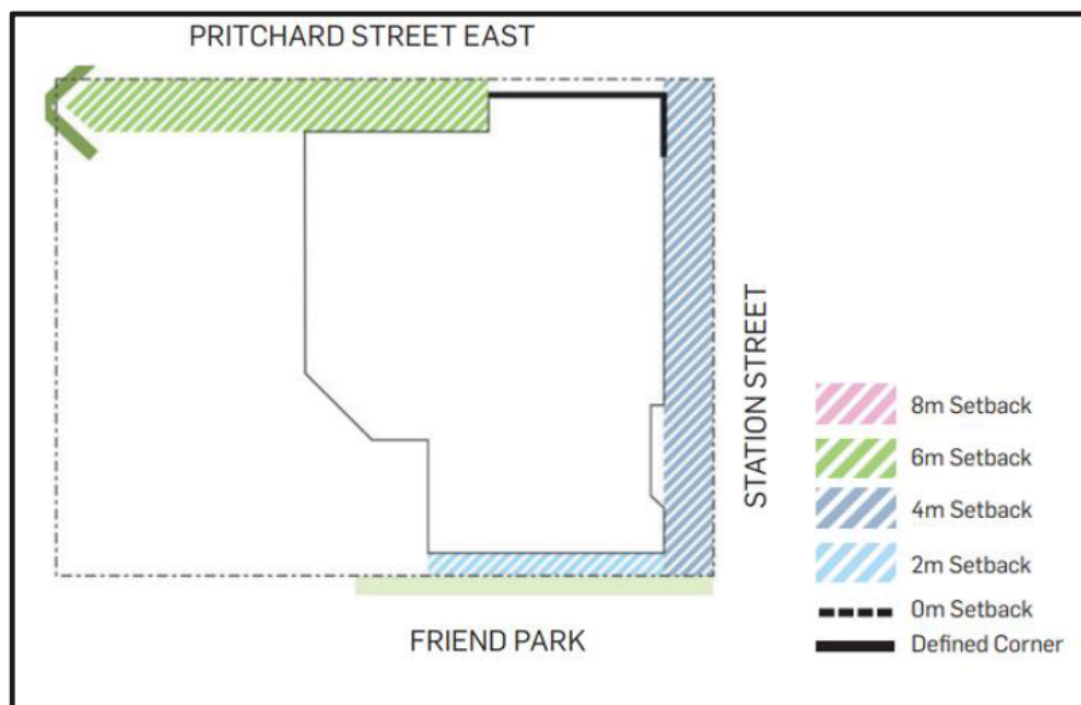
The site has the opportunity to become a landmark corner built form that provides a visual marker to defined the city centre from the south. The amended planning proposal demonstrates that the proposed height is appropriate for the following key reasons:

- The amalgamated site creates a large site area with the proposed building envelope accounting for 58% of the site area.
- Consolidation of the built form in the north-eastern corner results in substantial separation distances to the eastern and south-eastern neighbours, well beyond that required by the ADG.
- The consolidated building footprint enables 78% of the frontage to be active, maximising casual surveillance to the surrounding streets and open spaces.
- The built form is sited to reduce bulk impacts to Friend Park that ensures that the extended Friend Park receives an abundance of solar access.

Based upon the sites key location with the Wentworthville Town Centre, the ability to comply, if not outperform with the key ADG criteria, the limitation of external amenity impacts and appropriate height and scale comparable with the future context, it is considered that the building height of 41m is appropriate. As illustrated in Figure 24, a varied setback approach has been adopted at the ground level to define this key corner site. The setbacks includes:

- A 4m setback along Station Street to accommodate the provision of outdoor dining, as well as a wider footpath for pedestrian movement
- A 2m setback along Friend Park to allow for the provision of outdoor dining
- A 6m setback along the majority of Pritchard Street East is consistent with the Planning Proposal, and allows for a landscaped transition between the lower scale residential areas

Figure 27: Ground Level Setbacks



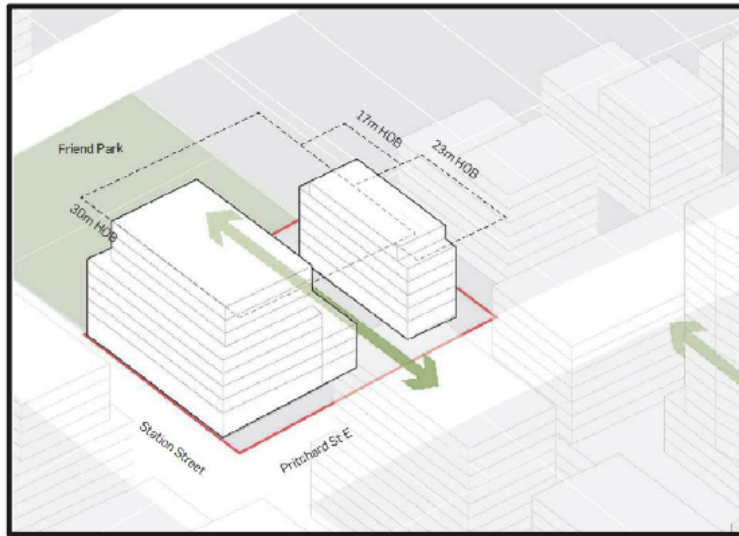
Built Form

As illustrated in the accompanying amended Urban Design Report (Appendix A), the proposed built form is responsive to the desired future character of the Wentworthville Town Centre.

The built form of the proposal has been consolidated on the eastern side of the site, which defines the corner of Pritchard Street East and Station Street. This maintains the 5 storey street wall and an upper level setback of 3m which is consistent with the future desired character of the area, as evident in the Planning and Place Making Strategy and site specific DCP controls for 42-44 Dunmore Street and 108 Station Street.

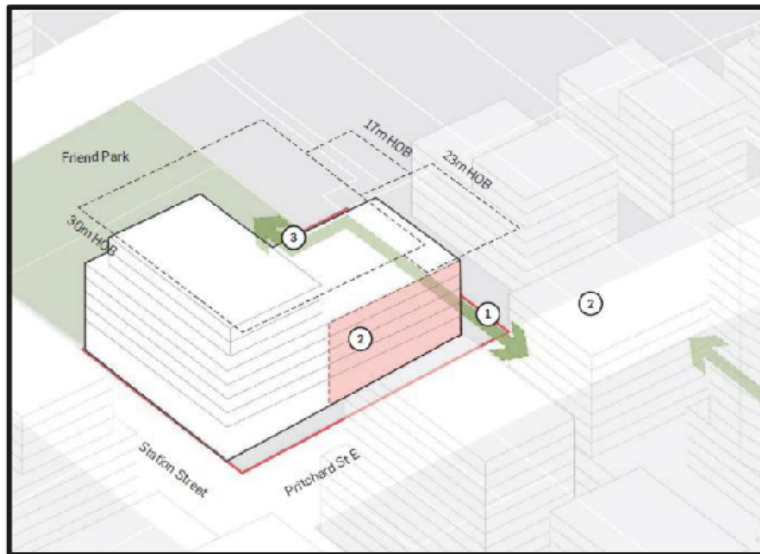
The above outcome significantly improves upon the built form outcome in comparison to a complaint scheme with an FSR of 2.4:1. To achieve compliance with the Gateway Determination controls and the Planning and Placemaking Strategy, the built form would have been broken into two separate parts resulting in the lack of ability to provide public open green space for the Wentworthville Community.

Figure 28: Compliant Development Scheme



The applicant reviewed a number of alternative compliant schemes, including relocation of the through-site link to the western boundary. It is evident by the built form modelling that this would result in greater shadows over Friend Park, would result in a poor quality through-site link, have increased privacy issues with the western neighbour and over the child care centre to the south west and would receive limited solar access as a result of the shadows cast by the future development at 42 – 44 Dunmore Street.

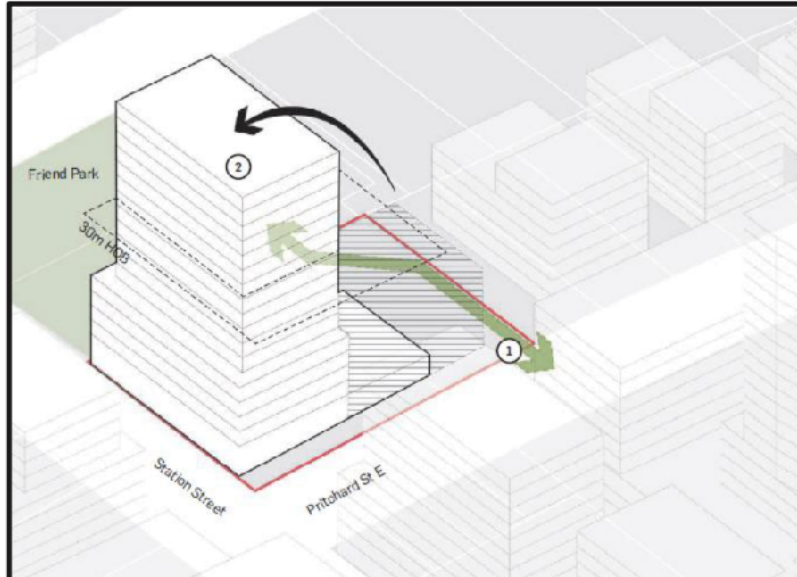
Figure 29: Complaint scheme with through-site link relocated to the western boundary



A non-complaint scheme with an FSR of 3.4:1, as demonstrated in Figure 30, would have resulted in the through site link remaining on the western boundary of the site. Although this scheme allows for the removal of the built form close to the western boundary, thus allowing for a large portion of the site being available for the opportunity to be used for public open space and increased pedestrian amenity.

The relocation of the built from the western boundary onto the top of the building which runs along Station Street. This allows for a better development outcome as the built form is consolidated and receives good solar access as it runs in a north south direction. This articulation further allows for the reduction in shadows cast on the surrounding residential buildings and open space.

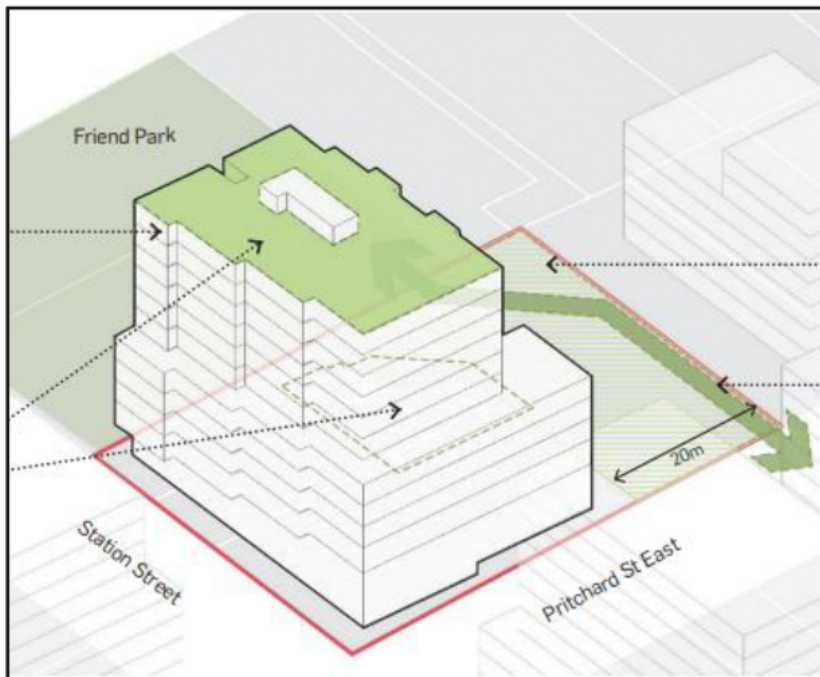
Figure 30: Non-compliant scheme



As illustrated by Figure 31. The proposed scheme with an FSR of 3:1, is capable of delivering the best possible design outcome. This building envelope allows for substantial separation distances to the western low-density residential uses, it limits overshadowing to Friend Park and significantly increases the available solar access to the park between 11AM – 3PM, it enables a substantial portion of the site to be dedicated to the community for public open space and it maximises the availability of active retail frontage.

The proposed built form allows for a high level of articulation and massing, setbacks which appropriately address the street frontages and intended future uses and two high quality communal open space areas.

Figure 31: Proposed Scheme



Residential Amenity

The concept design has been designed to achieve, not outperform the amenity criterion contained with the SEPP 65 and the accompanying Apartment Design Guide (ADG).

The concept development is capable of achieving an acceptable level of internal amenity for future residents with regard to solar access, natural ventilation, privacy, apartment size and layout and private open space. Based on the indicative apartment layout, the following is noted:

- The residential floors will have minimum floor to floor heights of 3.1m.
- Each apartment has access to secure private open space areas which will achieve the minimum requirements
- 1,107m² (40% of the site area) of communal open space is provided, which includes 360m² at the podium level and 747m² at the roof top level, providing for ample communal open space for use by the residents.
- Apartments will be able to receive at least 2 hours solar access to primary living areas and private open space areas, mid-winter, exceeding the ADG performance criteria
- Apartments will be naturally cross-ventilated, exceeding the ADG performance criteria at DA Stage.
- Each apartment is designed to have access to internal storage or storage within the basement level, which complies with the requirements of the ADG.

Further, relocating the bulk of the building to the north-eastern corner of the site results in substantial separation distances, well beyond that required by the ADG.

The high degree of compliance with the ADG and the limited external amenity impacts, beyond that typically associated with the urban renewal of a town centre, confirms that the proposed building envelope results in a better planning outcome than a complaint built form outcome.

Visual Impact

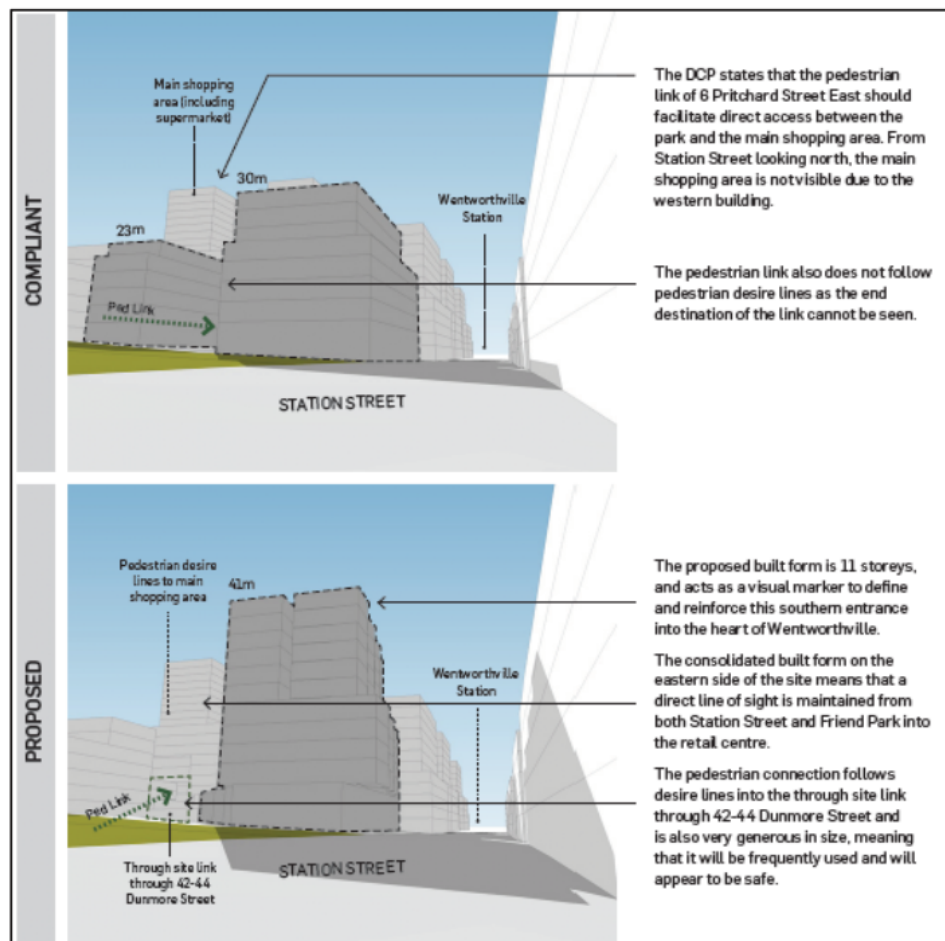
A series of views are provided as part of the Urban Design Report (Appendix A) which illustrate the proposed building envelope within the context of future developments, as per the Wentworthville Planning and Place Making Strategy, Wentworthville Centre Planning Proposal and recent development activity at 42-44 Dunmore Street and 108 Station Street.

The immediate area is undergoing a period of urban renewal. The proposed height and scale of the concept scheme is commensurate with the future desired character of the area, as evident by the recent, proposed and envisaged building envelope controls. The concept scheme includes a 5 storey street wall height and a series of setbacks and indentations that are consistent with the principles that underpin the Wentworthville Planning and Place Making Strategy.

The proposed built form is 11 storeys and acts as a visual marker to define and reinforce this southern entrance into the Wentworthville Town Centre. The proposed built form, when looking south down station street is keeping with the adjacent buildings.

As illustrated within the visual change analysis section of the urban design report, the proposed concept scheme includes a slender built form which has been modulated to increase views to the retail core and provide for a clear line of sight to the town centre, from the southern entrance. This allows for the expansion of the town centre and increases connectivity between the southern Station Street retail entry and the Dunmore Street mall.

Figure 32 - View of compliant building envelope 'v' proposed building envelope



View from Station Street in the south

View from Station Street in the north

When viewed from Station Street in the south, the building envelope has been designed to be the southern gateway and visual cue of entering the town centre, providing a key landmark for pedestrian navigation.

Overshadowing

An assessment of the potential shadow impacts has been provided within the amended Urban Design Report prepared by Urbis (Appendix A).

The study found that between 9am-11am, relocating the height and built form to the north eastern corner of the site would reduce shadow impacts to the south-eastern neighbours and in particular, the heritage listed church. Additional shadows would be cast over McKern Street and onto the properties fronting McKern Street in the north, however this would be for a maximum 1 hour period.

At 12pm, additional shadows would be cast over Station Street however this would fall on the road and would not impact residential properties.

Between 1pm – 2pm, any additional overshadowing beyond a compliant building envelope would predominantly fall on the roof of the properties to the east of Station Street and therefore does not reduce the amount of available solar access. It is noted that these properties are currently developed for commercial / retail uses. Importantly, the proposed building envelope significantly improves solar access to the child care.

At 3pm, the proposed shadows are absorbed by the approved building envelope at 42-44 Dunmore Street, with only minor slithers of additional shadow cast by the concept design. These shadows fall on the roof of the properties to the west of Lane Street. It is noted that any future development to the eastern side of Station Street, in accordance with the Wentworthville Centre Planning Proposal, is likely to cast shadows to these properties, beyond that proposed by this amended planning proposal.

Overall, the building has been skilfully designed and placed to reduce the extent of overshadowing with the proposed building envelope demonstrate that the neighbouring properties can retain at least 2 hours of solar access on June 21. This reiterates the appropriateness of the built form.

Fundamentally, whilst the proposed height will result in a minor degree of additional overshadowing, the public benefits associated with the proposal and the provision of a new public park with a high degree of solar access and a greater level of activity, results in a better planning outcome.

Solar Access to Residential Buildings

The proposed scheme maintains solar access to residential buildings within a close proximity. The following buildings are discussed with the Urban Design Report (Appendix A):

- 5 Mckern Street – Achieves the minimum of 2 hours solar access between 10am – 2pm under the current development outcome.
- 3 Mckern Street – Achieves the minimum of 2 hours solar access between 11am-3pm under the current development outcome. 2 Mckern Street – Achieves the minimum of 2 hours solar access between 10am – 3pm under the current development outcome.
- 76-96 Station Street West - Achieves the minimum of 2 hours solar access between 11am – 12pm, and throughout the afternoon as portions of the facade achieves sunlight between 1pm - 3pm.
- 70 – 74 Station Street – Achieves the minimum of 2 hours solar access between 11am and 2pm under the current development outcome.

Friend Park

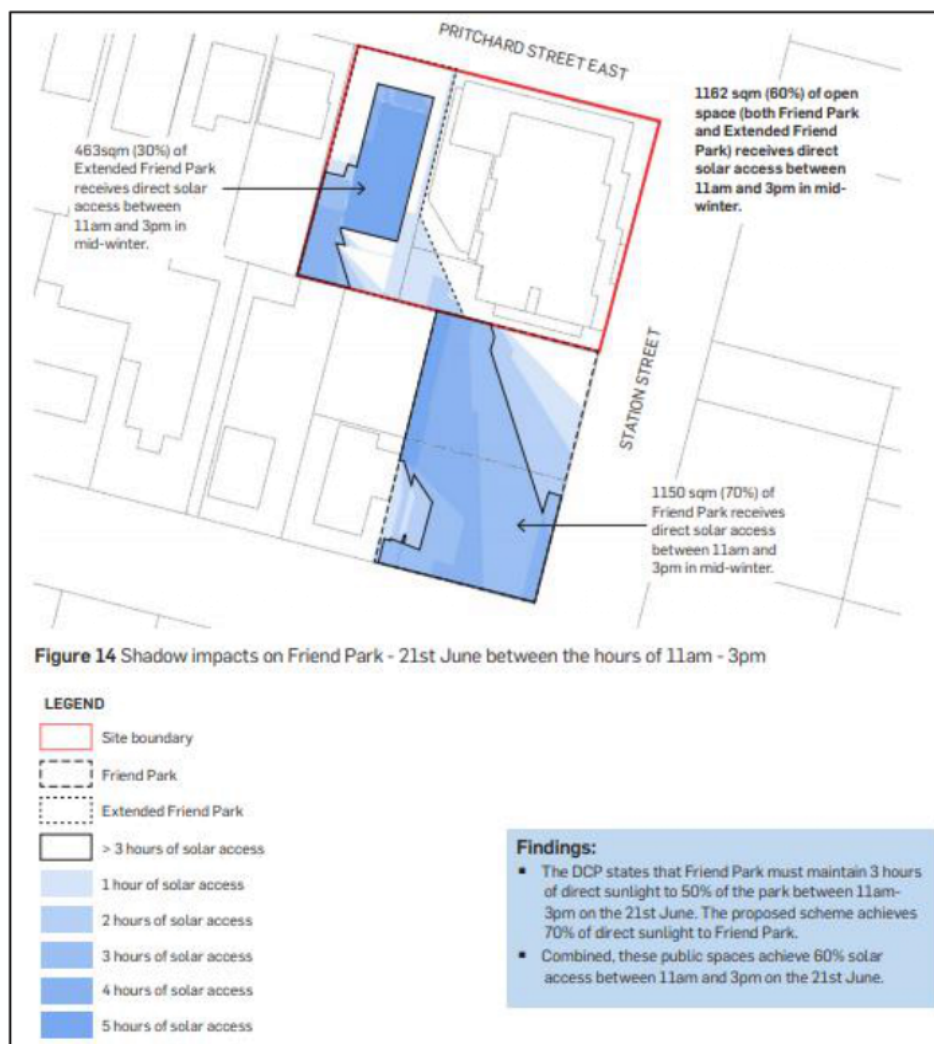
The proposed scheme allows for a significant increase in solar access to the park, at the core hours, as outlined in the below table:

Table 12: Solar access to Friend Park

Time	Compliant Scheme (existing Friend Park)	Proposed Scheme (Expanded Friend Park)
11 AM	47%	18% (decrease by 202m ²)
12 PM	63%	48% (increase by 219m ²)
1 PM	66%	76% (increase by 531m ²)

Time	Compliant Scheme (existing Friend Park)	Proposed Scheme (Expanded Friend Park)
2 PM	66%	88% (increase by 967m ²)
3 PM	72%	95% (increase by 902m ²)

Figure 33: Solar access to Friend Park



Source: Urbis

Overall the proposal achieves a high level of solar access and reduces impacts of overshadowing onto neighbouring residential properties, and complies with the DCP controls/

Public domain interface and expansion of Friend Park

The concept proposal and associated VPA facilities the provision of an extension to Friend Park and a landscaped pedestrian through site link which will be serviced by cafes and small retail premises.

The proposal seeks to transform the current disconnected park, into a lively and inviting place that has a series of interconnected pathways that provides equitable access from McKern Street to the heart of the city centre.

The vision for the new expanded Friend Park includes new BBQ facilities, improved play areas, hard and soft landscaping and accessible pedestrian pathways, connecting residents and workers from McKern Street to the heart of the Dunmore Street Mall and Wentworthville Town Centre

Heritage

The site is located to north east of the St Andrew's Presbyterian Church (I136). The proposed concept scheme includes a 20m setback to the western boundary which increases to 32m in the south western corner.

Relocating the built form to the north-eastern corner of the site enables a 40m separation distance between the Church and the proposed building envelope. The combination of the separation distance, retention of existing mature trees and the establishment of new vegetation enables the heritage curtilage to be retained.

As confirmed by the submitted shadow diagrams and illustrated below, the proposed building envelope results in nil overshadowing to the church at 9am mid-winter.

It is considered that the proposed concept scheme results in a better outcome than a compliant scheme, in the context of the heritage listed Presbyterian Church.

Contamination

A stage 1 environmental site assessment was been undertaken by EIS during the preparation of the prior Planning Proposal. The stage 1 assessment including a site walk-over and desk top analysis. Based upon the previous land uses, it is anticipated that the site will be contaminated with the following potential sources:

- Fill material;
- Underground storage tanks;
- Use of pesticides; and
- Hazardous building materials (asbestos, lead etc.).

The existing contaminated nature of the site would not preclude the site from being made suitable for urban purposes.

Importantly, site decontamination will allow for the opportunity to activate the edge of Friend Park and will turn this significant eyesore into a community gathering place.

Parking and Traffic

An assessment of the likely traffic implications associated with the amended planning proposal will be prepared at the DA Stage.

The proposal at the Planning Proposal stage is capable of providing 3 levels of basement parking which can accommodate 92 parking spaces in accordance with the DCP requirements.

The proposed concept has had regard to the requirements of the RMS Guide to Traffic Generating Development and the Holroyd DCP 2013. A review of the surrounding road network, indicative access to the site and likely trip generation is also provided.

Indicative access to the site is proposed off Station Street, providing for unimpeded pedestrian access along the Pritchard Street East boundary. Access to the site is also consistent with the full by pass option adopted by Council.

The site's proximity to the Wentworthville Train Station would also encourage public transport patronage, further reducing the reliance on private transport movements.

10.3.3. Q9 - Has the planning proposal adequately addressed any social and economic effects?

Yes

The outcomes of this amended planning proposal will have significant positive social and economic benefits on the community. The concept design displays how the site can increase its density without compromising the surrounding land uses and community. The concept design presents a high quality mixed-use development outcome that significantly improves on the existing site conditions and contributes to the rejuvenation of the Wentworthville Town Centre.

The provision of a range of apartment typologies in proximity to established and frequent public transport nodes and within walking distance to the Westmead Health and Education Precinct positively contributes to the community and maintains cohesion.

This amended planning proposal is also accompanied by a 'Letter of Intent' to enter in a Planning Agreement for the delivery of 1040m² of public open space, embellishment works to the existing and newly expanded park, through-site linkages, a contribution towards the Duck River Masterplan and 15% of the development contribution to be dedicated as affordable housing floor space, in accordance with Cumberland's Planning Agreement Policy.

The expansion of the park by 63% and the provision of through site linkages will result in significant positive impacts for the urban renewal of the Wentworthville Town Centre and demonstrates a holistic approach to planning.

10.4. STATE AND COMMONWEALTH INTERESTS

10.4.1. Q10 - Is there adequate public infrastructure for the planning proposal?

Yes

The site is serviced by existing utility services and is located to allow incoming residents and workers to capitalise on the existing and planned infrastructure and services within the area. It will reinforce existing investment in public transport infrastructure through increase patronage of the existing Wentworthville train station.

A range of established services are available within close proximity to the site include health, education and emergency services networks.

10.4.2. Q11 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

11. PART 4 - MAPPING

This planning proposal seeks to amend the following HLEP 2013 Maps:

- Height of Building Map sheet HOB_005
- Floor Space Ratio Map Sheet FSR_005
- Additional Permitted Uses Map Sheet APU_005

An excerpt of maps is provided below:

Figure 34 – Proposed LEP Mapping



12. PART 5 - COMMUNITY CONSULTATION

Division 3.4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the amended Planning Proposal will be publicly exhibited for at least 28 days in accordance with Department of Planning, Industry and Environment Guidelines *A Guide to Preparing Local Environmental Plans*.

At a minimum, the notification of the public exhibition of the Planning Proposal is expected to involve:

- A public notice in local newspaper(s);
- Notification on the Cumberland Council website; and
- Written correspondence to owners and occupiers of adjoining and nearby properties and relevant community groups.

In terms of consultation with Council, the proponent has had several informal meetings with Council staff prior to the lodgement of this Planning Proposal.

13. PART 6- PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within 12 -18 months. An indicative project timeframe is provided below.

Table 13: Indicative Project Timeline

Stage	Timeframe and/or Date
Lodgement of Amended Planning Proposal	September 2019
Consideration by Cumberland Council	December 2019 -January 2020
Planning Proposal referred to DPE for Gateway Determination	February 2020
Gateway Determination by DPE	Mid 2020
Commencement and completion of public exhibition period	Dates are dependent on Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions	6 weeks
Consideration of the Planning Proposal post-exhibition	6 weeks
Submission to DPE to finalise the LEP	September 2020
Gazettal of LEP Amendment	October 2020

14. CONCLUSION

This amended planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the relevant guidelines prepared by the NSW Department of Planning, Industry and Environment including “*A Guide to Preparing Local Environmental Plans*” and “*A Guide to Preparing Planning Proposals*”.

This amended planning proposal seeks to introduce a maximum building height of 41m and a maximum FSR of 3:1 across 55-57 Station Street, Wentworthville.

This planning proposal provides comprehensive justification for the proposed amendments to the HLEP 2013. The proposal is consistent with the objectives and actions contained within the Greater Sydney Region Plan, the Central City District Plan and Council’s Strategic Plan and draft Local Strategic Planning Statement. It is also consistent with the applicable Statement Environmental Planning Policies and Section 117 Directions.

The site is a strategically significant site, being within the Wentworthville Town Centre and within 250m of the Wentworthville Train Station, which connects residents and workers to the Sydney CBD in 26 minutes and to Parramatta CBD in less than 10 minutes. The site is a large amalgamated corner site, resulting in limited external impacts on neighbouring land uses, beyond that of a compliant building envelope. Few sites in the locality have comparable strategic credentials and attractiveness or are available to deliver significant public benefit opportunities.

The concept design accompanying the planning proposal has been informed by a detailed site analysis. As a result, it is considered that the proposed amendments to the HLEP 2013 will achieve an appropriate development outcome for the following reasons:

- **From a strategic policy perspective:** The planning proposal contributes to the creation of a well-connected ‘30 minute’ city that is supported by infrastructure, employment and residential accommodation.
- **From a local context perspective:** The concept design has been developed based upon the urban design and built form principles that underpin the Wentworthville Planning and Place Making Strategy. This includes setbacks, street wall heights, through-site linkages, open space, residential amenity and
- **From a net community benefit perspective:** The proposal will deliver a range of benefits for the community, including:

Employment opportunities during the construction life of the project and permanent opportunities for small local business;

An additional approximate 90 residential apartments which will increase housing choice and diversity within a town centre and alleviate the pressures of affordable housing;

A public benefit offering for the expansion of Friend Park by 1040m² (63%), associated embellishment works and through-site linkages, designed and delivered to Council’s requirements.

Dedication of 15% of the development contribution uplift as affordable rental housing floor space and 5% development contribution to the Duck River Masterplan; and

Contributing to the rejuvenation of the town centre and activation of the public domain.

- **From an environmental perspective:** The proposal seeks to decontaminate and remediate a vacant petrol station that forms a key gateway site to the Wentworthville Town Centre.
- **From a design perspective:** The proposal will deliver a range of benefits for the community, including:

38% of the site is provided as public open space, which is an additional 1,040m² of publicly accessible open space as an extension to the existing Friend Park connecting this green space to the heart of the town centre.

A new pedestrian connection along key desire lines, connecting Friend Park and Station Street into the heart of the town centre.

40% of the site area will be provided as communal open space, which comprises of elevated gardens and rooftop terraces which will provide a variety of useable open spaces with panoramic views and generous solar access.

78% active frontages at the ground floor, comprising retail premises, occupiable terraces and communal facilities for residents.

The residential amenity of the of the proposal will exceeds the ADG requirements at DA Stage as the residential units will achieve cross ventilation and receive more than 2 hours of sunlight in mid-winter.

The proposal will act as a local marker within the town centre's varied skyline while providing a visual marker to define the centre from the south.

The built form provides generous building separation distances due to the substantial setbacks and consolidation of the building footprint.

The proposed consolidated building footprint results in a slender tower with a fast-moving shadow reducing solar access to neighbouring properties to Friend Park.

Overall, this amended planning proposal supports the State government's innovative to increase density in centres with good access to public transport and it balances residential accommodation with small business opportunities and open space. In consideration of the tangible community and economic benefits of the proposal, it is respectfully requested that the Council resolve to forward this planning proposal to the Department of Planning, Industry and Environment for LEP Gateway Determination, under Section 56 of the *Environmental Planning and Assessment Act 1979*.

DISCLAIMER

This report is dated 21 August 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Nucorp Construction Pty Ltd (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A URBAN DESIGN REPORT

APPENDIX B LETTER OF INTENT

APPENDIX C LEP MAPPING

APPENDIX D SUBMISSION



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DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-301

Attachment 2

Cumberland Local Planning
Panel report and minutes - 5
November 2019

1. The Panel is in general agreement with the Planning Officer's report. However, the Panel is of the view that the full-time manager needs to have adequate accommodation provided. Accordingly, the Panel has expanded the manager's room to include the adjacent single room. In addition, the Panel is of the view that inadequate common areas have been provided and has conditioned the expansion of the common room on the ground floor to include the adjacent single boarder's room.

**ITEM LPP069/19 - WENTWORTHVILLE TOWN CENTRE PLANNING PROPOSAL
AND DEVELOPMENT CONTROL PLAN****PANEL'S RECOMMENDATION:**

That it is recommended that the Cumberland Local Planning Panel:

1. Note the outcomes of community consultation and the post consultation review.
2. Recommend that Council proceed further with the Planning Proposal in accordance with the recommended planning controls for the Wentworthville Town Centre.

For: The Hon. Paul Stein AM (Chairperson) QC, Brian Kirk, Marjorie Ferguson and Allan Ezzy AM.APM.JP.

Against: Nil.

**ITEM LPP070/19 - PLANNING PROPOSAL REQUEST FOR 55-57 STATION STREET
AND 6 PRITCHARD STREET EAST, WENTWORTHVILLE****PANEL'S RECOMMENDATION:**

That Cumberland Local Planning Panel recommend that:

1. The Planning Proposal Request proceed to the next stage of assessment and be reported to Council seeking a resolution to forward the planning proposal to the Department of Planning, Industry and Environment for a Gateway Determination subject to the recommendations below.
2. The Panel advises the Council that there is potential for a mismatch between maximum building height and maximum FSR on this site. The Panel recommends that site specific controls be formulated specifically with regards to boundary setbacks for each storey to ensure the expected development outcome is achieved.
3. The community representative was concerned about the impact on Friend Park adjacent to the proposed development in the Planning proposal.

For: The Hon. Paul Stein AM (Chairperson) QC, Brian Kirk, Marjorie Ferguson and Allan Ezzy AM.APM.JP.

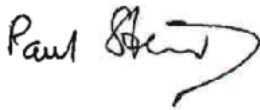
Against: Nil.

The closed session of the meeting here closed at 3:26 p.m.

The open session of the meeting here opened at 3:28p.m. The Chairperson delivered the Cumberland Local Planning Panel's resolutions to the Public Gallery.

The meeting terminated at 3:31p.m.

Signed:



The Hon. Paul Stein AM
Chairperson



Item No: LPP069/19

WENTWORTHVILLE TOWN CENTRE PLANNING PROPOSAL AND DEVELOPMENT CONTROL PLAN

Responsible Division: Environment & Planning
Officer: Executive Manager Environment and Precincts
File Number: SC661

Proponent	Cumberland Council
Site	Wentworthville Town Centre
Zoning	Zoning: B2 Local Centre; RE1 Public Recreation Height: 10m - 23m FSR: 1.5:1 - 2.4:1
Proposal	Zoning: No change Height: 11m - 58m FSR: 2.2:1 - 6:1
Initial report to Panel	13 July 2016 (C008/16)
Initial report to Council	3 August 2016 (063/16)
Gateway Determination	Original 25 May 2018 Revised 7 May 2019
Update report to Council	5 July 2017 (108/17) 19 December 2018 (C12/18-264)
Heritage	Yes, there are a small number of local heritage items in Wentworthville town centre
Disclosure of political donations and gifts	Nil

SUMMARY:

The purpose of this report is to provide the Cumberland Local Planning Panel (CLPP) with an update on the Wentworthville Town Centre planning proposal and draft Development Control Plan. This includes work undertaken to date, the outcomes of community consultation, refinement of planning controls and next steps for the initiative.

REPORT:

Background

Council has undertaken planning work on the Wentworthville Town Centre for a number of years. The primary focus of this work is to support the revitalisation of the town centre through changes in planning controls and precinct based planning activities, such as public domain and local transport infrastructure. This approach provides a holistic framework for growth and change of this centre, aligned with strategic planning for the broader Cumberland area, such as Cumberland 2030: Our Local Strategic Planning Statement.

A chronology on the work undertaken on the planning controls for the Wentworthville Town Centre is provided in Table 1. Further background information from previous Council and Panel reports is provided in Attachment 7, 8, 9 and 10.

Date	Milestone
December 2013	Acceptance of grant funding from the Department of Planning & Infrastructure to undertake the Wentworthville Centre Revitalisation Planning Project.
June - July 2014	Stage 1 - Community Engagement completed
February - July 2015	Stage 2 - Completion of expert urban design, economics and feasibility and traffic and transport studies
September - October 2015	Stage 3 - Wentworthville Planning and Place Making Strategy - Exhibition and Community Consultation.
July 2016	Report to CIHAP - Wentworthville Planning and Place Making Strategy and Planning proposal Request
August 2016	Report to Council - Wentworthville Planning and Place Making Strategy and Planning proposal Request
July 2017	Report to Council to defer reclassification of Public Land
November 2017	Planning proposal submitted to DPIE
January 2018	Updated Planning proposal is prepared with supplementary information lodged January 2018 in response to DPIE request for information
May 2018	Gateway Determination received
December 2018	Report to Council on proposed full bypass
April 2019	Revised planning proposal submitted to DPIE
May 2019	Revised Gateway Determination received
May - July 2019	Public exhibition of draft planning proposal and draft Development Control Plan
November 2019	Report to CLPP on outcomes of the community consultation and recommended planning controls
December 2019	Report to Council on Wentworthville Town Centre planning controls

Table 1: Chronology of planning work for Wentworthville Town Centre

Panel Report 13 July 2016

Planning work on the Wentworthville Town Centre was considered by the then Cumberland Independent Hearing and Assessment Panel on 13 July 2016. The items and status are provided in Table 2.

Panel Advice	Status
1. Receive and note the report and the review of the submissions made as part of the community consultation.	Received and noted by CIHAP 13 July 2016.

Panel Advice	Status
<p>2. Recommend that the Wentworthville Planning and Place Making Strategy be amended as follows:</p> <ul style="list-style-type: none"> a) The Strategy's bike path diagram to be amended to indicate existing Lytton Street Park bike path. b) To amend building heights and setbacks for B2 local centre zoned land on Pritchard Street East and Station Street adjacent to R2 low density residential under both built form options to: <ul style="list-style-type: none"> ▪ Increase the rear setback for properties on Pritchard Street East (southern side) to 8m. ▪ Reduce the front setback for properties on Pritchard Street East (southern side) to 6m. ▪ Reduce the maximum height of buildings for all B2 zoned land on Pritchard Street East and Station Street, adjacent to the R2 zone to 6 storeys at the street and 4 storeys at the rear. c) That the proposed building height and FSR for 79-81 Dunmore Street under built form Option 2 be amended as follows: <ul style="list-style-type: none"> ▪ A building height of 12/13 storeys on the Cumberland Highway/Dunmore Street corner of the site lowering to 5 storeys on the western setback in order to provide a built form transition. ▪ An FSR of 4:1. ▪ That the floorspace bonus for shared value uplift is applicable to 79-81 Dunmore Street. ▪ That the commercial floorspace bonus is applicable to 79-81 Dunmore Street. 	<p>The Wentworthville Planning and Place Making Strategy was updated to address this recommendation.</p>
<p>3. Recommend the preparation of a planning proposal, consistent with the Wentworthville Planning and</p>	<p>The planning proposal has been prepared, a Gateway</p>

Panel Advice	Status
Place Making Strategy (as amended) for gateway submission and community consultation, excluding 108 Station Street and 42-44 Dunmore Street.	Determination issued and public exhibition undertaken.
4. Recommend based on community feedback, feasibility and infrastructure funding, that built form Option Two form the basis of the planning proposal – maintaining a predominant mid-rise height across the Centre with strategically placed towers of 12-18 storeys in height.	The planning proposal implements built form identified in Option Two of the Strategy.
5. Recommend that in addition to the FSR bonuses detailed in the Strategy, where design excellence is achieved on sites permitted to a height of 17/18 storeys, an additional FSR of 0.5:1 is available.	The planning proposal contains FSR bonus where design excellence is achieved.
6. Recommend that land forming The Kingsway Carpark, Dunmore Street and Garfield Street Carpark and the Library, Community Centre and Redgum Centre be reclassified from 'community' to 'operational'.	Council resolved defer the reclassifications, pending the preparation of a Property and Facilities Strategy.
7. Recommend an updated Section 94 Contributions plan be prepared that is consistent with the Strategy.	The draft Cumberland Local Infrastructure Contributions Plan was endorsed by Council in September 2019, and identifies works relevant to the Wentworthville Town Centre.
8. Recommend a revised Development Control Plan be prepared that is consistent with the Strategy.	The draft Development Control Plan for Wentworthville Town Centre has been prepared, and is consistent with the Strategy.
9. Recommend provisions for green walls and landscaping on structures to be implemented through the revised Development Control Plan for the Centre.	Part 8 of the draft Development Control Plan contains provisions for green walls and landscaping on structures.
10. Recommend provisions for safety by design, in accordance with the recommendations of the safety audit to be implemented through the revised Development Control Plan for the Centre.	Part 9 of the draft Development Control Plan contains provisions to address safety by design.
11. Recommend that a value sharing policy,	Value sharing is included in

Panel Advice	Status
applicable to sites that have incentives to achieve heights greater than 8 storeys, be prepared in conjunction with the updated Section 94 Contributions Plan.	Council's Planning Agreements Policy, which is applicable to the Wentworthville Town Centre.
12. Recommend that this matter is progressed to be considered by Council, seeking a resolution for the adoption of the recommendations contained in this report.	This matter was reported to, and endorsed by Council at its meeting on 3 August 2016.
13. Recommend that Council liaise with the City of Parramatta over the planning proposal	Council has liaised with the City of Parramatta at various times over the planning proposal.
14. Recommend that Council develop a design excellence policy to compliment the Strategy.	Council has adopted a Design Excellence Policy across the Cumberland area, including the Wentworthville Town Centre.

Table 2: Status of items following Panel meeting in July 2016

Council Report 3 August 2016

The resolution of the Panel was considered by Council on 3 August 2016. Council considered the Panel's advice at its meeting of and resolved, amongst other things, to support the Panel's recommendation and report back to the Panel following post-Gateway public consultation. It is noted that Council adopted built form Option 2 as the basis of the planning proposal, subject to height and FSR amendments and new bonus provisions for design excellence and commercial floor space at first floor. The items and status are provided in Table 3.

Council Resolution	Status
1. To receive the minutes of CIHAP report C008/16 and adopt the recommendations as resolved by CIHAP.	Adopted by Council on 3 August 2016
2. To adopt the Wentworthville Planning and Place Making Strategy, as amended.	The Wentworthville Planning and Place Making Strategy" was adopted by Council on 3 August 2016
3. To undertake community consultation for the Planning proposal as detailed in report C008/16, in addition to the requirements of	Community consultation on the planning proposal was undertaken between May and July 2019.

Council Resolution	Status
the gateway determination and to exhibit new or revised supporting plans and policies for Wentworthville Centre being a revised Development Control Plan, revised Section 94 Development Contributions Plan, a Value Capture Policy and Design Excellence Policy.	
4. Report the results of the community consultation and post consultation review to CIHAP and Council.	Report to CLPP in November 2019 and Council in December 2019.

Table 3: Status of items following Council meeting in August 2016

Council Report 5 July 2017

A report was considered by Council on the reclassification of the Kingsway Carpark Site and the Lane Street Community Facilities as part of the Wentworthville Town Centre planning proposal on 5 July 2017. The items and status are provided in Table 4.

Council Resolution	Status
1. Defer the reclassification of the Kingsway Car Park Site and the Lane Street Community Facilities site to 'operational' pending the preparation of a Property and Facilities Strategy for the Wentworthville Town Centre.	A Property Strategy is currently being prepared. A Community Facilities Strategy has been adopted by Council, and includes information on Wentworthville Town Centre.
2. Proceed with the Wentworthville Town Centre Planning proposal as per Council's resolution of 3 August 2016, excluding any reclassification of land.	Planning proposal does not seek to reclassification any land within the Wentworthville Town Centre to 'operational land'.
3. That the Property and Facilities Strategy be reported to Council for adoption prior to preparation of a Planning proposal to reclassify the subject sites	Noted. Refer to status of Items 1 and 2.

Table 4: Status of items following Council meeting in July 2017

Council Report 19 December 2018

On 19 December 2018, Council considered a report on the land that would be required to implement the full Wentworthville Bypass that was identified as an option in the Wentworthville Centre Planning and Place Making Strategy. The items and status are provided in Table 5.

Council Resolution	Status
1. Proceed with the acquisition of the 6 lots required (48-50 Station Street and 53 Station Street, Wentworthville) to facilitate the full bypass option as outlined in this report;	The six lots have been identified in the draft planning proposal for acquisition. The properties have been zoned SP2 Infrastructure and identified on the Land Reservation Acquisition Map.
2. Amend the Wentworthville Centre Planning proposal to include the properties required to implement the full bypass option on the Land Reservation Acquisition Map and Zoning Map;	The Land Reservation Acquisition Map and Zoning Map have been amended to identify these properties for acquisition.
3. Amend the draft Wentworthville Centre DCP to reflect the full bypass option, prior to public exhibition; and	The draft Development Control Plan has been amended to respond to the acquisition of these properties.
4. Progress the full bypass option in the draft Wentworthville Public Domain Plan.	The draft Wentworthville Public Domain Plan has been amended to address the acquisition of these properties.

Table 5: Status of items following Council meeting in December 2018

Community Consultation

A draft planning proposal and precinct specific Development Control Plan was prepared by Council officers in accordance with advice from the Panel and resolutions by Council. A revised Gateway Determination for the planning proposal was received in May 2019.

The planning controls were exhibited for a period of eight weeks, from 22 May 2019 to 21 July 2019. Exhibition material was made publicly available in electronic form on Council's website, and in hard copy form at its customer service centres and libraries. Council also wrote directly to landowners and occupiers in and around the Centre. During the exhibition period, Council Officers held community drop in sessions at Wentworthville Library on 13 June 2019 and a public meeting at the Wentworthville Community Centre on 22 June 2019.

A number of State agencies were notified of the exhibition, including: Crown Land and Water, Office of Environment and Heritage – Floodplains, Office of Energy, Roads and Maritime Services, Sydney Trains and Transport for NSW.

Council received 35 community submission during the statutory exhibition period and no response from public authorities. Key issues raised included proposed land acquisition for bypass and laneways, site specific requests to vary planning controls, and improvements to infrastructure, traffic and parking. Further information on the submissions is provided in Attachment 4.

Post Consultation Review

Following the completion of the community consultation process, a post consultation review has been undertaken. The review considered submissions received and other items identified by Council, including land acquisition requirements for the Wentworthville road bypass, site specific requests on planning controls, placement of height controls for Station Street East / Lane Street, and provisions for laneways identified in the planning controls.

Land acquisition requirements for the Wentworthville road bypass

The exhibition of the Wentworthville Town Centre Planning proposal was the first time the landowners of 53 Station Street and 48-50 Station Street were notified that their properties had been identified for acquisition to allow Council to implement the full bypass option.

Council received a detailed submission on behalf of the landowner for 53 Station Street, objecting to the land acquisition required to implement the full bypass. The objection was based on a number of factors. These include:

- Analysis by their traffic engineers of the proposed 'full bypass' option indicates that the geometric road design requirements will necessitate greater land acquisition than anticipated by Council; concerns are raised as to the ability of the proposed bypass alignment to provide a safe environment for all road users; significant concerns have been as the validation, calibration and results of the traffic modelling upon which the bypass alignment has been based; there is a distinct lack of consideration of alternate options for the bypass formation and alignment.
- The valuation provided to Council for the acquisition of six properties within the town centre is inaccurate, and will likely cause a significant increase in cost to Council if the full bypass option is pursued.
- The existing consolidated land holding has an area of 2,824m² (31 – 53 Station Street). It is a significant single land holding within the town centre, capable of significant redevelopment with the incentives provided.

Based on the submission provided, further traffic analysis was undertaken by Council to confirm the need for 53 Station Street as part of the road bypass for the Wentworthville Town Centre. The analysis focused on the intersection of Station

Street / Pritchard Street / New Road, with a comparison of the Council endorsed option with the retention of a staggered intersection arrangement (Figure 1).



Original Full Bypass



Alternate Full Bypass

Figure 1: Road bypass options considered

The analysis found that the travel times at the intersection are projected to be similar in 2019 and 2026; however, there would be slightly longer travel times with the staggered intersection option in 2036. It is noted that further work can be undertaken in the future that would improve the performance of this intersection, such as refinements to the intersection design and traffic signal operations.

It is now proposed that the planning proposal be amended to rezone 53 Station Street to B2 Local Centre, and the four lots that make up 53 Station Street no longer be identified on the Land Reservation Acquisition Map. This is shown in Figure 2.



Figure 2: Proposed amendment to road bypass

As Council did not receive a submission from the landowner of 48-50 Station Street, these properties will remain identified for acquisition. Importantly, the acquisition of this land for the road bypass provides a new access opportunity that would support the future growth of the Wentworthville Town Centre.

Site specific requests on planning controls

Submissions were received from selected landowners for changes to the planning controls on their sites. Further information on these submissions and Council's response is provided in Table 6.

Site Specific Request	Council Response
<p>55-57 Station Street and 6 Pritchard Street</p> <p>Seeking that a height of building control of 41 metres and a floor space ratio of 3:1 be applied to the entire site</p>	<p>The landowner had been invited to, and has submitted a planning proposal, which is being assessed and reported concurrently with the Wentworthville Town Centre planning proposal.</p>
<p>41-51 Dunmore Street and 15-22 The Kingsway</p> <p>Seeking to increase the FSR on the site from 4:1 to 4.5:1 and building heights from 23 metres to 25 metre on Dunmore Street and 41 to 49 metres on the Kingsway</p> <p>As this site is identified for design excellence bonuses, this proposed increase would result in a future built form of 27.5 metres on Dunmore Street and 53.9 metres on the Kingsway and the FSR to 5:1</p>	<p>The change to the floor space ratio is not matched by an equivalent change to the building height. This could lead to the development of a bulkier building than originally planned could alter the overall urban form outcome. As this is key site at the forecourt of the Wentworthville Railway Station, the request is not supported.</p>

Table 6: Site specific requests for changes in planning controls

Placement of height controls for Station Street East / Lane Street

The Wentworthville Planning and Placemaking Strategy identified split building height controls for the Station Street East / Lane Street precinct. As part of the draft planning proposal and draft Development Control Plan, the maximum height was shown in the planning proposal and the split height shown in the Development Control Plan (Figure 3).

Following further consideration by Council, it is proposed that the split heights are included in the planning proposal, in order to provide greater clarity and certainty of these controls for landowners and the community. Importantly, no changes are proposed to these controls, only the placement of this information in the planning control documents.



Figure 3: Station Street East / Lane Street precinct split building heights

Provisions for laneways identified in planning controls

As part of the draft planning controls for Wentworthville Town Centre, Station Lane is to be extended to the south in order to provide alternative vehicular access for sites on Station Street (Figure 4). This would assist to support efficient traffic movement and increase pedestrian amenity by reducing the number of driveways crossing the footpath.

Council received two submissions in relation to proposed laneways that were identified as part of the draft Development Control Plan and that are to be delivered through Planning Agreements when the sites are redeveloped.

A submission on behalf of the owners of 84-96 Station Street, Wentworthville expressed support for the proposed laneways but questioned why affected properties are not proposed to be identified on the Land Reservation Acquisition Map.

A submission on behalf of the owners of 82 Station Street objected to the laneways and claimed the proposed laneways behind Station Street will sterilise the subject site and force land consolidation with adjoining property owners prevent redevelopment of the town centre.

Following further consideration by Council, no changes to be proposed laneways are recommended for the Wentworthville Town Centre. The inclusion of the proposed

laneways is consistent with the strategic work undertaken at the town centre, and inclusion in the Development Control Plan provides the basis for further detailed work by all parties at the development stage.

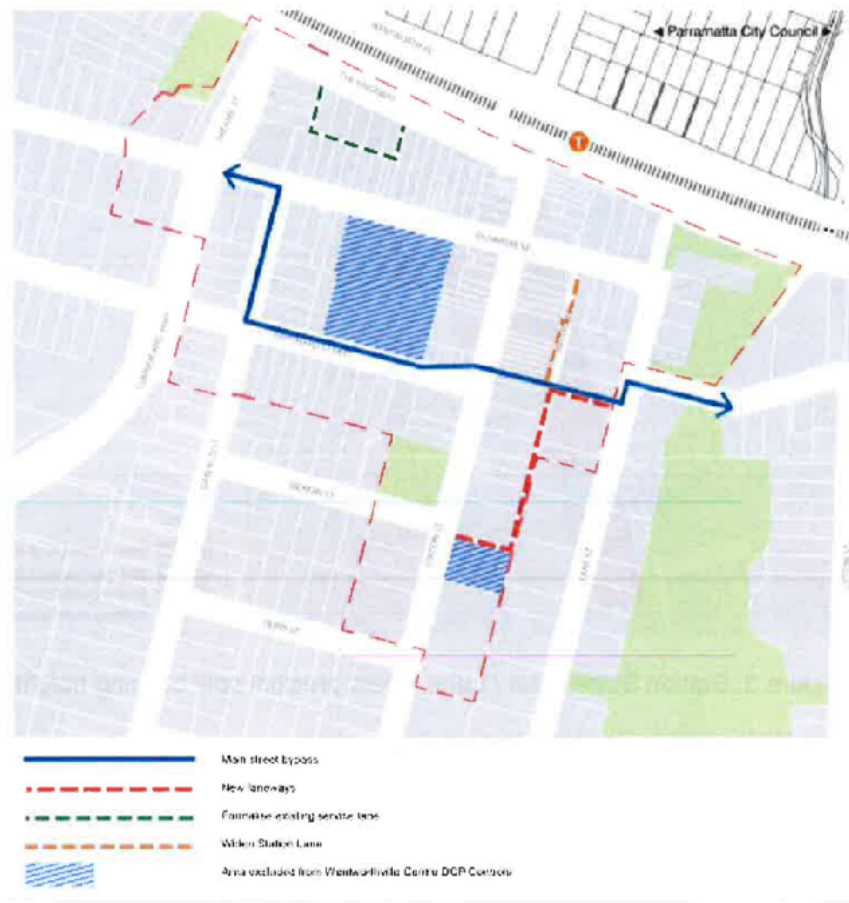


Figure 4: Proposed laneways for town centre

Recommended Planning Controls for Wentworthville Town Centre

The recommended planning controls for the Wentworthville Town Centre are provided for consideration and advice by the Panel.

The recommended planning proposal is provided is summarised in Table 7 and provided in Attachment 1. The planning proposal includes controls related to building height, density and land acquisition. No changes to current zoning controls are proposed. The controls outlined in the planning proposal are forecast to provide for a total of 2,500 dwellings within the Wentworthville Town Centre, and include of 1,800 dwellings when compared to current planning controls.

Criteria	Recommended Planning Proposal
Height – predominant	8 storeys
Height – core of centre	6 towers of 12-13 storeys; 3 towers of 17-18 storeys
Height – Dunmore Street (South)	6 storeys (23m) height zone
Height – transition	5 storeys (20m)
FSR – core of centre	3:1 – 4.5:1+
FSR – fringe of centre	2.2:1 – 3:1
FSR –bonus – commercial floor space	0.5:1 – for towers providing 1 st floor commercial
Built form - general	5 storey street wall
Land acquisition	Selected locations in town centre

Table 7: Recommended controls of Wentworthville Town Centre planning proposal

The recommended Development Control Plan for the Wentworthville Town Centre is the same that was exhibited, except for the split height provisions for Station Street East / Lane Street precinct that have been moved into the planning proposal for inclusion in the mapping for the Local Environmental Plan. Minor editorial changes have also been included on the details for the road bypass route in the town centre.

Next Steps

The recommended planning proposal and precinct based development control plan is provided to the Panel for consideration. The advice provided by the Panel will inform a future Council report on the planning controls for the Wentworthville Town Centre.

CONCLUSION:

The purpose of this report is to provide the Cumberland Local Planning Panel (CLPP) with an update on the Wentworthville Town Centre planning proposal and draft Development Control Plan. This includes work undertaken to date, the outcomes of community consultation, refinement of planning controls and next steps for the initiative. Advice is sought from the Panel on the recommended planning controls prior to consideration by Council.

FINANCIAL IMPLICATIONS:

The land acquisition maps identified in the planning proposal will have a financial implication for Council if the proposal proceeds to finalisation.

POLICY IMPLICATIONS:

The planning proposal will result in an amendment to the Holroyd LEP 2013, subject to Council endorsement to proceed to finalisation.

COMMUNICATION / PUBLICATIONS:











The final outcome of this matter will be notified in the newspaper. The objectors will also be notified in writing of the outcome.

REPORT RECOMMENDATION:

That it is recommended that the Cumberland Local Planning Panel:

- 1. Note the outcomes of community consultation and the post consultation review**
- 2. Provide advice on the recommended planning controls for the Wentworthville Town Centre**

ATTACHMENTS

1. Recommended planning controls on planning proposal for Wentworthville Town Centre [↓](#) 
2. Planning Proposal for Wentworthville Town Centre [↓](#) 
3. Development control plan for Wentworthville Town Centre [↓](#) 
4. Summary of community submissions [↓](#) 
5. Revised Gateway Determination [↓](#) 
6. Revised Wentworthville Planning and Placemaking Strategy [↓](#) 
7. Panel report and minutes 13 July 2016 [↓](#) 
8. Council report and minutes 3 August 2016 [↓](#) 
9. Council report and minutes 5 July 2017 [↓](#) 
10. Council report and minutes 19 December 2018 [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-301

Attachment 3
Summary of submissions (initial
proposal)

Summarised submissions for SC531

Summarised submission table – Original Proposal

No.	Date	Submitter	Comments (have been summarised/paraphrased)
01.	18 Dec'18	J.H.H Blackman	<p>Support and Objection to Planning Proposal Request:</p> <p>Development in Wentworthville</p> <ul style="list-style-type: none"> As a resident living close to the proposed development, supports the progress and development in Wentworthville for public amenities. <p>The site's proposed development</p> <ul style="list-style-type: none"> Concerned that the proposed development may negatively dominate the existing skyline with the 11 storey proposal given rest of the existing areas is built on less than half of its height measure. Concerned that the proposed development could become an eye-sore. Expects the proposed development may directly impact surrounding views including the inclusion of the submitter's residence. Questions that if there were new high density and rise were to be developed in the surrounds of Wentworthville area, has their being u subject site was located in a block of land which includes low density housing especially parcels fronting Pritchard Street and that the proposed development cannot be built at the same height on their rear and front boundaries, and would need to create a transition to the low rise area. Concerned that the "whole of the other development on the western side of Station Street between the Highway and Pritchard Street is very low including the park and public buildings" and this is a further example the proposal being out of its milieu". <p>Overshadowing</p> <ul style="list-style-type: none"> States that the proposed shadow diagrams demonstrate an unacceptable amount of overshadowing of the only public park in Wentworthville (Friend Park), the houses in McKern Street and the heritage listed St Andrews Church. Concerned that the building height restrictions of the land in Pritchard Street are lower towards their southern boundaries. <p>Height restrictions</p> <ul style="list-style-type: none"> States that the height restrictions of the land in Pritchard Street are lower towards their southern boundaries because to prevent overshadowing (and overlooking) of the land with a lower density zoning <p>A "gateway"?</p> <ul style="list-style-type: none"> States that the proposed building would not be a 'Gateway', and would be anachronism instead; something standing out by itself like a post or a sore thumb and a change in the weather profile. <p>Traffic and Parking</p> <ul style="list-style-type: none"> States that traffic and parking do not seem to be adequately dealt with but are not the most important aspect of this proposed over-development. <p>Overall comments</p> <ul style="list-style-type: none"> Strongly reiterates that this proposal is out of character considering the area as a whole and must be seen in the whole framework of the Village of Wentworthville. Reiterates that this village is expanding but it must do so in an orderly fashion which has been set by the Council. <p>Concerned that the Wentworthville Village has a character already, and that character</p>

SC531

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-301

Attachment 4
Summary of submissions
(amended proposal)

Summarised submission table – amended proposal

No	Submission date	Submitter	Suburb	Support or objection	Comments (have been summarised/paraphrased)	Council's response
01.	23 September 2019	S. Sava	Wentworthville	Supports overall development in Wentworthville for public amenities but raises objections for proposed development	<p>Overall progress and development in Wentworthville</p> <ul style="list-style-type: none"> Supports the overall progress and development in Wentworthville for public amenities. <p>Development impacts on surrounds</p> <ul style="list-style-type: none"> Is concerned that the proposed development may negatively dominate the existing skyline with the proposed 11 storey proposal given rest of the existing areas are built on less than half of its height measure. Is concerned that the proposed development could become an eye-sore. Is concerned that the proposed development could directly impact the surrounding views including the submitter's residence (This comment is provided in light of proposed development of two structures in Parramatta which stands out in an odd way from the Parramatta's skyline which is not coherently planned). Questions if there was any sustainability planning done for residential living conditions if new high density and high rise were to be developed in the surrounds of Wentworthville area. <p>Building height</p> <ul style="list-style-type: none"> Recommends that the proposed development's building height be revised and amended to 6 storeys or be consistent with the rest of the new structures in this area consistent with the Wentworthville skyline. <p>Traffic and noise</p> <ul style="list-style-type: none"> Is concerned about traffic and noise that is already on Station Street and overflow impacts and whether these considerations were addressed prior to the proposed development was being built. 	Online submission is noted.
02.	29 September 2019	G. South	Wentworthville	Objection	<p>Proposed development</p> <ul style="list-style-type: none"> Claims this submission is the same per previous submissions lodged. Claims the site's proposed development should not be allowed. <p>Proposed building height</p> <ul style="list-style-type: none"> States the maximum height of the central core of Wentworthville should be 6 storeys and the sites outside the core area should be 4 storeys. Claims that "developers who have bought this and other land in Wentworthville will claim they need the higher development building heights to make a return". Claims that "Council does not have an obligation to reward speculation". If speculators cannot make a return it is not an issue for Council to address. <p>Extension to Friend Park</p> <ul style="list-style-type: none"> States that Council should purchase the land using section 94 funds to extend Friend Park. This open area should be retained and used for the benefit of all Wentworthville residents. States that "Friend Park is the only open park area near the central area of Wentworthville with the extensive over development of Wentworthville that is planned, it is vital this open park area be expanded, not have its utility reduced. Considers that "a development of this size right next door will see the park effectively become exclusively used by residents of this tower development". 	Online submission is noted.

SC531- Revised Station St PP

Summarised submission table – amended proposal

No	Submission date	Submitter	Suburb	Support or objection	Comments (have been summarised/paraphrased)	Council's response
					Proposed development's and overall impacts on its surrounds <ul style="list-style-type: none"> • Claims that the proposed development will result in negative impacts on the local community and nearby areas zoned for much less intensive development. • Claims that "proposed development would make Friends Park less useable, not because of the development will be in shadow much of the day but also because a building of this size towering over the park will make it less attractive to use". • Claims that "the shadows cast by the development will impact all nearby houses". • Claims that any "development proposal in one zone needs to recognise and take into account the form of existing development in the adjacent zone as demonstrated by the land environment court example for Seaside Property Developments Pty Ltd versus Wyong City Council". 	
03.	30 September 2019	J.H.H Blackman	Wentworthville	Objection	Building Height and FSR <ul style="list-style-type: none"> • Considers the above as one of the main objections to the proposal. • Is concerned that the proposed height and FSR could be further increased by the owner when Council is eventually asked to consider a development application under the 'best practice' guidelines. Overshadowing <ul style="list-style-type: none"> • Considers above as still to be unacceptable over the only Park in Wentworthville. Out of character <ul style="list-style-type: none"> • States the present proposal is out of character with the surrounding land uses. • States the proposed development is considered as a buffer between the Wentworthville Railway Station and the village atmosphere of the rest of this area. Change to proposed ground floor <ul style="list-style-type: none"> • Is concerned that the changing of proposed ground floor use from Commercial/retail to a Gymnasium (only available to the residents) would make this large building more acceptable. 	<p>Written submission is noted.</p> <p>Note: The submitter lodged a submission for the original PPR too.</p>
04.	2 October 2019	L. Davis	Wentworthville	Objection	Building Height <ul style="list-style-type: none"> • Is concerned about the impact of the height and shadowing of existing residential properties in McKern Street. • Is concerned about the increased height and the impact on additional properties in the Street which are not referenced in the proposal. • That a reduction of the proposed height and number of units would contribute to improving the concerns above however will still not resolve all of the issues. 	Online submission is noted.

SC531- Revised Station St PP

Summarised submission table – amended proposal

No	Submission date	Submitter	Suburb	Support or objection	Comments (have been summarised/paraphrased)	Council's response
					<p>Traffic and Parking and safety</p> <ul style="list-style-type: none"> Is concerned that Parking for the businesses and shops planned for the street level has not been addressed, and this is likely to result in cars being parked in McKern Street which is already an issue as cars already park across driveways result in safety issues. Is concerned about the increased levels of traffic in a residential street which is also a safety concern. States that there is inadequate parking within the Wentworthville Centre to cater for the current shopping precinct. Is concerned that existing streets are totally inadequate to cater for the current traffic let alone another 100 cars accessing the building plus those from the hundreds of units in Garfield Street. Is concerned about the perception that public transport is the answer and claims that the infrastructure provided is inadequate and for many, driving is the only option due to location and time factors. States that the proposed redirection of traffic through Perry Street is likely to create more traffic congestion in that area of Station St, Perry and McKern Street. Is concerned about the entry to the proposed building will also worsen the situation if the proposed development's entry is from Station Street, considering the existing traffic flow in Station Street between Dunmore, Perry and McKern Streets are already congested. <p>Privacy</p> <ul style="list-style-type: none"> Is concerned about privacy factors since the residents in the building will be looking into the properties already established in the area. Is concerned that many other unit developments are becoming unsightly with washing hanging out on patios or excess property that cannot be stored internally due to lack of space. States it is not uncommon to see bamboo screens or similar to protect privacy. Is concerned that this is a common sight in the third world and some advance countries where high density living is evident. <p>Park amenity and facilities</p> <ul style="list-style-type: none"> Is concerned about the addition of Barbeque in Friend Park and is concerned whose responsibility it will be to clean up the area and maintain the facility which could become a health concern. Considers the proposed park development would be inadequate if there are 90 units and the rest of the community is trying to make use of the facility. States the proposal informs the Childcare Centre will remain for the present however may be moved and the facility used for other activities. Confirms that the proposed Friend Park was donated to the Wentworthville community by the former head Master of Wentworthville Public school Wally Friend to be used for children and is the reason why a children's health clinic was established on site which has now become a Childcare Centre. Notes the property owner is dedicating some additional land for use as part of Friend Park and acknowledges the proposal has stated it will not be investing in any development of the park facilities. 	

SC531- Revised Station St PP

Summarised submission table – amended proposal

No	Submission date	Submitter	Suburb	Support or objection	Comments (have been summarised/paraphrased)	Council's response
					<p>Climate, heat retention and wind tunnelling impacts</p> <ul style="list-style-type: none"> Is concerned that the increasing number of high rise buildings in the district will impact on climatic conditions with heat retention and wind tunnelling which has not been referenced in the planning proposals. <p>Health and Psychological Impacts</p> <ul style="list-style-type: none"> Is concerned that the psychological and health impacts of residents and children living in confined spaces are not considered. Is concerned that "those benefiting from the financial rewards from the development do not have to reside in the crowded, traffic congested area that the current residents are being forced to suffer. <p>Ground Floor Gymnasium</p> <ul style="list-style-type: none"> Claims the inclusion of a Gymnasium for residents is not a substitute for outdoor activities and healthy living. Informs that the Gymnasium is also taking away business from local businesses in the area. Recognises that this will reduce the profit margin for the developers but the safety and sanity of the community and environment is a greater concern. 	

SC531- Revised Station St PP

Item No: C12/19-302

POST-EXHIBITION REPORT – PLANNING PROPOSAL FOR 100 WOODVILLE ROAD, GRANVILLE

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PP-2/2018
Community Strategic Plan Goal: *A great place to live*

SUMMARY

This planning proposal seeks to rezone 100 Woodville Road, Granville from R2 Low Density Residential to R3 Medium Density Residential and increase building height and floor space ratio controls for the site.

As required by the Gateway Determination, the planning proposal has been publicly exhibited for a period of 28 days. This report outlines the feedback received during exhibition.

It is recommended that Council adopt the planning controls identified for the site and proceed with finalisation of the LEP amendment.

RECOMMENDATION

That Council:

- 1. Adopt the recommended planning controls for 100 Woodville Road, Granville:**
 - **Rezone the site from R2 Low Density Residential to R3 Medium Density Residential;**
 - **Increase the maximum height of building from 9m to 12m; and**
 - **Amend the maximum floor space ratio from 0.5:1 to 1:1.**
- 2. Finalise the planning proposal, as delegated by the Minister.**
- 3. Note that this LEP amendment will be published in the Government Gazette upon finalisation.**

REPORT

Background

A planning proposal request for land at 92, 94 and 100 Woodville Road and 63 and 65 Grimwood Street Granville was lodged in September 2018. This request sought to amend the Parramatta Local Environmental Plan 2011 as follows:

- Rezone the site from R2 Low Density Residential to R3 Medium Density Residential
- Amend the maximum height of building from 9m to 12m
- Amend the maximum FSR from 0.5:1 to 1:1.

The proposal was initiated by the landowner, The Missionary Sisters of Mary Queen, who currently use the site for the purpose of a convent. The proposal seeks to facilitate redevelopment of the existing convent and allow part of the site to be developed for townhouses.

In September 2019, a Gateway Determination was issued that required a number of conditions to be addressed prior to proceeding to public exhibition. These conditions were met and in October 2019, the planning proposal was placed on public exhibition.

The status of the planning proposal is provided in Figure 1.



Figure 1 Planning Proposal Status

Public Exhibition of Planning Proposal

The planning proposal was exhibited for a period of 30 days, from 1 October 2019 to 30 October 2019. The exhibition material was made available online and in hard copy form in Council's administration buildings and libraries. A public notice was placed in newspapers that circulate in the local area (Auburn Review and Parramatta Advertiser).

One public submission was received during the exhibition period. Key issues raised in the submission were:

- The redevelopment of the site will result in the loss of existing trees and greenery on the site, resulting in amenity and heat impacts on surrounding streets
- Concerns about the development of apartment buildings in the local area and would prefer Council to maintain the current 9 metre (2 storey) height limit
- Future development will overshadow nearby properties, reducing solar access and quality of life, and increasing costs
- Traffic and street parking
- Concerns that proper heritage consideration may not have been given for the 105-year-old convent building.

The issues raised are noted, and were previously considered by Council officers prior to the Gateway Determination stage of the planning proposal. No changes are proposed in response to the public submission.

The Gateway Determination also required Council to consult with the following public authorities:

- Transport for NSW - Roads and Maritime Services
- Office of Environment and Heritage.

No submissions were received from public authorities.

Next Steps

It is recommended that the proposed planning controls for 100 Woodville Road, Granville, are adopted to enable the finalisation of the planning proposal.

Subject to Council endorsement, the following activities will be undertaken to complete the planning proposal process:

- Council will exercise its plan making functions and finalise the planning proposal. For this proposal, Council has been delegated this function as outlined in the Gateway Determination
- Upon finalisation, a notice will be published in the NSW Government Gazette.

COMMUNITY ENGAGEMENT

Community engagement activities are outlined in the main body of the report.

POLICY IMPLICATIONS

Subject to Council endorsement to proceed to finalisation, the planning proposal will result in an amendment to the Parramatta LEP 2011.

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 planning proposal seeks to rezone 100 Woodville Road, Granville from R2 Low Density Residential to R3 Medium Density Residential and increase building height and floor space ratio controls for the site. Following receipt of a Gateway Determination and completion of the public exhibition period, it is recommended that Council adopt the planning controls identified for the site and proceed with this LEP amendment.

ATTACHMENTS

1. Gateway Determination - 2 September 2019 [↓](#) 
2. Revised Planning Proposal recommended for adoption [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-302

Attachment 1
Gateway Determination - 2
September 2019



Gateway Determination

Planning proposal (Department Ref: PP_2019_CUMBE_005_00): to redevelop land at 92, 94 and 100 Woodville Road and 63 and 65 Grimwood Street, Granville

I, the Director, Central City (GPOP) at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Parramatta Local Environmental Plan (LEP) 2011 to redevelop land at 92, 94 and 100 Woodville Road and 63 and 65 Grimwood Street, Granville should proceed subject to the following conditions:

1. Prior to public exhibition, Council is to update the proposal as follows:
 - a. amend Part 4 Mapping of the proposal to show the current and proposed maps side by side; and
 - b. amend Figure 1 – Aerial view of the site on page v of the proposal to correctly identify William and Grimwood Streets; and
 - c. include a discussion on the proposal's consistency with State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017.
2. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal must be made publicly available for a minimum of **28 days**; and
 - (b) the planning proposal 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 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning, Industry and Environment 2016).
3. Consultation is required with the following public authorities under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:
 - Transport for NSW (Roads and Maritime Services); and
 - Office of Environment and Heritage.

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. A public hearing is not required to be held into the matter by any person or body under section 3.34(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).
5. The planning proposal authority is authorised as the local plan-making authority to exercise the functions under section 3.36(2) of the Act subject to the following:
 - (a) the planning proposal authority has satisfied all the conditions of the Gateway determination;
 - (b) the planning proposal is consistent with section 9.1 Directions or the Secretary has agreed that any inconsistencies are justified; and
 - (c) there are no outstanding written objections from public authorities.
6. The time frame for completing the LEP is to be **12 months** following the date of the Gateway determination.

Dated 2 day of September 2019.



Christine Gough
Acting Director, Central City (GPOP)
Greater Sydney, Place and
Infrastructure
Department of Planning, Industry
and Environment

Delegate of the Minister for Planning
and Public Spaces

PP_2019_CUMBE_005_00 (IRF19/5142)

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-302

Attachment 2

Revised Planning Proposal
recommended for adoption



Planning Proposal to redevelop land in Granville for a new convent & townhouses



July 2019

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Table 1 – Site description
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Attachments

Attachment 1 – Cumberland Local Planning Panel report and advice
Attachment 2 – Cumberland Council Report and resolution to proceed to Gateway
Attachment 3 – Draft Cumberland Local Strategic Planning Statement
Attachment 4 – Draft Woodville Road Planning Strategy
Attachment 5 – Cumberland Council report on its planning approach for Woodville Road
Attachment 6 – Traffic Report
Attachment 7 – Urban Design Report
Attachment 8 – Stage 1 Environmental Site Assessment
Attachment 9 – Social Impact Assessment

Introduction

Cumberland Council (Council) prepared this Planning Proposal in response to a request made by Mecone Urban Planning and Development on behalf of Missionary Sisters of Mary Queen of the Word Australia (the Proponent) in September 2018.

The Planning Proposal applies to seven residential lots in Granville, being 92, 94 and 100 Woodville Road and 63 and 65 Grimwood Street (the site) currently occupied by a convent.

The Planning Proposal seeks to facilitate the redevelopment of the site for the purpose of a new, larger convent building and seven new two-storey townhouses to meet the needs of the Missionary Sisters as well as the wider community. It seeks to achieve this by amending *Parramatta Local Environmental Plan 2011* as follows:

- Rezone the site from R2 Low Density Residential to R3 Medium Density Residential
- Amend the site's maximum height of building from 9m to 12m
- Amend the site's maximum FSR from 0.5:1 to 1:1.

The Planning Proposal was prepared in accordance with:

- Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act)
- NSW Department of Planning and Environment's (DP&E's) *A Guide to Preparing Planning Proposals* (2016).

Cumberland Local Planning Panel and Council endorsement

Cumberland Local Planning Panel considered the Proponent's Planning Proposal Request at its meeting of 13 March 2019. At this meeting, the Panel recommended that the matter be reported to Council, seeking a resolution to forward the planning proposal to the Department of Planning, Industry and Environment for a Gateway Determination. A copy of the Panel report and advice is contained in attachment 1.

Council considered the matter at its Ordinary Meeting of 15 May 2019. At this meeting Council resolved to prepare a Planning Proposal for the site and proceed to Gateway as recommended by the Panel. A copy of the Council report and resolution is contained in attachment 2.

Site location and context

The site comprises seven lots bounded by Grimwood Street to the south, Woodville Road to the east and William Street to the west (Figure 1).

The site is located in the suburb of Granville, in the local government area of Cumberland, approximately 1km south of Parramatta CBD and 19km west of Sydney CBD. The nearest centres are the Granville and Merrylands local centres, which are located approximately 900m northeast and southwest of the site, respectively.

The surrounding locality is characterised by low to medium density housing as well as two large institutional uses, namely TAFE Granville and Delaney College and Holy Trinity Primary School. The development immediately surrounding the site includes:

To the north: To the north the site is adjoined by two one-storey dwelling houses at 59 Grimwood Street and 90 Woodville Road. Beyond this, development to the north generally consists of low density residential development.

To the south: The site borders William Street to the south. The development on the opposite side of William Street comprises two-storey medium density housing. Refer to Figure 6 below.

To the east: The site borders Woodville Road to the east. The development on the opposite side of Woodville Road development generally consists of low density residential development.

To the west: The site borders Grimwood Street to the west. The development on the opposite side of Grimwood Street includes low density residential development and Delaney College and Holy Trinity Primary School further to the northwest.

A map of the surrounding context is shown in Figure 2.



Figure 1 – Aerial view of site

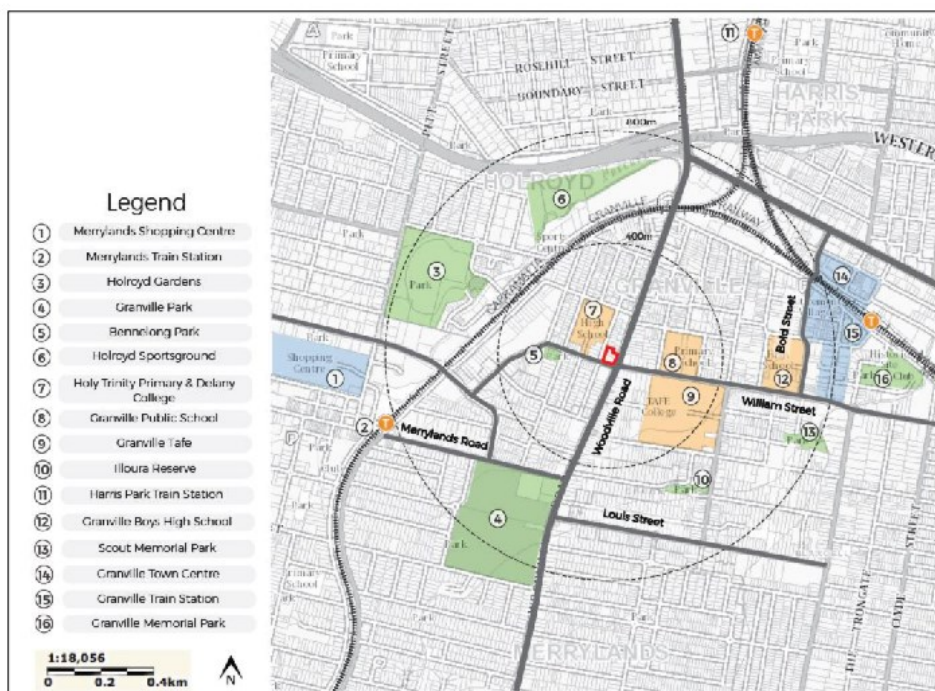


Figure 2 – Local context map

Site description

Table 1 provides a description of the site's key characteristics.

Table 1 – Site description	
Item	Detail
Legal description	<p>Lot D DP150974 Lot 8 DP521888 Lot 1 DP781277 Lot 1 DP780942 Lots 1000 & 1001 DP1093851 Lot 6 DP975141</p>
Total site area	Approximately 2,973sqm
Shape	Irregular
Frontage	<p>Approximately 62m to Woodville Road Approximately 47m to William Street Approximately 81m to Grimwood Street</p>
Topography	Generally flat
Existing buildings/structures	<p>Existing development include a convent and three detached houses (related to the convent use) and associated vegetable gardens, landscaped garden and lawn areas, and storage sheds.</p> <p>It is understood that the convent was established in 1915. The current residents, the Missionary Sisters of Mary Queen of the World, have operated the convent since 1978. Prior to that, it was operated by the Sisters of Saint Joseph.</p>
Access and parking	Current vehicular access to the site is via four vehicular crossovers off Grimwood Street.
Public transport	<p>The site is located within walking distance of a number of bus stops on Woodville Road, William Street and The Avenue, which are serviced by the following routes:</p> <ul style="list-style-type: none"> • Route 906 (Fairfield to Parramatta via Guilford Station and Excelsior Street); • Route 907 (Bankstown to Parramatta via Yagoona, Bass Hill, Villawood and Guildford); and • Route 908 (Bankstown to Merrylands via Sefton, Regents Park, Berala, Auburn Hospital, Auburn and South Granville).
Flooding	The site is not identified as flood prone land.
Vegetation	The site contains several trees in the existing courtyard off Grimwood Street, as well as a few other smaller trees and shrubs scattered throughout the site. Additionally, the existing development includes a large vegetable garden off Grimwood Street.
Heritage	<p>The site is not identified as a heritage item and is not located in a heritage conservation area.</p> <p>Opposite the site across Grimwood Street is local heritage item 'Holy Trinity church Group' (I120).</p>

Existing planning controls

While now part of the Cumberland local government area, the site was formerly part of City of Parramatta, and is still subject to the provisions of Parramatta LEP 2011. The following key provisions apply to the site:

- **Land Zone** R2 Low Density Residential
- **Height** 9m
- **Floor space ratio** 0.5:1.

These controls are show in Figure 3 to Figure 5 below.

Structure of this Planning Proposal

This Planning Proposal was prepared in accordance with the requirements of Section 3.33 of the EP&A Act and the DP&E's *A Guide to Preparing Planning Proposals* (2016) and is structured as follows:

- Part 1—Objectives or intended outcomes
- Part 2—Explanation of provisions to be included in the proposed instrument
- Part 3—Justification and process for implementation
- Part 4—Maps showing proposed modifications and the area to which they apply
- Part 5—Community consultation to be undertaken
- Part 6—Draft timeline for the Planning Proposal.

Part 1: Objectives or intended outcomes

The objective and intended outcome of the Planning Proposal is to facilitate redevelopment of the existing convent into a new convent plus new medium density townhouse dwellings to meet the needs of the Missionary Sisters and the wider community.

The envisioned development includes the following key features:

- A new convent with chapel and approximately 30 rooms and shared dining, kitchen and laundry;
- A standalone apartment associated with the convent use;
- Seven three-bedroom townhouse dwellings fronting Woodville Road; and
- One basement parking level with 14 parking spaces for the townhouses; and
- At-grade car park with 10 spaces for convent use.

Figure below shows a 3D perspective of the proposed development. It is noted that this is indicative only and is subject to approval under a separate development application.

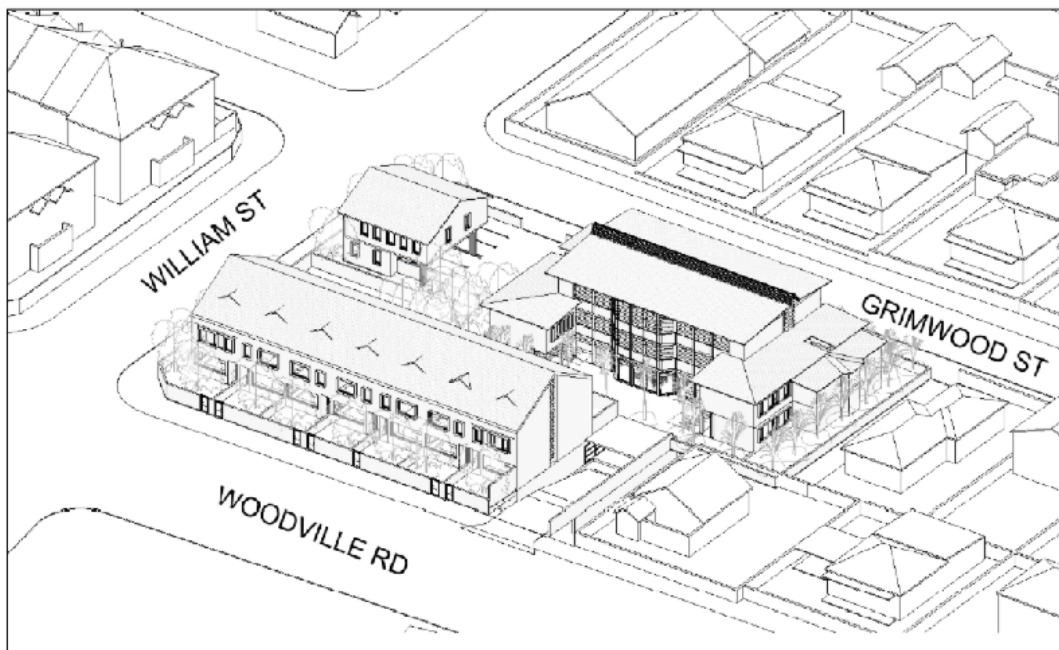


Figure 3 – 3D perspective of proposed development

Part 2: Explanation of provisions

The Planning Proposal seeks to achieve the intended outcomes through the following amendments to Parramatta LEP 2011:

- Rezone the site from R2 Low Density Residential to R3 Medium Density Residential;
- Amend the maximum building height from 9m to 12m; and
- Amend the maximum FSR from 0.5:1 to 1:1.

The rezoning and increases in maximum height and FSR would be achieved by amending the relevant mapping in Parramatta LEP 2011. Refer to Part 4 of this Planning Proposal for thumbnail images of the proposed mapping.

Part 3: Justification

Section A – Need for the proposal

Q1. Is the Planning Proposal a result of any strategic study or report?

Council prepared the Planning Proposal in response to a Planning Proposal Request lodged by the Proponent to facilitate the redevelopment of the site. The Planning Proposal was endorsed by Cumberland Local Planning Panel and Council on the basis that it aligns with the strategic planning framework, as outlined in Section B.

Q2. Is the Planning Proposal the best means of achieving the objectives and outcomes, or is there a better way?

Yes, the Planning Proposal is best means of achieving the objectives and outcomes (see Part 1). While the site enjoys existing use rights as a convent with chapel and living and sleeping quarters, these land uses are not supported by the current zoning.

The convent's living and sleeping quarters are considered ancillary components of the primary activity of religious worship ('place of public worship'). Alternatively, the convent might be defined as a mixed-use development with 'place of public worship' and 'hostel' components. Each of these uses are permitted in the proposed R3 zone.

Section B—Relationship to strategic planning framework

Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal is consistent with the objectives and actions contained within the relevant metropolitan and district plans, as discussed below:

Greater Sydney Region Plan 2018

The 'Region Plan' is structured around four key themes—infrastructure and collaboration, liveability, productivity and sustainability—and sets out a number of directions and objectives to guide delivery of these themes. The two themes of liveability and sustainability are particularly relevant to this Planning Proposal (Table 2).

Table 2 – Consistency with Greater Sydney Region Plan		
Theme	Direction/Objective	Consistency
Liveability	A city for people <i>Communities are healthy, resilient and socially connected (Objective 7)</i>	The Planning Proposal promotes a healthy community by providing for additional housing in a walkable residential neighbourhood in close proximity to recreational opportunities at Granville Park. The Planning Proposal also provides for new accommodation for the Missionary Sisters, a long-standing positive social presence in the neighbourhood.
	Housing the city <i>Greater housing supply (Objective 10)</i> <i>Housing is more diverse and affordable (Objective 11)</i>	The Planning Proposal provides for seven new townhouse dwellings and an enlarged convent with additional bedrooms, which will contribute to local housing supply and diversity. The Planning Proposal provides for a combination of convent rooms and townhouse dwellings and will contribute to the diversity and affordability of housing in the area.
Productivity	A well-connected city Integrated land use and transport creates walkable and 30-minute cities (Objective 14)	The Planning Proposal supports this objective by placing new housing in a location less than 30 minutes by public transport from the jobs and services and in Parramatta CBD.
Sustainability	A city in its landscape Urban tree canopy cover is increased (Objective 30)	The Planning Proposal facilitates redevelopment of the site including increased landscaping and tree canopy cover.

Central City District Plan 2018

The 'District Plan' supports the Region Plan and sets out a 20-year vision to guide the growth of the District within the context of Greater Sydney's three cities. The District Plan sets out a number of planning priorities structured around the Region Plan's four key themes. The Planning Proposal's consistency with this Plan is discussed in Table 3 below.

Table 3 – Consistency with Central City District Plan		
Theme	Priority	Consistency
Liveability	<i>Fostering healthy, creative, culturally rich and socially connected communities (Priority C4)</i>	The Planning Proposal promotes a healthy community by providing for additional housing in a walkable residential neighbourhood in close proximity to recreational opportunities at Granville Park. The Planning Proposal will also provide for new accommodation for the Missionary Sisters, a long-standing positive presence in the neighbourhood.
	<i>Providing housing supply, choice and affordability, with access to jobs and services (Priority C5)</i>	The Planning Proposal provides for additional dwellings in close proximity to a large range of employment and services in Parramatta CBD.
	<i>Creating and renewing great places and local centres, and respecting the District's heritage (Priority C6)</i>	The Planning Proposal facilitates redevelopment of an existing urban site including communal open space areas, presenting opportunities for social interaction.
Productivity	<i>Delivering integrated land use and transport planning and a 30-minute city (Priority C9)</i>	The Planning Proposal supports this priority by placing housing in a location less than 30 minutes by public transport (bus) from Parramatta CBD.
Sustainability	<i>Increasing urban tree canopy cover and delivering Green Grid connections (Priority C16)</i>	The Planning Proposal facilitates redevelopment of the site including increased landscaping and tree canopy cover.

Q4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

The Planning Proposal is consistent with the relevant local strategies, as discussed below:

Draft Cumberland 2030: Our Local Strategic Planning Statement

Draft Cumberland 2030: Our Local Strategic Planning Statement (attachment 3) was endorsed by Council in June 2019 and is on public exhibition from 1 July 2019 to 30 August 2019. This document sets the vision for Cumberland local government area over the next 10 years, providing strategic direction and a coordinated approach to effectively manage growth and development in the area. The Draft Statement identifies Woodville Road Corridor as a strategic corridor that provides strategic land use opportunities for housing and jobs, supported by government investment.

Draft Woodville Road Planning Strategy 2015

The Planning Proposal is consistent with, and provides an appropriate response to, the draft *Woodville Road Planning Strategy* (attachment 4) which was prepared by the former Parramatta City Council in 2015, publicly exhibited in 2016, and then transferred to Cumberland Council as part of the amalgamation process.

On 3 July 2019, Council adopted a three-staged approach for finalising and implementing the draft *Woodville Road Planning Strategy*. The progression of this Planning Proposal was identified as a 'targeted initiative' that Council seeks to pursue in the short term while continuing its longer term strategic planning along the Corridor (attachment 5).

The draft *Woodville Road Planning Strategy* seeks to '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'. For the subject site, along with the majority of lots fronting Woodville Road, the draft strategy recommends R4 High Density Residential zoning, a maximum building height of four to five storeys and a maximum FSR of 1.4:1. The Planning Proposal involves a medium density development that is less intense than that envisioned by the draft Strategy, and consistent with Cumberland Council's planning approach for the corridor.

Cumberland Council Community Strategic Plan 2017-2027

This plan was developed by Cumberland Council in close consultation with the Cumberland community. It identifies the community's vision for the future, the strategies in place to achieve it, and how progress towards or away from the vision will be measured. The plan identifies six strategic goals and a number of accompanying outcomes, activities and measures. The Planning Proposal is considered to be broadly consistent with the plan as outlined in the table below.

Table 4 – Cumberland Council Community Strategic Plan 2017-2027

Strategic Goal	Outcome	Consistency
A great place to live	We live healthy and active lifestyles	The Planning Proposal provides for additional housing in a walkable residential neighbourhood with easy access to the recreational facilities at Granville Park.
A safe, accessible community	We feel safe in all areas of Cumberland at all times	The Planning Proposal facilitates new development that incorporates the principles of CPTED.
	We have equal access to local services and facilities	The subject site is located in an area where new residents can either walk or take public transport to local services and facilities, including those in Granville centre and Parramatta CBD.
A clean and green community	We value the environment and have measures in place to protect it	The Planning Proposal facilitates new development with appropriate environmental safeguards, such as stormwater management.
A strong local economy	We have access to jobs locally and in our region	The Planning Proposal places additional housing in close proximity to job opportunities in the local community of Granville and nearby Parramatta CBD.
	We have access to great local education and care services	The Planning Proposal places additional housing in close proximity to a range of education facilities in the area, including Holy Trinity Primary School, Delaney College and TAFE Granville.
A resilient built economy	Our planning decisions and controls ensure the community benefits from development	The Planning Proposal seeks to facilitate the desired redevelopment through the appropriate planning pathway and seeks to align with the strategic vision for the area.
	We have a range of transport options that connect our town centres and to wider Sydney	The Planning Proposal seeks to place additional housing in a location serviced by bus transport.
Transparent and accountable leadership	Decision making is transparent, accountable and based on community engagement	The Planning Proposal will be publicly exhibited in accordance statutory requirements.

Q5. Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?

The Planning Proposal is consistent with all relevant State Environmental Planning Policies (SEPPs) as outlined in the table below.

Table 5 – Consistency with State Environmental Planning Policies	
SEPP	Comment
<i>Urban Consolidation - Redevelopment of Urban Land (SEPP 32)</i>	The proposal is an example of infill development and provides for multiple uses on site. The proposal meets the aims and objectives of this SEPP.
<i>Remediation of Land (SEPP 55)</i>	A Preliminary Site Investigation has been prepared for the site (submitted under separate cover). The investigation concludes that the site is suitable for the proposed land uses.
<i>Affordable Housing – Revised Schemes (SEPP 70)</i>	The proposal does not affect the schemes within this SEPP, nor does it propose any new scheme for affordable housing that would need to be included in this SEPP. The Planning Proposal is consistent with the objectives of this SEPP.
<i>Affordable Rental Housing SEPP 2009</i>	The proposal does not inhibit any operations of this SEPP.
<i>Building Sustainability Index (BASIX) 2004</i>	The proposal does not inhibit any operations of this SEPP. Any future development application for residential uses at the site would be accompanied by a BASIX certificate.
<i>Exempt and Complying Development Codes SEPP 2008</i>	The proposal does not inhibit any operations of this SEPP.
<i>Housing for Seniors or People with a Disability SEPP 2004</i>	The proposal does not inhibit any operations of this SEPP.
<i>Major Development SEPP 2005</i>	The proposal does not inhibit the operations of the former Part 3A provisions or the replacement measures.
<i>Native Vegetation in Non-rural Areas SEPP 2017</i>	The site is already developed and does not contain significant trees or vegetation. Suitable landscaping will be required at development application stage.

Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s. 117 directions)?

The Planning Proposal is consistent with all applicable Ministerial Directions under the previous Section 117 of the EP&A Act (now Section 9.1) as outlined in the table below.

Table 6 – Section 117 Ministerial Directions		
Clause	Direction	Comment
3. Housing, Infrastructure and Urban Development		
3.1	<i>Residential Zones</i>	The proposal allows for a range of dwelling types, consistent with the existing trends and market demands.
3.4	<i>Integrating Land Use and Transport</i>	The proposal is consistent with this direction in that it increases residential density in a location close to public transport.
4. Hazard and Risk		
4.1	<i>Acid Sulfate Soils</i>	There is a low probability of acid sulfate soils in the immediate vicinity of the site. Based on the Acid Sulfate Soils Map in Parramatta LEP 2011, the site contains Class 5 Acid Sulfate Soils. For further detail, refer to the Phase 1 Environmental Site Assessment submitted under separate cover.
6 Local Plan Making		
6.1	<i>Approval and Referral Requirements</i>	The proposal does not include consultation, referral or concurrence provisions, nor does it identify development as designated development.
6.2	<i>Reserving Land for Public Purposes</i>	The proposal does not contain any land that has been reserved for a public purpose, and no requests have been made to reserve such land.
6.3	<i>Site Specific Provisions</i>	The Planning Proposal does not impose any unnecessarily restrictive site-specific controls.
7 Metropolitan Planning		
7.1	<i>Implementation of A Plan for Growing Sydney</i>	As demonstrated in Table 3 above, the proposal is consistent with the planning principles, directions and priorities for subregions, strategic centres and transport gateways in the Greater Sydney Region Plan, which has replaced A Plan for Growing Sydney as Sydney's overarching metropolitan strategy.

Section C—Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

There are no critical habitat or threatened species, populations or ecological communities, or their habitats on or around the site that would be affected by this Planning Proposal.

Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

Traffic and transport

The Planning Proposal is supported by a Traffic Report (attachment 6) which indicates that the nature and scale of development envisioned for the site by the Proponent is likely to have only a minimal impact on the operation of the surrounding road network and that the parking and access arrangement proposed by the Proponent are acceptable.

Urban design and built form

The Planning proposal is supported by an Urban Design Report (attachment 7) which gives an indication of the Proponent's vision for the site and the type of development that might be achieved as a result of the proposed LEP amendments. An indicative site plan and select 3D perspectives from the Urban Design Study are shown in Figure 7 to Figure 10 below.

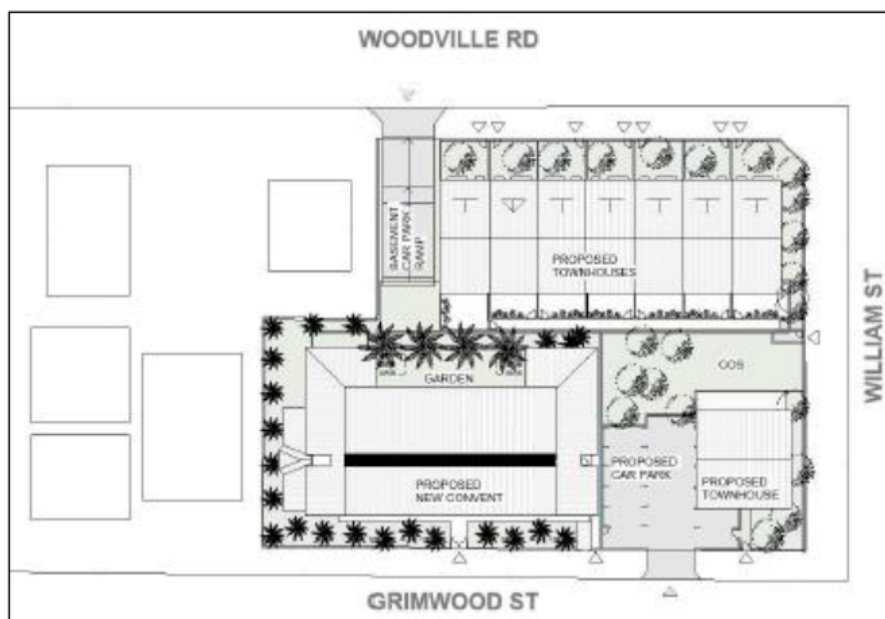


Figure 4: Indicative site plan

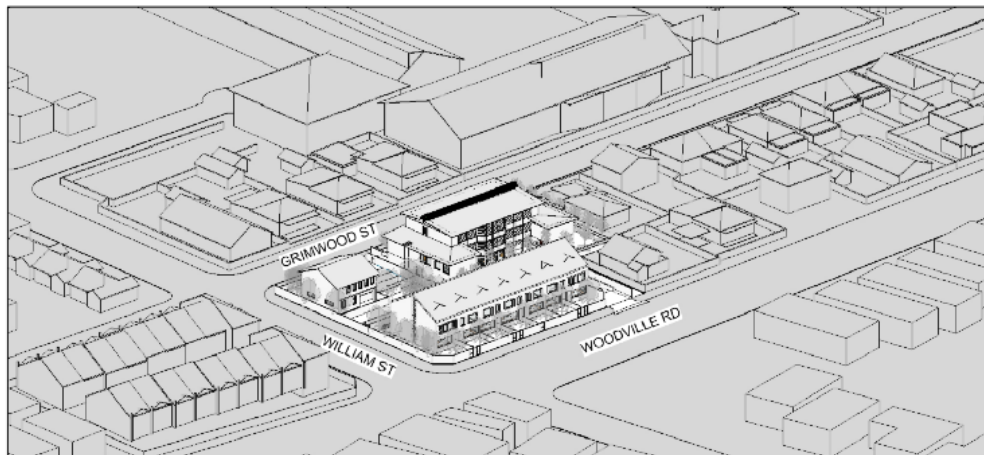


Figure 5 – Indicative 3D perspective (from northeast)



Figure 6 – Indicative 3D perspective (looking north along Woodville Road)

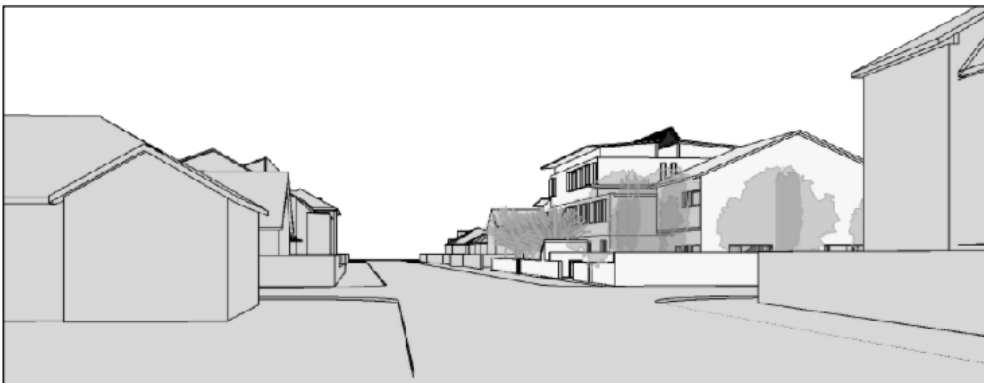


Figure 7 – Indicative 3D perspective (looking north along Grimwood Street)

Overshadowing

The Urban Design Study (attachment 7) contains shadow diagrams which give an indication of the nature and extent of overshadowing associated with the Proponent's indicative development concept for the site. Based on these drawings, the subject site and surrounding sites would maintain a reasonable level of solar access. The shadow diagrams show that, under the proposed height and floor space ratio controls, at 9am in mid-winter, there would be some overshadowing to the front yard and front façade of the proposed townhouse development to the south, decreasing by 11am and ceases by approximately 12pm, having moved into the William Street reserve. During the mid-winter afternoon hours, the likely/anticipated overshadowing would be contained within the Woodville Road reserve.

Land contamination

The Planning Proposal is supported by a Phase 1 Environmental Site Assessment Report (attachment 8) which confirms that the site is unlikely to be affected by land contamination and, on that basis, is suitable for the proposed R3 Medium Density Residential zoning.

Heritage

The site is located in close proximity to a number of heritage items, as showing in Figure 11. These items include Holy Trinity Church Group at 40 Grimwood Street and semi-detached cottages at 43-45 Grimwood Street. Any future application to redevelop the site will be subject to a merit assessment which will consider any potential impacts on surrounding heritage items.

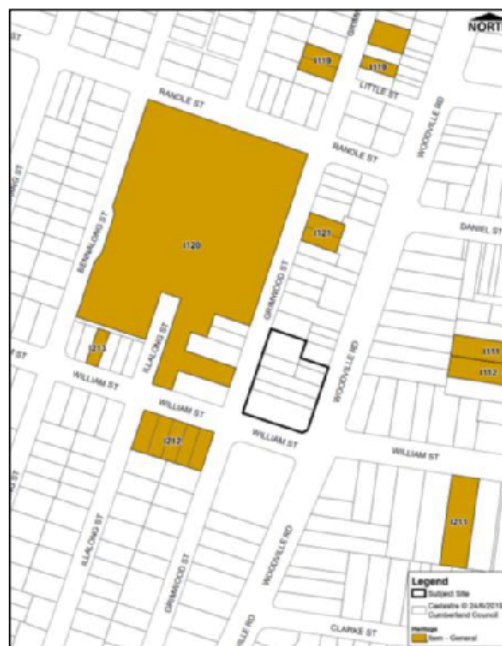


Figure 8: Location of nearby heritage items

Q9. Has the Planning Proposal adequately addressed any social and economic effects?**Social effects**

The Planning Proposal is supported by a Social Impact Assessment (attachment 9) which concludes that.

- The proposal will have neutral to positive social impacts on existing and incoming residents. Positive impacts include increased quality and diversity of housing in close proximity to public transport and local services, including townhouses with 3 bedrooms corresponding to the larger average household size in the area.
- There are opportunities to enhance this positive impact by providing at least one townhouse as affordable rental housing in line with Council's *Interim Affordable Housing Policy* and the Greater Sydney Commission's target of 5-10% of new dwellings dedicated for very low and low income households.
- Potential negative impacts include a reduced amount of open space on site, as there is currently a large mature garden and vegetable patch which contribute to the quality of life of existing residents. The proposal indicates potential inclusion of approximately 200m² of communal open space and additional private gardens, which will help mitigate this impact if well-designed with quality garden and seating areas. The vegetable patch could be relocated to the communal open space to provide more solar access (necessary for growing vegetables) and opportunities for social connections between residents.
- There are minimal forecast social impacts on the local community, however the reduced amount of open space on site (including the large trees which green the street and the vegetable patch which provides visual interest), as well as the proposed medium-density townhouses will contribute to the changing character of the local area. However, this is consistent with a general trend towards more medium-density dwellings in Granville and on surrounding streets. The design of the buildings and gardens should respond to the neighbouring older worker's cottage style buildings and could incorporate references to the architecture of the neighbouring church buildings and existing convent.

Economic effects

The Planning Proposal seeks to facilitate redevelopment of the site which is likely to generate some level of economic activity during the construction phase. The Planning Proposal would also contribute to the growth of the metropolitan centre of Parramatta CBD by placing residents in a commutable distance of the CBD (less than 30 minutes by bus).

Section D—State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the Planning Proposal?

The site is located in an established residential area, serviced by all essential services and infrastructure. Given that the Proponent is seeking to expand the convent and provide additional housing on site, certain infrastructure may be required to be upgraded. This will be a matter for consideration and will be addressed as part of the development application stage in consultation with the relevant authorities.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

At this stage, the views of appropriate State and Commonwealth public authorities have not been obtained. This is expected to occur following Gateway determination, as part of the statutory consultation phase.

Part 4: Mapping

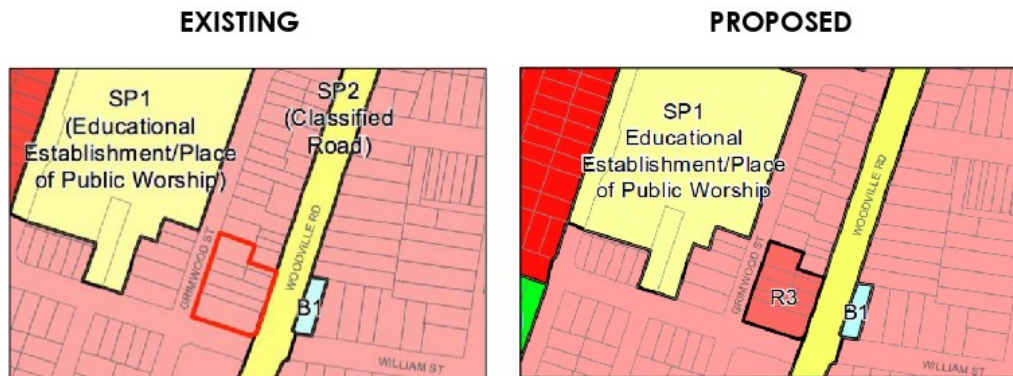


Figure 9 – Proposed changes to Lane Zone mapping



Figure 10 – Proposed changes to Height of Building mapping



Figure 11 – Proposed changes to Floor Space Ratio mapping

Part 5: Community Consultation

Community consultation would take place following a Gateway determination, in accordance with Section 3.34 and Clause 4 of Schedule 1 of the EP&A Act. It is anticipated that public exhibition would include:

- A 28 day exhibition period
- Notification on the Cumberland Council website
- Advertisement in local newspapers that are circulated within the local government area
- Notification in writing to adjoining landowners, neighbours, state agencies and other relevant stakeholders.

Part 6: Project timeline

It is estimated that the Planning Proposal will be finalised within 12 months, as outlined in Table 4 below.

Table 4 – Project timeline	
Milestone	Estimated timeframe
Gateway request	Mid-July 2019
Gateway Determination	October 2019
Community & public authority consultation	November 2019
Consideration of submissions	January 2020
Post exhibition report to Cumberland LPP/Council	February/March 2020
Drafting and finalisation of the Plan	April 2020
Notification of the Plan	June 2020

Item No: C12/19-303

PROPOSED MISCELLANEOUS PLANNING CONTROLS FOR INCLUSION IN THE NEW CUMBERLAND DEVELOPMENT CONTROL PLAN

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: S-5750-01
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

The preparation of a new Cumberland Development Control Plan (DCP) is underway, with the focus on harmonising the planning controls of the three DCPs in operation across Cumberland into a single set of detailed planning controls under a comprehensive DCP.

This report outlines planning controls which will be covered by the miscellaneous controls part of the new Cumberland DCP. It recommends that Council endorse the planning approach for miscellaneous development controls in the Cumberland area. This information will be included in the draft new Cumberland DCP that is currently being prepared.

RECOMMENDATION

That Council:

- 1. Endorse the planning approach for miscellaneous development controls in the Cumberland area, as provided in Attachment 1; and**
- 2. Note that the above items will be included in the draft Cumberland Development Control Plan.**

REPORT

Background

Cumberland Council is currently operating under three separate sets of planning controls, known as Development Control Plans (DCP), which are available on Council's website. The current approach does not provide an integrated planning framework for the Cumberland area, with inconsistent planning controls in place, and is not aligned to current strategic plans and policies from Council and the NSW Government.

New Cumberland Development Control Plan (DCP)

The preparation of a new Cumberland DCP will complement the work being undertaken on the new Cumberland LEP, by providing more detailed planning controls for development in the area. This report focuses on proposed miscellaneous controls within the new Cumberland DCP, as shown in Figure 1.

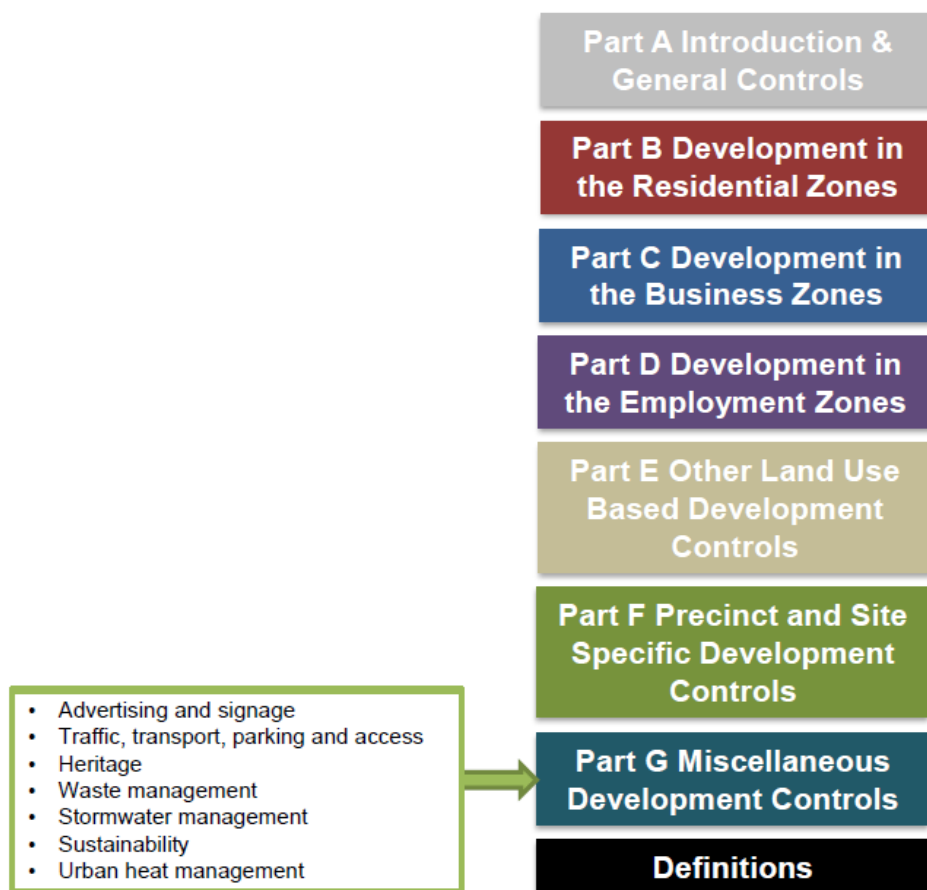


Figure 1: Proposed Planning Controls Covered in Council Report

Part G – Miscellaneous Development Controls

This part of the DCP contains relevant controls that can apply to all development types in any given zone, including residential, business and employment.

The DCP provides guidance and detailed design controls on a range of matters, including:

- Advertising and signage
- Traffic, transport, access and parking
- Heritage

- Waste management
- Stormwater management
- Sustainability
- Urban heat management

The DCP controls address a range of general and locally specific matters that are not covered by mandatory provisions in relevant SEPPs, Acts, Codes and/or Guidelines (e.g. State Environmental Planning Policy [SEPP] No 64 —Advertising and Signage, SEPP Building Sustainability Index [BASIX], RMS Guide to Traffic Generating Development and Protection of the *Environment Operations Act 1997*, and *NSW Biodiversity Conservation Act 2016*).

The DCP review will result in consistent controls applied across Cumberland. This report recommends that Council adopt the planning approach to these parts as outlined in Attachment 1.

Next Steps

Subject to endorsement, the proposed planning controls will be included in the draft Cumberland DCP. The draft new Cumberland DCP will be provided for consideration by Council in late 2019 or early 2020 prior to proceeding to public exhibition.

COMMUNITY ENGAGEMENT

Consultation will be undertaken on the draft new Cumberland DCP, and this is anticipated to occur in early 2020.

POLICY IMPLICATIONS

The preparation of the Cumberland DCP supports the new Cumberland Local Environmental Plan, which is required under the *Environmental Planning and Assessment Act 1979*. The Cumberland DCP will also align with the strategic directions outlined in Council's Community Strategic Plan and Cumberland 2030: Our Local Strategic Planning Statement.

RISK IMPLICATIONS

The preparation of a new Cumberland DCP is designed to align with the milestones on work for the new Cumberland Local Environmental Plan, which is required to be completed by mid-2020. The release of funds from the grant is also linked to these milestones. Endorsement of the proposed planning controls will assist Council in meeting these milestones.


FINANCIAL IMPLICATIONS

Work undertaken on the Cumberland DCP, including analysis, document preparation and planned community consultation activities, will be funded from the accelerated Local Environmental Plan Funding Grant provided by the NSW Government.

CONCLUSION

The preparation of a new Cumberland Development Control Plan (DCP) is underway. This report outlines some of the proposed planning controls to be included in the new Cumberland DCP. It recommends that Council endorse the planning approach for miscellaneous development controls in the Cumberland area. This information will be included in the draft Cumberland DCP that is currently being prepared.

ATTACHMENTS

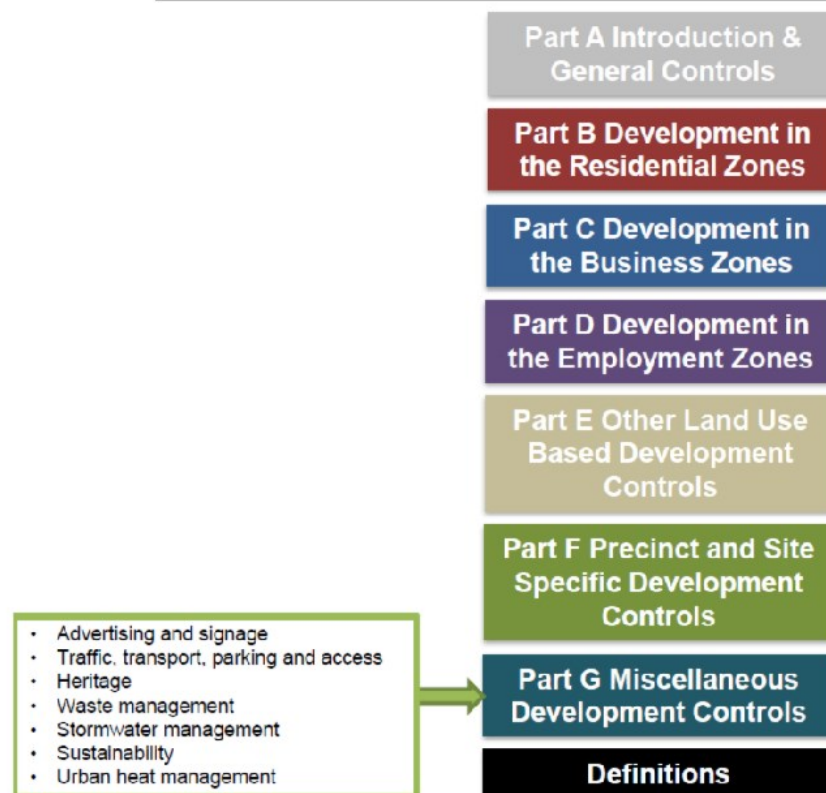
1. Proposed Miscellaneous Planning Controls [↓](#) 

**DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-303**

**Attachment 1
Proposed Miscellaneous Planning
Controls**



Cumberland Development Control Plan





Part G

Miscellaneous Controls

Advertising and signage

Recommendation:

- Adopt SEPP 64 and Codes SEPP as baseline requirements.
- Align with Council's Large Advertising Display Signs Policy.
- Specific DCP controls on undesirable signs, language on signs, illumination of signs, number and size of signs, and signage on heritage items and properties.

Current position

- There is very little consistency between the signage controls of the three DCPs.
- Auburn defers all controls bar one (language of signage) to SEPP 64. Parramatta provides 'guidelines' and Holroyd provides actual controls with neither referencing SEPP 64. All three DCPs include additional controls, but no additional control topic is addressed across all three DCPs
- Limited distinction between what 'advertising' signage and 'signage' is within the three DCPs.

Key considerations

- Role of existing State and local planning policies.
- The need for signs to advertise a business or service to prospective customers, to assist in finding a business and the visual impact of signs.



Part G

Miscellaneous Controls

Advertising and signage

Mandated requirements

- SEPP (*Exempt and Complying Development Codes*) 2008 (Codes SEPP). Outlines the types of advertising and signage that is exempt development.
- SEPP 64 *Advertising and Signage*. Applies to all signage that can displayed is visible from any public place or reserve. Predominately applies to advertising signage and is relatively specific. Schedule 1 of this SEPP provides for assessing signs.
- Council's Large Advertising Display Signs Policy.

Additional provisions in DCP

- Undesirable signs
- Language on signs
- Illumination of signs
- Number and size of signs on each individual building or business
- Signage on heritage items and properties



Part G

Miscellaneous Controls

Traffic, transport, access and parking

Recommendation:

- Adopt Australian Standards, Austroads Guide and relevant SEPPs where applicable for traffic, transport, access and parking.
- Specific DCP controls on car parking rates and bicycle parking and facilities.
- Guidance in DCP on emerging issues, including transport management plans, access considerations, active transport, car share schemes and electric vehicle charging points.

Current position

- There are variations in controls on traffic, transport, access and parking between the DCPs.
- All DCPs provide car parking rates for various land uses.
- Some of the DCPs provide controls related to other areas, such as bicycle parking.

Key considerations

- Consistency of DCP controls across Cumberland.
- Effectiveness of planning controls from previous approvals.
- Community feedback on planning controls and development applications.
- Emerging issues and trends.



Part G

Miscellaneous Controls

Traffic, transport, access and parking

Mandated requirements

- SEPPs (Infrastructure SEPP 2007; SEPPs relating to development types eg affordable rental housing; SEPP 65 Residential apartment Developments; Housing for Seniors or People with a Disability)
- Australian Standards and Austroads addressing parking technical requirements, road design and traffic management
- RMS Guide to Traffic Generating Development
- Australian Standard (AS) 2890.3 Parking Facilities - Part 3 Bicycle Parking
- Cycling Aspects of Austroads Guides (2014)

Additional provisions in DCP

- Parking rates (cars, bicycles)
- Traffic and transport management plans
- Access considerations
- Active transport
- Car share schemes
- Electric vehicle charging points



Part G

Miscellaneous Controls

Traffic, transport, access and parking

Development type		Recommended car parking rate	Recommended bicycle parking rate
Residential flat buildings	<ul style="list-style-type: none"> - 1-2 bedrooms - 3 or more bedrooms - Visitor parking 	<ul style="list-style-type: none"> - 1 per dwelling - 1.5 per dwelling - 0.25 per dwelling 	1 per 3 flats – all dwelling sizes
Other residential	Boarding houses	0.5 per room (ARHSEPP)	1 per 5 rooms (ARHSEPP)
Commercial: business & office	General	1 per 40m ² GFA	Staff: 1 space per 10 employees Visitor: 1 space per 750 m ² over 1000 m ²
Commercial: retail	- General	<ul style="list-style-type: none"> - 1 per 50m² in B4 zone - 1 per 40m² GFA in all other zones 	Staff: 1 per 10 employees Visitor: 1 per 500 m ² over 1000 m ²
	- Food & drink premises	<ul style="list-style-type: none"> - 1 per 25m² GFA (within town centre) - 1 per 7 m² GFA (outside town centre) <p>Or Apply RMS rates 15 per 100m² GFA (if total GFA is >100m², or 1 per 3 seats (if total is GFA <100m²) Context dependent</p>	Staff: 1 per 10 employees Visitor: 2
Health consulting room		3 per consulting room	Staff: 1 per 8 practitioners Visitor: 1 per 4 practitioners



Part G Miscellaneous Controls

Traffic, transport, access and parking

Development type		Recommended car parking rate	Recommended bicycle parking rate
Industrial	- General	- No control	- No control
	- Factories	- Adopt RMS standard: 1.3 per 100m ² GFA	- 1 per 1000 m ² GFA
	- Warehouses	- Adopt RMS standard: 1 per 300m ² GFA	- 1 per 1000 m ² GFA
Sex service premises		1.5 per service room	NA
Vehicle repair stations		3 per work bay 1 per 40m ² GFA of office	NA
Places of public worship**		** Rates will be discussed in a subsequent Council report	** Rates discussed in subsequent Council report
Centre based child care		Within 800 metres of a train station or 400 metres high frequency bus service: • 1 per 10 children • 1 per 2 staff. In all other areas: 1 per 4 children; and 1 per 1 staff	Merit based assessment as per Child Care Planning Guide
Recreation facility (indoor) gymnasium		Apply RMS rates: Within centre: 3 per 100m ² GFA Outside centre: 4.5 to 7.5 per 100m ² GFA or Traffic study if required.	Staff: 1 per 4 employees Visitor: 1 per 200 m ² GFA



Part G

Miscellaneous Development Controls

Heritage

Recommendation:

- General heritage principles and controls included in DCP, providing a consistent approach across Cumberland.
- Carryover of site and/or precinct specific heritage controls into new DCP.

Current position

- The Holroyd and Parramatta DCPs contain general principles and controls for heritage.
- The Parramatta DCP is more detailed within the general controls, provides specific principles and controls for conservation areas, and also addresses aboriginal heritage.
- The Auburn DCP does not have general controls for heritage; however heritage controls are provided in respect of the former Lidcombe Hospital Site.
- The Holroyd DCP also has specific controls for precincts and sites with heritage values.

Key considerations

- Aboriginal cultural heritage of NSW is currently protected under the *National Parks and Wildlife Act 1974* and the *Heritage Act 1977* and places are registered on the Aboriginal Heritage Information Management System (AHIMS). The regulatory approach is under review and a new Bill has undergone consultation.
- The Cumberland LGA Heritage Study is in progress and may make recommendations that could be addressed and incorporated as a later amendment to the Cumberland DCP.



Part G

Miscellaneous Development Controls

Heritage

Mandated requirements

- Meets requirements of *Heritage Act 1977* relating to items of State Heritage.
- Meets requirements of and supports the Local Environmental Plan relating to clause 5.10 and schedule 5.
- Meets requirements of *National Parks and Wildlife Act 1974* Part 6 relating to aboriginal objects and places.

Additional provisions in DCP

- General objectives and controls for items of local heritage.
- Detailed guidance on and inform development within heritage conservation areas.
- Retain site specific controls for large redevelopment sites.



Part G

Miscellaneous development controls

Waste management

Recommendation:

- Controls to be in line with the NSW EPA *Better Practice Guide for Resource Recovery in Residential Developments*, including residential and commercial waste, recycling generation rates and for collection area vehicle requirements.
- Carry over Auburn and Holroyd DCP waste bin arrangements.

Current position

- Holroyd DCP waste management objectives slightly different to Auburn and Parramatta.
- The existing DCPs are not in line with NSW EPA *Better Practice Guide for Resource Recovery in Residential Developments*.

Key considerations

- To incorporate applicable information and align controls with the NSW EPA *Better Practice Guide for Resource Recovery in Residential Developments*.
- To ensure consistent and accurate terminology in the Waste and Resource Recovery Development Controls is in line with NSW EPA *Better Practice Guide for Resource Recovery in Residential Developments* and mandated development controls.



Part G

Miscellaneous development controls

Waste management

Mandated development controls

- *Waste Avoidance and Resource Recovery Act 2001* (WARR Act) provides a high-level framework demonstrating the long-term direction, priorities; and role of Local Government in achieving these priorities
- *Protection of Environment Operations (Waste) Regulation 2014* outlines waste facility requirements
- Council's adopted *Waste and Resource Recovery Strategy 2018-2023* provides strategic approach to waste management that supports the community to reduce waste
- *Western Sydney Regional Waste Avoidance and Resource Recovery Strategy 2017-2020* provides guidance on how to implement aims of the WARR Act

Additional provisions in DCP

- NSW EPA *Better Practice Guide for Resource Recovery in Residential Developments*
- Waste bin arrangements



Part G Miscellaneous Controls

Stormwater management

Auburn DCP

Contents

- 1.0 Introduction
- 2.0 Property drainage
- 3.0 Disposal of stormwater from site
- 4.0 Council drainage system
- 5.0 On-site detention
- 6.0 Flood risk management
- 7.0 Rainwater reuse
- 8.0 Erosion and sediment control
- 9.0 Submission requirements

Holroyd DCP

- 7. Stormwater Management
 - 7.1. Roof and Surface Water
 - 7.2. Stormwater Drainage- Acceptable Systems
 - 7.3. Stormwater Drainage- Technical
 - 7.4. Easements
 - 7.5. Water Sensitive Urban Design (WSUD)
- 8. Flood Prone Land
 - 8.1. Assessment: Three Step Process and Merit Based Approach
 - 8.2. Additional Information Required
 - 8.3. Land Use Categories
 - 8.4. Flood Risk Precincts
 - 8.5. Broad Considerations for Development on Flood Prone Land
 - 8.6. Significant Development on Flood Prone Land
 - 8.7. Minor Alterations and Additions
 - 8.8. Fences and Public Domain Works

Parramatta DCP

2.4.2 Water Management

- 2.4.2.1 Flooding
- 2.4.2.2 Protection of waterways
- 2.4.2.3 Protection of Groundwater

2.4.3 Soil Management

- 2.4.3.1 Sedimentation
- 2.4.3.3 salinity

3.3.6 Water Sensitive Urban Design

- 3.3.6.1 Stormwater drainage
- 3.3.6.2 Water efficiency
- 3.3.6.3 Grey Water



Part G

Miscellaneous Controls

Stormwater management

Recommendation:

- Adopt the BASIX SEPP and new Cumberland LEP provisions where applicable for stormwater related items.
- Consistent and appropriately detailed DCP controls for flooding, stormwater management, Water Sensitive Urban Design (WSUD), erosion and sediment control

Current position

- Stormwater related items covered in three DCPs
- Similarities in controls for flood risk management and stormwater management
- Differences in content and technical specifications for some items (eg. easements)

Key considerations

- Consistency of DCP controls across Cumberland
- Consistency of stormwater controls with other DCP controls and BASIX
- Emerging issues and trends



Part G

Miscellaneous Controls

Stormwater management

Mandated requirements

- BASIX SEPP
- Floodplain Development Manual and Floodplain Risk Management Guidelines
- Australian Standards

Additional provisions in DCP

- Flood risk management/flood prone land/protection of waterways
- Stormwater management (treatment and drainage)
- Water Sensitive Urban Design (WSUD)
- Erosion and sediment control



Part G

Miscellaneous Controls

Sustainability

Recommendation:

- Adopt relevant SEPPs and guidelines where applicable for sustainability.
- Specific DCP controls and/or guidance on biodiversity, public open space and public domain, energy efficiency and environmental impact management.

Current position

- There are variations in controls on sustainability items between the DCPs.
- Range on content between the DCPs on sustainability related items, including biodiversity, open space and public domain, energy efficiency and environmental impact management (air quality, water quality, noise and light spill)

Key considerations

- Alignment with State and local strategies and policies.
- Consistency of DCP controls across Cumberland.
- Effectiveness of planning controls from previous approvals.
- Community feedback on planning controls and development applications.
- Emerging issues and trends.



Part G Miscellaneous Controls

Sustainability

Mandated requirements

- SEPPs including SEPP Building Sustainability Index: BASIX; SEPP 19 Bushland in Urban Areas; SEPP 65 Design Quality of Residential Apartment Development and associated Apartment Design Guidelines; SEPP Coastal Management 2018
- NSW Biodiversity Conservation Act 2016 requires Council to consider the impact of development on threatened species (biodiversity assessment)
- Protection of the Environment Operations Act 1997 and associated Clean Air Regulations regulate emissions and pollution from various sources including industry
- New Cumberland LEP provisions on sustainability items
- Cumberland Biodiversity Strategy 2019

Additional provisions in DCP

- Biodiversity (flora and fauna)
- Public open space and public domain (minimum sunlight access to parks and other public places, minimum distances for buildings to certain public places to provide a buffer)
- Energy efficiency
- Environmental impact management (air quality, water quality, hazards, bushfire, noise, light spill)



Part G

Miscellaneous development controls

Urban heat management

Recommendation:

- Include design feature requirements for identified residential and non-residential development to redress some of the “heat island effect” outlined in WSROC’s *Turn Down the Heat Strategy & Action Plan 2018*.
- Certain % of total site area to consist of one or a combination of vegetation, green roofs, high solar reflectance index, and other design features to help reduce heat load (controls to work in conjunction with other DCP controls eg minimum landscaped area).

Current position

- Council does not currently have controls relating specifically to urban heat management.
- The Apartment Design Guide (ADG) includes requirements that are relevant to managing urban heat for those building types.

Key considerations

- Provisions for urban heat management in draft Cumberland LEP.
- DCP controls for heat management not to conflict with other DCP controls, ADG, or Building Code of Australia
- Council has collaborated with Western Sydney University (WSU) to produce “*Benchmarking Heat Across Cumberland Council*” Report, which shows need for better designed buildings to deal with extreme heat across the LGA.

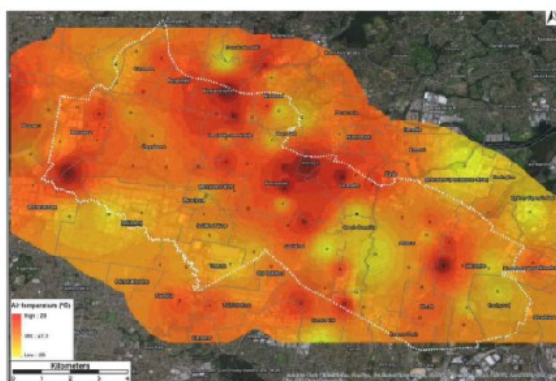


Part G Miscellaneous development controls

Urban heat management

Mandated development controls

- Apartment Design Guide
- BASIX SEPP / BASIX certification



Mean daytime air temperatures in February 2019 across Cumberland LGA

(source: figure 17 - Benchmarking Heat Across Cumberland
Council report (WSU 2019))

Additional provisions in DCP

- *Building performance:* Green Star Design and As Built Guidelines V1.2 developed by Green Building Council of Australia
- Controls to *manage urban heat* in development types other than those covered by the ADG, covering residential and non-residential development

Item No: C12/19-304

OPEN SPACE ACQUISITION REVIEW - 74, 76 AND 78 JOHN STREET LIDCOMBE

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: P1940074
Community Strategic Plan Goal: *A great place to live*

SUMMARY

This report seeks approval from Council to remove the properties located at 74, 76 and 78 John Street, Lidcombe from Council's open space acquisition list as determined by the *Auburn Local Environmental Plan 2010*.

RECOMMENDATION

That Council:

- 1. Not proceed with the acquisitions of 74, 76 and 78 John Street, Lidcombe for local open space as stipulated under the *Auburn Local Environmental Plan 2010*.**
- 2. Remove 74, 76 and 78 John Street, Lidcombe from the Land Reservation Acquisition Map as stipulated under the *Auburn Local Environmental Plan 2010*.**
- 3. Provide the owners with a written undertaking to remove the relevant reservations in accordance with Part 2 Division 3 Section 27 (b) of the *Land Acquisition (Just Terms Compensation) Act 1991*.**
- 4. Prepare a planning proposal for the properties to be rezoned for residential purposes, consistent with their current built form, and that the planning proposal be submitted the Department of Planning, Industry and Environment for a Gateway Determination.**
- 5. Reallocate identified local infrastructure contribution funding for the properties towards the provision of open space in the local area.**

REPORT

Context

The *Auburn Local Environmental Plan (2010)* identifies 74, 76 and 78 John Street Lidcombe (properties), as land parcels which are to be acquired to increase the provision of local open space within the Lidcombe North precinct, a map of these properties is shown in Attachment 1.

These properties located within the Lidcombe precinct were zoned 6 (a) Public Recreation under the *Auburn Local Environmental Plan 2000 (ALEP, 2000)* which at the time was to enable the former Auburn City Council to acquire the properties for the purpose of increasing the provision of local open space to the community (Attachment 2).

The public recreation zoning was subsequently maintained over the properties when the *Auburn Local Environmental Plan 2010* was gazetted, however instead of the properties being zoned 6 (a) Public Recreation, Council applied a RE1 Public Recreation zoning across the properties.

The former Auburn Council identified these properties for acquisition due to their proximity to Chadwick Reserve which has a small frontage on John Street in Lidcombe. In the context of public open space, Chadwick Reserve is located within the Lidcombe North precinct which contains a small playground and serves as a thoroughfare for pedestrians walking from Olympic Drive through to John Street. Chadwick reserve is located within 100m of Wyatt Park and at present there are no capital works identified for Chadwick Reserve. The acquisition of these properties would increase the size of Chadwick Reserve from 4000m² to approximately 6000m² and increase the John Street frontage of Chadwick Reserve from 40m to approximately 85m.

Current status

Council is now in receipt of formal correspondence from the owners of 74 John Street Lidcombe seeking to have the property acquired or removed from the open space acquisition list (Attachment 3) so that the property can be sold.

In consideration of this request, Council staff have reviewed the strategic open space requirements for the Cumberland Local Government Area as determined by the *Cumberland Open Space and Recreation Strategy 2019 - 2029* which is currently on public exhibition (Attachment 4).

This strategy highlights the current and future strategic open space priorities across the Cumberland Local Government Area, and establishes a minimum open space benchmark for our residents as determined by the World Health Organisation, which recommends in urban infill contexts such as the Cumberland Local Government Area, a minimum of 9m² of open space per person.

Within the Lidcombe North precinct at present, there is currently 27.7m² of open space per person which is anticipated to drop to 15.5m² per person in 2036 according to current population forecasts. Contrasting this position is the burden being placed upon areas such as North Auburn, Pendle Hill, Westmead, Regents Park, Berala, Granville, South Wentworthville and Wentworthville which will drop well below the World Health Organisation benchmark in 2036.

Council is committed to increasing the amount of open space within these precincts. To fulfil these commitments, Council must utilise its limited available funding accordingly. At present, there is a funding allocation of \$1,000,000 to purchase the

properties known as 74, 76 and 78 John Street Lidcombe for public recreation purposes. In addition, the draft Cumberland Local Infrastructure Contributions Plan identifies the collection of funds for open space in this area. At this time, the amount already collected is insufficient to cover the full cost of the acquisition.

Considering the amount of available funds and Council's limitations in generating additional funds for the acquisition of open space, it is recommended that all available funds are prioritised to align with the Cumberland Open Space and Recreation Strategy.

Next Steps

Subject to endorsement by Council, the following actions will be undertaken by council staff:

- Undertake the necessary arrangements to not proceed with the acquisitions, including written advice to the owners and removal from the Land Acquisition Map under the Auburn Local Environmental Plan.
- Prepare a planning proposal for the properties from a public recreation zoning to a residential zoning, with the residential zoning to be based on the low density zoning as per adjoining properties.
- Reallocate the \$1,000,000 already collected and reserved towards the provision of open space in the local area.

COMMUNITY ENGAGEMENT

Should Council support a planning proposal for the site from a public recreation zoning to residential zoning, community consultation will be undertaken following receipt of a Gateway Determination from the Department of Planning, Industry and Environment.

POLICY IMPLICATIONS

Policy implications are outlined in the body of the report.

RISK IMPLICATIONS

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

FINANCIAL IMPLICATIONS



Financial implications are outlined in the body of the report.

CONCLUSION

Council currently has limited funds available to acquire properties for the purpose of increasing public open space. In order to fulfil Council's strategic open space priorities across the Cumberland Local Government Area, Council is required to act strategically and acquire properties within precincts which do not meet the applicable open space benchmarks.

It is recommended that the properties known as 74, 76 and 78 John Street, Lidcombe be removed from Council's open space acquisition list. The removal of these properties will not impact the open space benchmarks for the Lidcombe North precinct as determined by *Council's Open Space and Recreation Strategy 2019 – 2020*.

ATTACHMENTS

1. Map of Properties [!\[\]\(cf5be311f7b2821912d8009884508fa2_img.jpg\)](#) 
2. Letter to Property Owner, dated 23 October 2008 (confidential)
3. Correspondence from current owners of 74 John Street (confidential)
4. Map from Open Space Strategy [!\[\]\(4f49380f3d6bce047bc47b2072cc076f_img.jpg\)](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-304

Attachment 1
Map of Properties

MAP OF 74, 76, 78 JOHN STREET, LIDCOMBE



DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-304

Attachment 4
Map from Open Space Strategy

2016
CURRENT OPEN
SPACE PROVISION

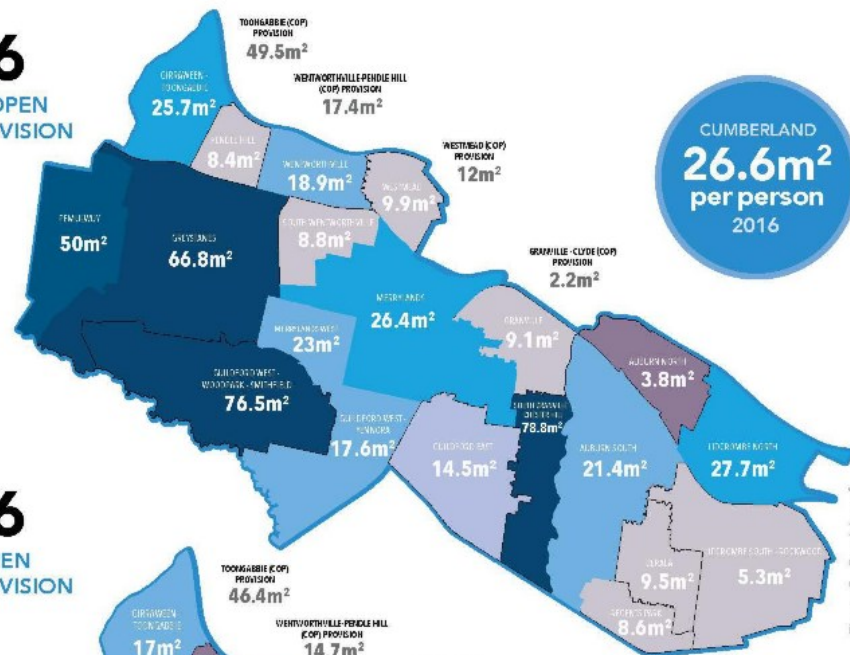


Figure 2 - Provision of open space (2016)

2036
FUTURE OPEN
SPACE PROVISION

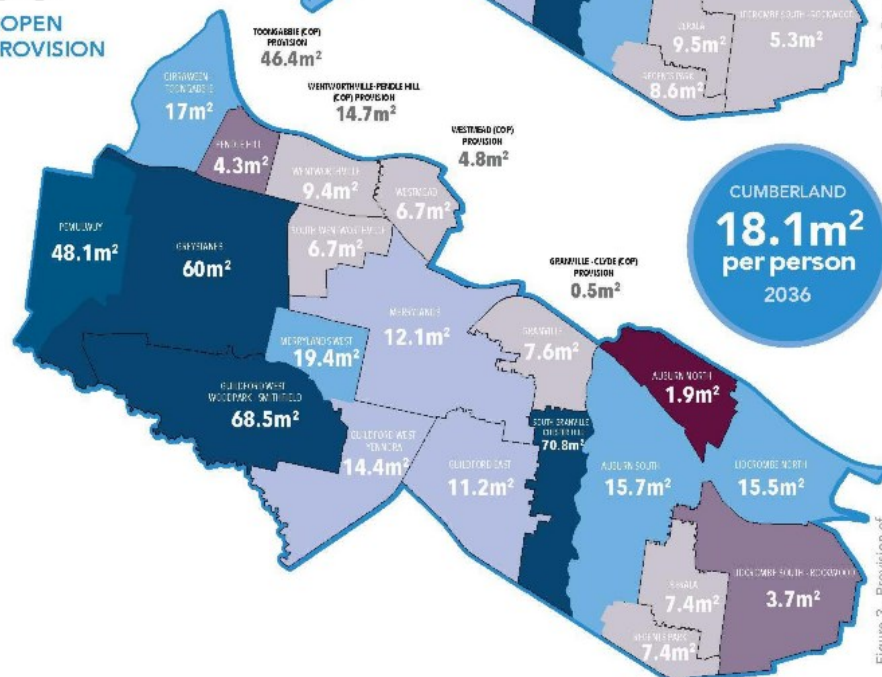


Figure 3 - Provision of open space (2016)

Item No: C12/19-305

RESPONSE TO NOTICE OF MOTION - ANCHOR FEES

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: T-28-02/08
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This report provides a response to the Notice of Motion (C08/19-181, Min.651) considered at Council's meeting of 21 August 2019, seeking a report into comparable costs of Anchor Fees with similar Local Councils.

RECOMMENDATION

That Council:

- 1. Note the information contained within this report; and**
- 2. Implement a reduction to the bond applied to anchor fees as part of the 2020-2021 Schedule of Fees and Charges process, to reflect a \$50,000 flat fee so as to more closely align with the charge applied by other councils.**

REPORT

At Council's meeting of 21 August 2019, Item C08/19-181, Min 651 referred to a Notice of Motion relating to the costs of Anchor Fees contained within the Cumberland Council Pricing Policy - Schedule of Fees and Charges 2019-2020. In considering this item, Council resolved the following:

"That:

- 1. Council investigate the costs of Anchor Fees contained within the Cumberland Council Schedule of Fees and Charges 2019/2020 as compared to other local councils that impose such fees and charges.*
- 2. Council be provided with a report into comparable costs of anchor fees with similar councils.*
- 3. A fair and equitable cost structure be developed for anchors (similar to Burwood or Canada Bay Councils) and provided to Council for comment or otherwise."*

By way of providing background to the current fees applied, a previous survey of other councils was conducted by the former Auburn City Council in 2013. This survey resulted in the base fees being benchmarked against those councils, with CPI then being applied each year. These fees were then adopted by the amalgamated Cumberland Council as they were considered appropriate under a 'substantial cost recovery' model for Council to administer the process.

In relation to the current Notice of Motion, Council Officers have undertaken a further survey of the anchor fees and associated bonds charged by a number of Sydney metropolitan councils as identified in Table 1 below.

Table 1 – Comparison of Anchor Fees and Associated Bonds

Council	Application Fee	Fee per Anchor	Anchor Bond	Additional Bond
Cumberland	\$572.00	\$458.00	\$ 53,965 .00 upto 10 Anchors	\$ 5700 per anchor over 10
Bankstown	\$631.00	\$0.00	\$0.00	\$0.00
Burwood	\$5,365.00	\$215.00	\$50,000.00	\$1,000.00
Canada Bay	\$6,000.00	\$220.00	\$50,000.00	\$1,000.00
Inner West	\$3,251.80	\$0.00	\$26,393.80	\$0.00
Liverpool	\$0.00	\$0.00	\$0.00	\$0.00
Parramatta	\$0.00	\$689.20	\$0.00	\$0.00
Penrith	\$350.00	\$400.00	\$10,000.00	\$0.00
Ryde	\$0.00	\$1,040.00	\$0.00	\$0.00
Strathfield	\$214.00	\$622.00	\$15,300.00	\$0.00

From perusal of the table above, it is apparent that each Council charges different fees for the application, per anchor and associated bond, with little consistency able to be noted between councils.

In addition to carrying out the above survey, Council Officers reviewed the typical use of anchors for developments in the Cumberland Local Government Area. Whilst the details of each development have been suppressed for anonymity, the resulting information is summarised in Table 2 below.

Table 2 – Usage of Anchors within the Cumberland Local Government Area

Development Site	No of Frontages	Total frontage (m)	Approved No of Anchors
A	2	69	88
B	1	50	38
C	2	80	25
D	3	114	48
E	1	23	14
F	3	114	108
G	2	92	80
H	1	61	39

The anchors used within these developments were for multilevel basements and as expected, the number of anchors required differed depending upon the individual site size and constraints. The number of anchors was also found to differ depending upon the design of the basement piling, as prepared by the applicant's consulting engineer.

Council Officers consider the typical number of anchors required for most development sites, to be in the range of 50 – 75 anchors.

Based on the information contained in Table 1 and 2 above, a calculation of the costs associated with a development requiring 50 and 75 anchors, is provided as a comparative benchmark. This information is presented in Tables 3 and 4 below, with the indicated ranking related to the total fee (application fee + anchor fee) only. The total bond associated with an application, is provided independent of this ranking as that bond would be considered recoverable by the applicant.

Table 3 – Costs associated with a development requiring Use of 50 Anchors

Comparison For 50 Anchors					
Council	Application Fee	Anchor Fee	Total Fee	Rank	Total Bond
Cumberland	\$572.00	\$22,900.00	\$23,472.00	4	\$283,315.00
Bankstown	\$631.00	\$0.00	\$631.00	9	\$0.00
Burwood	\$5,365.00	\$10,750.00	\$16,115.00	7	\$50,000.00
Canada Bay	\$6,000.00	\$11,000.00	\$17,000.00	6	\$50,000.00
Inner West	\$3,251.80	\$0.00	\$3,251.80	8	\$26,393.80
Parramatta	\$0.00	\$34,460.00	\$34,460.00	2	\$0.00
Penrith	\$350.00	\$20,000.00	\$20,350.00	5	\$10,000.00
Ryde	\$0.00	\$52,000.00	\$52,000.00	1	\$0.00
Strathfield	\$214.00	\$31,100.00	\$31,314.00	3	\$15,300.00

Table 4 – Costs associated with a development requiring Use of 75 Anchors

Comparison for 75 Anchors					
Council	Application Fee	Anchor Fee	Total Fee	Rank	Total Bond
Cumberland	\$572.00	\$34,350.00	\$34,922.00	4	\$425,815.00
Bankstown	\$631.00	\$0.00	\$631.00	9	\$0.00
Burwood	\$5,365.00	\$16,125.00	\$21,490.00	7	\$75,000.00
Canada Bay	\$6,000.00	\$16,500.00	\$22,500.00	6	\$75,000.00
Inner West	\$3,251.80	\$0.00	\$3,251.80	8	\$26,393.80
Parramatta	\$0.00	\$51,690.00	\$51,690.00	2	\$0.00
Penrith	\$350.00	\$30,000.00	\$30,350.00	5	\$10,000.00
Ryde	\$0.00	\$78,000.00	\$78,000.00	1	\$0.00
Strathfield	\$214.00	\$46,650.00	\$46,864.00	3	\$15,300.00

The comparison tables reveal that the total fee charged by Cumberland Council would be marginally above the median and relatively receiving a ranking of 4 (in declining order cost) out of 9 councils. The tables also show that the total bond applied by Cumberland could be considered excessive, being well above all other councils used in the comparison.

In considering the 2 specific councils mentioned in the Notice of Motion, the tables reveal that the total fee applicable at Burwood Council would be in the order of 69% and 62% of Cumberland Council's fees, related to an application for 50 anchors and 75 anchors respectively. A comparison of the total fee applicable at the City of Canada Bay Council also revealed that it would be in the order of 72% and 64% of Cumberland Council's fees, related to an application for 50 anchors and 75 anchors respectively.

Taking all of these factors into consideration, Council Officers believe that a fair and equitable cost structure is achieved by way of the current fees applied, however recognise that a reduction in the associated bond would be appropriate.

In this regard, a flat fee of \$50,000 (for the bond) is being proposed, as that figure would more closely align the fees charged by Cumberland Council with other councils surveyed as part of this review.

COMMUNITY ENGAGEMENT

There is no consultation processes associated with this report.

POLICY IMPLICATIONS

There is a potential policy implications for Council associated with this report. Should Council concur with the recommendation to reduce the bond applied to anchor fee applications, this adjustment would need to be reflected in the Cumberland Council Pricing Policy - Schedule of Fees and Charges 2020-2021.

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. The proposed reduction in fees associated with anchor applications relates to the (returnable) bond only.

CONCLUSION

In considering the research undertaken by Council Officers, it is recommended that there be no change to the Anchor Fee application or per unit cost, however the bond fee is recommended to be reduced to align more closely with that applied by other Councils.

ATTACHMENTS

Nil

Item No: C12/19-306

COMMUNITY MULCHING SERVICE

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: HC-11-01-33
Community Strategic Plan Goal: *A clean and green community*

SUMMARY

Cumberland Council operates a Community Mulching Service (CMS) from the depot located at Fairfield Road, Guildford West. This report considers the ongoing requirement and feasibility of the existing CMS, given the range of services now provided to residents in relation to the disposal of garden vegetation material.

RECOMMENDATION

That Council:

- 1. Cease to operate the Community Mulching Service at Guildford depot from 2 February 2020; and**
- 2. Undertake a community engagement campaign to promote the range of alternate garden vegetation material disposal options now available to all Cumberland residents.**

REPORT

The former Holroyd City Council operated a Community Mulching Service (CMS) at Council's Guildford depot between 9:00am - 2:00pm each Sunday during the daylight saving period and on the first and third Sunday of the month, during the non-daylight saving period of the year.

Following the proclamation of Cumberland Council, this service was made available to all Cumberland residents and has continued to operate under the same arrangements.

The CMS enables residents, who provide a copy of their current rate notice to prove their eligibility to use the service, to deliver garden vegetation material which meets the criteria set by Council, to the Guildford depot.

The material is stockpiled at the depot and shredded on a periodic basis, to a maximum size of 100mm in length.

Prior to 2013, the shredded material was utilised by Council in its bushland maintenance programs. However, following a change to the regulations regarding the application of organic material to land, the material had to be composted to meet the applicable Australian Standard, before being reused in this way. The cost to Council in achieving the required standards became prohibitive, resulting in the shredded material being delivered to selected organic treatment facilities for processing instead. This process has however resulted in an overall increase to the cost of providing the CMS.

Actual costs from the 2018/2019 financial year indicate an expenditure of \$356,870 (excl. GST) to shred, cart and dispose of the accumulated organic material. Staff overtime costs to operate the service during the same period resulted in an additional cost of approximately \$30,000.

Records for the period 1 July 2018 – 30 June 2019 indicate that 3,167 residents delivered material as part of the CMS, with 115 residents taking back shredded material for their own personal use. These figures include instances where the same resident used the service on multiple occasions, throughout the period.

Staff operating the service report that the volume and nature of material delivered, and the frequency of some users, suggests that a proportion of material delivered is suspected to come from individuals operating commercial gardening and maintenance businesses who are taking advantage of the service to dispose of organic material for free. In an effort to avoid this misuse, Council now only allows material to be delivered in passenger vehicles with trailers, or utility vehicles (excluding any type of truck).

When the CMS was introduced by the former Holroyd City Council, residents did not have access to a garden vegetation bin service. Following the harmonisation of waste services, all residents across the Cumberland area now have access to a garden vegetation bin service. In addition larger bundled garden vegetation is also collected as part of Council's pre-booked kerbside clean-up service. This means residents who avail themselves of these services can have garden vegetation collected on a fortnightly basis and any additional bulky vegetation material collected from their property up to four times per year.

Based on the improved accessibility of other services for residents to dispose of garden vegetation material, the increasing cost of providing the current service due to the more onerous regulatory requirements imposed on recycling operations and the potential ongoing misuse, it is proposed to cease the CMS in its current form.

COMMUNITY ENGAGEMENT

A communication plan will be implemented to inform residents of the closure of the CMS and promote the availability of alternate garden vegetation material recycling services. A draft copy of the proposed communication plan is attached to this report.

POLICY IMPLICATIONS

The CMS contributes an average of 1.5% to Council's current diversion rate of waste from landfill. In order to meet the targets contained in Council's Waste and Resource

Recovery Strategy, it is expected that the majority of garden vegetation material produced by residents will be captured in Council's other services and thereby still contribute to the diversion of waste from landfill.

RISK IMPLICATIONS

There is a localised reputational risk for Council in discontinuing the current CMS however with alternate garden vegetation material recycling options now available to residents, it is believed that the operational and financial risks in maintaining the CMS are of greater ongoing concern.

FINANCIAL IMPLICATIONS

The proposed closure of the CMS will result in an estimated saving of approximately \$380,000 per annum.

CONCLUSION

It is proposed that Council discontinue the Community Mulching Service in its current format and instead promote the alternate garden vegetation material disposal arrangements, now available to all Cumberland residents.

ATTACHMENTS

1. Draft Communication Plan [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-306

Attachment 1
Draft Communication Plan

CUMBERLAND
COUNCIL

COMMUNICATIONS & MARKETING PLAN

Discontinued Mulching Services

Introduction

Cumberland Council operates a Community Mulching Service (CMS) from the depot located at Fairfield Road, Guildford West. Council is considering the closure of mulching services from February 2020.

Audience

- Cumberland LGA residents

Objectives

- To redirect mulching services users to garden waste bins provided by Council since August 2018
- To redirect and promote Council's 'Book a clean-up' service
- To encourage resident to recycle waste responsibly to improve overall sustainability.

Proposed Key messages

Cumberland Council will be closing its mulching services located at the Guildford Depot after Sunday 2 February 2020. Council encourages the use of garden waste bins (green bins) for recycling garden waste. Alternatively, for larger amounts of garden waste, register for a 'Book a clean-up' service. For more information, visit www.cumberland.nsw.gov.au/discontinuedmulchingservices

Council will be discontinuing its mulching services after Sunday 2 February 2020. If you're looking to get rid of garden waste, book a clean-up is your answer. Bundle your garden clippings neatly, place outside in a 2m by 2m format, and have your unwanted waste collected. For more information visit, <https://www.cumberland.nsw.gov.au/environment/waste-and-recycling/book-council-clean-up>

Are you looking for an alternative to the mulching service? Why not use your green garden bin! Convenient recycling options are provided by Council to encourage responsible recycling. Don't have a green bin? For more information, or to order a green bin, visit <https://www.cumberland.nsw.gov.au/environment/waste-and-recycling/garden-bin>.

Engagement tools and techniques

The table below outlines the communication methods for engaging with residents.

Channels	Action/Tools	Audience	Timing
Design assets	Foyer Screens A3 Poster – outside depot	Cumberland residents	20.01.20
Council Website	Add information on mulching services web page.	Cumberland residents	Post Council report 16 December
Facebook Social Media	Announcement Reminder	Cumberland residents	23.01.20 31.01.20
Instagram Social Media	Announcement Reminder	Cumberland residents	23.01.20 31.01.20
EDM	Clean and Green EDM eNews EDM	Cumberland residents	February 2020 January 2020
Quarterly Newsletter	Write story for newsletter	Cumberland residents	2.02.20
Internal distribution	Posters to go in libraries	Cumberland residents	Week of 25 November

Related links:

Get a garden bin: <https://www.cumberland.nsw.gov.au/environment/waste-and-recycling/garden-bin>

<https://www.cumberland.nsw.gov.au/environment/waste-and-recycling/book-council-clean-up>

Item No: C12/19-307

DRAFT ENVIRONMENTAL HEALTH STRATEGY

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: HC-11-01-4/09
Community Strategic Plan Goal: *A safe accessible community*

SUMMARY

This report recommends that the *Draft Environmental Health Strategy* be placed on public exhibition for consultation with the community.

RECOMMENDATION

That Council place the *Draft Environmental Health Strategy* on public exhibition for a period of 28 days, with a report to be provided back to Council following the conclusion of the public exhibition period.

REPORT

The *Draft Environmental Health Strategy* has been developed to ensure a proactive and strategic approach is taken, to managing identified public and environmental health issues across the Cumberland Council area. This document is also designed to provide direction on the management of associated risks, in addition to highlighting Council's legislative obligations to ensure acceptable public and environmental health standards are maintained within the local government area.

Cumberland Council has made a commitment to ensure a range of Environmental Health services are made available to the broader community (residents and retail businesses), through the 2017-2027 Community Strategic Plan and adopted Customer Service Standards. The work undertaken to facilitate this outcome is further explained by way of the ongoing business activities listed in Council's current Delivery Program and Operational Plan.

The draft *Strategy* is intended for use by Council and its Officers, describing the broad suite of functions the Environmental Health Team undertake. This work is detailed within five (5) key program areas as follows:

1. Food Safety (safe food production and food regulation)
2. Public Health – Legionella Control (cooling towers and warm water systems)
3. Public Health – Infection Control (skin penetration premises)

4. Environmental Management & Response (environmental protection initiatives such as spill response & pollution control, including sewer leaks, noise & odour concerns)
5. Other Program Areas (public swimming pool & spa pool monitoring, environmental audits, water monitoring and regulated premises)

Within each key program area, a risk prioritisation is considered and goals, legislative considerations, current activities, future initiatives, performance indicators and funding sources are all addressed. An overview of associated resources and reporting obligations are also outlined within the draft *Strategy*.

In order to gauge the community's satisfaction with this direction, it is now proposed to place the *Draft Environmental Health Strategy* on public exhibition for consultation with the community.

COMMUNITY ENGAGEMENT

The *Draft Environmental Health Strategy* will be placed on public exhibition for a period of 28 days, inviting submissions through advertisement in local newspapers and on Council's 'Have Your Say' community engagement website.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report. The functions are undertaken within the scope of Council's adopted Compliance Enforcement Policy, associated guideline and suite of supporting operating procedures.

RISK IMPLICATIONS

There are inherent risk implications for Council and the Cumberland Community by not undertaking a strategic approach to the management of environmental health issues across the Cumberland area. The adoption of an appropriate Strategy is therefore beneficial and will place Cumberland Council at the forefront of Local Government in the sphere of environmental health practice.


FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report. The programs contained within the draft *Strategy* are currently undertaken by Council's Environmental Health Team in accordance with operational plan commitments.

CONCLUSION

The *Draft Environmental Health Strategy* aims to adopt a proactive, strategic approach to managing identified public and environmental health issues within the Cumberland Council area over a five (5) year period. At that time, it is envisaged that the strategy will be reviewed in recognition of any newly identified trends or arising issues that may impact the environmental health of the Cumberland community.

ATTACHMENTS

1. Draft Environmental Health Strategy [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-307

Attachment 1
Draft Environmental Health
Strategy



Cumberland Environmental Health Strategy 2020–2024

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Overview

GENERAL MANAGER'S FOREWORD

“Cumberland Council has made a commitment to ensure a range of Environmental Health services are made available to both residents and retail businesses within the Council area. Such commitment has been adopted through Council’s Customer Service Standards and Council’s 2017-2027 Community Strategic Plan which have been developed in consultation with the Community.



This Environmental Health Strategy document has been developed to ensure a proactive, strategic approach to managing identified public and environmental health issues is adopted across the Cumberland Council area and to provide clear direction on the management of the associated risks.”

Hamish McNulty

Cumberland Council has statutory responsibilities under State and Federal legislation for ensuring and promoting acceptable public and environmental health standards within the local government area. This not only occurs through the administration of legislative requirements by Council’s Environmental Health Unit but also through the provision of education material by the Unit’s Environmental Health Officers directly to businesses along with mandatory reporting on the status of health service activities to Federal, State and Local Government Departments.

This Environmental Health Strategy (Strategy) aims to adopt a proactive, strategic approach to

managing identified public and environmental health issues within the Cumberland Council area and to provide clear direction through setting goals and objectives in relation to Council’s intended outcomes over a five-year period. The Strategy will then be reviewed in recognition of any newly identified trends or arising issues that impact the environmental health field.

The Strategy builds on targets set in Council’s Customer Service Standards and Council’s 2017-2027 Community Strategic Plan to ensure adequate resources are allocated to the task of meeting community needs and expectations.

Introduction

STRATEGY BENEFITS

- Better community health outcomes
- Integrated approach to environmental health
- Improved management of environmental health issues
- Community access to safer food options
- Increased ability to recognise and address new and emerging health issues
- More effective use of coordinated resources
- Effective advocacy and raised profile of Environmental Health protection in local government
- Local government contribution to State Health benchmarking targets, which include reducing food illness outbreaks and improving food safety cultures
- Identifying and achieving realistic goals for the environmental health unit considering the allocated resources, budget and equipment available.

'Environmental Health' considers the interrelationships between people's health and their environment (the place in which they live). This includes the way in which people access safe food options, safe environments and protection of their health against known risk factors. The World Health Organisation provides the following definition (*World Health Organisation (WHO) 2017*):

*"Environmental health addresses all the physical, chemical, and biological factors external to a person, and all the related factors impacting behaviours. It encompasses the assessment and control of those environmental factors that can potentially affect health. It is targeted towards preventing disease and creating health-supportive environments. This definition excludes behaviour not related to environment, as well as behaviour related to the social and cultural environment, and genetics."*¹

'Environmental Management' is an integrated approach to achieve a sustainable future. When applied to activities or development, Environmental Management involves the application of the principles of ecology, pollution control and environmental planning, and the methodology of monitoring the impact of proposed developments.

'Environmental Health' is concerned with all aspects of the natural and built environments that can affect human health. It considers the interrelationships between people's health and their environment (the place in which they live) and addresses all the physical, chemical, and biological factors external to a person, and all the related factors impacting behaviours. (WHO 2017)

Stakeholders

There are five main stakeholders concerned with environmental health in NSW: the NSW Food Authority, NSW Health, the NSW Environment Protection Authority, Local Government NSW and Environmental Health Australia (NSW Branch).

1	<p>The NSW Food Authority oversees food safety programs in NSW with a Paddock to Plate approach, with support for Councils at a local government level provided through the Food Regulation Partnership. The Regulation Partnership aims to: “clarify the responsibilities of local government in relation to food regulation; improve food safety coordination between councils and the Food Authority in several areas, including food inspections; enable quicker responses to food emergencies and food recalls; enable all councils to recover the costs of food regulation enforcement; and provide a food regulation forum for consultation with councils and the retail food sector” (New South Wales Food Authority 2017²).</p> <p>Cumberland Council is classified Category B under the Food Regulation Partnership. Councils with this classification are directed to “exercise functions with respect to retail food businesses, which are food businesses whose principal food-related activity at a particular premises concerns the sale of food directly to consumers at those premises” (New South Wales Food Authority 2017²). Category B Councils must also investigate complaints where public health and safety are at risk.</p>		
2	<p>NSW Health oversees public health activities across the State. The <i>Public Health Act 2010</i> delegates a number of functions to local government, principally, the inspection of cooling towers and warm water systems (legionella control), swimming pools, and skin penetration premises (infection control).</p>		
3	<p>NSW Environment Protection Authority (NSW EPA) is the primary environmental regulator in NSW. The <i>Protection of the Environment Operations Act 1997</i> delegates Councils to undertake a number of environmental investigations, both proactively (e.g. environmental audits) and reactively (e.g. noise and odour complaints).</p>		
4	<p>Local Government NSW oversees the <i>Local Government Act 1993</i> and supports Councils in promoting the local community’s health and wellbeing.</p>		
5	<p>Environmental Health Australia (EHA) is a professional body for Environmental Health Officers (EHOs) across Australia, with branches in each state. It is a member-based organisation that supports local government and EHOs by conducting training and advocacy for the profession.</p>		
+	<p>Additional stakeholders with an interest in the Environmental Health Strategy include:</p> <table> <tr> <td> <p>Internal:</p> <ul style="list-style-type: none"> • General Manager • Mayor and Councillors • Department Managers and staff • Development Compliance Officers and Planning Officers • Manager Health & Environmental Protection • Team Leaders – Environmental Health • Senior Environmental Health Officers • Environmental Health Officers • Trainee Environmental Health Officers • Environmental Health contract staff, as required. </td><td> <p>External:</p> <ul style="list-style-type: none"> • Residents, ratepayers and visitors • Commercial businesses, establishments and industry • State Government agencies including Western Sydney Local Health District (WSLHD), SafeWork NSW, Sydney Water and Family and Community Services (FACS), Fire and Rescue NSW and NSW Police • enHealth </td></tr> </table>	<p>Internal:</p> <ul style="list-style-type: none"> • General Manager • Mayor and Councillors • Department Managers and staff • Development Compliance Officers and Planning Officers • Manager Health & Environmental Protection • Team Leaders – Environmental Health • Senior Environmental Health Officers • Environmental Health Officers • Trainee Environmental Health Officers • Environmental Health contract staff, as required. 	<p>External:</p> <ul style="list-style-type: none"> • Residents, ratepayers and visitors • Commercial businesses, establishments and industry • State Government agencies including Western Sydney Local Health District (WSLHD), SafeWork NSW, Sydney Water and Family and Community Services (FACS), Fire and Rescue NSW and NSW Police • enHealth
<p>Internal:</p> <ul style="list-style-type: none"> • General Manager • Mayor and Councillors • Department Managers and staff • Development Compliance Officers and Planning Officers • Manager Health & Environmental Protection • Team Leaders – Environmental Health • Senior Environmental Health Officers • Environmental Health Officers • Trainee Environmental Health Officers • Environmental Health contract staff, as required. 	<p>External:</p> <ul style="list-style-type: none"> • Residents, ratepayers and visitors • Commercial businesses, establishments and industry • State Government agencies including Western Sydney Local Health District (WSLHD), SafeWork NSW, Sydney Water and Family and Community Services (FACS), Fire and Rescue NSW and NSW Police • enHealth 		

Trends, Opportunities & Challenges

DEMOGRAPHIC AND GEOGRAPHIC PROFILE

The Cumberland Council Local Government Area covers 72 square kilometres and is located within the Sydney metropolitan area. It shares borders with Fairfield and Canterbury-Bankstown Councils to the south, Strathfield Council to the east, the City of Parramatta Council to the north, and Blacktown Council to the west. The population for Cumberland Council is 222,578³ residents.

CHALLENGES AND RISK PRIORITISATION

The Environmental Health staff handle a broad range of challenging and complex environmental health matters. Some of the broad core functions include:

- Food safety regulation;
- Public health regulation, including Legionella control in cooling towers and warm water systems, infection control at skin penetration premises such as beauty salons and tattoo parlours and public swimming pools; and
- Environmental Protection/Management.

Other aspects to consider are the inherent risks of the activity and the community/legislative expectations. Some environmental health functions both pose a risk to a person's physical health and also have a community/legislative expectation to ensure certain standards are met. These functions demand a higher priority when considering the entire role of the Environmental Health team. Where the public health risk is low and there is no legislative requirement and/or limited community expectation, these functions should be given a lower priority.

The NSW Food Authority and NSW Health have recently introduced risk rating approaches to compliance-related inspections. The NSW Food Authority's risk rating guidelines commenced on 1 July 2018 and the NSW Health risk management guidelines for cooling towers are in progress with full implementation expected by mid-2019. Both risk priority systems identify high, medium and lower risk premises and allow inspection frequency to be altered according to the premises' priority ratings.

This Strategy incorporates the new state government guidelines and rates programs according to recent legislative requirements while recognising the local community needs/expectations that are often aligned with the legislation. An environmental health function in this Strategy will carry a higher priority if it is a legislative requirement and has high community expectation/risk to human health. Alternatively, if a function is not a legislative requirement and carries low community expectation, it will have a lower priority in this Strategy and may only be responded to in the event of an incident and/or where resources permit.

This Strategy is intended for Council and its officers and describes the functions the Environmental Health Team will undertake to meet their legislative responsibilities and community expectations. Other Council departments can use the Strategy to determine which work tasks are to be referred to the Environmental Health Team.

While conducting the research for this Strategy, a review of functions was undertaken to determine what tasks Council's Environmental Health Officers should or must be undertaking. Each function was then analysed against legislative requirements as well as community expectation, as shown in **Appendix 1** located at the end of this document.

REVIEW

The Strategy will be reviewed within the first 12 months of a newly elected Council if necessary in light of changing community needs and again formally every five years to assess and recognise trends in new technologies, legislative changes and strategic directions of federal, state and local stakeholders enabling a progressive approach to environmental health needs.

Program Areas

CORE FOCUS PROGRAM 1: FOOD SAFETY

Safe food production
Food regulation



CORE FOCUS PROGRAM 2: PUBLIC HEALTH – LEGIONELLA CONTROL

Cooling tower
Warm water systems



CORE FOCUS PROGRAM 3: PUBLIC HEALTH – INFECTION CONTROL

Skin penetration premises



CORE FOCUS PROGRAM 4: ENVIRONMENTAL MANAGEMENT AND RESPONSE

Environmental protection (spill response)
Pollution control (sewer leaks, noise/odour concerns)



OTHER PROGRAM AREAS

Public swimming pool and spa pool monitoring
Environmental auditing, water monitoring, regulated premises



CORE FOCUS PROGRAM 1: FOOD SAFETY

Safe food production

Food regulation



BACKGROUND

In Australia, foodborne illnesses affect an estimated 4 million people each year, causing around 100 deaths annually.² The routine inspection of food premises is, therefore, critical to public health and safety. As the population of Cumberland ages as projected, the number of 'at risk' people will increase. It is, therefore, imperative that retail food premises provide safe food. Council and the NSW Food Authority recognise the need for a holistic approach to food safety. Consequently, a proactive educational program, together with an effective regulatory program, must be employed to gain compliance to food safety standards.

There are 948 registered food premises within the Cumberland Council area. Council is classified Category B under the Food Regulation Partnership, requiring Council to undertake routine inspections of retail food premises, investigate complaints and carry out investigations of single-case foodborne illness notifications.

The *Food Act 2003* regulates the provision of food that is both safe and suitable for human consumption. Cumberland Council is an 'Enforcement Agency' under the *Food Act 2003* and is, therefore, responsible for enforcing the Act's requirements across all retail food businesses in the Council area.



CORE FOCUS PROGRAM 1: FOOD SAFETY

APPROACH	This Strategy aims to ensure that the retail sector meets food safety standards, through both proactive educational and regulatory compliance approaches. This is in accordance with Council's Compliance & Enforcement Policy and associated Guidelines, which are implemented through Council's Environmental Health Team. Council's actions will aim to have a risk prioritisation process to ensure that higher-risk, poor-performing businesses are checked more frequently.
PRIORITY HIGH	<p>'A safe accessible community – Council operations support a healthy community.'</p> <p><i>Cumberland Council's 2017–2027 Community Strategic Plan⁴</i></p>
GOALS	<ul style="list-style-type: none"> • Review the NSW Food Authority's Risk Rating scheme against Council's current inspection program to ensure consistency. • Inspect 100% of high- and medium-risk premises per financial year. • Ensure inspections aim to achieve continual improvement in the standard and food safety culture of food businesses in the Cumberland LGA, advocating for improvements in state policy/legislative provisions where new needs are identified. • Reduce the number of food-related complaints and foodborne illness notifications in the Cumberland LGA. • Ensure that regulatory inspections undertaken by officers are of a suitable quality, with consistent application of the state's food safety inspection requirements. • Offer regular food hygiene training to all retail food businesses in the LGA. • Inspect all high- and medium-risk temporary food stalls at Council-run community events.
RELEVANT LEGAL AND POLICY CONSIDERATIONS	<ul style="list-style-type: none"> • <i>Food Act 2003 and Food Regulation 2015</i> • National Food Standards Code • Australian Standard AS 4674-2004 – Design, Construction and Fitout of Food Premises • Cumberland Council Compliance and Enforcement Policy & Guideline • Cumberland Council Food Safety Enforcement Operational Guideline • NSW Food Authority – Enforcement Agencies Roles and Responsibilities • NSW Food Authority – Food Regulation Partnership Advisory Guidelines • NSW Government Food Safety Strategy 2015–2021
CURRENT ACTIVITIES	<ul style="list-style-type: none"> • Council's Administration team registers all new retail food businesses, mobile food vendors and temporary food premises. • Council's EHOs undertake routine inspection of each registered retail food premises as assigned. The frequency of inspections depends on the food business's risk priority and history, which are determined during the registration process and reviewed during the inspection.

CORE FOCUS PROGRAM 1: FOOD SAFETY

<p>CURRENT ACTIVITIES <i>continued</i></p>	<ul style="list-style-type: none"> • EHOs undertake regular inspections of temporary food stalls at Council-run events, providing feedback for improvements where necessary. • Inspection details are recorded by EHOs in the required Council property management and records management systems. • EHOs take any required regulatory action, including issuing improvement notices, penalty infringement notices and other regulatory documents where necessary. • EHOs assess Section 68 applications for temporary food businesses on Council land, and issue conditions for related Section 68 approvals. • Administration teams to invoice premises for inspections and Finance follow up on overdue payments. • Team members participate in the NSW Food Authority's targeted Food Sampling Programs as requested. • The EHO team offers regular free food handler training to retail food businesses. • The EHO team offers in-house food safety training (in accordance with Council's Fees and Charges) to retail food businesses. • The EHO team offers interpreted food safety training. • The EHO team prepares and distributes a 'food newsletter' to all food businesses within the LGA as necessary. • Promotion of food safety through Council's website, and the EHA's 'I'm Alert' interactive food safety training tool. • The Environmental Health (EH) Team Leaders complete the required annual activity report to the NSW Food Authority.
<p>FUTURE INITIATIVES</p>	<ul style="list-style-type: none"> • Consider the implementation of a formal program for response to client's requests to conduct a pre-purchase food premises inspection and report on the premises' compliance with the Food Standards Code and AS4674-2004. • Consider the implementation of a formal risk prioritisation policy and procedure specifically for high-, medium- and low-risk food premises that encourage and rewards good food safety behaviours. The policy will concentrate on higher-risk premises that have a poor performance history over 24 months. • Become involved in targeted programs such as the Campylobacter and Salmonella reduction campaigns offered by the NSW Food Authority through their Food Safety Strategy 2015–2021.
<p>PERFORMANCE INDICATORS</p>	<ul style="list-style-type: none"> • 100% of required food premises inspections due in a financial year are completed. • The inherent risk priority of the business is recorded after each routine inspection. • All inspection details are entered into Council's property and record management systems in a timely manner. • Relevant compliance action is taken in a timely manner according to risk and no later than 48 work hours of an inspection. • 'Scores on Doors' certificates are issued to eligible businesses. • EHOs attend and complete in-house consistency training as required (at least twice per year). • The EH Team Leaders undertake consistency reviews of each staff member as required, achieved either via desktop work review and/or by accompanying staff on inspections.

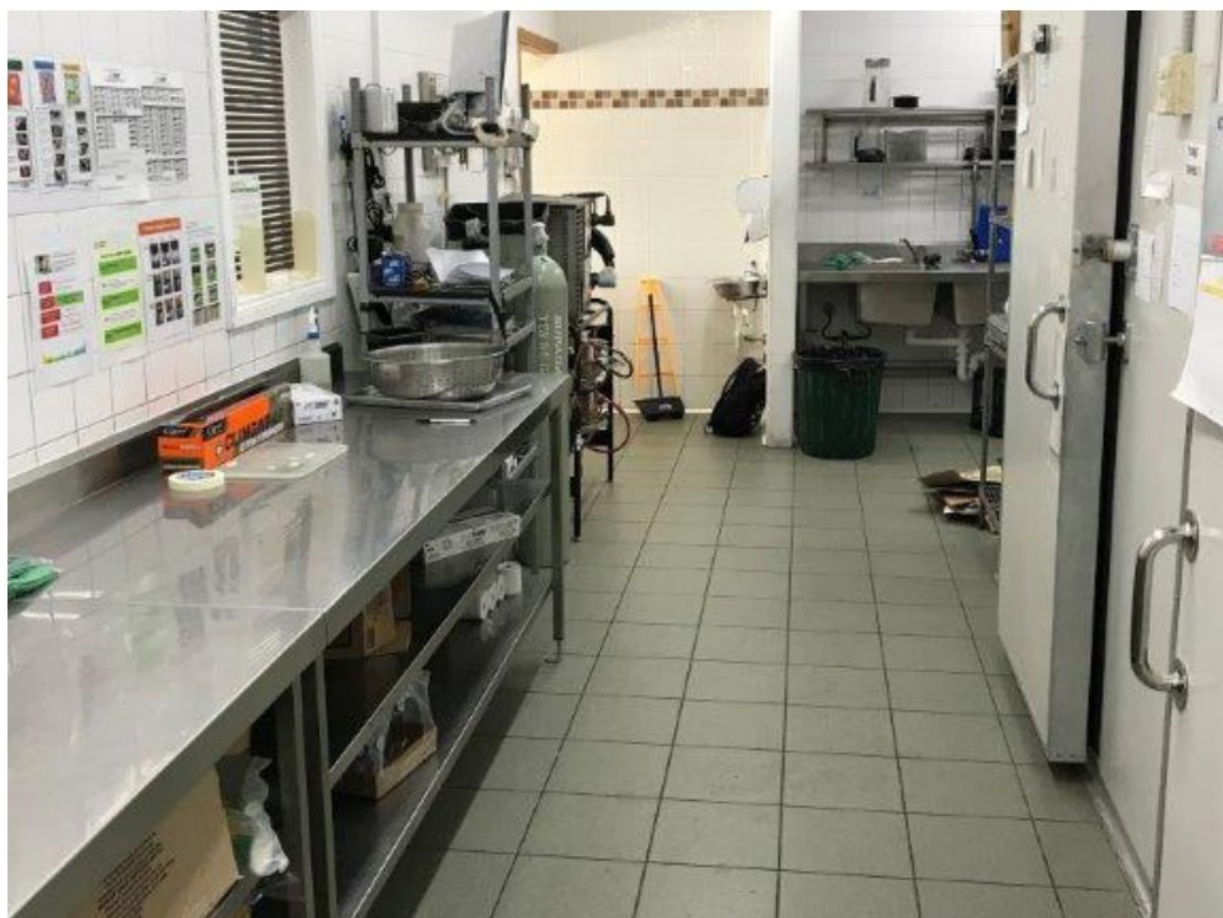
CORE FOCUS PROGRAM 1: FOOD SAFETY

PERFORMANCE INDICATORS *continued*

- Professional development is provided, and at least two EHO team members must attend the NSW Food Authority's Regional Food Group Meetings and provide suitable feedback to the team as soon as possible (no later than the next team meeting); also attendance at seminars and targeted training sessions is required as appropriate.
- Food newsletters are distributed to all food businesses as issues arise (a minimum of twice per year).
- Food safety and hygiene training is offered regularly, with a minimum of four sessions provided per year.
- Annual activity report is completed and submitted to the NSW Food Authority by the required due date.

FUNDING

- Budget allocation.
- Annual retail food premises, inspection and administration fees.
- Temporary and mobile food vehicle inspection and administration fees.
- Administration fees from regulatory actions including Improvement Notices.
- Issuing of required penalty notices/prosecution action.



CORE FOCUS PROGRAM 2: PUBLIC HEALTH – LEGIONELLA CONTROL

Cooling tower

Warm water systems



BACKGROUND	<p>Numerous instances of <i>Legionella</i> infections spread via cooling towers have been reported around Australia since 1985. In response to reports of a number of serious Legionnaires' outbreaks which occurred across Sydney in 2016, NSW Health instituted a public health investigation finding significant deficiencies in the management practices of many cooling towers. NSW Health has since implemented a number of changes to the <i>Public Health Regulation 2012</i> as well as supporting documentation.</p> <p>Consequently, NSW Health is moving towards a risk-based system for the maintenance and inspection of cooling towers to include:</p> <ul style="list-style-type: none"> • A Risk Management Plan (RMP) will be prepared by a 'competent' person and then submitted to Council. • An annual independent audit of the RMP is to be conducted by a certified third party to ensure that recommendations are implemented, with a copy of the Audit Certificate to be provided to Council. • Mandatory monthly sampling of cooling tower systems for <i>Legionella</i> and heterotrophic bacteria. • Mandatory formal reporting to Council is required if the <i>Legionella</i> count is ≥ 1000 cfu/ml and heterotrophic colony count (HCC) is $\geq 5,000,000$ cfu/ml. • Issue of a Unique Identification Number for all cooling tower systems.
APPROACH	<p>In accordance with the <i>Public Health Act 2010</i> regulated systems (i.e. cooling towers and warm water systems) are also required to be registered with Council. There are currently 120 registered cooling towers and 60 premises with warm water systems in the Cumberland LGA. This Strategy will aim to continue Council's proactive approach to inspecting cooling tower systems and advocating for continued improvements to NSW legislation.</p>
PRIORITY HIGH	<p>'A safe accessible community – Council operations support a healthy community.' <i>Cumberland Council's 2017–2027 Community Strategic Plan⁴</i></p>
GOALS	<ul style="list-style-type: none"> • Inspect 100% of registered premises that have cooling tower systems per financial year. • Ensure inspections aim to achieve continual improvement in the standard of cooling tower systems within the Cumberland LGA, advocating for improvements in state policy/ legislative provisions where needs are identified. • Minimise Legionnaires outbreak illness notifications in the Cumberland LGA where possible. • Ensure that regulatory inspections undertaken by officers are of a suitable quality, with consistent application of the required state public health safety requirements. • Ensure that premises with regulated systems located within the Council area are registered with Council and aware of their basic responsibilities under the <i>Public Health Act 2010</i> and <i>Public Health Regulation 2012</i> and relevant standard for the operation and maintenance of the system.

CORE FOCUS PROGRAM 2: PUBLIC HEALTH – LEGIONELLA CONTROL

RELEVANT LEGAL AND POLICY CONSIDERATIONS

- *Public Health Act 2010* and *Public Health Regulation 2012*.
- Australian Standards (AS/NZS 3666.1:2011 Air-handling and water systems of buildings—Microbial control—Design, installation and commissioning; AS/NZS 3666.2:2011 Air-handling and water systems of buildings—Microbial control—Operation and maintenance; AS/NZS 3666.3:2011 Air-handling and water systems of buildings—Microbial control—Performance-based maintenance of cooling water systems; AS/NZS 3666.4:2011 Air-handling and water systems of buildings—Microbial control—Performance-based maintenance of air-handling systems (ducts and components).
- NSW Guidelines – *Legionella Control in Cooling Water Systems* released by NSW Health in 2018.
- Cumberland Council Compliance and Enforcement Policy.
- Cumberland Council Compliance and Enforcement Guideline.

CURRENT ACTIVITIES

- Maintain a register of all notified regulated systems with Council's administration teams to register all new premises.
- EHOs undertake an annual inspection of all registered premises with a cooling tower as allocated.
- Inspection details are recorded by EHOs in the required Council property management and records management systems.



CORE FOCUS PROGRAM 2: PUBLIC HEALTH – LEGIONELLA CONTROL

CURRENT ACTIVITIES <i>continued</i>	<ul style="list-style-type: none"> • Maintain a register of all notified regulated systems with Council's administration teams to register all new premises. • EHOs undertake an annual inspection of all registered premises with a cooling tower as allocated. • Inspection details are recorded by EHOs in the required Council property management and records management systems.
PERFORMANCE INDICATORS	<ul style="list-style-type: none"> • All cooling towers are registered upon notification and inspected according to the requirements of the <i>Public Health Act 2010</i> and <i>Public Health Regulation 2012</i>. • 100% of required premises inspections due in a financial year are completed. • The inherent risk priority of the premises/tower is recorded after each routine inspection. • All inspection details are entered into Council's property and record management systems in a timely manner. • Relevant compliance action is taken in a timely manner according to risk, and no later than within 48 work hours of an inspection. • Annual activity report is completed and submitted to NSW Health by 31 July each year. • Provision of a copy of Council's cooling tower register to NSW Health through the Western Sydney Local Health District (WSLHD) as requested to assist mapping in the event of an illness outbreak investigation. • Provision of support to the WSLHD during investigation of an illness outbreak notification as required. • EHOs attend and complete professional development training as required.
FUNDING	<ul style="list-style-type: none"> • Annual regulated system inspection fees. • Administration fees from regulatory action, including Improvement Notices. • Penalty Notices where applicable. • Budget allocation.
FURTHER PROFESSIONAL DEVELOPMENT REQUIREMENTS	<ul style="list-style-type: none"> • EHOs are to attend required training on the new Regulation requirements. • At least one EHO is to attend Public Health Unit regional meetings as well as required debrief meetings each time they are held, reporting back to the team at the next team meeting. • Working from heights training for all EHOs.

CORE FOCUS PROGRAM 3: PUBLIC HEALTH – INFECTION CONTROL

Skin penetration premises



BACKGROUND	<p>The <i>Public Health Act 2010</i> requires that any premises carrying out skin penetration procedures must be registered with the local authority; this includes businesses operating from home. The <i>Public Health Act 2010</i> further requires local government authorities to appropriate measures to ensure compliance with the requirements of this Act in relation to private water suppliers, water carters, public swimming pools and spa pools, regulated systems and premises on which skin penetration procedures are carried out.</p> <p><i>“Skin penetration procedure means any procedure (whether medical or not) that involves skin penetration (such as acupuncture, tattooing, ear piercing or hair removal or the penetration of a mucous membrane), and includes any procedure declared by the regulations to be a skin penetration procedure” (Public Health Act 2010).</i></p> <p>Skin penetration procedures for this purpose do not include activities undertaken by a registered health practitioner or a person conducting a procedure under a health practitioner’s instruction.</p> <p>If skin penetration procedures are performed in an unhygienic manner, there is a risk of serious infectious diseases, such as hepatitis and HIV, being transmitted from client to client. Further, the transmission of fungal infections in nail salons in particular is of concern. As media attention around the skin penetration industry has grown, clients are becoming more aware of the standards.</p>
APPROACH	<p>There are currently 110 skin penetration premises in the Cumberland LGA. This Strategy aims to continue Council’s proactive approach towards inspection of all premises undertaking skin penetration procedures, with appropriate proactive education provided through this process.</p>
PRIORITY HIGH / MEDIUM	<p>‘A safe accessible community – Council operations support a healthy community.’ <i>Cumberland Council’s 2017–2027 Community Strategic Plan⁴</i></p>
GOALS	<ul style="list-style-type: none"> • Inspect 100% of registered premises that undertake skin penetration activities each financial year. • Ensure that public health premises (including skin penetration premises) are registered in the Council area when identified/notified and are aware of their responsibilities under the <i>Public Health Act 2010</i> and <i>Public Health Regulation 2012</i>. • Ensure inspections aim to achieve continual improvement in the public health standards at skin penetration premises within the Cumberland LGA, with a culture towards provision of safe health services at local businesses, advocating for improvements in state policy/ legislative provisions where needs are identified. • Ensure that regulatory inspections undertaken by officers are of a suitable quality and consistent application of the required public health safety requirements is achieved. • Ensure that each public health premises comply with any Council direction. • Reduce complaints regarding infection control notifications within the Cumberland LGA. • Provide the required annual activity report to NSW Health and provide support to the WSLHD in the event of a complaint notification.

CORE FOCUS PROGRAM 3: PUBLIC HEALTH – INFECTION CONTROL

RELEVANT LEGAL AND POLICY CONSIDERATIONS	<ul style="list-style-type: none"> • <i>Public Health Act 2010</i> and <i>Public Health Regulation 2012</i>. • Cumberland Council Compliance and Enforcement Policy. • Cumberland Council Compliance and Enforcement Guideline. • Public Health Operational Enforcement Guideline.
CURRENT ACTIVITIES	<ul style="list-style-type: none"> • EHOs undertake an annual inspection of all registered skin penetration premises as allocated according to the risk priority. • Inspection details are recorded by EHOs in the required Council property management and records management systems. • EHOs take any required regulatory action including issuing improvement notices, penalty infringement notices and other regulatory documents where necessary. • Administration teams issue invoicing for inspections and Finance sections then follow the payments. • EHOs maintain a register of all notified skin penetration premises, and Council's Administration teams register all new premises. • EHOs ensure that a public register of all skin penetration premises is regularly updated and available in the Council system. • EHOs assist NSW Health in the event of a notification on infection control issues with skin penetration premises as required. • The EH Team Leader completes and submits the required annual activity report to NSW Health. • Team members participate in the NSW Health debriefs and targeted training programs for infection control/skin penetration procedures as appropriate.
POSSIBLE FUTURE INITIATIVES	<ul style="list-style-type: none"> • Undertake a risk analysis of each registered premises to determine the frequency of future inspections required. • Consider development of a recognition initiative for good operators of skin penetration premises that incorporate a safe business culture. • Develop and implement additional skin penetration training for employees in the LGA. • Participate in new initiatives with NSW Health for newly emerging skin penetration procedures.
PERFORMANCE INDICATORS	<ul style="list-style-type: none"> • 100% of required skin penetration premises inspections, due in a financial year, are completed. • The inherent risk priority of the business is assessed by the EHO after each routine inspection. • All inspection details are entered into Council's property and record management systems in a timely manner. • Relevant compliance action is taken in a timely manner according to risk and by no later than 48 work hours of an inspection. • EHOs complete in-house consistency and professional development training as required. • The Senior/Team Leader undertakes consistency reviews of each staff member as required (achieved either via desktop work review or by accompanying staff on inspections). • At least one EHO attends the NSW Health's Public Health Unit meeting and debriefs each time they are held, reporting back to the next team meeting. Provision of support to the WSLHD on complaint investigation as required. • Skin penetration training is offered to employees in the LGA at least twice per year. • All skin penetration premises are registered upon notification and inspected according to the requirements of the <i>Public Health Act 2010</i> and <i>Public Health Regulation 2012</i>. • Annual activity report completed and submitted to NSW Health by 31 July each year.

CORE FOCUS PROGRAM 3: PUBLIC HEALTH – INFECTION CONTROL

FUNDING

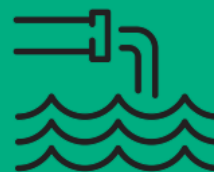
- Annual regulated system inspection fees.
- Administration fees from regulatory action, including Improvement Notices.
- Penalty Notices where applicable.
- Budget allocation.



CORE FOCUS PROGRAM 4: ENVIRONMENTAL MANAGEMENT AND RESPONSE

Environmental protection (spill response)

Pollution control (sewer leaks, noise/odour concerns)



BACKGROUND

Sewer overflows

An increasing number of sewage overflows are being reported to Council, primarily due to the ageing sewerage network servicing the Cumberland LGA. These overflows would pose a risk to human health in the event that contaminated water entered public areas or into private property. The excess sewage can also enter stormwater systems which may, in turn, discharge into the Parramatta River and Georges River Catchments, causing increased nutrient loads and reducing water quality.

It is imperative that Council's EHOs undertake investigations promptly, and that suitable enforcement action is promptly taken.

Spill Response/Pollution notification

Council is regularly contacted regarding pollution incidents or spills from a number of sources including local community members, the NSW EPA, and/or the NSW Fire Brigade attending an emergency situation. These incidents can occur via accidental means (e.g. car accidents, fires or mechanical failures at commercial premises) or through deliberate actions (e.g. deliberate disposal of waste water or paint into the stormwater system or creeks).

Illegal Asbestos dumping

Asbestos is a naturally occurring fibrous mineral occurring in rock formations, which becomes a risk when asbestos fibres become suspended in air and are breathed into the lungs. Mesothelioma is a cancer of the lining of the lung and stomach walls caused by exposure to asbestos, and has no cure. There are no safe exposure levels to asbestos and Australia has the second highest mesothelioma death rate in the world.⁶

Between 1945 and 1954, over 700,000 houses were built in NSW using asbestos cement. Asbestos was used in building material until the 1980s; however, it was not outlawed until 2003. It is expected that, if a house was built prior to 1990, there are some asbestos-containing materials in the home.⁷ Cumberland Council has a number of houses built in the 'at risk' years. In recent years Local Government NSW has focused on the issue of asbestos and has produced a number of resources, all of which can be utilised by EHOs.

Asbestos dumping complaints in the Cumberland LGA are currently dealt with reactively, meaning that EHOs/NSW EPA Officers are involved when a complaint is received.

Noise/Odour complaints

Noise and odour issues are generally referred to Council via complaints from affected residents. Council has powers under the *Protection of the Environment Operations Act 1997* to investigate such complaints. Noise can be either offensive or intrusive. Odour can be described as 'offensive'.

'Offensive noise' (NSW Government, 2017⁸) is noise:

'(a) that, by reason of its level, nature, character or quality, or the time at which it is made, or any other circumstances: (i) is harmful to (or is likely to be harmful to) a person who is outside the premises from which it is emitted, or (ii) interferes unreasonably with (or is likely to interfere unreasonably with) the comfort or repose of a person who is outside the premises from which it is emitted, or (b) that is of a level, nature, character or quality prescribed by the regulations or that is made at a time, or in other circumstances, prescribed by the regulations.'

CORE FOCUS PROGRAM 4: ENVIRONMENTAL MANAGEMENT AND RESPONSE

BACKGROUND continued	<p>'Intrusive Noise' is identified as 'intrusive' if it: 'is noticeably louder than the background noise and considered likely to disturb or interfere with those who can hear it' (EPA 2013).</p> <p>'Offensive odour' is defined as an odour:</p> <p>'(a) that, by reason of its strength, nature, duration, character or quality, or the time at which it is emitted, or any other circumstances: (i) is harmful to (or is likely to be harmful to) a person who is outside the premises from which it is emitted, or (ii) interferes unreasonably with (or is likely to interfere unreasonably with) the comfort or repose of a person who is outside the premises from which it is emitted, or (b) that is of a strength, nature, duration, character or quality prescribed by the regulations or that is emitted at a time, or in other circumstances, prescribed by the regulations.'</p>
APPROACH	<p>This Strategy aims to continue Council's approach toward active inspection of all environmental incidents in a timely manner.</p>
PRIORITY HIGH / MEDIUM	<div> <ol style="list-style-type: none"> 1. 'A safe accessible community – Council operations support a healthy community.' 2. 'A clean and green community – We value the environment and have measures in place to protect it.' 3. 'A resilient built environment – Our planning decisions and controls ensure the community benefits from development.' <p><i>Cumberland Council's 2017–2027 Community Strategic Plan⁴</i></p> </div>



CORE FOCUS PROGRAM 4: ENVIRONMENTAL MANAGEMENT AND RESPONSE

PRIORITY	<p>HIGH – sewer/pollution response.</p> <p>MEDIUM – noise/odour concerns.</p>
GOALS	<ul style="list-style-type: none"> Attend to 100% of environmental complaints, prioritising higher risk concerns such as sewer leaks and pollution incidents, in a prompt and timely manner, with all actions taken according to the inherent public health/environmental risk. Ensure that regulatory inspections undertaken by officers are of a suitable quality, and consistent application of the required public and environmental health safety requirements is achieved. Ensure that each retail and commercial premises found to be creating environmental impacts complies with any Council direction to address these concerns. Ensure that regulatory inspections undertaken by officers are of a suitable quality, and consistent application of the required environmental management is achieved with the aim of providing better environmental practice. Develop a written response policy and procedure documents for this function within 24 months of the adoption of this Strategic Plan. This includes development of a formal spill response procedure. A specific WHS Plan to be developed and implemented for environmental response matters within 12 months of the adoption of this policy. Review Cumberland Council's spill response kits in work cars as well as spill response trailers held at the depot, which are used when Council staff are the first responders or when the spill is not of sufficient size to require the assistance of the Emergency Services.
RELEVANT LEGAL AND POLICY CONSIDERATIONS	<ul style="list-style-type: none"> <i>Protection of the Environment Operations Act 1997.</i> <i>Protection of the Environment Operations (General) Regulation 2009.</i> <i>Local Government Act 1997.</i> Cumberland Council Compliance and Enforcement Policy.
CURRENT ACTIVITIES	<ul style="list-style-type: none"> All complaints are entered into Council's Customer Request system by Customer Service, Environmental Health Administration Officers or EHOs. Inspection details are recorded on the Council's customer request and property management systems and any photos/evidence collected are added to the Council's records management system. EHOs take any required regulatory action, including issuing improvement notices, penalty infringement notices and other regulatory documents where necessary, in a timely manner. Administration teams issue invoicing for enforcement actions where a fee is generated and Finance sections then follow the payments of regulatory actions taken. EHOs comment on development applications for protection of environmental and public health issues such as noise control, odour control, contamination issues and environmental management of known risk activities at commercial premises. A public register of all POEO notices issued is maintained by Council. EHOs assist NSW EPA/Fire Brigade in the event of a pollution incident where support is required. Team members participate in the NSW EPA/Health targeted training programs for spill response and sewer overflow procedures as appropriate. EHO trainees participate in the background noise monitoring program.

CORE FOCUS PROGRAM 4: ENVIRONMENTAL MANAGEMENT AND RESPONSE

FUTURE INITIATIVES	<ul style="list-style-type: none"> • Develop a written response policy and procedure documents for this function within 24 months of the adoption of this Strategic Plan. This includes development of a formal spill response procedure. • Develop and implement a specific WHS Plan for environmental response procedures. • Conduct a review of the current background noise monitoring program within 24 months, determining appropriate sites across the LGA appropriate for continued noise monitoring.
PERFORMANCE INDICATORS	<ul style="list-style-type: none"> • 100% of environmental complaints are responded to, prioritising higher risk concerns such as sewer leaks and pollution incidents, with all actions taken according to the inherent public health/environmental risk. Sewer leaks and pollution incidents are responded to within 24 work hours of receipt. Noise/Odour complaints are responded to within 72 work hours of receipt. • Relevant compliance action is taken in a timely manner according to risk and no later than within 48 work hours of an inspection. • Formal Notices/Directions and Emergency Orders are acted upon within 24 work hours of expiry. • Development consent referrals on environmental management issues are responded to within the DA timeframes allocated to Environmental Health response rates, currently within 10 business days of referral to the Environmental Health Team. • EHOs complete in-house and external consistency and professional development training as required. • All inspection details are accurately entered into Council's property and record management systems in a timely manner. • Council Officers meet with NSW EPA Officers as required.
FUNDING	<ul style="list-style-type: none"> • Regulatory notices including Prevention, Clean-up and Cost compliance notices where appropriate. • Budget Allocation.



OTHER PROGRAM AREAS

Public swimming pool and spa pool monitoring

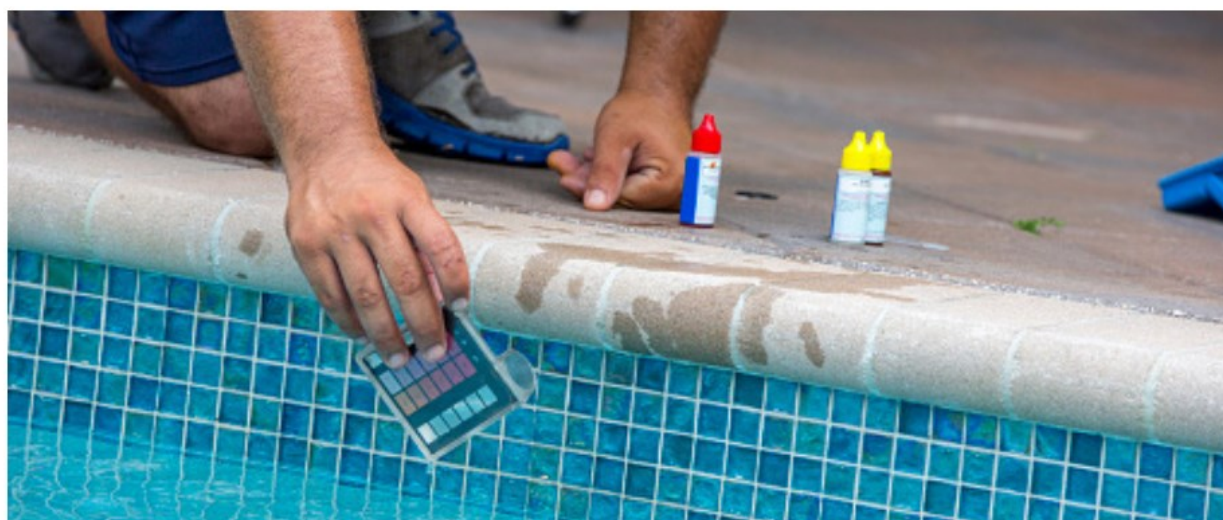
Environmental auditing, water monitoring, regulated premises



DA REFERRALS	<p>Development Applications received by Council are referred to its Planning Department for assessment. Council's Planners then refer these applications to the relevant teams for their review and provision of comments, together with recommended conditions for inclusion in any development consent or reasons for refusal. Through the inclusion of suitable conditions on the development consent, the Environmental Health Team aims to take a proactive approach to eliminating any potential nuisances (such as noise or odours) rather than reactively via complaints.</p> <p>Contaminated lands, which are identified through the development application process, are an ever-increasing problem in NSW. The EPA regulates significant contaminated land sites while local councils regulate all other areas in relation to this function, generally by Environmental Health Officers at Development Application stage. Due to the complexity of contaminated lands, the Senior Environmental Health Officers are responsible for assessing DA referrals for these sites. This Strategy will not alter current arrangements at this time.</p>
PRIORITY	<p>MEDIUM</p> <p>‘A resilient built environment – Our planning decisions and controls ensure the community benefits from development.’</p>
CURRENT ACTIVITIES	<ul style="list-style-type: none"> • The Environmental Health Team comments on development applications for protection of environmental and public health issues such as noise control, odour control, contaminated land issues, and environmental management of known risk activities at commercial premises. Development consent referrals on environmental management issues are responded to within the DA timeframes allocated to Environmental Health response rates, currently within 10 business days of referral to the Environmental Health Team.
FUTURE INITIATIVES	<ul style="list-style-type: none"> • Review and amend standard conditions for development consent to have one unified set of Environmental Health conditions. • Prepare a work procedure for assessing contaminated lands that includes additional staff training.
LEGISLATION	<ul style="list-style-type: none"> • <i>Environmental Planning and Assessment Act 1979.</i> • National Environment Protection (Assessment of Site Contamination) Measure (2013 Amendment). • State Environmental Planning Policy – SEPP 55 Remediation of Lands.

OTHER PROGRAM AREAS

PUBLIC SWIMMING POOL, SPLASH PARK AND SPA POOL INSPECTIONS	Council currently monitors the water quality of public swimming pools, spa pools and splash parks under the <i>Public Health Act 2010</i> , with the aim of minimising conditions that could result in an illness outbreak through harmful bacteria such as <i>Cryptosporidium</i> . There are currently 23 public swimming pools registered and operating in the Cumberland LGA; Council's Trainee EHOs especially aim to inspect these premises through the peak summer swimming seasons. This Strategy will not alter current arrangements at this time.
PRIORITY	LOW
CURRENT ACTIVITIES	<ul style="list-style-type: none"> • Trainee EHOs maintain a register of public swimming pools, with any new public swimming pools included in the inspection program. • Trainee EHOs undertake proactive regulatory inspections between November and March each financial year. • EHO and Trainee EHOs investigate complaints and coordinate joint inspections with the WSLHD where requested, providing support should there be an outbreak investigation. • Trainee enters the inspection details into Council's register and records management systems. • Administration to issue any required invoices for inspections.
RELEVANT LEGISLATION AND/OR POLICY LINKS	<ul style="list-style-type: none"> • <i>Public Health Act 2010</i> • <i>Public Health Regulation 2012</i> • <i>Public Health Amendment (Review) Act 2017</i>
FUTURE INITIATIVES	<ul style="list-style-type: none"> • Conduct an audit to accurately determine the number of public swimming pools within the Cumberland LGA. • Identify public swimming pools that regularly fail inspections with a view to conducting an educational/training program for swimming pool operators.



OTHER PROGRAM AREAS

ENVIRONMENTAL /INDUSTRIAL AUDITS	<ul style="list-style-type: none"> Environmental/industrial audits are conducted by local government as a proactive approach to prevent environmental damage. The NSW Environment Protection Authority (EPA) has assisted in the past by providing support with training and programs. A number of Councils take a targeted approach to their environmental/industrial audit programs; for example, they may conduct audits on mechanical workshops in one year and spray painters the next. Environmental/industrial audits have not been undertaken by Cumberland Council routinely for a number of years and inspections of industrial premises are currently reactive. This Strategy will not alter current arrangements at this time.
PRIORITY	LOW
FUTURE INITIATIVES	<ul style="list-style-type: none"> Develop an environmental/industrial audit program that identifies problem premises with a view to improving environmental standards at these businesses. Develop a register of all industrial premises within the LGA that could impact upon the environment. Train EHOs to conduct environmental/industrial audits. This training can be either formal (if available) or informal, e.g. by accompanying EHOs from other Councils or observing the work of an independent auditor engaged by Council. Specific WHS Plans for Environmental Auditing to be developed and implemented prior to the implementation of audit programs.
UNSAFE/ UNHEALTHY PREMISES – HOARDING/ SQUALOR	<p>Unsafe/unhealthy premises notified to Council by members of the public can involve hoarding and squalor. Hoarding is a higher priority and can occur in any suburb and within any demographic. Hoarding and Squalor problems are generally complex matters that require input from many specialists, including community care organisations, the police, psychologists and Council. Councils are often the first point of contact for complainants and, as such, good relationships with care organisations that can assist in addressing the cause of the hoarding/squalor concern are necessary. This Strategy will not alter current arrangements at this time.</p>
RELEVANT LEGISLATION AND/OR POLICY LINKS	<ul style="list-style-type: none"> <i>Local Government Act 1993.</i> <i>Local Government (General) Regulation 2005.</i>
PRIORITY	LOW
CURRENT ACTIVITIES	<ul style="list-style-type: none"> EHOs respond to all complaints regarding Hoarding and Squalor within the Council area, risk prioritising the matters that may impact on public health and/or the health of the occupant. All complaints are entered into the Customer Request system by either Customer Service, Environmental Health administration or EHOs. EHOs currently record results of the inspections on Council's customer and property management systems and any photos/evidence collected are added to Council's records management system. Notices and Orders are issued by EHOs as required and recorded onto Council's register and records management systems.

OTHER PROGRAM AREAS

FUTURE INITIATIVES	<ul style="list-style-type: none"> • Seek and forge stronger links with local support organisations to more effectively approach complaints regarding Hoarding and Squalor. • Council EHOs are to undertake appropriate training on Hoarding and Squalor to enable them to identify both the underlying issues, and avenues for assistance and resolution.
PLACES OF SHARED ACCOMMODATION (BOARDING HOUSES), SEX ON PREMISES VENUES	<p>Places of shared accommodation take two forms, i.e. boarding houses and backpackers' hostels (backpackers). Boarding houses generally accommodate a number of unrelated people in one dwelling and provide either short-term (under 28 days) or long-term (over 28 days) lodgings. Backpackers provide short-term lodgings for a number of people (generally international visitors), usually in rooms with multiple tenants.</p> <p>The <i>Public Health Act 2010</i> and <i>Local Government Act 1993</i> allow EHOs to undertake inspections of places of shared accommodation to ensure that they are maintained in a clean and hygienic manner. There currently is a small number of registered places of shared accommodation within the Cumberland LGA. However, as there are a number of unauthorised establishments operating, it is difficult to cite an accurate number. Complaints regarding boarding houses and backpackers are investigated as advised.</p> <p>A small number of legal 'sex on premises' venues (also known as brothels) are permitted within the Cumberland LGA, with five currently registered.</p> <p>The <i>Public Health Act 2010</i> and <i>Local Government Act 1993</i> allow EHOs to undertake inspections of sex on premises venues to ensure that they are maintained in a clean and hygienic manner and that clients are protected from communicable diseases. Furthermore, EHOs can make links with support services to ensure that the workers are also protected from communicable diseases.</p> <p>Council EHOs currently monitor the legal premises and take action based on complaints. This Strategy will not alter current arrangements at this time.</p>
PRIORITY	LOW
FUTURE INITIATIVES	<ul style="list-style-type: none"> • Review and implement a register of premises; aim to undertake proactive inspections of these premises. • Develop a program to seek links with external agencies to provide workers and clients with safe sex information
RELEVANT LEGISLATION AND/OR POLICY LINKS	<ul style="list-style-type: none"> • <i>Public Health Act 2010</i> • <i>Public Health Regulation 2012</i> • <i>Local Government Act 1993</i> • <i>Local Government (General) Regulation 2005</i>

OTHER PROGRAM AREAS

CLANDESTINE DRUG LABS

Clandestine Drug Labs (or 'clan labs') are generally reported to Council by NSW Police during the site investigation period following a police raid.

The production of illicit drugs utilises many noxious chemicals; the resulting chemical reactions also release toxic substances. These substances can leach into the dwelling's fixtures, fittings and equipment, such as gyprock, carpet, timber, paints, etc. There are cases emerging of people becoming very unwell, as they are living in premises that were previously used as clan labs but had not been appropriately cleaned.

EHOs assist in the clean-up of the site by issuing Notices and Orders under the *Local Government Act 1993*. There have been no reports of clan labs to Cumberland Council's EHOs in recent times. This Strategy will not alter current arrangements at this time.

CURRENT ACTIVITIES

- EHOs respond to requests from NSW Police within 24 work hours of receipt.
- EHOs issue enforcement action, where necessary, within 48 work hours of site inspection.
- All reports from NSW Police are entered into the Council Customer Request system either by Customer Service, Environmental Health administration or the EHOs.
- Results of the inspections are to be recorded on the customer request and property management system and any photos/evidence collected are to be added to the Council's records management system.
- The Manager, Health and Environmental Protection will consider meeting with the Local Area Commander to forge better links between NSW Police and Council's EHOs, particularly in the area of clan labs.



OTHER PROGRAM AREAS

UNDERGROUND PETROLEUM STORAGE SYSTEMS (UPSS)	The Underground Petroleum Storage Systems (UPSS) Regulation was revised in 2014 to clarify the management and operation of UPSS infrastructure across the state. The NSW Environment Protection Authority (EPA) was formally the Appropriate Regulatory Authority (ARA) for these sites until 2019. At that time the ARA responsibilities will be passed to local councils. This Strategy will be reviewed once arrangements are finalised between the EPA and Council.
PRIORITY	MEDIUM
FUTURE INITIATIVES	<ul style="list-style-type: none"> • Develop a register of all service stations within the Cumberland LGA. • Investigate whether there are any other facilities that operate UPSS within the LGA. • EHOs are to be trained to enable them to conduct UPSS audits. This training can either be formal (if available) or informal, e.g. by accompanying EHOs from other Councils or by observing the work of an independent auditor engaged by Council.
MORTUARIES	<p>Rookwood Cemetery, located within the Cumberland Council LGA, is state heritage listed. It has operated continuously since 1867 and is still currently accepting interments.</p> <p>The <i>Public Health Act 2010</i> and its associated regulation prescribe how the disposal of bodies and exhumations should occur, primarily to maintain infection control. Different religious groups have specific requirements for the disposal of human remains and these are taken into account within various NSW Health guidelines.</p> <p>Council EHOs do not inspect mortuaries; however, they may be required to support the WSLHD on occasion. This Strategy will not alter current arrangements at this time.</p>



Resources and Staffing

The Environmental Health service is one of the functions performed by Councils Regulatory and Technical Business Group. The following Officers have responsibilities within the Environmental Health Unit:

- Manager Health & Environmental Protection
- Team Leader – Environmental Health (2 Positions)
- Senior Environmental Health Officers (4 Positions)
- Environmental Health Officers (6 positions)
- Trainee Environmental Health Officers (2 Positions)

If the budget allows, an environmental health consultant may be engaged when required to cover leave. The activities and responsibilities within the environmental health program are divided between the Team Leaders Environmental Health, Senior EHOs, EHOs and Trainee EHOs.

AUTHORISED OFFICERS

These Officers must be suitably authorised under the relevant legislation with functions delegated to them by Council's General Manager, which must be in the form prescribed by the relevant legislation. Authorised Officers are given Powers of Authority to exercise the following functions prescribed by legislation:

- Powers of Entry
- Powers to require information
- Powers to issue Notices and Orders
- Powers to issue Penalty Infringement Notices .

Authorised Environmental Health Officers exercise functions from the following legislations and associated regulations in the performance of their duties:

- *Food Act 2003 (NSW)*
- *Public Health Act 2010*
- *Protection of the Environment Operations Act 1997*
- *Local Government Act 1993*
- *Environmental Planning and Assessment Act 1979*
- *Biosecurity Act 2015*

REQUIRED EQUIPMENT

Specialist equipment available for the EH unit includes:

- Leaseback vehicles for Team Leaders Environmental Health, Senior EHOs and EHOs
- Testo digital thermometers
- Testo data loggers
- Noise meters
- Laboratory equipment for water analysis
- Palintest pool testing equipment
- Smart phones
- Digital cameras
- In-car spill kits
- Spill response trailer
- Usual office furnishings, computer-related equipment
- and personal protective equipment

Reporting

Annual

- Council is legally required to provide an Activity Report to the NSW Food Authority. This document must be submitted in July each year, covering food-related activities in the previous financial year period.
- Council is legally required to provide an Activity Report to the NSW Health Department via the Western Sydney Local Health District (LHD). This document must be submitted in July each year, covering public health-related activities in the previous financial year period.
- Cumberland Council's internal annual report requirements.

- Cumberland Council's Community Strategic Plan, Operational Plan and Delivery Plan.

Monthly

- Monthly Key Performance Indices (KPIs) are provided to the Manager, Health & Environmental Protection.

Quarterly

References

1. World Health Organisation 2017, World Health Organisation South East Asia, WHO, retrieved from http://www.searo.who.int/topics/environmental_health/en/
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5. NSW Government 2017, Public Health Act 2010, Legislation NSW, retrieved from <https://www.legislation.nsw.gov.au/#/view/act/2010/127/whole#/part1/sec5>
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9. New South Wales Food Authority 2017, Food Poisoning, NSW Food Authority, retrieved from <http://www.foodauthority.nsw.gov.au/fp/food-poisoning>
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APPENDIX

ANALYSIS OF REGULATORY FUNCTIONS

Function	Priority				Explanation
	Must Do	Should Do	Could Do	Won't Do	
Air quality/odour complaints					Legislative requirement.
Asbestos on private property (no DA)					Legislative requirement.
Asbestos on private property (with DA)					To be referred to SafeWork.
Asbestos on public land					Initial investigations by Rangers. Refer to public place cleansing or EHO as required.
Barking dogs					To be undertaken by Rangers.
Clandestine drug labs					Should investigate but depends on referrals from the Police & staff training.
Contaminated lands					Legislative requirement.
Cooling tower inspections					Legislative requirement.
DA referrals					Should be addressed proactively at assessment stage.
Environmental/industrial audits					Could be done as part of the environmental protection program.
Food inspections					Legislative requirement.
Hairdresser inspections					Not defined as skin penetration. Inspect on complaint only.
Health education					Should be done to increase compliance and because food inspections attract an administration fee.
Hoarding and Squalor					Legislative requirement.
Mobile food vending inspections					Legislative requirement.
Mortuaries					Legislative requirement.
Mosquito monitoring					Not at this stage as no Ross River Fever cases reported in LGA.
Noise complaints					Legislative requirement.
Noxious weeds					Function better exercised by Environmental Protection Officers.
On-site waste water					Not at this stage. Can reassess if notifications received.
Overgrown premises					Only if there is harbourage of vermin.
Places of shared accommodation inspections					Should inspect to ensure that vulnerable populations are accommodated in safe & hygienic premises.
Policy/procedure development					Essential to maintain team consistency.

ANALYSIS OF REGULATORY FUNCTIONS

Function	Priority				Explanation
	Must Do	Should Do	Could Do	Won't Do	
Private water supply inspections					Not at this stage. Can reassess if notifications received.
Section 68 approvals					Legislative requirement.
Sewer overflows					Legislative requirement.
Sex premises inspections					Should inspect to ensure clients & workers are protected from communicable diseases.
Skin penetration inspections					Legislative requirement.
Spill response					Protection of the environment.
Stormwater complaints					Should be undertaken by Building Compliance Team.
Temporary food inspections					Legislative requirement.
Underground Petroleum Storage System (UPSS)					Legislative requirement.
Waste on public land					To be referred to Council's Waste Team.
Water quality monitoring					Could do to protect local environments.



Cumberland Council

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Item No: C12/19-308

CUMBERLAND TRAFFIC COMMITTEE - MINUTES OF MEETING HELD ON 6 NOVEMBER 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 6 November 2019.

RECOMMENDATION

That the minutes of the Cumberland Traffic Committee meeting held on 6 November 2019 be received and the recommendations contained therein be approved.

REPORT

A meeting of the Cumberland Traffic Committee was held on 6 November 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.

ATTACHMENTS

1. Minutes of the Cumberland Traffic Committee meeting of 6 November 2019 [↓](#) 

**DOCUMENTS
ASSOCIATED WITH
REPORT C12/19-308**

Attachment 1

**Minutes of the Cumberland Traffic
Committee meeting of 6
November 2019**

CTC-19-226 2-6 KERRS ROAD, LIDCOMBE - PROPOSED "WORKS ZONE"

State Electorate: Auburn PAC: Auburn
(File No. S2050-04)

Summary:

This report considers the request to install a 'Works Zone' outside the development site at 2-6 Kerrs Road in Lidcombe for an initial period of 26 weeks.

Report:

Council has received a request from the builder of 2-6 Kerrs Road, Lidcombe to install a 16m long "Works Zone" on the frontage of the construction site. The proposed "Works Zone" will be initially for a period of 26 weeks 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 Development Application DA-525/2017 to construct a 10 storey mixed use development comprising 72 apartments with ground floor retail and four level basement car parking.

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:

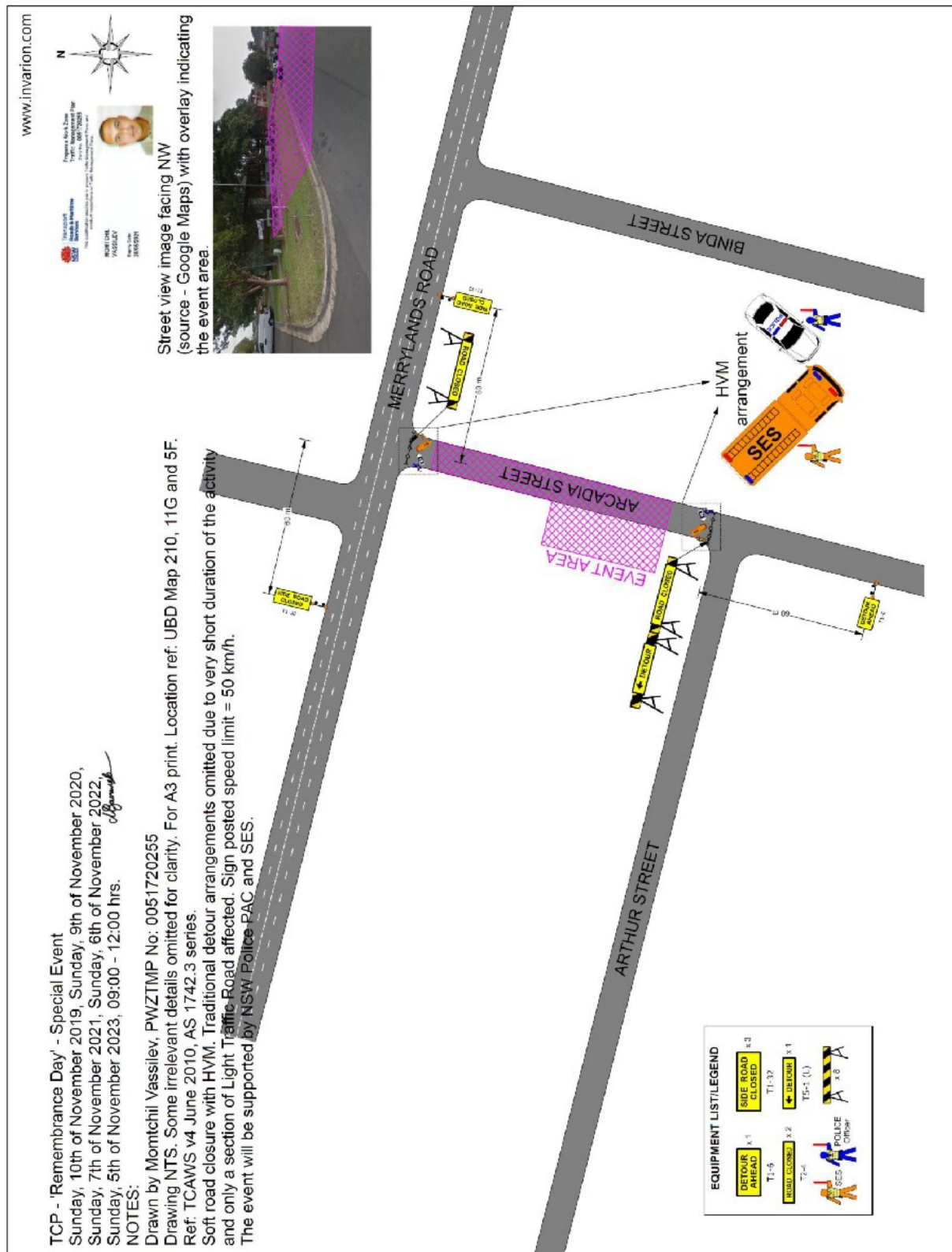
- (a) Engaged in construction work in or near the zone; or*
- (b) Permitted to stop in the works zone under another law of this jurisdiction.*

Currently there is a 16m long '1 Hour Parking' zone on frontage of the subject site and the builder has requested to convert the '1 Hour Parking' zone to a "Works Zone" to facilitate the construction works. 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.



CUMBERLAND COUNCIL



Cumberland Traffic Committee Minutes

6 November 2019



CUMBERLAND TRAFFIC COMMITTEE

HELD IN ADMINISTRATION BUILDING , 16 MEMORIAL AVENUE, MERRYLANDS
ON WEDNESDAY, 6 NOVEMBER 2019 AT 9:30 AM

ATTENDANCE & APOLOGIES

Attendance:

Cumberland Council - Cllr 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

Local Member for Auburn – Representative Cllr George Campbell
Local Member for Granville – Representative – Mr Chris Worthington
Local Member for Prospect – Representative – Cllr Suman Saha

NSW Police Force, Cumberland Police Area Command (PAC) – Sen. Const. Greg Close

APOLOGIES:

Roads & Maritime Services (RMS) - Ms Nazli Tzannes
Email concurrence was received from the representative.

NSW Police Force, Auburn Police Area Command (PAC)
Email concurrence was received from the representative.

Local Member for Fairfield – No representative was present.

Transdev

State Transit Authority

Transit Systems

CDC Hills Bus

Items by State Electorate and Police Local Area Command

Item #	Title	Page No.	Electorate				Police Area Command (PAC)	
			Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-19-192	Disclosure of Pecuniary Interest		X	X	X	X	X	X
CTC-19-193	Arcadia Street, Between Merrylands Road & Arthur Street – Proposed Temporary Road Closure For Remembrance Day	1		X			X	
CTC-19-194	Carlton Street, Granville – Proposed Conversion Of Existing “1p” To “1/4 P” Restriction	4				X		X
CTC-19-195	Park Road, Auburn – Proposed “1/4 P” Parking	6				X		X
CTC-19-196	Chisholm Road and Princess Road East, Auburn - Proposed extension of “No Stopping” Zone	8				X		X
CTC-19-197	Woodburn Road, Berala – Proposed “No Stopping” Restriction At Woolworths Car Park	10				X		X
CTC-19-198	Excelsior Street, Merrylands – Proposed Kerb Blister At The Roundabout With Farnell Street	13		X			X	
CTC-19-199	Rickard Street & Carnegie Street, Auburn – Proposed Intersection Improvement	15				X		X
CTC-19-200	Glen Street and William Street, Granville - proposed 'No Stopping' restrictions	18		X			X	
CTC-19-201	Carrington Street, Granville – Proposed “No Parking” Restrictions At The Cul-De-Sac	20		X			X	
CTC-19-202	Rawson Street & Platform Street, Lidcombe – Proposed ‘No Stopping’ Restrictions	23				X		X
CTC-19-203	John Street, Lidcombe – Proposed Pedestrian Refuge	25				X		X
CTC-19-204	Railway Parade And Livingstone Road, Lidcombe – Proposed No Stopping Restrictions	31				X		X
CTC-19-205	Botanica Drive And Betty Cuthbert Drive, Lidcombe – Proposed No Stopping Restrictions	33				X		X
CTC-19-206	Chiswick Road, South Granville – Speeding Concerns Community Consultation Result	35				X	X	
CTC-19-207	Essington Street, Wentworthville – Request For The Installation Of ‘Bus Zone’ Signs	38			X		X	
CTC-19-208	Monitor Road And Leeds Street, Merrylands – Proposed Intersection Improvement	40		X			X	
CTC-19-209	Bright Street, Guildford – Speeding Concerns	42				X		X
CTC-19-210	Clyde Street, South Granville – Proposed Pedestrian Refuge By Nsw Land And Housing Corporation – Consultation Result	46				X	X	
CTC-19-211	Hinchen Street And Guildford Road, Guildford – Proposed Parking Restrictions	53				X		X
CTC-19-212	Aurelia Street, Toongabbie – Proposed Disabled Parking	55			X		X	
CTC-19-213	Bransgrove Street And Great Western Highway, Wentworthville – Proposed Parking Restriction	57		X			X	
CTC-19-214	Burnett Street, Mays Hill – Proposed Median Island Associated With A Mixed Use Development	59		X			X	
CTC-19-215	Coleman Street And Webb Street, Merrylands – Proposed Parking Restrictions	73		X			X	
CTC-19-216	Dunmore Street And Emert Street, Wentworthville– Proposed Roundabout – Black Spot Program 2019/2020 FY – Approved Project	76			X		X	
CTC-19-217	Irrigation Road And Jersey Road, South Wentworthville – Proposed Intersection Improvement	84		X			X	
CTC-19-218	Kalang Road And Cumberland Road, Greystanes – Proposed ‘No Stopping’ Parking Restrictions	86			X		X	
CTC-19-219	Sherwood Road, Duffy Street And Kenyons Road, Merrylands West – Proposed Traffic Signal Light – Black Spot Program 2019/2020 FY – Approved Project	88		X			X	
CTC-19-220	Request For A Pedestrian Crossing On Auburn Road Near Al Faisal College	104				X		X
CTC-19-221	Rose Crescent, Regents Park – Proposed “No Parking” Zone Outside Temple	109				X		X
CTC-19-222	Guildford Road and Marian Street, Guildford - proposed “No Stopping” signage at the intersection.	111						

Item #	Title	Page No.	Electorate				Police Area Command (PAC)	
			Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-19-223	Hamilton Street And Berkeley Street, South Wentworthville – Proposed Intersection Improvement	113		X			X	
CTC-19-224	PRUAIP - Parramatta Road Urban Amenity Improvement Program (PRUAIP) Stubbs Street, Melton Street South, Adderley Street West and Parramatta Road, Auburn –	115				X		X
CTC-19-225	273 & 275 Excelsior Street, Guildford – Proposed “1/4 P” Parking	136		X			X	
CTC-19-226	2-6 Kerrs Road, Lidcombe - Proposed “Works Zone”	138				X		X
CTC-19-227	Cumberland Road And Northcote Street, Auburn – Proposed Roundabout – Black Spot Program 2019/2020 FY – Approved Project	141				X		X
CTC-19-228	Bristol Street, Merrylands West – Road Safety Concern	154		X			X	
CTC-19-229	Pine Road, Auburn – “No Parking” Restrictions Outside Driveway Of Pine Park	156				X		X
CTC-19-230	Raglan Road, Auburn – Extension Of ‘No Stopping’ Restrictions	158				X		X
CTC-19-231	Station Street, Guildford - Proposed Removal Of “5 Minute” Parking Outside Former Childcare Centre Premises	160		X			X	
CTC-19-232	Albert Road Between Park Road & Cumberland Road, Auburn – Request For Speed Humps	162						
CTC-19-233	Granville Train Disaster Event – Proposed Temporary Road Closure Of Carlton Street, Granville	164		X			X	
CTC-19-234	Whitworth Street, Westmead - proposed relocation of ‘No Stopping’ sign	169		X			X	
CTC-19-235	Kookaburra Street, Greystanes – Speeding Concerns	171		X			X	
CTC-19-236	Bradman Street, Greystanes – Request For The Installation Of Children Crossing	174			X		X	
CTC-19-237	Davies Street And Henson Street, Merrylands – Proposed Intersection Improvement	178		X			X	
CTC-19-238	Davies Street And Price Street, Merrylands – Proposed Intersection Improvement	181		X			X	
CTC-19-239	Fraser Street And Whitworth Street, Westmead – Proposed Installation Of ‘No Stopping’ Parking Restriction	184		X			X	
CTC-19-240	Smith Street, Wentworthville – Proposed Installation Of Parking Restrictions	186		X			X	
CTC-19-241	Bernard Street, Lidcombe -Proposed “1P” Timed Parking adjacent to 8-12 Kerrs Road.	188				X		X
CTC-19-242	Station Street, Wenworthville – Application For ‘Works Zone’ Signage	190			X		X	
CTC-19-243	Brenda Avenue And Princess Street, Lidcombe – Proposed No Stopping Restrictions	192				X		X
CTC-19-244	Ruth Street, Merrylands West – Proposed 15min Parking	194		X			X	
CTC-19-245	Toongabbie Road And Magowar Road, Girraween – Proposed Installation Of Parking Restrictions	196			X		X	
CTC-19-246	Princess Street And Bachell Avenue, Lidcombe – Proposed No Stopping Restrictions	198				X		X
CTC-19-247	Excelsior Street, Merrylands – Proposed Pedestrian Crossing	200				X	X	
CTC-19-248	Bangor Street, Guildford – Application For ‘Works Zone’ Signage	204		X			X	
CTC-19-249	Patricia Street, Mays Hill – Application For ‘Works Zone’ Signage	206		X			X	
CTC-19-250	Ettalong Road, Greystanes - Road Safety Concern	208			X		X	
CTC-19-251	The Avenue & Brunswick Street, Granville – Proposed Installation Of ‘No Stopping’ Parking Restriction	210		X			X	
CTC-19-252	Porst Place, Guildford – Proposed ‘No Parking’ Restrictions	212				X		X
CTC-19-253	Cumberland Road Between Albert Road & St Johns Road, Auburn – Request For Speed Humps	214				X		X

Item #	Title	Page No.	Electorate				Police Area Command (PAC)	
			Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-19-254	Warialda Street & Rupert Street, Merrylands	216		X			X	
CTC-19-255	Mona Street, Auburn – Proposed Changes To The Existing “1/4 P” Parking	219				X		X
CTC-19-256	Wellington Road, South Granville - Proposed “No Stopping” zone	221			X		X	
CTC-19-257	Rose Crescent, Regents Park – Proposed “No Parking” Zone Outside Temple	224				X		X
CTC-19-258	Finns Lane, Merrylands – Closure Of Part Of The Laneway	227		X			X	
CTC-19-259	Woodpark Road, Smithfield - Proposed new and upgrade of traffic signal	229			X		X	
CTC-19-260	Berith Road, Greystanes - Proposed median island	235			X		X	
CTC-19-261	Ferndell Street & Boundary Road, Chester Hill - Intersection Treatment	239				X	X	
CTC-19-262	Matthew Street, Leigh Street & Holdsworth Street, Merrylands - Modification to the existing parking restrictions	241		X			X	
CTC-19-263	Council Carpark in Granville - Proposed '4P' Parking	243		X			X	
CTC-19-264	Portico Parade and Aurelia Street, Toongabbie - Effectiveness of right turn bay	245		X			X	
CTC-19-265	Railway Terrace and Edgar Buggy Street, Merrylands - proposed kerb Ramp and 'No Stopping' restrictions	254		X			X	

A. Confirmation of the Minutes of the last Cumberland Traffic Committee meetings.

CTC-19-192 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

That the report be received and advice of non-disclosure noted.

**CTC-19-193 ARCADIA STREET, BETWEEN MERRYLANDS ROAD & ARTHUR STREET
– PROPOSED TEMPORARY ROAD CLOSURE FOR REMEMBRANCE DAY**

State Electorate: Granville PAC: Cumberland
(File No. T-28-01/06)

Summary:

Council has received request from Merrylands RSL for approval of the temporary full road closure of Arcadia Street, Merrylands between Merrylands Road and Arthur Street for Remembrance Day Event on Sunday, 10 November 2019.

Report:

Council has received request from Merrylands RSL for approval of the temporary full road closure of Arcadia Street, Merrylands between Merrylands Road and Arthur Street for Remembrance Day Event on Sunday 10 November 2019 from 9:00AM to 12:30 PM.

Arcadia Street is a local road and carries low volumes of traffic.

NSW Police Force and State Emergency Services will manage the road closures and detours will be in place.

The plan below shows the location of Arcadia Street, Merrylands and road network in the vicinity.



Comments:

Due to the urgency of the road closure, this was emailed to voting members of the traffic committee and reported to Council on 6 November 2019. Council approved the temporary closure.

Recommendation:

The Cumberland Traffic Committee recommended that Council approve the temporary closure of Arcadia Street, Merrylands between Merrylands Road and Arthur Street from 9:00 AM to 12:30PM on Sunday 10 November 2019 subject to concurrence from RMS for the Traffic Management and Traffic Control Plans.

Attachment:

1. Traffic Control Plan showing the road closure
2. Traffic Management Plan

**CTC-19-194 CARLTON STREET, GRANVILLE – PROPOSED CONVERSION OF
EXISTING “1P” TO “1/4 P” RESTRICTION**State Electorate: Auburn
(File No. GS-170-TP)

PAC: Auburn

Summary:

Council has received a request from the business at the corner of Carlton Street and Railway Parade, Granville to convert the existing ‘1P’ parking to “1/4” parking adjacent to the business.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from the ‘Pastry shop’ at the corner of Carlton Street and Railway Parade, Granville to convert the existing ‘1P’ parking to “1/4” parking on Carlton Street adjacent to the business.

Council’s Officers have investigated the request and the investigation revealed that there is a short “1P; 8:30AM-6:00PM; Mon-Sat” adjacent to the corner ‘Pastries & Café’ shop. The business owner has requested that the one hour parking be changed to 15min. parking to improve short term customer parking and deliveries using medium size vans.

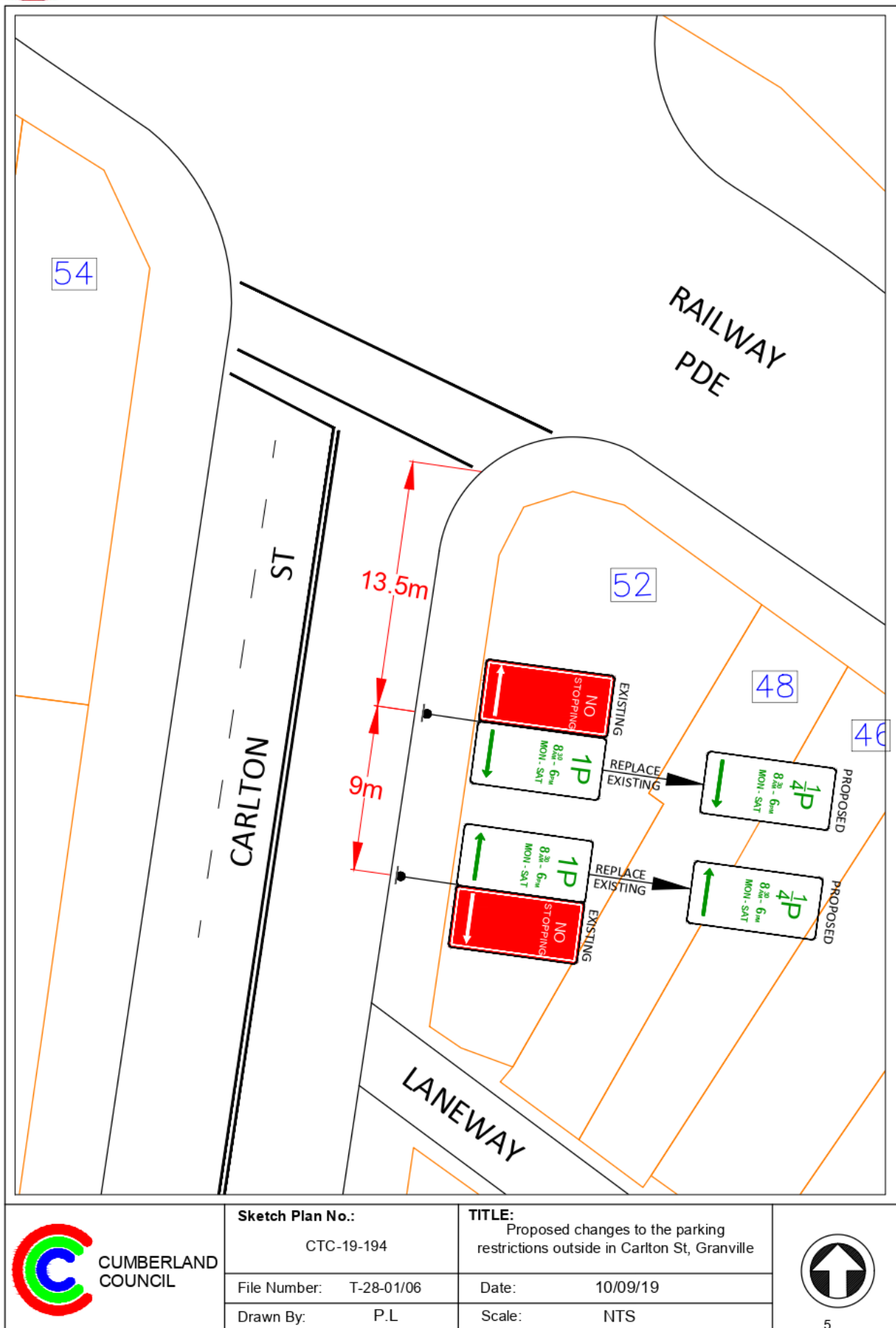
It is considered that the request could be considered favourably as the conversion involves only changing the existing period parking signs.

Comments:

It was noted that there is already a parking problem in Granville area and the conversion should not be supported. There is also another loading zone on Railway Parade.

Recommendation:

The Cumberland Traffic Committee recommended that the conversion of the existing “1P; 8:30AM-6:00PM; Mon-Sat” parking to “1/4 P; 8:30AM-6:00PM; Mon-Sat” in accordance with the Plan CTC-19-194 not be approved.



CTC-19-195 PARK ROAD, AUBURN – PROPOSED “1/4 P” PARKING

State Electorate: Auburn
(File No. S2920-04)

PAC: Auburn

Summary:

Council has received a request from the butcher shop in Park Road for the installation of ‘No Parking’ restrictions outside the shop.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from the butcher shop in Park Road for the installation of ‘No Parking’ restrictions outside the shop.

The shop location at 158 Park Road is between two traffic lights at Chiswick Road and Vaughan Street. The shop owner alleges that the parking restrictions associated with the two traffic lights reduces available on-street parking. In addition, the presence of several businesses in the vicinity together with the residential properties in this section of Park Road make it difficult to find parking near the shop for quick shopping.

Upon discussions with the shop owner, it was deduced that the owner needs customers to park in the vicinity to effect quick purchase of meat. To facilitate customer turnover, 15minute parking provision would help the business. The business owner agreed with the provision of 15min parking.

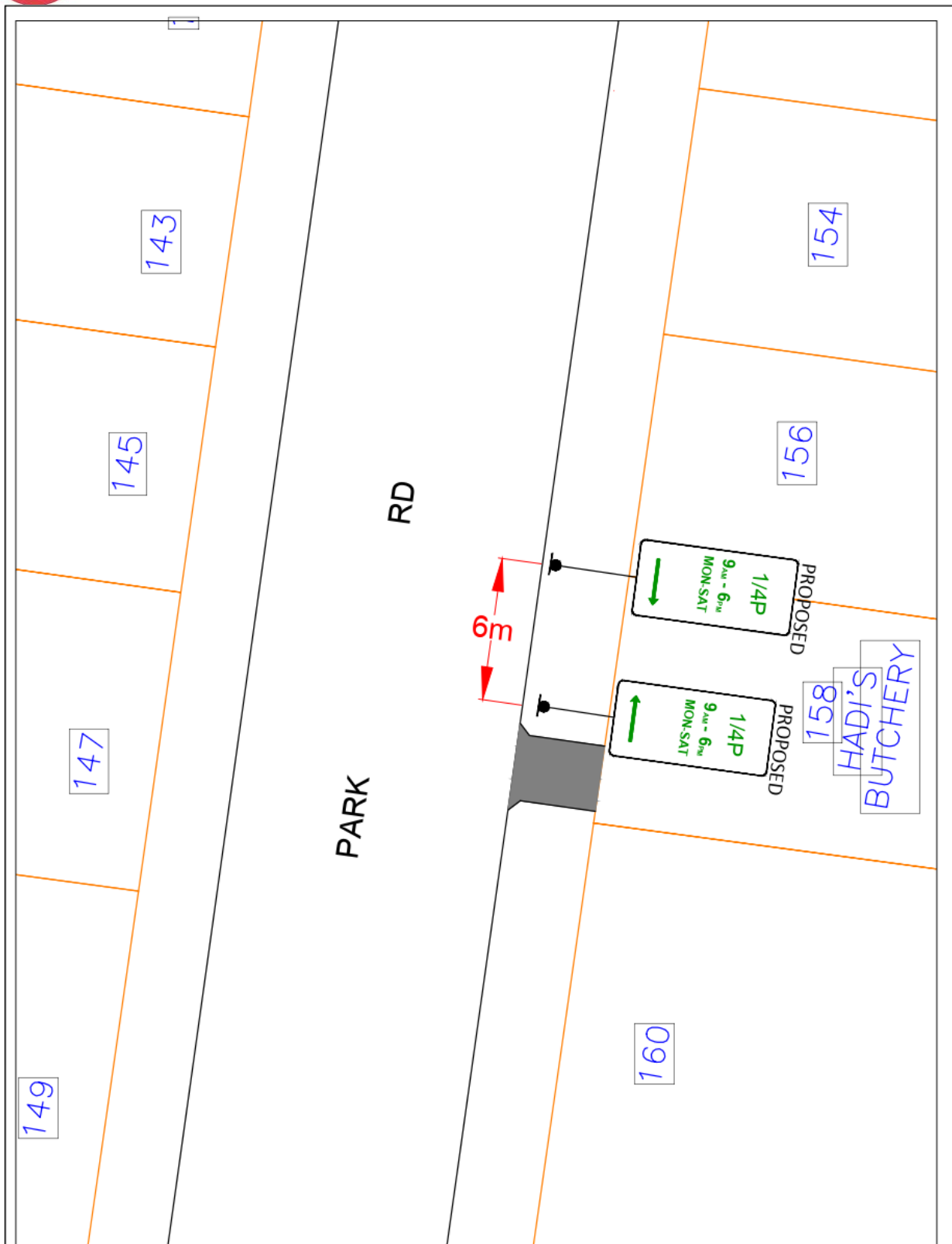
It is considered that the request could be supported by providing “1/4 P; 9:00AM – 6:00PM; Mon-Sat” signage at the frontage of the butcher shop.



Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that “1/4 P; 9:00AM-6:00PM; Mon-Sat” signs outside the butcher shop at 158 Park Road, Auburn in accordance with the Plan CTC-19-195 be approved.



 <p>CUMBERLAND COUNCIL</p>	Sketch Plan No.: CTC-19-195	TITLE: Proposed 15min Parking outside 158 Park Road, Auburn	
	File Number: S2920-04	Date: 23/09/19	
	Drawn By: P.L	Scale: NTS	

**CTC-19-196 CHISHOLM ROAD, AUBURN – EXTENSION OF ‘NO STOPPING’
RESTRICTIONS**State Electorate: Auburn
(File No. S0710-04)

PAC: Auburn

Summary:

Council has received road safety concerns at the intersection of Chisholm Road north of Princes Road East in Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received road safety concerns at the intersection of Chisholm Road north of Princes Road East in Auburn and request to construct a roundabout at the intersection of Chisholm Road and Princes Road East.

Council's Officers have investigated the request in accordance with the Roads and Maritime Services (RMS) crash data and it was revealed that there was one reported accident (RUM Code 47 – Emerging from Driveway) recorded at the subject intersection in the last five years. The result from the crash data indicated a roundabout is not warranted at the intersection. It is also not feasible to design a roundabout at this intersection to satisfy the current standards as large trucks negotiate this intersection.

Council officers have inspected the site and it was observed that when a truck or large vehicle is parked at the unrestricted parking area on Chisholm Road north of Princess Road East, the sight distance for westbound motorists on Princes Road East is reduced.

Therefore to improve the sight distance and the road safety of road users, it is proposed to extend the 'No Stopping' restrictions in Chisholm Road north of Princes Road East in accordance the attached plan.

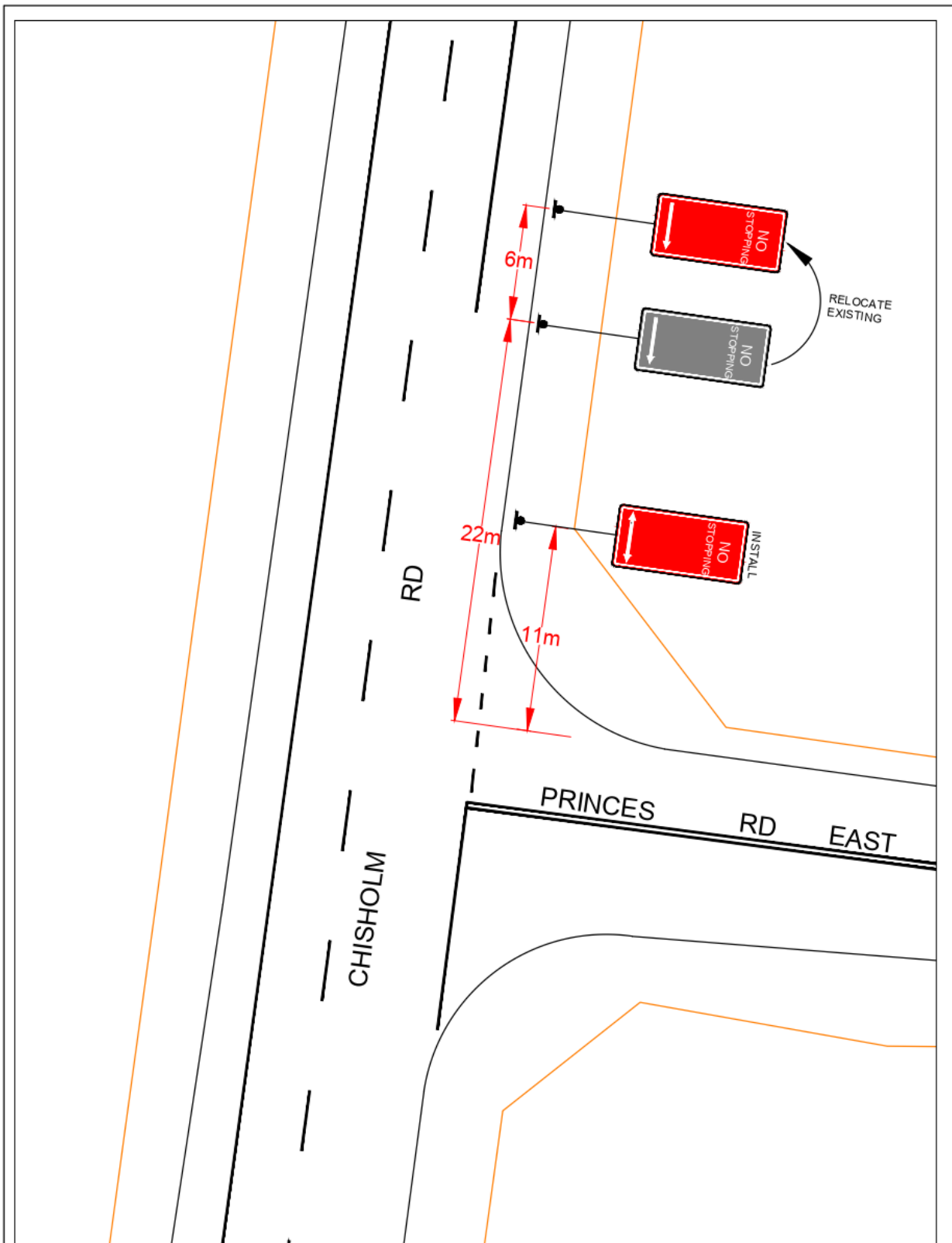
Since the 'No Stopping' restriction is outside the park, notification is not required.



Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the 'No Stopping' restrictions on Chisholm Road north of Princes Road East be extended in accordance with the attached plan.



 <p>CUMBERLAND COUNCIL</p>	Sketch Plan No.: CTC-19-196	TITLE: Extension of the No Stopping restriction in Chisholm Road, Auburn	
	File Number: S0710-04	Date: 10/09/19	
	Drawn By: P.L	Scale: NTS	

**CTC-19-197 WOODBURN ROAD, BERALA – PROPOSED “NO STOPPING”
RESTRICTION AT WOOLWORTHS CAR PARK**State Electorate: Auburn
(File No. S4040-04)

PAC: Auburn

Summary:

Council has received safety concerns from motorists driving out of the Woolworths Car Park in Woodburn Road, Berala.

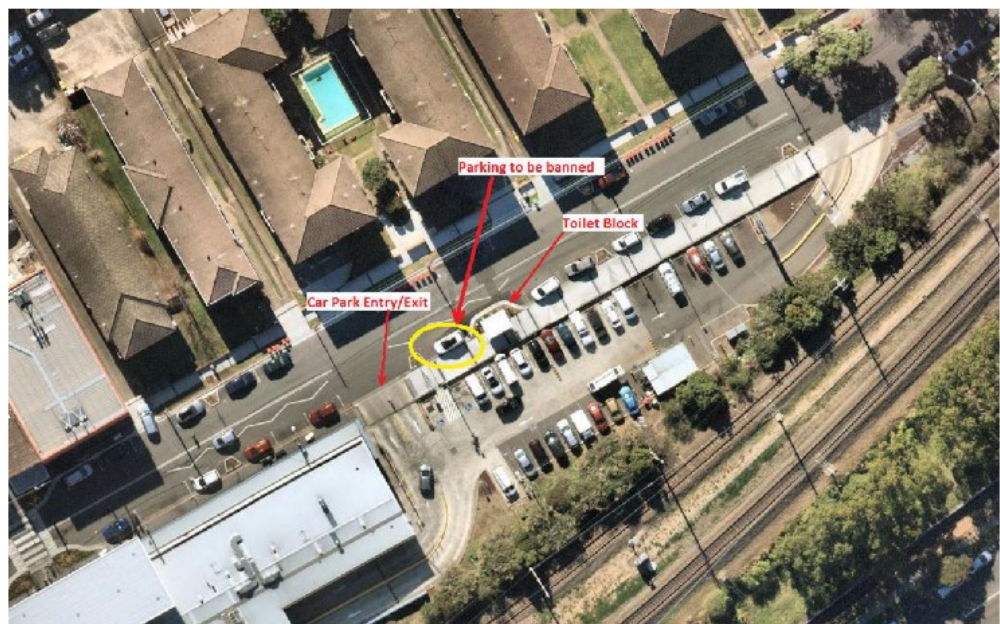
This report outlines the outcome of the investigation into this matter.

Report:

Council has received safety concerns from motorists driving out of the Woolworths Car Park in Woodburn Road, Berala.

It is alleged that the public toilet block built partially on the footpath and parking lane on the eastern side of the Woolworths car park entry/exit reduces visibility of oncoming traffic to cars exiting the driveway.

The map below shows the location of the toilet block in relation to the car park exit.



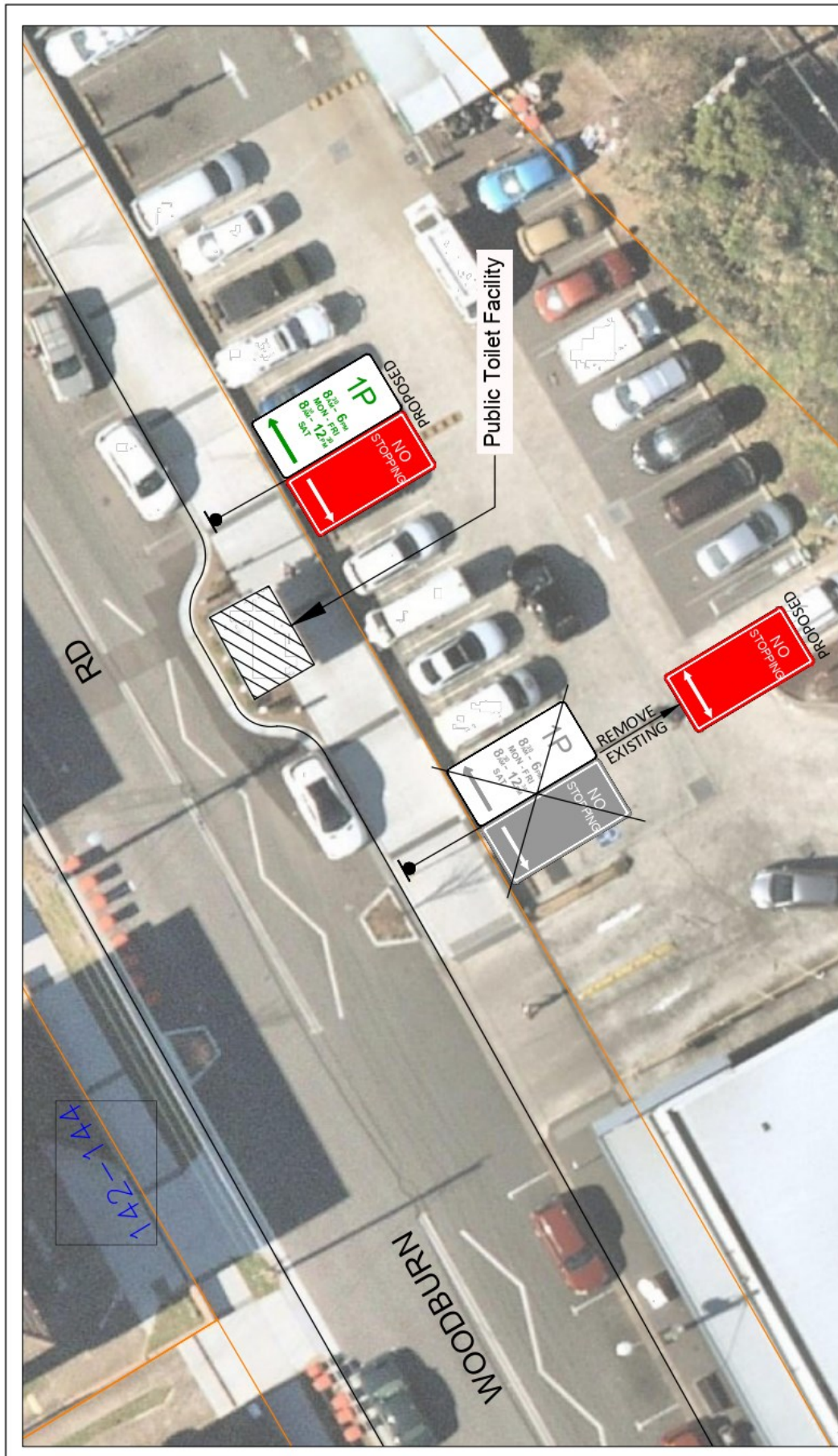
Inspection by Council officer indicated that banning parking between the driveway and the toilet block will enhance safety at this location.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommends that “No Stopping” signs be installed between the western entry/exit driveway of the Woolworths Car Park and the Toilet block on Woodburn Road in accordance with the Plan CTC-19-197.



	Sketch Plan No.:	CTC-19-197	TITLE: Proposed 'No Stopping' restrictions in Woodburn Road, Berala
	File Number:	S4040-04	
	Drawn By:	P.L	
	Date:	24/09/19	
	Scale:	NTS	

CTC-19-198 EXCELSIOR STREET, MERRYLANDS – PROPOSED KERB BLISTER AT THE ROUNDABOUT WITH FARNELL STREETState Electorate: Granville
(File No. S2920-04)

PAC: Cumberland

Summary:

Council has received concerns from a resident on Excelsior Street, Merrylands south of the Farnell Street roundabout that vehicles speeding from the roundabout lost control and have smashed into parked cars.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns from a resident on Excelsior Street, Merrylands south of the Farnell Street roundabout that vehicles speeding from the roundabout lost control and have smashed into parked cars.

The resident alleges that vehicles exit the roundabout at excessive speeds and smash into parked cars. He has alleged that this has happened several time in the past. In a recent incident, a car has hit the side mirror of a parked car at this location.

The centre island of the roundabout is off centred towards the eastern approach of Farnell Street and any vehicle trying speed through the roundabout will lose control when trying to negotiate the circulating roadway to exit the roundabout.

Council's recent speed count indicated that the recorded 85th percentile speed at a location 15-20m from the roundabout was 39.7km/hr. According to the speed count, occasional vehicle reached speeds higher speeds.

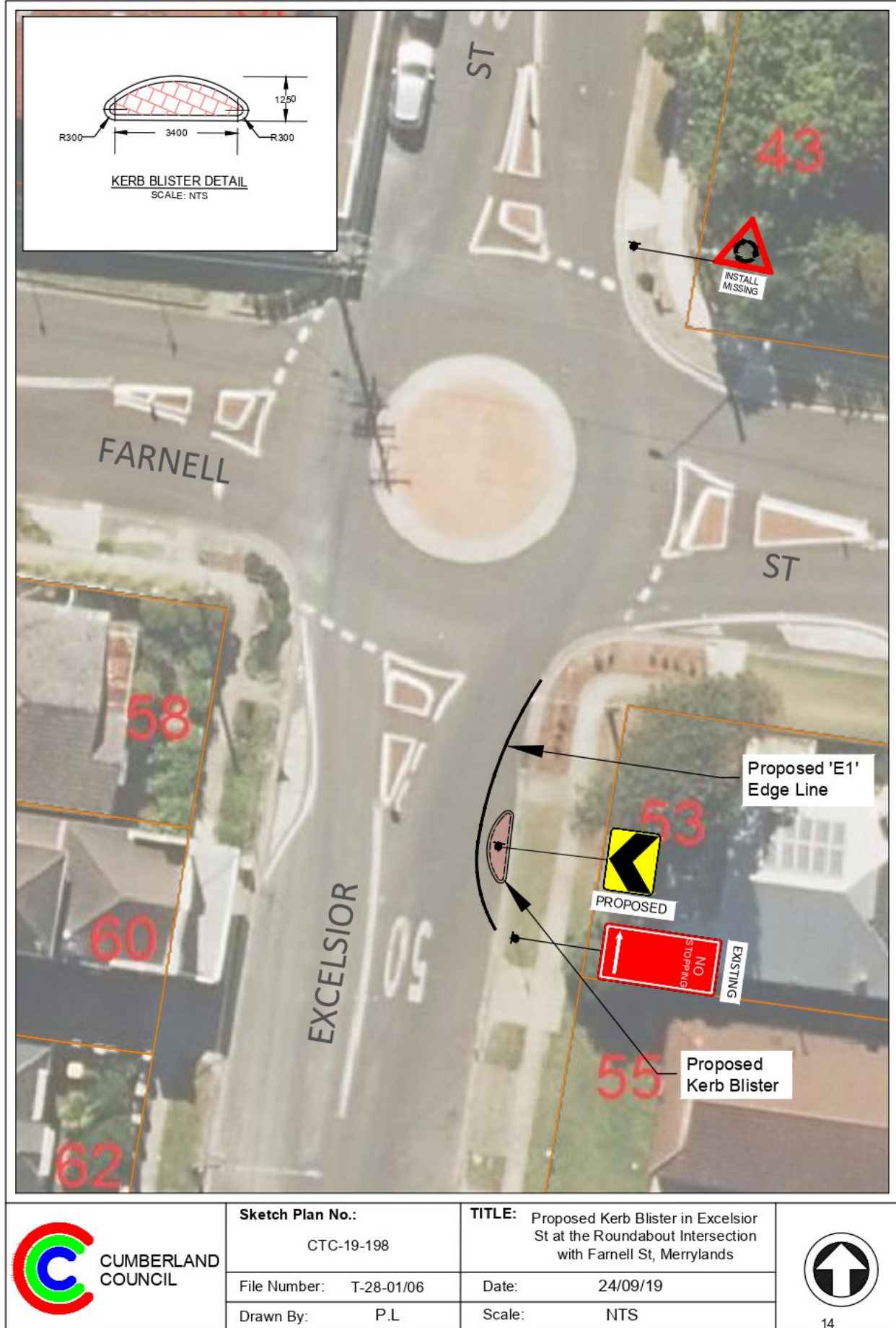
It is proposed to provide a kerb blister on the exit as per the attached plan.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the provision of a kerb blister with edge line on the south eastern corner of the roundabout at the intersection of Excelsior Street and Farnell Street in accordance with the Plan CTC-19-198 be approved.



CTC-19-199 RICKARD STREET & CARNEGIE STREET, AUBURN – PROPOSED INTERSECTION IMPROVEMENT

State Electorate: Auburn
(File No. S0630-04)

PAC: Auburn

Summary:

Council has received a complaint from a local resident regarding road safety concern at the intersection of Rickard Street and Carnegie Street, Auburn. This report outlines the outcome of the investigation into this matter.

Report:

Rickard Street and Carnegie Street form a cross intersection with 'Stop' signs on Carnegie Street.

Council has received a complaint from a local resident regarding speeding issues on Rickard Street and motorists do not stop at the intersection of Rickard Street and Carnegie Street, Auburn which raise road safety concern. The resident provided videos showing cars driving through the 'Stop' sign without stopping and colliding with cars travelling on Rickard Street. There were videos showing cars doing burnouts etc. at the intersection.

Council's Officers have investigated the request in accordance with Council's Local Area Traffic Management (LATM) Policy. The investigation revealed that there was 1 accident recorded at the intersection of Rickard Street and Carnegie Street, Auburn in the last five years of the latest Roads and Maritime Services (RMS) crash data.

Traffic count was also conducted on Rickard Street and Carnegie Street. The results is shown in the table below.

	85 th Percentile Speed (km/h)	AADT
Rickard Street	55.80	1275
Carnegie Street	46.26	242

Based on the results of the traffic count & the recorded crashes, it is recommended that rubber speed humps and BB lines be installed on Carnegie Street on both approaches to slow traffic flow when reaching the intersection.

The proposal would improve road safety for all road users. The speed humps will force the vehicles to slow down when approaching the intersection.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of rubber speed humps, signs and line marking with RRPMs on Rickard Street and Carnegie Street, Auburn in accordance with the attached plan be approved.

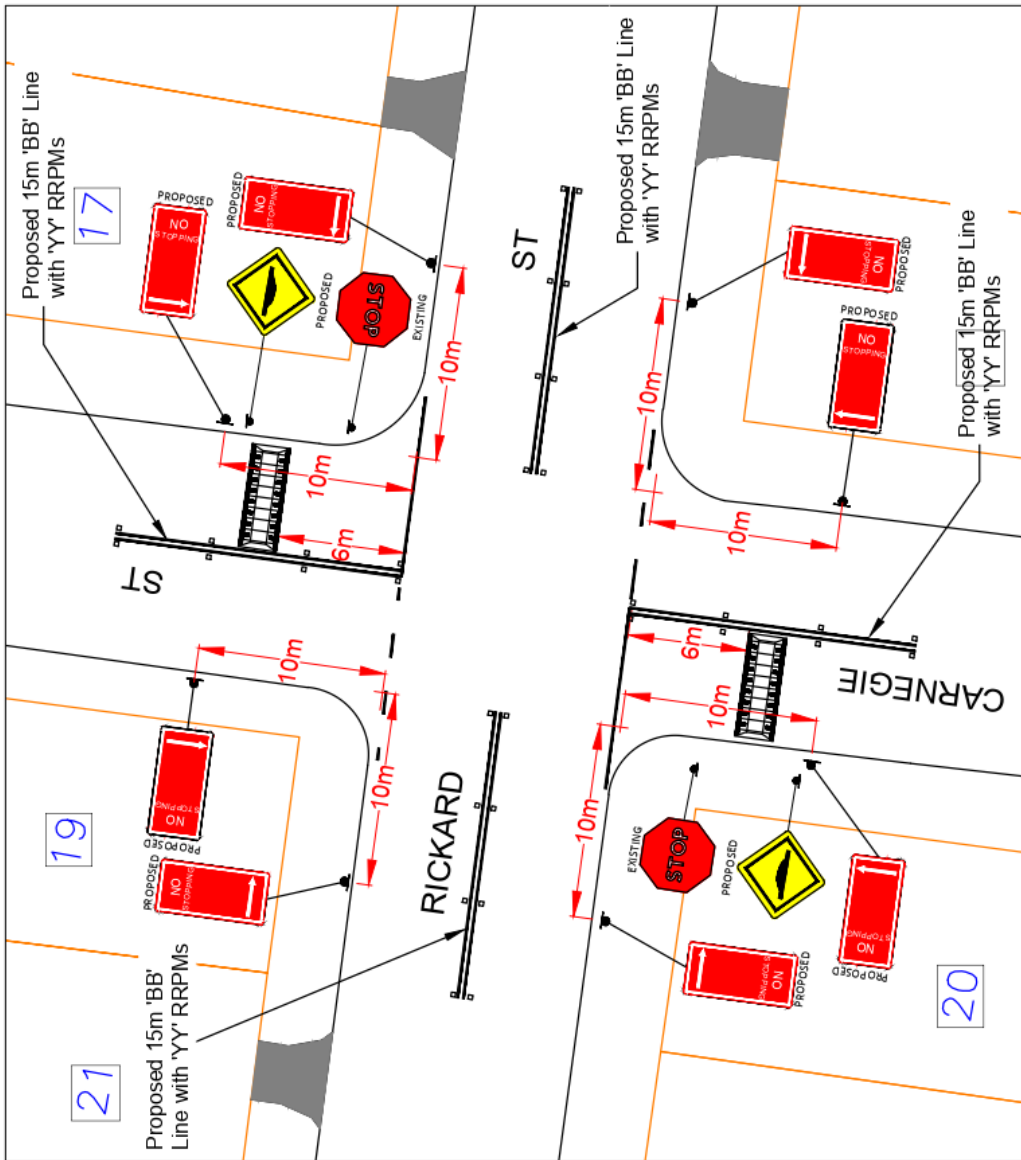
- ii) Council notify adjacent properties of the resolution.


Attachments:

- 1. Plan – Rickard Street and Carnegie Street, Auburn – Proposed intersection treatment.



Rubber Speed Cushion



	TITLE: Proposed intersection treatment in Carnegie St & Rickard St, Auburn	
	Sketch Plan No.: CTC-19-199	Date: 27/09/19
	File Number: S0630-04	Scale: NTS
Drawn By: P.L.		



CTC-19-200 GLEN STREET AND WILLIAM STREET, GRANVILLE – PROPOSED NO STOPPING RESTRICTIONS

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received request from a resident for the installation of 'No Stopping' restrictions on Glen Street at the intersection with William Street, Granville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a resident for the installation of 'No Stopping' restrictions on Glen Street at the intersection with William Street, Granville

It was noted during inspections that the 'No Stopping' zones at the intersection of Glen Street and William Street, Granville have not been closed on Glen Street and cars are parking at the corner of the intersection. Consequently the sight distance is obstructed and it is creating safety hazard for all road users. It is proposed to provide "No Stopping" signs on Glen Street to close the no stopping zones.

The proposed 'No Stopping' signs at this intersection would improve sight distance and road safety for all road users.

Comments:



Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs on Glen Street at the intersection with William Street, Granville in accordance with the attached plan be approved.
- ii) Council notify adjacent properties of the 'No Stopping' signs.



	TITLE: Proposed 'No Stopping' Restrictions in Glen Street, Guildford	
	Sketch Plan No.: CTC-19-200	Date: 29/10/19
	File Number: T-28-01/06	Scale: NTS
		

**CTC-19-201 CARRINGTON STREET, GRANVILLE – PROPOSED “NO PARKING”
RESTRICTIONS AT THE CUL-DE-SAC**State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

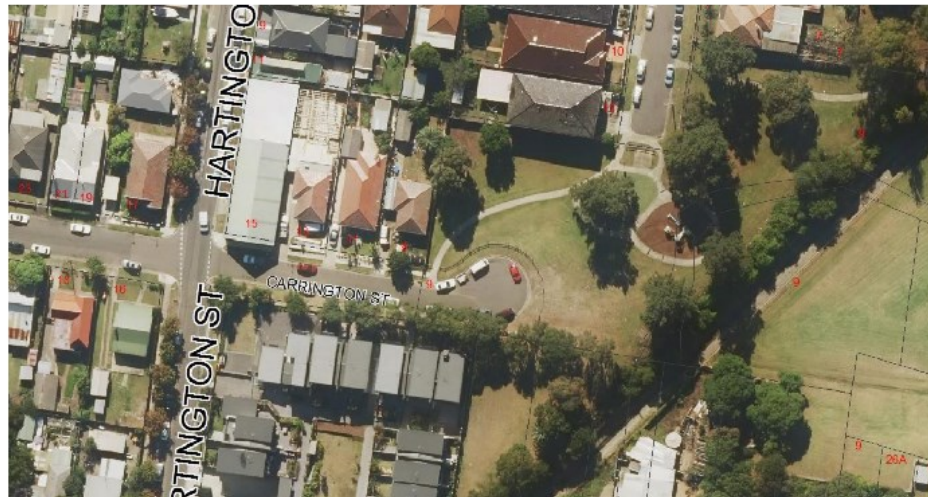
Summary:

This report considers “No Parking” restrictions in Carrington Street, Granville at the cul-de-sac end.

Report:

The request is from Council’s Parks and Recreation Department to install ‘No Parking’ restrictions at the cul-de-sac of Carrington Street, Granville. The Scout Memorial Reserve is located at the end of Carrington Street and complaints have been received from Council staff that cars are regularly parked across the driveway located at the end of the road. Thus Council vehicles cannot access the park and is making it difficult for Council staff to service the Park. This also prevents any vehicles to undertake U-turns to turn back at the cul-de-sac.

The plan below shows the location.



Therefore, it is proposed to install ‘No Parking’ restrictions at the end of Carrington Street to assist Council vehicles driving in and out of the driveway and allow for vehicles to turn back at the end.

Notification is not required as the proposed work is within the frontage of the reserve. However, Council will notify adjacent properties of the parking restrictions.

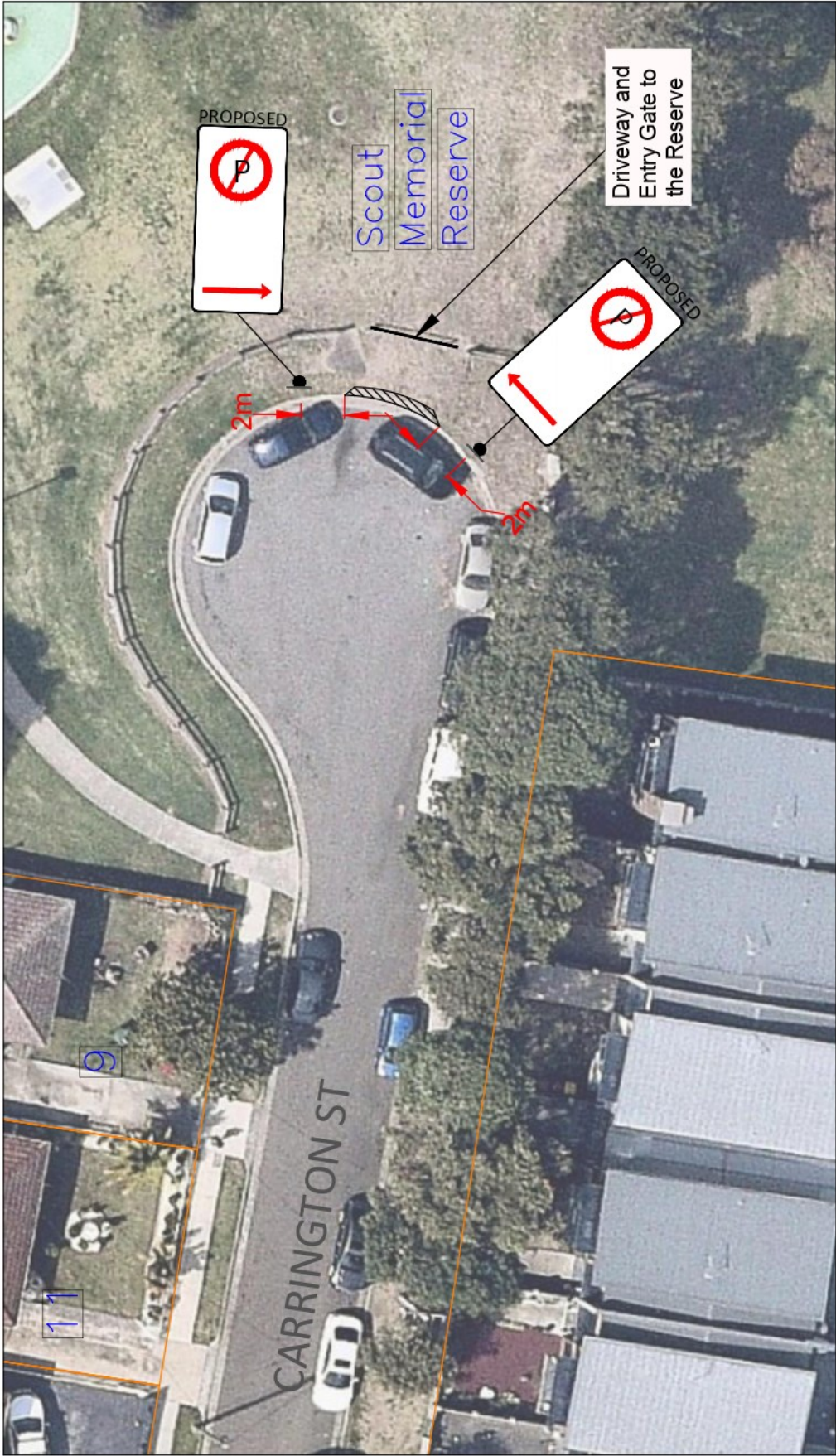
Comments:


Members discussed the proposed ‘No Parking’ signs at the cul-de-sac and recommended that signs be installed only at the park driveway with two metre clearance on either side. The plan shall be amended accordingly.

Recommendation:


The Committee recommended that;

1. The proposed “No Parking” restrictions on both sides of the Park driveway in the cul-de-sac end of Carrington Street, Granville in accordance with the Plan CTC-19-201-Revision 1 be approved.
2. Council notify adjacent properties of the parking restrictions.





Sketch Plan No.: CTC-19-201 - Revision A	TITLE: Proposed 'No Parking' Restrictions in Carrington St, Granville		
	File Number: T-28-01/06	Date: Revised on 11/11/19	Scale: NTS
	Drawn By: P.L		


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CTC-19-202 RAWSON STREET & PLATFORM STREET, LIDCOMBE – PROPOSED ‘NO STOPPING’ RESTRICTIONSState Electorate: Auburn
(File S3180-04)

PAC: Auburn

Summary:

Council has received a request from a local resident for the installation of parking restrictions at the intersection of Rawson Street and Platform Street, Lidcombe.

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 parking restrictions at the intersection of Rawson Street and Platform Street, Lidcombe.

A site inspection indicated that there are no ‘No Stopping’ signs at this intersection and vehicles were parked too close to the intersection which restrict sight distance on both sides. The location is in the vicinity of Lidcombe Public School and school children walk to school through the area. Therefore, the installation of ‘No Stopping’ signs would improve road safety at this intersection.

Comments:

Members agreed with the recommendation.

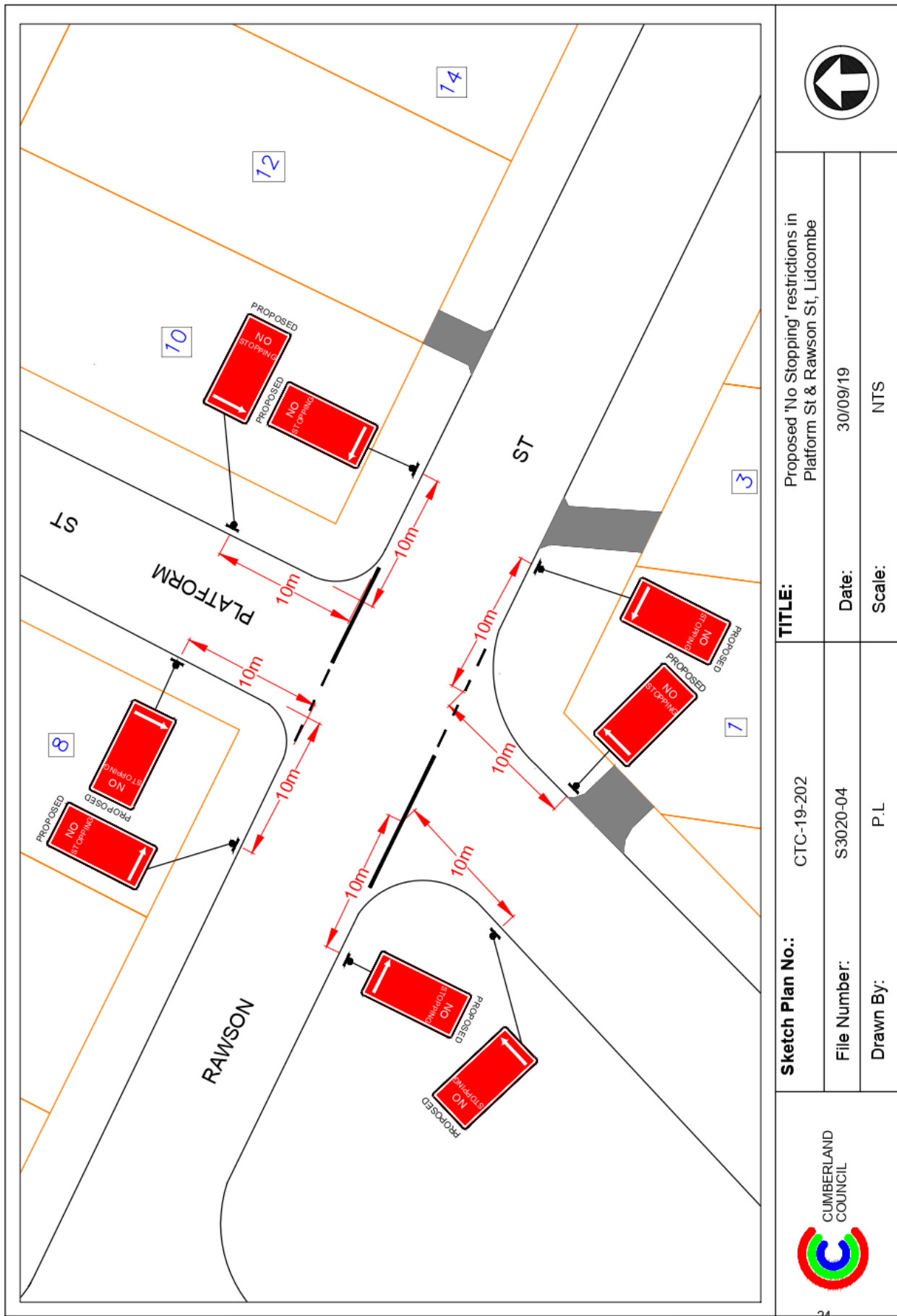
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of ‘No Stopping’ signs at the intersection of Rawson Street and Platform Street, Lidcombe in accordance with the attached plan be approved.

Attachments:

1. Plan – Rawson Street and Platform Street, Lidcombe – Proposed ‘No Stopping’ signs



CTC-19-203 JOHN STREET, LIDCOMBE – PROPOSED PEDESTRIAN REFUGE

State Electorate: Auburn PAC: Auburn
(File No. S1940-04)

Summary:

This report deals with the provision of the provision of a pedestrian refuge on John Street, Lidcombe outside Boorea Street.

Report:

Council has received a request from a resident for the provision of a pedestrian crossing in John Street, Lidcombe north of the town centre. The request was made following a pedestrian fatality in John Street.

Council initially undertook observations at different times at different locations. The observations revealed that there was no pedestrian warrants to provide a pedestrian crossing in John Street, Lidcombe north of the town centre.

However, the resident was continuously making requests for a pedestrian crossing in John Street and hence Council surveyed pedestrian counts in John Street between Boorea Street and Calool Street. This area was chosen due to the presence of a service station and shops in the vicinity. There are two bus stops on opposite sides at this locality.

Pedestrian Crossing Warrants:

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 ≥ 30 AND*
- (b) The vehicular flow per hour (V) through the site is ≥ 500 AND*
- (c) The product PV is $\geq 60,000$*

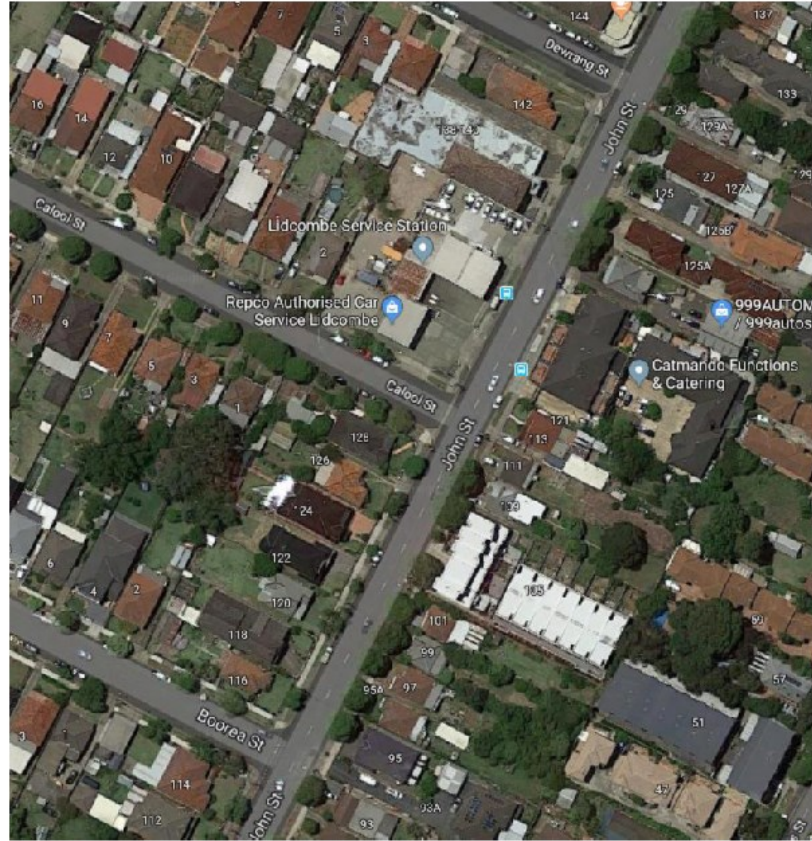
Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.

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) $P \geq 30$ AND*
 - (b) $V \geq 200$*
- a pedestrian (Zebra) Crossing may be installed.*

Pedestrian & Vehicle counts:

A large section of John Street from Boorea Street to past Calool Street was considered for the pedestrian counts.



The pedestrian / vehicle counts were taken on a week day after the schools commenced their new term. The data is given below:

Period	vehicles	Pedestrians
07:00 - 08:00	739	4
08:00 - 09:00	848	3
09:00 - 10:00	943	10
10:00 - 11:00	672	2
11:00 - 12:00	660	1
12:00 - 13:00	741	3
13:00 - 14:00	731	3
14:00 - 15:00	790	3
15:00 - 16:00	867	6
16:00 - 17:00	979	2
17:00 - 18:00	972	9
18:00 - 19:00	921	9

Out of the pedestrian numbers, there were 3 seniors who crossed the road during the day.

Based on the above counts, the numerical warrants for a pedestrian crossing is not satisfied. However, Council proposes to provide a safe crossing location in this area by providing a pedestrian refuge in John Street in the vicinity of Boorea Street / Calool Street intersections.

Council considered two options for the location of the pedestrian refuge:

- Option 1: Just south of Boorea Street – This location does not impact on the access to any property.
- Option 2: South of Calool Street – This location does not allow right turn into and out of one property.

Other locations outside the service station and shops are not feasible due to the bus stops and presence of driveways.

The “No stopping” zones associated with a pedestrian refuge will impact on the adjacent properties in both options.

The attached plans give details of the proposed options pedestrian refuge designed in accordance with the RMS Technical Directions.

Once approved, the proposed refuge will be included in Council’s Work Programme for next financial year.

Three options are given for traffic committee to consider.

Option 1

The Cumberland Traffic Committee recommends that:

1. The construction of a pedestrian refuge on John Street south of Boorea Street be approved.
2. Council undertake consultation with affected residents and report back to traffic committee if objections are received.
3. Council include the works in the 2020/21 Financial Year Capital works.

Option 2

The Cumberland Traffic Committee recommends that:

1. The construction of a pedestrian refuge on John Street south of Calool Street be approved.
2. Council undertake consultation with affected residents and report back to traffic committee if objections are received.
3. Council include the works in the 2020/21 Financial Year Capital works.

Option 3

The Cumberland Traffic Committee notes the two locations considered for the construction of a pedestrian refuge on John Street and recommends that no action be taken considering the low pedestrian numbers.

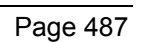
Comments:

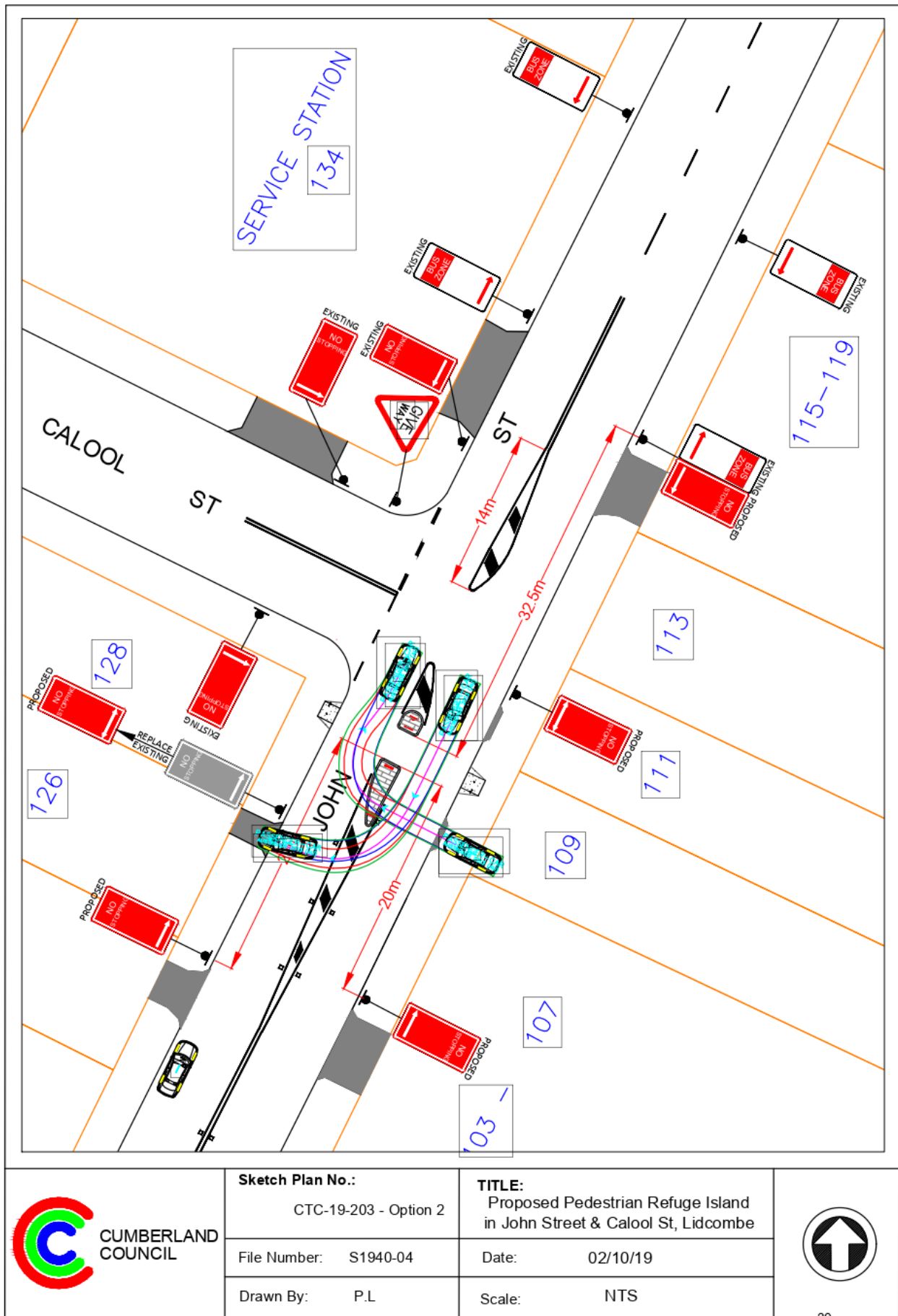
RMS representative indicated by email that the chosen option to be reported to RMS and any new traffic facility to be designed according to standards. The members recommended Option 1 as suitable due to the impact on a driveway for Option 2.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The construction of a pedestrian refuge on John Street south of Boorea Street be approved.
2. Council undertake consultation with affected residents and report back to traffic committee if objections are received.
3. Council forward final design plan to RMS for concurrence.
4. Council include the works in the 2020/21 Financial Year Capital works.





**CTC-19-204 RAILWAY PARADE AND LIVINGSTONE ROAD, LIDCOMBE – PROPOSED
NO STOPPING RESTRICTIONS**State Electorate: Auburn
(File No. S3140-04)

PAC: Auburn

Summary:

This report deals with the 'No Stopping' restrictions at the intersection of Railway Parade and Livingstone Street, Lidcombe.

Report:

Council officers have observed inconsistencies in the existing 'No Stopping' restrictions at the intersection of Railway Parade and Livingstone Road, Lidcombe.

Council's Officers have noticed during inspections that there is an existing 'No Stopping' sign located on the north western corner of Railway Parade and Livingstone Road with the arrow pointing towards the bend in Railway Parade (opposite direction to the intersection). This restriction does not cover the intersection and misleads motorists to park at the corner of the intersection.

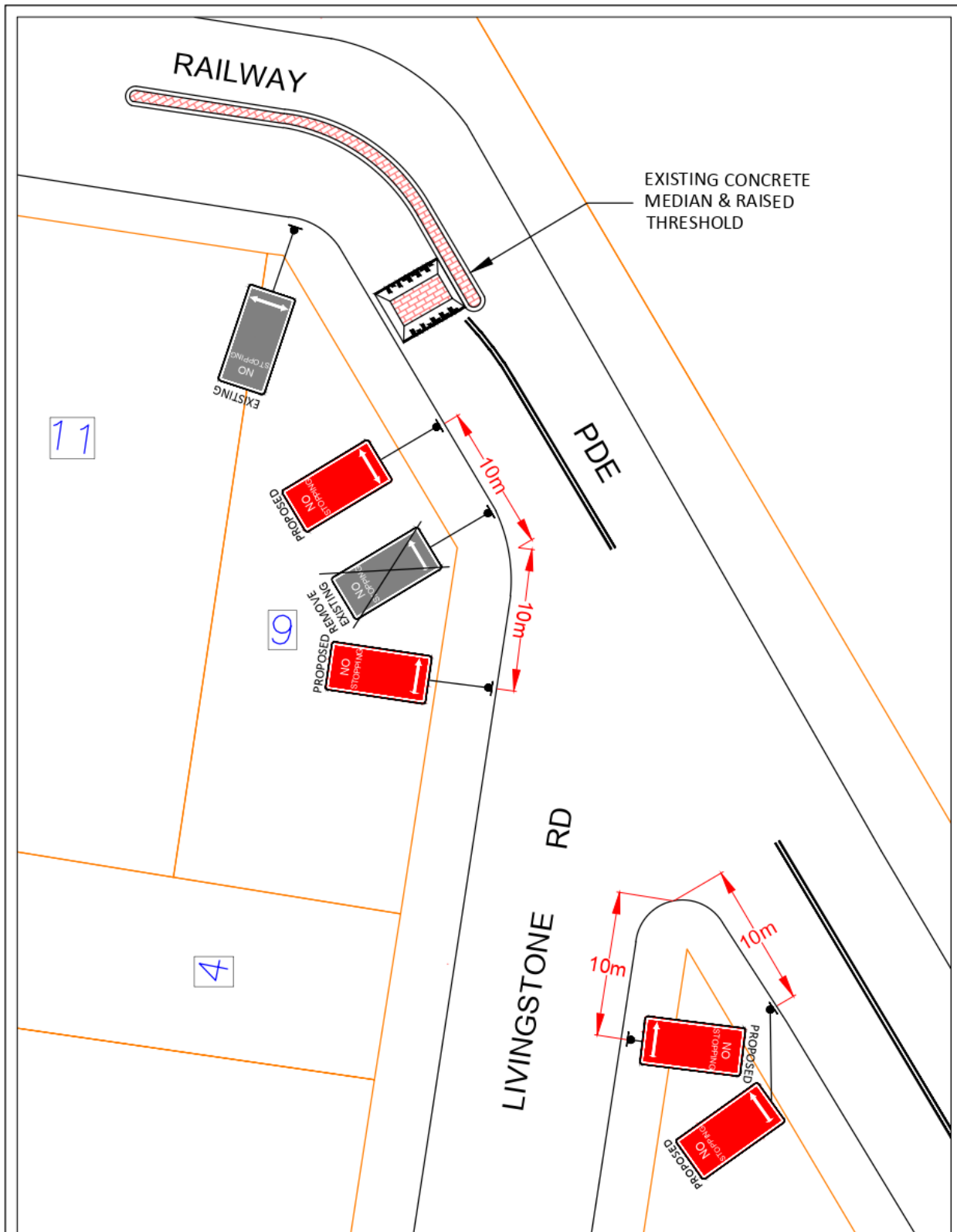
Therefore to improve sight distance and road safety for all road users, it is proposed to install 'No Stopping' signs at this intersection in accordance the attached plan.



Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of 'No Stopping' signs at the intersection of Railway Parade and Livingstone Road, Lidcombe in accordance with the attached plan be approved.



 CUMBERLAND COUNCIL	SKETCH PLAN NO.: CTC-19-204	TITLE: Proposed 'No Stopping' Restrictions at the intersection of Railway Pde & Livingstone Rd, Lidcombe	
	File Number: S3140-04	Date: 02/10/19	
	Drawn By: P.L	Scale: NTS	

**CTC-19-205 BOTANICA DRIVE AND BETTY CUTHBERT DRIVE, LIDCOMBE –
PROPOSED NO STOPPING RESTRICTIONS**State Electorate: Auburn
(File No. T-28-01/06)

PAC: Auburn

Summary:

Council has received a request from a local resident for the installation of parking restrictions at the intersection of Botanica drive and Betty Cuthbert Drive, Lidcombe.

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 parking restrictions at the intersection of Botanica Drive and Betty Cuthbert Drive, Lidcombe.

Council's Officers have investigated the request and the investigation revealed that cars park at the intersection within the statutory 10m no stopping zones. The existing signage for bus zones near the intersection without 'No Stopping' signs encourages drivers to park in the statutory restricted area adjacent to the signposted bus zones.

In addition, the southern approach of Betty Cuthbert Drive is signposted 'Give Way' control. This being a 4-legged intersection, it is proposed to install 'Give Way' sign on the northern approach of Betty Cuthbert Drive also and provide 'Give Way' line marking at the intersection together with centre lines.

The proposed 'No Stopping' signs at this intersection would improve sight distance and road safety for all road users.

Comments:

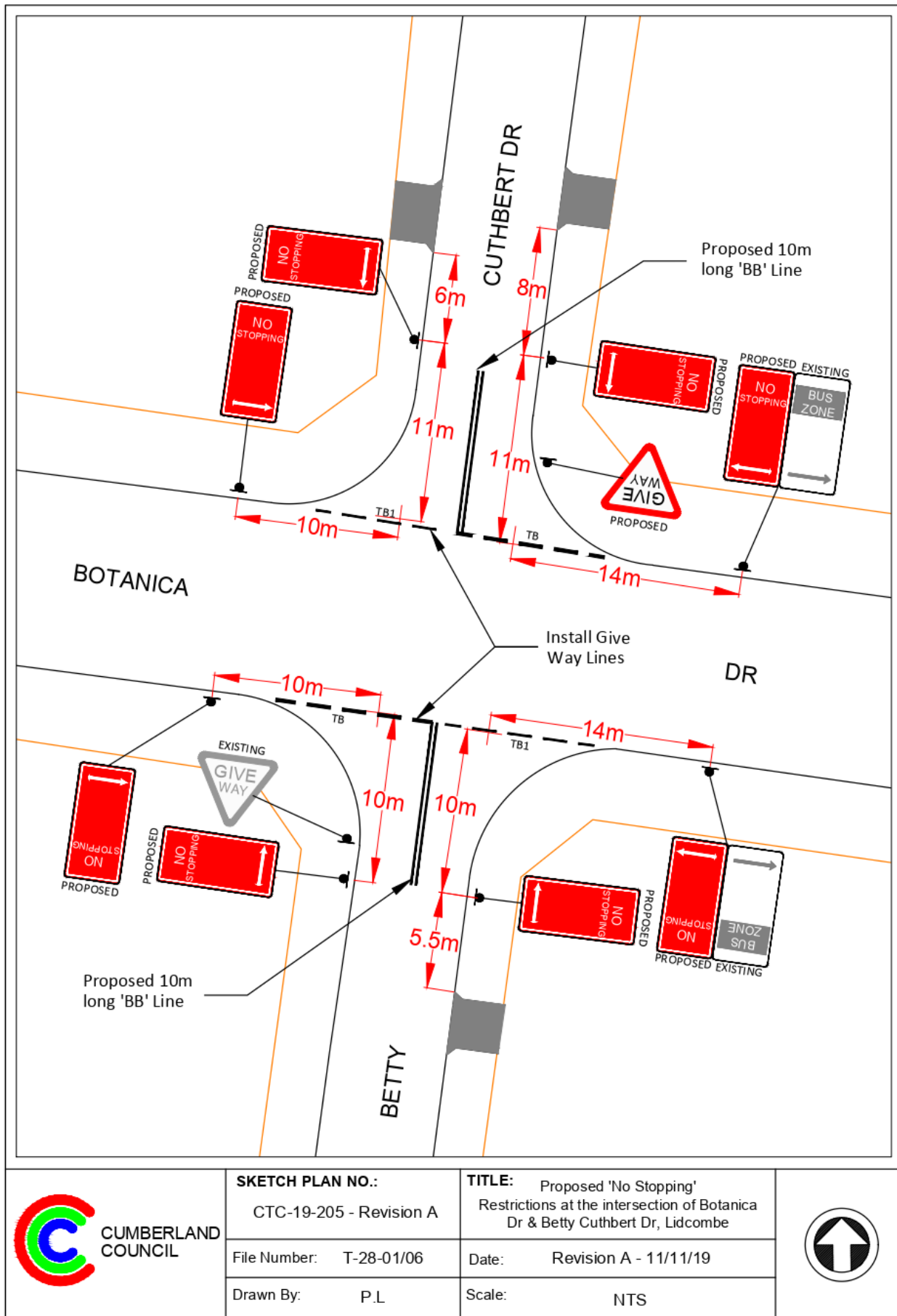
RMS indicated in email that the proposed 'S1' centre line markings on Betty Cuthbert Drive be replaced with 'BB' centre lines.

Members agreed with the recommendation including the request of RMS.

Recommendation:

The Cumberland Traffic Committee recommended that;

1. The installation of 'No Stopping' signs and 'Give Way' sign and line marking at the intersection of Botanica drive and Betty Cuthbert Drive, Lidcombe in accordance with the attached plan be approved.
2. Council notify affected residents of the resolution.



**CTC-19-206 CHISWICK ROAD, SOUTH GRANVILLE – SPEEDING CONCERNS
COMMUNITY CONSULTATION RESULT**

State Electorate: Auburn LAC: Cumberland
(File No. T-28-01/06)

Summary:

Council at its meeting on 3 July 2019 considered a Cumberland Traffic Committee recommendation regarding speeding concerns raised in Chiswick Road, South Granville and resolved to 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.

This report details the result of the consultation undertaken in accordance with Council's resolution.

Report:

Cumberland Traffic Committee at its meeting held on 5 June 2019 considered a report on the request for traffic calming in Chiswick Road, South Granville and recommended inter-alia that Council undertake consultation with the residents of Chiswick Road, west of Clyde Street, South Granville to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

Council at its meeting held on 3 July 2019 approved the above recommendation.

Following Council's resolution, Council's Officers undertook consultation with the residents in Chiswick Road west of Clyde Street. There were 31 letters with an attached survey form distributed to residents and owners. The survey form had three options for residents to respond as follows:

1. Option 1 – I raise No Objection to install a speed hump outside my property.
2. Option 2 – I object to install a speed hump outside my property.
3. Option 3 – No Speed hump required at this stage and Council review in future.

Nine (9) responses were received with 6 in support of Option 1 and 3 in support to Option 2. No objections were received.

The support response is 66% of the returned submissions but 19.4% of the total letters distributed.

Residents who supported Option 1 indicated that speed humps are required in the street. Two of the submissions noted concerns for the safety of school students of Blaxcell Street School. One resident called Council and indicated that the street is used for illegal racing and tyre burning activities and the Police have been called during the dangerous activities. Council has also received comments from the NSW Police Force that speed humps may help to reduce the excessive speed drivers are travelling at this road.

It should be noted that the recorded 85th percentile speed in this section of Chiswick Road was 58.7km/hr. The average daily traffic is 554 veh/day.

In accordance with the above, majority of the residents who submitted a response supported the installation of speed humps in Chiswick Road.

Based on the design principles, Council's Officers have prepared a concept plan incorporating suitable locations for the proposed speed humps in Chiswick Road.

Comments:

Members agreed with the recommendation.

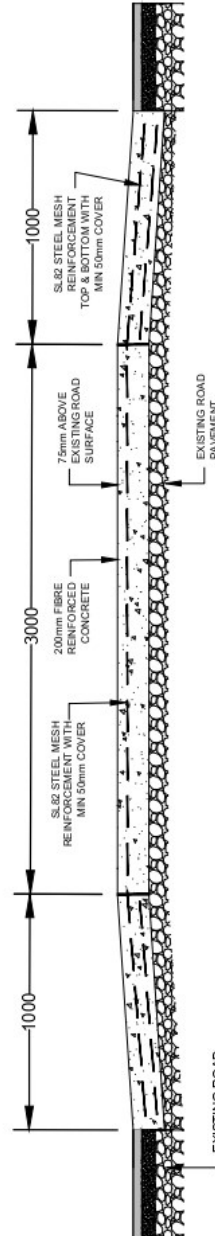
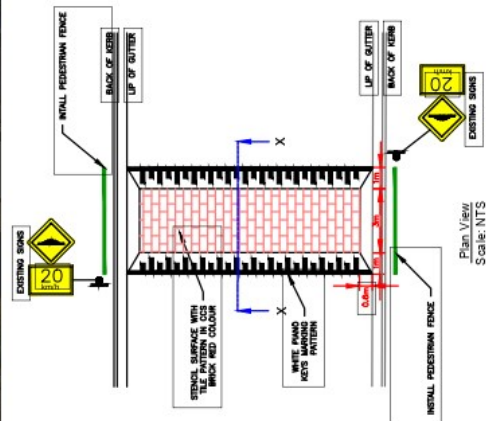
Recommendation:

The Cumberland Traffic Committee recommended that:



- i) The proposed speed humps on Chiswick Road, South Granville in accordance with the attached plan be approved.
- ii) The directly affected residents be consulted and reported back to the Traffic Committee if objections are received.

Attachments:

1. Plan – Chiswick Road, South Granville – Proposed Speed Humps



Cross - Section of Raised Threshold X-X
Scale: NTS

	Sketch Plan No.: CTC-19-206		
	File Number: T-28-01/06	TITLE: Proposed Speed Cushion in Chiswick Road, South Granville	
	Drawn By: P.L.	Date: 03/10/19	
		Scale: NTS	

**CTC-19-207 ESSINGTON STREET, WENTWORTHVILLE – REQUEST FOR THE
INSTALLATION OF ‘BUS ZONE’ SIGNS**State Electorate: Prospect
(File No. GS-270-TP)

PAC: Cumberland

Summary:

Council has received a request from Strata managers for the installation of ‘Bus Zone’ signs at the existing bus stop located in front of 67 – 69 Essington Street, Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from Strata managers that cars are parking at the existing bus stop located in front of 67 – 69 Essington Street, Wentworthville. The request is for the installation of ‘Bus Zone’ signs at this existing bus stop.

Council’s Officers have investigated the matter and the investigation revealed that motorists regularly park their vehicles illegally within the existing bus stops located in front of 67 – 69 Essington Street (northern side) and in front of 74 – 76 Essington Street (southern side).

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. Therefore, the installation of ‘Bus Zone’ signs would indicate the bus stop area and would stop motorists from parking illegally and restricting bus’s access. The signs will be installed for both stops.

Comments:

Members agreed with the recommendation.

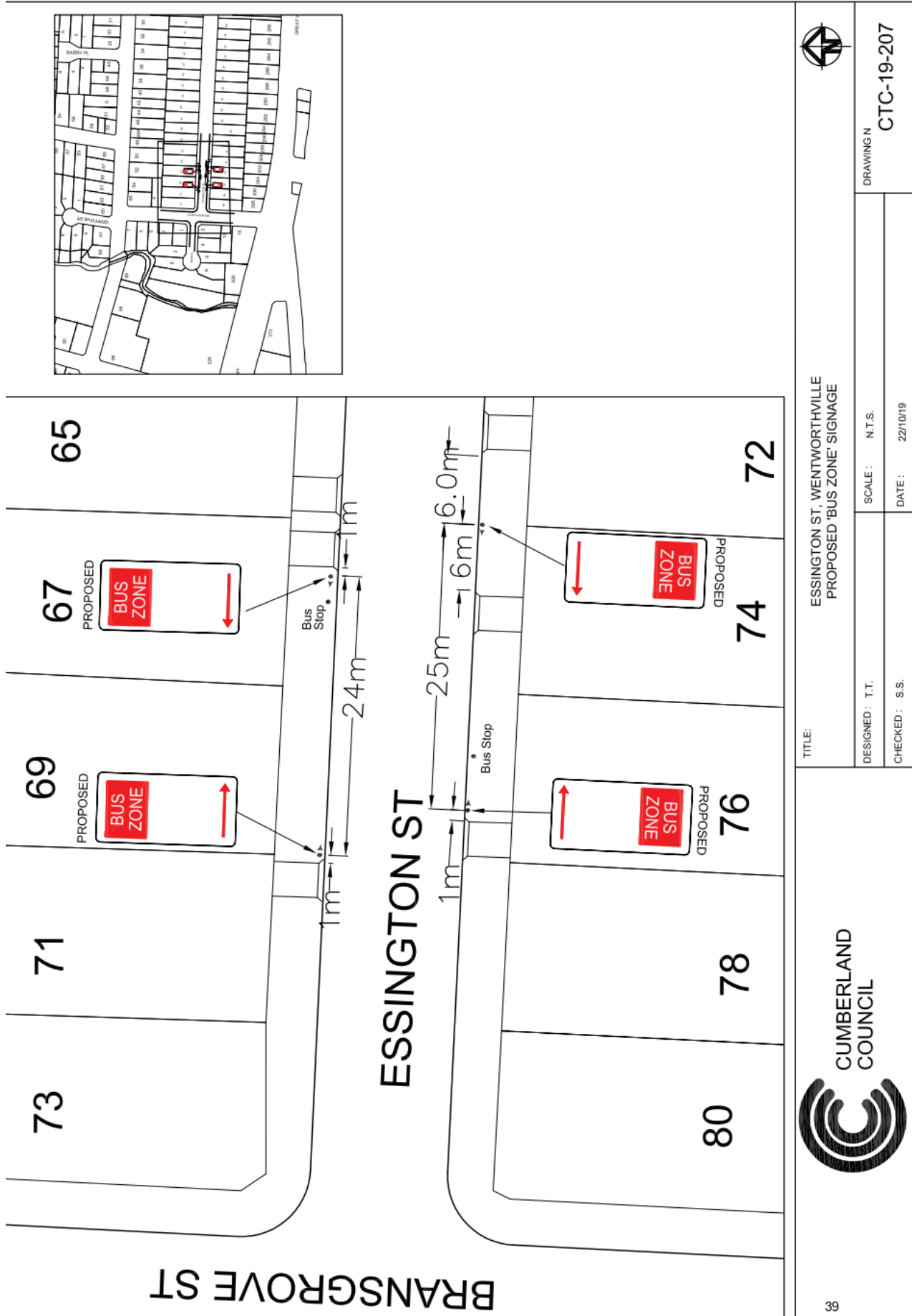
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of ‘Bus Zone’ signs in Essington Street, Wentworthville in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.

Attachments:

- 1. Plan – Essington Street, Wentworthville – Proposed ‘Bus Zone’ signs



**CTC-19-208 MONITOR ROAD AND LEEDS STREET, MERRLANDS – PROPOSED
INTERSECTION IMPROVEMENT**State Electorate: Granville
(File No. GS-573-TP)

PAC: Cumberland

Summary:

Council has received a complaint from a local resident regarding vehicles cutting corners at the intersection of Monitor Road with Leeds Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Monitor Road is a local road that runs in a north-south direction, it has a width of approximately 10m with 50km/h speed limit. Parking is permitted on both sides of the road.

Leeds Street is a local road that runs in an east-west direction, it has a width of approximately 10m with a signposted 50km/h speed limit. Parking is permitted on both sides of the road.

Monitor Road and Leeds Street form a cross intersection with 'Give-Way' signs on Leeds Street.

The latest Roads and Maritime Services (RMS) crash data indicates that there were two reported crashes at the intersection within the last 5 years (RUM code for the two crashes is 10).

Council has received a complaint from a local resident regarding vehicles cutting corners and speeding through the intersection of Monitor Road and Leeds Street, which raised safety concern.

Council's Officers have investigated the matter and found that there are no 'No Stopping' restrictions or line marking to indicate the travel lane at this intersection. In this regard, it is recommended to install BB line marking and 'No Stopping' restrictions to improve road safety for all road users at this intersection.

Comments:

Members agreed with the recommendation.

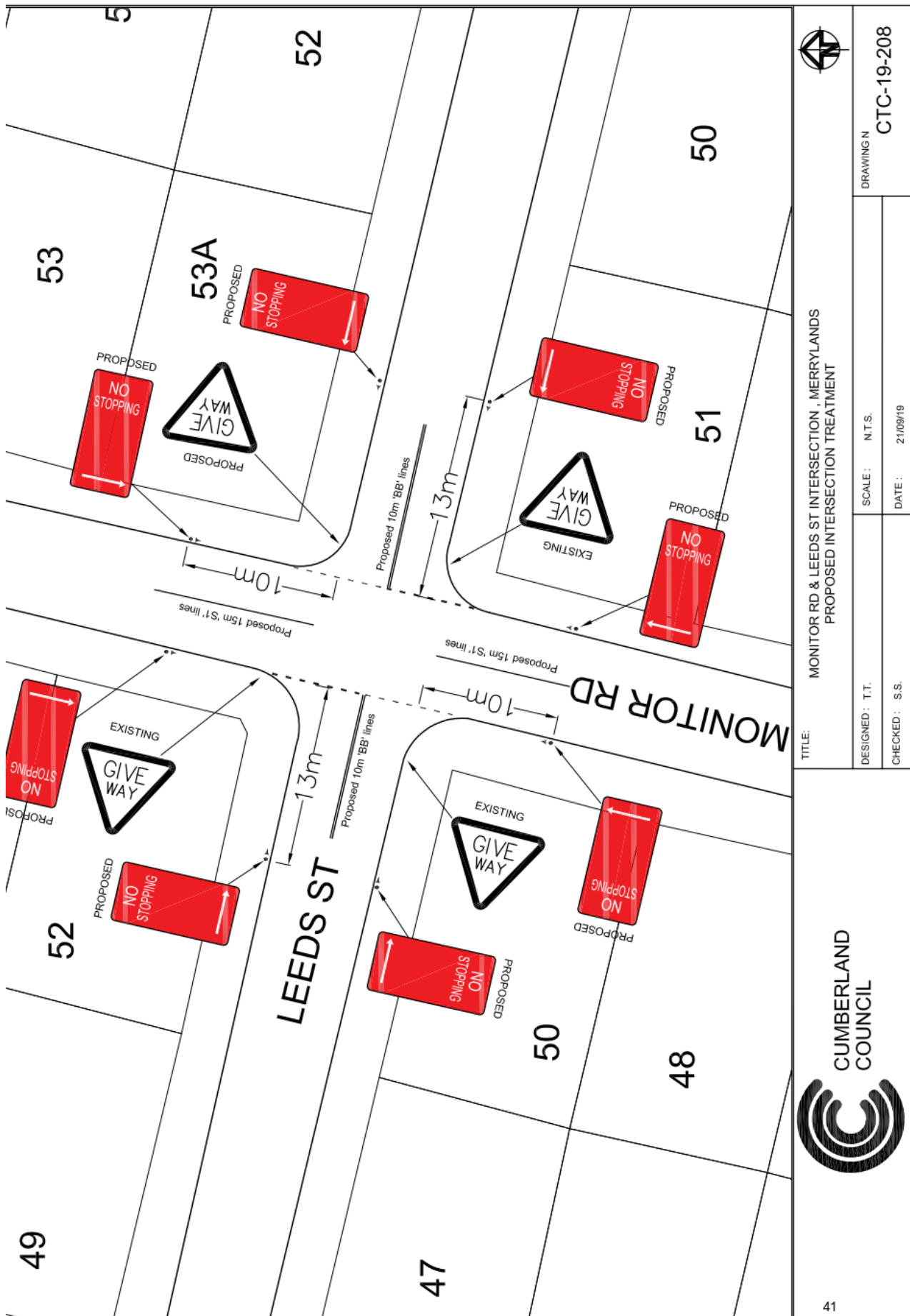
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs and BB line marking at the intersection of Monitor Road and Leeds Street, Merrylands in accordance with the attached plan be approved.

Attachments:

1. Plans – Monitor Road and Leeds Street, Merrylands – Proposed Intersection Improvement.



41

CTC-19-209 BRIGHT STREET, GUILDFORD – SPEEDING CONCERNS

State Electorate: Auburn
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a petition from the residents of Bright Street, Guildford raising concerns that vehicles are speeding in the street.

This report outlines the outcome of the investigation into this matter.

Report:

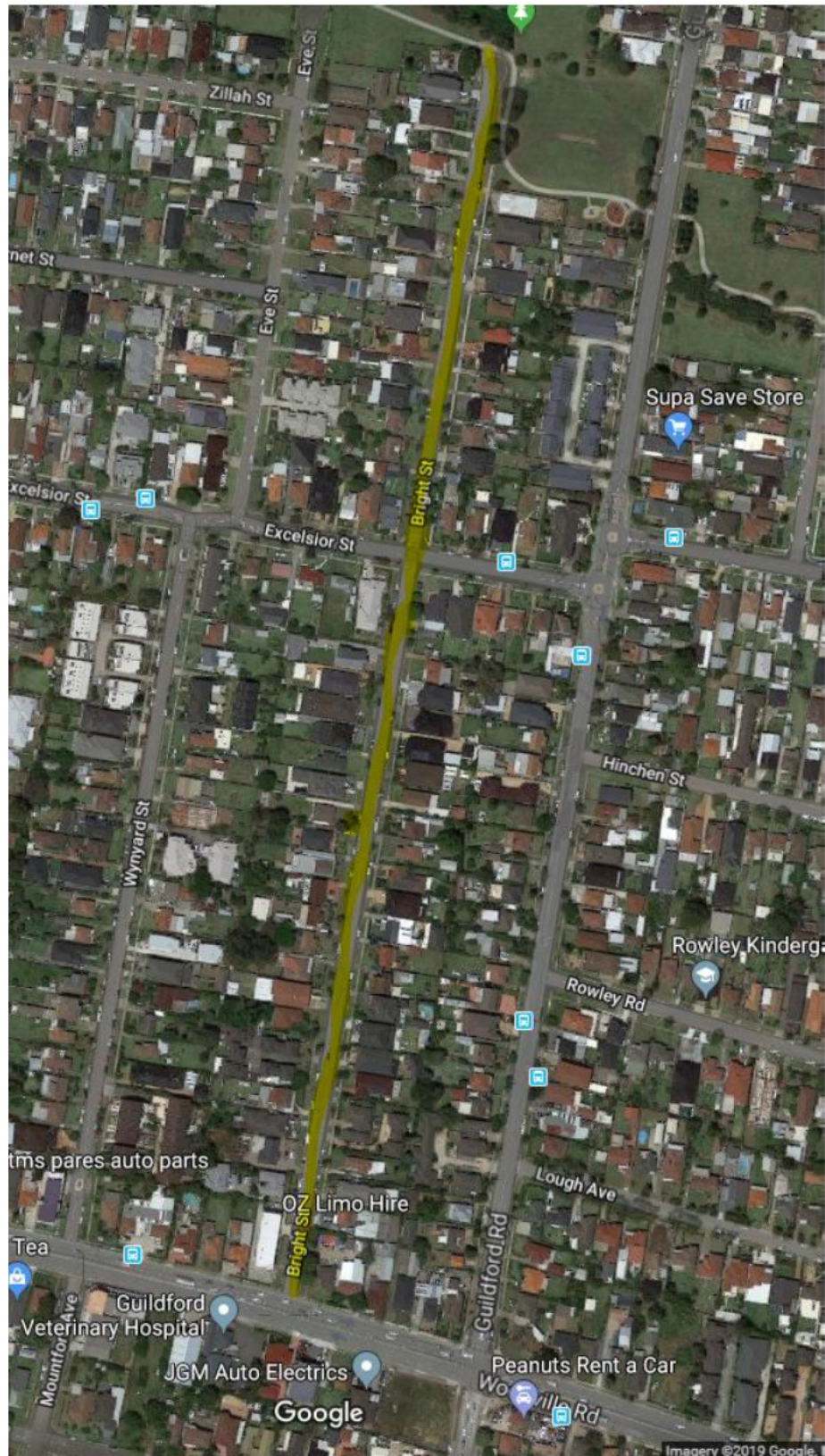
Bright Street is local road running east from Woodville Road to Bright Park through Excelsior Street. It is approximately 440m long between Woodville Road and Excelsior Street and 290m long east of Excelsior Street.

Bright Street is approximately 11.7m wide in the section between Woodville Road and Excelsior Street and 10.4m wide in the section east of Excelsior Street. The street runs parallel to Guildford Road.

Bright Street has “Give Way” control at its intersection with Excelsior Street.

There was one reported mid-block accident in Bright Street in the 5 year period between July 2013 and June 2018. There were also two reported accidents at the intersection of Excelsior Street and Bright Street during the same period.

The map overleaf below shows the location of Bright Street, Guildford.



Traffic counts were undertaken in Bright Street and the data is given below:

Traffic Count Data in Bright Street, Guildford

Average Daily Traffic (ADT) = 249 Veh/day

Average Peak Hour Traffic AM = 12 Veh/hr

PM = 24 Veh/hr

85th Percentile speed = 53.1 km/hr

Median Speed = 40.3 km/hr

Percentage of vehicle travelling below the speed limit = 79%

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Bright 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 – Bright Street – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	0
Crash warrant in the last 5 years	15	10
Road Characteristics	35	12
Community Support & other factors	5	5
Total	100	27

The following table indicates the action to be taken according to the assessment points:

Table 2 –Action

Criteria	Action
>75	Report to HTC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	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.

Based on the above results, Bright Street data scored 27 out of 100 in accordance with Council's LATM Policy assessment. It is advised that traffic calming devices are not warranted at this time in accordance with Council's LATM Policy.

Also, the recorded 85th percentile speed in the street was 53.1 km/hr, which not significantly high and It is proposed to review conditions in Bright Street, Guildford in November 2020. A report will be presented to February 2021 traffic committee if conditions in Bright Street noticeably.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. Traffic calming devices not be provided in Bright Street, Guildford.
2. Cumberland Police Area Command of NSW Police Force be requested to monitor illegal driving in Bright Street, Guildford.
3. Council review conditions in Bright Street, Guildford in November 2020 and report to Cumberland Traffic Committee in February 2021 if significant changes are recorded.

**CTC-19-210 CLYDE STREET, SOUTH GRANVILLE – PROPOSED PEDESTRIAN
REFUGE BY NSW LAND AND HOUSING CORPORATION –
CONSULTATION RESULT**

State Electorate: Auburn LAC: Cumberland
(File No. T-28-01/06)

Summary:

This report considers the installation of pedestrian refuge islands in Clyde Street, Granville and the consultation undertaken by the NSW Land and Housing Corporation.

Report:

Cumberland Traffic Committee at its meeting held on 4 June 2019 considered a report on the proposed refuge islands on Clyde Street, South Granville by NSW Land and Housing Corporation associated with the Senior's Housing development in Dixmude Street South Granville and **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.*

Subsequently, Council approved the recommendations at its meeting held on 3 July 2019.

The NSW Land and Housing Corporation undertook consultation with affected residents in June 2019 and has forwarded a summary of submissions.

Consultation with affected residents:

NSW Land and Housing Corporation sent 12 letters to affected residents who are impacted by the provision of 'No Stopping' restrictions associated with the refuge islands.

Following is an extract from the summary received from NSW Land and Housing Corporation regarding the consultation undertaken by them and the responses received with further comments. The house numbers and names have been replaced by single letters for privacy.

Submission received from Mr & Mrs X- - - who are public housing tenants, residing at "Unit - - /256-258" Clyde Street, South Granville. I (NSW Housing Corporation) can confirm that their residence and the remaining four units within the complex each have private garages and driveways, positioned directly off Clyde Street for parking of private vehicles. Refer attached image.

Submission received from residents of "Y", Clyde Street, regarding not being able to park their vehicles out the front of their home. No. "Y", Clyde Street has a garage and driveway fronting Clyde Street for parking of private vehicles.

The pedestrian refuge island would not affect resident's access to Clyde Street from their garage and driveway.

In conclusion, as mentioned below, the households who provided those submissions each have their own private garages and driveways, for parking of multiple private vehicles. Their driveways are all positioned off Clyde Street.

It is therefore considered, that the proposed pedestrian refuge island would benefit the local community by helping to create a safer neighbourhood for its residents and should therefore proceed.

Council officers have confirmed the statements made by the NSW Land and Housing Corporation representative in the email.

The attached plan shows the proposed works and associated signs and line marking in Clyde Street, Granville.

Comments:

The proposal was discussed. Members indicated that affected residents be notified of the resolution.
Members agreed with the recommendation.

Recommendation:

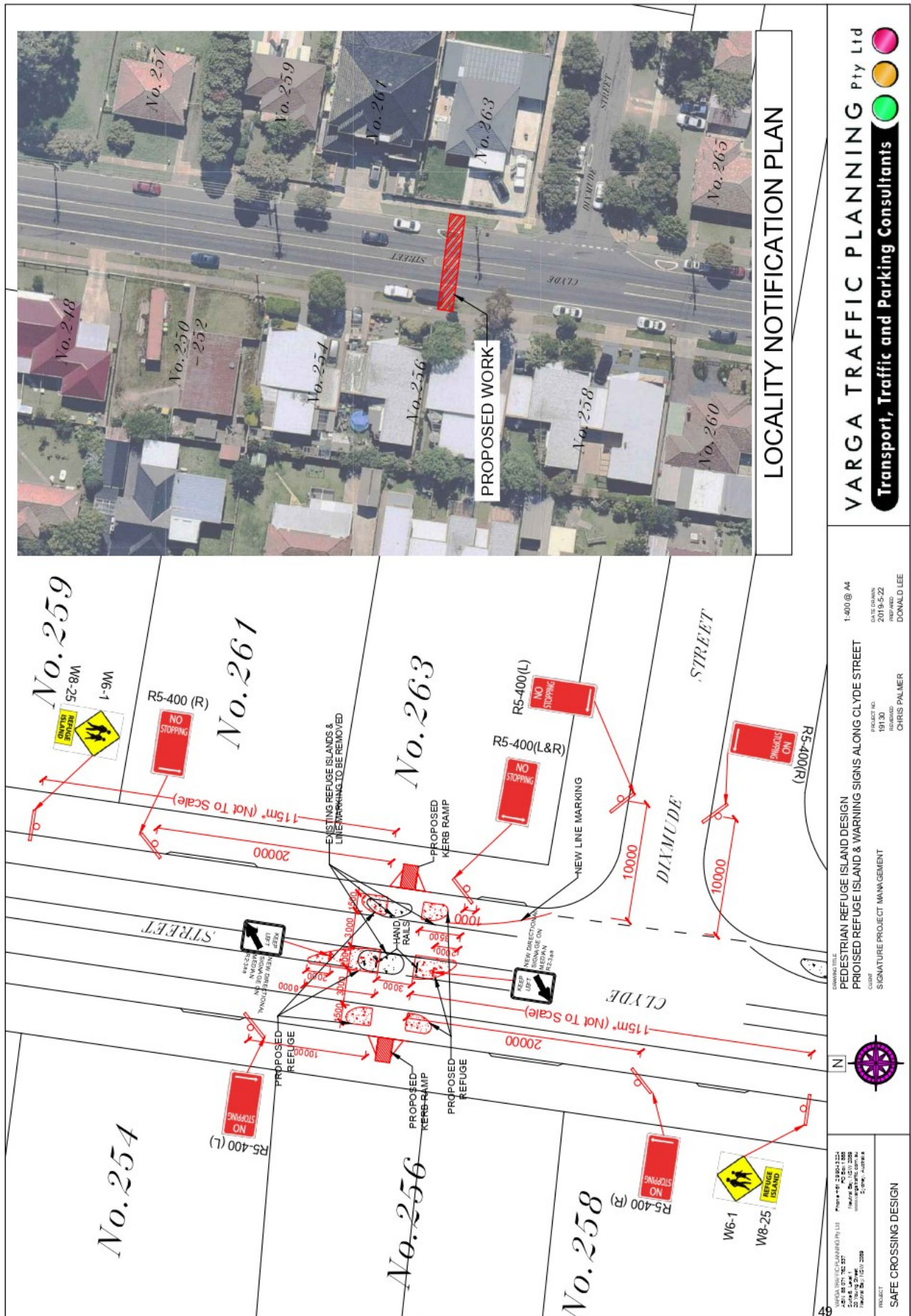
The Cumberland Traffic Committee recommended that;

1. The proposed pedestrian refuge and associated signs and line marking be approved.
2. The NSW Land & Housing Corporation submit final construction plans for the pedestrian refuge to Council's Engineering & Traffic Section for approval prior to construction.
3. The affected residents be notified of the Council resolution.

4. All associated cost including consultation shall be borne by the NSW Land & Housing Corporation.

Attachments:

1. Signs and Line Marking Plan – Proposed refuge-island on Clyde Street.
2. CTC-19-117 – Previous traffic committee report



ATTACHMENT - PREVIOUS REPORT

CTC-19-117 CLYDE STREET, SOUTH GRANVILLE – PROPOSED PEDESTRIAN REFUGEState Electorate: Auburn
(File No. S0890-04)

PAC: Cumberland

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.

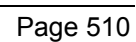
Comments

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.



CTC-19-211 HINCHEN STREET AND GUILDFORD ROAD, GUILDFORD – PROPOSED PARKING RESTRICTIONSState Electorate: Auburn
(File No. GS-342-TP)

PAC: Auburn

Summary:

Council has received a request from a local resident for the installation of parking restrictions at the intersection of Hinchon Street and Guildford Road, Guildford.

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 parking restrictions at the intersection of Hinchon Street and Guildford Road, Guildford.

A site inspection indicated that there are no 'No Stopping' signs at this intersection and vehicles were parked too close to the intersection which restrict sight distance on both sides. While it is illegal to park within the 10m Statutory no stopping zone at an intersection, vehicles tend to park here endangering vehicles exiting the minor road into Guildford Road which is a collector road carrying over 10,000 vehicles per day. Therefore, the installation of 'No Stopping' signs would improve road safety at this intersection. It is also proposed to install 10m "BB" centre line on Hinchon Street.

Comments:

Members agreed with the recommendation.

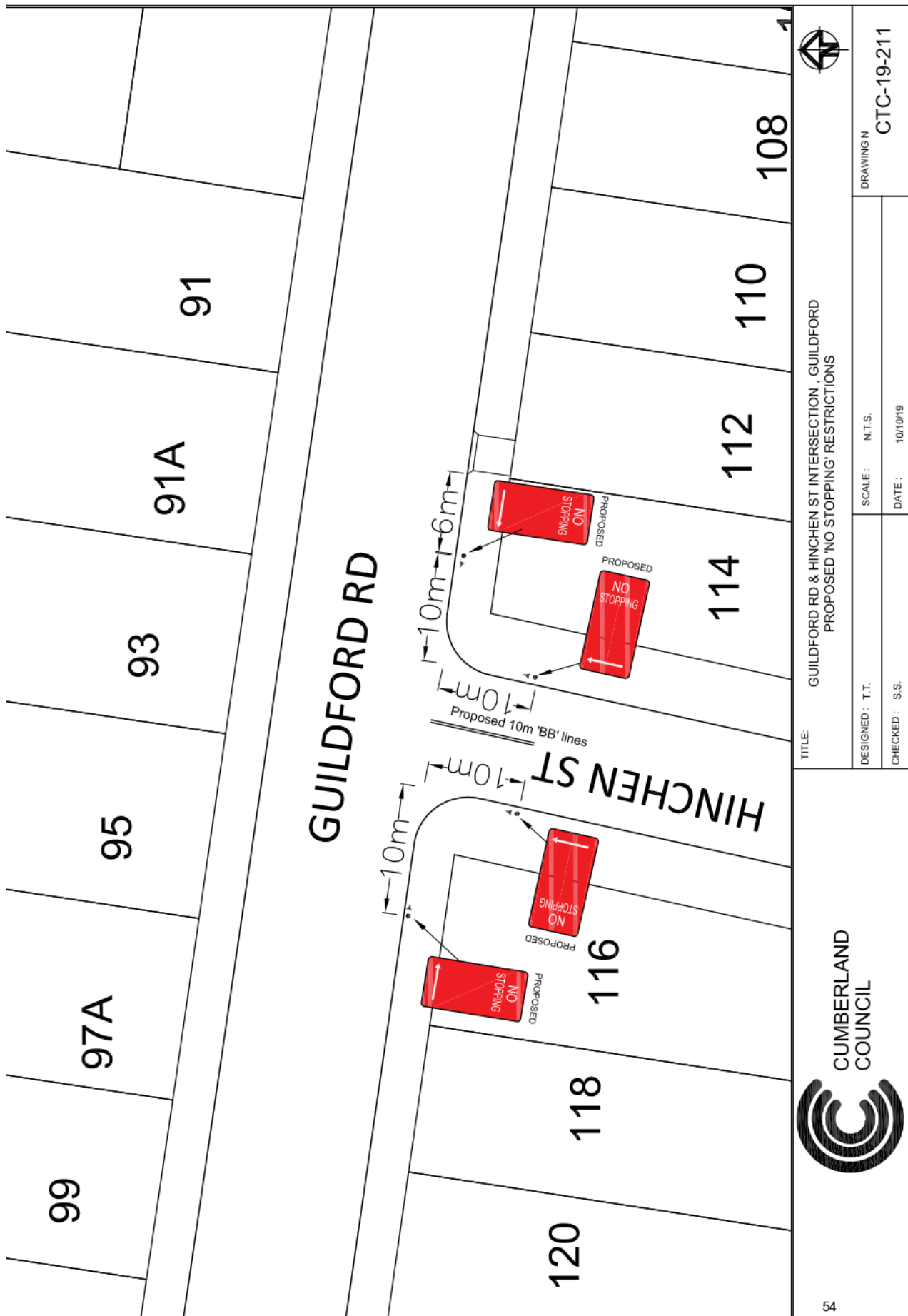
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs and "BB" centre line on Hinchon Street at the intersection of Hinchon Street and Guildford Road, Guildford in accordance with the attached plan be approved.
- ii) Council notify affected properties of the resolution.

Attachments:

1. Plan – Hinchon Street and Guildford Road, Guildford – Proposed 'No Stopping' signs



CTC-19-212 AURELIA STREET, TOONGABBIE – PROPOSED DISABLED PARKINGState Electorate: Prospect
(File No. GS-030-TP/02)

PAC: Cumberland

Summary:

Council has received requests from a business owner and a letter via the local member for the installation of a disabled parking space in front of Toongabbie Family Practice located on Aurelia Street, Toongabbie.

This report outlines the outcome of the investigation into this matter.

Report:

Aurelia Street is a local road that runs in a north-south direction with a speed limit of 50km/h by default. The carriageway width of approximately 12.6m at this section of the road. Parking restrictions apply on both sides of the road.

Council has received request from a business owner and a letter via the local member for the installation of a disabled parking space in front of Toongabbie Family Practice located at 52 Aurelia Street, Toongabbie.

Council's Officers have investigated the request and the investigation revealed that there are 3 disabled parking spaces on Aurelia Street north of Toongabbie Family Practice (2 disabled spaces approximately 60m on the western side and 1 disabled space approximately 100m on the eastern side).

In accordance with current Australian Standard 2890.6, the required width and length shall be 3.2m and 7.8m respectively with an access ramp. In most instances, this will require kerb indentation to accommodate the extra width required for a disabled parking space, which cannot be accommodated in this case.

The disabled parking space will have to be boxed same as the other existing disabled parking spaces in the street. In this regard, the travel lane width would reduce to 3m in the south-bound direction, in addition, the proposed disabled parking space would be encroaching onto adjacent properties frontage. However, the proposed disabled parking space would increase parking opportunity for people with disabled parking permit.

Comments:

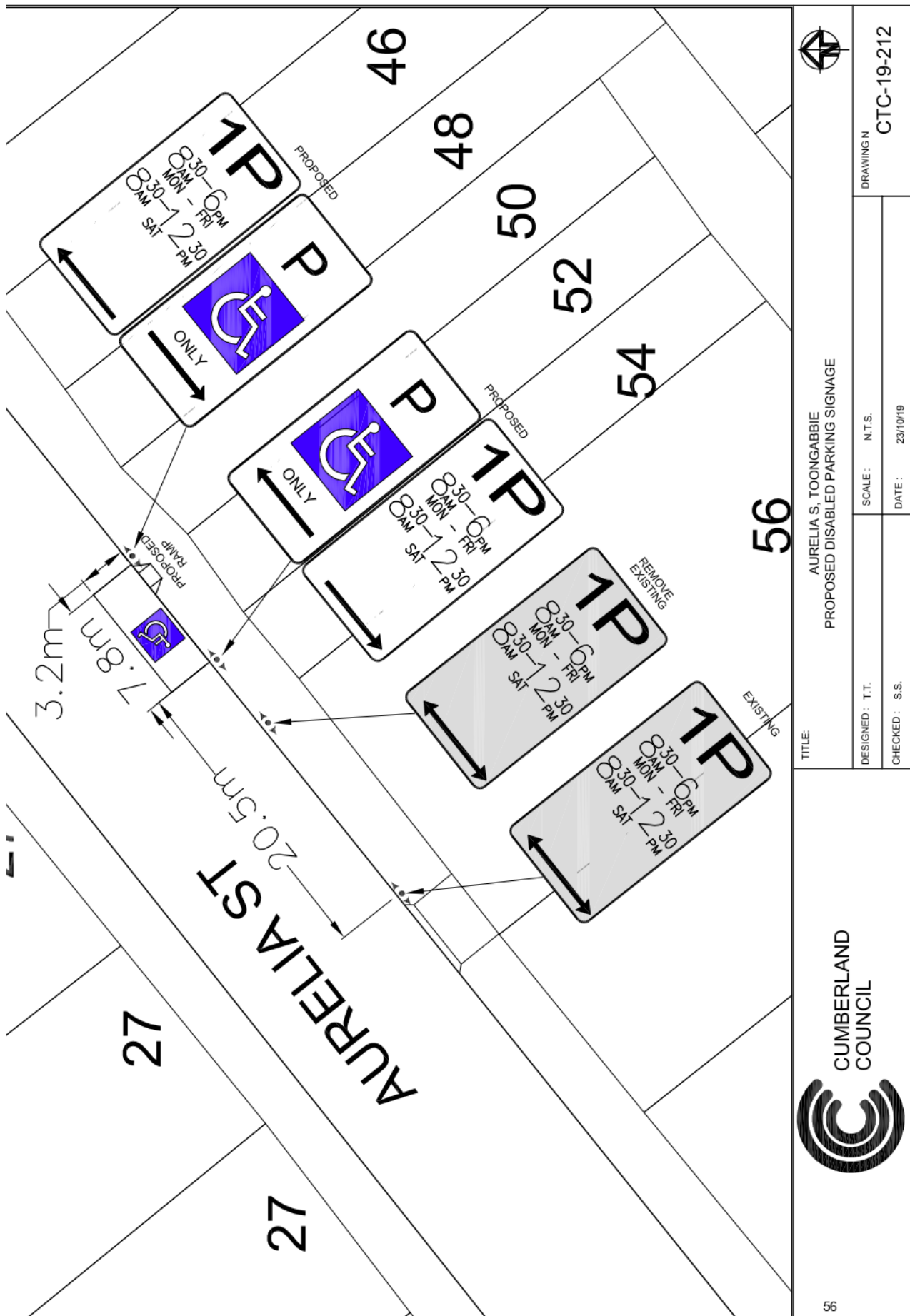
Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of a disabled parking space on Aurelia Street, Toongabbie in accordance with the attached plan be approved.
- ii) The affected businesses be notified of the outcome generally.

Attachment: Plan – Aurelia St., Toongabbie – Proposed Disabled Parking space



TITLE:
AURELIA S, TOONGABBIE
PROPOSED DISABLED PARKING SIGNAGE

DRAWING N CTC-19-212	
DESIGNED: T.T.	SCALE: N.T.S.
CHECKED: S.S.	DATE: 23/10/19



**CTC-19-213 BRANSGROVE STREET AND GREAT WESTERN HIGHWAY,
WENTWORTHVILLE – PROPOSED PARKING RESTRICTION**State Electorate: Granville
(File No. GS-106-TP)

PAC: Cumberland

Summary:

Council has received a request from a local resident for the installation of parking restrictions on Bransgrove Street at the intersection with Great Western Highway, Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:

Bransgrove Street is a local road that runs in a north-south direction with a speed limit of 50km/h by default. The carriageway width of approximately 9m at this section of the road. It has half road closure (i.e. entry only from the Great Western Highway) and parking permitted on both sides of the road.

Council has received a request from a local resident for the installation of parking restrictions on Bransgrove Street at the intersection with Great Western Highway, Wentworthville.

Council's Officers have investigated the request and the investigation revealed that there is no parking restriction on Bransgrove Street at the Great Western Highway end. A site inspection indicated that when vehicles are parked on both sides of Bransgrove Street and / or parking too close to the intersection with Great Western Highway and parking on both sides, then the travel lane would be restricted. Therefore, the proposed 'No Stopping' signs at this intersection would improve traffic travel path.

Comments:

Members agreed with the recommendation.


Recommendation:


The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs on Bransgrove Street, Wentworthville in accordance with the attached plan be approved.
- ii) The installation of 20m centre line and pavement marking at the corner in accordance with the attached plan be approved
- iii) The affected residents / businesses be notified of the outcome generally.

Attachments:


1. Plans – Bransgrove Street and Great Western Highway, Wentworthville – Proposed 'No Stopping' signs






TITLE: BRANSGROVE ST & GWH INTERSECTION, WENTWORTHVILLE
PROPOSED 'NO STOPPING' RESTRICTIONS

DESIGNED: T.T.	SCALE: N.T.S.	DRAWING N
CHECKED: S.S.	DATE: 10/10/19	CTC-19-213





**CUMBERLAND
COUNCIL**

**CTC-19-214 BURNETT STREET, MAYS HILL – PROPOSED MEDIAN ISLAND
ASSOCIATED WITH A MIXED USE DEVELOPMENT**

State Electorate: Granville
(File No. DA 2016/490)

PAC: Cumberland

Summary:

Council has received detailed design of the proposed median island and signs and line marking associated with approved development application at 127-129 Great Western Highway, Mays Hill at the intersection with Burnett Street.

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 an approval for the proposed mixed use development at 127 - 129 Great Western Highway in late 2017 subject to a condition that a median island shall be constructed on Burnett Street to restrict right turn movements in and out of the development. Prior to the construction, Parramatta City Council, Roads and Maritime Services (RMS), Cumberland Traffic Committee and Council approvals are required.

The above development comprising 27 units, ground floor commercial space and basement carpark accommodating 41 car parking spaces.

The Parramatta Traffic Committee at its meeting on 25 July 2019 and Parramatta Council at its meeting on 12 August 2019 considered a report regarding the proposed median island on Burnett Street and resolved in part that:

"1. That the existing concrete median island in Burnett Street at Great Western Highway, Mays Hill be extended south to include the new driveway of 127-129 Great Western Highway as shown in the plan attached to the report.

2. That the applicant liaise with Cumberland Council and Roads and Maritime Services regarding updating the Traffic Control Signal plan for the intersection of Great Western Highway and Burnett Street, Mays Hill.

3. That all costs associated with the construction of the median island in Burnett Street, Mays Hill be paid by the applicant at no cost to Council."

Council has received the detailed design of the proposed median island, associated signs, line marking and civil works drawings on Burnett Street for Traffic Committee consideration.

It is advised that the Roads and Maritime Services (RMS) has accepted in principle the proposed median island.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed median island and associated signs and line marking on Burnett Street at Great Western Highway, Mays Hill in accordance with the attached plan be approved.
- ii) That the applicant liaise with Cumberland Council and Roads and Maritime Services regarding updating the Traffic Control Signal plan for the intersection of Great Western Highway and Burnett Street, Mays Hill.
- iii) The costs associated with the construction of the median island and signs and line marking shall be borne by the developer at no cost to Council.

Attachments:

- 1. Plan – Burnett Street, Mays Hill – Proposed median island
- 2. Parramatta City Council Traffic Committee approval.

CONSENT No. 2016/490/1

	Issue	Date	Designer	Manager	Catagory
7.	ISSUE FOR CONSTRUCTION PERMITTE	06/09/2018	E.M.	T.B.	
8.	ISSUE FOR CONSTRUCTION PERMITTE	06/09/2018	E.M.	T.B.	

**AUSTRALIAN
CONSULTING
ENGINEERS.**

1170 L. YU - P. C. LEE, S.E., P.E., O.E.E.
 1170 L. YU - P. C. LEE, S.E., P.E., O.E.E.
 1170 L. YU - P. C. LEE, S.E., P.E., O.E.E.

127-129 GREAT WESTERN HIGHWAY, MAY'S HILLS
PUBLIC DOMAIN WORKS
CIVIL ENGINEERING PLANS
CONSTRUCTION SPECIFICATIONS

NOT FOR CONSTRUCTION

127-129 GREAT WESTERN HIGHWAY, MAY'S HILLS
PUBLIC DOMAIN WORKS
CIVIL ENGINEERING PLANS
CONSTRUCTION SPECIFICATIONS

**AUSTRALIAN
CONSULTING
ENGINEERS.**

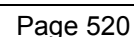
1170 L. YU - P. C. LEE, S.E., P.E., O.E.E.
 1170 L. YU - P. C. LEE, S.E., P.E., O.E.E.
 1170 L. YU - P. C. LEE, S.E., P.E., O.E.E.

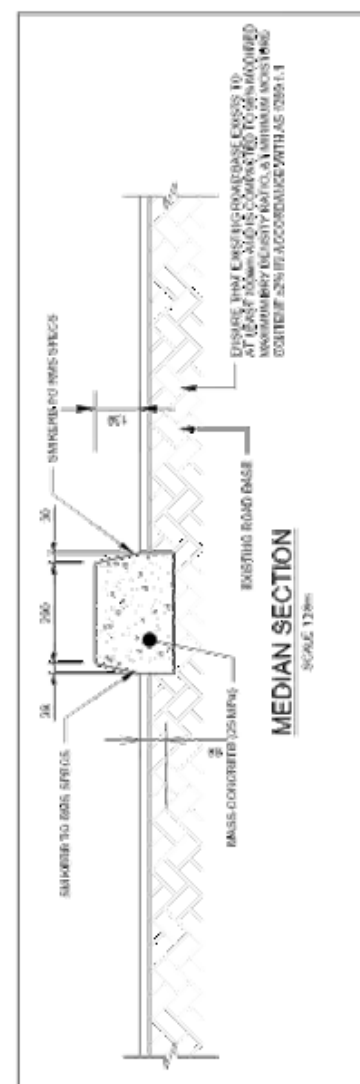
DA DesignWorx
Suite 3, 411 Church Street,
North Parramatta NSW 2151
PO Box 2683
PHONE 0405 258 562

		Date	Design	Manager
7.	ISSUE FOR CONSTRUCTION PERMIT	06/09/2018	E.M.	T.B.
8.	ISSUE FOR CONSTRUCTION PERMIT	09/02/2018	E.M.	T.B.

Page 519

C12/19-308 – Attachment 1





EXISTING SERVICES

- Ex MAG**
- BASIS NUMBER CENTER
BASIS NUMBER MANU
BASIS NUMBER GAS
BASIS NUMBER FINGER
BASIS NUMBER TULSKA
BASIS NUMBER ELECTRICAL

NOTE:
ALL LINEMARKING TO
BE THERMOPLASTIC

NOTE:
ALL EXISTING SERVICES TO BE
ADJUSTED TO MATCH
PROPOSED SURFACE LEVELS.

NOT FOR CONSTRUCTION

Civil Works Layout Plan
Sheet 2 of 2

**GREAT WESTERN HIGHWAY, MAY
PUBLIC DOMAIN WORKS
CIVIL ENGINEERING PLANS
COMMUNICATIONS ENGINEERING**

**AUSTRALIAN
CONSULTING
ENGINEERS.**

DA DesignWorx
Suite 3, 411 Church Street
North Parramatta NSW 2151
PO Box 2883
PHONE: 0405 258 962

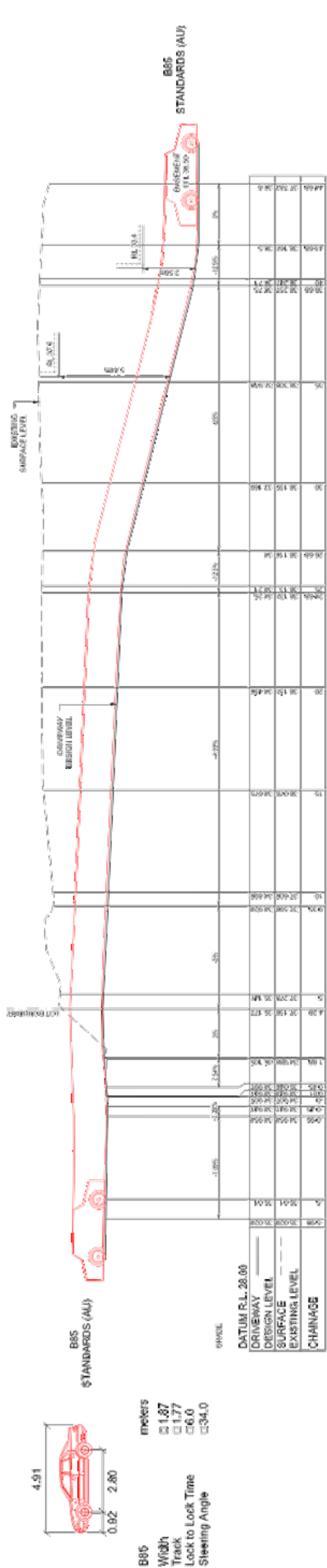
Signature: _____

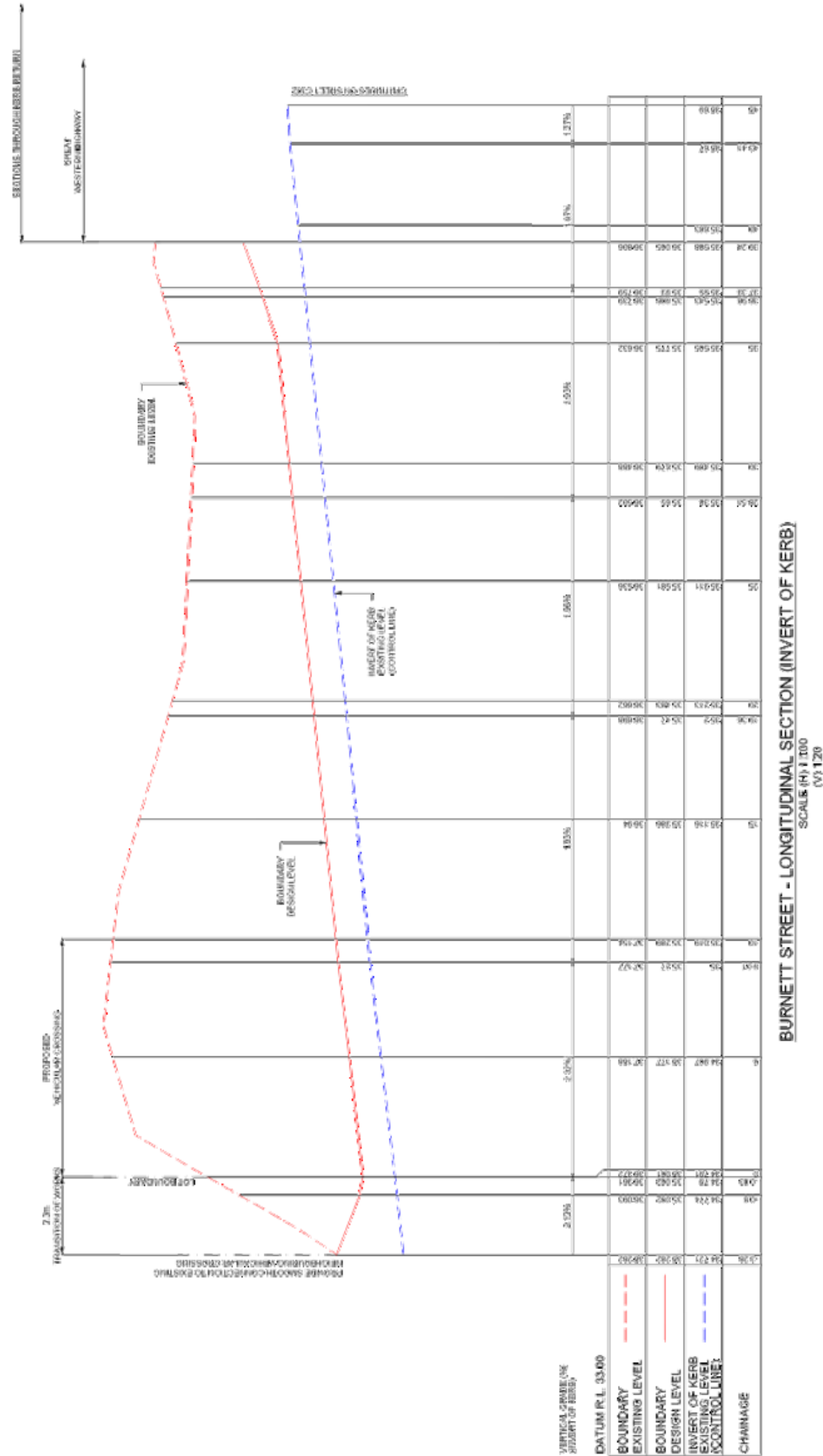
	Date	Design	Manager
	06/06/2020	E.M.	M.R.
	06/06/2020	E.M.	M.R.

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DATE OF INVOICE

Issue	Description
1	ISSUE FOR CONSTRUCTION
2	ISSUE FOR CONSTRUCTION





NOT FOR CONSTRUCTION

AUSTRALIAN CONSULTING ENGINEERS
127-129 GREAT WESTERN HIGHWAY, MAYS HILLS
PUBLIC DOMAIN WORKS
CIVIL ENGINEERING PLANS
CONSTRUCTIONAL CERTIFICATE

DA DesignWorx
Suite 3, 431 Chapel Street
North Parramatta NSW 2151
PO Box 2033
Phone: 0445 554 953

DA DesignWorx
Suite 3, 431 Chapel Street
North Parramatta NSW 2151
PO Box 2033
Phone: 0445 554 953

BURNETT STREET - LONGITUDINAL SECTION (INVERT OF KERB)
SCALE (H) 1:100
(V) 1:20

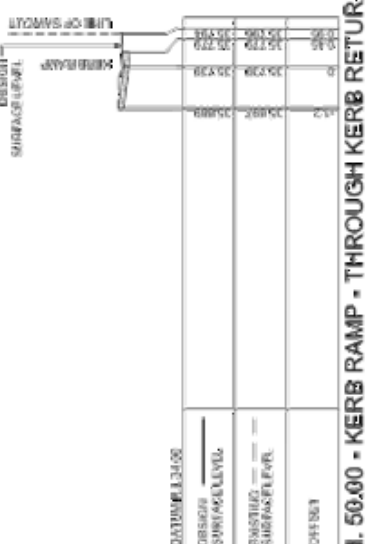
DA DesignWorx
Suite 3, 431 Chapel Street
North Parramatta NSW 2151
PO Box 2033
Phone: 0445 554 953

DA DesignWorx
Suite 3, 431 Chapel Street
North Parramatta NSW 2151
PO Box 2033
Phone: 0445 554 953




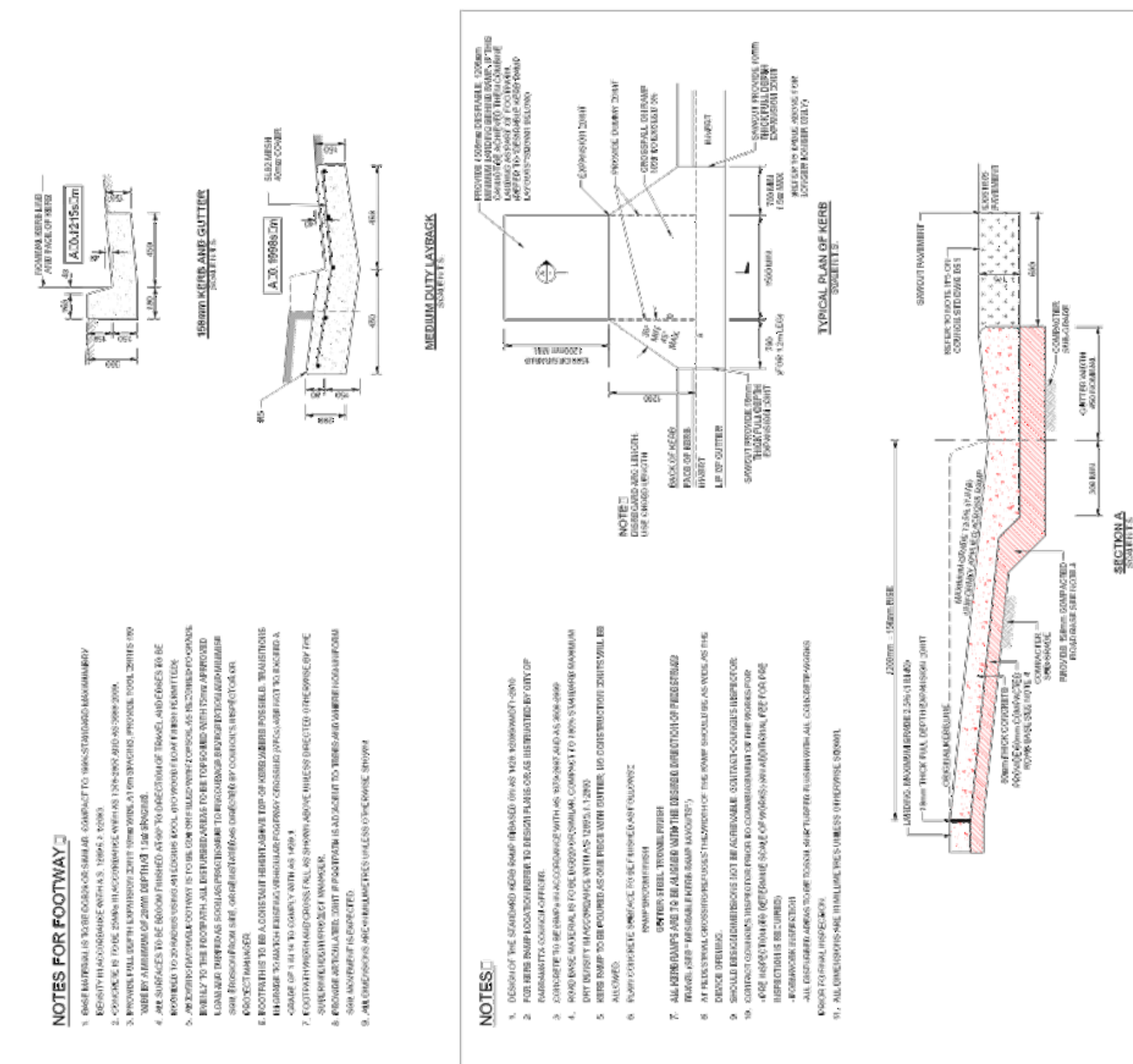
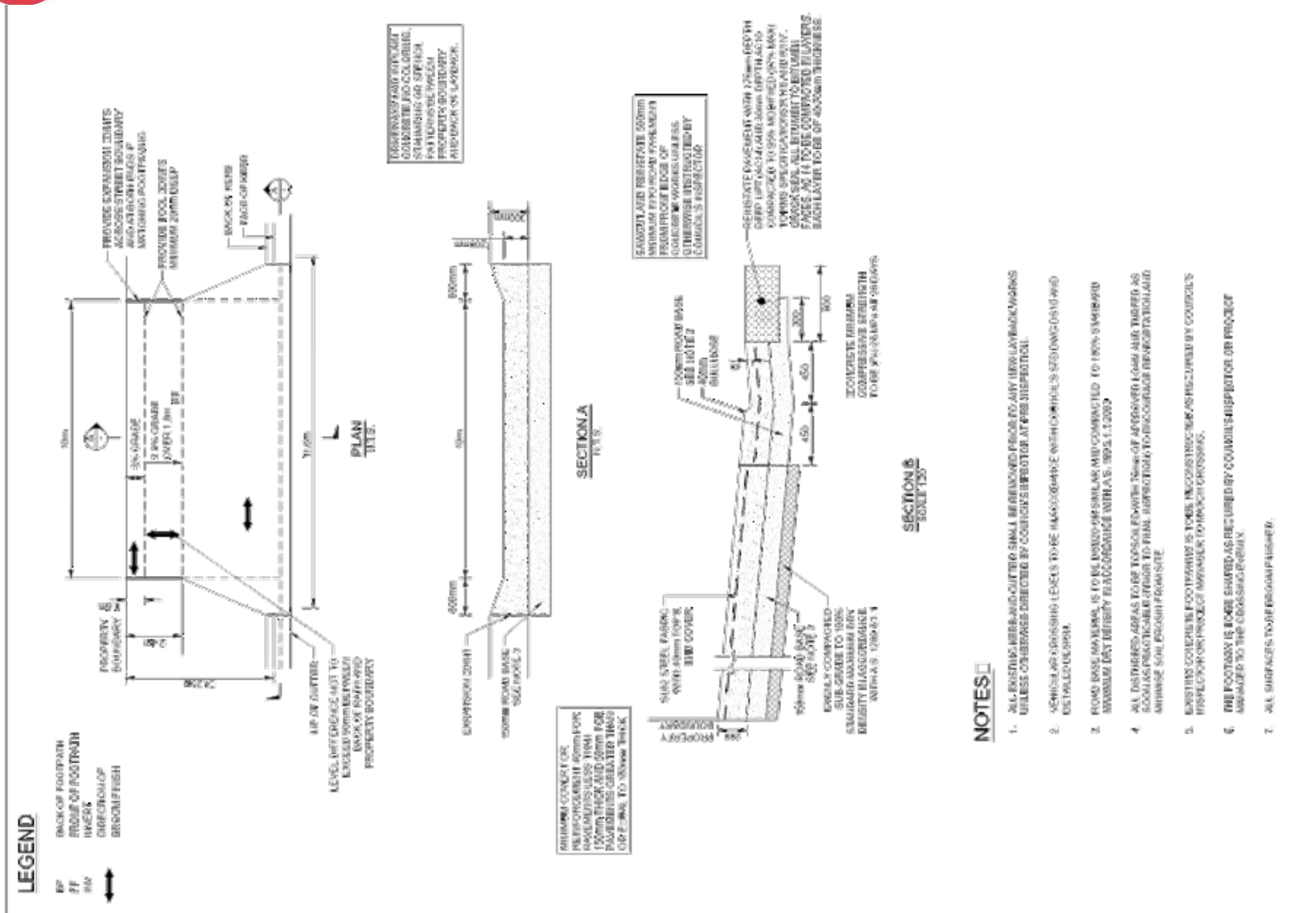
1	ISSUE FOR CONSTRUCTION CERTIFICATE	Issue Date	20/06/2019	5	DA DesignWorx Suite 3, 411 Church Street North Parramatta NSW 2151 P.O. Box 2033 Phone: 08855 255 955	Scale	
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[illegible]



ISSUED FOR CONSTRUCTION CERTIFICATE		Date:		02/09/2016	E.M.		2-B		Manager	
Sheet 01/01		Scale:		1:100	E.M.		2-B		Manager	
DA DesignWorx		Certification No.:								
Scales 3, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000		Address		DA DesignWorx Suite 3, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 58						





CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 1907 A11
SUBJECT: Burnett Street at Great Western Highway, Mays Hill – Extension of the existing concrete median island
APPLICANT: The Developer of 127-129 Great Western Highway, Mays Hill
REPORT OF: Traffic and Transport Investigations Engineer
WARD: Parramatta
SED: Seven Hills

Purpose

This report seeks approval to extend the existing concrete median island located in Burnett Street at Great Western Highway, Mays Hill. The proposed extension of the median island is required to restrict right turn vehicle access to the new mixed use development at 127-129 Great Western Highway in Cumberland Council. The works will be funded by the developer of the site and were a condition of consent for the development application issued by Cumberland Council.

OFFICER'S RECOMMENDATIONS:

1. That the existing concrete median island in Burnett Street at Great Western Highway, Mays Hill be extended south to include the new driveway of 127-129 Great Western Highway as shown in the plan attached to the report.
2. That the applicant liaise with Cumberland Council and Roads and Maritime Services regarding updating the Traffic Control Signal plan for the intersection of Great Western Highway and Burnett Street, Mays Hill.
3. That all costs associated with the construction of the median island in Burnett Street, Mays Hill be paid by the applicant at no cost to Council.

Background

City of Parramatta Council has received a request from Dardas Construction Pty Ltd seeking approval to extend the existing concrete median island located in Burnett Street at Great Western Highway to the south to include the new driveway of 127-129 Great Western Highway, Mays Hill (refer to Figure 1). The works are required as part of the conditions of consent for the development application at 127-129 Great Western Highway, Mays Hill issued by Cumberland Council on 3 October 2017. The development is for the construction of a 7-storey mixed use development containing 27 residential apartments with ground floor commercial space above basement parking for 41 vehicles. The purpose of the extension of the median island is to restrict right turns for vehicles accessing this development.

Burnett Street is the boundary between the Cumberland and Parramatta Local Government areas. Accordingly, approval is required from both Cumberland and Parramatta City Councils for the installation of the median island.

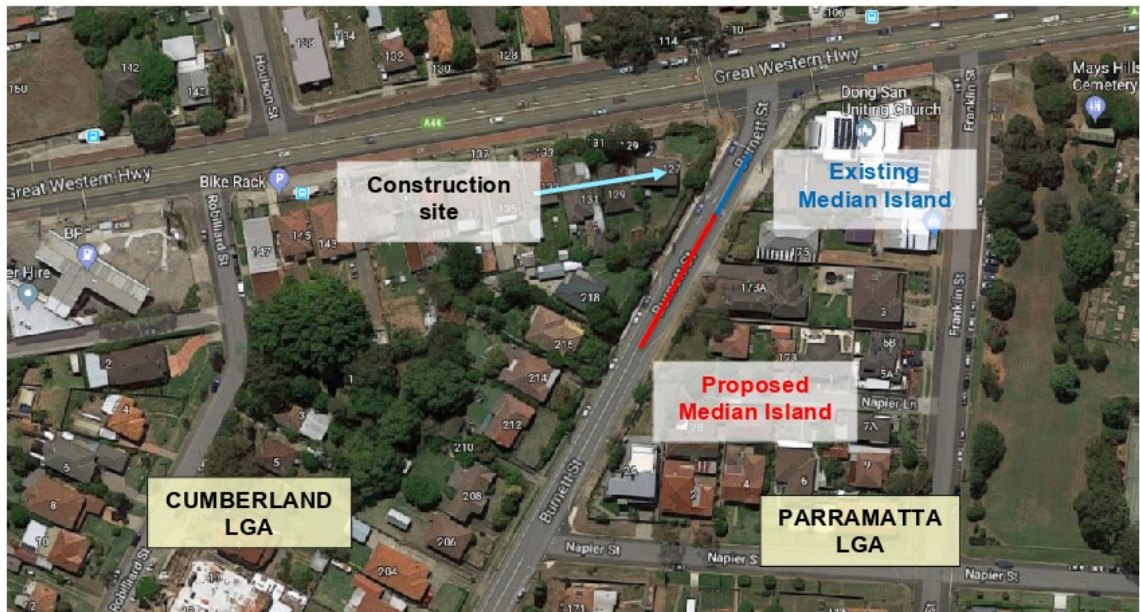


Figure 1: Aerial view of Burnett Street near the construction site 127-129 Great Western Highway, Mays Hill

Community Consultation

Dardas Construction Pty Ltd has sent letters to affected residents on 26 June 2019 requesting feedback on the proposed extension of the existing concrete median island in Burnett Street, Mays Hill. Any submission on the proposal was requested by 12 July 2019.

Dardas Construction received a response from one of the affected resident agreeing to the proposal.

Approval of Traffic Control Signal (TCS) Plan

The proposed median island is located within 50m of the existing traffic control signals (TCS) at the intersection of Great Western Highway and Burnett Street. Accordingly, the applicant is required to liaise with RMS and Cumberland Council in regards to updating the TCS plan for the intersection.

FINANCIAL IMPLICATIONS

The proposed works will be carried out by the developer of 127-129 Great Western Highway, Mays Hill at no cost to Council. Therefore, this matter has no direct financial impact on Council's budget.



Saniya Sharmeen
Traffic and Transport Investigations Engineer

17/07/2019

Attachments – Plan

CTC-19-215 COLEMAN STREET AND WEBB STREET, MERRYLANDS – PROPOSED PARKING RESTRICTIONSState Electorate: Granville
(File No. GS-170-TP)

PAC: Cumberland

Summary:

Council has received a request from a local resident for the installation of parking restrictions at the intersection of Coleman Street and Webb Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request for the installation of parking restrictions at the intersection of Coleman Street and Webb Street, Merrylands.

Council's Officers have investigated the request and the investigation revealed that there is a 'No Stopping' sign on the eastern side of Coleman Street south of Webb Street at the traffic device but the no stopping zones do not close on the northern approach of Coleman Street and Webb Street. Council officer investigated previous reports, but could not find any report related to 'No Stopping' signs at the intersection.



A site inspection indicated that when vehicles are parking too close to the intersection and the sight distance is restricted. Therefore, the proposed 'No Stopping' signs at this intersection would improve sight distance and road safety for all road users.

Comments:

Members agreed with the recommendation.

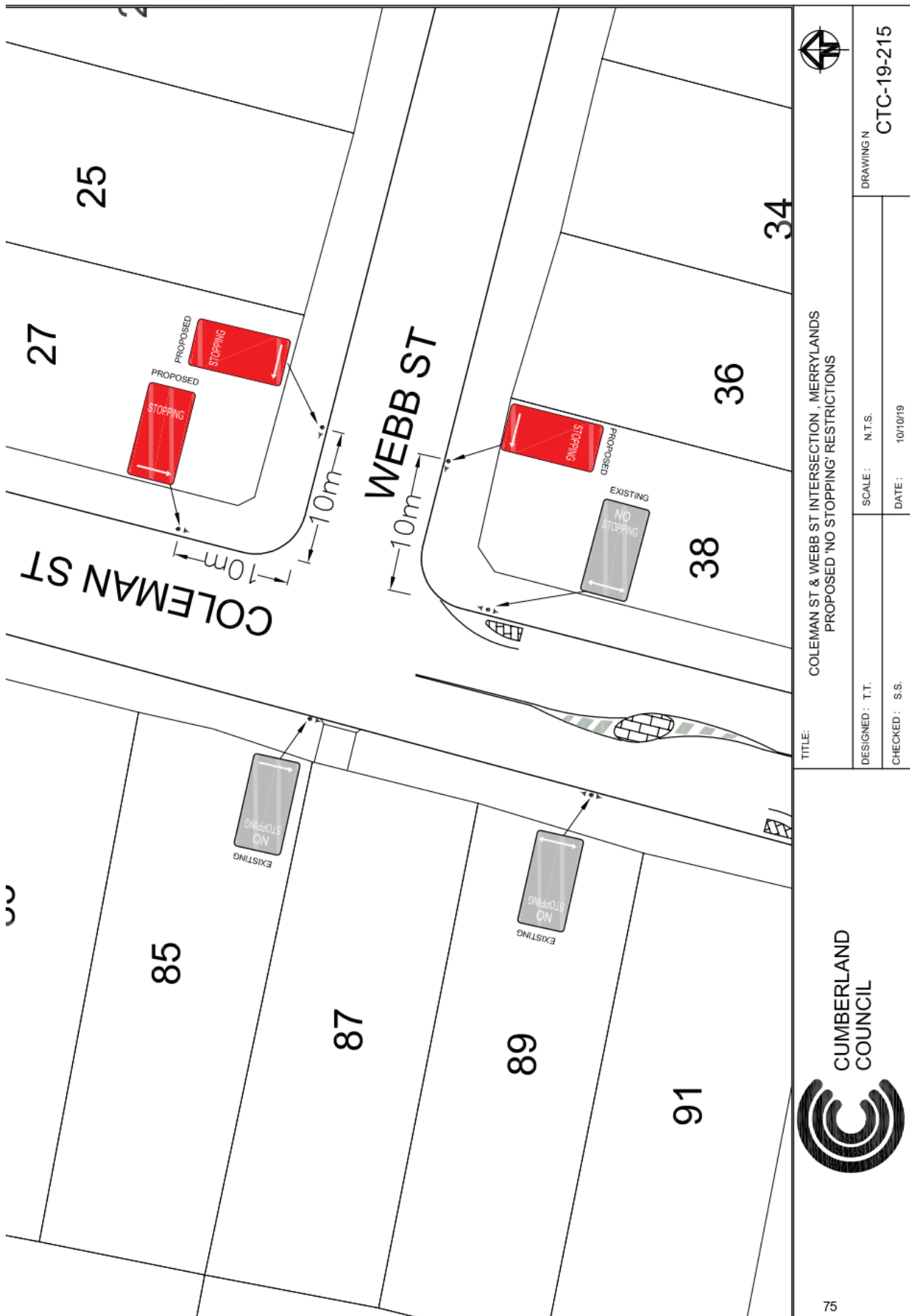
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs at the intersection of Coleman Street and Webb Street, Merrylands in accordance with the attached plan be approved.
- ii) Council notify affected properties.

Attachments:

1. Plan – Coleman Street and Webb Street, Merrylands – Proposed 'No Stopping' signs



**CTC-19-216 DUNMORE STREET AND EMERT STREET, WENTWORTHVILLE–
PROPOSED ROUNDABOUT – BLACK SPOT PROGRAM PROGRAM
2019/2020 FY – APPROVED PROJECT**

State Electorate: Prospect
(File No. HC-24-03-21)

PAC: Cumberland

Summary:

Council has received funding under the Federal Nation Building Blackspot Program 2019/2020 financial year for the construction of a roundabout at the intersection of Dunmore Street and Emert Street, Wentworthville.

This report outlines the outcome of a review into this matter.

Report:

Dunmore Street is a collector road that runs in an east-west direction, it has a width of approximately 12m with a signpost 50km/h speed limit. Parking is permitted on both sides of the road.

Emert Street is a local road that runs in a north-south direction, it has a width of approximately 12m on the southern side and 10m on the northern side with a signposted 50km/h speed limit. Parking is permitted on both sides of the road.

Dunmore Street and Emert Street form a cross intersection with 'STOP' signs on Emert Street.

The map below shows details of the intersection and surrounding streets.



Based on the crash record at the intersection, Council's Officers have investigated the intersection performance and nominated the site for Black Spot Program 2019/2020 Financial Year. The submission was based on the latest RMS crash data at the time of the application and are summarised below:

Crash Period Investigated:	July 2012 – Jun 2017 (5 years)
Total number of crashes:	3
Total number of injury:	3
Primary crash type:	Cross traffic (RUM 20)
Proposed treatment:	Installation of roundabout
Treatment cost:	\$248,750

Following the submission, Council has received a formal letter from the Roads and Maritime Services (RMS). The letter advised that the proposed roundabout at intersection of Dunmore Street and Emert Street has received funding of \$248,750. This project will need to be constructed/completed within 2019/2020 Financial Year.

The proposed designs have been prepared to accommodate the movement of Heavy Rigid Vehicle (12.5m long) on all approaches and in accordance with current Roads and Maritime Services guidelines and considered satisfactory.

It is advised that the proposed treatment will slow down traffic, define priority control and improve road safety for all road users.

Final design plans will be provided at the meeting.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed roundabout at the intersection of Dunmore Street and Emert Street, Wentworthville be approved in principle.
- ii) The affected residents be notified of the outcome generally.



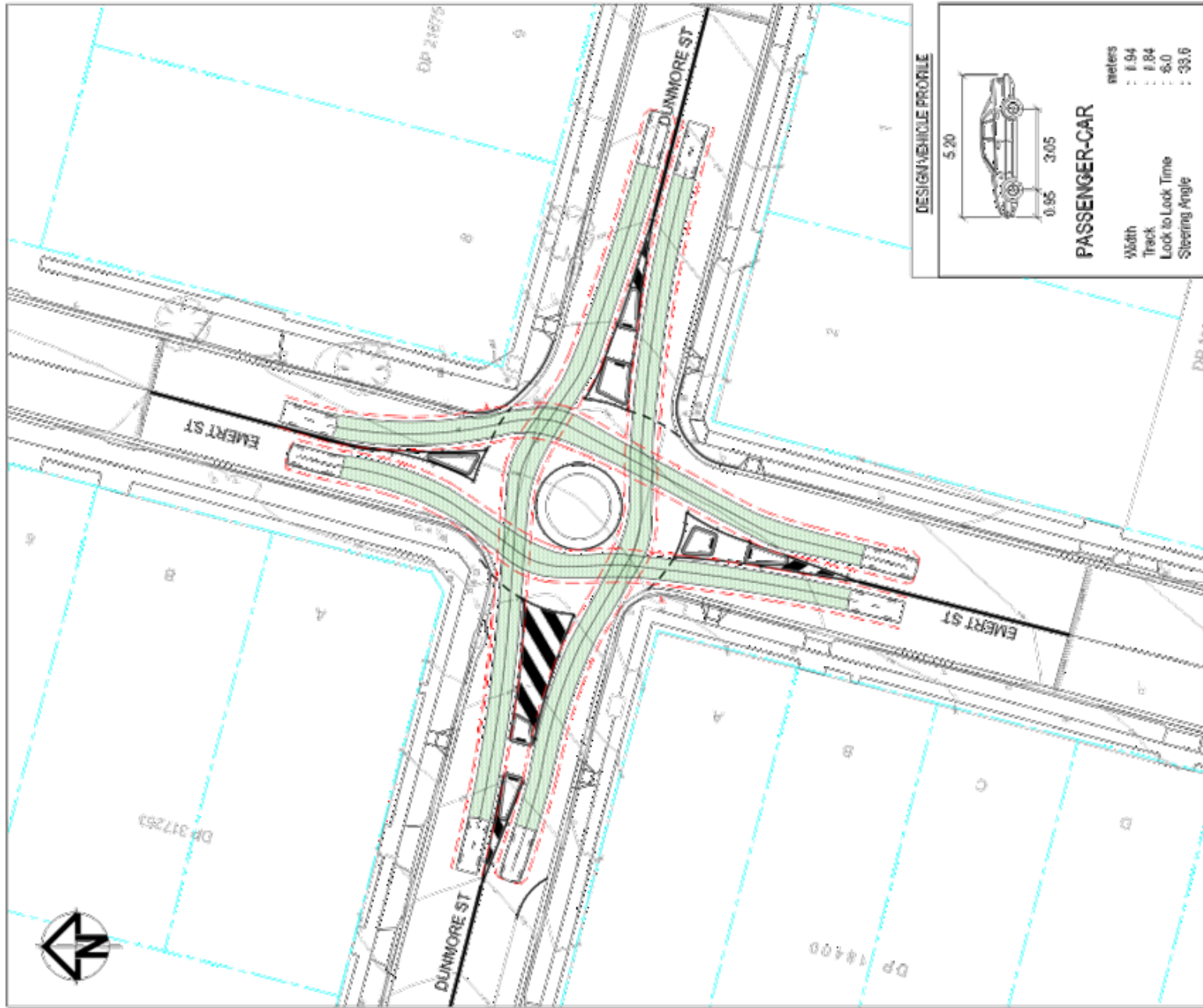
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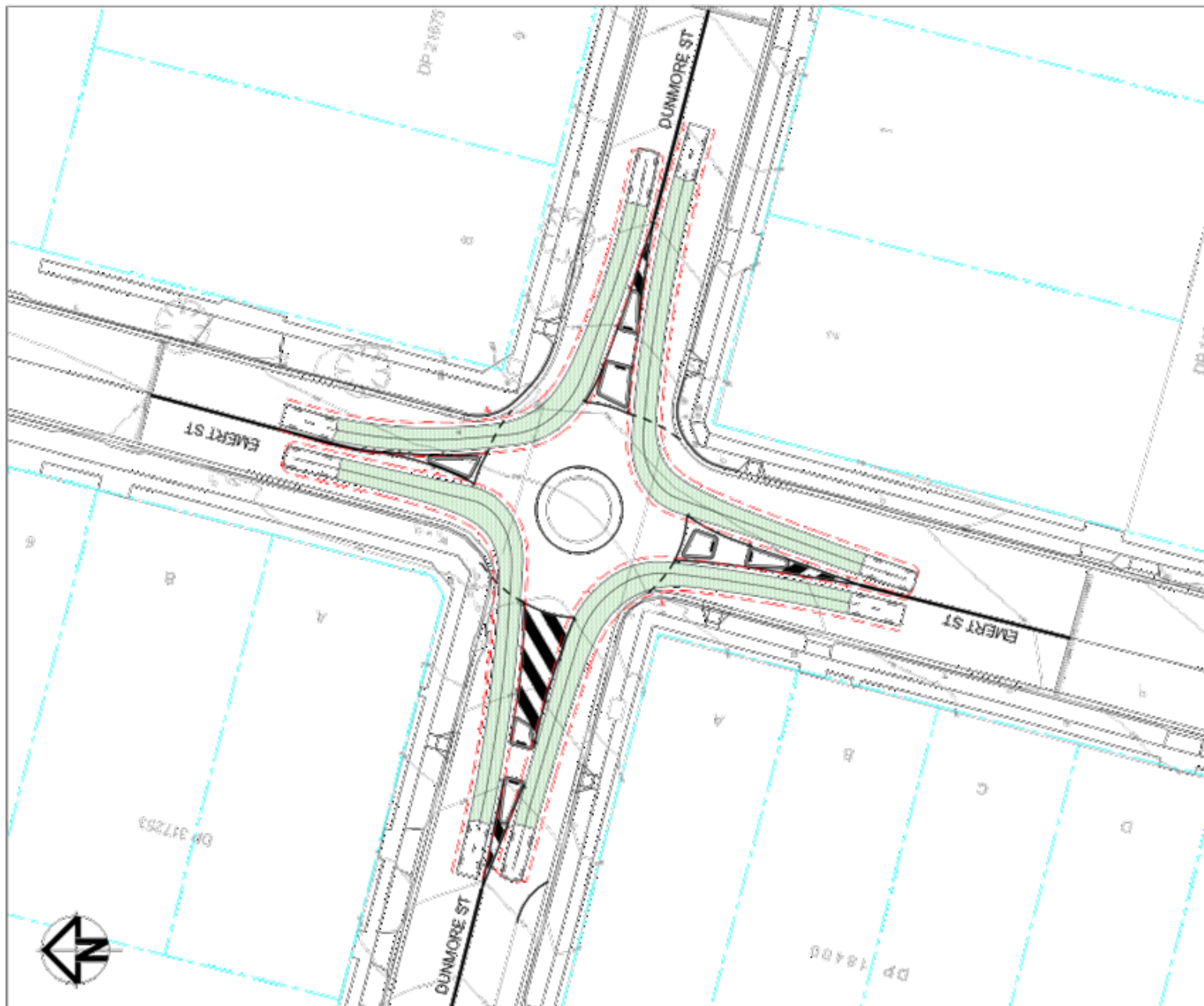
- The diagram illustrates a proposed station project on a track. The track is oriented vertically with stationing increasing from top to bottom. Key features include:

 - Stationing:** Markers are placed at 50, 70, 85, 91, and 96. The track is labeled "LINE AND/OR POINTS OF INTEREST" on the right side.
 - Signal Locations:**
 - A "STOP" sign is located at station 50.
 - A "STOP" sign is located at station 70.
 - A "STOP" sign is located at station 85.
 - A "STOP" sign is located at station 91.
 - A "STOP" sign is located at station 96.
 - Track Layout:**
 - The track is divided into two main sections by a "STOP" sign at station 70.
 - The upper section (stations 50-70) is labeled "PROPOSED STATION PROJECT" on the left.
 - The lower section (stations 70-96) is labeled "EXISTING SIGNAL TO BE REMOVED" on the left.
 - Legend:**
 - STOP
 - STOP
 - STOP
 - STOP
 - STOP

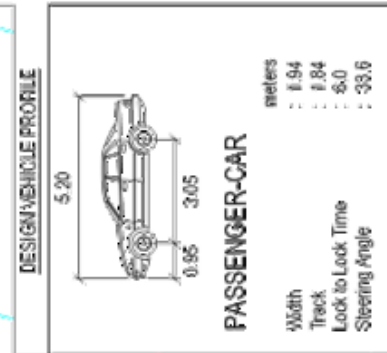
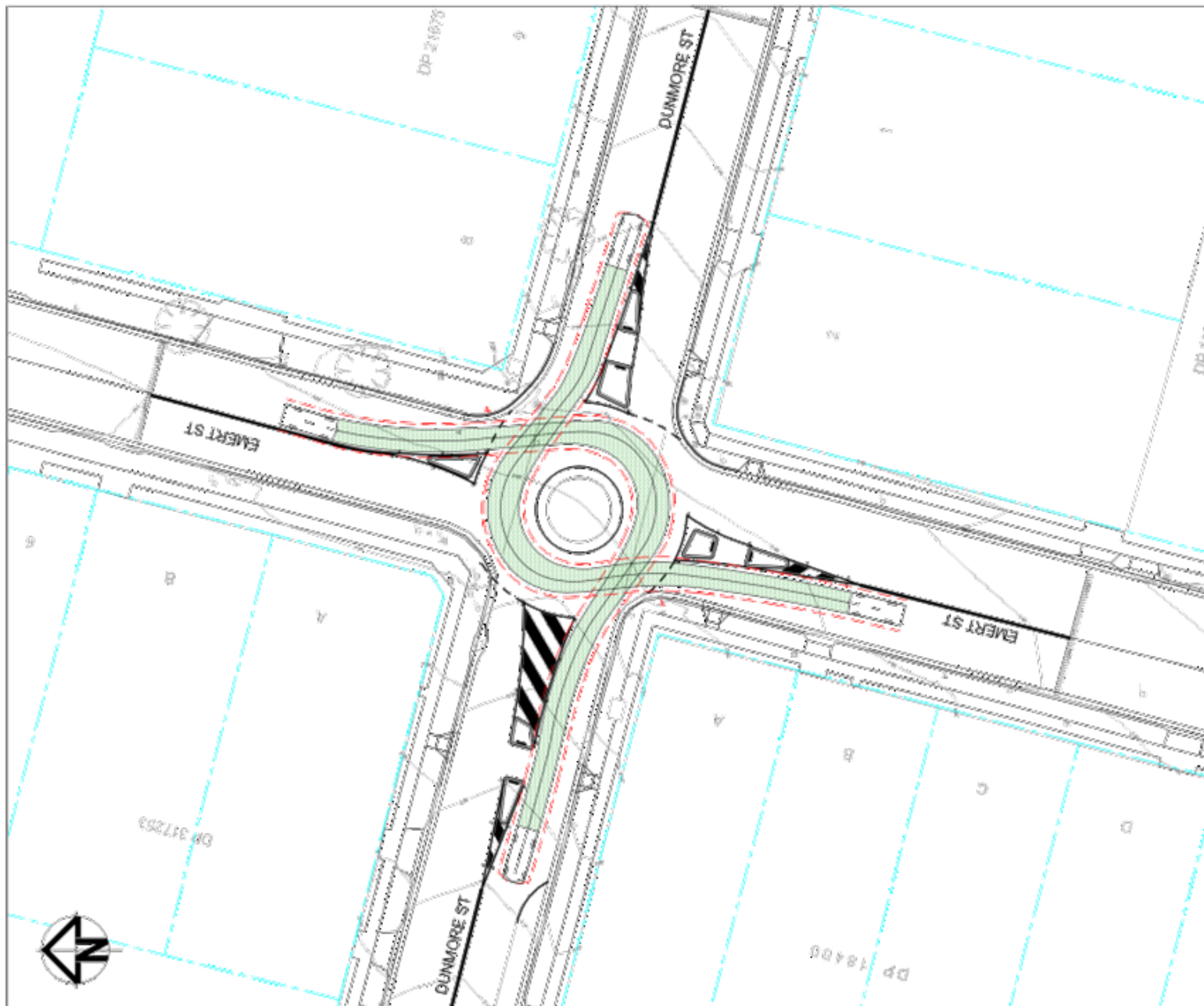
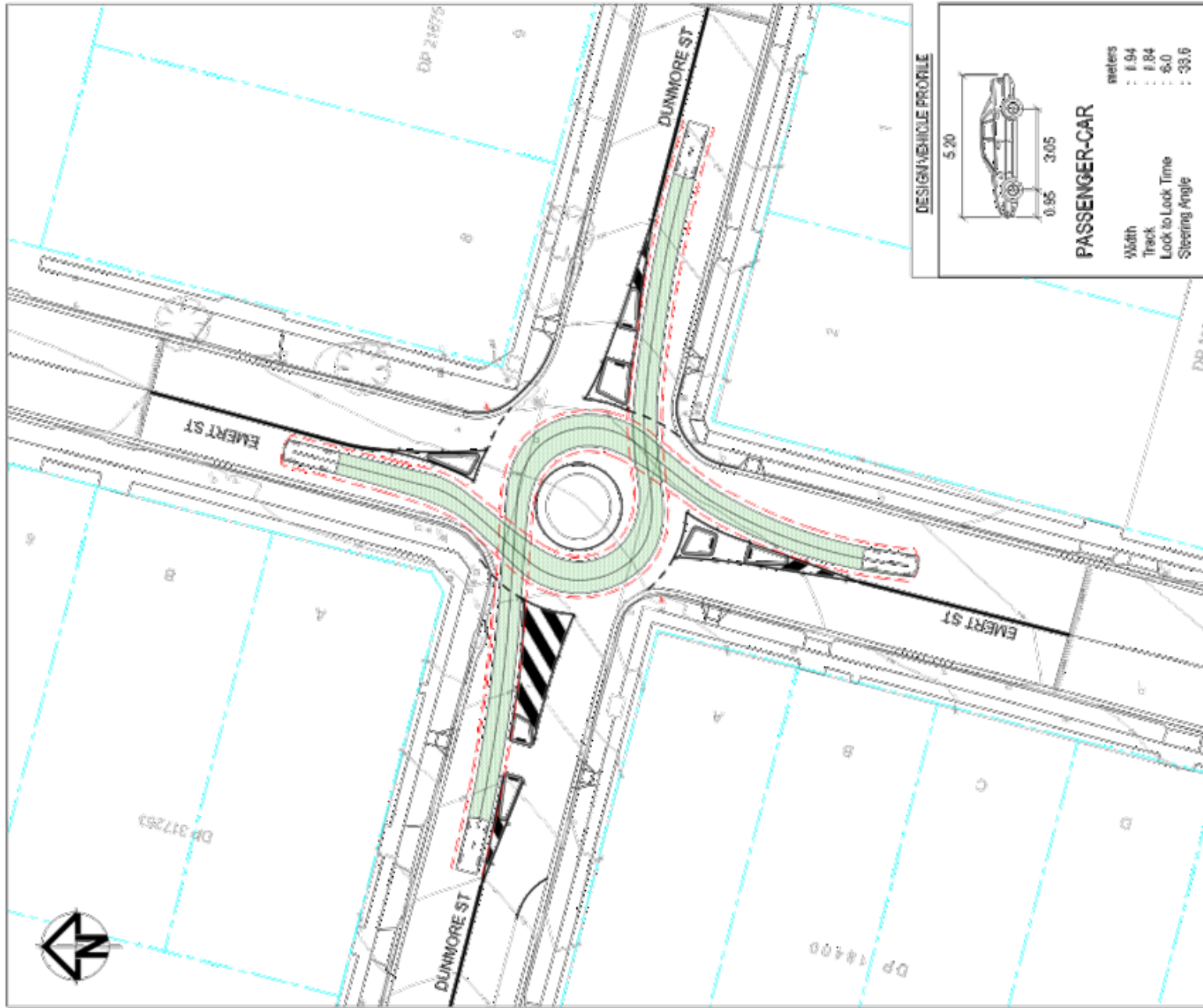
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CAR TURN PATH



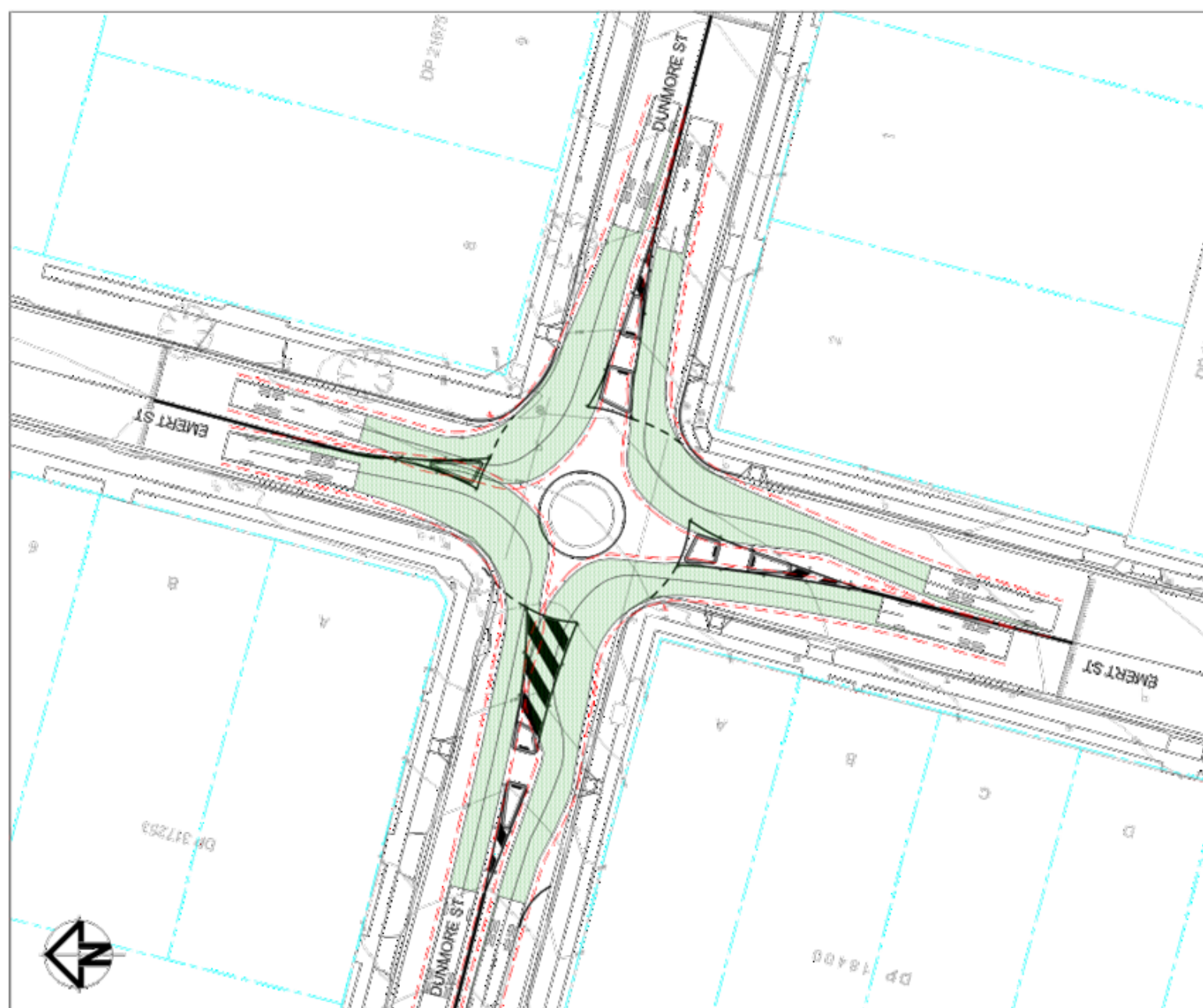
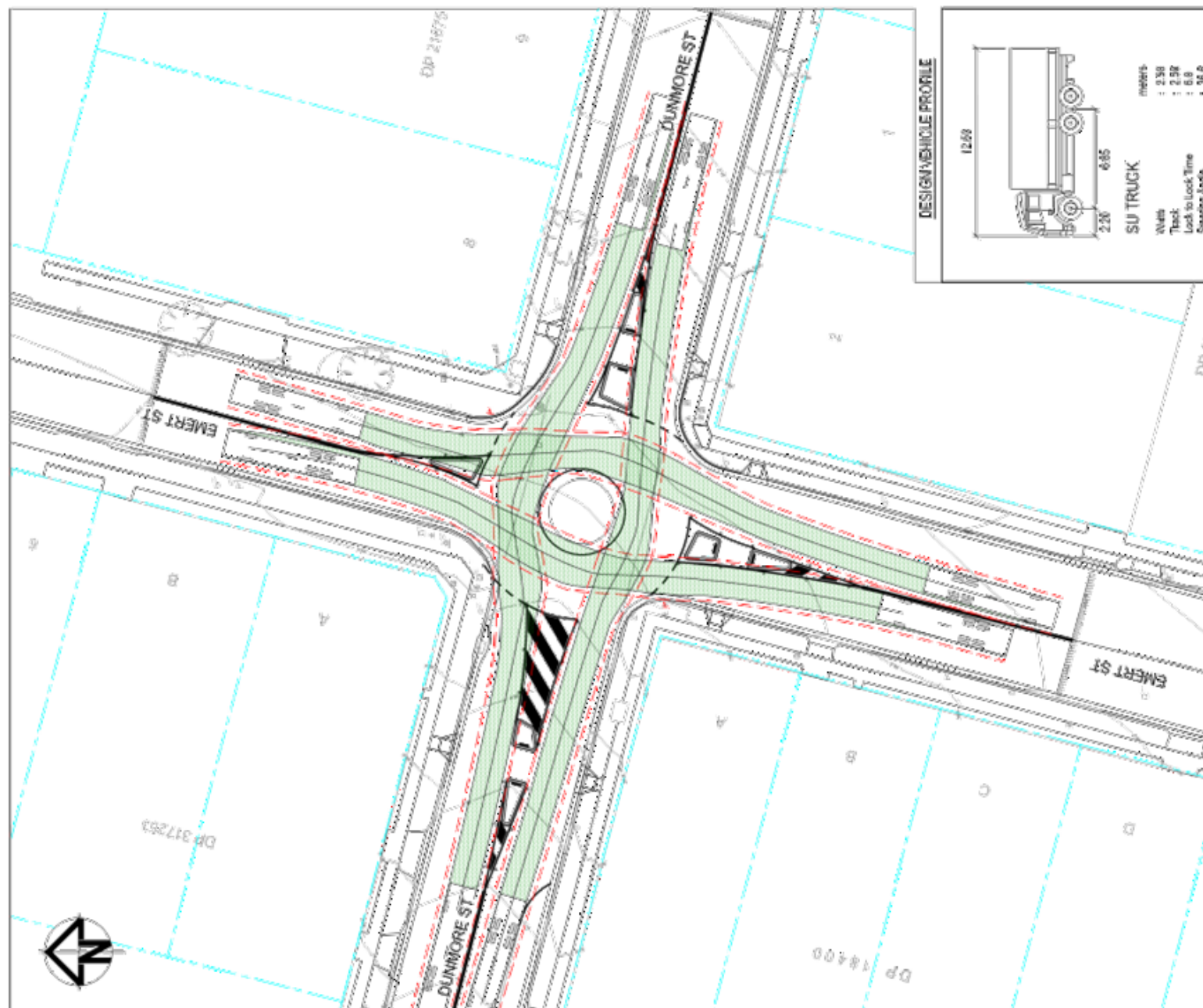
<p>Client</p> <p>CUMBERLAND COUNCIL</p>		<p>Project</p> <p>PROPOSED ROUNDABOUT AT INTERSECTION OF DUNMORE ST AND EMERT ST</p>		<p>Scale</p> <p>1:250</p>		<p>Drawn</p> <p>06</p>		<p>Design</p> <p>06</p>		<p>Check</p> <p>06</p>		<p>Approved</p> <p>06</p>		<p>Project - Drawing No.</p> <p>19-004-C2-001</p>		<p>Sheet</p> <p>A1</p>		<p>Drawn</p> <p>A</p>	
<p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT L</p>		<p>Bar Scale</p> <p>0 5 10 15 20 25</p> <p>1:250 1:500 1:1000</p>		<p>Project - Drawing No.</p> <p>19-004-C2-001</p>		<p>Sheet</p> <p>A1</p>		<p>Drawn</p> <p>A</p>		<p>Project - Drawing No.</p> <p>19-004-C2-001</p>		<p>Sheet</p> <p>A1</p>		<p>Drawn</p> <p>A</p>					



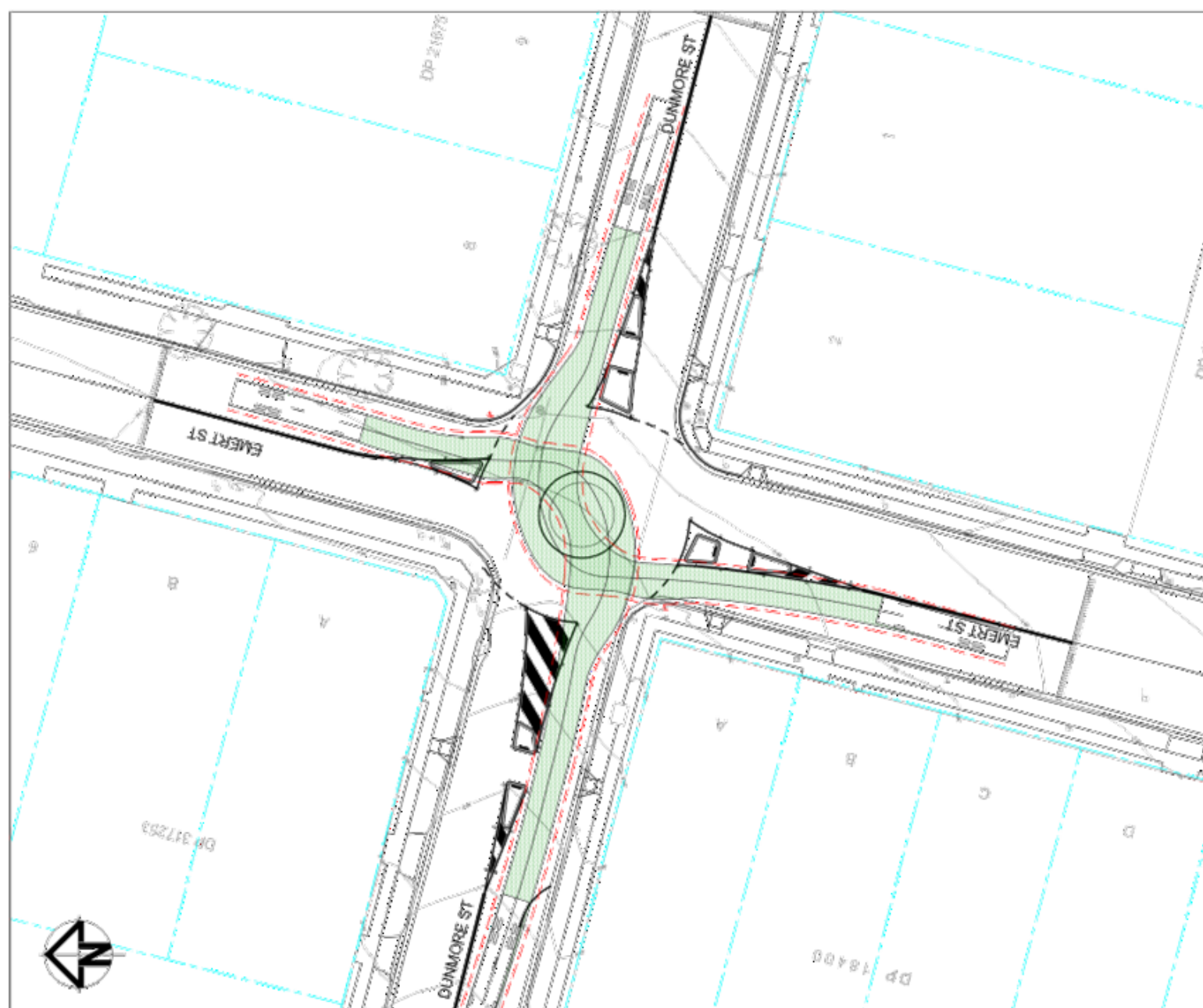
CAR TURN PATH

CAR TURN PATH

<p>at&I</p> <p>at&I Engineers and Project Managers</p> <p>Level 2, 103 Water Street Bentley, Western Australia 6107 Tel: (81) 933 3333 Fax: (81) 933 3333 Email: info@atand.com.au</p>		<p>Project: 19-004-C2-002</p> <p>Sheet: A1</p> <p>Scale: A1</p> <p>Project: 19-004-C2-002</p> <p>Sheet: A1</p>
<p>PROPOSED ROUNDABOUT AT INTERSECTION OF DUNMORE ST AND EMERT ST</p>		<p>CAR TURN PATH PLAN SHEET 2</p>
<p>Scale: 1:250</p> <p>Drawn: [blank]</p> <p>Designed: [blank]</p> <p>Checked: [blank]</p> <p>Approved: [blank]</p>	<p>Client: CUMBERLAND COUNCIL</p>	<p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&I</p>
<p>Bar Scale</p> <p>0 5 10 15 20 25</p> <p>1:250 1:500 1:1000</p>	<p>Revised</p> <p>Date</p>	<p>Revised</p> <p>Date</p>



<p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT. L</p>		<p>Client</p>		<p>Scales</p> <p>1:250</p> <p>1:500</p> <p>1:1000</p> <p>1:2000</p> <p>1:4000</p> <p>1:8000</p> <p>1:16000</p> <p>1:32000</p> <p>1:64000</p> <p>1:128000</p> <p>1:256000</p> <p>1:512000</p> <p>1:1024000</p> <p>1:2048000</p> <p>1:4096000</p> <p>1:8192000</p> <p>1:16384000</p> <p>1:32768000</p> <p>1:65536000</p> <p>1:131072000</p> <p>1:262144000</p> <p>1:524288000</p> <p>1:1048576000</p> <p>1:2097152000</p> <p>1:4194304000</p> <p>1:8388608000</p> <p>1:16777216000</p> <p>1:33554432000</p> <p>1:67108864000</p> <p>1:134217728000</p> <p>1:268435456000</p> <p>1:536870912000</p> <p>1:1073741824000</p> <p>1:2147483648000</p> <p>1:4294967296000</p> <p>1:8589934592000</p> <p>1:17179869184000</p> <p>1:34359738368000</p> <p>1:68719476736000</p> <p>1:137438953472000</p> <p>1:274877906944000</p> <p>1:549755813888000</p> <p>1:1099511627776000</p> <p>1:2199023255552000</p> <p>1:4398046511104000</p> <p>1:8796093022208000</p> <p>1:17592186444416000</p> <p>1:35184372888832000</p> <p>1:70368745777664000</p> <p>1:140737491553328000</p> <p>1:281474983106656000</p> <p>1:562949966213312000</p> <p>1:1125899932426624000</p> <p>1:2251799864853248000</p> <p>1:4503599729706496000</p> <p>1:9007199459412992000</p> <p>1:18014398918825984000</p> <p>1:36028797837651968000</p> <p>1:72057595675303936000</p> <p>1:144115191350607872000</p> <p>1:288230382701215744000</p> <p>1:576460765402431488000</p> <p>1:1152921530804862976000</p> <p>1:2305843061609725952000</p> <p>1:4611686123219451904000</p> <p>1:9223372246438903808000</p> <p>1:18446744492877807616000</p> <p>1:36893488985755615232000</p> <p>1:73786977971511230464000</p> <p>1:147573955943022460928000</p> <p>1:295147911886044921856000</p> <p>1:590295823772089843712000</p> <p>1:1180591647544179687424000</p> <p>1:2361183295088359374848000</p> <p>1:4722366590176718749696000</p> <p>1:9444733180353437499392000</p> <p>1:18889466360706874998784000</p> <p>1:37778932721413749997568000</p> <p>1:75557865442827499995136000</p> <p>1:151115730885654999990272000</p> <p>1:302231461771309999980544000</p> <p>1:604462923542619999961088000</p> <p>1:1208925847085239999922176000</p> <p>1:2417851694170479999844352000</p> <p>1:4835703388340959999688704000</p> <p>1:9671406776681919999377408000</p> <p>1:19342813553363839998754816000</p> <p>1:38685627106727679997509632000</p> <p>1:77371254213455359995019264000</p> <p>1:154742508426910719990038528000</p> <p>1:309485016853821439980077056000</p> <p>1:618970033707642879960154112000</p> <p>1:1237940067415285759920308224000</p> <p>1:2475880134830571519840616448000</p> <p>1:4951760269661143039681232896000</p> <p>1:9903520539322286079362465792000</p> <p>1:19807041078644572158724931584000</p> <p>1:39614082157289144317449863168000</p> <p>1:79228164314578288634899726336000</p> <p>1:158456328629156577269799452672000</p> <p>1:316912657258313154539598905344000</p> <p>1:633825314516626309079197810688000</p> <p>1:1267650629033252618158395621376000</p> <p>1:2535301258066505236316791242752000</p> <p>1:5070602516133010472633582485504000</p> <p>1:10141205032266020945267164971008000</p> <p>1:20282410064532041890534329942016000</p> <p>1:40564820129064083781068659884032000</p> <p>1:81129640258128167562137319768064000</p> <p>1:162259284562256335124274639536128000</p> <p>1:324518569124512670248549279072256000</p> <p>1:649037138249025340497098558144512000</p> <p>1:129807427649805068099419711628824000</p> <p>1:259614855299610136198839423257648000</p> <p>1:519229710599220272397678846515296000</p> <p>1:1038459421198440544795357693030592000</p> <p>1:2076918842396881089590715386061184000</p> <p>1:4153837684793762179181430772122368000</p> <p>1:8307675369587524358362861544244736000</p> <p>1:16615350739175048716725723088489472000</p> <p>1:33230701478350097433451446176978944000</p> <p>1:66461402956700194866902892353957888000</p> <p>1:132922805913400389733805784707915776000</p> <p>1:265845611826800779467611569415831552000</p> <p>1:531691223653601558935223138831663104000</p> <p>1:1063382447307203117870446277663326208000</p> <p>1:2126764894614406235740892555326652416000</p> <p>1:4253529789228812471480785110653304832000</p> <p>1:8507059578457624942961570221306609664000</p> <p>1:17014119156915249857923140442613219328000</p> <p>1:34028238313830499715846280885226438656000</p> <p>1:680564766</p>	
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Bar Scale		<p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT. L</p>	Client		<p>1:2500</p> <p>Drawn Designed Checked Approved</p> <p>Scale M2A AHD</p>	<p>Project</p> <p>PROPOSED ROUNDABOUT AT INTERSECTION OF DUNMORE ST AND EMBERT ST</p> <p>Title</p> <p>12.5m HEAVY RIGID VEHICLE TURN PATH PLAN</p> <p>SHEET 4</p>	<p>Call Engineers and Project Managers</p> <p>at&l</p> <p>Unit 3, 403 Upper Street North Sydney NSW 2060 Phone: 02 9339 1577 Fax: 02 9339 1855 Email: info@at&l.com.au www.at&l.com.au</p>	<p>Status</p> <p>PRELIMINARY ONLY NOT FOR CONSTRUCTION</p> <p>Project - Drawing No.</p> <p>19-6884-C2-804</p>	<p>Issue</p> <p>A</p>
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**CTC-19-217 IRRIGATION ROAD AND JERSEY ROAD, SOUTH WENTWORTHVILLE –
PROPOSED INTERSECTION IMPROVEMENT**State Electorate: Granville
(File No. GS-407-TP)

PAC: Cumberland

Summary:

Council has received a complaint from a local resident regarding vehicles cutting corners at the intersection of Irrigation Road with Jersey Road, South Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:

Irrigation Road is a local road that runs in an east-west direction, it has a width of approximately 9.5m with a signposted 50km/h speed limit. Parking is permitted on both sides of the road.

Jersey Road is a local road that runs in a north-south direction, it has a width of approximately 11m with 50km/h speed limit. Parking is permitted on both sides of the road.

Irrigation Road and Jersey Road form a T-junction intersection with priority control on Jersey Road.

The latest Roads and Maritime Services (RMS) crash data indicates that there is no crashes recorded at the intersection within the last 5 years.

Council has received a complaint from a local resident regarding vehicles cutting corners at the intersection of Irrigation Road with Jersey Road, South Wentworthville and raised safety concern when vehicles parking too close to the intersection.

Council's Officers have investigated the matter and found that there are no 'No Stopping' restrictions or line marking to indicate the travel lane at this intersection. In this regard, it is recommended to install BB line marking, 'Give-Way' sign and 'No Stopping' restrictions to improve road safety for all road users at this intersection.

Comments:

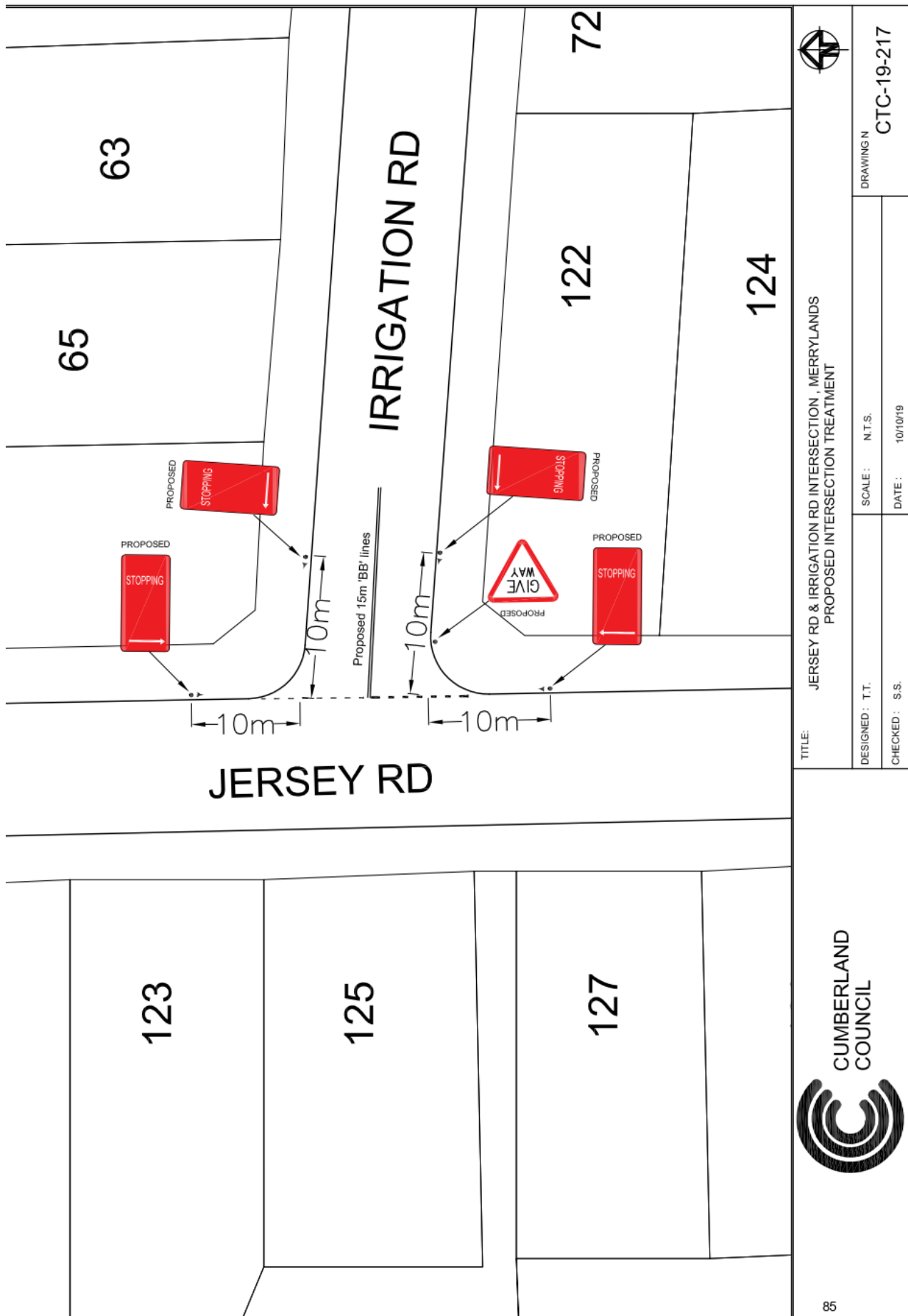
Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of 'No Stopping' signs, BB line marking and 'Give-way' sign at the intersection of Irrigation Road and Jersey Road, South Wentworthville in accordance with the attached plan be approved.

Attachments:

1. Plan – Irrigation Road and Jersey Road, South Wentworthville – Proposed Intersection Improvement



**CTC-19-218 KALANG ROAD AND CUMBERLAND ROAD, GREYSTANES –
PROPOSED ‘NO STOPPING’ PARKING RESTRICTIONS**State Electorate: Prospect
(File No. GS-198-TP/02)

PAC: Cumberland

Summary:

Council has received a request for the installation of ‘No Stopping’ restrictions at the intersection of Kalang Road and Cumberland Road, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Kalang Road is a local road that runs in an east-west direction with a posted speed limit of 50km/h, carriageway width of approximately 6.5m and parking is permitted on both sides of the road.

Cumberland Road is a local road that runs in a north-south direction with a posted speed limit of 50km/h. Cumberland Road is a regular bus route and has a width of approximately 11.5m and parking is unrestricted on both sides of the road.

Kalang Road and Cumberland Road form a T-intersection with priority for Cumberland Road.

Council has received a request for the installation of ‘No Stopping’ parking restrictions at the intersection of Kalang Road and Cumberland Road, Greystanes.

Council’s Officers have investigated the request and the investigation revealed that there is no ‘No Stopping’ signage at the intersection of Kalang Road with Cumberland Road. A site inspection indicated that when vehicles park too close to the intersection (particularly on both sides of Kalang Road), then the sight distance and travel lane is restricted. Therefore, the proposed ‘No Stopping’ signs at this intersection would improve traffic flow and sight distance for all road users.

Comments:

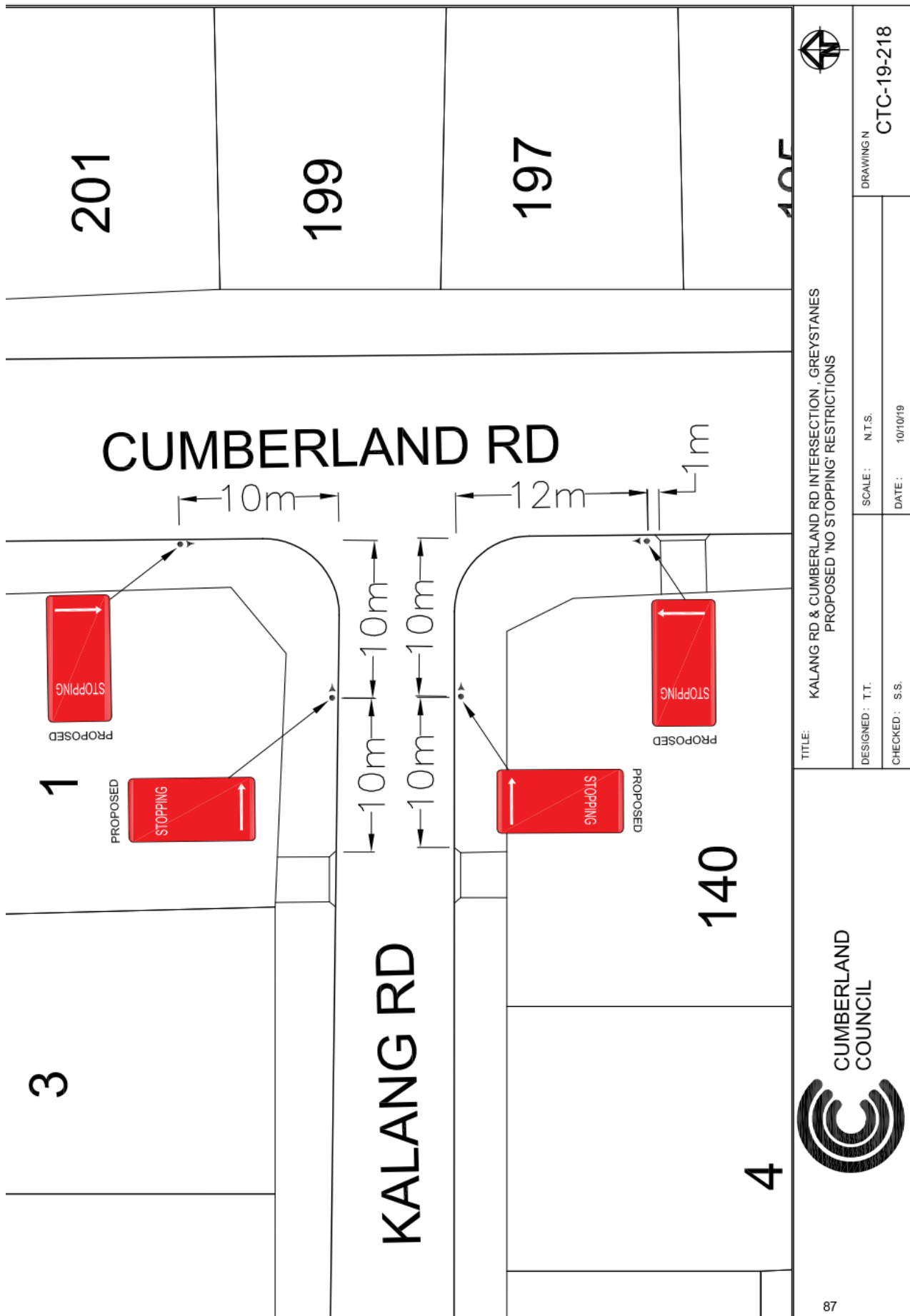
Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of ‘No Stopping’ signs at the intersection of Cumberland Road and Kalang Road, Greystanes in accordance with the attached plan be approved.
- ii) Council notify affected properties.

Attachments: Plan – Kalang Road and Cumberland Road, Greystanes – Proposed ‘No Stopping’ signs



CTC-19-219 Sherwood Road, Duffy Street and Kenyons Road, Merrylands West – Proposed Traffic Signal Light – Black Spot Program 2019/2020 FY – Approved ProjectState Electorate: Granville
(File No. HC-24-03-21)

PAC: Cumberland

Summary:

Council has received funding under the Federal Nation Building Blackspot Program 2019/2020 financial year for the construction of traffic signal at the intersection of Sherwood Road, Duffy Street and Kenyons Road, Merrylands West.

This report outlines the outcome of a review into this matter.

Report:

Sherwood Road is classified regional road that runs in a north-south direction, it has a width of approximately 12m with a signposted 60km/h speed limit. Parking restrictions apply on both sides of the road due to existing T-way (Liverpool – Parramatta Transit Way).

Kenyons Road is a local road that runs in an east-west direction, it has a width of approximately 12.5m with a signpost 50km/h speed limit. Parking restrictions applies on both sides of the road.

Duffy Street is a local road that runs in an east-west direction, it has a width of approximately 10m with a posted 50km/h speed limit. Parking is permitted on both sides of the road.

Sherwood Road, Duffy Street and Kenyons Road form an offset cross intersection with priority for Sherwood Road and 'STOP' signs on Duffy Street and Kenyons Road.

The map below shows details of the intersection and the surrounding streets.



Based on the crash record at the intersection, Council's Officers have investigated the intersection performance and nominated the site for Black Spot Program 2019/2020 Financial Year. The submission was based on the latest RMS crash data at the time of the application and are summarised below:

Crash Period Investigated:	July 2012 – Jun 2017 (5 years)
Total number of crashes:	7
Total number of injury:	5
Primary crash type:	Cross traffic (RUM 10, 20, 30)
Proposed treatment:	Installation of traffic signal lights
Treatment cost:	\$553,750

Following the submission, Council has received a formal letter from the Roads and Maritime Services (RMS). The letter advised that the proposed traffic signal lights with filter right turns at this intersection has received funding of \$553,750. This project will need to be constructed/completed within 2019/2020 Financial Year.

The proposed designs have been prepared to accommodate the movement of Heavy Rigid Vehicle (12.5m long) on all approaches and in accordance with current Roads and Maritime Services guidelines and considered satisfactory.

It is advised that the proposed treatment will slow down traffic, define priority control and improve road safety for all road users.

Final designs plans will be provided at the meeting.

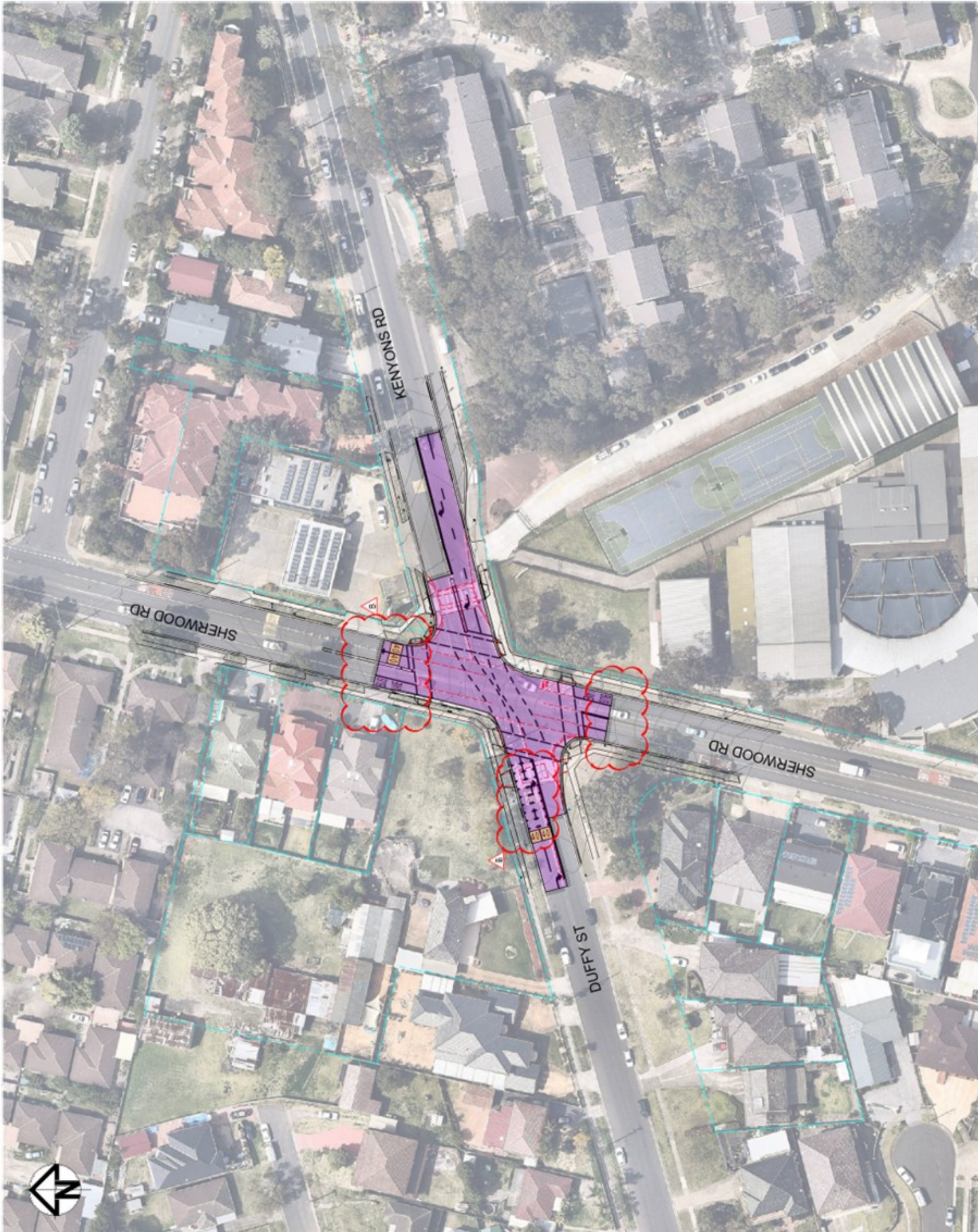
Comments:

Members agreed with the recommendation with the request from RMS to add 'Final design plans be forwarded to RMS for review and approval'.

Recommendation:

The Cumberland Traffic Committee recommended that:

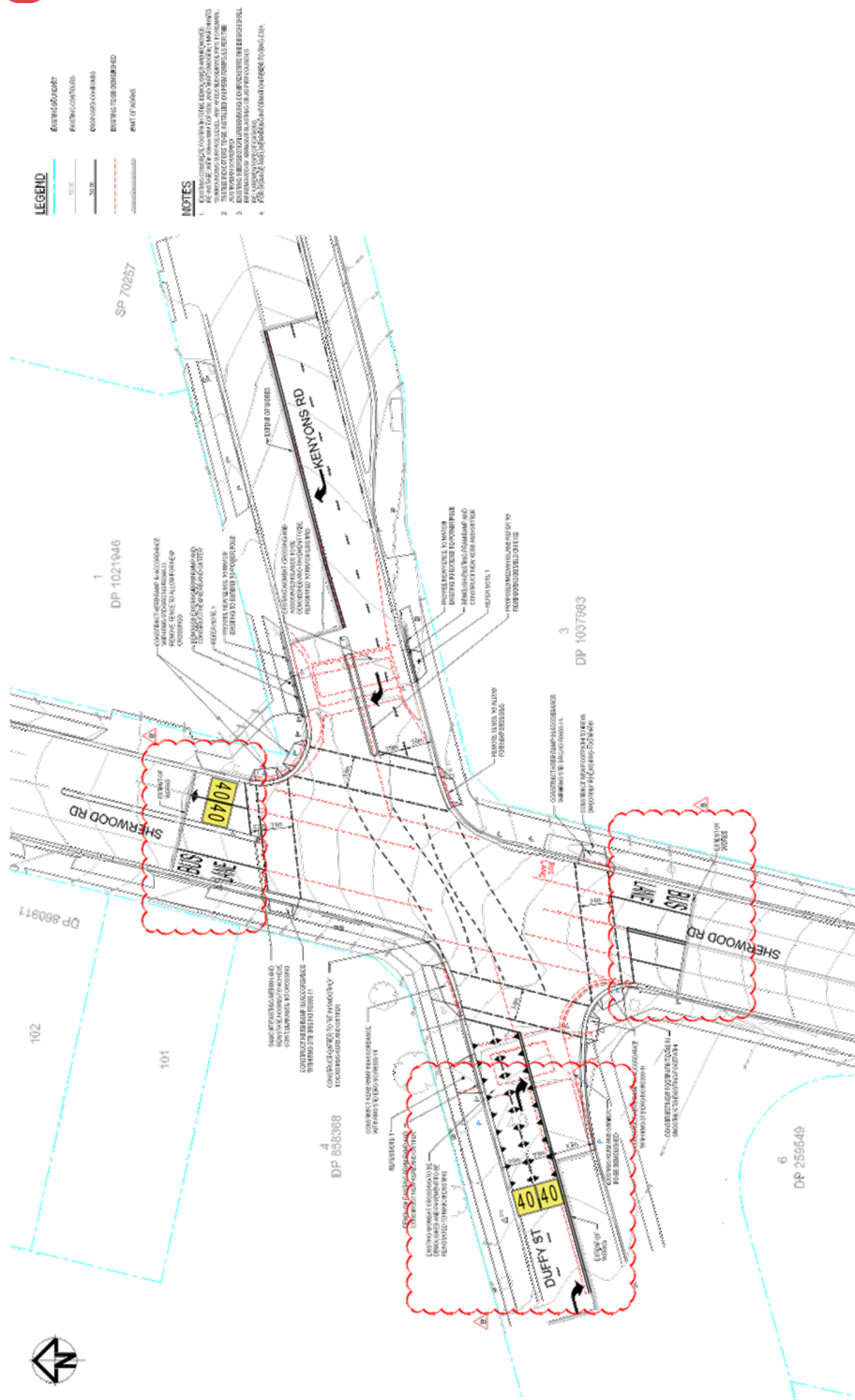
- i) The proposed traffic signal lights at the intersection of Sherwood Road, Duffy Street and Kenyons Road, Merrylands West in accordance with the attached plan be approved subject to final approval from the RMS.
- ii) Final design plans be forwarded to RMS for review and approval.
- iii) The affected residents, businesses and school be notified of the outcome generally.



LEGEND

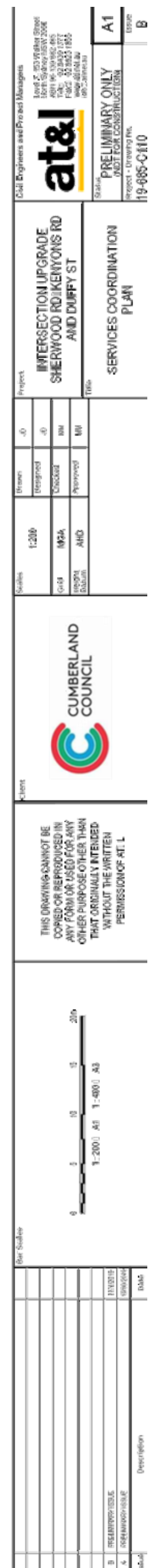
EXISTING ROADWAY
PROPOSED ROADWAY

<p>Level 2 - 1000 Welling Street Bentley, VIC 3207 Tel: 03 9450 1772 Fax: 03 9450 1773 Email: info@at&l.au www.at&l.au</p> <p>at&l</p> <p>Civil Engineers and Project Managers</p>		<p>Project: INTERSECTION UPGRADE SHERWOOD RD KENYONS RD AND DUFFY ST</p> <p>Scale: 1:500</p> <p>Drawn: [] Designed: [] Checked: [] Approved: []</p>	<p>Sheet: 1 of 1</p> <p>Client: CUMBERLAND COUNCIL</p> <p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT L</p>	<p>Scale: 1:500, 1:1000, 1:2000</p> <p>North Arrow</p>	<p>Revision</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>PRELIMINARY (SHEET)</td> <td>14/05/19</td> </tr> <tr> <td>2</td> <td>PRELIMINARY (SHEET)</td> <td>14/05/19</td> </tr> </tbody> </table>	No.	Description	Date	1	PRELIMINARY (SHEET)	14/05/19	2	PRELIMINARY (SHEET)	14/05/19	<p>Project: INTERSECTION UPGRADE SHERWOOD RD KENYONS RD AND DUFFY ST</p> <p>Scale: 1:500</p> <p>Drawn: [] Designed: [] Checked: [] Approved: []</p>	<p>Sheet: 1 of 1</p> <p>Client: CUMBERLAND COUNCIL</p> <p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT L</p>	<p>Scale: 1:500, 1:1000, 1:2000</p> <p>North Arrow</p>	<p>Revision</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>PRELIMINARY (SHEET)</td> <td>14/05/19</td> </tr> <tr> <td>2</td> <td>PRELIMINARY (SHEET)</td> <td>14/05/19</td> </tr> </tbody> </table>	No.	Description	Date	1	PRELIMINARY (SHEET)	14/05/19	2	PRELIMINARY (SHEET)	14/05/19
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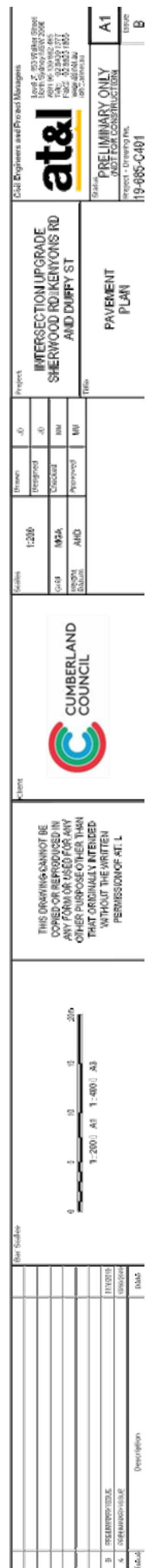


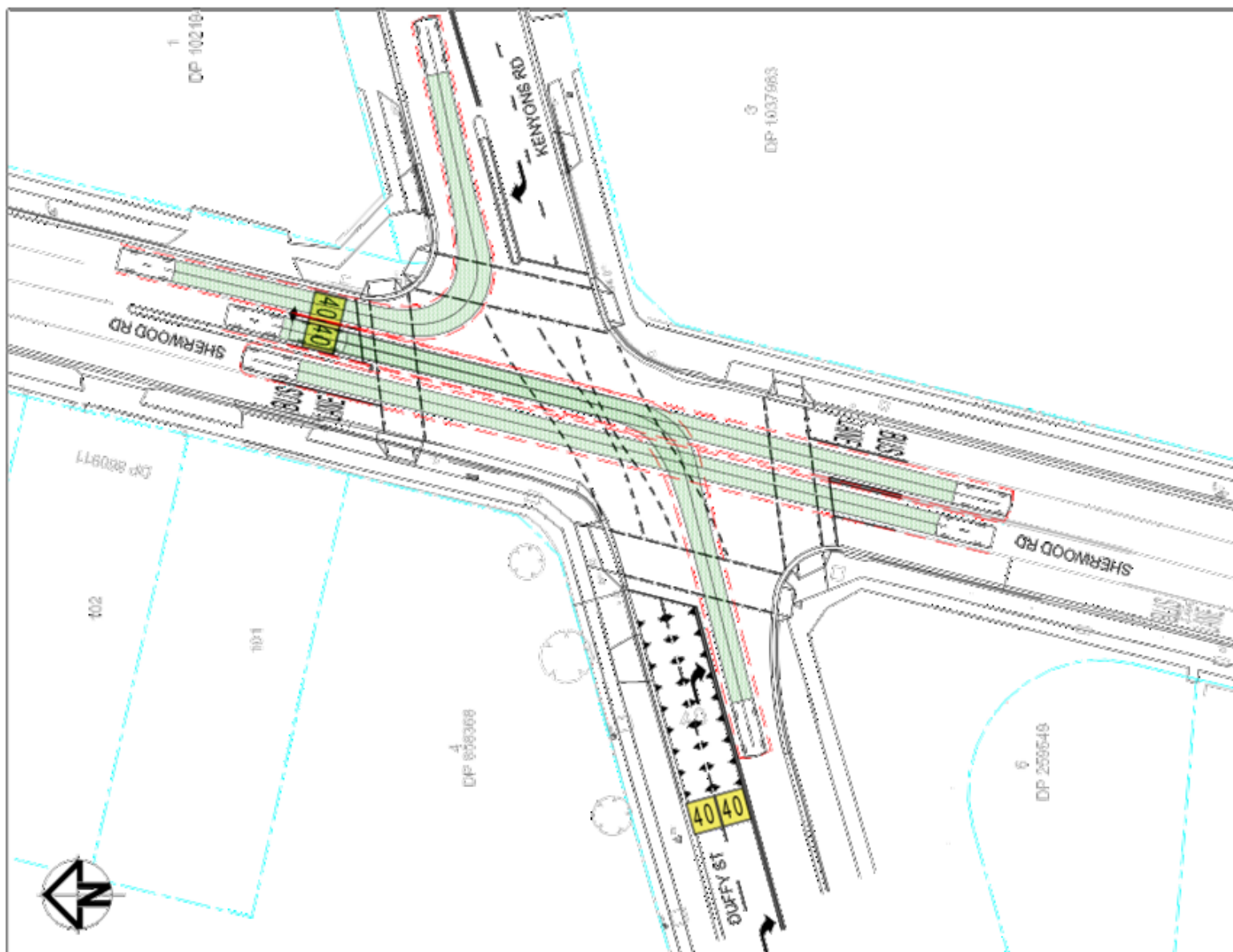
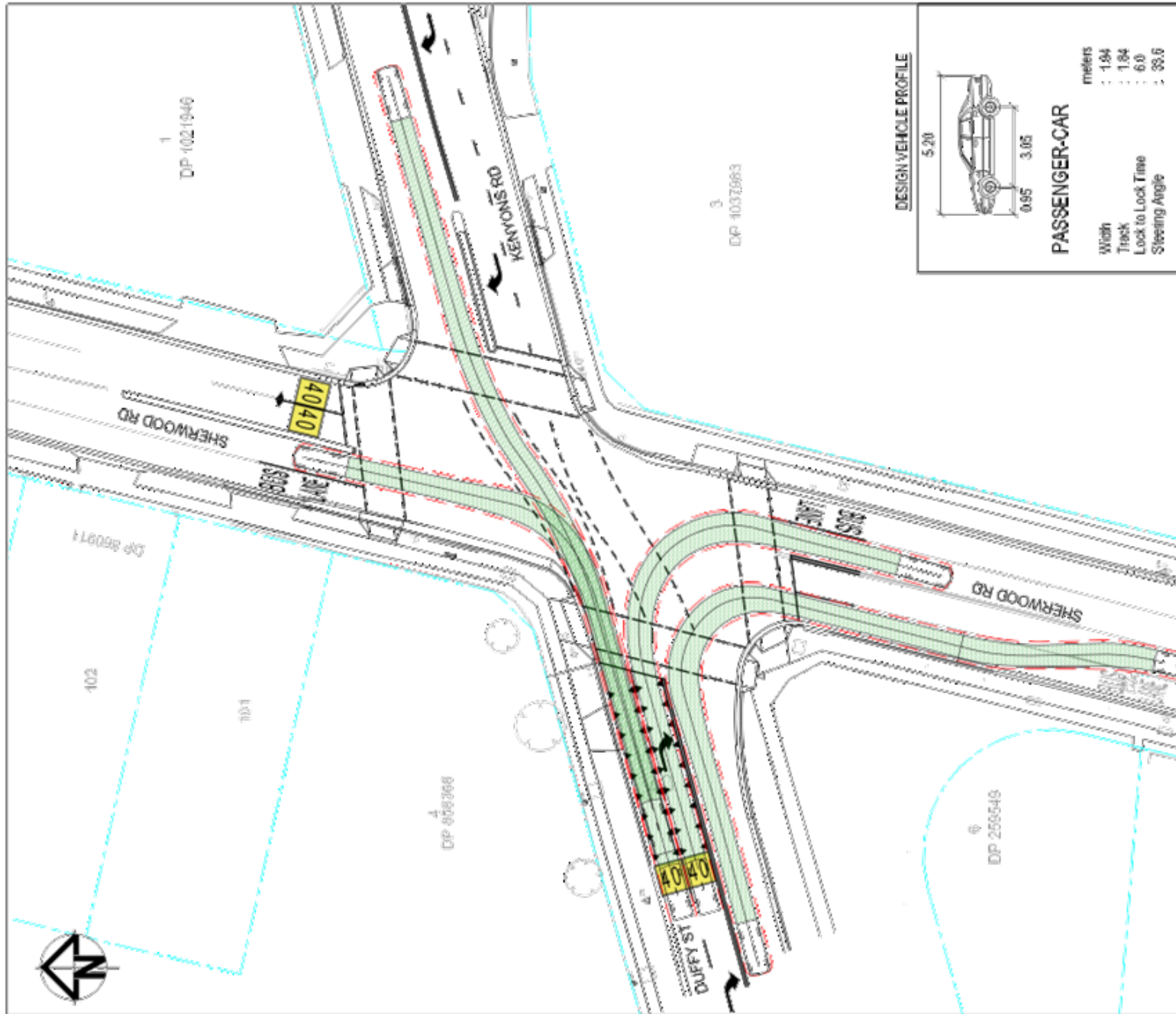
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1. ALL SHARDS TO BE INCORPORATED WITH THE AUSTRALIAN STANDARD AS V2.
2. ALL DOCUMENTS/INSTRUMENTS TO BE INCORPORATED WITH THE AUSTRALIAN STANDARD.
3. TRANSITION/INTERIM MEASURES TO EXIST DURING SPECIAL HOLD PERIOD.
4. RELAXED/WEAVERE EXISTING STAND AS BE USED.
5. REMOVE ALL RELEVANT PAYMENT MARKING AS PER CHURNED.
6. PROVIDE BETTER RISK CONTROLLED PAYMENT MARKETS AS CHURNED ONLY.
7. PAINT INCLUDE ALL MARKING WITH BIG LITERATURE AS PER PMS DEBATE MARKING.

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DESIGN VEHICLE PROFILE



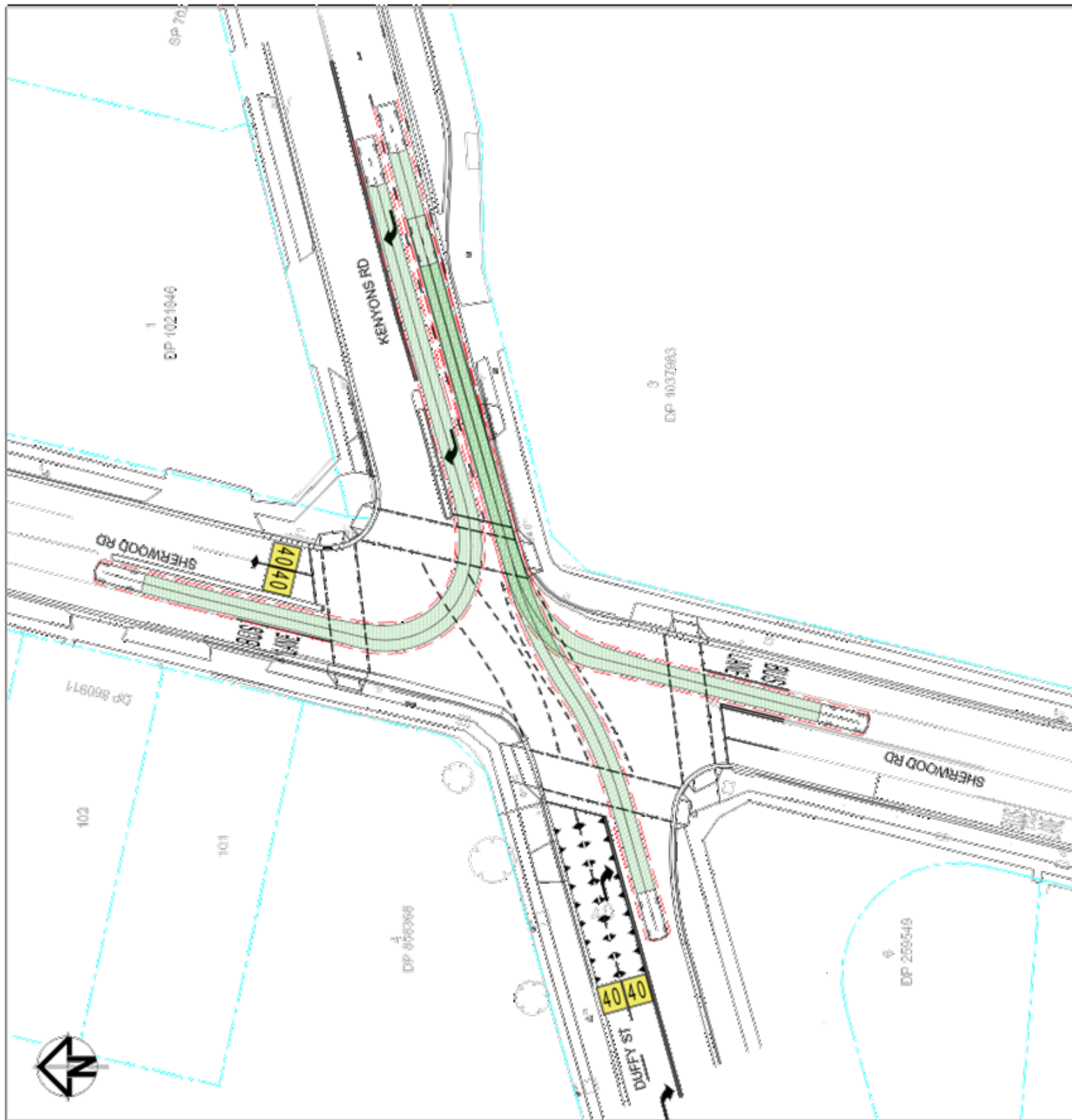
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Steering Angle	33.6

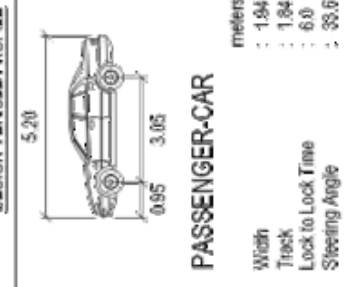
CAR TURN PATH

CAR TURN PATH

<p>at&I</p> <p>at&I Engineers and Project Managers</p> <p>Level 2, 103 William Street Bentley, VIC 3008 Tel: 03 9450 1177 Fax: 03 9450 1177 Email: info@atand.com.au Web: www.atand.com.au</p>		<p>Project: INTERSECTION UPGRADE SHERWOOD RD/KENYONS RD AND DUFFY ST</p> <p>Scale: 1:250</p> <p>Drawn: []</p> <p>Designed: []</p> <p>Checked: []</p> <p>Approved: []</p>	<p>Client: CUMBERLAND COUNCIL</p> <p>Project: 19-005-C801</p> <p>Sheet: A1</p> <p>Drawn: []</p> <p>Designed: []</p> <p>Checked: []</p> <p>Approved: []</p>									
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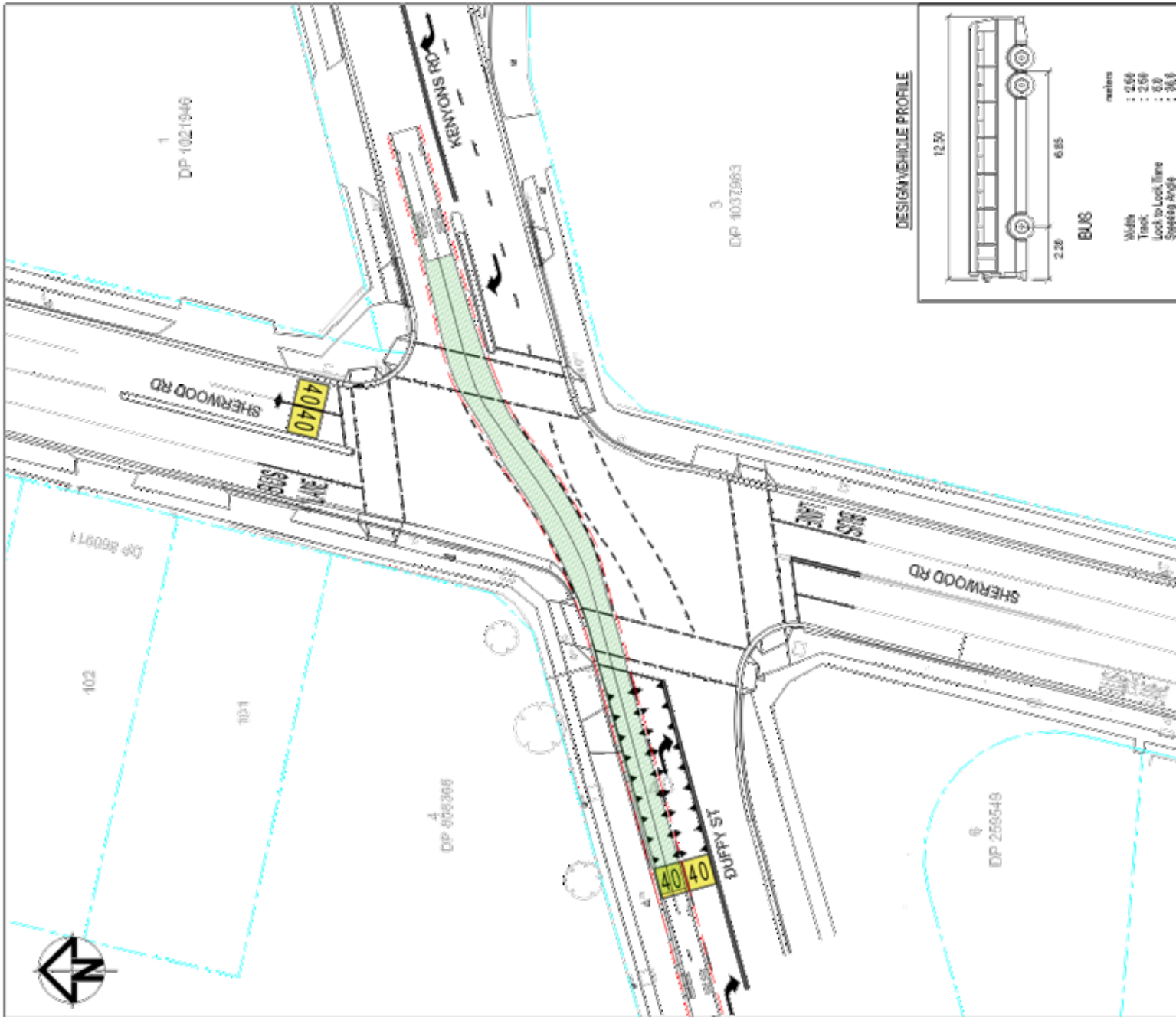


DESIGN VEHICLE PROFILE

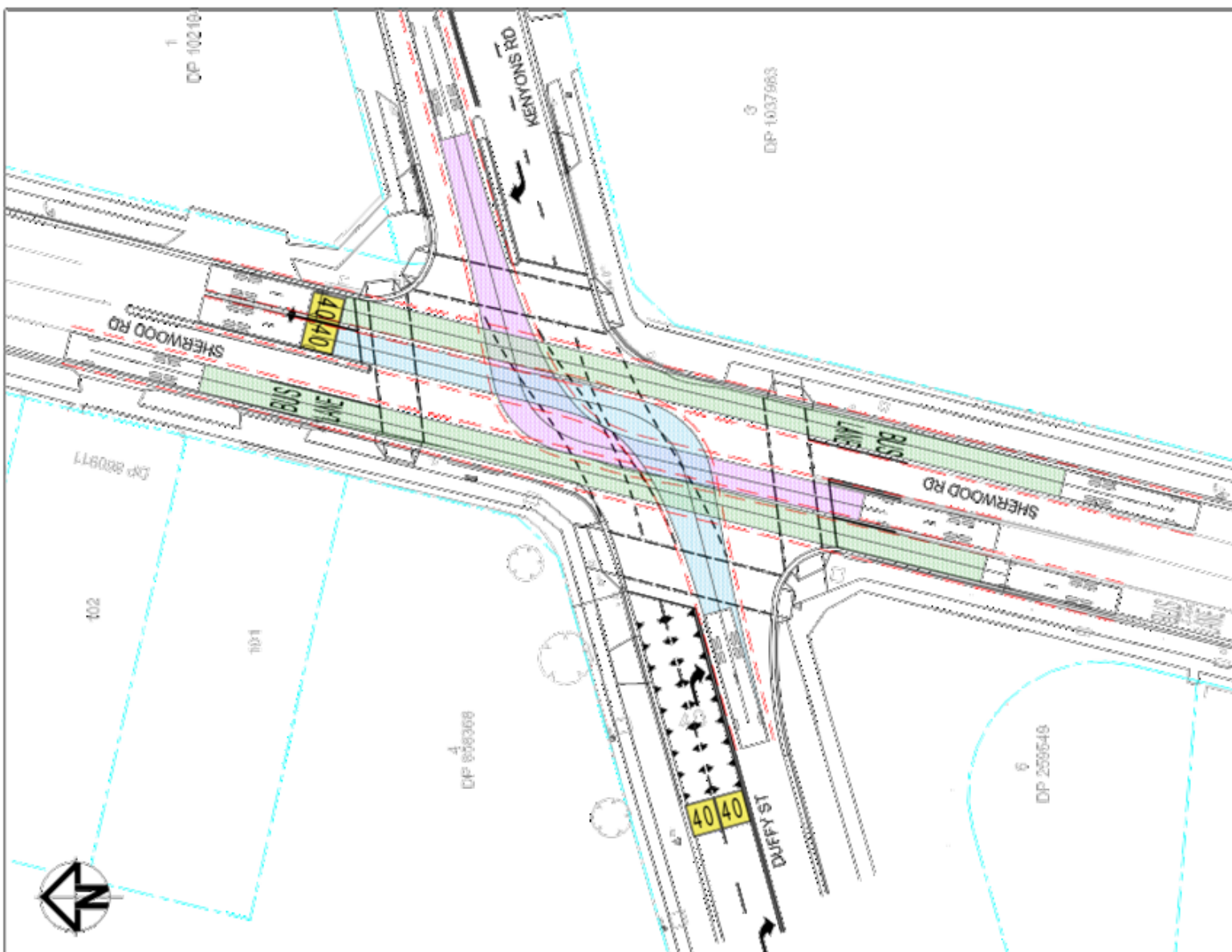


CAR TURN PATH

<p>at&I</p> <p>at&I Engineers and Project Managers</p> <p>Level 2, 103 William Street Bentley, Western Australia 6100 Tel: (81) 937 0000 Fax: (81) 937 0001 Email: info@atand.com.au www.atand.com.au</p>		<p>Project</p> <p>INTERSECTION UPGRADE SHERWOOD RD/KENYONS RD AND DUFFY ST</p>	<p>Scale</p> <p>1:250</p>	<p>Drawn</p> <p>Designed</p> <p>Checked</p> <p>Approved</p>	<p>Client</p> <p>CUMBERLAND COUNCIL</p>	<p>This drawing cannot be copied or reproduced in any form or used for any other purpose other than that originally intended without the written permission of AT I.</p>	<p>Bar Scale</p> <p>0 5 10 15 20 25m</p> <p>1:250 (A3) 1:500 (A2)</p>	<p>Revision</p> <p>1. PRELIMINARY DESIGN</p> <p>2. PRELIMINARY DESIGN</p> <p>3. PRELIMINARY DESIGN</p> <p>4. PRELIMINARY DESIGN</p>	<p>Date</p> <p>11/10/19</p> <p>11/10/19</p> <p>11/10/19</p> <p>11/10/19</p>	<p>Project</p> <p>19-005-C802</p>	<p>Sheet</p> <p>A1</p>	<p>Page</p> <p>B</p>
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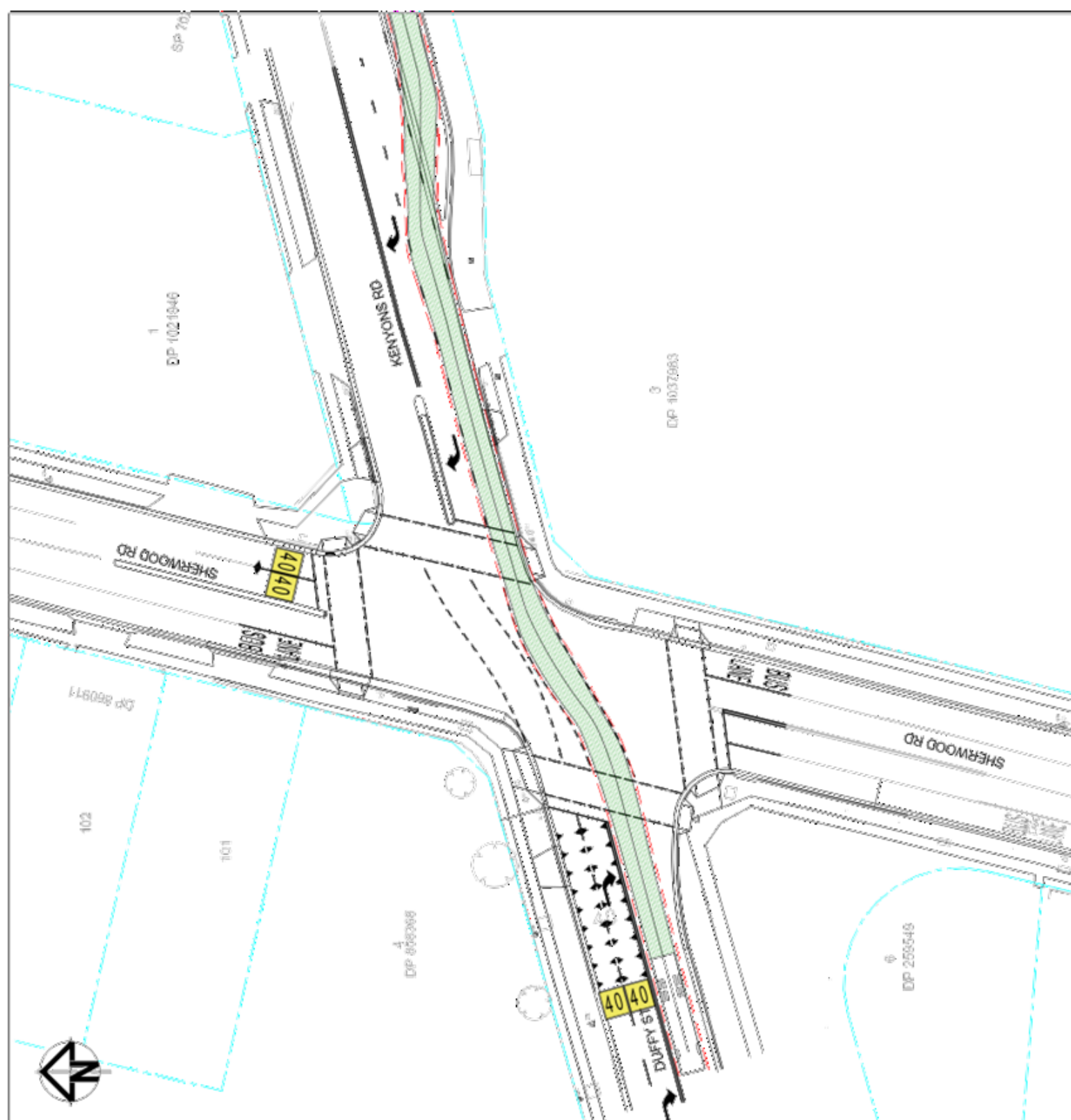


BUS TURN PATH

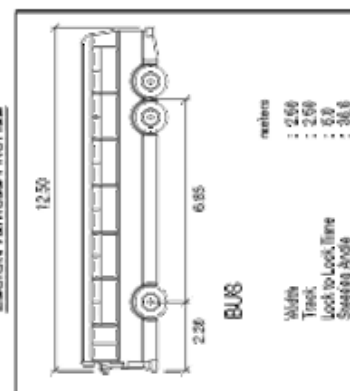



BUS TURN PATH

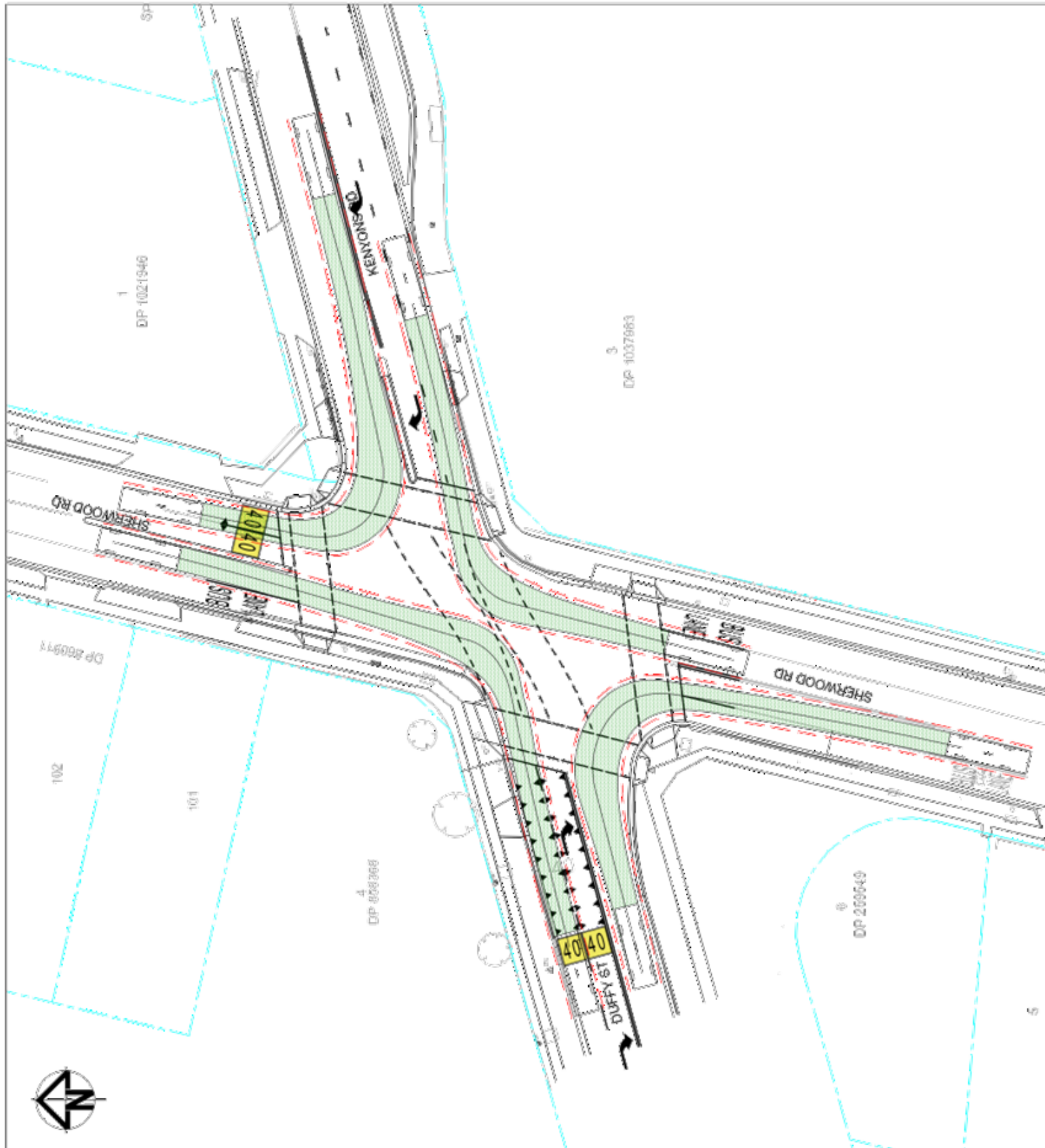
<p>at&I</p> <p>at&I Engineers and Project Managers</p> <p>Level 2, 103 Princes Street Dunedin 9014 Tel: 03 477 1111 Fax: 03 477 1112 Email: info@atand.co.nz</p>		<p>Project: INTERSECTION UPGRADE SHERWOOD RD/KENYONS RD AND DUFFY ST</p>		<p>Scale: 1:250</p>		<p>Client: CUMBERLAND COUNCIL</p>		<p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&I</p>		<p>Bar Scale</p> <p>0 5 10 15 20 25m</p> <p>1:250 1:500 1:1000 1:2000</p>		<p>Revision</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>PRELIMINARY DESIGN</td> <td>11/07/19</td> </tr> <tr> <td>2</td> <td>DESIGN DEVELOPMENT</td> <td>09/08/19</td> </tr> </tbody> </table>		No.	Description	Date	1	PRELIMINARY DESIGN	11/07/19	2	DESIGN DEVELOPMENT	09/08/19
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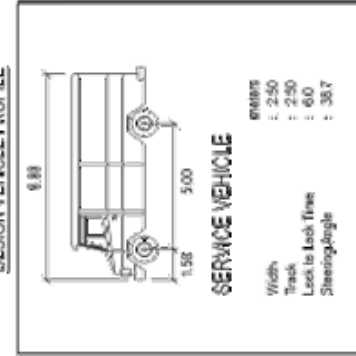
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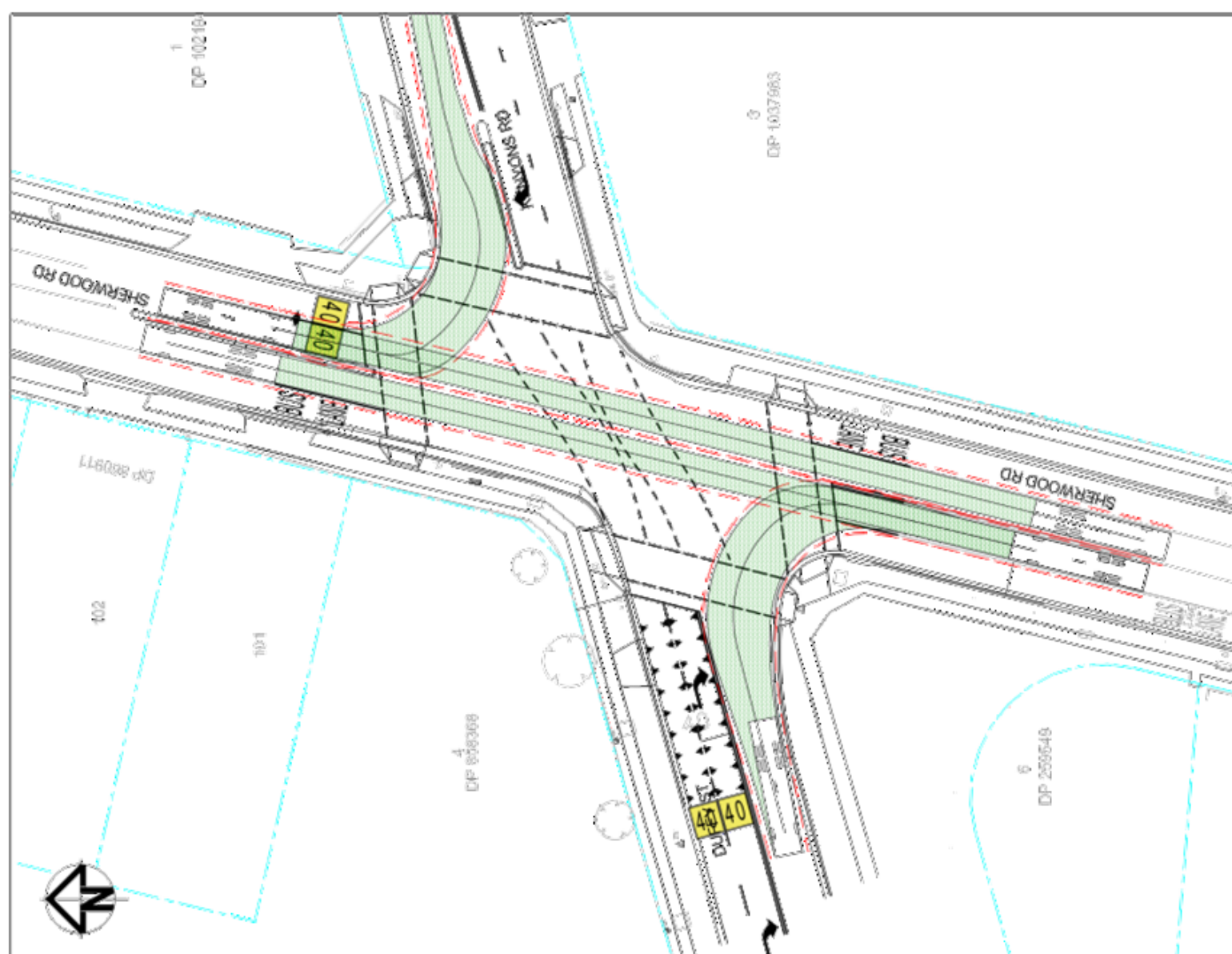


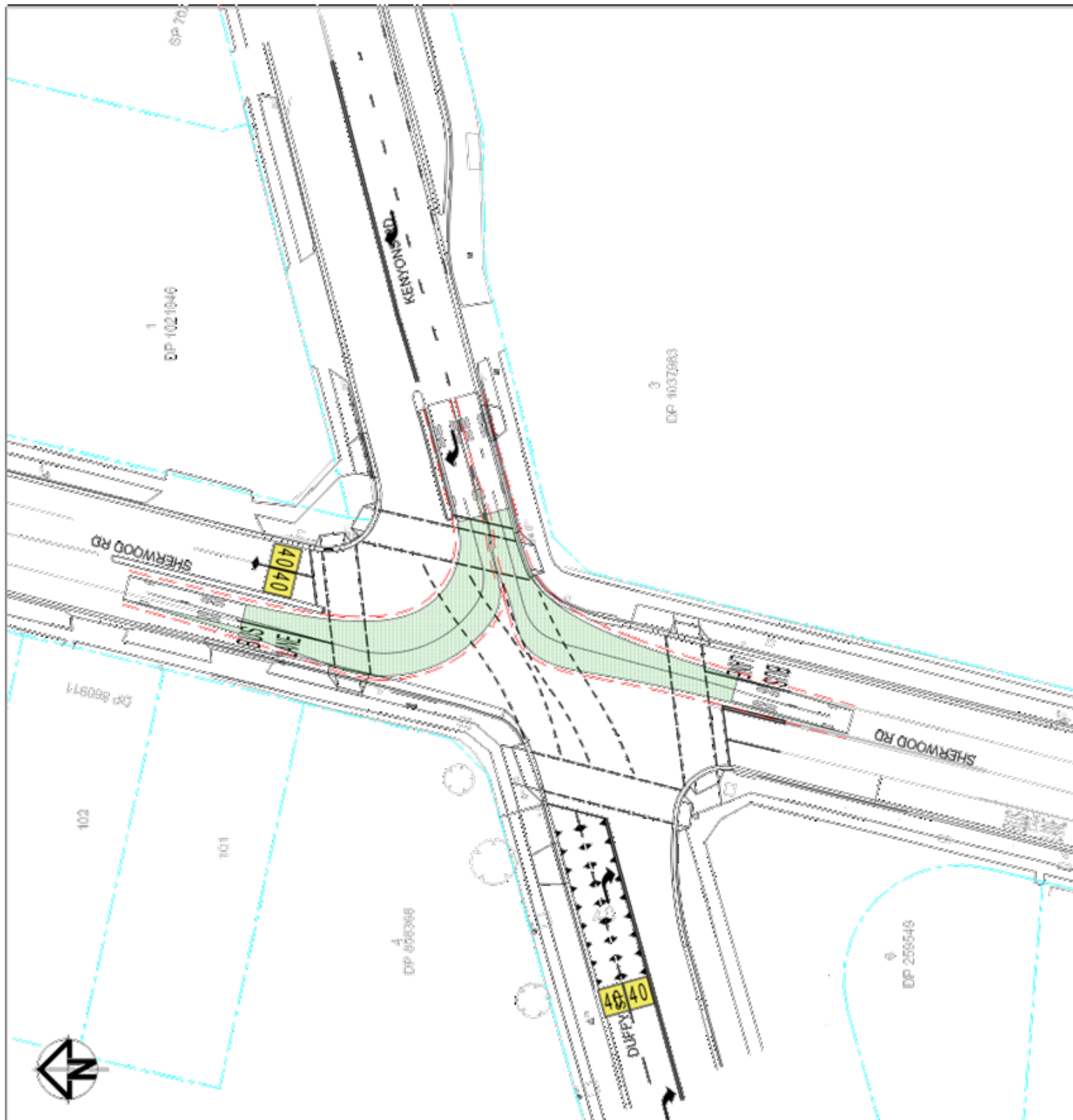
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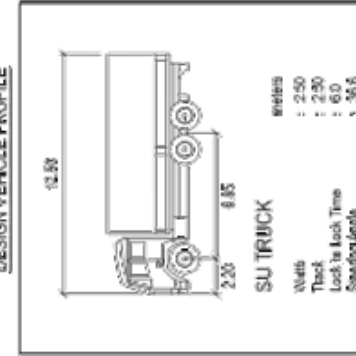
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<p>at&I Civil Engineers and Project Managers Level 2, 103 William Street Bentley, Western Australia 6107 Tel: 9437 1000 Fax: 9437 1001 Email: info@atand.com.au</p>		<p>Project: INTERSECTION UPGRADE SHERWOOD RD/KENYONS RD AND DUFFY ST</p>		<p>Client: CUMBERLAND COUNCIL</p>		<p>Scale: 1:250 Horizontal: M20 Vertical: AHD</p>		<p>Bar Scale: 0 5 10 15 20 25m 1:250 (A3) 1:500 (A3)</p>		<p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&I</p>		<p>Revision Table:</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>PRELIMINARY DESIGN</td> <td>11/10/19</td> </tr> <tr> <td>2</td> <td>DESIGN DEVELOPMENT</td> <td>05/11/19</td> </tr> </tbody> </table>		No.	Description	Date	1	PRELIMINARY DESIGN	11/10/19	2	DESIGN DEVELOPMENT	05/11/19
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CTC-19-220 REQUEST FOR A PEDESTRIAN CROSSING ON AUBURN ROAD NEAR AL FAISAL COLLEGE

State Electorate: Auburn

PAC: Auburn

(File No. S0190-04)

Summary:

This report considers the pedestrian and vehicle counts data for Auburn Road, Auburn for consideration of a pedestrian crossing adjacent to Al Faisal College.

Report:

Council has received a request from the School Management of Al-Faisal College for the installation of a pedestrian crossing facility on Auburn Road, Auburn adjacent to Al Faisal College. The Auburn Road frontage of Al-Faisal College is within a school zone.

Auburn Public School is also located north of AL-Faisal College in the section of Auburn Road between Helena Street and Beatrice Street.

There are three marked pedestrian crossing locations in the surrounding streets, the raised pedestrian crossings on Harrow Road and Helena Street and the scramble crossing at the Beatrice Street / Auburn Road traffic lights.

The location of Al-Faisal College relative to the surrounding street network is shown in the plan overleaf.



Pedestrian crossing warrants:

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 ≥ 30 AND

(b) The vehicular flow per hour (V) through the site is ≥ 500 AND

(c) The product PV is $\geq 60,000$

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) $P \geq 30$ AND

(b) $V \geq 200$

a pedestrian (Zebra) Crossing may be installed.

Council undertook pedestrian and vehicle counts in Auburn Road adjacent to Al-Faisal College.

Period	Vehicles	Pedestrians		
		child	adult	Total
08:00-09:00	473	13	37	50
08:15-09:15	418	9	39	48
08:30-09:30	293	4	32	36
14:30 - 15:30	381	15	42	245
14:45 – 15:45	444	50	66	116
15:00 – 16:00	508	50	91	141

It can be seen from the above table that the location satisfies the required reduced warrants for a marked pedestrian crossing in the afternoon period. However, the morning period does not satisfy the required warrants.

Council officers observed during inspections during school opening times that students crossed the street at different locations alighting from the buses or being dropped off along the street.

Discussions with the School administration indicated that the students using the bus service in the mornings tend to use the splitter island opening at the Helena Street / Auburn Road roundabout. Al Faisal College administration has assured Council officers that the children/students will be educated and encouraged to use the crossing if provided.

It is proposed that considering the large number of students crossing in the afternoon, a marked pedestrian crossing be provided. The pedestrian crossing, once installed will encourage students and adults in the vicinity to converge towards the pedestrian crossing to cross the road. Though the Auburn Road section is within a School Zone, cars speed through the street and a raised pedestrian crossing will enhance safety of all road users including children.

A signs and Marking Plan is attached for the proposal.

Comments:

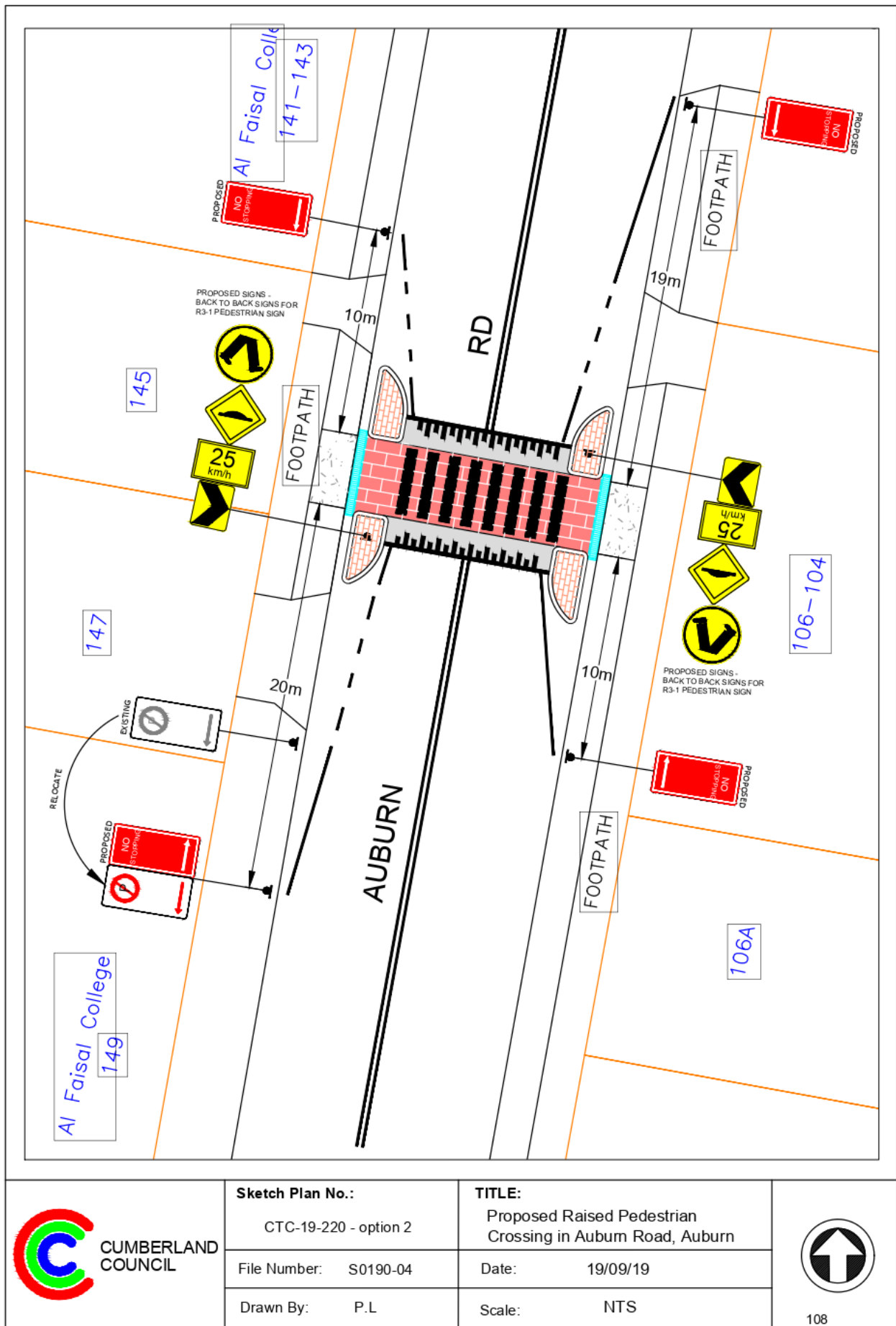
The RMS indicated that since the reduced crossing warrants are not satisfied, a crossing cannot be supported.

Members agreed with RMS comments and requested Council officers to follow up with the RMS for a suitable crossing facility.

Recommendation:

The Committee recommended that;

1. The provision of a raised marked pedestrian crossing on Auburn Road adjacent to Al-Faisal College in accordance with the attached plan not be approved.
2. Council officers follow up with the RMS for a suitable crossing facility.



**CTC-19-221 ROSE CRESCENT, REGENTS PARK – PROPOSED “NO PARKING”
ZONE OUTSIDE TEMPLE**

State Electorate: Auburn
(File No. S3280-04)

PAC: Auburn

Summary:

Council has received a request from the users and the management of Sri Durga Temple at 21-23 Rose Crescent, Regents Park for the installation of ‘No Parking’ restrictions at the frontage to facilitate drop off / pick up of devotees.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from the users and the management of Sri Durga Temple at 21-23 Rose Crescent, Regents Park for the installation of ‘No Parking’ restrictions at the frontage to facilitate drop off / pick up of devotees.

Council officers have inspected the location and have observed that during prayer times on-street parking spaces in the vicinity are occupied and devotees are dropped off and picked up further down the road. It was also noted that the kerb space on either side of the temple driveway is closely parked overhanging the driveway causing safety concerns for pedestrians and vehicles exiting the premises.

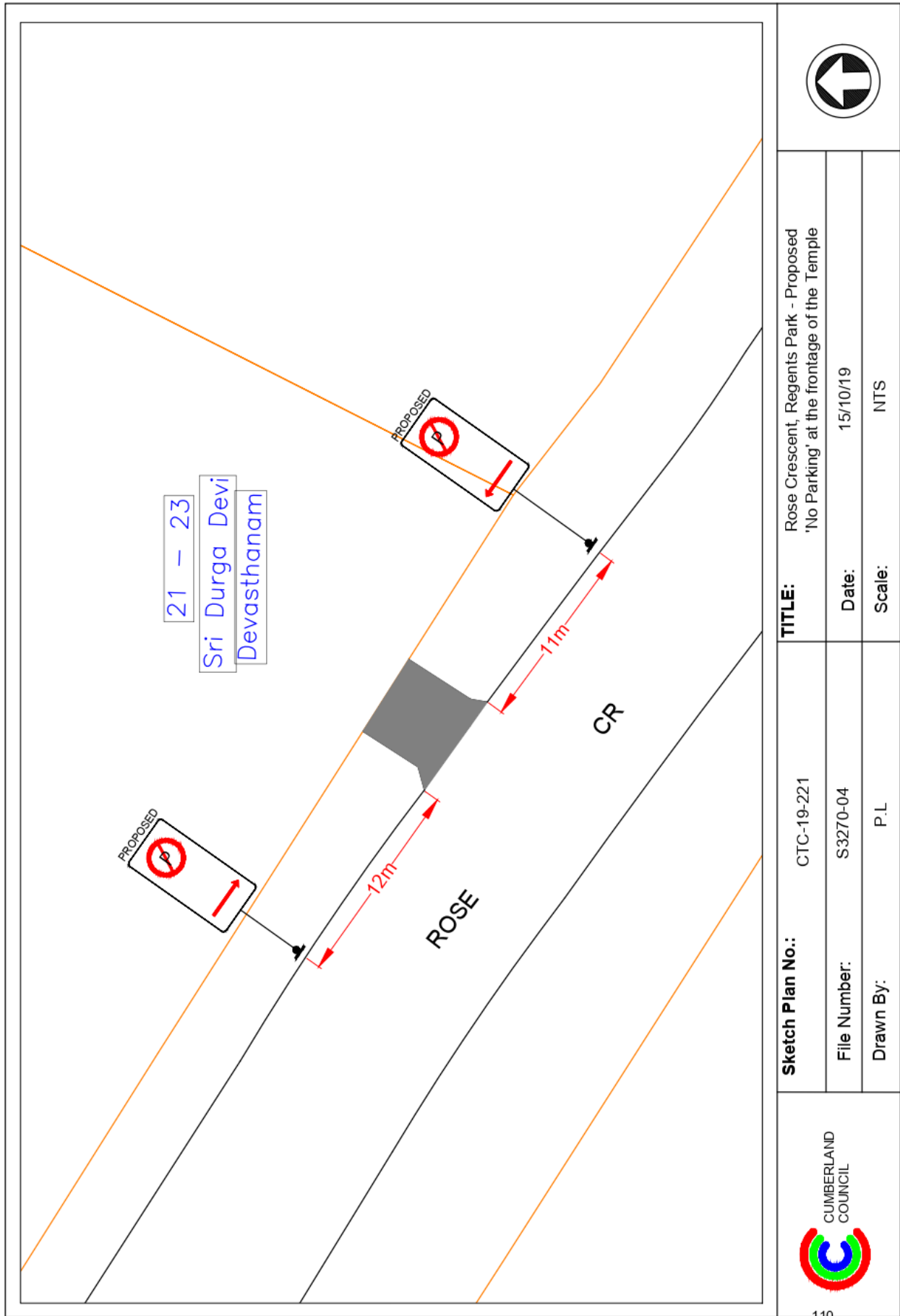
It is proposed to install ‘No Parking’ restrictions on both sides of the driveway to facilitate drop off and pick up and enhance safety at the driveway.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of ‘No Parking’ signs at the driveway of the temple at 21-23 Rose Crescent, Regents Park in accordance with the plan No CTC-19-221 be approved.



**CTC-19-222 MARIAN STREET AND GUILDFORD ROAD, GUILDFORD – PROPOSED
NO STOPPING RESTRICTIONS**

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received request from a motorist for the installation of 'No Stopping' restrictions on Marian Street at the intersection with Guildford Road, Guildford.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a motorist for the installation of 'No Stopping' restrictions on Marian Street at the intersection with Guildford Road, Guildford.

It was noted during inspections that the 'No Stopping' zones at the intersection of Marian Street and Guildford Road have not been closed on Marian Street and cars are parking very close to the corner at the intersection. Consequently the sight distance is obstructed and it is creating safety hazard for all road users. It is proposed to provide "No Stopping" signs on Marian Street to close the no stopping zones.

The proposed 'No Stopping' signs at this intersection would improve sight distance and road safety for all road users.

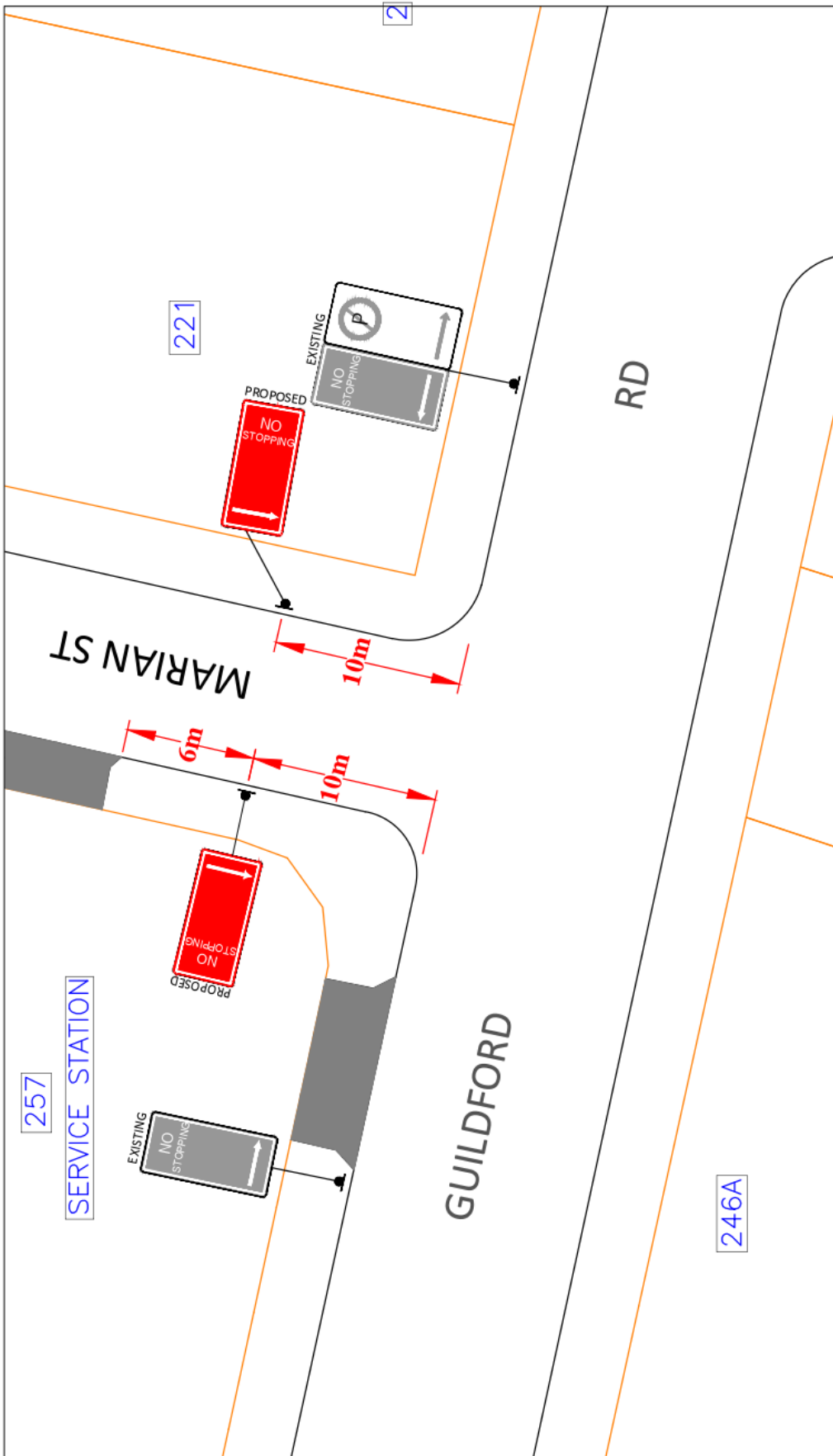


Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs on Marian Street at the intersection with Guildford Road, Guildford in accordance with the attached plan be approved.
- ii) Council notify adjacent properties of the 'No Stopping' signs.

		TITLE: Proposed 'No Stopping' Restrictions in Marion Street, Guildford	Date: 15/10/19	Scale: NTS
		Sketch Plan No.: CTC-19-222	File Number: T-28-01/06	Drawn By: P.L
				
		112		

**CTC-19-223 HAMILTON STREET AND BERKELEY STREET, SOUTH
WENTWORTHVILLE – PROPOSED INTERSECTION IMPROVEMENT**State Electorate: Granville
(File No. GS-353-TP)

PAC: Cumberland

Summary:

Council has received a complaint from a local resident regarding vehicles cutting corners at the intersection of Hamilton Street and Berkeley Street, South Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:

Hamilton Street is a local road that runs in an east-west direction, it has a width of approximately 10m with a signposted 50km/h speed limit. Parking is permitted on both sides of the road.

Berkeley Street is a local road that runs in a north-south direction, it has a width of approximately 11.5m with 50km/h speed limit. Parking is permitted on both sides of the road.

Hamilton Street and Berkeley Street form a cross intersection with priority control on Hamilton Street and 'Give-Way' signs on Berkeley Street.

The latest Roads and Maritime Services (RMS) Crash data indicates that there is one crash recorded at the intersection within the last 5 years (RUM code for the crash is 10).

Council has received repeated complaints from a local resident regarding vehicles cutting corners at the intersection of Hamilton Street and Berkeley Street, South Wentworthville and raised safety concern when vehicles parking too close to the intersection. The resident alleges that a vehicle lost control while making the turn at speed and crashed in to his fence in the past.

Council's Officers have conducted a site inspection and found that there are no 'No Stopping' restrictions or line marking to indicate the travel lane at this intersection. In this regard, it is recommended to install BB line marking and 'No Stopping' restrictions to improve road safety for all road users at this intersection.

Comments:

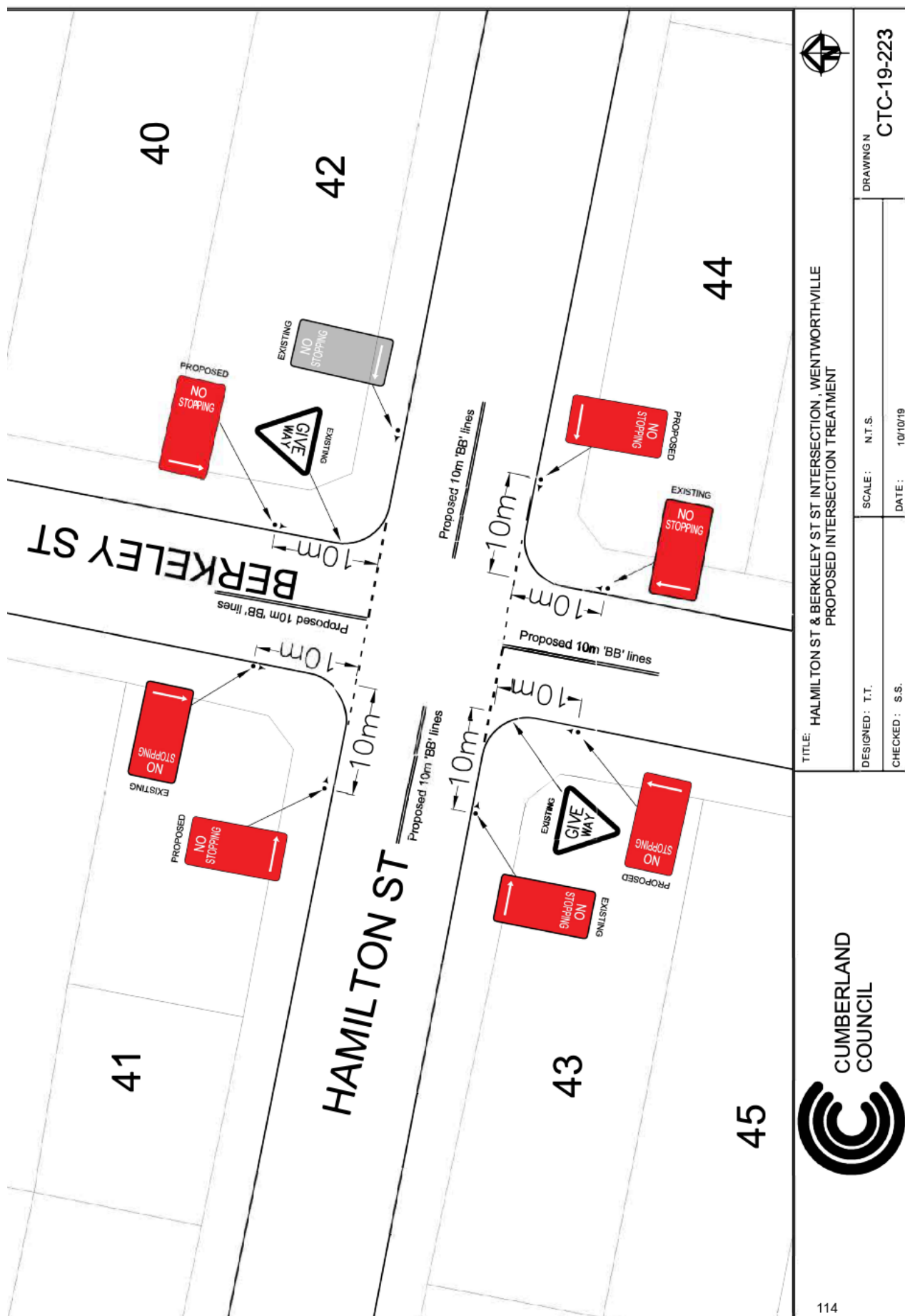
Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of 'No Stopping' signs and BB line marking at the intersection of Hamilton Street and Berkeley Street, South Wentworthville in accordance with the attached plan be approved.

Attachment:

1. Plan – Hamilton Street and Berkeley Street, South Wentworthville – Proposed Intersection Improvements



CTC-19-224 PARRAMATTA ROAD URBAN AMENITY IMPROVEMENT PROGRAM (PRUAIP) STUBBS STREET, MELTON STREET SOUTH, ADDERLEY STREET WEST AND PARRAMATTA ROAD, AUBURN – ROADS IMPROVEMENTS

State Electorate: Auburn
(File No. HC-24-01-3/02)

PAC: Auburn

Summary:

This report is to consider Council's plans for the proposed road improvements as part of "Parramatta Road Urban Amenity Improvement Program" (PRUAIP).

This report outlines the proposal.

Report:

Cumberland Traffic Committee at its meeting held in August 2019 considered a report on the proposed improvements as part of "Parramatta Road Urban Amenity Improvement Program" (PRUAIP).

The Traffic Committee recommended that this item be deferred to allow full review and comments by the voting members of the traffic committee.

Council has obtained more recent plans for the proposed improvements which are attached to this report.

The proposed works are as follows:

1. Stubbs Street between Parramatta Road and Adderley Street West:
 - Proposed edge and 'BB' line marking,
 - Proposed cyclist signs and line marking,
 - Proposed relocation of parking restrictions such as 'No Stopping' signs,
 - Proposed pedestrian refuge at the existing roundabout, install new pram ramps and associated signs and line marking,
2. Melton Street South between Parramatta Road and Adderley Street West:
 - Proposed edge and BB line marking,
 - Proposed kerb extension and new pram ramps at Adderley Street West and relocation of existing parking restrictions 'No Stopping' signs which result in loss of 2 on-street parking spaces,
 - Proposed kerb extension narrowing the street in front of 5 Melton Street and relocate existing 'No Parking' signs which result in loss of 6 on-street parking spaces,
 - Proposed kerb extension and install new pram ramps at Parramatta Road,
 - Proposed Stop signs and line marking at Adderley Street West,
3. Adderley Street West, west of Melton Street South:
 - Proposed relocation and raising of existing pedestrian crossing with road narrowing, signs and line marking,
 - Proposed cyclist signs and line marking,
 - Proposed BB line marking,

4. Braemar Avenue at Parramatta Road
 - Proposed road narrowing at the intersection.
5. Parramatta Road between Station Road and Braemar Avenue:
 - Proposed upgrade to existing traffic lights and footpath,
 - Proposed relocation / install new signs and line marking.

A copy of the previous report is also attached for traffic committee's consideration.

The proposed works are funded by the Greater Sydney Commission.

Comments:

RMS indicated by email that the final plans to be forwarded to RMS for checking and approval. Members agreed with the proposal.

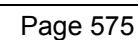
Recommendation:

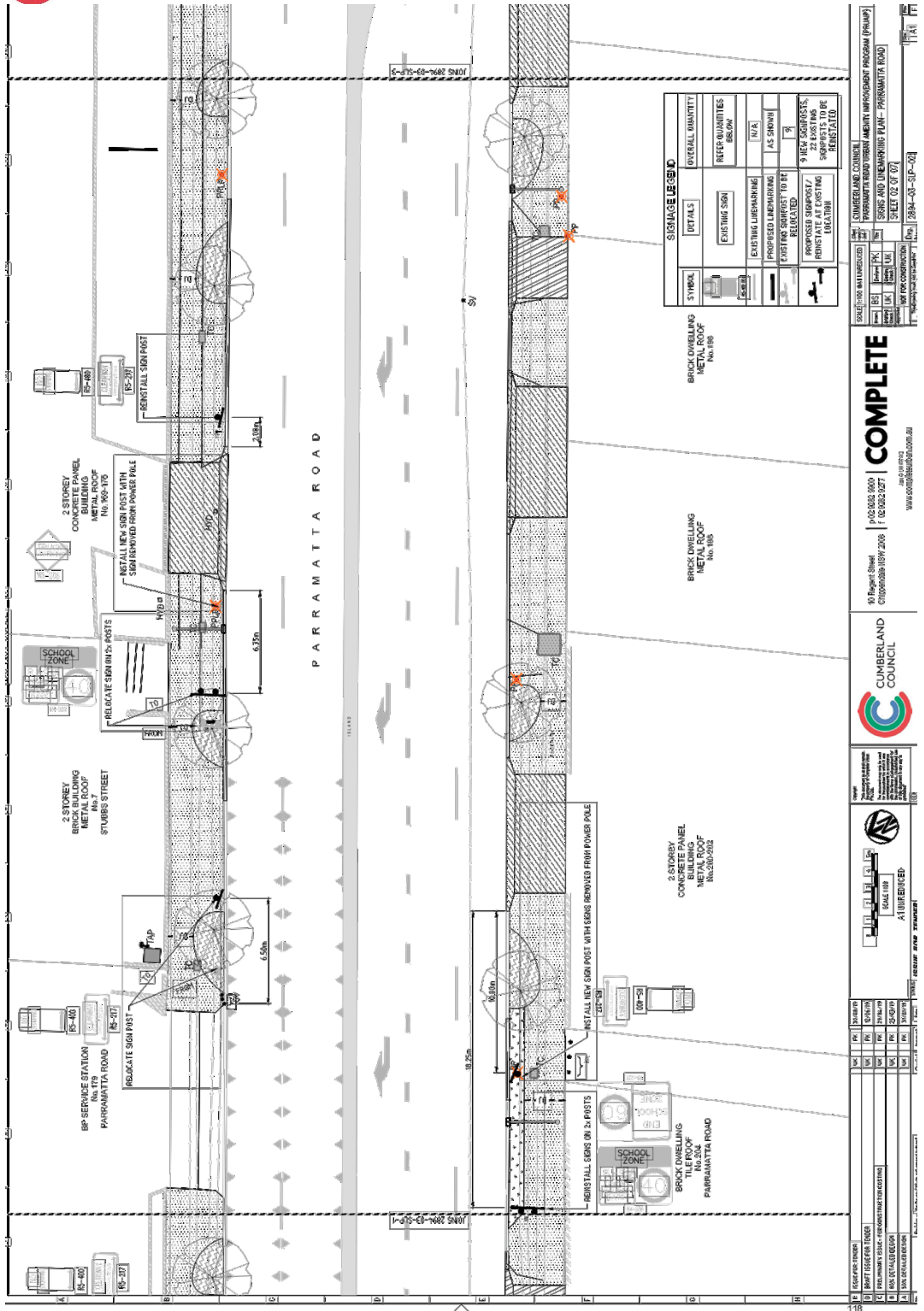
The Cumberland Traffic Committee recommended that;

1. The Signs and Line marking Plans for proposed works under the Parramatta Road Urban Amenity Improvement Program be approved in principle.
2. Council forward final design to RMS for checking and approval.

Attachments:

1. Plans – Various road improvements - PRUAIP





SIGNAGE LEGEND

SYMBOL	DETAILS	OVERALL QUANTITY
	EXISTING SIGN	REFER QUANTITIES BELOW
	EXISTING LINE MARKING	N/A
	PROPOSED LINE MARKING	AS SHOWN
	EXISTING SIGNPOST TO BE RELOCATED	9
	PROPOSED SIGNPOST/RELOCATE AT EXISTING LOCATION	9 NEW SIGNPOSTS, 22 EXISTING SIGNPOSTS TO BE REINSTATED

CUMBERLAND COUNCIL

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CUMBERLAND NSW 2068

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COMPLETE

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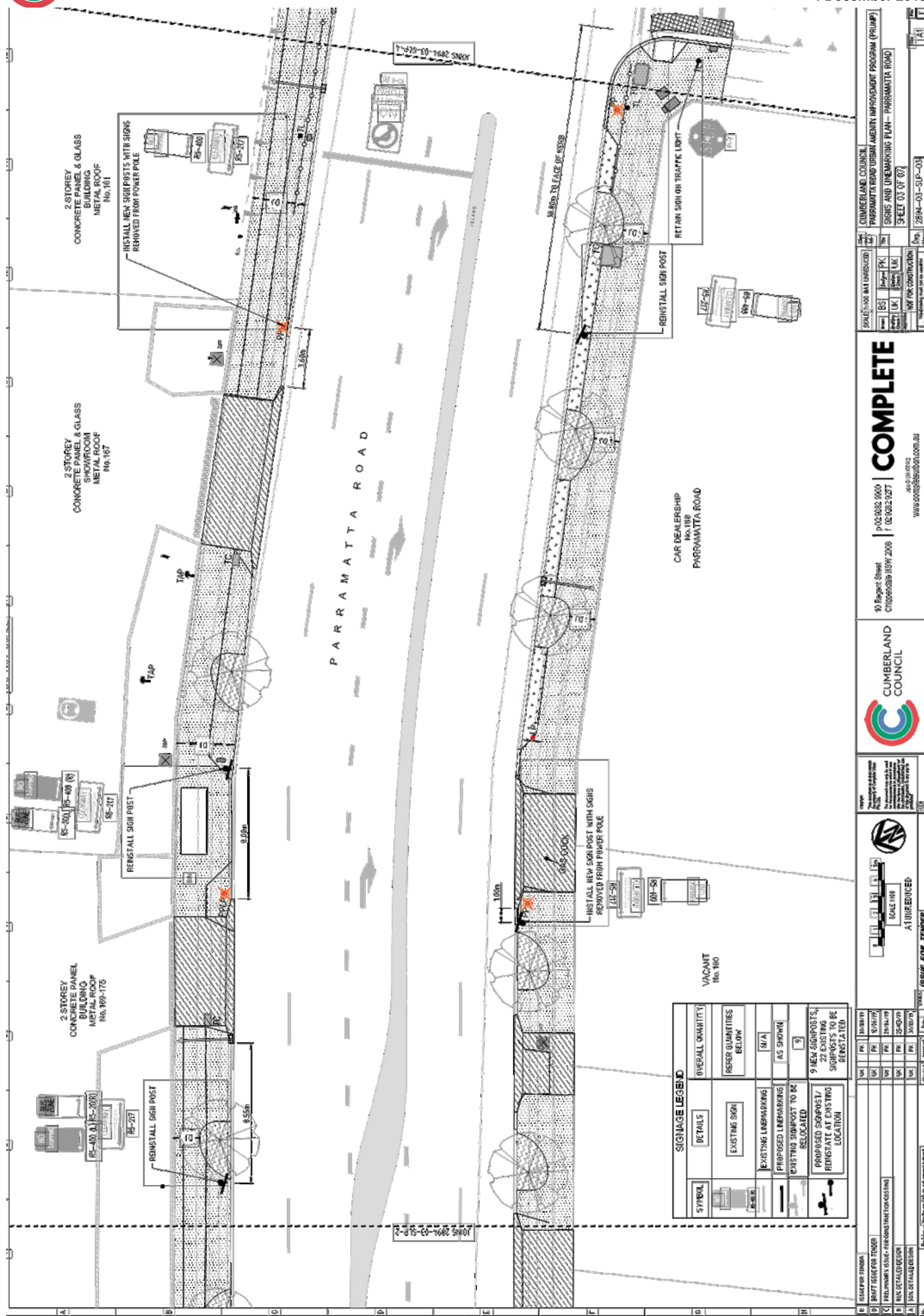
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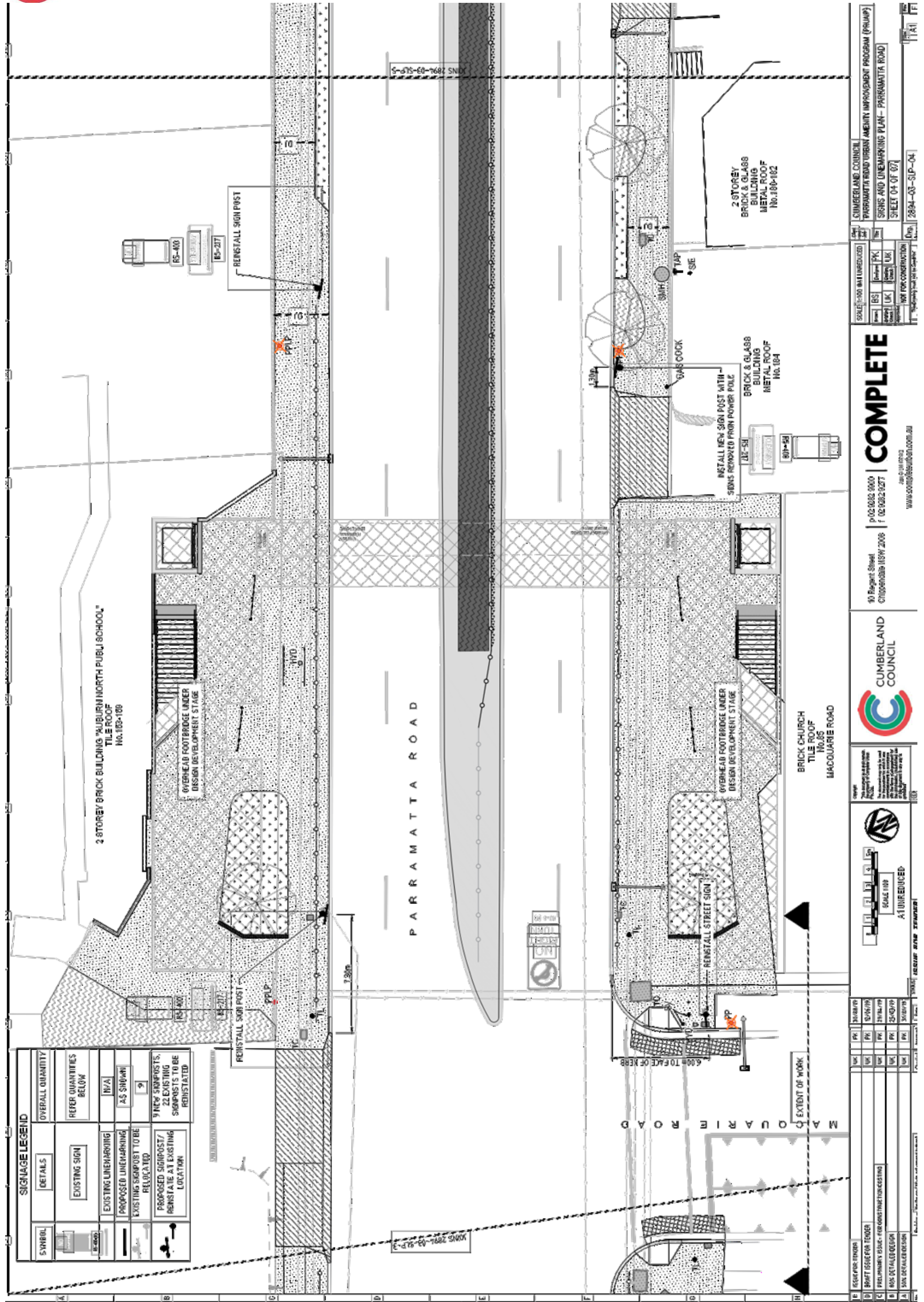
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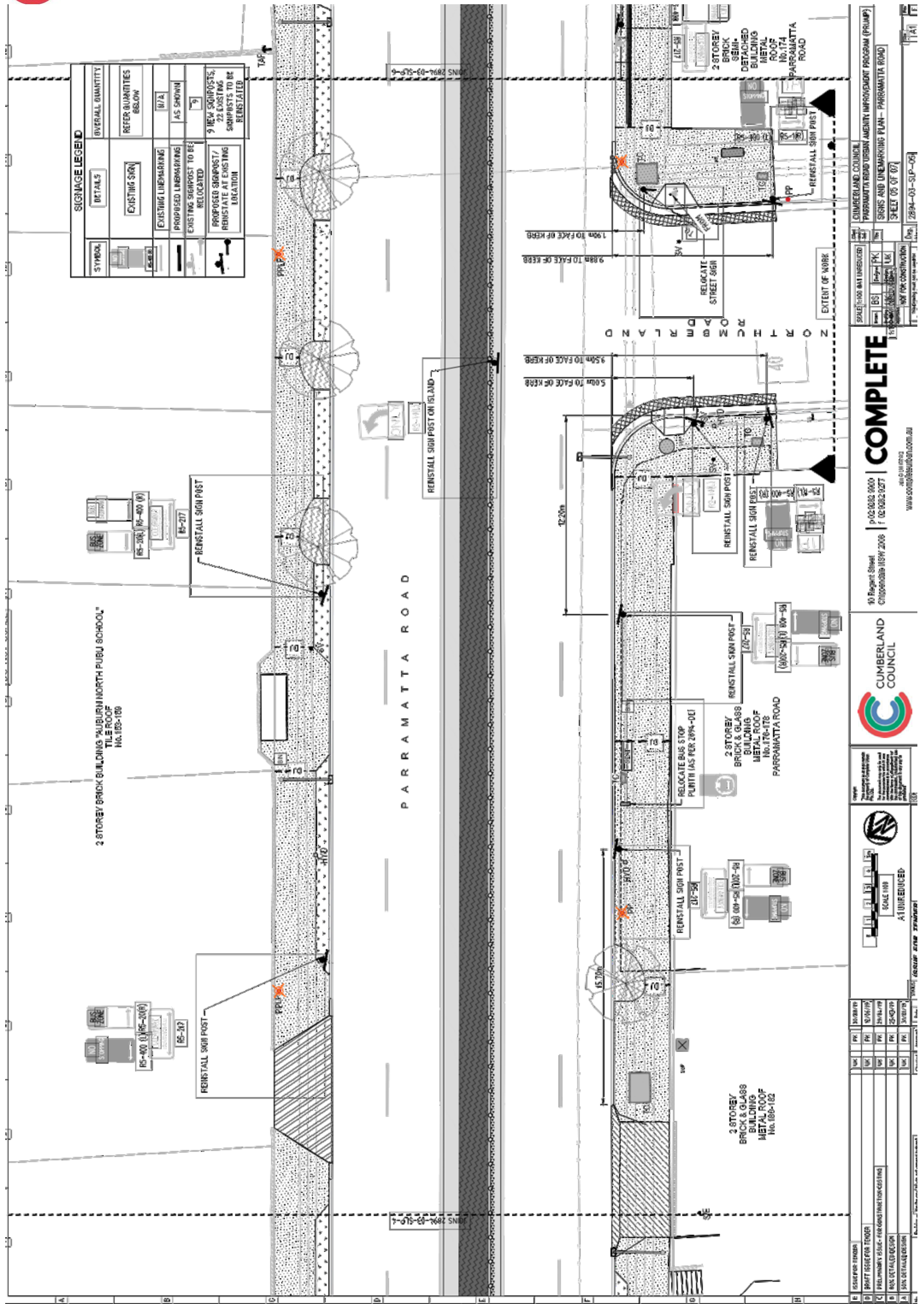
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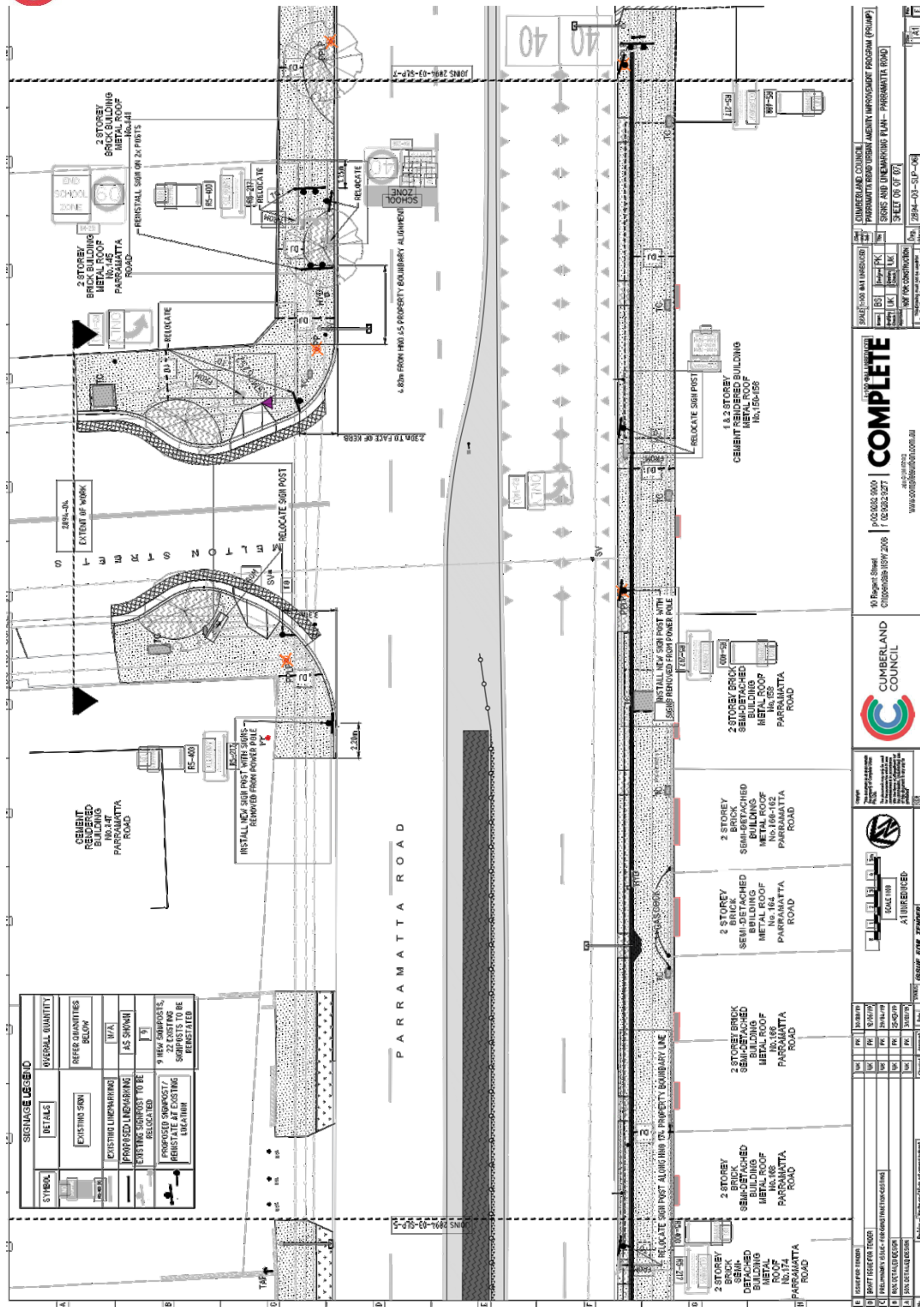
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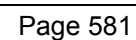
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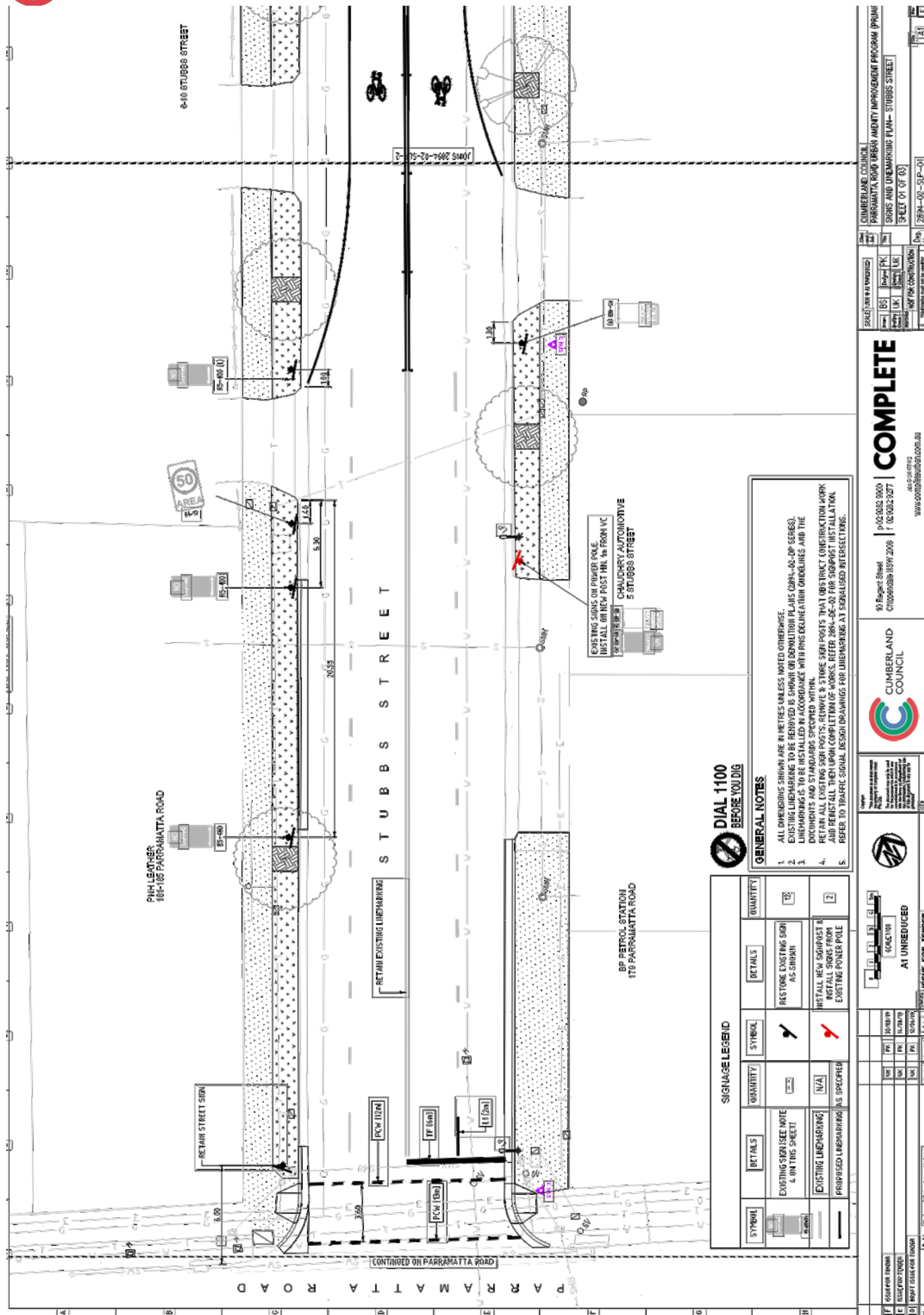


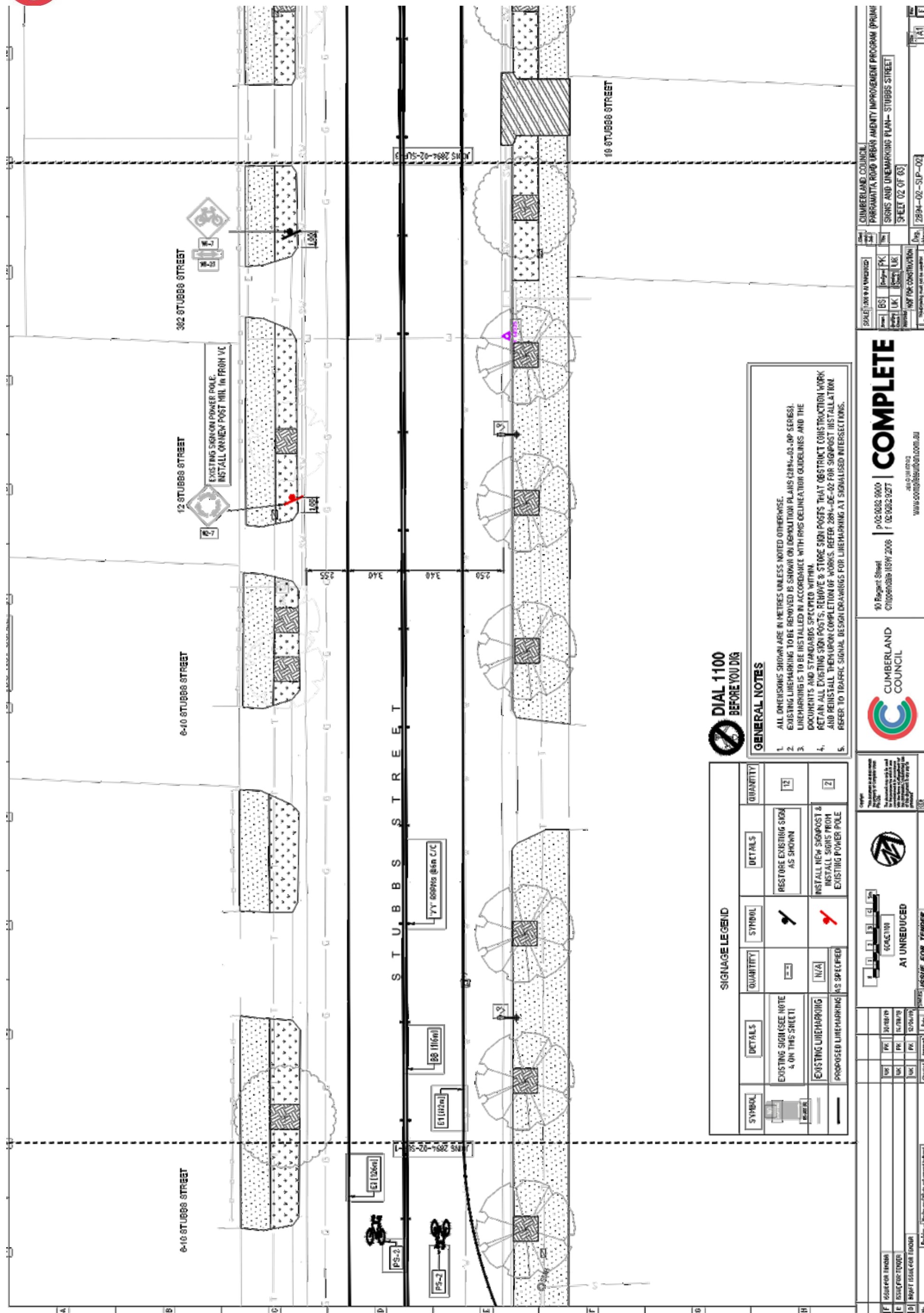


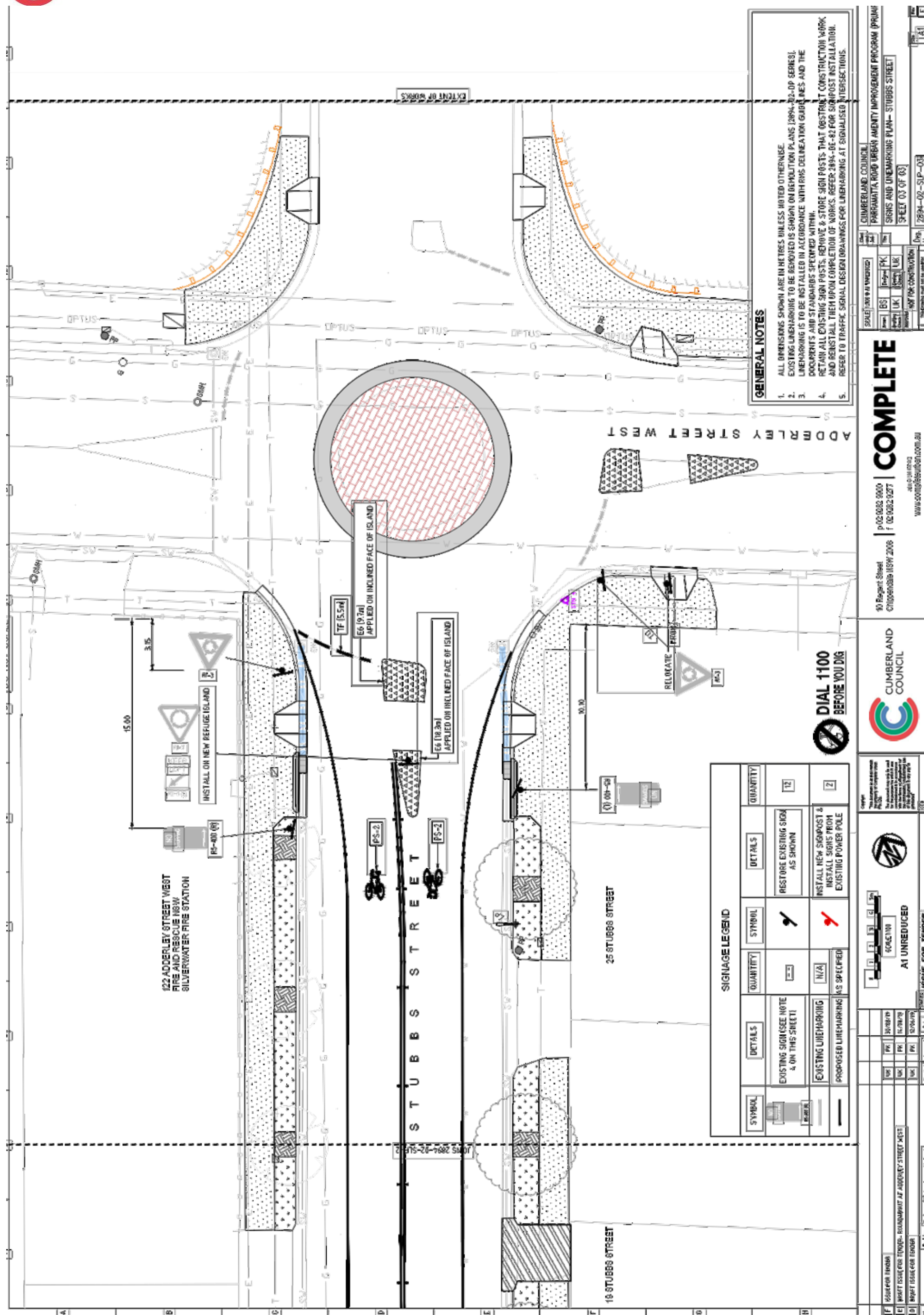


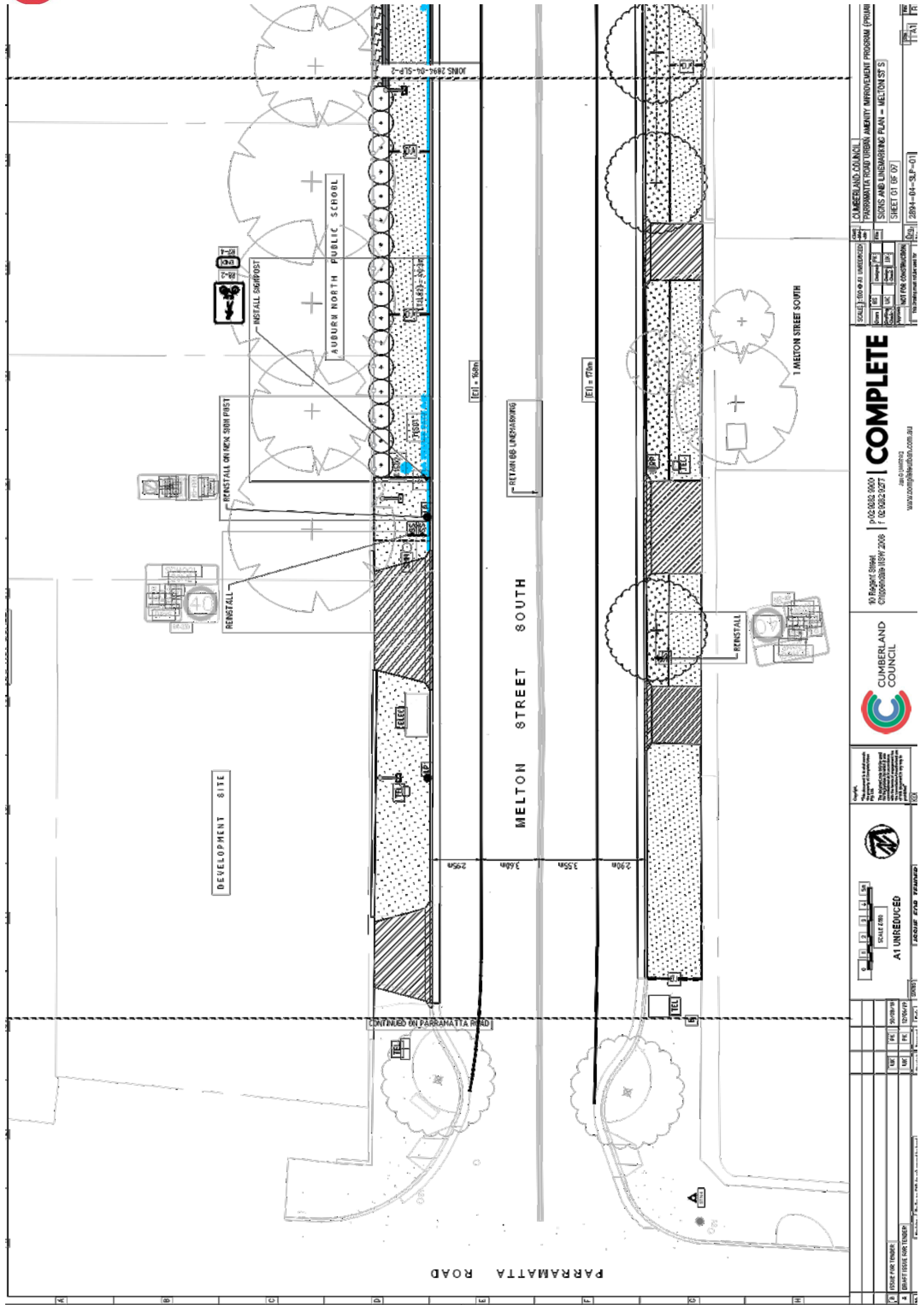


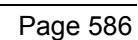


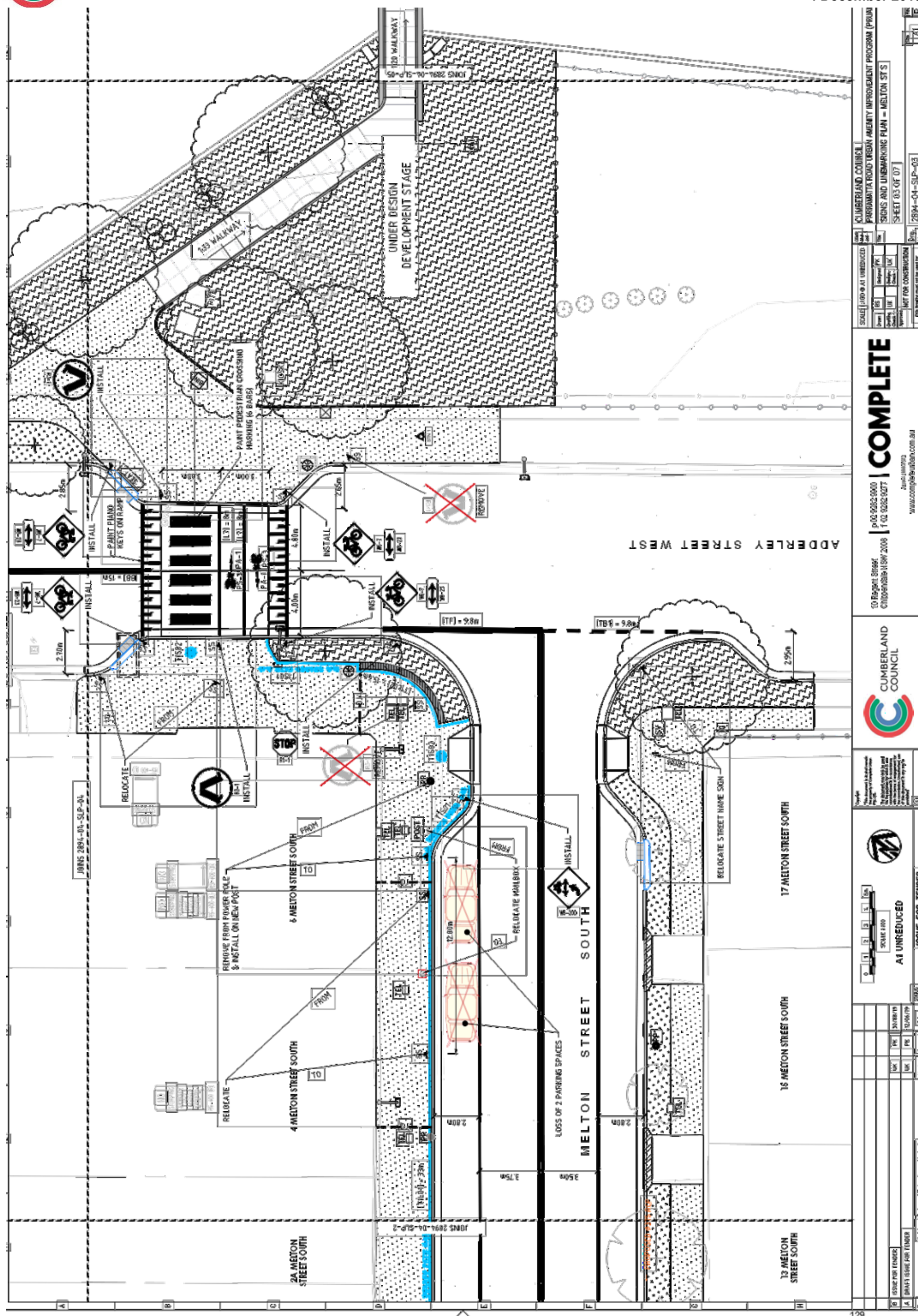


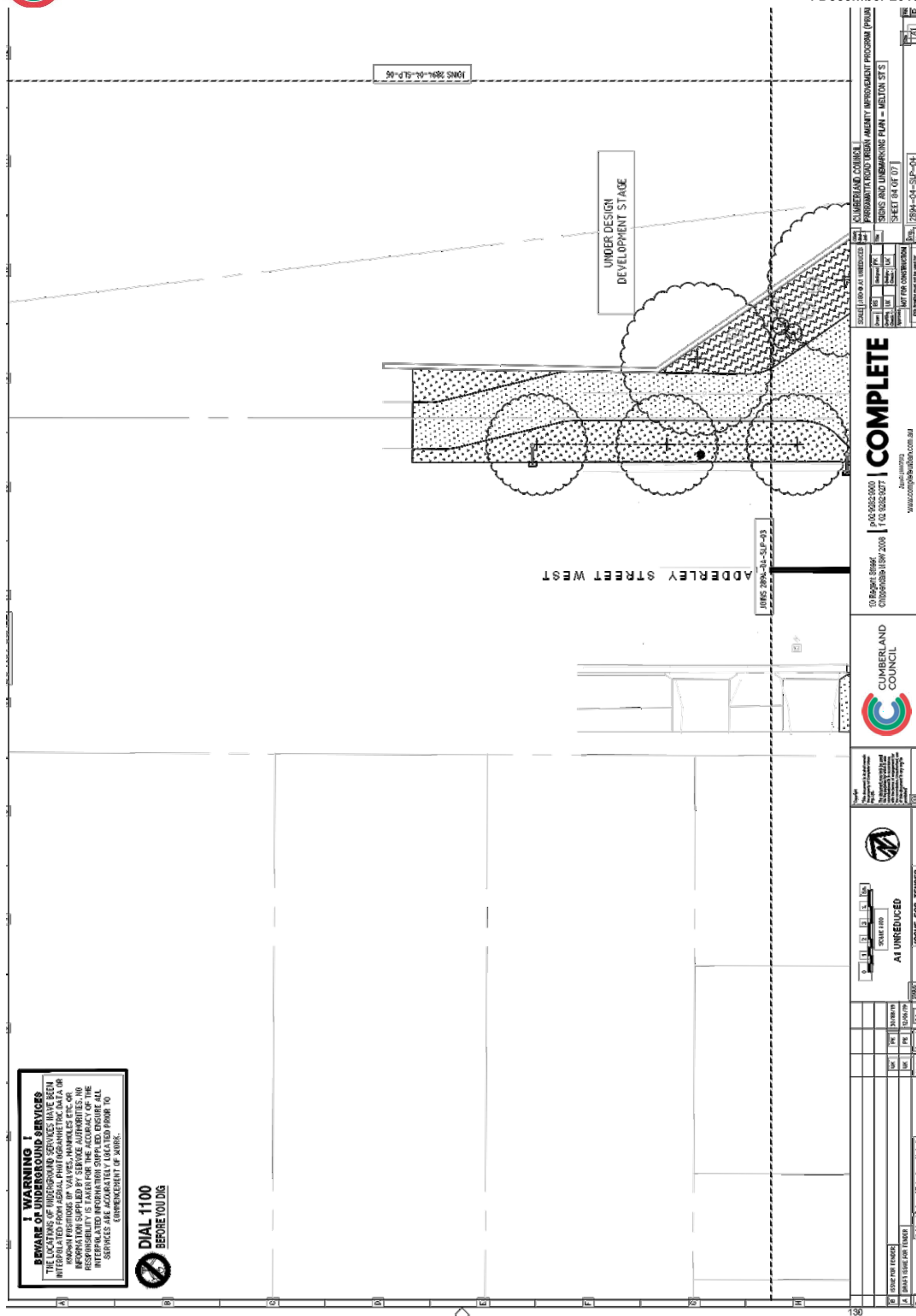


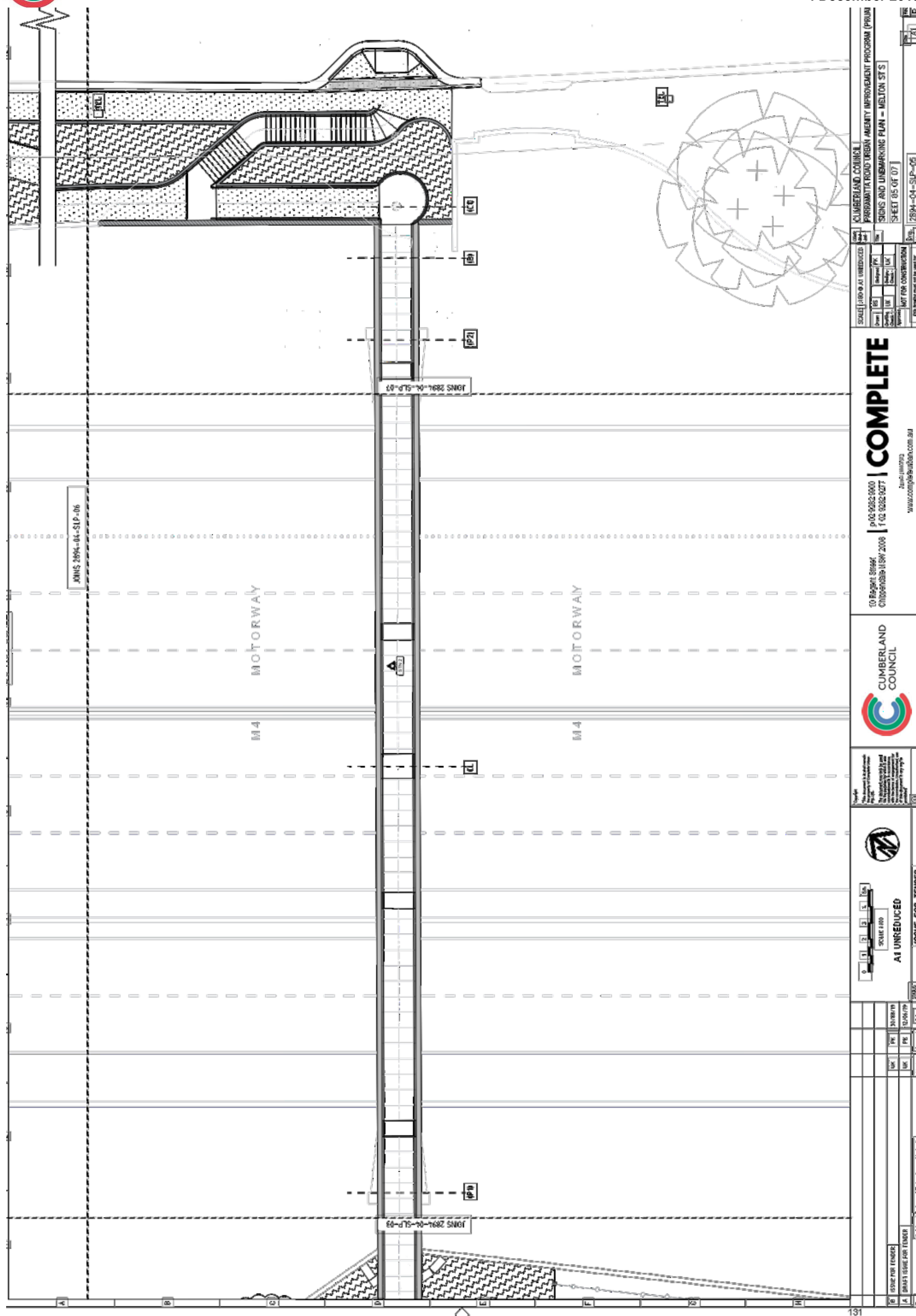


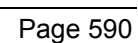


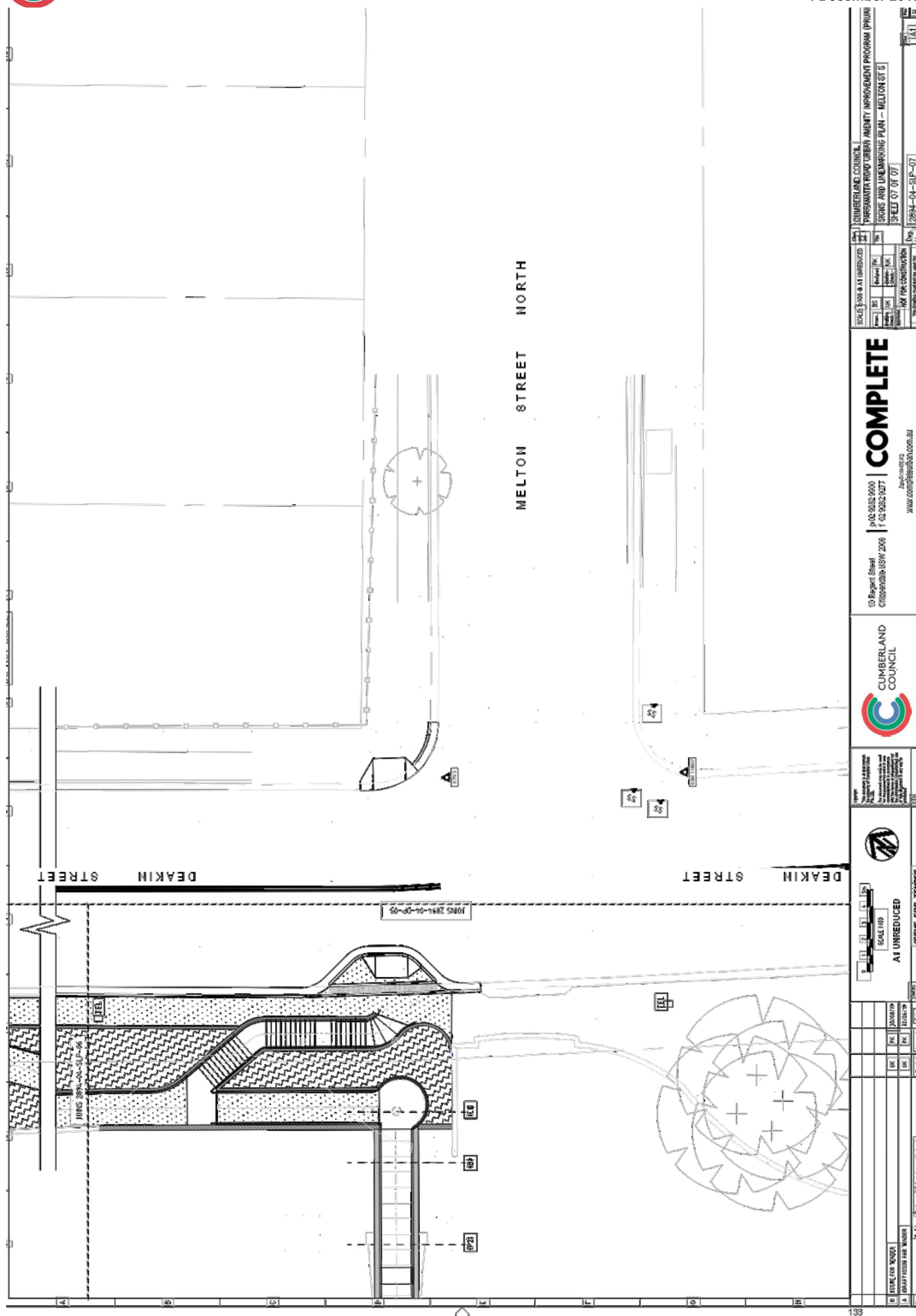












ATTACHMENT - PREVIOUS REPORT

**CTC-19-174 STUBBS STREET, MELTON STREET SOUTH, ADDERLEY STREET WEST
AND PARRAMATTA ROAD, AUBURN – ROADS IMPROVEMENTS – PART
OF PARRAMATTA ROAD URBAN AMENITY IMPROVEMENT PROGRAM**State Electorate: Auburn
(File No. HC-24-01-3/02)

PAC: Auburn

Summary:

Council has prepared concept plans for the proposed road improvements as part of “Parramatta Road Urban Amenity Improvement Program” (PRUAIP).

This report outlines the proposal.

Report:

Council has prepared concept plans for the proposed road improvements as part of “Parramatta Road Urban Amenity Improvement Program” (PRUAIP). The proposed works are as follows:

1. Stubbs Street between Parramatta Road and Adderley Street West:
 - Proposed edge and ‘BB’ line marking,
 - Proposed cyclist signs and line marking,
 - Proposed relocation of parking restrictions such as ‘No Stopping’ signs,
 - Proposed pedestrian refuge at the existing roundabout, install new pram ramps and associated signs and line marking,
2. Melton Street South between Parramatta Road and Adderley Street West:
 - Proposed edge and BB line marking,
 - Proposed kerb extension and new pram ramps at Adderley Street West and relocation of existing parking restrictions ‘No Stopping’ signs which result in loss of 2 on-street parking spaces,
 - Proposed kerb extension narrowing the street in front of 5 Melton Street and relocate existing ‘No Parking’ signs which result in loss of 6 on-street parking spaces,
 - Proposed kerb extension and install new pram ramps at Parramatta Road,
 - Proposed Stop signs and line marking at Adderley Street West,
3. Adderley Street West, west of Melton Street South:
 - Proposed relocation and raising of existing pedestrian crossing with road narrowing, signs and line marking,
 - Proposed cyclist signs and line marking,
 - Proposed BB line marking,
4. Braemar Avenue at Parramatta Road
 - Proposed road narrowing at the intersection.
5. Parramatta Road between Station Road and Braemar Avenue:
 - Proposed upgrade to existing traffic lights and footpath,
 - Proposed relocation / install new signs and line marking,

The proposed works are funded by the Greater Sydney Commission.

Comments:

RMS indicated that as this report was included as a late report, they needed more time to comment on the proposal.

Members agreed that comments should be received from the voting members later. They agree to defer the item at this time.

Recommendation:

The Cumberland Traffic Committee recommended that this item be deferred to allow full review and comments by the voting members of the traffic committee.

Attachments:

1. Plans – Various road improvements - PRUAIP

CTC-19-225 273 & 275 EXCELSIOR STREET, GUILDFORD – PROPOSED “1/4P” PARKINGState Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from the business owner at 273 Excelsior Street for the installation of a “Loading Zone” outside the shop to facilitate loading / unloading activities and customer parking.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from the business owner at 273 Excelsior Street for the installation of a “Loading Zone” outside the shop to facilitate loading / unloading activities.

Council Officers have investigated the request and the investigation revealed that due to unrestricted parking outside the shops, majority of residents / neighbouring businesses park for long period and remove parking opportunity from the businesses. In addition, Council officer explained to the business owner the limitations associated with a loading zone. The business has requested to install 15minute parking instead of the loading zone previously requested. The installation of 15min parking restrictions would increase parking turning over for the businesses as well as helping the loading and unloading activities. The owner of the adjacent shop (No 275) has also agreed with the request. One business owner has indicated that the shop is open between 8:00AM & 9:00PM.

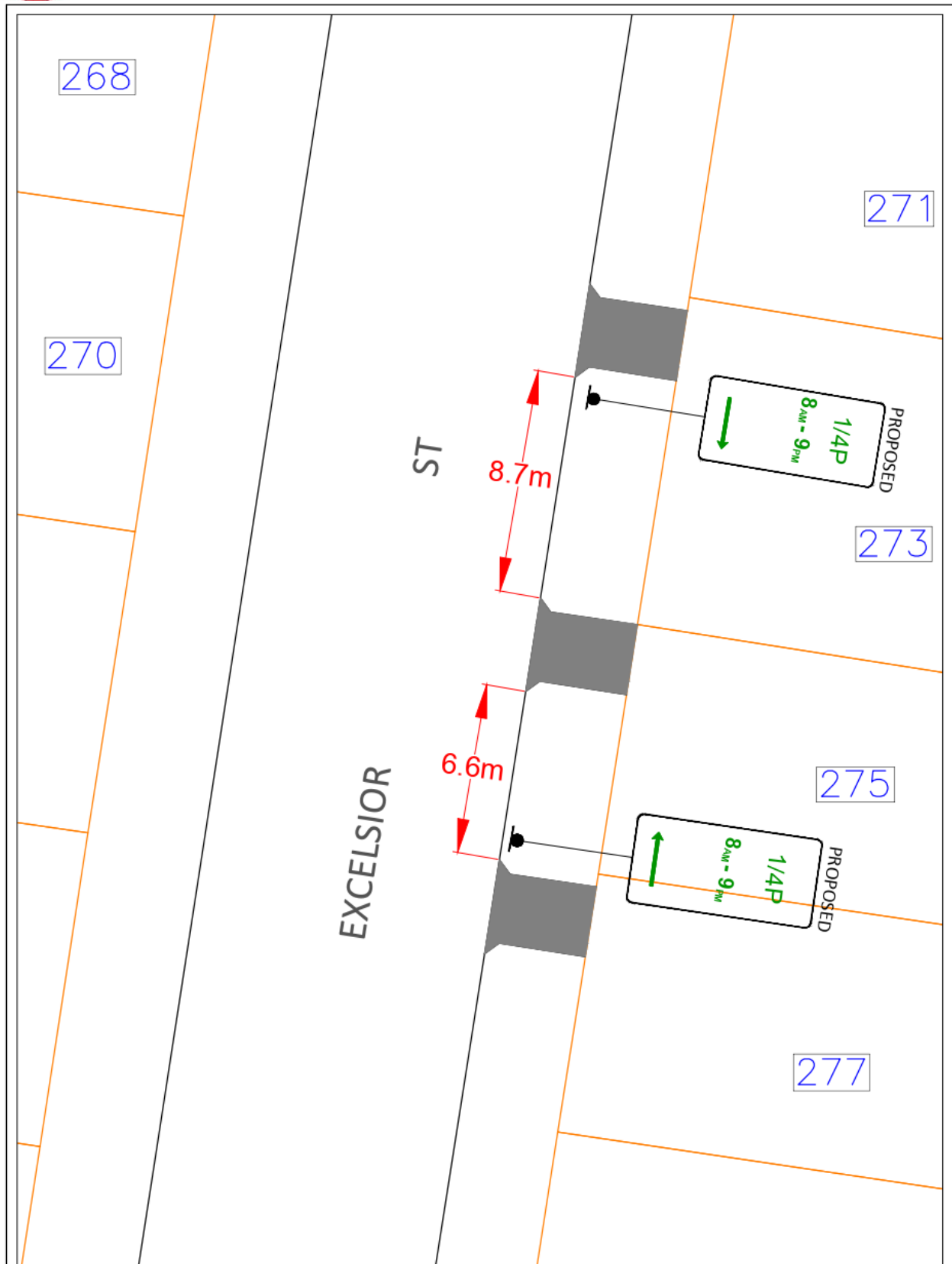
It is considered that the request could be supported by providing “1/4 P; 8:00AM – 9:00PM; Mon-Sat” signage at the frontage of the shops.



Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that “1/4 P; 8:00AM-9:00PM; Mon-Sat” signs outside the shops at 273 & 275 Excelsior Street, Guildford in accordance with the Plan CTC-19-225 be approved.

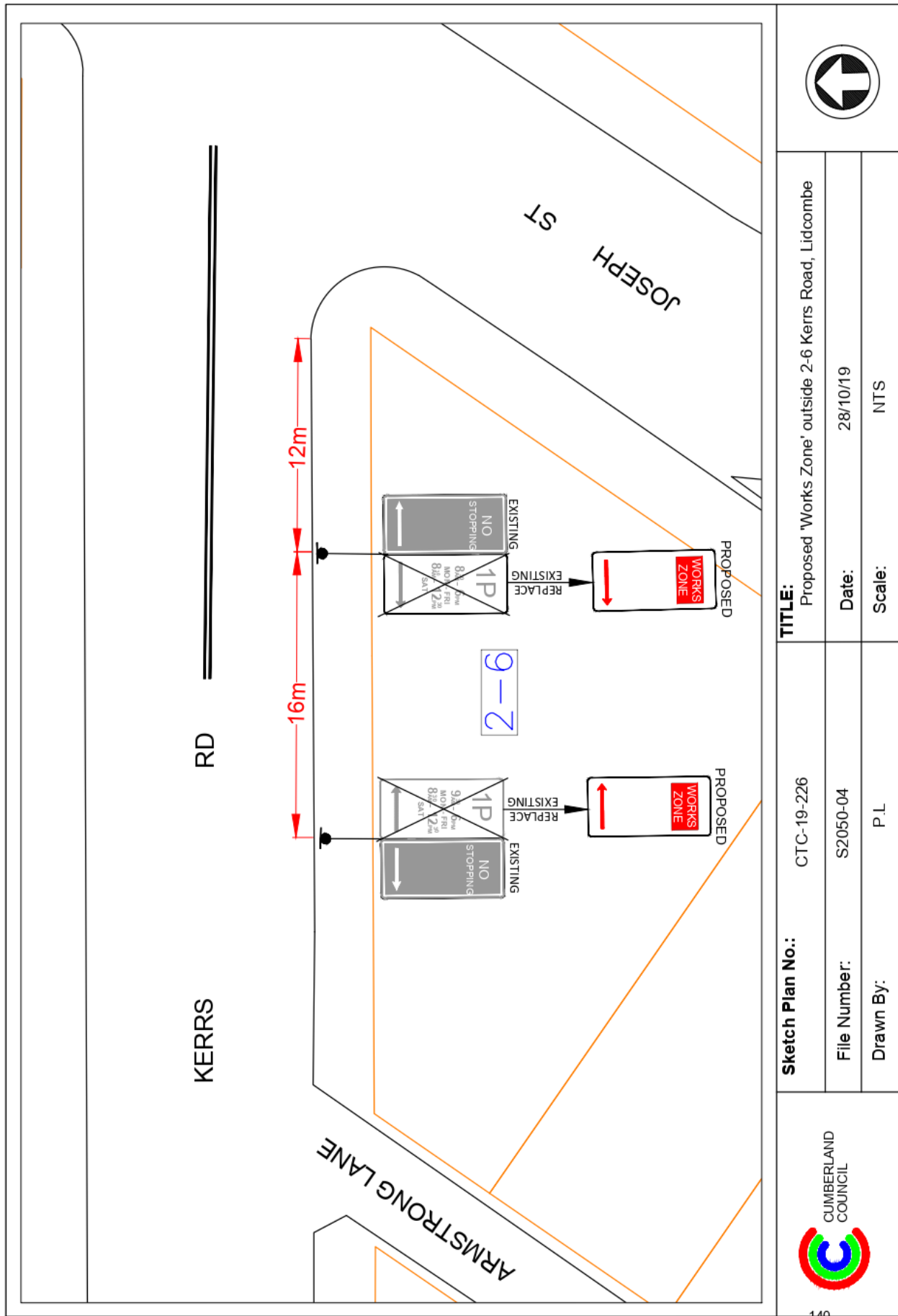


 <p>CUMBERLAND COUNCIL</p>	Sketch Plan No.:	TITLE:	 <p>137</p>
	CTC-19-225	273-275 Excelsior Street, Guildford - Proposed '1/4P' outside the businesses	
	File Number: T-28-01/06	Date: 22/10/19	
	Drawn By: P.L	Scale: NTS	

Recommendation:

The Committee recommended that

1. The 16m long '1 Hour Parking' zone be replaced by 'Works Zone, 7:00AM – 6:00PM, Monday – Friday, 8:00AM – 4:00PM, Saturday' restrictions outside the street frontage of the construction site at 2-6 Kerrs Road, Lidcombe subject to Council's standard conditions for a period of 26 weeks, as per the attached plan.
2. The existing '1 Hour Parking' zone be re-instated once 'Works Zone' is not required.



140

**CTC-19-227 CUMBERLAND ROAD AND NORTHCOTE STREET, AUBURN –
PROPOSED ROUNDABOUT – BLACK SPOT PROGRAM 2019/2020 FY –
APPROVED PROJECT**

State Electorate: Auburn
(File No. HC-24-03-21)

PAC: Auburn

Summary:

Council has received funding under the Federal Nation Building Blackspot Program 2019/2020 financial year for the construction of a roundabout at the intersection of Cumberland Road and Northcote Street, Auburn.

This report outlines the outcome of a review into this matter.

Report:

Cumberland Road is a collector road that runs in a north-south direction, it has a width of approximately 12m with a 50km/h speed limit. Parking restrictions permitted on both sides of the road.

Northcote Street is a local road that runs in an east-west direction, it has a width of approximately 12m with a signposted 50km/h speed limit. Parking is permitted on both sides of the roads.

Cumberland Road and Northcote Street form a cross intersection with 'STOP' control signs on Northcote Street.

The map below shows details of the intersection and the surrounding streets.



Based on the crash record at the intersection, Council's Officers have investigated the intersection performance and nominated the site for Black Spot Program 2019/2020 Financial Year. The submission was based on the latest RMS crash data at the time of the application and are summarised below:

Crash Period Investigated:	July 2012 – Jun 2017 (5 years)
Total number of crashes:	5
Total number of injury:	5
Primary crash type:	Cross traffic (RUM 20)
Proposed treatment:	Installation of roundabout
Treatment cost:	\$195,000

Following the submission, Council has received a formal letter from the Roads and Maritime Services (RMS). The letter advised that the proposed roundabout at intersection of Cumberland Road and Northcote Street has received funding of \$195,000. This project will need to be constructed/completed within 2019/2020 Financial Year.

The proposed designs have been prepared to accommodate the movement of Heavy Rigid Vehicle (12.5m long) on all approaches and in accordance with current Roads and Maritime Services guidelines and considered satisfactory.

It is advised that the proposed treatment will slow down traffic, define priority control and improve road safety for all road users.

Final design plans will be provided at the meeting.

Comments:

Members agreed with the recommendation.

Recommendation:

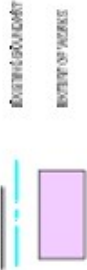
The Cumberland Traffic Committee recommended that:

- i) The proposed roundabout at the intersection of Cumberland Road and Northcote Street, Auburn in accordance with the attached plan be approved.
- ii) Council forward final design plans to RMS for approval.
- iii) The affected residents be notified of the outcome generally.

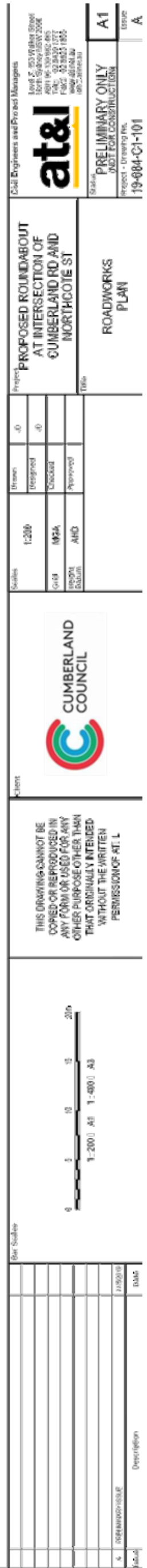
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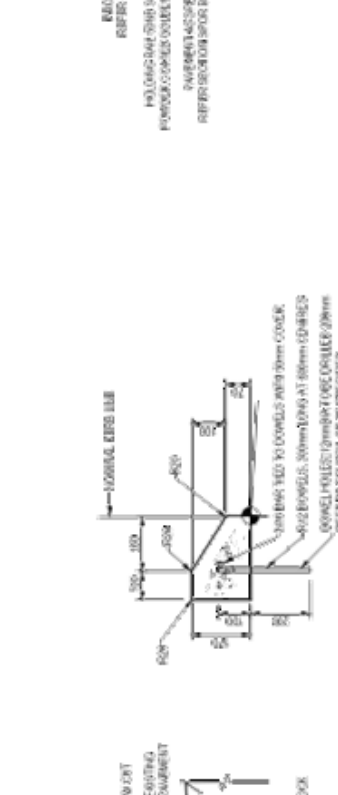
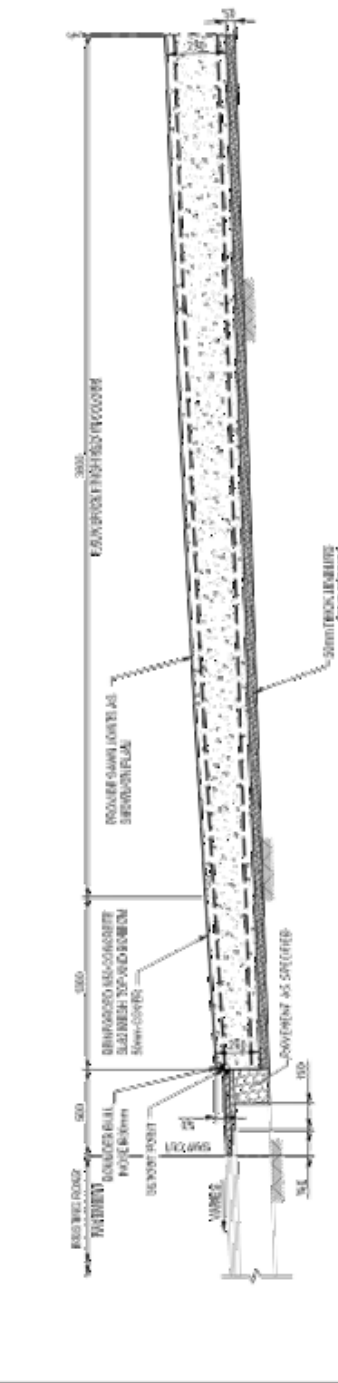
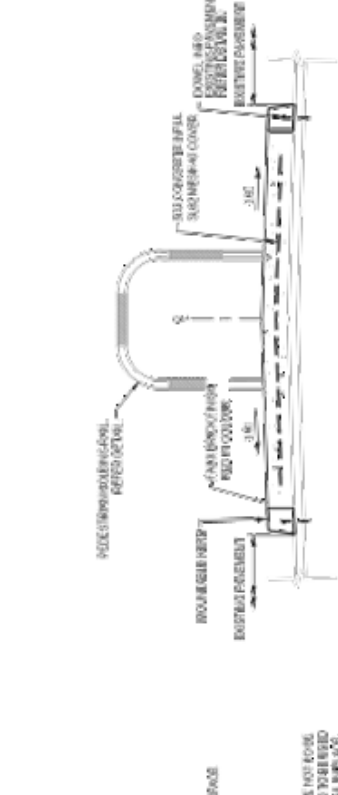
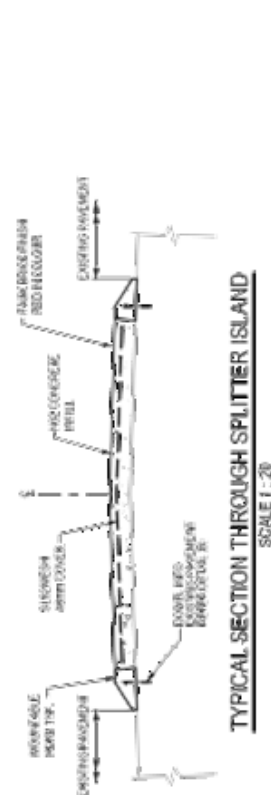
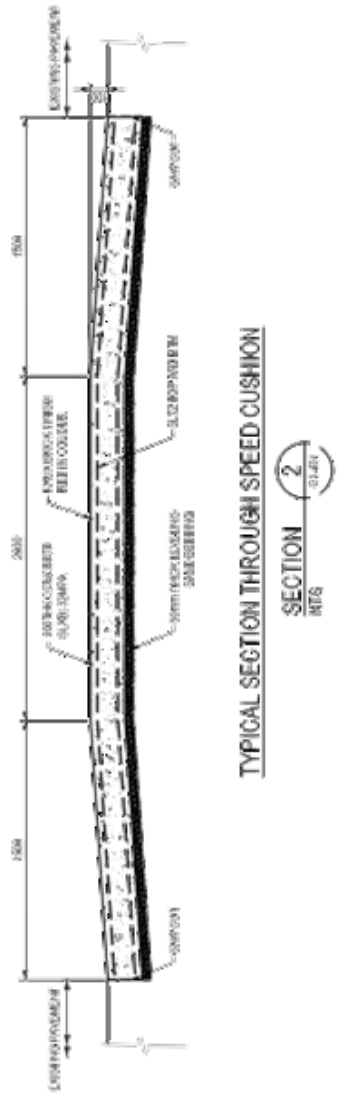
1. Plans – Cumberland Road and Northcote Street, Auburn – proposed roundabout

LEGEND



<p>Level 2, 103 Princes Street Bentley NSW 2066 Tel: 02 9555 1855 Fax: 02 9555 1855 www.at&l.au info@at&l.au</p> <p>at&l</p> <p>Civil Engineers and Project Managers</p>		<p>Project: PROPOSED ROUNDABOUT AT INTERSECTION OF CUMBERLAND RD AND NORTHCOTE ST</p> <p>Scale: 1:500</p> <p>Drawn: [] Designed: [] Checked: [] Approved: []</p>		<p>Client: CUMBERLAND COUNCIL</p> <p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT L</p>		<p>Bar Scale</p> <p>0 10 20 30 40 50m 1:500 1:1000 1:2000</p>		<p>Revision</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>PRELIMINARY ONLY NOT FOR CONSTRUCTION</td> <td>11/05/19</td> </tr> </tbody> </table>		No.	Description	Date	1	PRELIMINARY ONLY NOT FOR CONSTRUCTION	11/05/19
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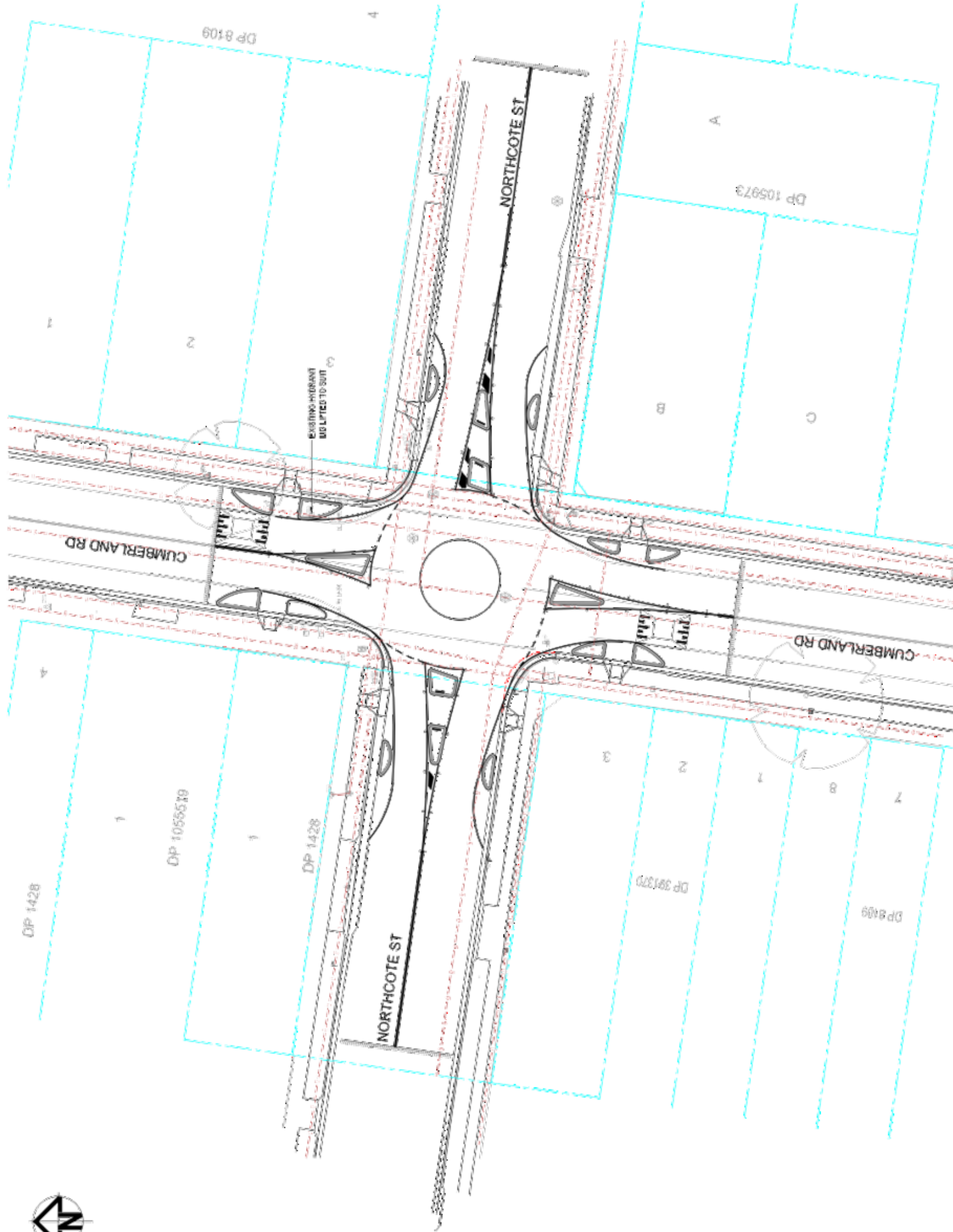
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SERVICES LEGEND

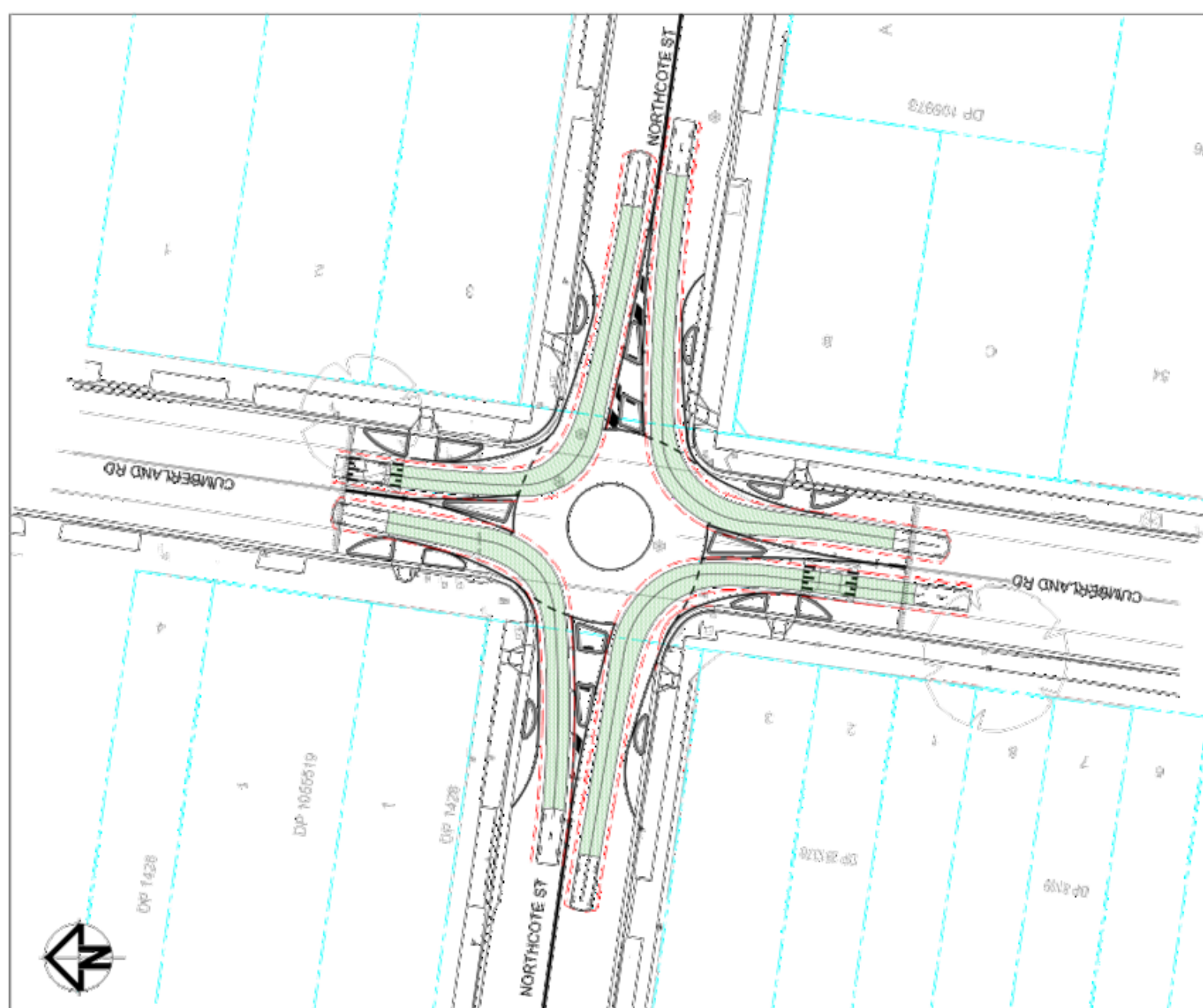
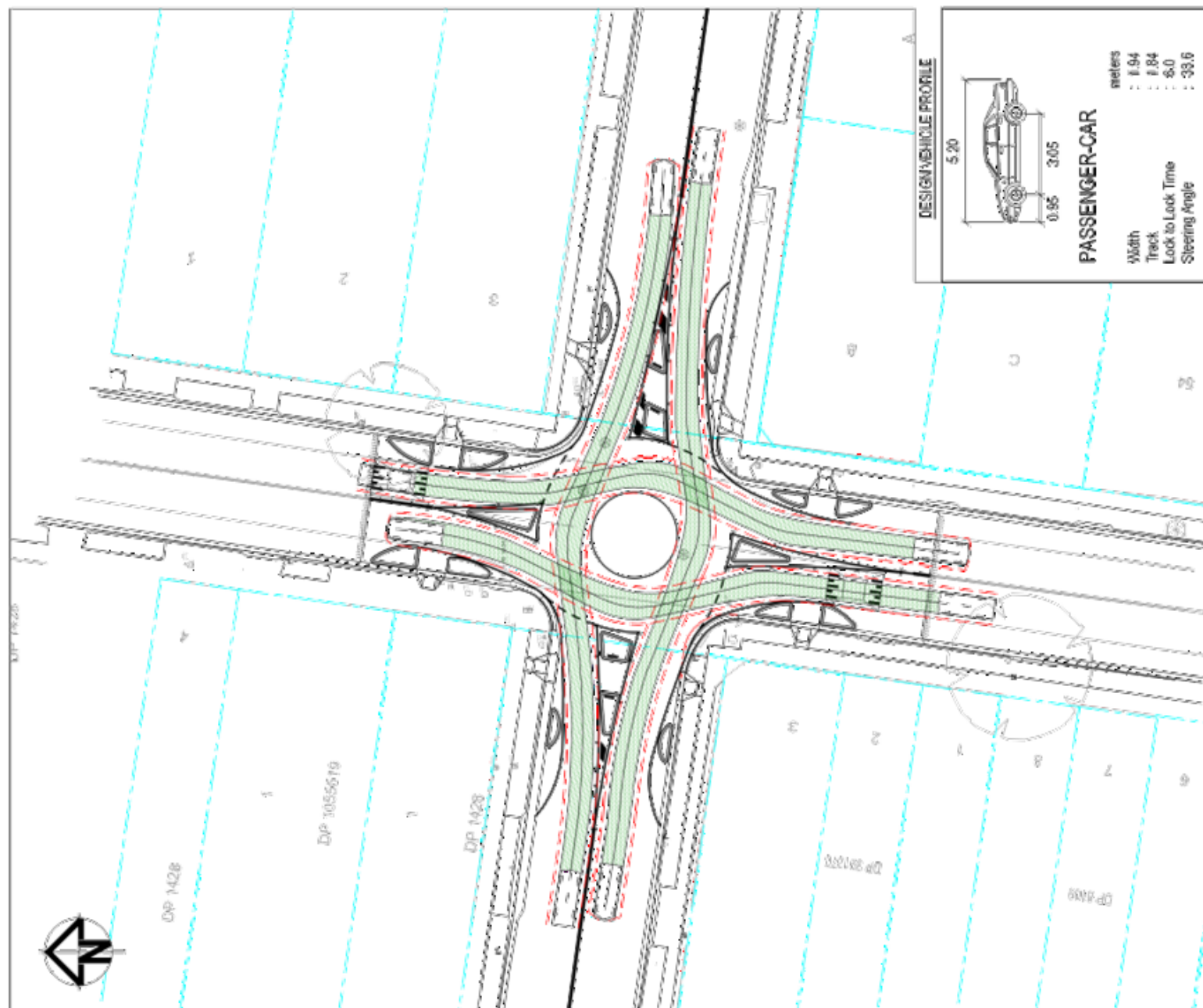
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Stormwater	Stormwater
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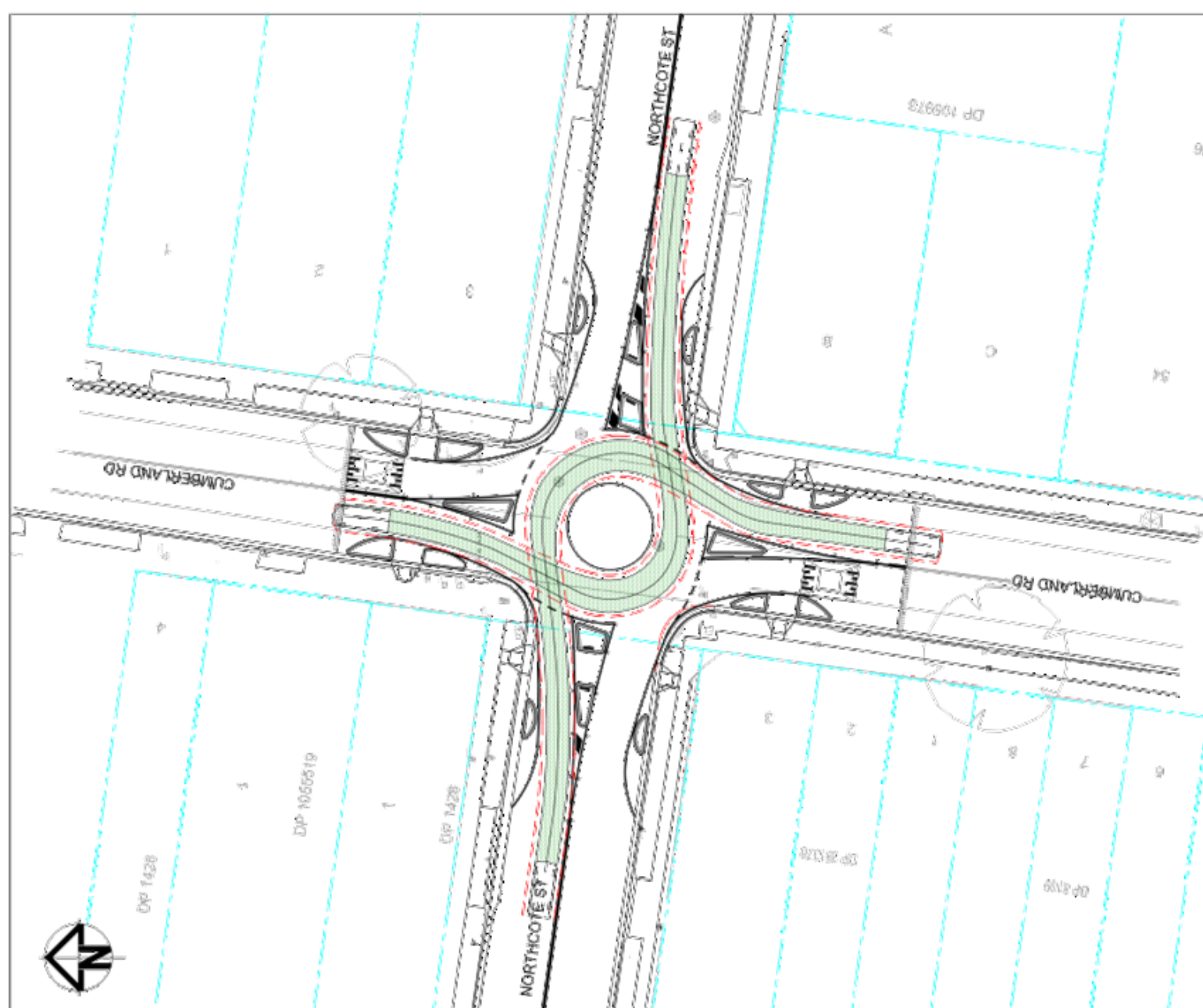
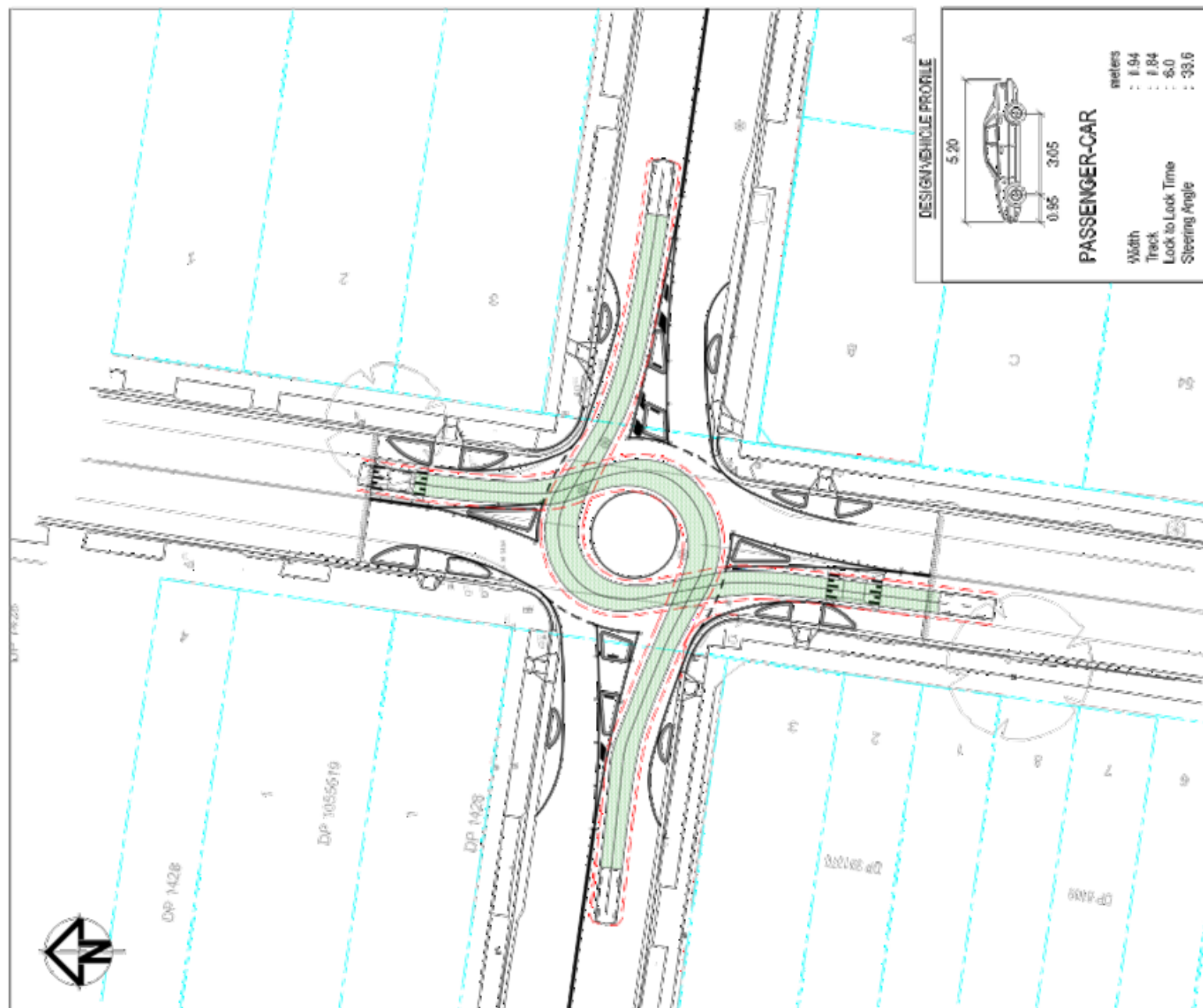
<p>at&I</p> <p>at&I Engineers and Project Managers</p> <p>Level 2, 103 William Street Bentley, Western Australia 6107 Phone: (08) 9439 1177 Fax: (08) 9439 1178 Email: info@atand.com.au www.atand.com.au</p>		<p>Project: PROPOSED ROUNDABOUT AT INTERSECTION OF CUMBERLAND RD AND NORTHCOTE ST</p> <p>Scale: 1:200</p> <p>Drawn: AT</p> <p>Designed: AT</p> <p>Checked: AT</p> <p>Approved: AT</p>	<p>Client: CUMBERLAND COUNCIL</p> <p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT & I</p>	<p>Bar Scale</p> <p>0 5 10 15 20m</p> <p>1:200 1:400 1:800</p>	<p>Revision</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>ISSUED FOR CONSTRUCTION</td> <td>11/05/19</td> </tr> </tbody> </table>	No.	Description	Date	1	ISSUED FOR CONSTRUCTION	11/05/19
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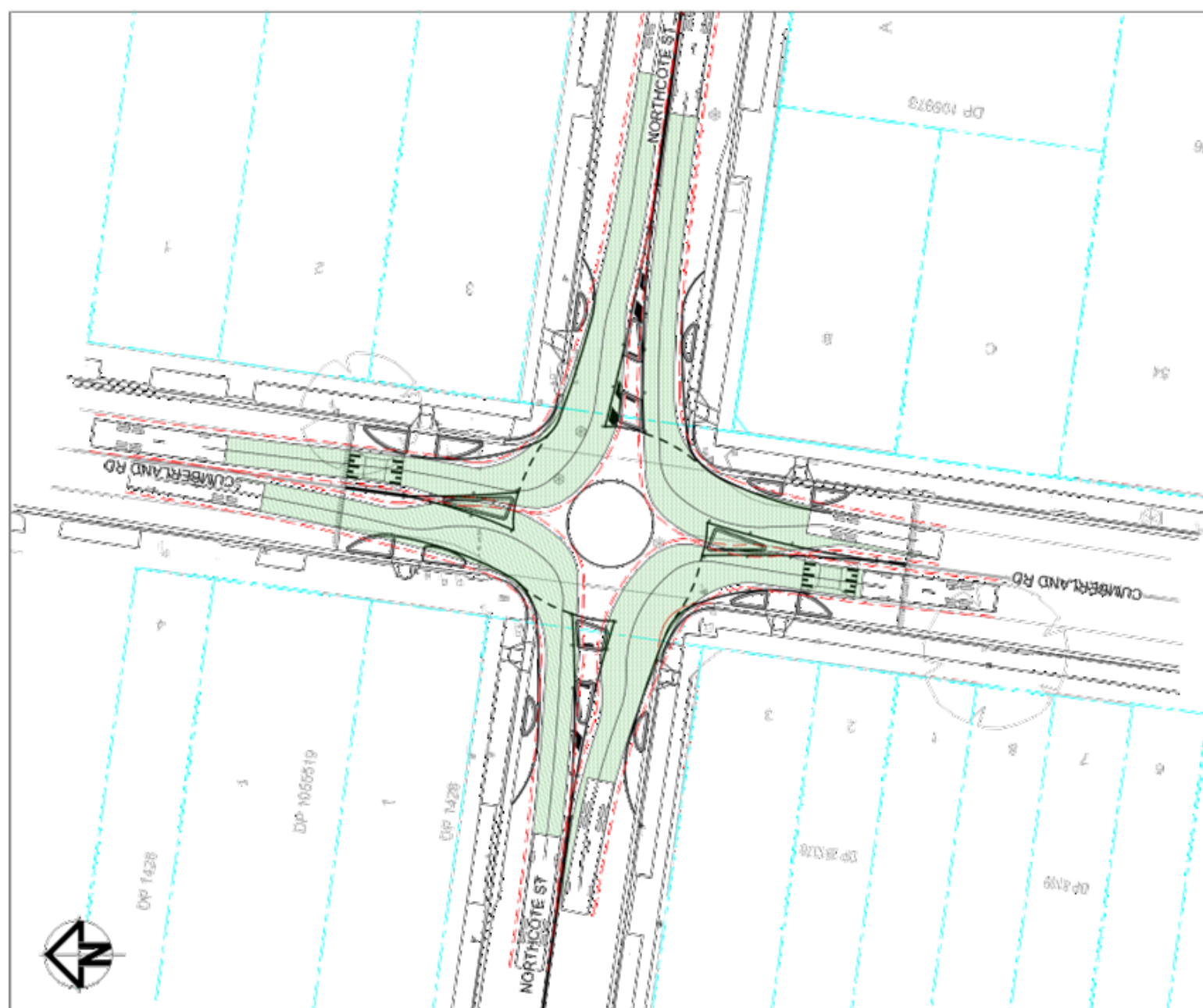
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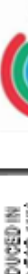


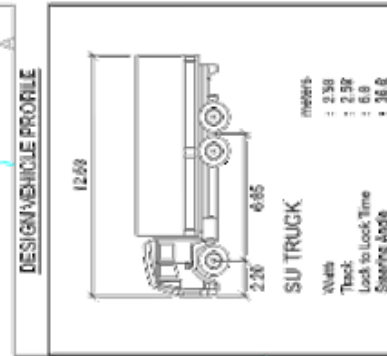
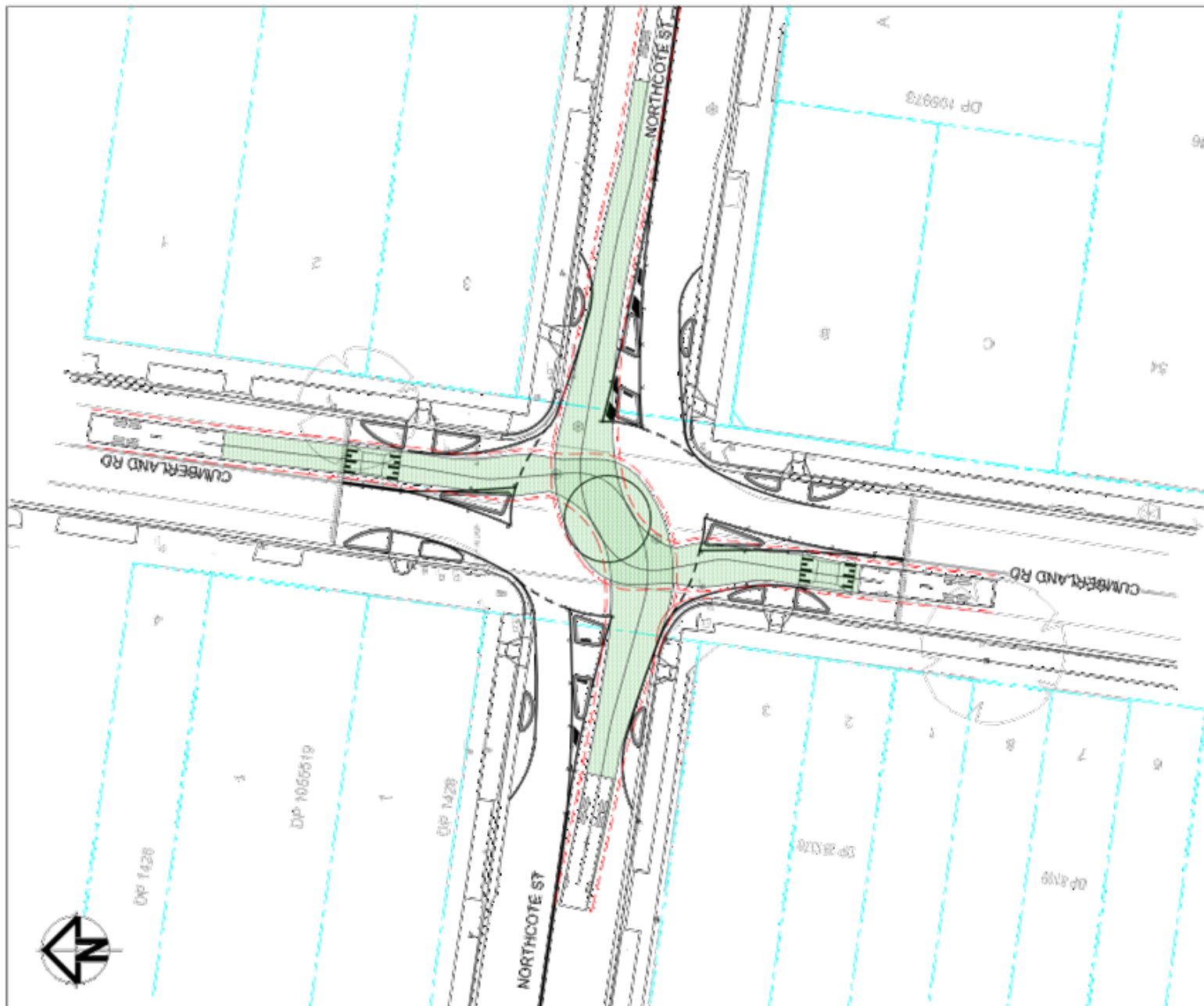
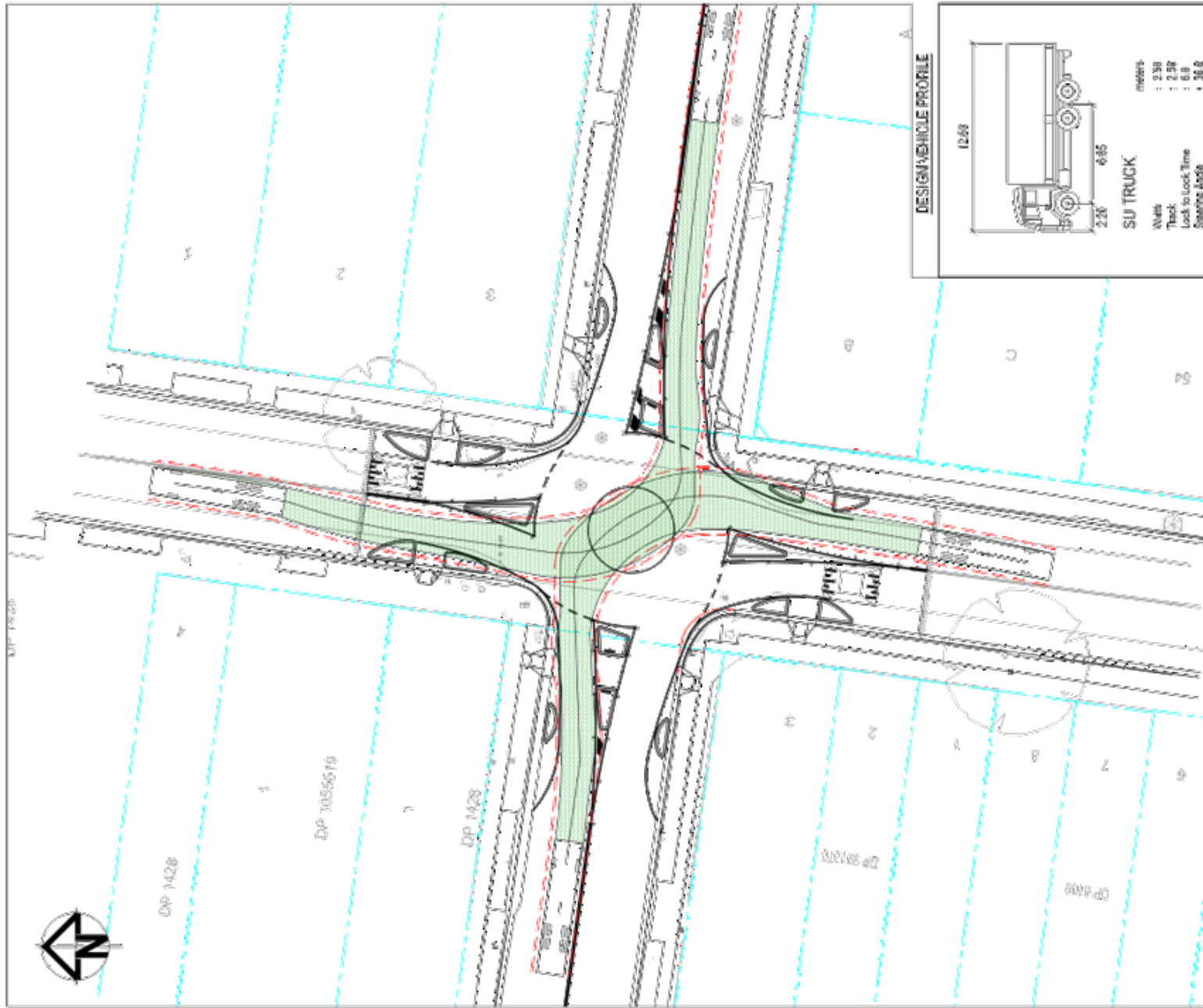
<p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT. L</p>	<p>Client</p>	<p>1:250 0 5 10 15 20 25m</p> <p>1:250 0 10 15 20 25m</p> <p>1:500 0 10 15 20 25m</p>	<p>Bar Scale</p>	<p>at&l</p> <p>1000 E 350 Wilson Street PO Box 1000 Arlton NSW 2822 Phone: 02 9439 1777 Fax: 02 9439 1855 www.atl.nsw.au info@atl.nsw.au</p>	<p>Project</p> <p>PROPOSED ROUNDABOUT AT INTERSECTION OF CUMBERLAND RD AND NORTHCOTE ST</p>	<p>Drawn</p> <p>1:250</p> <p>Designed</p> <p>Checked</p> <p>Approved</p> <p>Scale</p> <p>1:250</p> <p>1:500</p> <p>1:1000</p>	<p>Scale</p> <p>PRELIMINARY ONLY NOT FOR CONSTRUCTION</p> <p>A1</p>	<p>Project - Drawing No.</p> <p>19-684-C1-801</p> <p>Issue</p> <p>A</p>
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<p>Bar Scale</p> <p>0 5 10 15 20 25m</p> <p>1:250 (A1) 1:500 (A3)</p>	<p>CUMBERLAND COUNCIL</p>	<p>Proposed Roundabout at Intersection of Cumberland Rd and Northcote St</p>	<p>1:250</p>	<p>Designed</p>	<p>Checked</p>	<p>Approved</p>	<p>at&l</p>	<p>at&l</p>	<p>Issue</p>
<p>4. DEMANDOR'S USE</p> <p>11/5/2018</p>	<p>Description</p>	<p>Title</p>	<p>Grid</p>	<p>1M2A</p>	<p>1M2A</p>	<p>1M2A</p>	<p>at&l</p>	<p>at&l</p>	<p>Issue</p>
<p>4. DEMANDOR'S USE</p> <p>11/5/2018</p>	<p>Description</p>	<p>Car Turn Path Plan Sheet 2</p>	<p>Grid</p>	<p>1M2A</p>	<p>1M2A</p>	<p>1M2A</p>	<p>at&l</p>	<p>at&l</p>	<p>Issue</p>
<p>4. DEMANDOR'S USE</p> <p>11/5/2018</p>	<p>Description</p>	<p>Car Turn Path Plan Sheet 2</p>	<p>Grid</p>	<p>1M2A</p>	<p>1M2A</p>	<p>1M2A</p>	<p>at&l</p>	<p>at&l</p>	<p>Issue</p>



Bar Scale		<p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT. L</p>	Client	<div><p>CUMBERLAND COUNCIL</p></div>			<div><table><tr><td>Scales</td><td>Drawn</td><td>AD</td></tr><tr><td>1:250</td><td>Designed</td><td>AD</td></tr><tr><td></td><td>Checked</td><td></td></tr><tr><td>Grid</td><td>Approved</td><td></td></tr><tr><td>ASPM BAM</td><td></td><td></td></tr></table></div>			Scales	Drawn	AD	1:250	Designed	AD		Checked		Grid	Approved		ASPM BAM			<div><p>Project: PROPOSED ROUNDABOUT AT INTERSECTION OF CUMBERLAND RD AND NORTHCOTE ST</p><p>Title: 12.5m HEAVY RIGID VEHICLE TURN PATH PLAN</p></div>			<div><p>at&l</p><p>Level 2, 853 Upper Street North Sydney NSW 2060 Phone: 02 9339 4600 Fax: 02 9339 1777 Email: info@at&l.au www.at&l.au</p></div>			Cell Engineers and Project Managers		
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<p>at&I</p> <p>at&I Engineers and Project Managers</p> <p>Level 2, 103 William Street Bentley, Western Australia 6107 Phone: (08) 9439 1177 Fax: (08) 9439 1178 Email: info@atand.com.au</p>		<p>Scale: A1</p> <p>Project: 19-004-C1-004</p> <p>Sheet: A</p>
<p>Proposed Roundabout at Intersection of Cumberland Rd and Northcote St</p>		<p>12.5m HRV Turn Path Turn Path Plan Sheet 4</p>

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No.	Description	Date
1	004-000-000-000	11/05/19

CTC-19-228 BRISTOL STREET, MERRYLANDS WEST – ROAD SAFETY CONCERNState Electorate: Granville
(File No. GS-111-TP)

PAC: Cumberland

Summary:

Council has received road safety concerns from Merrylands High School regarding traffic flow during school drop off / pick up times on Bristol Street, Merrylands West.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received road safety concerns from Merrylands High School regarding traffic flow during school drop off / pick up times on Bristol Street, Merrylands West.

Council's Officers have investigated the matter and the investigation revealed that motorists are performing unsafe U-turns on Bristol Street near existing pedestrian crossings and utilising existing bus bays to drop off / pick up children and to perform the U-turn. Therefore, it is recommended to install painted median island to restrict the U-turn movements.

In addition, to increase on-street parking opportunity (i.e. for drop off / pick up) it is recommended to modify existing parking restrictions on Bristol Street as per attached plan.

Comments:

Members agreed with the recommendation.

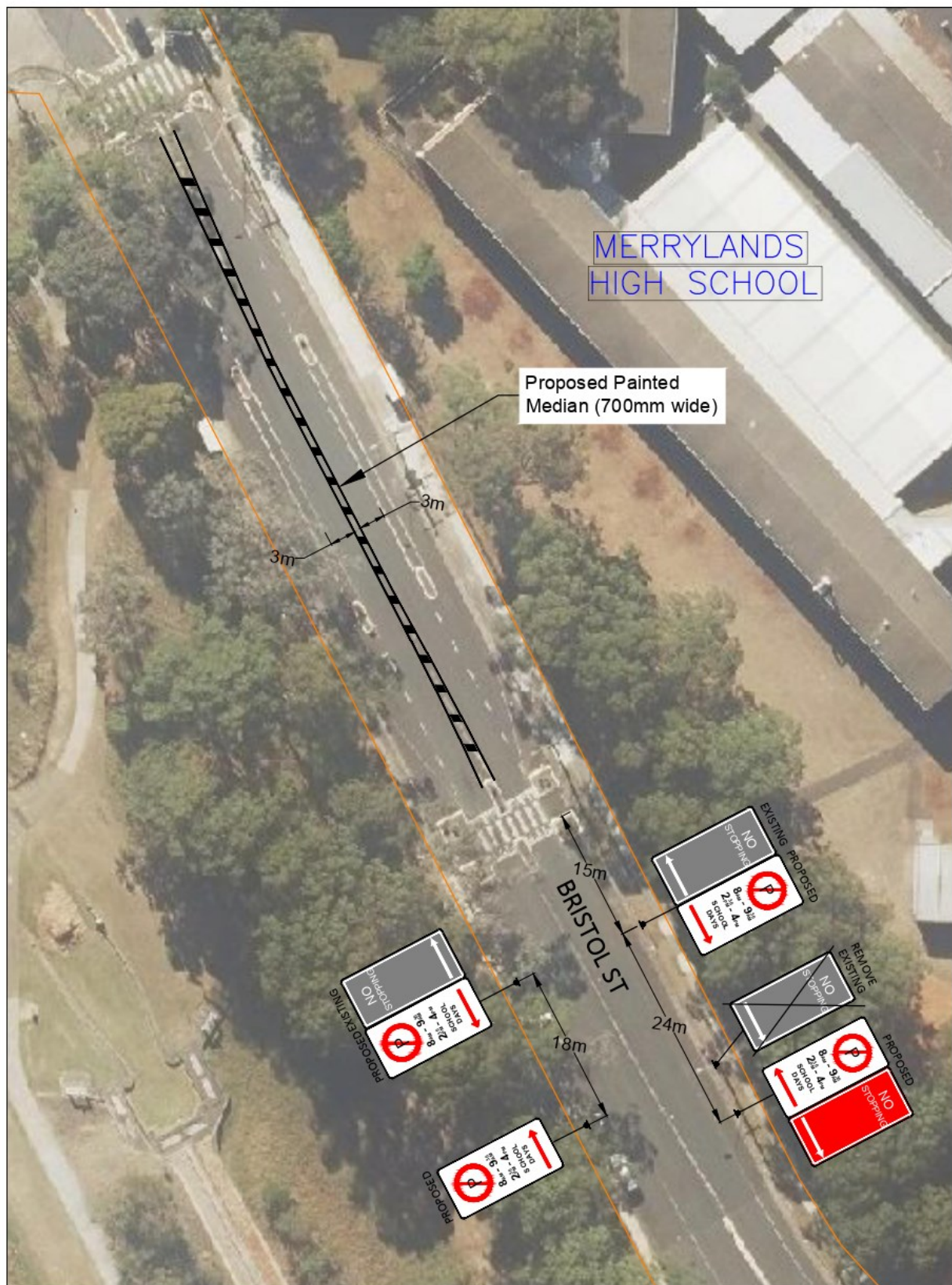
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of painted median island and modification to existing parking restriction on Bristol Street, Merrylands West in accordance with the attached plan be approved.

Attachments:

1. Plans – Bristol Street, Merrylands West – Proposed painted median island and modify existing parking restrictions



CTC-19-229 PINE ROAD, AUBURN – “NO PARKING” RESTRICTIONS OUTSIDE DRIVEWAY OF PINE PARK

State Electorate: Auburn
(File No. S3000-04)

PAC: Auburn

Summary:

This report considers the request to install ‘No Parking’ restrictions outside the driveway of Pine Park in Pine Road, Auburn.

Report:

The request is from Council’s Parks and Recreation Department to install ‘No Parking’ signs outside the driveway of Pine Park in Pine Street, Auburn.

Pine Park is serviced and maintained by Council’s staff and they have complained that cars are regularly parked across the driveway. Thus Council vehicle cannot access the park and is making it difficult for Council staff to service the Park.

The map below shows the location of Pine Park.



Therefore, it is proposed to provide a “No Parking” zone around the Park driveway to assist Council vehicles driving in and out of the driveway.

Comments:

Members agreed with the recommendation.

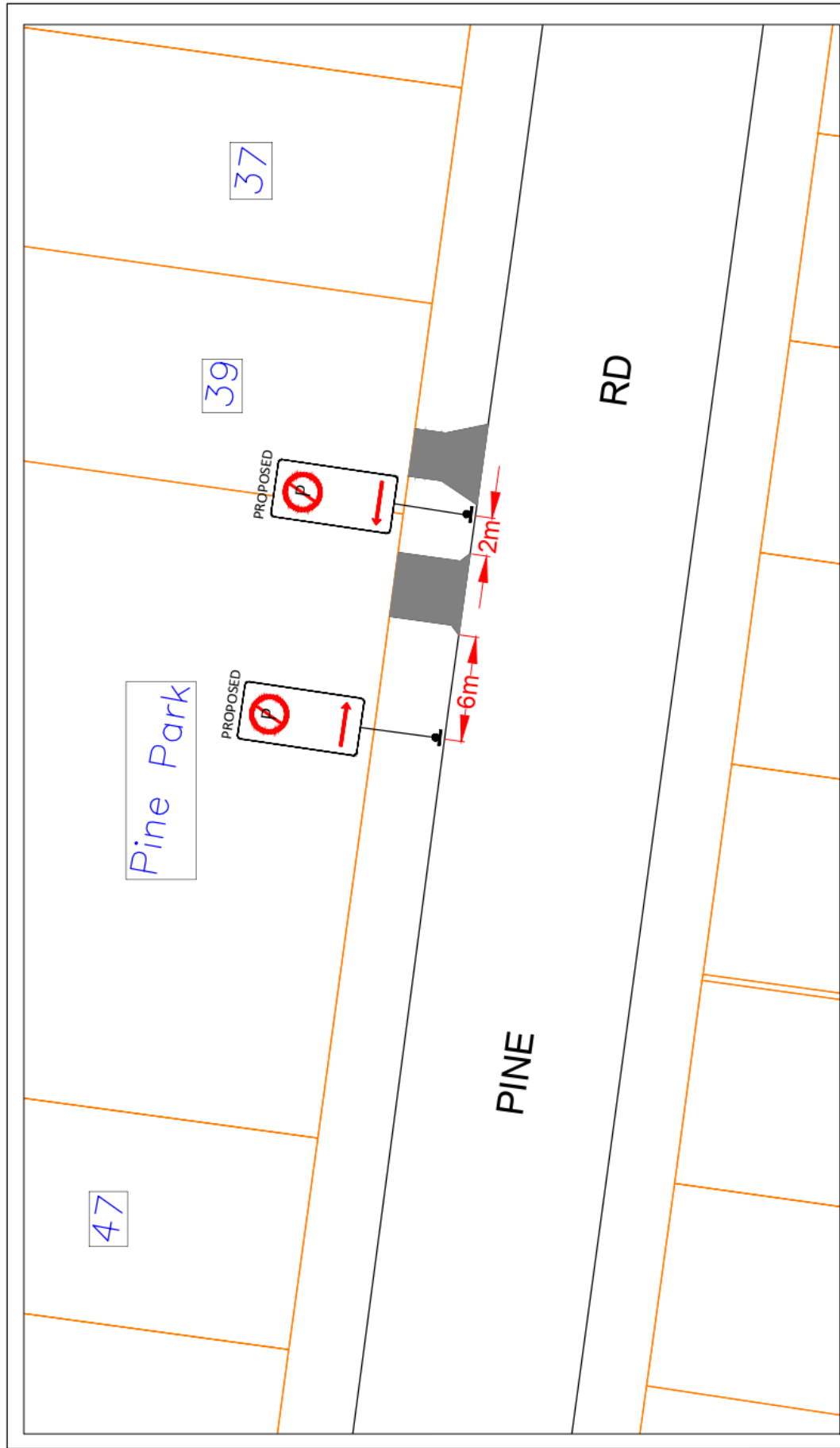

Recommendation:

The Cumberland Traffic Committee recommended that;

1. The proposed “No Parking” signs outside driveway of Pine Park on Pine Road, Auburn in accordance with Plan CTC-19-229 be approved.
2. Council notify adjacent properties of the resolution.

Attachment:

Plan – Pine Road, Auburn – Proposed “No Parking” restrictions outside Pine Park driveway

		<p>TITLE: Pine Park - Proposed 'No Parking' restriction</p>
		<p>Sketch Plan No.: CTC-19-229</p>
		<p>File Number: S3000-04</p>
		<p>Date: 04/10/19</p> <p>Scale: NTS</p>
		<p>Drawn By: P.L</p>

**CTC-19-230 RAGLAN ROAD, AUBURN – EXTENSION OF ‘NO STOPPING’
RESTRICTIONS**State Electorate: Auburn
(File No. T-28-01/06)

PAC: Auburn

Summary:

Council has received a request to extend the existing ‘No Stopping’ zones on Raglan Road at the intersection with Kirkham Road in Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Cumberland Traffic Committee considered a report (CTC-19-009) on the proposal to install entry thresholds at the two entry points to the Ashgrove estate. The thresholds were proposed on Ashgrove Boulevard south of Kirkham Road and on Raglan Road west of Kirkham Road / Raglan Road intersection.

The Traffic Committee recommended that the proposed entry thresholds on Raglan Road and Ashgrove Boulevard in accordance with the plan CTC-19-009 be approved for construction.

Following the construction of the threshold in Raglan Road, Council has received a request to extend the existing ‘No Stopping’ restrictions to the end of the raised threshold in Raglan Road. The road width at the threshold is narrower due to the concrete median (600mm wide). Therefore when a car is parked on the kerbside of the raised threshold, it makes difficult for another vehicle to pass the parked car. In accordance with the Road Rules, any car parked on the road should park in such a way to provide a 3m passage for any passing vehicle.

To strengthen the above rule, it is proposed to extend the ‘No Stopping’ restrictions in Raglan Road in accordance the attached plan.

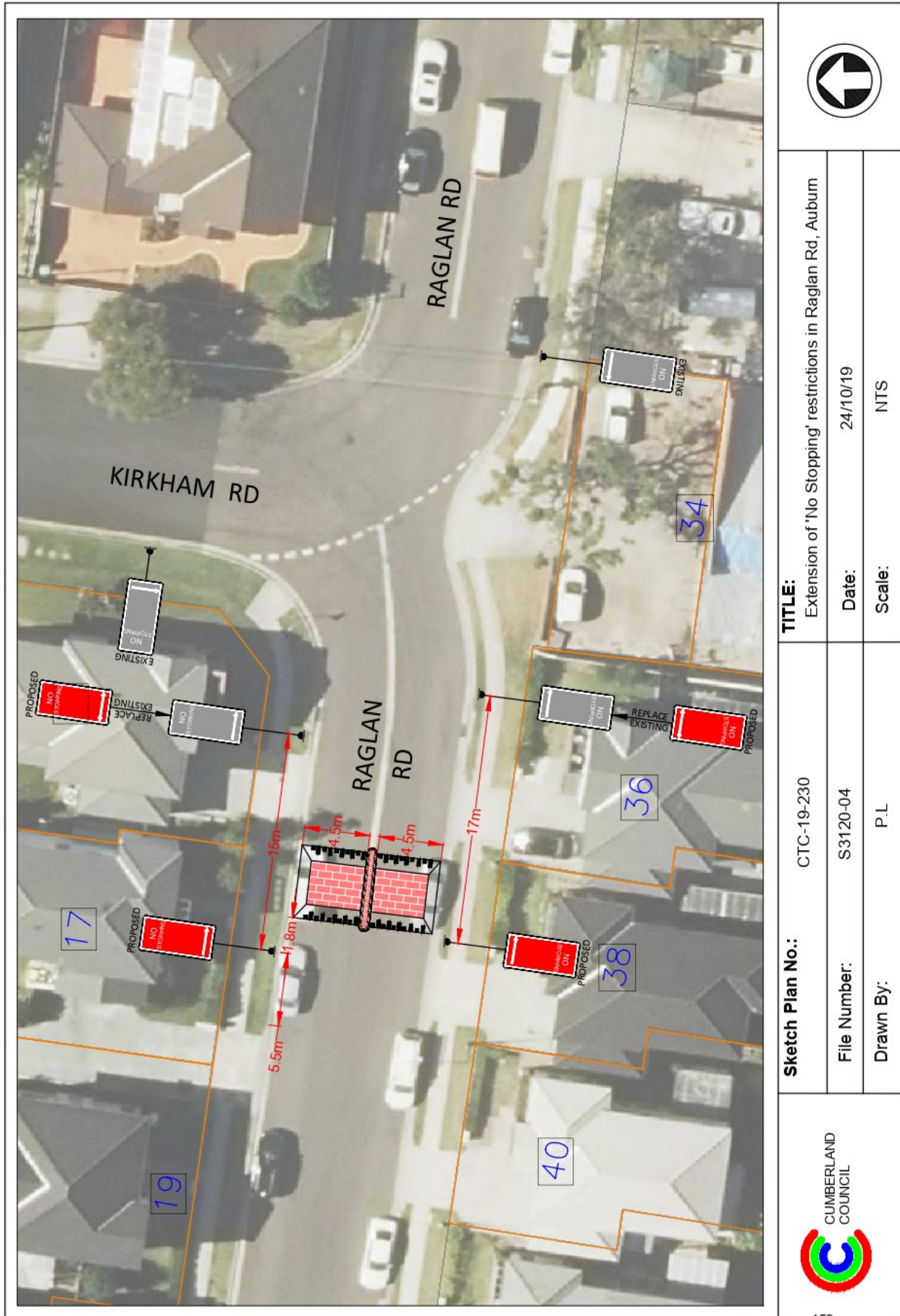
Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that;

1. ‘No Stopping’ restrictions in Raglan Road be extended in accordance with the attached plan.
2. Council notify directly affected residents of the resolution.



**CTC-19-231 STATION STREET, GUILDFORD - PROPOSED REMOVAL OF "5 MINUTE"
PARKING OUTSIDE FORMER CHILDCARE CENTRE PREMISES**State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from neighbouring property to the former Childcare Centre located at 15 Station Street, Guildford to remove the "5minute" parking provided outside the centre.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from neighbouring property to the former Childcare Centre located at 15 Station Street, Guildford to remove the "5minute" parking provided outside the centre.

Council officer's investigation revealed that the existing 5 minute parking provided for the former Childcare Centre extended to the frontage of the adjoining property also.

Council has received a development application to develop the premises to a group home.

As the 5minute parking was provided to facilitate drop off / pick up for the Childcare centre, it is now considered obsolete and should be removed to assist nearby residents to park.

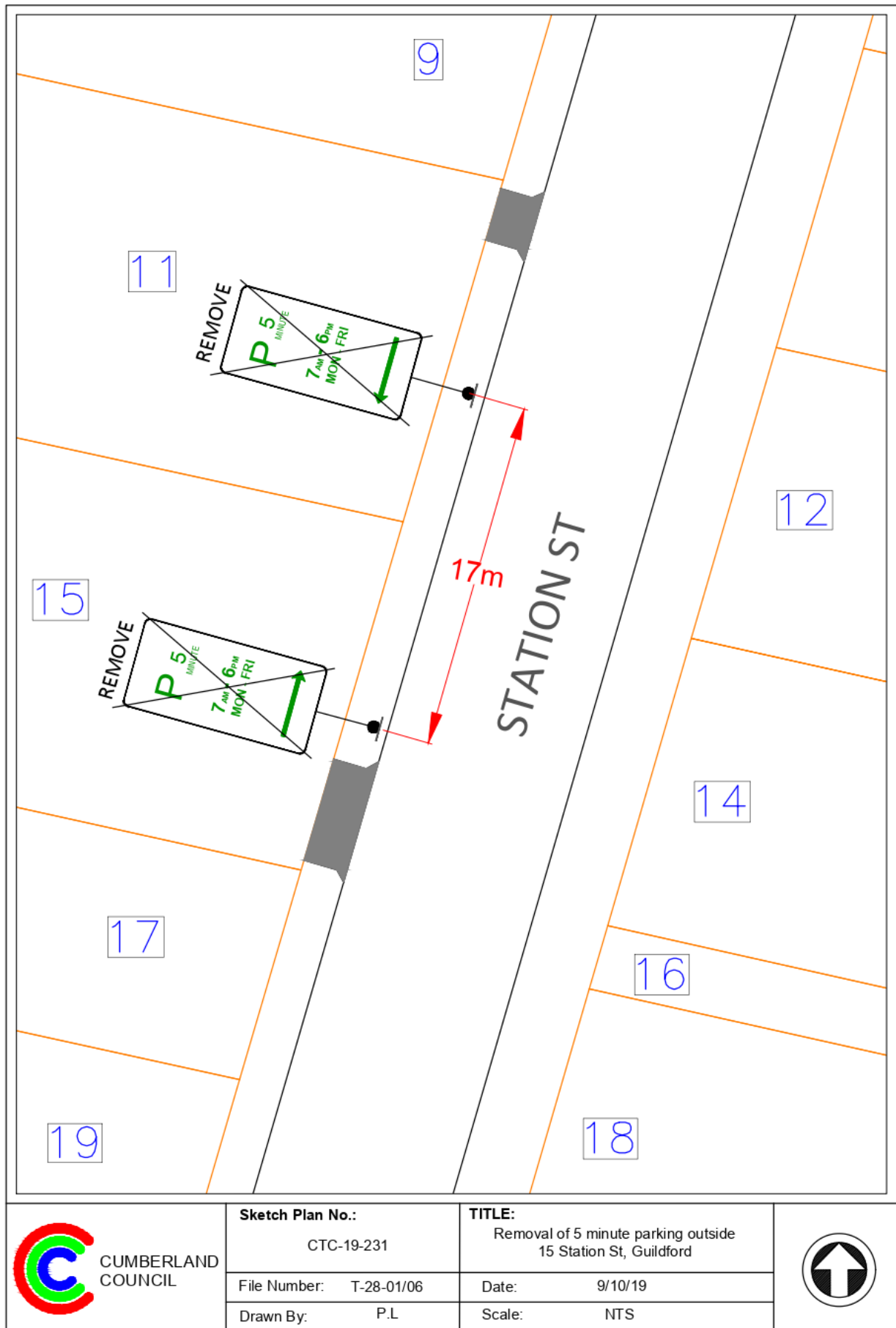
Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that;

1. The existing '5 MINUTE' parking signs outside the former Childcare Centre at 15 Station Street, Guildford be removed.
2. Council notify adjacent properties of Council resolution.



**CTC-19-232 ALBERT ROAD BETWEEN PARK ROAD & CUMBERLAND ROAD,
AUBURN – REQUEST FOR SPEED HUMPS**

State Electorate: Auburn
(File No. S0030-04)

PAC: Auburn

Summary:

Council has received a request from local residents for the installation of traffic calming devices on Albert Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from local residents for the installation of traffic calming devices on Albert Road, Auburn.

Council's Officers have investigated the request in accordance with Council's Local Area Traffic Management Policy and the study area was between Park Road & Cumberland Road. According to the Roads and Maritime Services (RMS) crash data in the last five years there is zero crash recorded in the mid-section of this road.

Council undertaken traffic counts at 2 locations in Albert Road outside property No. 11 and No. 38 in July 2019. The results is shown in the table below.

	85 th Percentile Speed (km/h)	AADT
11 Albert Road	58.68	1912
38 Albert Road	46.98	1776

The results of the traffic count, recorded crashes etc. were assess to determine the feasibility of the installation of traffic calming devices on Cumberland Road in accordance with the criteria set out in Council's LATM Policy. The assessments are summarised in the tables below:

Table 1 – LATM Assessment Points

Criteria	Maximum Score	Score Achieved 11 Albert Road	Score Achieved 38 Albert Road
Traffic Study Data	45	20	10
Crash warrant in the last 5 years	15	0	0
Road Characteristics	35	9	9
Community Support & other factors	5	5	5
Total	100	34	24

The following table indicates the action to be taken according to the assessment points:

Table 2 –Albert Road – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months at 11 Albert Road
<25	Do Nothing at 38 Albert Road
Speed	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.

Based on the LATM results in the tables above which indicates that the installation of traffic calming devices is not warranted on Albert Road. However, the recorded 85th percentile speed is significantly high and it is proposed that Council undertake consultation with the residents.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Albert Road, Auburn to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

Attachments:

1. Nil

**CTC-19-233 GRANVILLE TRAIN DISASTER EVENT – PROPOSED TEMPORARY ROAD
CLOSURE OF CARLTON STREET, GRANVILLE**

State Electorate: Granville PAC: Cumberland
(File No. T-28-01/06)

Summary:

Cumberland Council has organised the “Granville Railway Disaster Memorial” event has proposed the temporary closure of Carlton Street, Granville between Railway Parade and Council car park entry adjacent to Russell Street. The memorial event is scheduled on Saturday 18 January 2020 from 7:00AM to 12:00 Noon.

This report gives details of the closure.

Report:

Cumberland Council has organised the “Granville Railway Disaster Memorial” event has proposed the temporary closure of Carlton Street, Granville between Railway Parade and Council car park entry adjacent to Russell Street. The memorial event is scheduled on Saturday 18 January 2020 from 7:00AM to 12:00 Noon.

This is an annual memorial service to commemorate the lives lost due to the 1977 Granville Rail Disaster. Families of the victims, survivors and rescue personnel numbering up to 150 persons are expected to attend the event.

The plan overleaf shows the location of closure:



Comments:

Members raised the issue of closing Carlton Street which is an important road carrying large volumes of traffic. It was noted that the activities could be in Railway Parade than in Carlton Street.

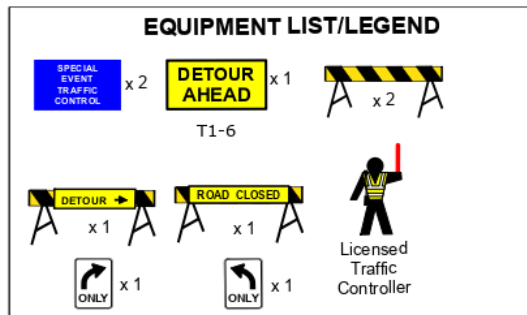
Recommendation:

The Cumberland Traffic Committee recommended that

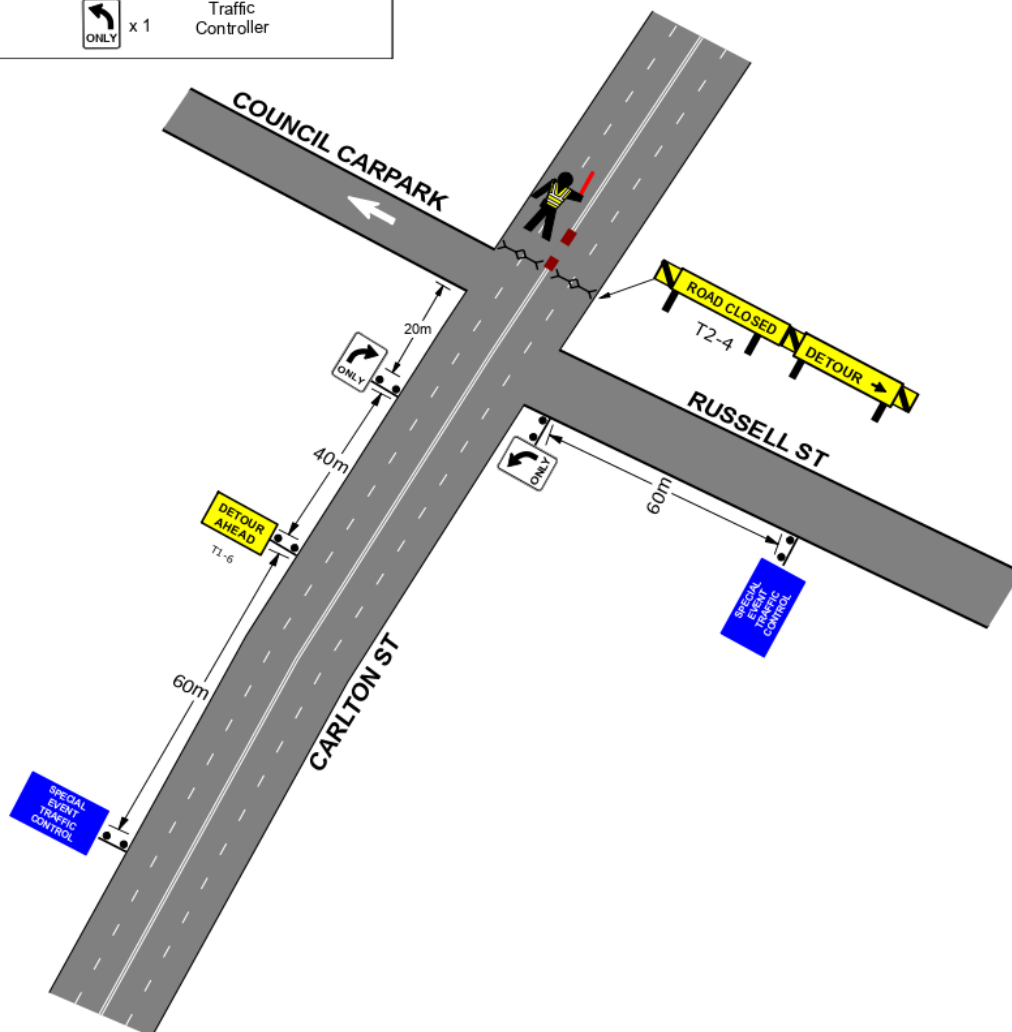
1. The applicant explore the closure of Railway Parade to facilitate this event for 2020.
2. If the closure of Railway Parade is not feasible due to short notice, the closure to proceed as per this report.
3. The applicant be advised that the future events shall be planned with closure of Railway Parade (west of Carlton Street) only.

Attachment:

1. Traffic Control Plan showing the road closure
2. Traffic Management Plan



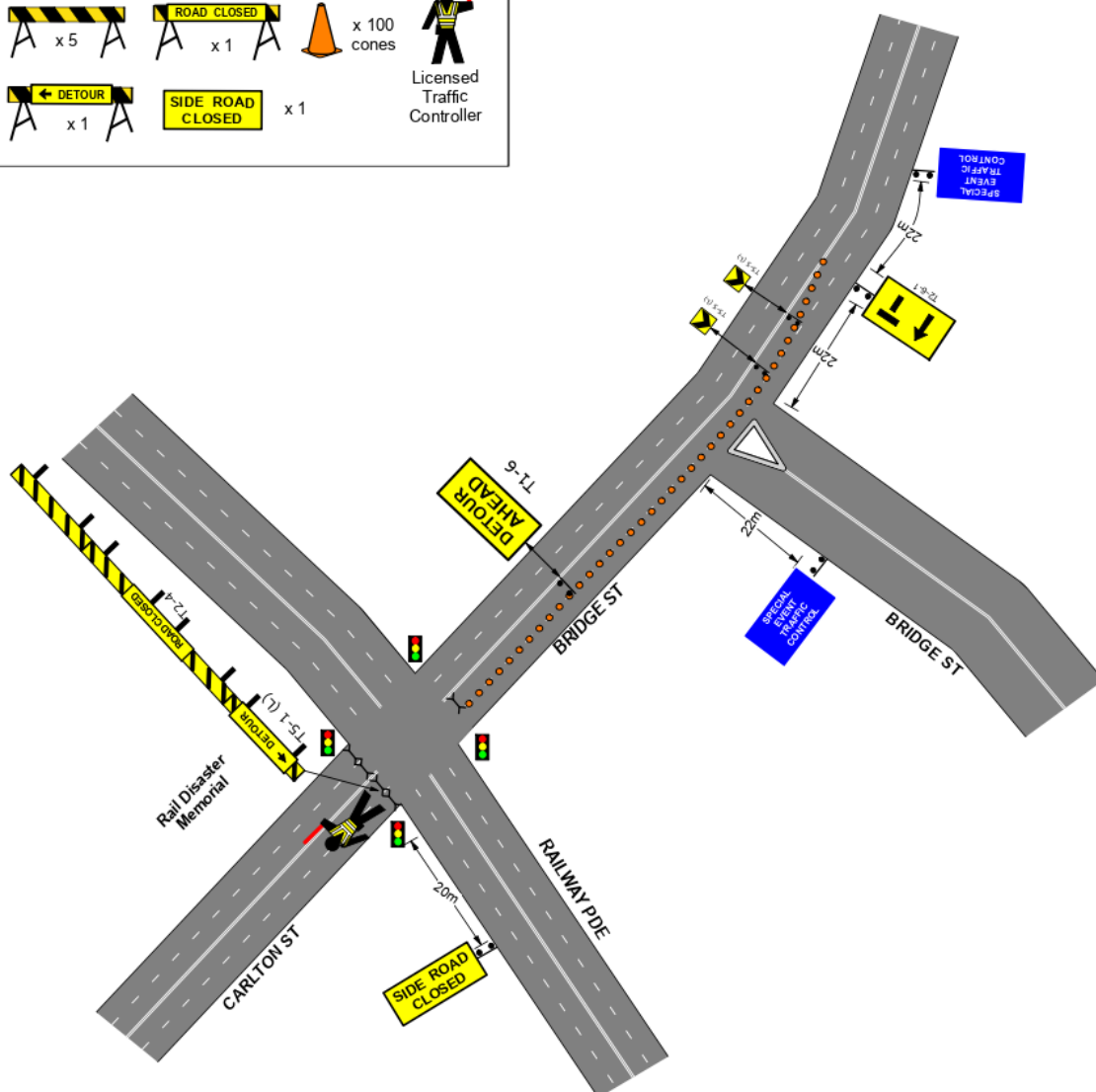
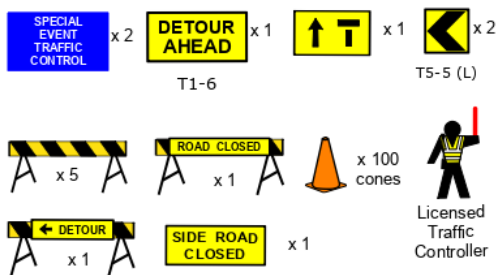
www.invarion.com



Carlton St at Russell St Granville			Railway Disaster Memorial		TCP 01	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	Date Updated	26/09/19
TMC					Scale:	Not to Scale
POLICE					Drawn:	Momchil Vassilev 00219 56646
COUNCIL					ASSURE SAFETY Event Safety Services 166	
TC STAFF	Install equipment	Implement closure	1	0600 - 1300		



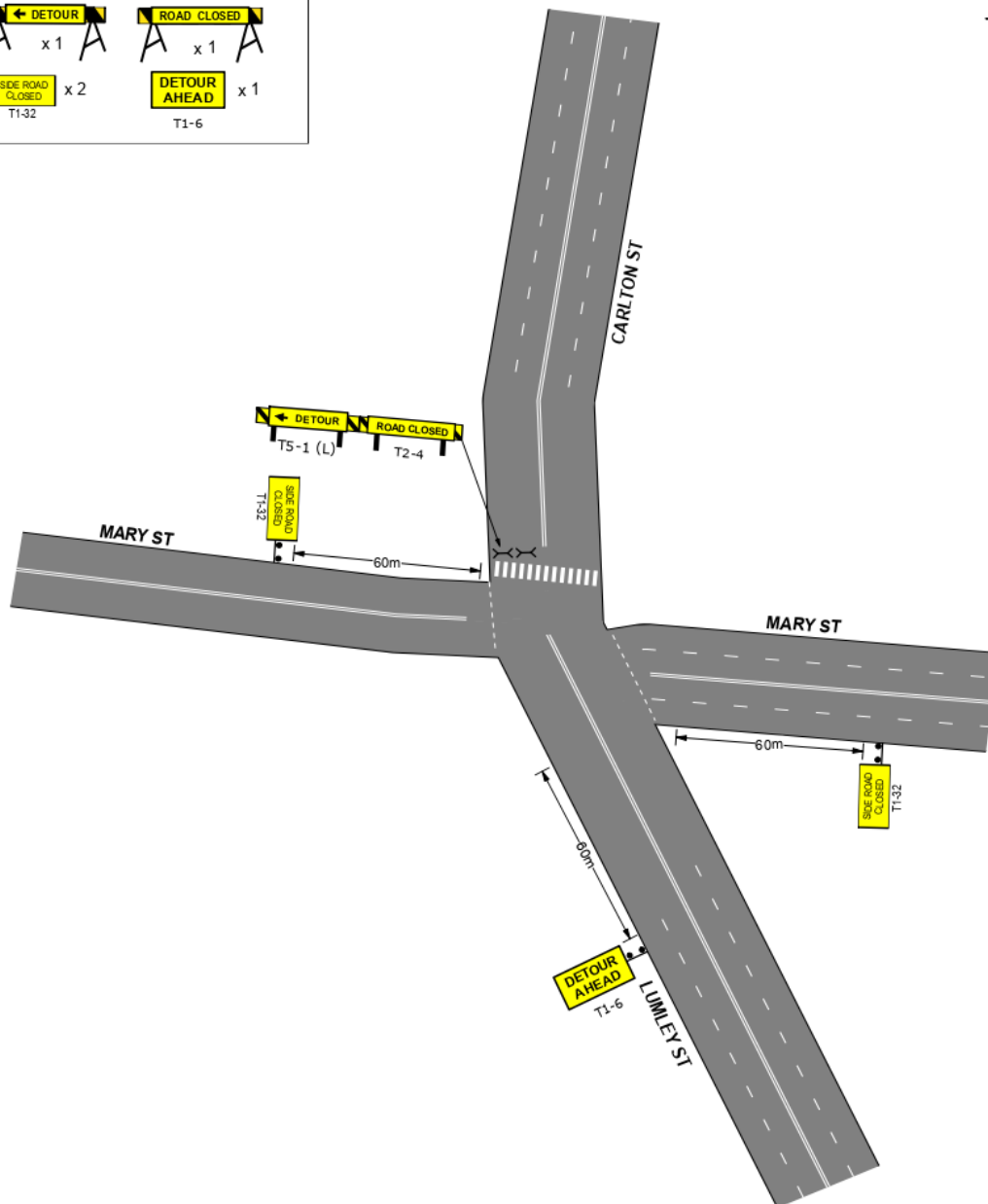
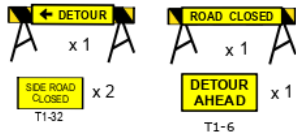
EQUIPMENT LIST/LEGEND



Carlton St at Railway Pde Granville			Railway Disaster Memorial			TCP 02
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	Date Updated	26/09/19
TMC					Scale:	Not to Scale
POLICE					Drawn:	Momtchil Vassilev 00219 56646
COUNCIL					ASSURE SAFETY Event Safety Services 167	
TC STAFF	Install equipment	Implement closure	1	0600 - 1300		



EQUIPMENT LIST/LEGEND



Carlton St at Mary St Granville			Railway Disaster Memorial			TCP 03
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	Date Updated	26/09/19
TMC					Scale:	Not to Scale
POLICE					Drawn:	Momtohil Vassilev 00219 56646
COUNCIL					ASSURE SAFETY Event Safety Services 168	
TC STAFF	Install equipment	Implement closure	N/A	0600 - 1300		

CTC-19-234 WHITWORTH STREET, WESTMEAD – PROPOSED RELOCATION OF ‘NO STOPPING’ SIGNState Electorate: Granville
(File No. GS-894-TP/02)

PAC: Cumberland

Summary:

This report deals with the relocation of a ‘No Stopping’ sign on the western side of Whitworth Street at its traffic signal controlled intersection with Great Western Highway, Mays Hill.

Report:

Council officers have observed that the existing “No Stopping” sign at the traffic signal controlled intersection of Whitworth Street and Great Western Highway is at a distance less than 20m from the traffic lights. During the festival days of the temple opposite Whitworth Street, cars stop in the no stopping zone dropping off / picking up devotees and obstruct the path of turning traffic from Great Western Highway. It is recommended that the “No Stopping” sign on the western side of Whitworth Street be relocated in a northerly direction by 7 m.

Comments:

Members agreed with the recommendation.

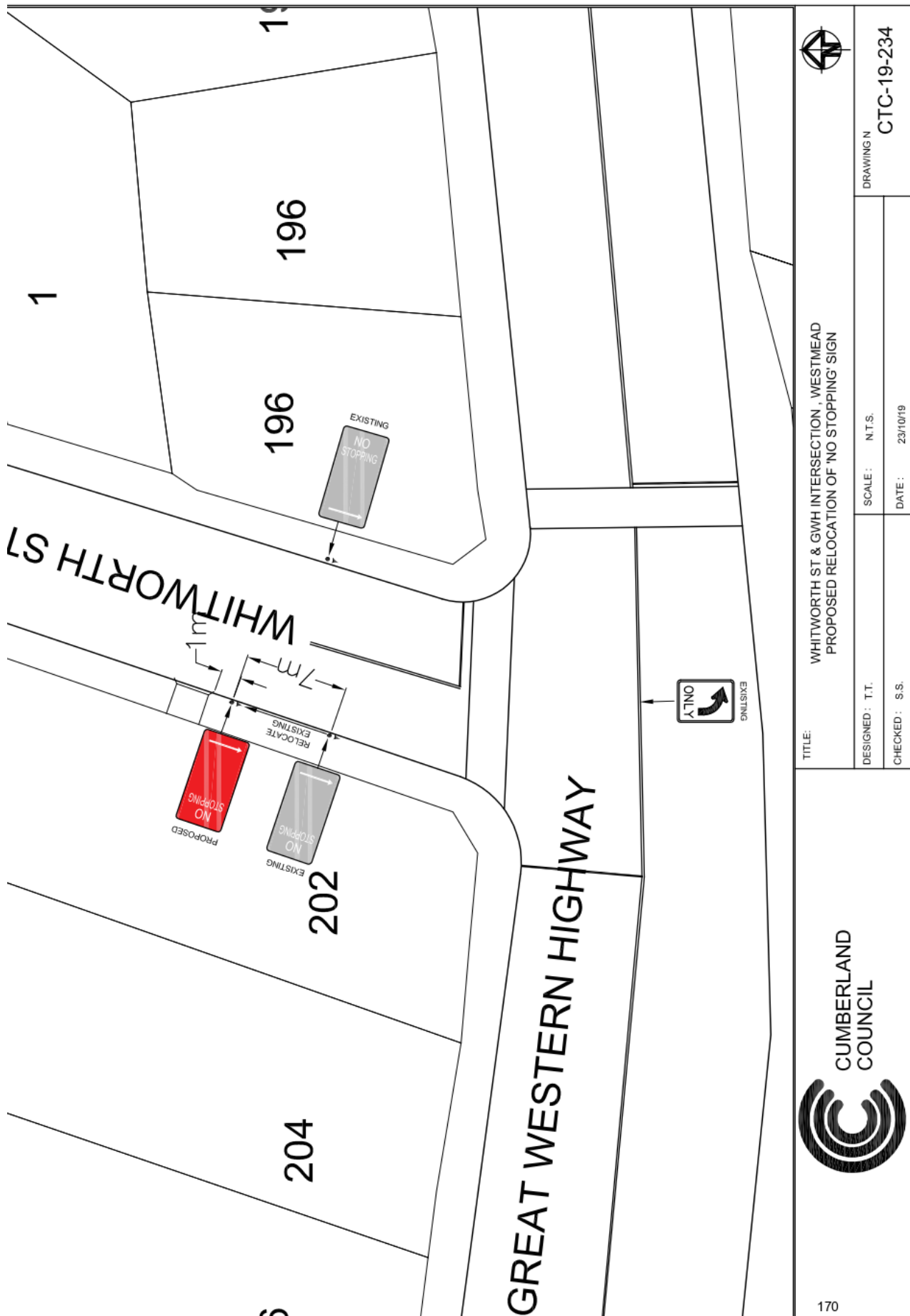
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The relocation of existing ‘No Stopping’ sign on Whitworth Street, Westmead in accordance with the attached plan be approved.
- ii) Council notify affected resident of the resolution.

Attachments:

1. Plan – Whitworth Street, Westmead – Proposed relocation of existing ‘No Stopping’ sign



CTC-19-235 KOOKABURRA STREET, GREYSTANES – SPEEDING CONCERNS

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received concerns that vehicles are speeding in Kookaburra Street, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Kookaburra Street is local road linking Ettalong Road and Hackney Street. It is approximately 400m long and 9.4 m wide. The street provides access to Kookaburra St Park. A roundabout is constructed at the Ettalong Road intersection with Kookaburra Street. Kookaburra Street has 5T load restricted.

Kookaburra Street provides access to the Park as well as providing access to properties in surrounding local streets.

The map below shows the location of Kookaburra Street, Greystanes. Kookaburra Street is shaded in yellow.



Traffic counts were undertaken in Kookaburra Street in September 2019 and the data is given below:

Traffic Count Data in Kookaburra Street, Greystanes

Average Daily Traffic (ADT) = 1,847 Veh/day
85th Percentile speed = 62.6 km/hr
Median Speed = 53.1 km/hr

There was one reported mid-block accident in Kookaburra Street in the 5 year period between July 2013 and June 2018.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Kookaburra 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 – Kookaburra Street – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	25
Crash warrant in the last 5 years	15	5
Road Characteristics	35	15
Community Support & other factors	5	5
Total	100	50

The following table indicates the action to be taken according to the assessment points:

Table 2 –Action

Criteria	Action
>75	Report to HTC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	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.

Based on the above results, Kookaburra Street data scored 50 out of 100 in accordance with Council's LATM Policy assessment. 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 street was 62.6 km/hr, it is proposed that Council undertake consultation with the residents to assess the support or otherwise for the installation of speed humps.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Kookaburra Road, Greystanes to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

**CTC-19-236 BRADMAN STREET, GREYSTANES – REQUEST FOR THE
INSTALLATION OF CHILDREN CROSSING**

State Electorate: Prospect
(File No. GS-130-TP)

PAC: Cumberland

Summary:

Council has received a request from parents of Greystanes Public School students regarding children safety in Bradman Street, Greystanes and requested for the installation of children crossing.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from parents of Greystanes Public School students regarding children safety in Bradman Street, Greystanes and requested for the installation of children crossing.

It is noted that the main entry for Greystanes Public School is off Merrylands Road, however, there is a pedestrian laneway that link Greystanes Public School to Bradman Street. In addition, Bradman Street has been included in the signposted school zone.

Council's Officers have investigated the matter and found that the requirements for the provision of children crossing in accordance Roads and Maritime Services (RMS) guideline is, in a one hour duration immediately before and after school hours the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location. Council's Officers have undertaken traffic counts on Bradman Street near the pedestrian laneway for one hour before and after school hours. The results of the traffic count are summarised in the table below:

Table 1 – Bradman Street – Traffic count

	AM – Before school	PM - After School
Pedestrian	313 (167 children)	231 (117 children)
Eastbound traffic flow	72	32
Westbound traffic flow	60	62

The traffic and pedestrian volumes satisfy the requirement for provision of children crossing at this location for the AM school time. In the afternoon hour (school closing time), the vehicle numbers in the eastbound direction does not satisfy the warrant requirement. However, the number of children crossing during this period is 231 which is much higher than the requirement. It is recommended that in view of the large number of pedestrians using the location, a children flag crossing be approved.

The Principal of Greystanes Public School has agreed to arrange the display of children crossing flags during and only during the specified period of operation 8:00 – 9:30 am and 2:30 – 4:00 pm and when necessary at other times such as school excursions and school sports day. The undertaking from the principal is provided in the attachment.

As the proposed children crossing will improve the safety of the children, the implementation of Children Crossing in Bradman Street is recommended.

Comments:

RMS indicated in email that detailed plans to be sent to RMS for checking. Recommendation has been amended to include this request.

Members agreed with the proposal.

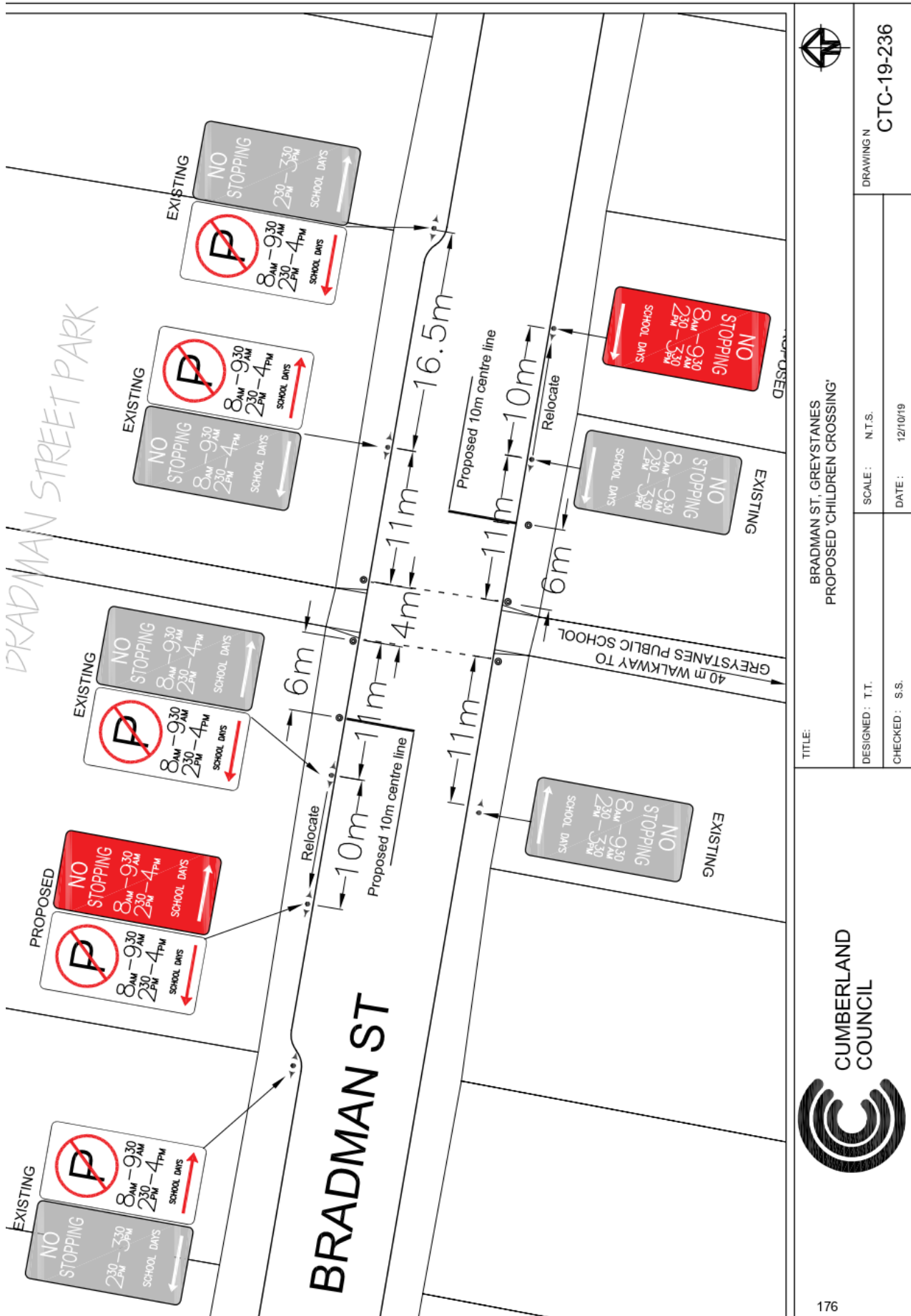
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of children crossing on Bradman Street, Greystanes in accordance with the attached plan be approved.
- ii) Final plans for the facility be forwarded to RMS.
- iii) The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Bradman Street, Greystanes – Proposed Children Crossing



Roads and Maritime Supplement to Australian Standard 1742 parts 1-15 | Version 2.4

Appendix A

Undertaking by School Principal To display "CHILDREN CROSSING" flags at Children's Crossing

I, the School Principal or my delegated officer (18years or over) of:

GREYSTANES PUBLIC SCHOOL

give an undertaking that the relevant flags **will be displayed during and only during the periods 8.00am – 9.30am and 2.30pm – 4.00pm** for usage by school children at the Children's crossing situated at:

Bradman Street, Greystanes (Near back gate entrance)

Signed

M. Dickson

Dated

20.6.19

GREYSTANES PUBLIC SCHOOL 781 MERRYLANDS RD GREYSTANES 2145 PH:96314000 greystanes-p.school@det.nsw.edu.au	
School Stamp	

Note

Replacement of lost or stolen Children's Crossing Flags on local roads refer to local council. Replacement is made under RMS block grant to council.

Replacement for lost or stolen Children's Crossing Flags on State roads refer to RMS Road Safety in your area.

**CTC-19-237 DAVIES STREET AND HENSON STREET, MERRYLANDS – PROPOSED
INTERSECTION IMPROVEMENT**State Electorate: Granville
(File No. GS-375-TP)

PAC: Cumberland

Summary:

Council has received a complaint from a local resident regarding safety at the intersection of Davies Street and Henson Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Henson Street is a local road that runs in an east-west direction, it has a width of approximately 10.5m with a signposted 50km/h speed limit. Parking restriction applies near St Margaret Mary Catholic School.

Davies Street is a local road that runs in a north-south direction, it has a width of approximately 10m with 50km/h speed limit. Parking restriction applies near St Margaret Mary Catholic School.

Henson Street and Davies Street form a cross intersection with priority control on Davies Street and 'Stop' signs on Henson Street.

The latest Roads and Maritime Services (RMS) crash data indicates that there were no crashes recorded at the intersection within the last 5 years.

Council has received a complaint from a local resident regarding vehicles cutting corners at this intersection and raised safety concern particularly during school drop off / pick up times. The resident has also indicated that she was in a crash while driving along Davies Street with a vehicle not stopping for the Stop control in Henson Street.

Council's Officers have investigated the matter and found that there are 'No Stopping' restrictions and 'Stop' signs and line marking. A site observation indicated that motorists do not travel on the left lane when turning at the intersection. In this regard, it is recommended to install BB line to indicate the travel lane at this intersection which would improve road safety for all road users at this intersection. In addition, the site inspection indicated that there is missing 'No Stopping' signs which can be installed to improve sight distance at this intersection.

It is also considered that additional "Stop" signs at the intersection will make the "Stop" control more conspicuous for vehicles on Henson Street to stop at the intersection.

It is envisaged that these measures will improve awareness of the intersection and enhance road safety.

Comments:

Members agreed with the recommendations.

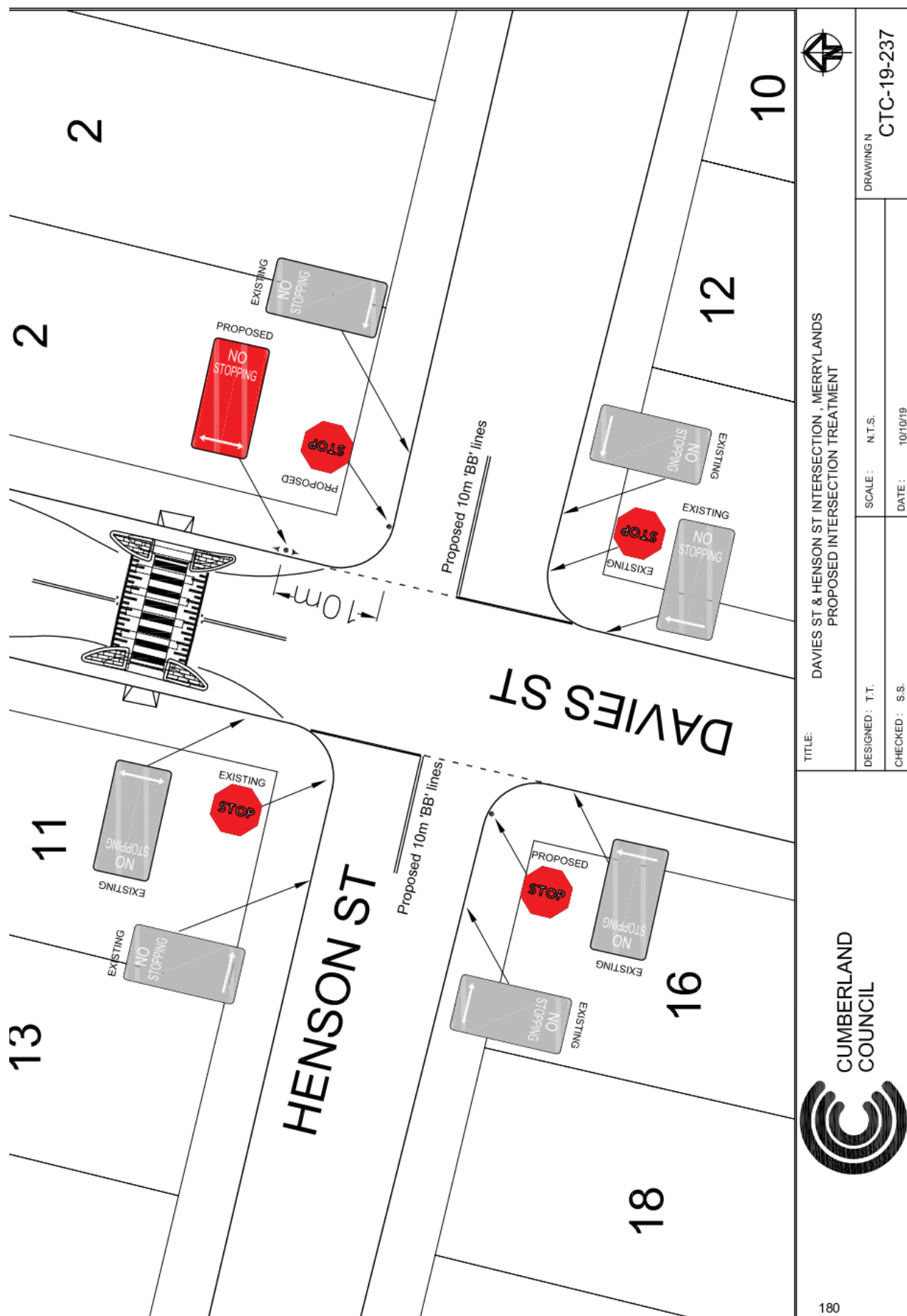
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of BB line marking and missing 'No Stopping' sign at the intersection of Davies Street and Henson Street, Merrylands in accordance with the attached plan be approved.
- ii) The installation of additional "Stop" signs on the Henson Street approaches in accordance with the attached plan be approved.
- iii) Council notify affected properties.

Attachments:

1. Plans – Davies Street and Henson Street, Merrylands – Proposed Intersection Improvements



CTC-19-238 DAVIES STREET AND PRICE STREET, MERRYLANDS – PROPOSED INTERSECTION IMPROVEMENTState Electorate: Granville
(File No. GS-222-TP)

PAC: Cumberland

Summary:

Council has received a complaint from a local resident regarding vehicles parking too close at the intersection of Davies Street and Price Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Price Street is a local road that runs in an east-west direction, it has a width of approximately 10.5m with a signposted 50km/h speed limit. Parking permitted on both sides of the road.

Davies Street is a local road that runs in a north-south direction, it has a width of approximately 10m with 50km/h speed limit. Parking permitted on both sides of the road.

Price Street and Davies Street form a cross intersection with priority control on Price Street and 'Give-Way' signs on Davies Street.

The latest Roads and Maritime Services (RMS) crash data indicates that there are 6 crashes recorded at the intersection within the last 5 years (RUM code 10).

Council has received a complaint from a local resident regarding vehicles parking too close at the intersection of Davies Street and Price Street, Merrylands and restrict sight distance.

Council's Officers have investigated the matter and found that there are no 'No Stopping' restrictions. In this regard, it is recommended to install 'No Stopping' at the intersection of Davies Street with Price Street which would improve sight distance and accordingly improve road safety for all road users at this intersection. It is also proposed to install 10m BB lines on Davies Street approaches to complement the "Give Way" signage.

Comments:

Members agreed with the recommendation.

Recommendation:

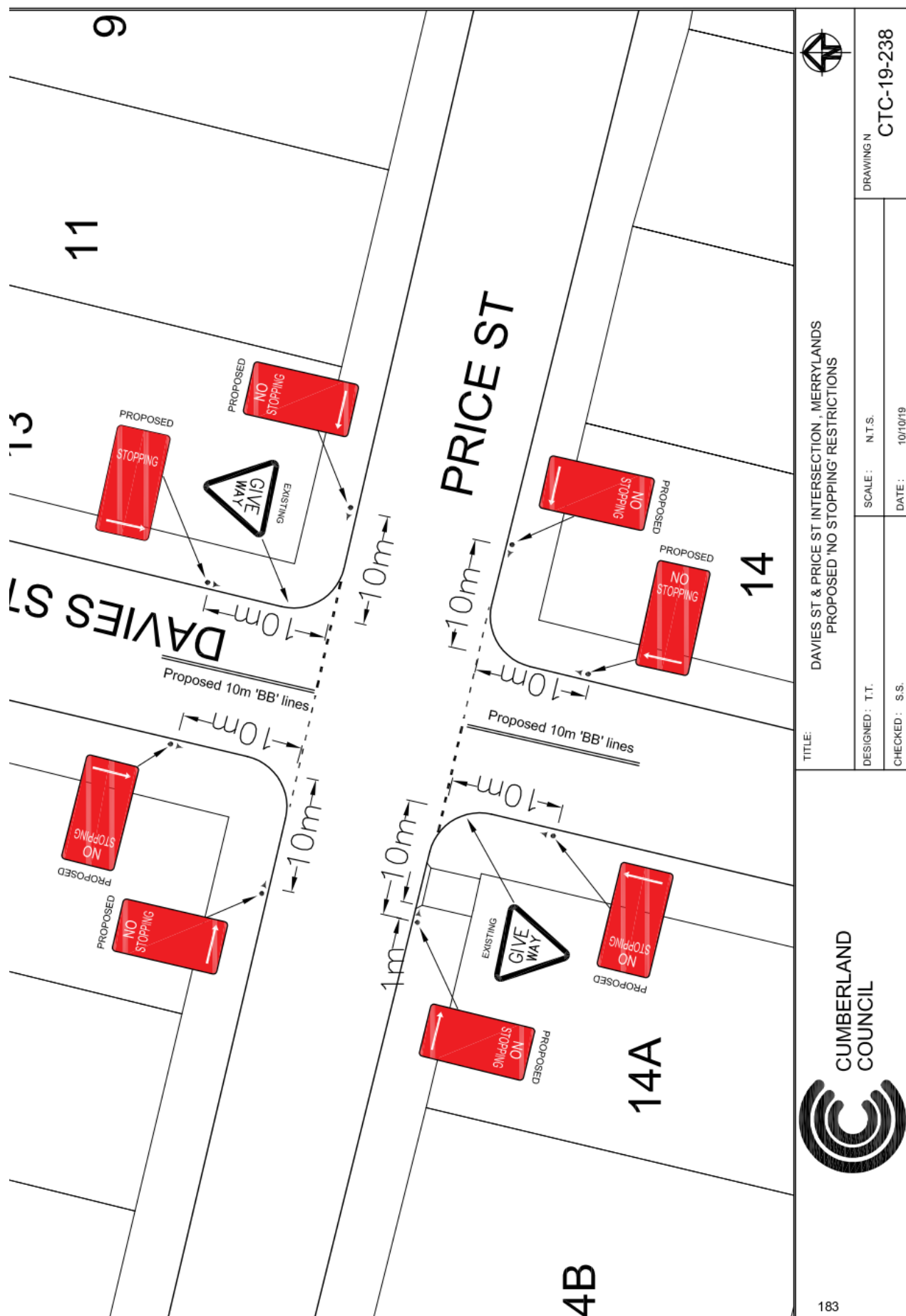
The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs at the intersection of Davies Street and Price Street, Merrylands in accordance with the attached plan be approved.
- ii) The installation of 10m "BB" centre lines on the Davies street approaches at the intersection of Davies Street and Price Street, Merrylands in accordance with the attached plan be approved.

- iii) Council notify affected properties.

Attachment

Plan – Davies Street and Price Street, Merrylands – Proposed Intersection Improvements



**CTC-19-239 FRASER STREET AND WHITWORTH STREET, WESTMEAD –
PROPOSED INSTALLATION OF ‘NO STOPPING’ PARKING
RESTRICTION**State Electorate: Granville
(File No. GS-894-TP/02)

PAC: Cumberland

Summary:

Council has received a request from a local resident for the installation of ‘No Stopping’ restrictions at the intersection of Fraser Street and Whitworth Street, Westmead.

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’ restrictions at the intersection of Fraser Street and Whitworth Street, Westmead.

Council’s Officers have investigated the request and the investigation revealed that during major events at Mays Hill Temple, motorists park very close to the intersection which restrict sight distance and traffic flow movements. In this regards, it is recommended to install ‘No Stopping’ signs which would improve road safety for all road users.

Comments:

Members agreed with the recommendation.

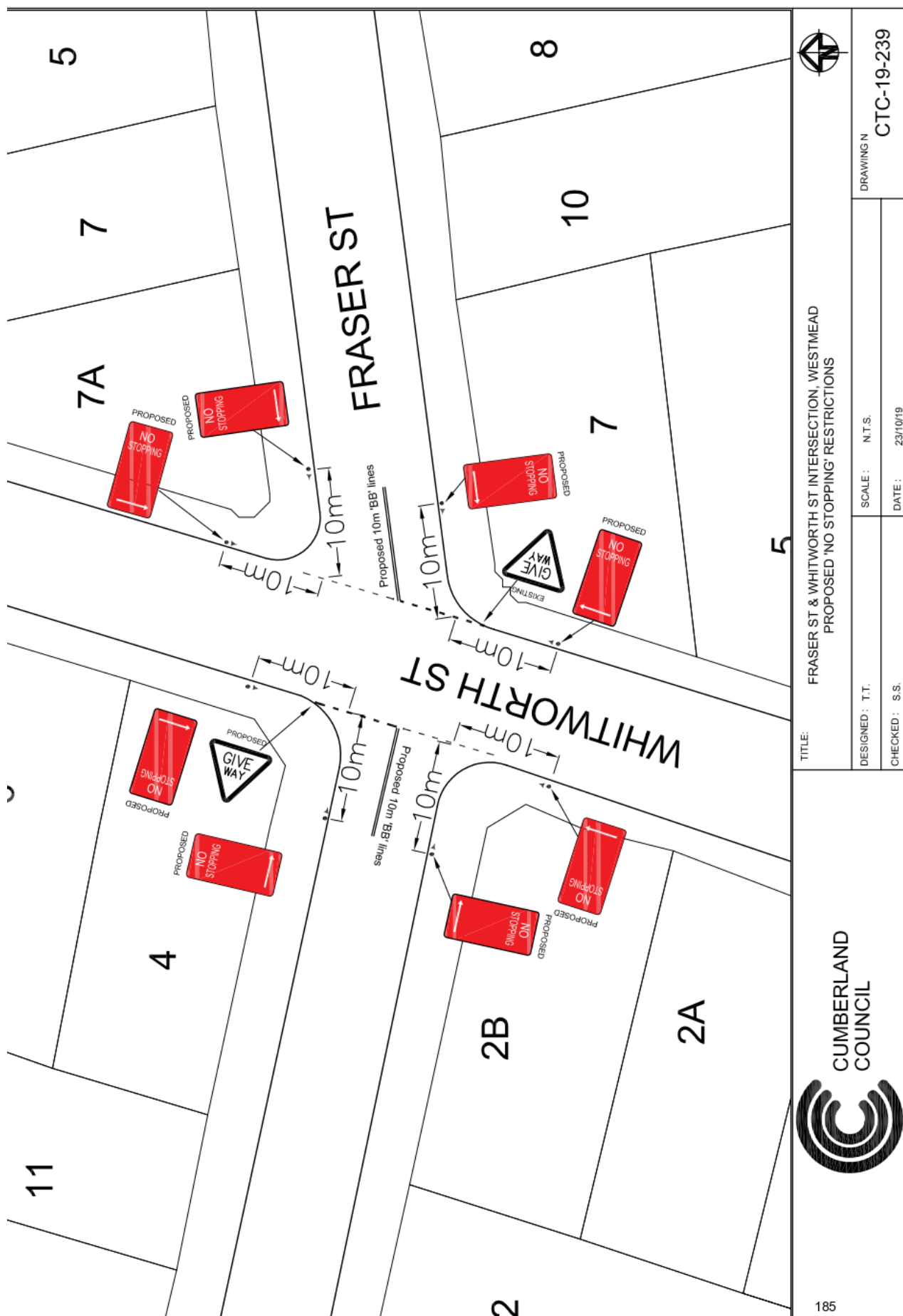
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of ‘No Stopping’ signs at the intersection of Fraser Street and Whitworth Street, Westmead in accordance with the attached plan be approved.
- ii) Council notify affected residents of the resolution.

Attachments:

1. Plan – Fraser Street and Whitworth Street, Westmead – Proposed installation of ‘No Stopping’ signs



CTC-19-240 SMITH STREET, WENTWORTHVILLE – PROPOSED INSTALLATION OF PARKING RESTRICTIONSState Electorate: Granville
(File No. GS-773-TP)

PAC: Cumberland

Summary:

Council has received requests motorists for the installation of parking restrictions on Smith Street, Wentworthville adjacent to the Wenty Leagues Club car park entry/exit..

This report outlines the outcome of the investigation into this matter.

Report:

Smith Street is a local road that runs in an east-west direction, it has a width of approximately 12.5m with 50km/h speed limit.

Wenty League's access driveway (previously known as Mack Street) is a private internal road for Wenty Leagues Club, it has a width of 7.5m. This internal access driveway connect onsite parking spaces to Smith Street.

Council has received a request from motorists for the installation of parking restrictions at this access driveway to stop vehicles from restricting sight distance. It is noted that this access driveway provides for a large number of vehicles in and / out of the Wenty Leagues Club.

Council's Officers have investigated the matter and the investigation revealed that there are existing 'No Parking' signs on the southern side of Smith Street east of the access driveway only. To formalise existing parking restrictions and it is recommended to modify the existing arrangement and install new 'No Stopping' signs at this intersection. The proposal would also improve sight distance for all road users.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed installation of parking restrictions on Smith Street, Wentworthville in accordance with the attached plan be approved.
- ii) Council notify affected properties of the resolution.

Attachments:

1. Plan – Smith Street, Wentworthville – Proposed installation of parking restrictions



TITLE: SMITH STREET, WENTWORTHVILLE
PROPOSED 'NO STOPPING' RESTRICTIONS

DRAWING N
CTC-19-240

SCALE: N.T.S.

DATE: 28/09/19



187

CTC-19-241 BERNARD STREET, AUBURN – PROPOSED “1P” PARKINGState Electorate: Auburn
(File No. S0390-04)

PAC: Auburn

Summary:

This report considers proposed ‘1P’ parking restrictions in Bernard Street at the corner of Kerrs Road, Lidcombe.

Report:

Council proposes to install ‘1P’ restrictions on Bernard Street at the corner of Kerrs Road to be in consistent with the existing parking arrangement in Kerrs Road, Lidcombe. This will facilitate customer parking for adjacent businesses by restricting commuters from parking in the unrestricted area.

It is proposed to install “1P; 8:30AM – 6:00PM; Mon-Fri and 8:30AM-12:30PM; Sat” signage at the frontage of the shop at the corner of Bernard Street and Kerrs Road.

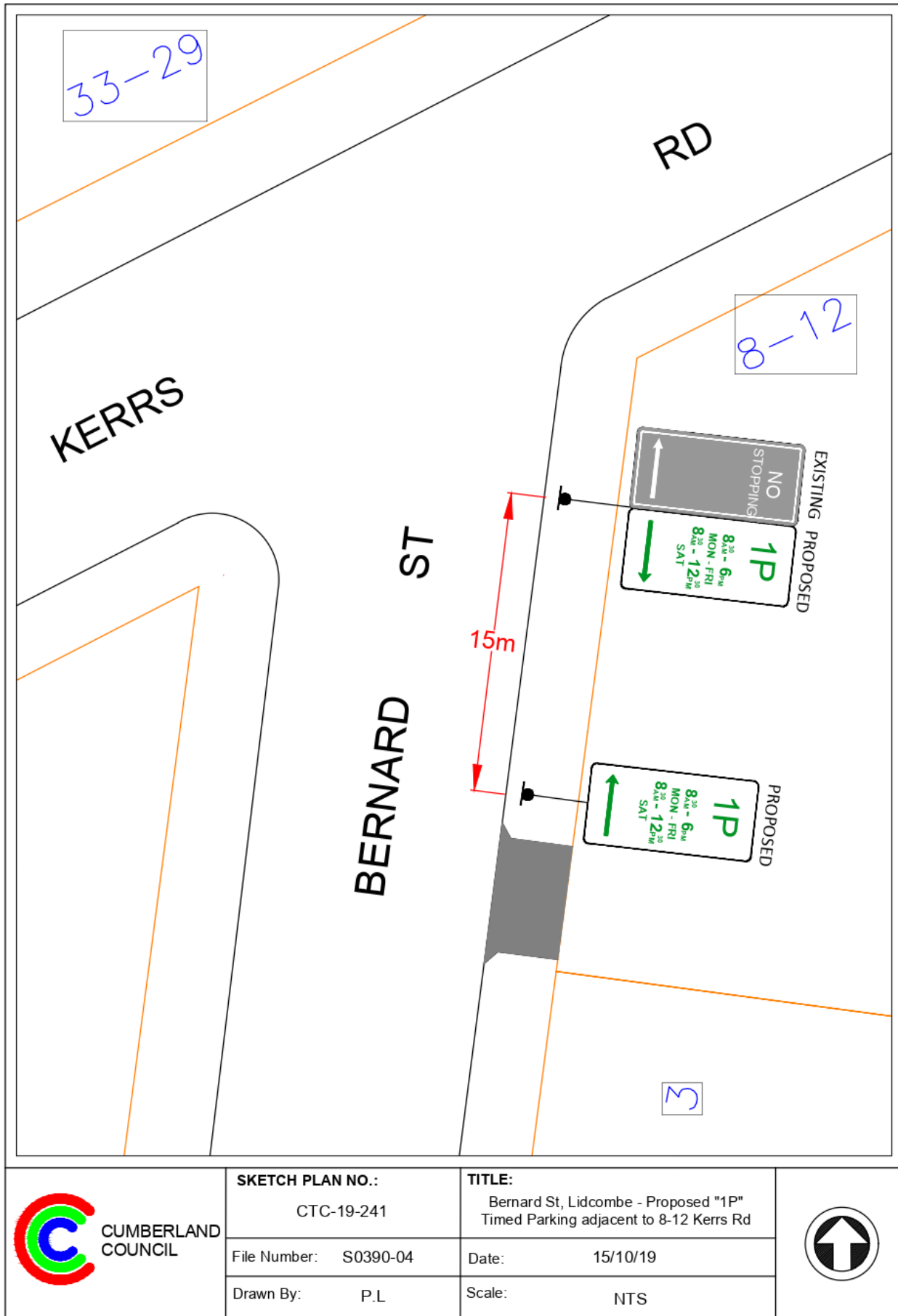
Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that;

- i) The “1P; 8:30AM – 6:00PM; Mon-Fri and 8:30AM-12:30PM; Sat” signs on Bernard Street outside 8-12 Kerrs Road in accordance with the Plan CTC-19-241 be approved.
- ii) Council notify affected properties.



SKETCH PLAN NO.:

CTC-19-241

TITLE:

Bernard St, Lidcombe - Proposed "1P"
Timed Parking adjacent to 8-12 Kerrs Rd

File Number: S0390-04

Date: 15/10/19

Drawn By: P.L

Scale: NTS



189

CTC-19-242 STATION STREET, WENWORTHVILLE – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE

State Electorate: Prospect LAC: Cumberland
(File No. GS-777-TP/02)

Summary:

Council has received an application for ‘Works Zone’ on Station Street associated with the development at 108 Station Street, Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received an application for ‘Works Zone’ on Station Street associated with the development at 108 Station Street, Wentworthville.

The temporary ‘Works Zone’ is approximately 13m in length and proposed to commence on early February 2020 for 18 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

There will be a loss of 2 on-street parking spaces on the eastern side of Station Street, Wentworthville during the operation of the ‘Works Zone’.

It is proposed the existing ‘Bus Zone’ outside the development site be temporary relocated toward south to accommodate the ‘Work Zone’ as per the attached plan.

Comments

Members agreed with the recommendation.

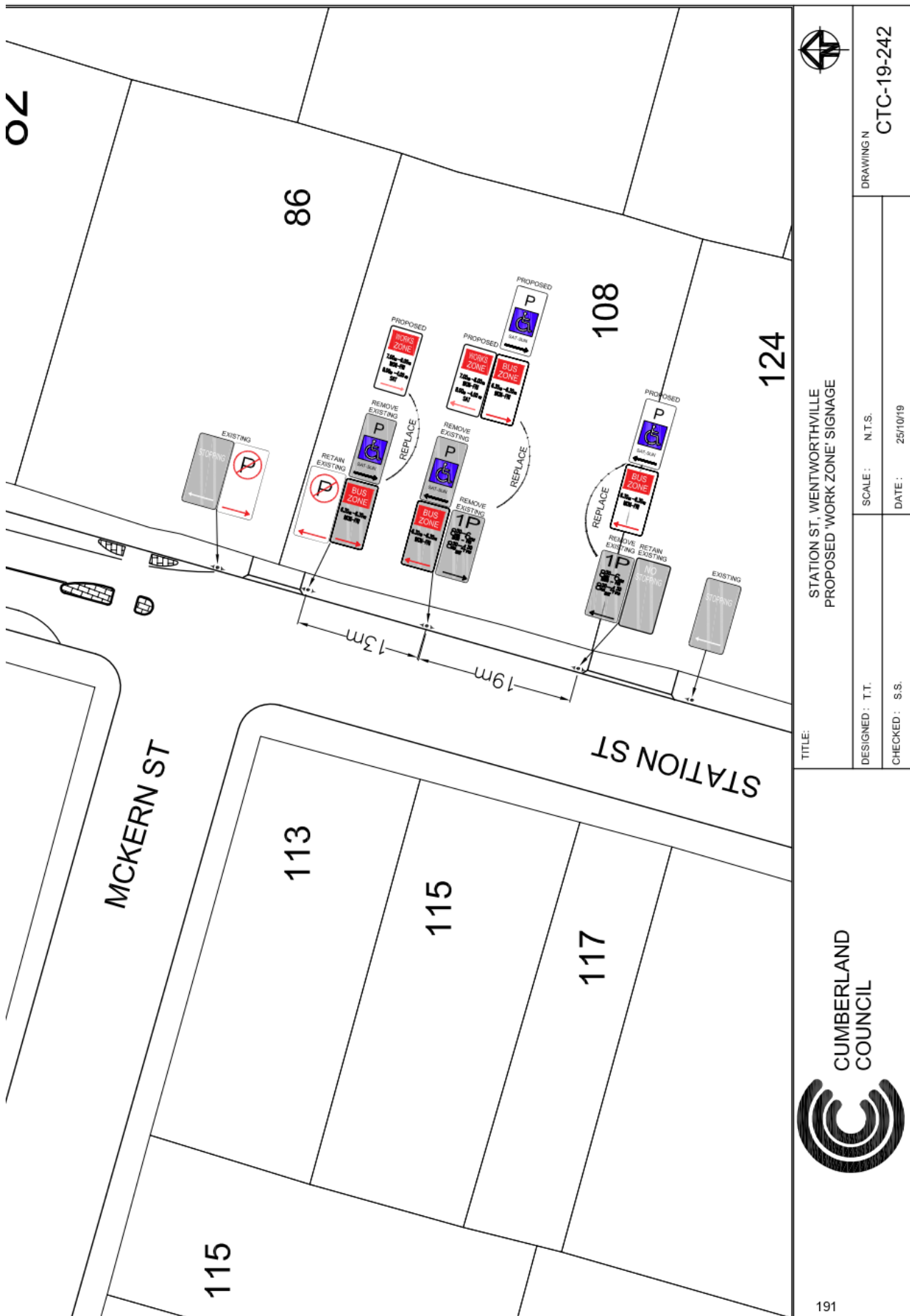
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The 20m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ restrictions be installed on Station Street, Wentworthville fronting the development site subject to Council’s standard conditions for the period of 18 months.
- ii) The applicant shall be advised to pay the ‘Works Zone’ fees to Council as per the adopted Fees and Charges 2019-20.
- iii) The applicant be requested to obtain concurrence from the Bus Operator for the relocation of the ‘Bus Zone’ prior to the installation of the signage.

Attachments:

1. Plan – Station Street, Wentworthville – Proposed Temporary ‘Works Zone’ signage



**CTC-19-243 BRENDA AVENUE AND PRINCESS STREET, LIDCOMBE – PROPOSED
NO STOPPING RESTRICTIONS**

State Electorate: Auburn
(File No. S3040-04)

PAC: Auburn

Summary:

Council has received a request from a local resident for the installation of parking restrictions at the intersection of Brenda Avenue and Princess Street, Lidcombe.

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 parking restrictions at the intersection of Brenda Avenue and Princess Street, Lidcombe.

Both Brenda Avenue and Princess Street are narrow local roads and are approximately 7-7.2 m wide.

Council's Officers have investigated the request and the investigation revealed that cars park at the intersection within the statutory 10m no stopping zones. This intersection is close to the industries on Bachell Avenue and it is alleged that employees of these businesses park in the vicinity.

The proposed 'No Stopping' signs at this intersection would improve sight distance and road safety for all road users.

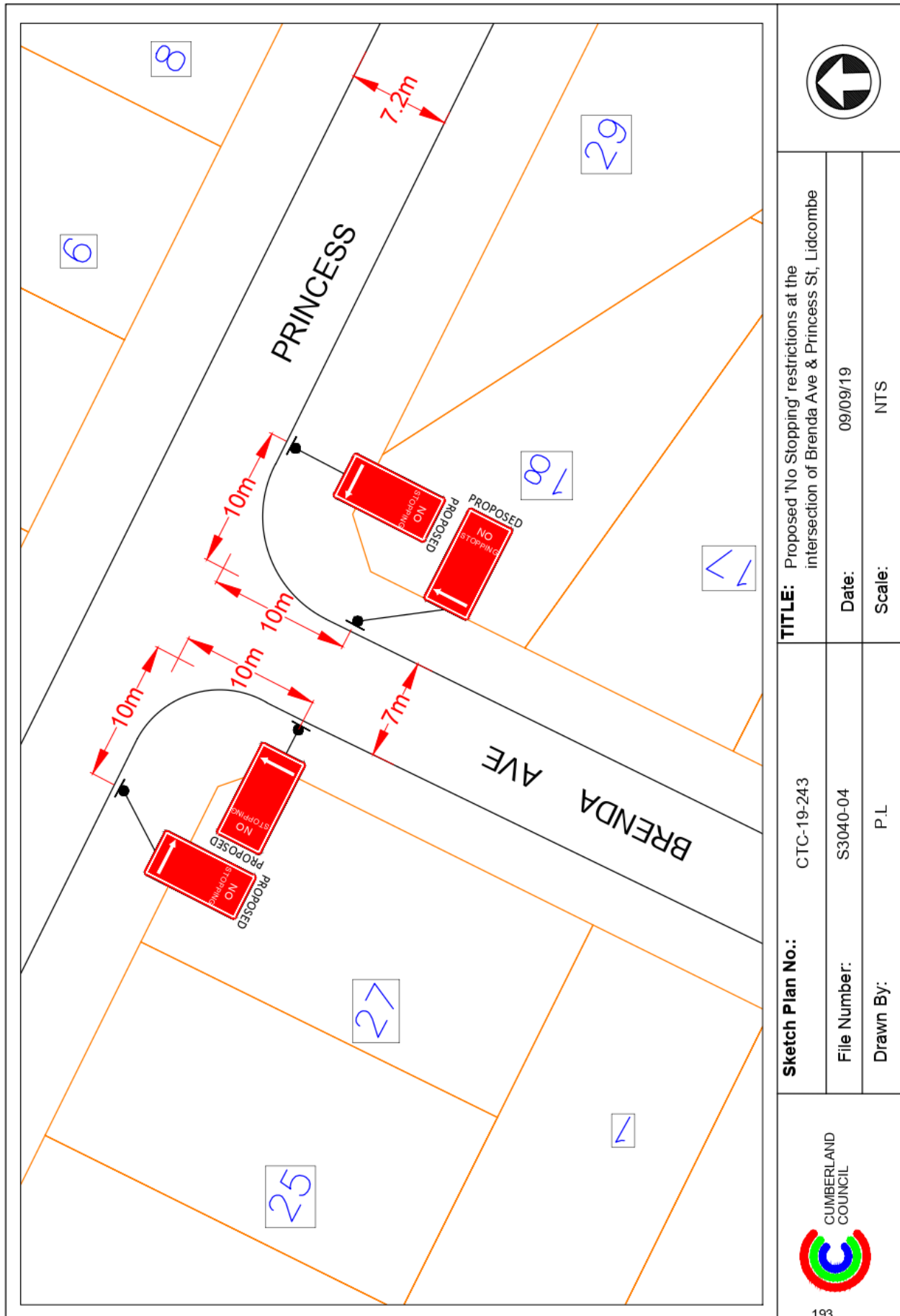
Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs at the intersection of Brenda Avenue and Princess Street, Lidcombe in accordance with the attached plan be approved.
- ii) Council notify adjacent properties of the 'No Stopping' signs.



CTC-19-244 RUTH STREET, MERRYLANDS WEST – PROPOSED 15 MIN PARKINGState Electorate: Granville
(File No. GS-751-TP)

PAC: Cumberland

Summary:

Council has received a request from a business owner for the installation of a 15min parking restriction in front of the shop on Ruth Street, Merrylands (corner with Merrylands Road).

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a business owner (Cake it way) for the installation of a 15min parking restriction on the side boundary of the shop on Ruth Street, Merrylands (corner with Merrylands Road).

Council's Officers have investigated the request and the investigation revealed that due existing parking restrictions on Merrylands Road and unrestricted parking on Ruth Street, majority of residents / neighbouring businesses park for long period and remove parking opportunity from the business (cake it away). Therefore, the installation of 15min parking restriction would increase parking turning over for the business.

Comments:

Members agreed with the recommendation.

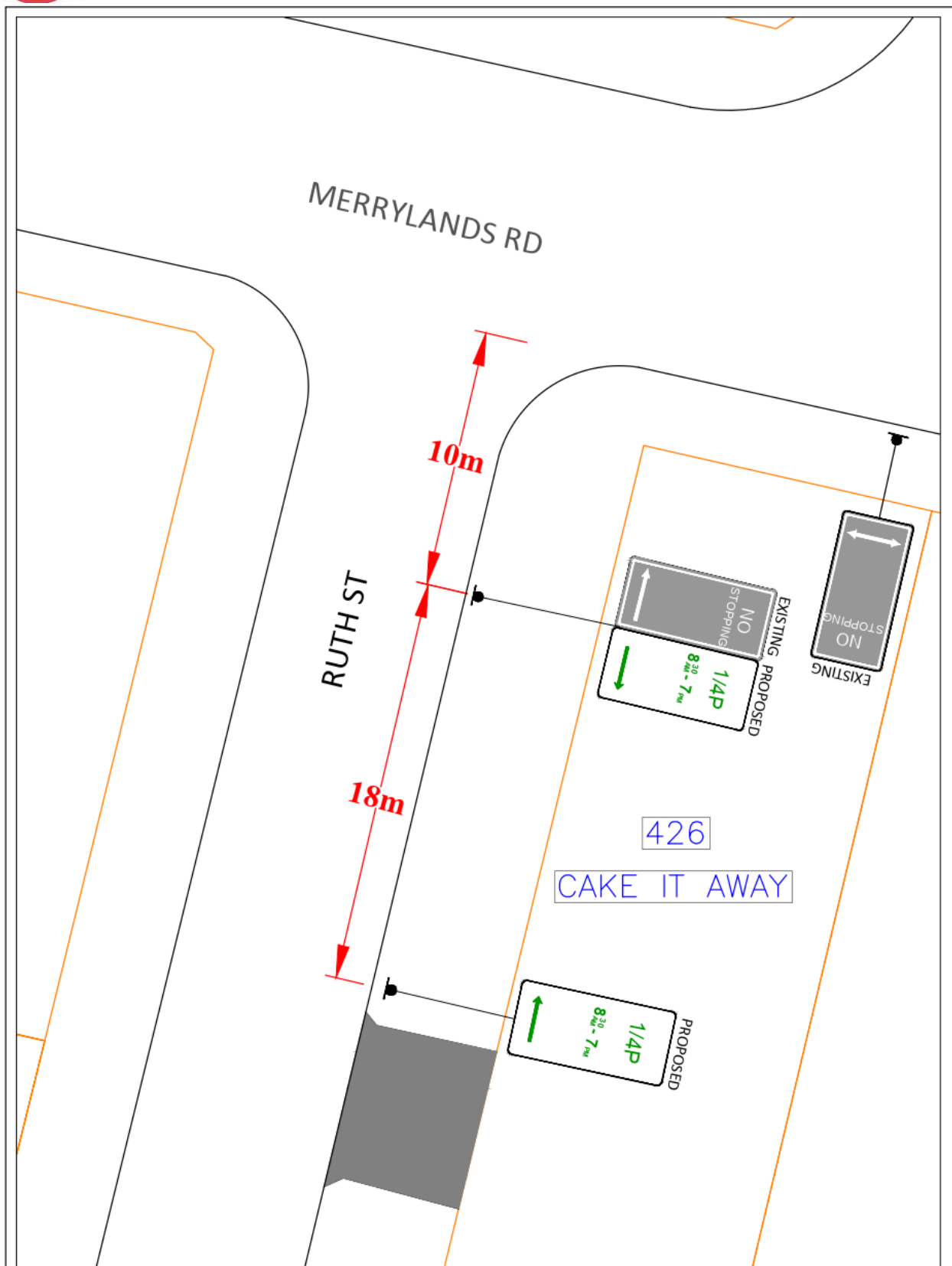
Recommendation:



The Cumberland Traffic Committee recommended that:

- i) The installation of '15min, 8:30am - 7pm' parking restriction on Ruth Street, Merrylands West in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.

Attachments:

- 1. Plans – Ruth Street, Merrylands – Proposed '15min 8:30am – 7pm' parking restrictions



 <p>CUMBERLAND COUNCIL</p>	Sketch Plan No.: CTC-19-244	TITLE: Ruth Street, Merrylands West - Proposed '1/2P' outside 426 Merrylands Road	 195
	File Number: GS-751-TP	Date: 17/10/19	
	Drawn By: P.L	Scale: NTS	

**CTC-19-245 TOONGABBIE ROAD AND MAGOWAR ROAD, GIRRAWEE –
PROPOSED INSTALLATION OF PARKING RESTRICTIONS**State Electorate: Prospect
(File No. GS-822-TP/02)

PAC: Cumberland

Summary:

Council has received a request from Toongabbie Baptist Church for the installation of parking restrictions on Toongabbie Road and Magowar Road, Girrawee.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from Toongabbie Baptist Church for the installation of parking restrictions across existing driveways on Toongabbie Road and Magowar Road, Girrawee. The church representative advised that cars and trucks are parking too close to the driveway and restricting access and sight distance.

Council's Officers have investigated the matter and the investigation revealed that the installation of 'No Stopping' signs on both sides of the existing driveways on Toongabbie Road and Magowar Road would improve sight distance and road safety for all road users.

Also there are existing 'No Stopping' signs on Toongabbie Road at its intersection with Oklahoma Avenue. The no stopping zones are not closed on Oklahoma Avenue and Council proposes to install the 'No stopping' signs at the intersection.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed installation of 'No Stopping' parking restrictions on Toongabbie Road and Magowar Road, Girrawee in accordance with the attached plan be approved.
- ii) Council notify affected properties of the resolution.

Attachments:

- 1. Plans – Toongabbie Road and Magowar Road, Toongabbie – Proposed installation of 'No Stopping' parking restrictions



<p>TITLE: TOONGABBIE ROAD AND MARGOWAR ROAD, TOONGABBIE PROPOSED 'NO STOPPING' RESTRICTIONS</p>	<p>DRAWING N CTC-19-245</p>	
	<p>SCALE: N.T.S.</p>	<p>DESIGNED: T.T.</p>
	<p>DATE: 22/10/19</p>	<p>CHECKED: S.S.</p>

**CTC-19-246 PRINCESS STREET AND BACHELL AVENUE, LIDCOMBE – PROPOSED
NO STOPPING RESTRICTIONS**State Electorate: Auburn
(File No. S3040-04)

PAC: Auburn

Summary:

Council has received request from a motorist for the installation of 'No Stopping' restrictions at the intersection of Princess Street and Bachell Avenue, Lidcombe.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a motorist for the installation of 'No Stopping' restrictions at the intersection of Princess Street and Bachell Avenue, Lidcombe.

Council's Officers have investigated the request and the investigation revealed that cars park at the intersection within the statutory 10m no stopping zones. This intersection is very close to the industries on Bachell Avenue and it is alleged that employees of these businesses park in the vicinity.

It was noted during inspections that the 'No Stopping' zones at the intersection of Princess Street and Bachell Avenue have not been closed on Princess Street. When cars are parked very close to the corner at the intersection, it is difficult to manoeuvre the turn due to narrow road width in addition to the reduced sight distance. It is proposed to provide "No Stopping" signs on Princess Street to close the no stopping zones.

The proposed 'No Stopping' signs at this intersection would improve sight distance and road safety for all road users.

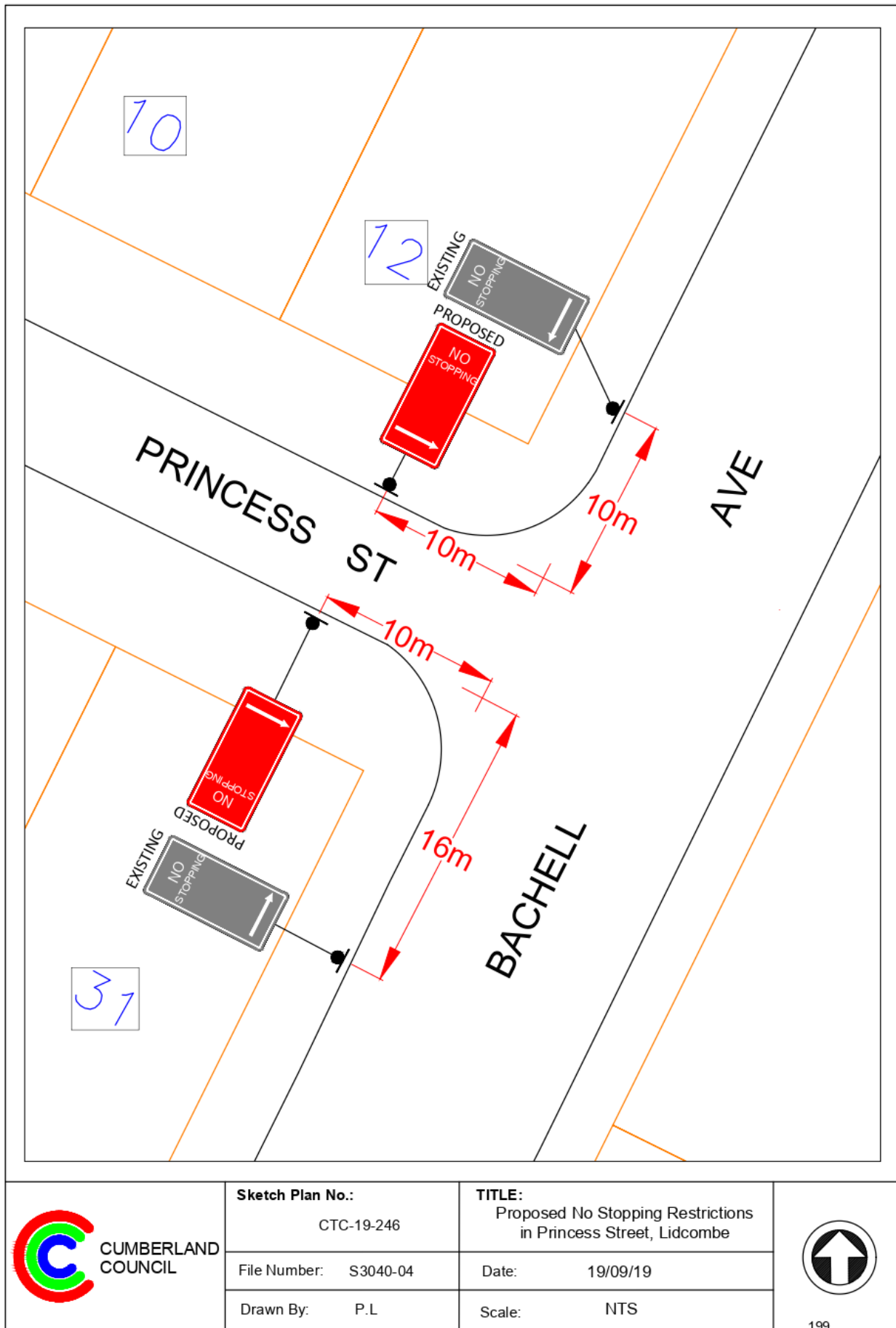
Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs at the intersection of Bachell Avenue and Princess Street, Lidcombe in accordance with the attached plan be approved.
- ii) Council notify adjacent properties of the 'No Stopping' signs.



CTC-19-247 EXCELSIOR STREET, GUILDFORD – PROPOSED PEDESTRIAN CROSSING

State Electorate: Auburn PAC: Cumberland
(File No. T-28-01/06)

Summary:

This report deals with the conversion of an existing Children Crossing in Excelsior Street to a marked pedestrian crossing. The location is adjacent to Granville South Creative and Performing Arts High School.

Report:

Council has received a request from the school administration and P & C Association of Granville South Creative and Performing Arts High School for the conversion of the existing Children Flag Crossing on Excelsior Street to a marked pedestrian crossing.

The location is shown in the map below:



Excelsior Street section near Rawson Road to south of Ashby Street is signposted 'School Zone' with 40k Flashing Lights on the northern side for southbound traffic. This 40k School Zone covers the existing Children Crossing location.

Pedestrian Crossing Warrants:

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 ≥ 30 AND

(b) The vehicular flow per hour (V) through the site is ≥ 500 AND

(c) The product PV is $\geq 60,000$

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) $P \geq 30$ AND

(b) $V \geq 200$

a pedestrian (Zebra) Crossing may be installed.

Pedestrian & Vehicle counts:

Following the request, Council undertook pedestrian and vehicle counts before and after the school hours and the data is tabulated below:

EXCELSIOR STREET, MERRYLANDS				
Period	Pedestrians			
	Vehicles	Student	Adult	Total
08:00 - 09:00	516	56	6	62
14:30 – 15:30	514	59	2	61

Based on the above counts, the reduced numerical warrants for a pedestrian crossing is satisfied at this location

It is proposed that a combined marked pedestrian crossing be provided in Excelsior Street, Merrylands in accordance with the attached plan.

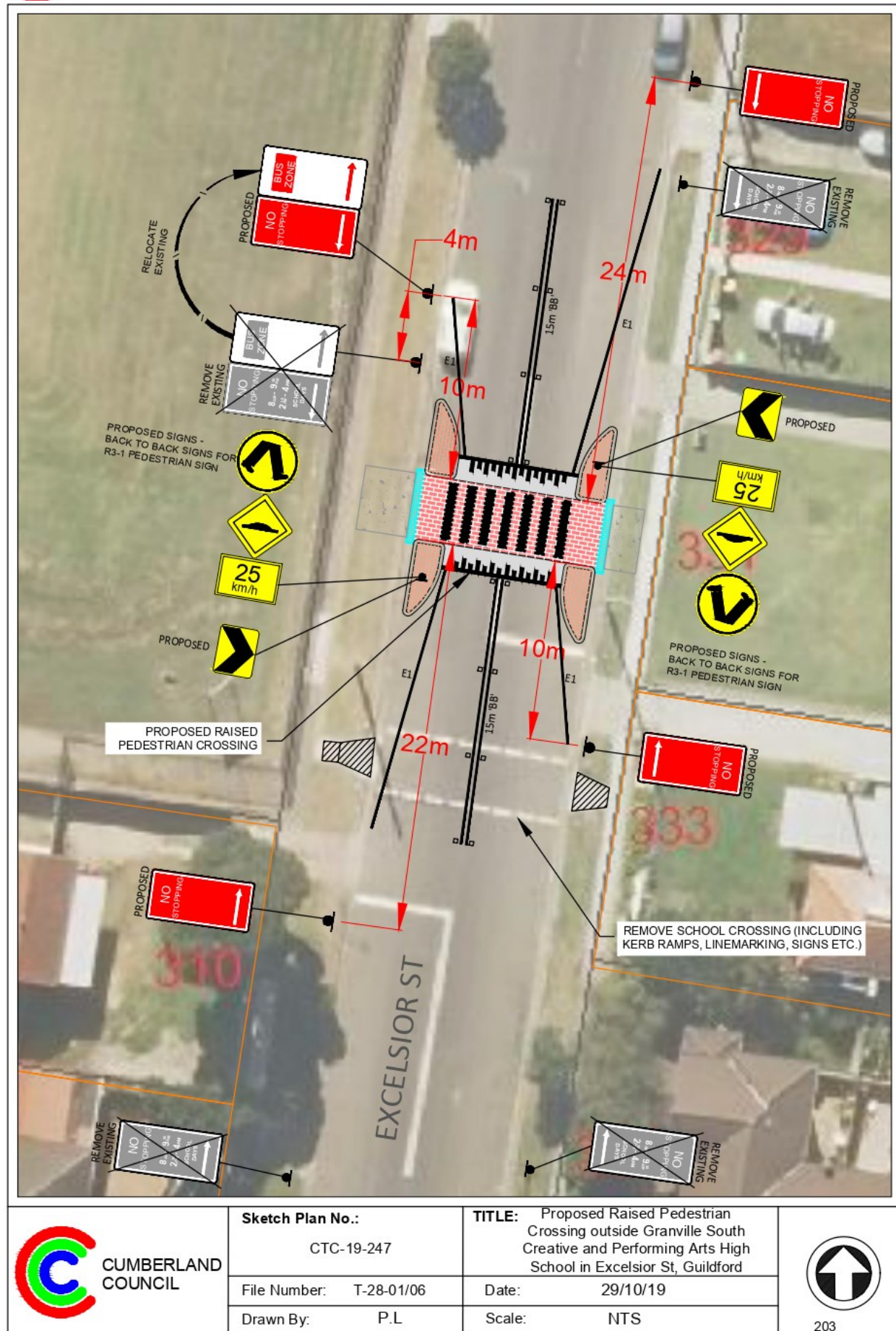
Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that;

1. The installation of a combined marked pedestrian crossing on Excelsior Street, Merrylands in accordance with the attached concept plan be approved.
2. Council provide final construction plan to RMS for concurrence.
3. The proposed works to be included in the 2020/21 Financial Year Capital Works Program.



**CTC-19-248 BANGOR STREET, GUILDFORD – APPLICATION FOR ‘WORKS ZONE’
SIGNAGE**

State Electorate: Granville LAC: Cumberland
(File No. GS-046-TP)

Summary:

Council has received an application for ‘Works Zone’ on Bangor Street associated with the development at 453-457 Guildford Road and 85 Bangor Street, Guildford.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received an application for ‘Works Zone’ on Bangor Street associated with the development at 453-457 Guildford Road and 85 Bangor Street, Guildford.

The temporary ‘Works Zone’ is approximately 24m in length and proposed to commence on late November 2019 to early December 2020 for 12 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

There will be a loss of 4 on-street parking spaces on the western side of Bangor Street, Guildford during the operation of the ‘Works Zone’.

Comments

Members agreed with the recommendation.

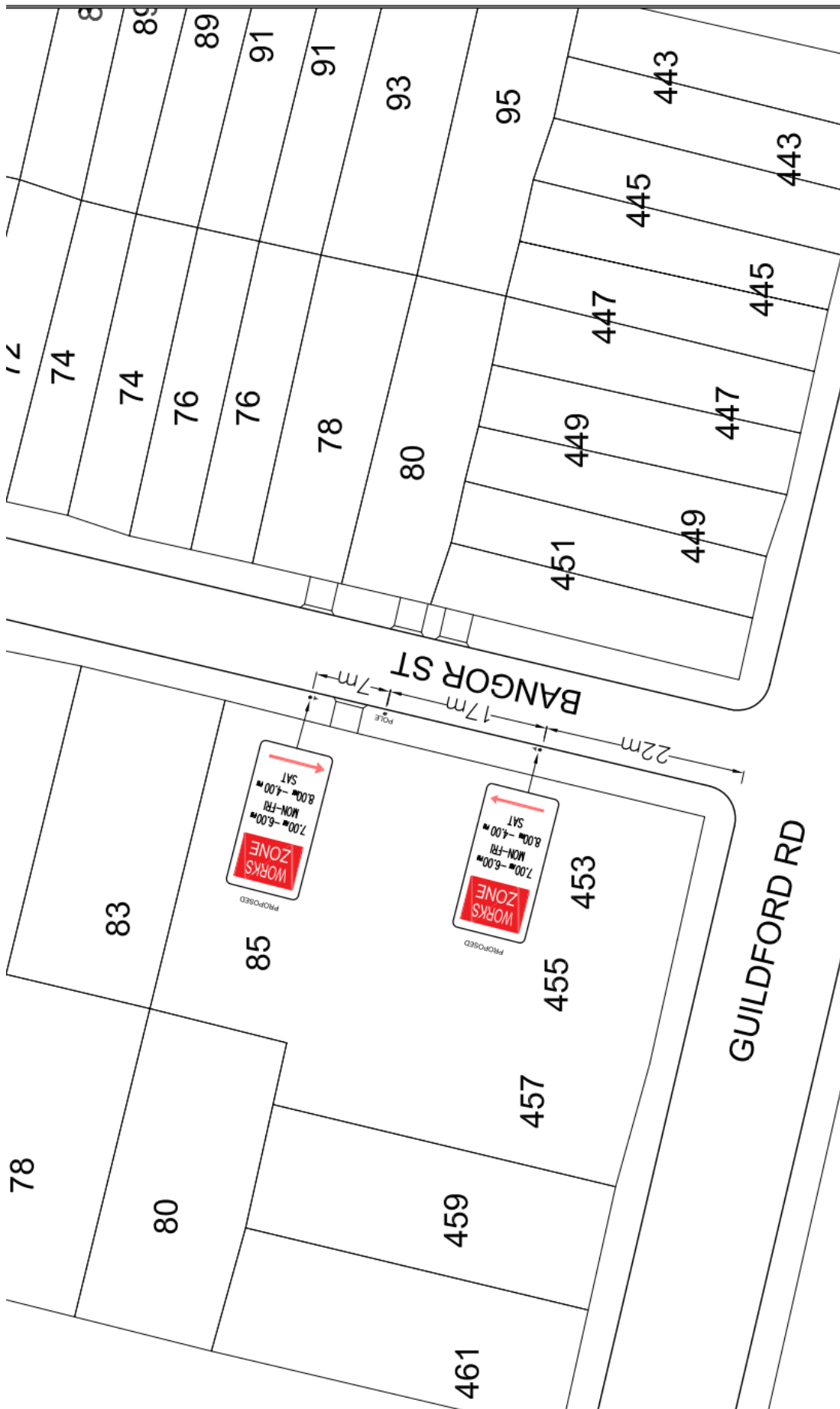
Report Recommendation:


The Cumberland Traffic Committee recommended that:

- i) The 24m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ restrictions be installed on Bangor Street, Guildford fronting the development site subject to Council’s standard conditions for the period of 12 months.
- ii) The applicant be advised to pay the ‘Works Zone’ fees to Council as per the adopted Fees and Charges 2019-20.

Attachments:

Plan – Bangor Street, Guildford – Proposed Temporary ‘Works Zone’ signage



		TITLE: BANGOR ST, GUILDFORD PROPOSED 'WORKS ZONE' SIGNAGE		DRAWING N CTC-19-248
		DESIGNED: T.T.	SCALE: N.T.S.	
205		CHECKED: S.S.	DATE: 25/10/19	

CTC-19-249 PATRICIA STREET, MAYS HILL – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE

State Electorate: Granville PAC: Cumberland
(File No. GS-656-TP)

Summary:

Council has received an application for ‘Works Zone’ on Patricia Street associated with the development at 3-5 Patricia Street, Mays Hill.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received an application for ‘Works Zone’ on Patricia Street associated with the development at 3-5 Patricia Street, Mays Hill.

The temporary ‘Works Zone’ is approximately 20m in length and proposed to commence in early November 2019 for 6 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

There will be a loss of 3 on-street parking spaces on the eastern side of Patricia Street, Mays Hill during the operation of the ‘Works Zone’.

Comments

Members agreed with the recommendation.

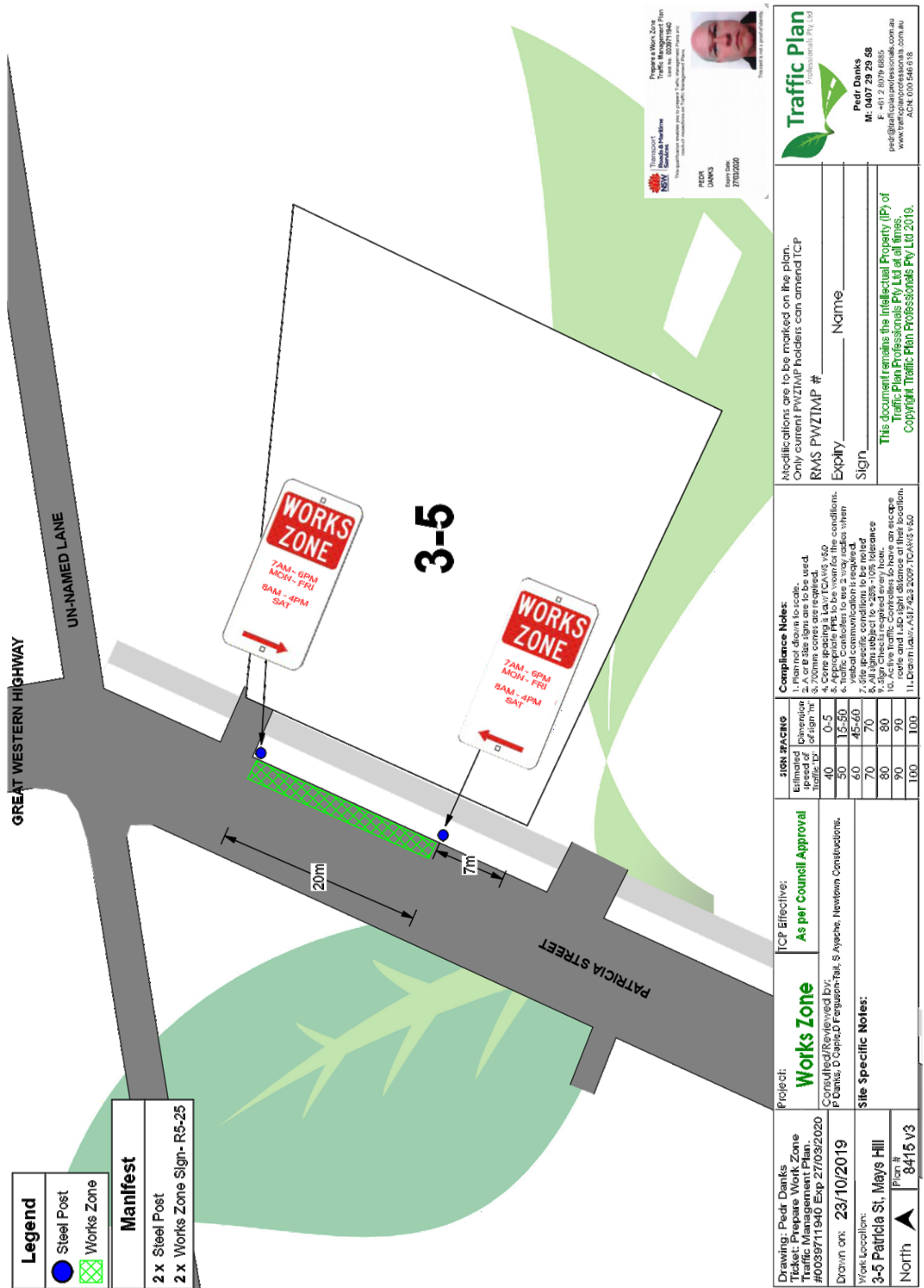
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The 20m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ restrictions be installed on Patricia Street, Mays Hill fronting the development site subject to Council’s standard conditions for the period of 6 months.
- ii) The applicant shall be advised to pay the ‘Works Zone’ fees to Council as per the adopted Fees and Charges 2019-20.

Attachments:

Plan – Mays Hill Street, Mays Hill – Proposed Temporary ‘Works Zone’ signage



CTC-19-250 ETTALONG ROAD, GREYSTANES – ROAD SAFETY CONCERNState Electorate: Prospect
(File No. GS-272-TP)

PAC: Cumberland

Summary:

Council has received a complaint from a local resident regarding road safety concern regarding vehicles parking within existing 'No Stopping' zone and too close to the petrol station on Ettalong Road, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a complaint from a local resident regarding road safety concern regarding vehicles parking within existing 'No Stopping' zone and too close to the petrol station on Ettalong Road, Greystanes.

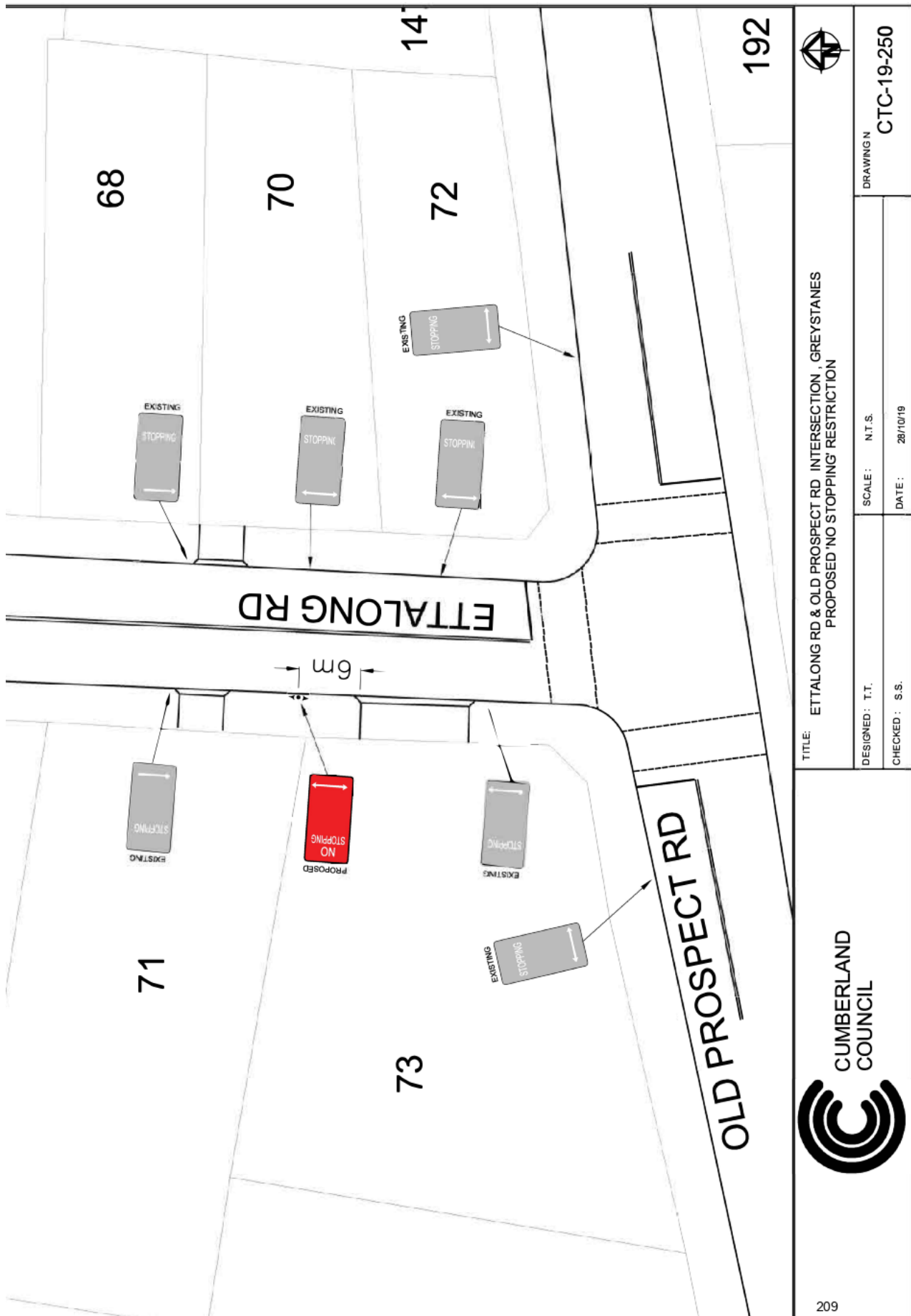
Council's Officers have investigated the request and the investigation revealed that there are 'No Stopping' signs on the western side of Ettalong Road (north of Old Prospect Road). A site inspection indicated that vehicle park within the existing 'No Stopping' zone and between existing 2 driveways. This reduces intersection capacity also. Therefore, it is recommended to install a supplementary sign between existing 2 'No Stopping' signs. The installation of supplementary 'No Stopping' sign would eliminate illegal on-street parking and improve sight distance accordingly.

**Comments:**

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of supplement 'No Stopping' sign on Ettalong Road, Greystanes in accordance with the attached plan be approved.



**CTC-19-251 THE AVENUE & BRUNSWICK STREET, GRANVILLE – PROPOSED
INSTALLATION OF ‘NO STOPPING’ PARKING RESTRICTION**State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from a local resident for the installation of ‘No Stopping’ restrictions at the intersection of The Avenue and Brunswick Street, Granville.

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’ restrictions at the intersection of The Avenue and Brunswick Street, Granville.

Brunswick Street is within 500m of Granville TAFE and is in demand for parking.

Council’s Officers have investigated the request and observed that cars park very close to the intersection which restricts sight distance. While Council rangers patrol the area, it is difficult to continuously monitor the area and ‘No Stopping’ signage will assist in preventing illegal parking at this location. In this regard, it is proposed to install ‘No Stopping’ signs at the intersection of The Avenue and Brunswick Street which would improve road safety for all road users.

Comments:

Members agreed with the recommendation.

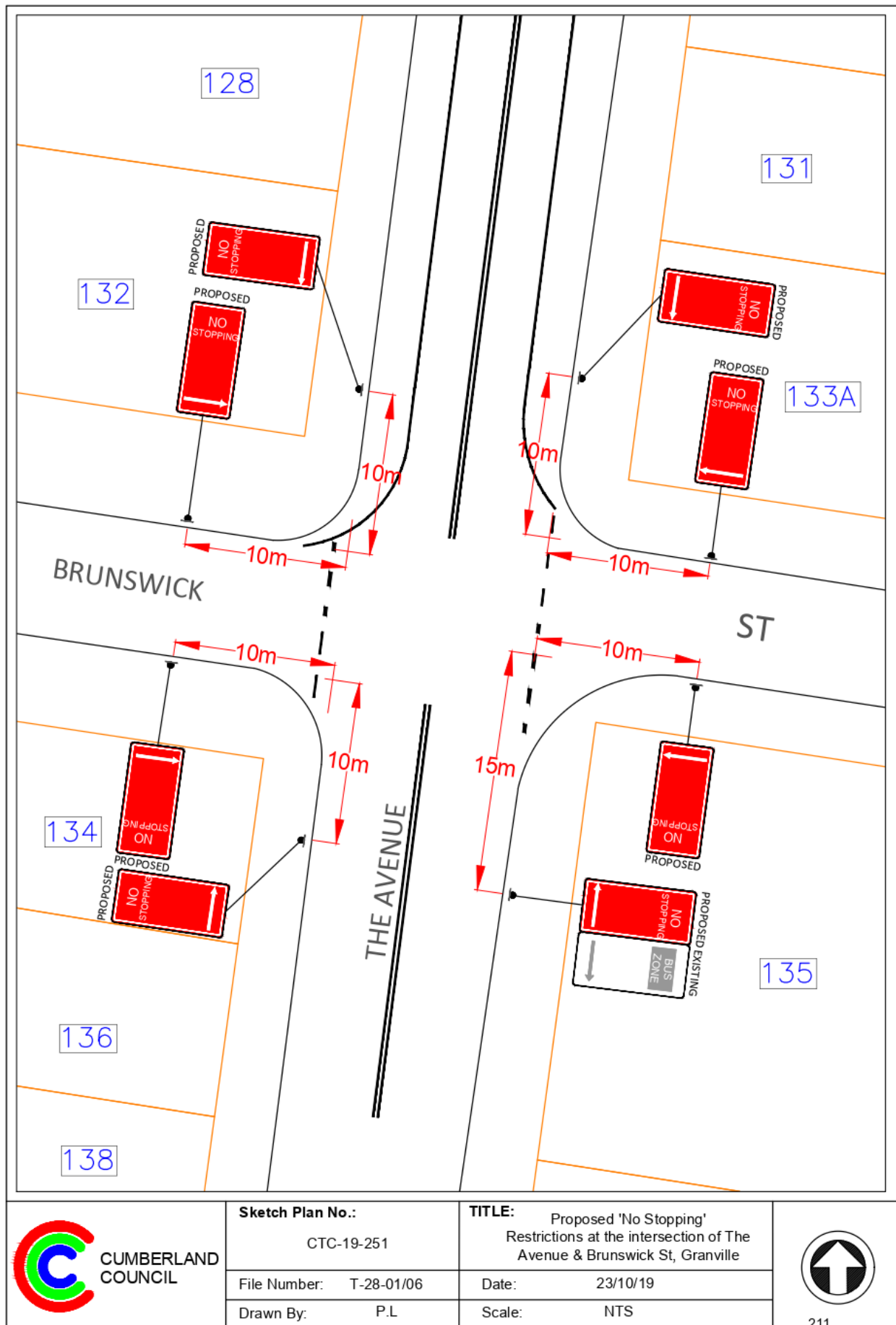
Recommendation:

The Cumberland Traffic Committee recommended that;

1. The installation of ‘No Stopping’ signs at the intersection of The Avenue and Brunswick Street, Granville in accordance with the attached plan be approved.
2. Council notify affected properties.

Attachments:

1. Plans – The Avenue and Brunswick Street, Granville – Proposed installation of ‘No Stopping’ signs



**CTC-19-252 PORST PLACE, GUILDFORD – PROPOSED ‘NO PARKING’
RESTRICTIONS**State Electorate: Auburn
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received concerns from road users regarding the traffic congestion at the intersection of Constance Street and Porst Place, Guildford.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a concerns from road users regarding the traffic congestion at the intersection of Constance Street and Porst Place, Guildford.

Due to the narrow road width of Porst Place, when vehicles park on both sides, the access to the street is difficult and vehicles are forced to wait on Constance Street creating hazardous traffic conditions in Constance Street.

Road Rules No. 208 (7) state: *“If the road does not have a continuous dividing line or a dividing strip, you must position your vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.”*

Therefore, to alleviate the difficulties in Porst Place and to strengthen the statutory requirements (as per the Road Rules) it is proposed to install full time ‘No Parking’ restrictions on both sides of the laneway and install 10m ‘No Stopping’ restrictions at the intersection with Constance St, Guildford.

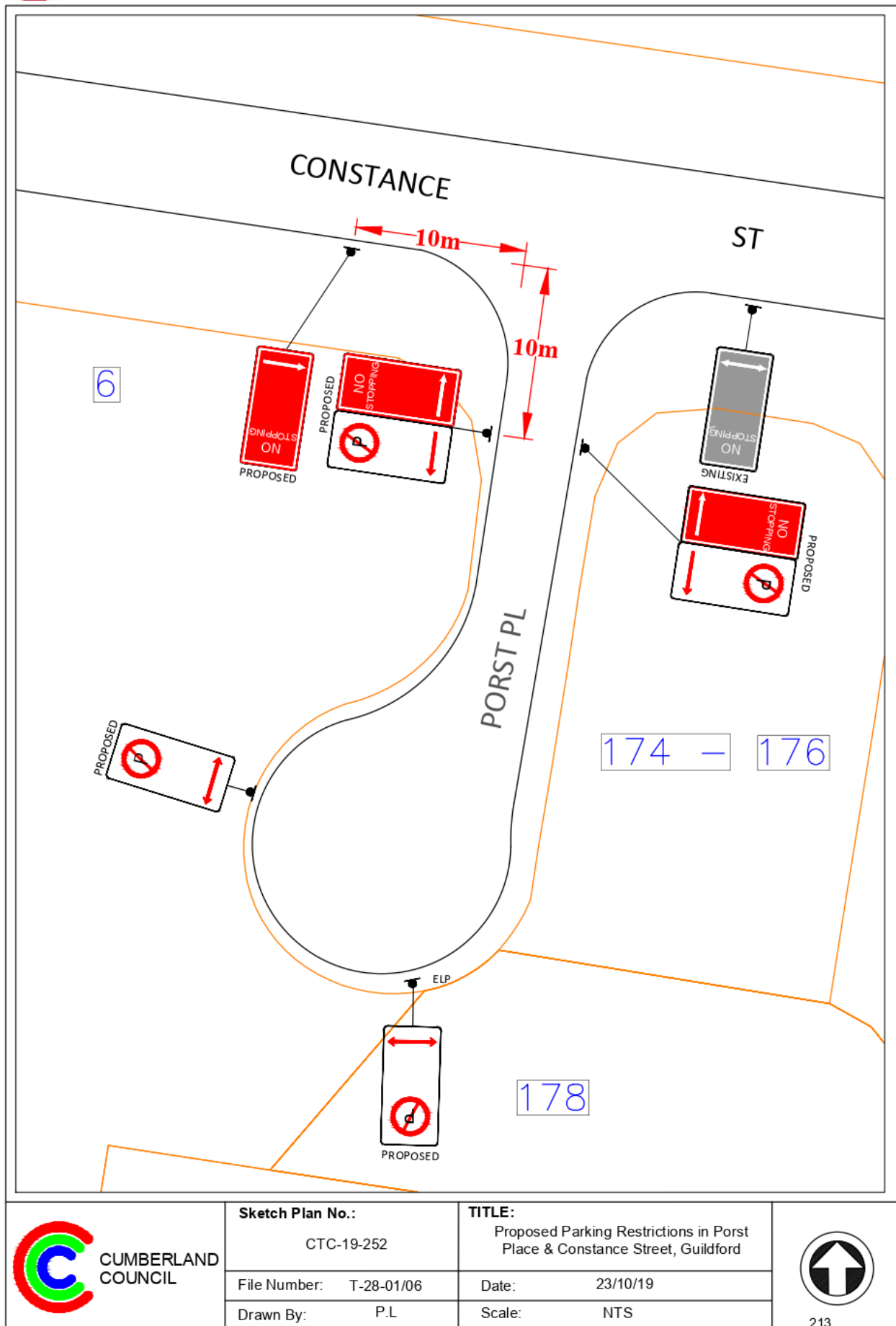
Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) 10m Statutory ‘No Stopping’ restrictions be installed at the intersection of Porst Place & Constance Street, Guildford in accordance with the attached plan.
- ii) ‘No Parking’ restrictions be installed on both sides of Porst Place, Guildford in accordance with the attached plan.
- iii) The affected property owners be notified of the outcome generally.



**CTC-19-253 CUMBERLAND ROAD BETWEEN ALBERT ROAD & ST JOHNS ROAD,
AUBURN – REQUEST FOR SPEED HUMPS**

State Electorate: Auburn
(File No. S0910-04)

PAC: Auburn

Summary:

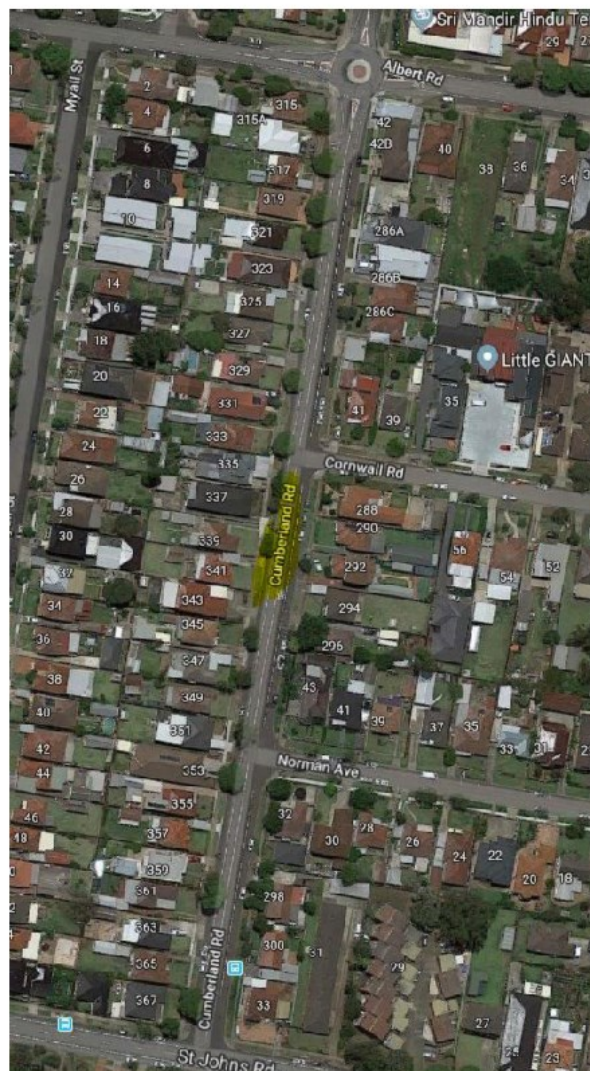
Council has received a request from local residents for the installation of traffic calming devices on Cumberland Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from local residents for the installation of traffic calming devices on Cumberland Road, Auburn.

The plan below shows the section under consideration.



Council's Officers have investigated the request in accordance with Council's Local Area Traffic Management Policy and the study area was between Albert Road & St Johns Road. According to the Roads and Maritime Services (RMS) crash data in the last five years there is zero crash recorded at this section of road.

Traffic count was also conducted outside 292 Cumberland Road. The results indicated an AADT volume of 2206 vehicles/day, an 85th percentile speed of 56.34 km/h and the mean (average) vehicle speed of 48.24 km/h.

The results of the traffic count, recorded crashes etc. were assess to determine the feasibility of the installation of traffic calming devices on Cumberland Road in accordance with the criteria set out in Council's LATM Policy. The assessments are summarised in the tables below:

Table 1 – Cumberland Road – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	20
Crash warrant in the last 5 years	15	0
Road Characteristics	35	13
Community Support & other factors	5	5
Total	100	38

The following table indicates the action to be taken according to the assessment points:

Table 2 –Cumberland Road – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	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.

Based on the LATM results in the tables above which indicates that the installation of traffic calming devices is not warranted on Cumberland Road. However, the recorded speeds are high and it is proposed that Council undertake consultation with the residents.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Cumberland Road, Auburn to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

**CTC-19-254 WARIALDA STREET AND RUPERT STREET, MERRYLANDS –
PROPOSED INTERSECTION IMPROVEMENTS**State Electorate: Granville
(File No. GS-873-TP)

PAC: Cumberland

Summary:

Council has received a complaint from a local resident regarding vehicles parking too close at the intersection of Warialda Street and Rupert Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Rupert Street is a local road that runs in a north-south direction, it has a width of approximately 10.4 m with 50km/h speed limit. Parking is permitted on both sides of the road.

Warialda Street is a local road that runs in an east-west direction, it has a width of approximately 10.4 m with 50km/h speed limit. Parking is permitted on both sides of the road.

Warialda Street and Rupert Street form a cross intersection with 'Give-Way' signs on Rupert Street.

The latest Roads and Maritime Services (RMS) crash data indicates that there is no recorded crash at the intersection within the last 5 years.

Council received a complaint from a local resident regarding vehicles parking too close at this intersection and restrict sight distance.

Council's Officers have investigated the matter and found that there are no 'No Stopping' restrictions. In this regard, it is recommended to install 'No Stopping' signs at the intersection of Warialda Street and Rupert Street which would improve sight distance and accordingly improve road safety for all road users at this intersection. It is also proposed to install 10m BB lines on the Rupert Street approaches to complement the "Give Way" signage.

Comments:

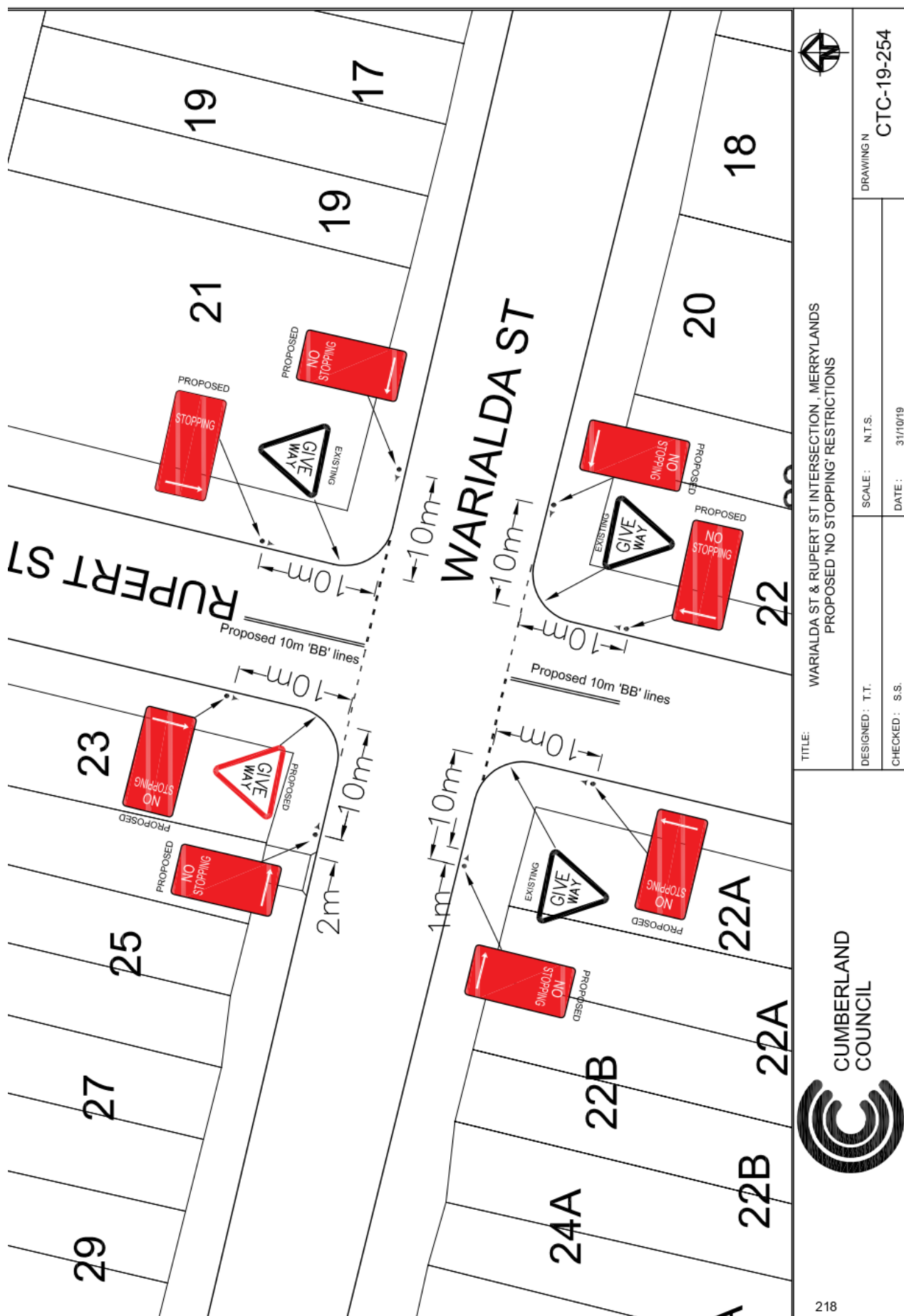
Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of 'No Stopping' signs at the intersection of Warialda Street and Rupert Street, Merrylands in accordance with the attached plan be approved.
- ii) The installation of 10m "BB" centre lines on the Rupert street approaches at the intersection of Warialda Street and Rupert Street, Merrylands in accordance with the attached plan be approved.
- iii) Council notify affected properties.

Attachment: Plans – Warialda Street and Rupert Street, Merrylands – Proposed
Intersection Improvements



**CTC-19-255 MONA STREET, AUBURN – PROPOSED CHANGES TO THE EXISTING
“1/4 P” PARKING**State Electorate: Auburn
(File No. S2580-04)

PAC: Auburn

Summary:

Council has received requests from the owner of the business located at 29 Cumberland Road to modify the 1/4 hour timed parking restrictions adjacent to the shop side boundary on Mona Street to 10minutes for the convenience of customers.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received requests from the owner of the business located at 29 Cumberland Road to modify the 1/4 hour timed parking restrictions adjacent to the shop side boundary on Mona Street to 10minutes for the convenience of customers.

The existing ¼ hour timed parking restrictions is between 8AM and 6PM, Monday to Sunday and the business owner complained that the space is always occupied after 6pm when nearby residents comes back home from work and it is affecting the customer turnover after 6PM.

Therefore, the business owner has requested to extend the hours of the proposed 10 minute parking restriction from 6AM to 10PM for the convenience of customers.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the existing “1/4P; 8:00AM-6:00PM” signs on Mona Street be modified to “P10 MINUTE; 6:00AM-10:00PM” in accordance with the Plan CTC-19-255.



	Sketch Plan No.: CTC-19-255 File Number: S2580-04 Drawn By: P.L	TITLE: Proposed changes to the existing '1/4P' parking zone on Mona St, Auburn	
		Date: 25/10/19	
		Scale: NTS	

220

CTC-19-256 WELLINGTON ROAD, SOUTH GRANVILLE – PROPOSED ‘NO STOPPING’ SIGNAGE & EXTENSION OF LANE LINE MARKING

State Electorate: Auburn

LAC: Auburn

(File No. HC-24-01-3/02)

Summary:

Council proposes to withdraw a report submitted to Traffic Committee (CTC-19-145) on 7 August 2019 for the installation of No Stopping signage and extension of lane line marking on Wellington Road, South Granville.

Report:

Cumberland Traffic Committee considered a report (CTC-19-145) on 7 August 2019 in regards to the traffic queuing in Wellington Road on the approach to the traffic lights at the intersection of Clyde Street and Wellington Road.

Wellington Road and Clyde Street are regional roads carrying large volumes of traffic and delays have been experienced by the motorists on the approaches to the traffic lights.

The Cumberland Traffic Committee recommended the following:

- i) That the proposed extension of ‘No Stopping’ zone on Wellington Road, South Granville in accordance with the attached plan be approved.
- ii) The proposed lane line marking on Wellington Road adjacent to the reserve in accordance with the attached plan be approved.

Council has received community representation for the proposed changes. The proposed changes will impact on street parking for the community using the park on regular basis.

Council officers have decided to withdraw the proposal to install the ‘No Stopping’ signage and the extension of the lane line marking on Wellington Road, South Granville.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed extension of ‘No Stopping’ zone on Wellington Road, South Granville recommended by the Cumberland Traffic Committee on 7 August 2019 and approved by Council on 4 September 2019 be withdrawn.

Attachments:

1. Previous report CTC-19-145



Scale: NTS



ATTACHMENT - PREVIOUS REPORT**CTC-19-145 WELLINGTON ROAD, SOUTH GRANVILLE – PROPOSED ‘NO STOPPING’ SIGNAGE & EXTENSION OF LANE LINE MARKING**

State Electorate: Auburn

LAC: Auburn

(File No. HC-24-01-3/02)

Summary:

Council's Officers have investigated the queuing on the Wellington Road approach of the traffic signals at the intersection of Clyde Street and Wellington Road.

This report outlines the outcome of the investigation into this matter.

Report:

Council's Officers have investigated the queuing on the Wellington Road approach of the traffic signals at the intersection of Clyde Street and Wellington Road.

Council received concerns from motorists about the queuing occurring in Wellington Road approach of the traffic lights at the intersection of Clyde Street and Wellington Road.

Wellington Road and Clyde Street are regional roads carrying large volumes of traffic and delays have been experienced by the motorists on the approaches to the traffic lights.

There is a "No Stopping" zone on the Wellington Road approach at the frontage of the businesses, however, the road frontage adjacent to the reserve west of Duck River Bridge has edge line painted allowing parking and provides for only a single lane traffic.

It is proposed to remove parking in this section by extending the 'No Stopping' zone at the reserve frontage which will provide for 2-lanes of traffic and additional storage for queuing traffic at the traffic lights.

The attached plan shows the proposed changes to the line marking and the extension of the "No Stopping" zone.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) That the proposed extension of 'No Stopping' zone on Wellington Road, South Granville in accordance with the attached plan be approved.
- ii) The proposed lane line marking on Wellington Road adjacent to the reserve in accordance with the attached plan be approved.

Attachments:

- 1. Plan – Wellington Road, Auburn – Proposed extension of "No Stopping" signs

**CTC-19-257 ROSE CRESCENT, REGENTS PARK – PROPOSED PARKING
ARRANGEMENT IN ROSE CRESCENT**

State Electorate: Auburn
(File No. S3280-04)

PAC: Auburn

Summary:

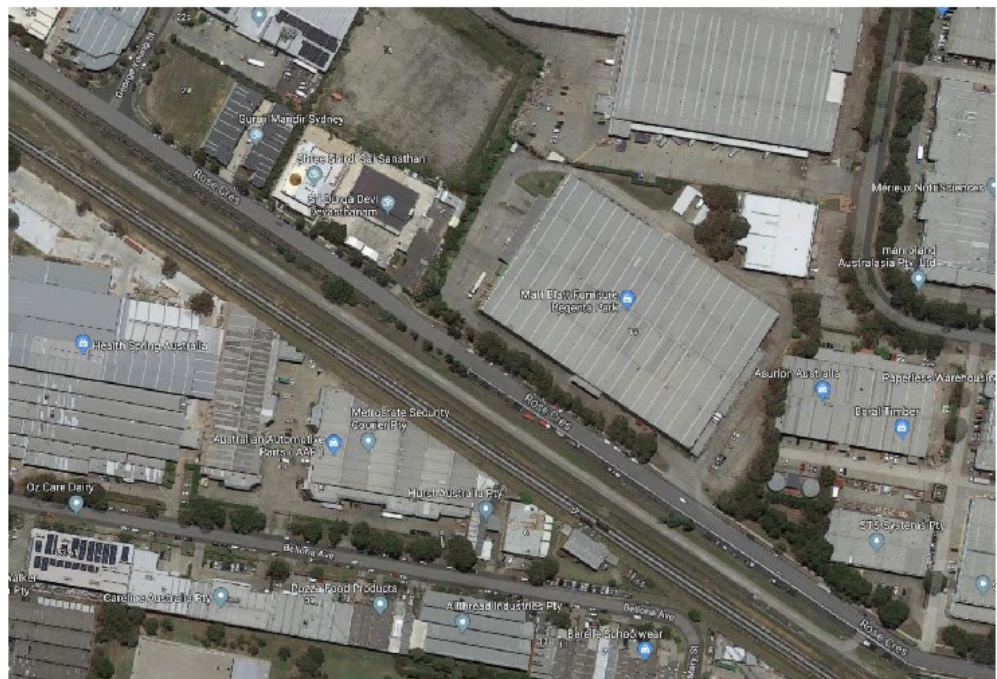
Council has received request from road users for the conversion of the existing parking in Rose Crescent along the Sydney Water pipelines to 90 degree parking for cars.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from the road users for the conversion of the existing parking in Rose Crescent along the Sydney Water pipelines to 90 degree parking for cars.

Council officers have inspected the location and have observed that during day and night, large trucks including Semi-trailers Park in the area endangering devotees of the worshipping places, staff of industries in the vicinity and other road users.



The map above shows the location of the Sydney water pipelines and Rose Crescent.

There is wide space available for cars to park at 90degrees between the Sydney Water easement fence and the road edge.

Large trucks park in this area during day and night and Council rangers have been called in to enforce the one Hour parking requirement for trucks under the Road Rules. The street view below shows the area and truck parking.



The total length of this parking area is approximately 335m.

It should be noted that there are three worshipping places within 400-700m of this area.

Council proposes to provide 54 no. 90 degree angle parking for cars near the worshipping places and approximately 170m for trucks to park. The car parking spaces will be separated by garden beds every 6 spaces, thus preventing trucks to park in these spaces.

Initially the garden bed areas will be line marked. The construction of garden beds will be considered in the future after assessing the impact of the spaces.

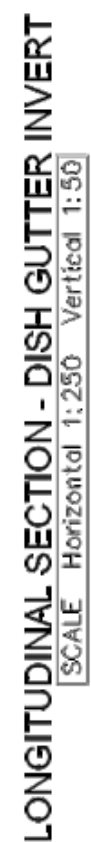
The car parking spaces will be signposted '4P; 6:00AM-8:00PM; MON-FRI' 'Rear to Kerb'.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the line marking of parking bays in Rose Crescent, Regents Park in accordance with the plan No CTC-19-257 be approved.



CTC-19-258 FINNS LANE, MERRYLANDS – CLOSURE OF PART OF THE LANEWAY

State Electorate: Granville
(File No. GS-288-TP)

PAC: Cumberland

Summary:

Council Traffic Committee at its meeting on 5 June 2019 considered a report regarding proposes to close a section of Finns Lane, Merrylands between McFarlane Street and Main Lane. The member of the Traffic Committee meeting requested to defer this matter for further review and report back to Traffic Committee meeting.

This report outlines the outcome of the investigation into this matter.

Background:

Following a former Holroyd Council resolution in 2016, 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.

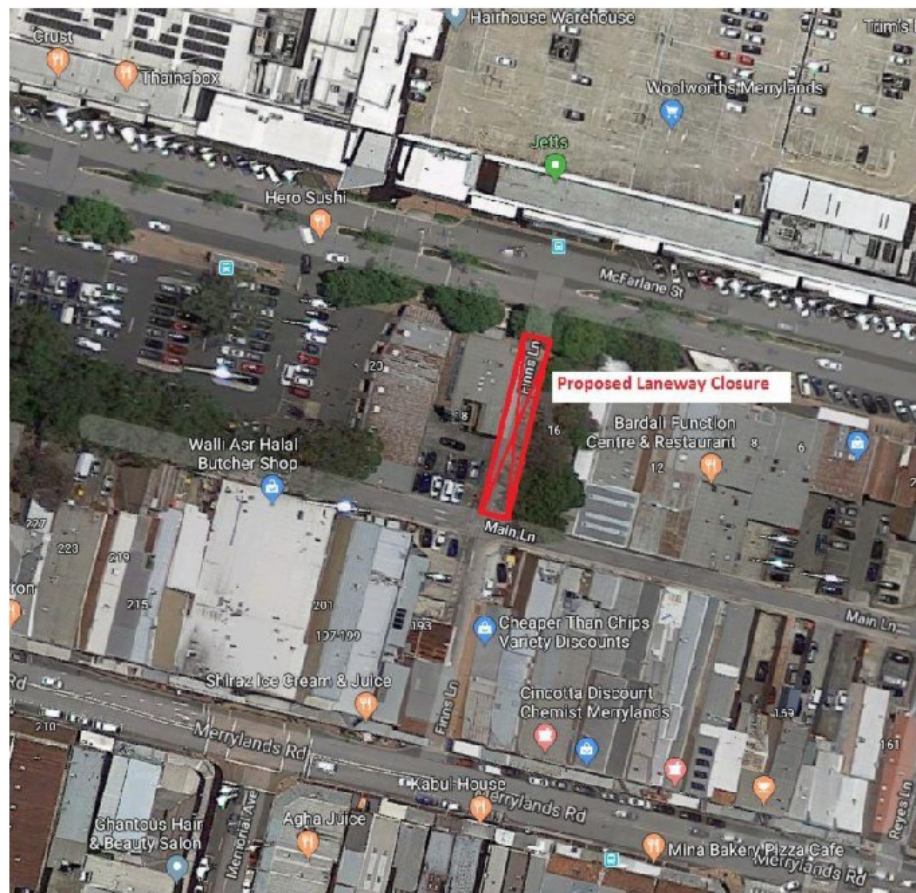
Report:

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.

Council considered a report at its meeting on the closure of Finns Lane That Council delegate authority to the General Manager to consider any submissions made to Council with respect to the closing of a portion of Finns Lane, Merrylands, and to report to Council about this matter.

Council Traffic Committee at its meeting on 5 June 2019 considered a report regarding proposes to close a section of Finns Lane, Merrylands between McFarlane Street and Main Lane. The members at the Traffic Committee meeting requested to defer this matter for further review and report back to Traffic Committee. Subsequently, Council approved the traffic recommendation.

The map below shows the section to be closed.



In accordance with the traffic committee recommendation, Council is undertaking of traffic modelling / study of the closure. Once the study is completed and subject to study supporting the closure, Council officers will lodge a Traffic Management Plan (TMP) to the RMS for approval of the closure.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed Finns Lane closure between McFarlane Street and Main Lane be approved in principle.
- ii) A Traffic Management Plan be submitted to the Roads and Maritime Services for approval following the completion of the traffic modelling.

CTC-19-259 106 – 128 WOODPARK ROAD, SMITHFIELD – PROPOSED NEW AND UPGRADE OF EXISTING TRAFFIC SIGNAL LIGHTS, SIGNS AND LINE MARKING ASSOCIATED WITH A MIXED USE DEVELOPMENT

State Electorate: Prospect
(File No. DA 2017/7/1 & 2018/332/1)

PAC: Cumberland

Summary:

Council has received concept design of the proposed new traffic signal lights at Cumberland Highway / new access driveway and proposed modification to existing signalised intersection of Woodpark Road with Cumberland Highway and signs and line marking associated with approved development application at 106 – 128 Woodpark Road, Smithfield.

The report details a review of the submitted design plans and feasibility of the proposal in accordance with approved development application.

Report:

Council has granted consent for the proposed development at 106 – 128 Woodpark Road in Jan 2018 (Stage 1) and stage 2 in 2019. Council imposed condition to obtain necessary approval from the CTC for any works on public roads which includes new traffic signs, line marking, traffic devices etc.

The proposed development comprises two storey building with various sized specialised retail premises, medical centre, childcare centre, food and drink premises and bulky good premises and accommodating for 594 car parking spaces.

Council has received concept design plans for the works associated with the development.

The applicant has also submitted the plans for proposed traffic signal lights concept to the RMS for consideration and approval.

The proposed extension of 'No Stopping' signs on the northern side of Woodpark Road would result in removal of 10 on-street parking spaces on the neighbouring sites (opposite side of the proposed development) which would require consultation with the affected businesses.

Comments:

RMS requested that all plans be sent to RMS for review and approval.
Other members agreed with the recommendations.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed new traffic signal light at Cumberland Highway / new access driveway and upgrade existing signalised intersection at Woodpark Road / Cumberland Highway, Smithfield in accordance with the attached plan be approved subject to final approval from the RMS.

- ii) The proposed 'No Stopping' signage be approved subject to consultation with affected properties.
- iii) The costs associated with the proposed new and upgrade traffic signal lights, signs and line marking including 'No Stopping' signs in Woodville Road shall be borne by the developer at no cost to Council.

Attachments:

- 1. Plan – Woodpark Road and Cumberland Highway – proposed upgrade existing traffic signal lights
- 2. Plan – Cumberland Highway and new access driveway – proposed new traffic signal light
- 3. Plan – Woodpark Road, Smithfield – Proposed 'No Stopping' signs



SIGNAL GROUP ? PHASE CHART

Signal Group	Phase (Wave Green)			Table Type	Remarks
	A	B	C		
1	X	X	X	2	
2	X	X	X	3	
3	X	X	X	4	
4	X	X	X	5	
5	X	X	X	6	
6	X	X	X	7	
7	X	X	X	8	
8	X	X	X	9	
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DETECTOR SPECIFICATION

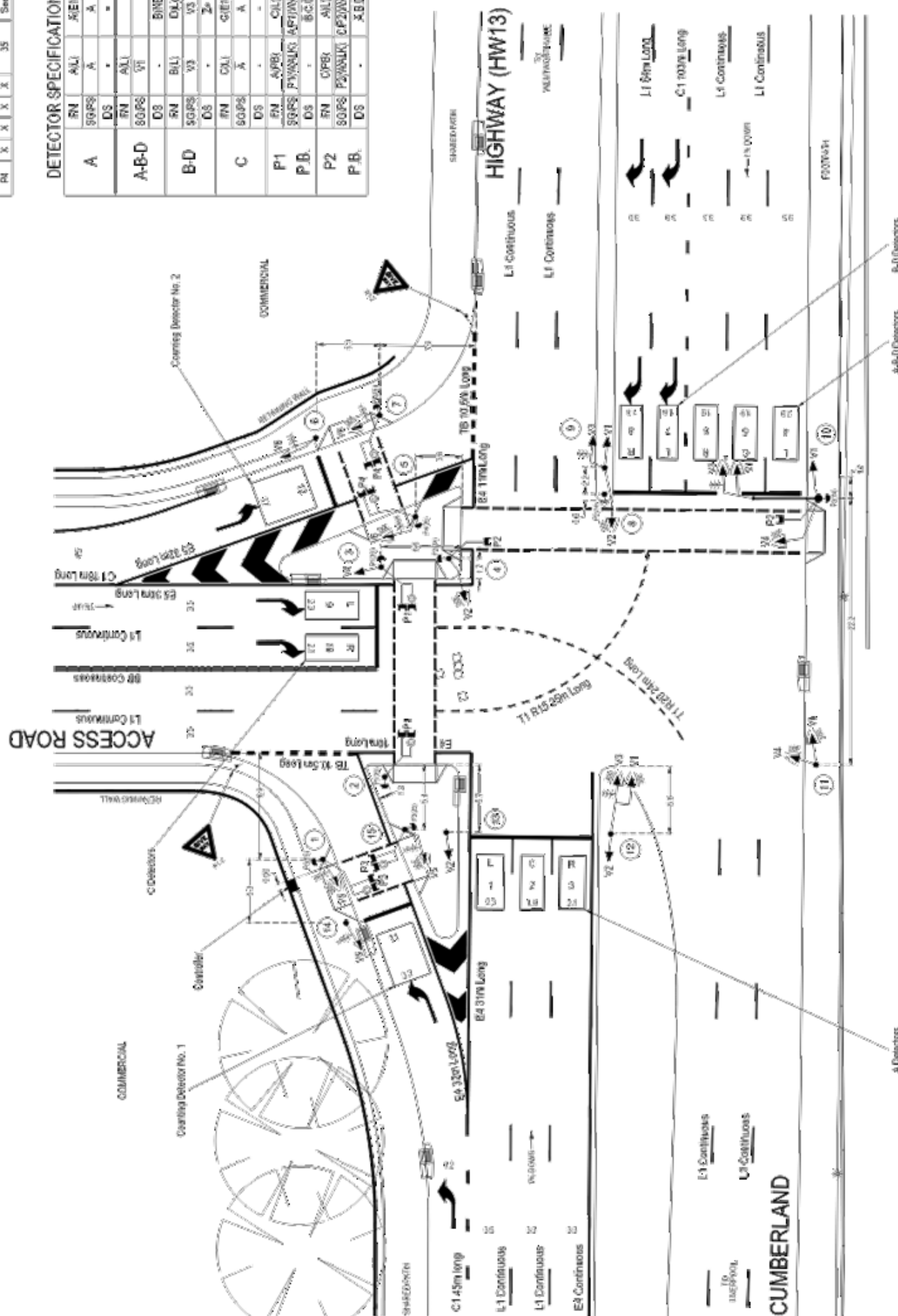
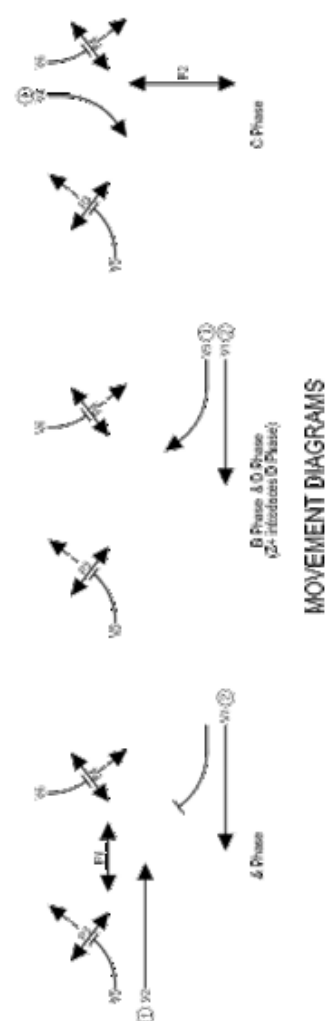
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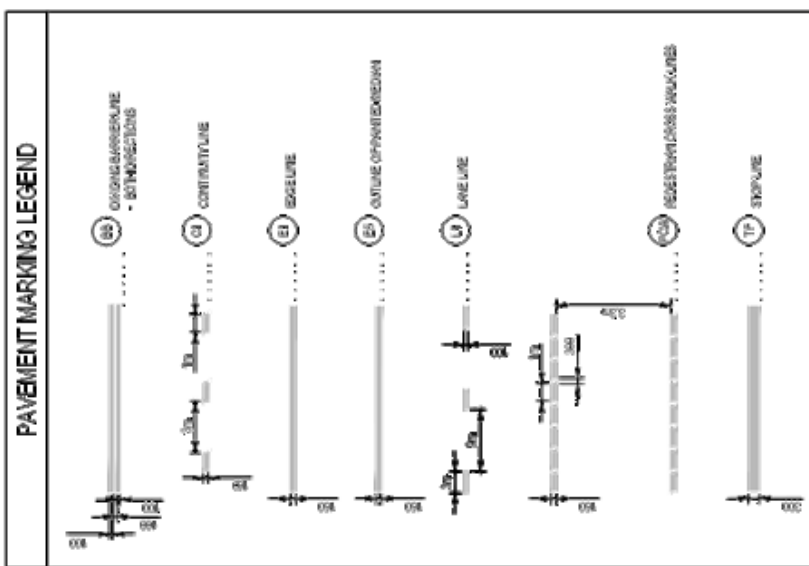
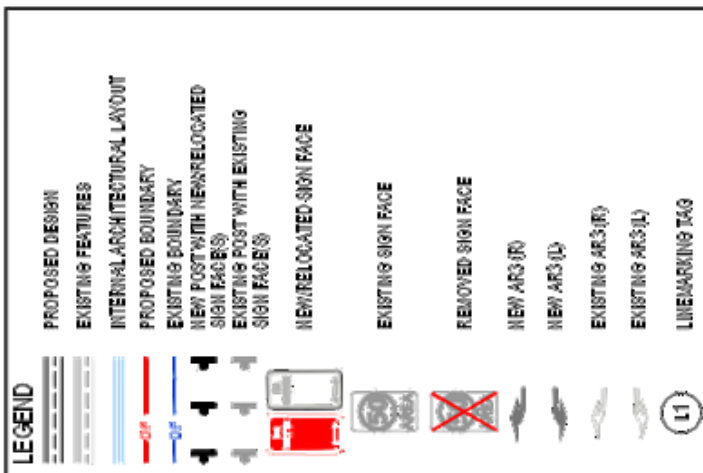
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8	13	1.5	8.0	Plaster
9	2	4.4	2.8	Plaster
10	SOL	-	1.0	New 5m Outside
11	2	4.4	1.0	Plaster
12	2	4.3	1.0	Plaster
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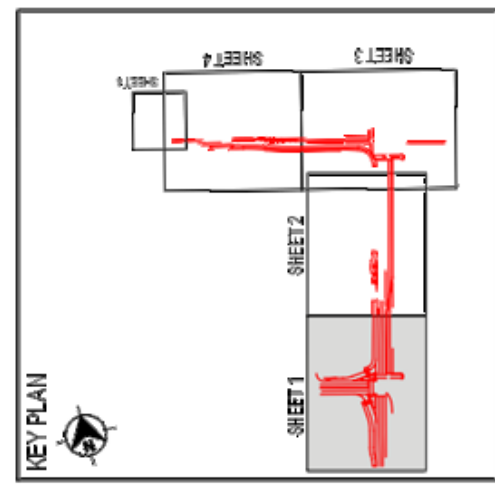
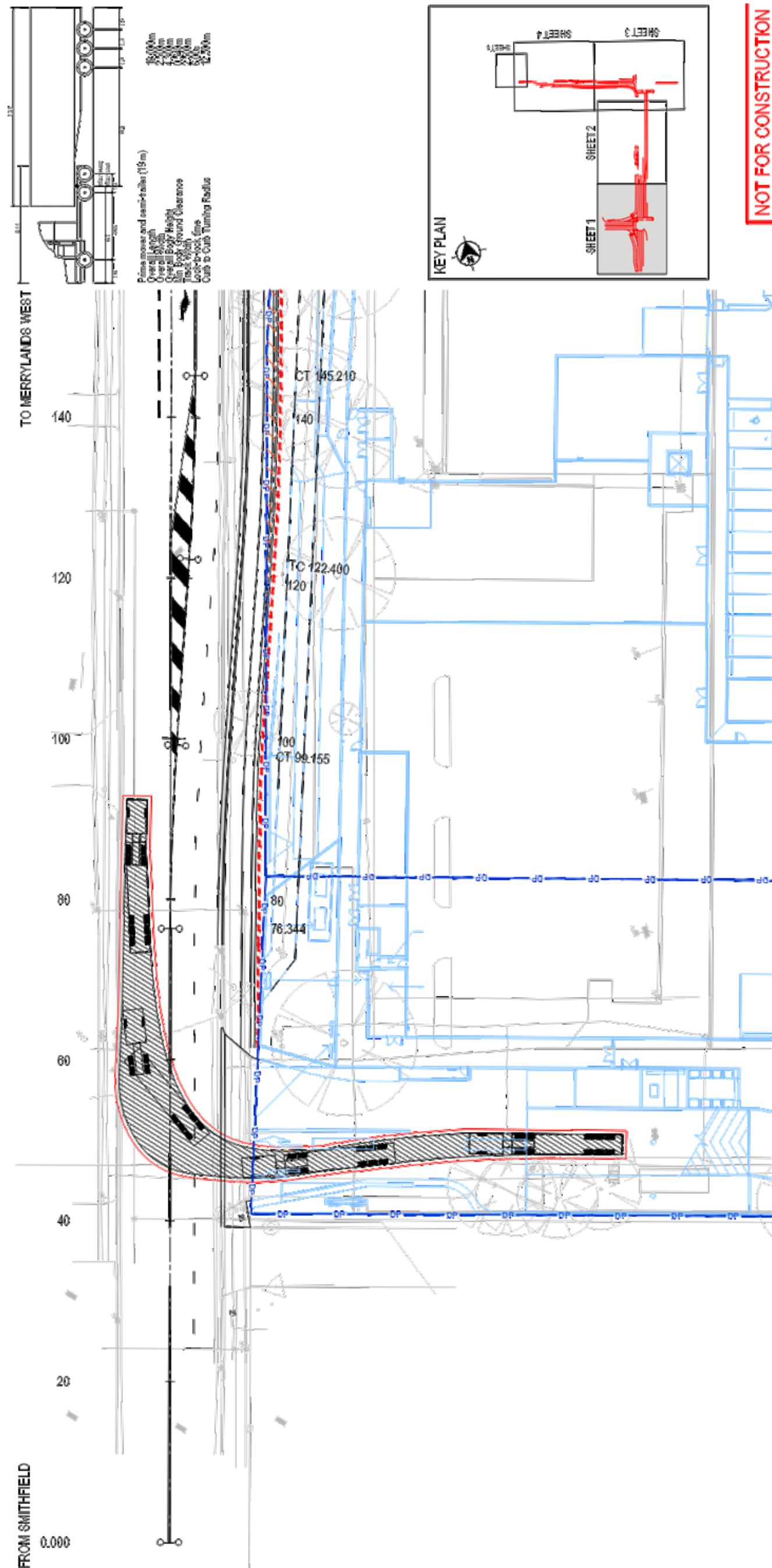
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DO NOT AMEND MANUALLY



NOT FOR CONSTRUCTION

DRAWING FILE LOCATION NAME PROJECT NAME: BULKY GOODS DEVELOPMENT CONCEPT DESIGN EXTERNAL REFERENCE FILE		DESIGN LOCATION NAME DESIGN MODEL: PL259 (USED FOR DOCUMENTATION OF THIS DRAWING)		DATE: 06/10/2019 TIME: 11:10:33 AM PLANT BY: [Signature]		CLIENT: SNOWSIDE PTY LTD		PROJECT NAME: BULKY GOODS DEVELOPMENT PROJECT ADDRESS: 106 WOODPARK ROAD, SMITHFIELD PROJECT TYPE: ROAD FURNITURE AND SIGNAGE PLAN (LTC)		PROJECT NO: DS2018 / 001669		PROJECT NO: DS2018 / 001669		PROJECT NO: DS2018 / 001669		PROJECT NO: DS2018 / 001669		PROJECT NO: DS2018 / 001669		PROJECT NO: DS2018 / 001669	
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NOT FOR CONSTRUCTION

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**CTC-19-260 BERITH ROAD, GREYSTANES – PROPOSED MEDIAN ISLAND
ASSOCIATED WITH A DEVELOPMENT APPLICATION**State Electorate: Prospect
(File No. DA 2018/209/1)

PAC: Cumberland

Summary:

Council has received a development application for the construction of new vehicular crossing with associated layback and rearrangement of entry / exit driveways for existing service station at 449 Great Western Highway, Greystanes (corner Berith Road).

The report details a review of the submitted design plan and feasibility of the proposal median island.

Report:

Council has received a development application for the construction of new vehicular crossing (driveway) with associated layback, rearrangement of on-site parking and rearrangement of entry / exit driveways to the existing service station at 449 Great Western Highway, Greystanes (corner Berith Road).

Council's Officers have assessed the development application and have the following comments:

Existing driveway arrangement:

The service station has three driveways, two separate driveways located on Great Western Highway (separate entry and separate exit driveway) and one combined driveway on Berith Road currently used for entry and exit (adjacent to the signalised intersection with Great Western Highway).

Proposed new driveway:

The two existing driveways on the Great Western Highway will remain unchanged. The proposed rearrangement is to convert existing combined (entry and exit) driveway to Entry only and proposed new Exit driveway to the south of the existing driveway for Berith Road.

The new exit driveway is 9m wide at property boundary and 11m wide at kerb and gutter. The wider driveway has been proposed to accommodate the delivery tanks to exit from the site via this driveway.

The proposed exit driveway on Berith Road is almost located opposite to the existing McDonalds Wentworthville driveway. A site observation indicated that vehicles exiting from McDonalds driveway (turning right) at speed to pass the green lights at the signalised intersection if there is green on the approach lights.

A traffic count was conducted between existing McDonalds driveway and proposed new exit driveway for the service station. The results indicated that an AADT volume of 2337 vehicles/day, an 85th percentile speed of 27.5 km/h and the mean (average) vehicle speed of 22 km/h. It is noted that there are about 35 properties on Berith Road and Crosby Street (combined) which would generate about 315 vehicles per day in accordance with Roads and Maritime Services

(RMS) Guide to Traffic Generation Developments. It is estimated that majority of the traffic flow is generated from McDonalds site (i.e. remained vehicles trip $2337 - 315 = 2022$ vehicles). This would increase the risk of traffic conflict between existing McDonalds driveway and proposed new Exit driveway for the service station which raise safety concerns.

To improve road safety for all road users, Council's Officers have requested a median island to be installed on Berith Road across proposed new exit driveway for the service station and across half of the existing McDonalds driveway. The proposed median island would reduce the speed for the traffic flow exiting from McDonalds driveway and would restrict right turn movements from Berith Road into the proposed new exit driveway for the service station.

The applicant has requested Council to consider a 'soft' centre median island instead of a concrete median island to address Council's concerns.

Council's Officers do not support any 'soft' construction as Council replacing all existing speed cushions to concrete speed humps due to durability. As requested by the applicant, Council's Officers are placing this request for Traffic Committee comments and consideration.

The traffic committee members are provided two options for discussion.

The options are:

Option 1 - The proposed 'soft' median island on Berith Road, Greystanes across proposed new exit driveway for the Service Station be approved for construction.

OR

Option 2 - The proposed concrete median island on Berith Road, Greystanes across proposed new exit driveway for the Service Station be approved for construction.

Comments:

Council officers presented the information regarding this matter. The members noted that the soft median island is not suitable in this case. After discussions, the members recommended option 2.

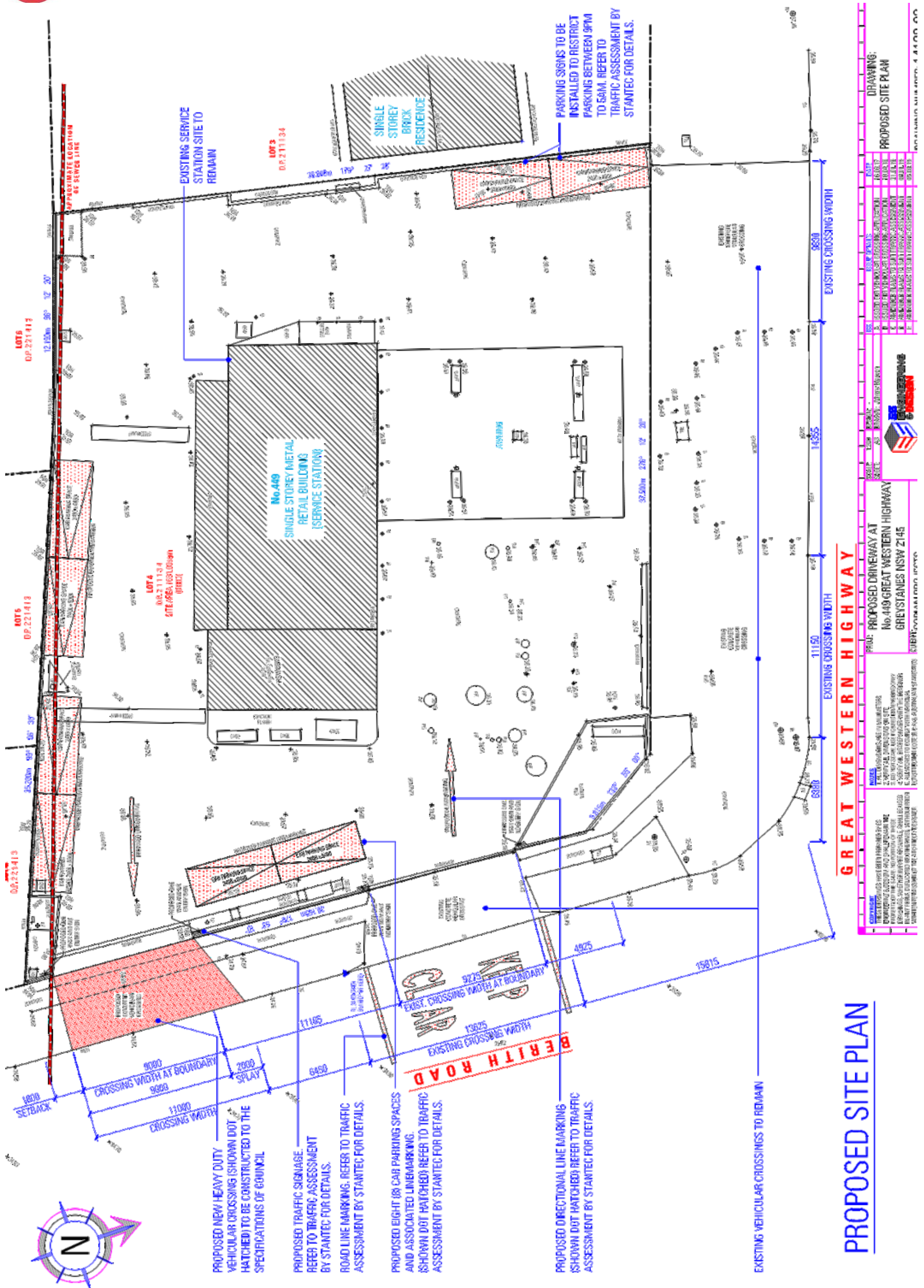
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed concrete median island on Berith Road, Greystanes across proposed new exit driveway for the Service Station be approved for construction.
- ii) Detailed designs and signage shall be submitted to Traffic Committee prior to construction.

Attachments:

1. Plan – Berith Road, Greystanes – Proposed new driveway
2. Plan – Example of soft median island



PROPOSED SITE PLAN

GREAT WESTERN HIGHWAY

**PROPOSED DRIVEWAY AT
No. 449 GREAT WESTERN HIGHWAY
GREYSTANES NSW 2145**



**DRAWING:
PROPOSED SITE PLAN**

Example of 'soft' median island



**CTC-19-261 BOUNDARY ROAD & FERNDELL STREET, CHESTER HILL – PROPOSED
INTERSECTION TREATMENT**State Electorate: Auburn
(File T-28-01/06)

PAC: Cumberland

Summary:

Council has received concerns from residents that the intersection of Boundary Road and Ferndell Street is unsafe.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns from residents that the intersection of Boundary Road and Ferndell Street is unsafe.

Boundary Road and Ferndell Street are on a regional road network and has priority. The continuing Boundary Road west of Ferndell Street is treated as the minor road. The continuing section is controlled by a 'Give Way' sign.

Council has received concerns from a resident that there was an accident recently where a vehicle lost control and crashed into the wall of the residential property located at the end of the straight section in Ferndell Street. Police investigation revealed that the vehicle lost control while turning right into Boundary Road west from Ferndell Street. The Strata Manager has requested that Council install safety measures on Boundary Road at the end of Ferndell Street.

Based on the accident Database supplied by the Centre for Road Safety, there were 2 reported accidents at this location in the five years ending in December 2018. It should be noted that only reported accidents are included in the database. Near misses and minor collisions are not included in the database.

Base on the above, it is proposed to install bi-directional hazard marker (D4-2-3) to indicate the T-Junction and install 2 additional chevron marker (D4-6) to indicate the priority of the road network.

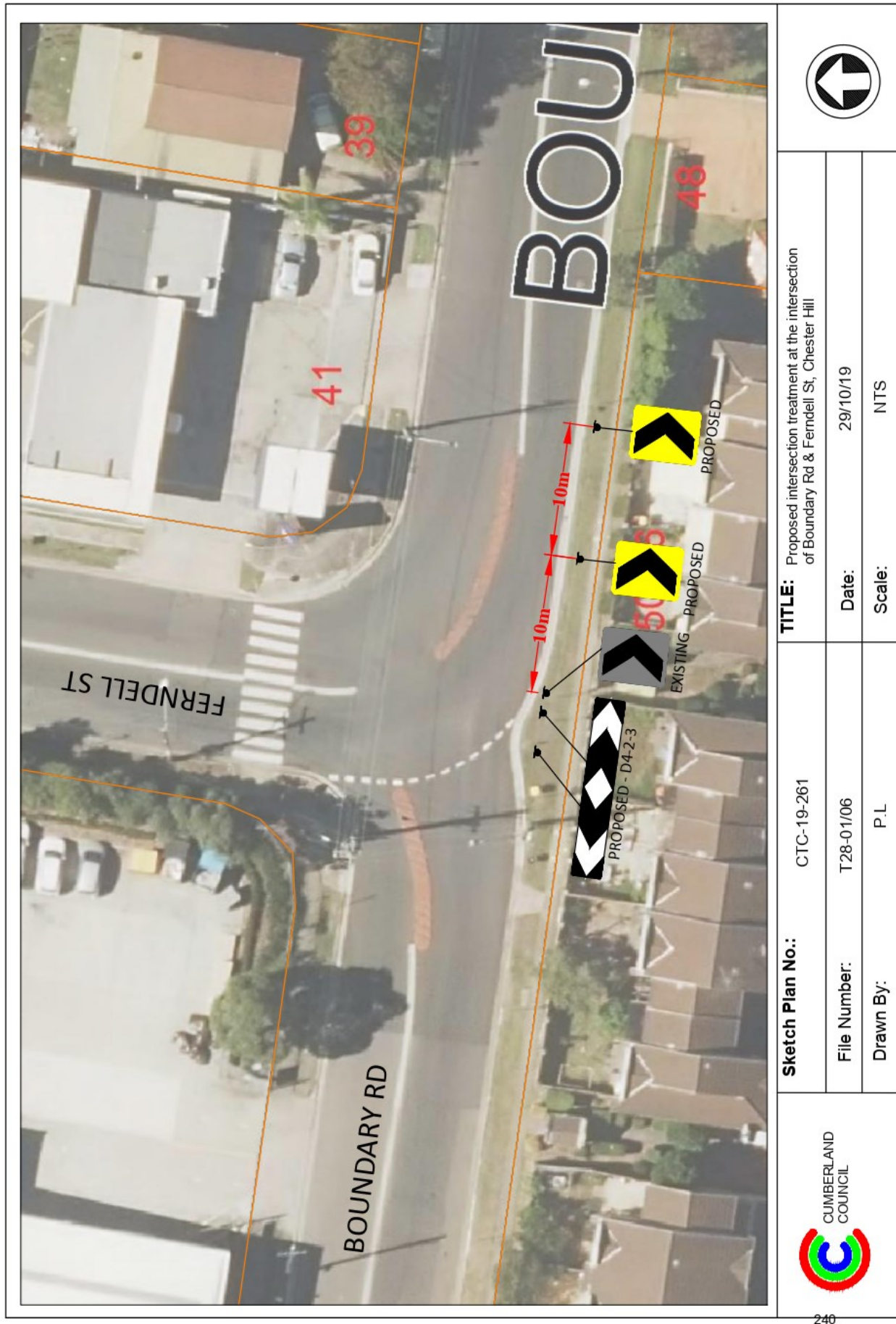
Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that;

1. A Bi-directional hazard marker (D4-2-3) be installed in accordance with the plan No. CTC-19-261.
2. Chevron markers (D4-6) be installed in accordance with the plan No. CTC-19-261.



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**CTC-19-262 MATTHEW STREET, LEIGH STREET AND HOLDSWORTH STREET,
MERRYLANDS – MODIFICATION TO EXISTING PARKING
RESTRICTIONS**

State Electorate: Granville
(File No. GS-550-TP)

PAC: Cumberland

Summary:

Council has received a request from Merrylands Public School and Fowler Road School to modify existing parking restrictions on Matthew Street, Leigh Street and Holdsworth Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from Merrylands Public School and Fowler Road School to modify existing parking restrictions on Matthew Street, Merrylands.

An on-site meeting was held between Council's Officers and schools' representatives regarding existing parking conditions and issues on Matthew Street, Leigh Street and Holdsworth Street. Both schools have agreed to the proposed parking restrictions as per attached plan.

The modification to existing parking restrictions would improve drop off / pick up areas and improve road safety for all road users.

It is noted that Merrylands Public School has requested for a disabled parking space on Matthew Street west of Holdsworth Street, however, due to existing road width, a disabled parking space with current standard (i.e. 3.2m) can not be provided as the road width is 8.5m.

Comments:

Members agreed with the proposal.

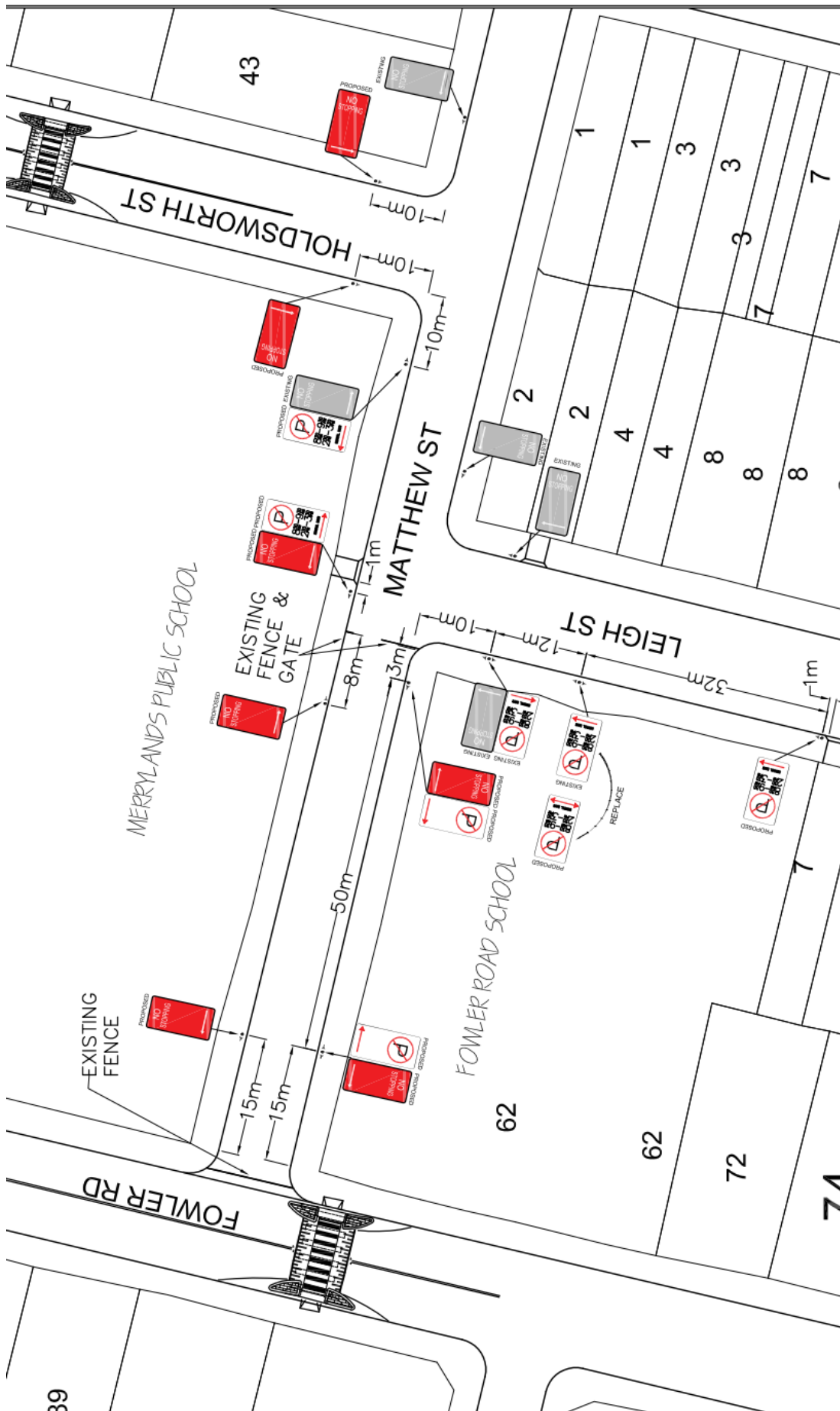
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of new parking restrictions and modification to existing restriction on Matthew Street, Leigh Street and Holdsworth Street, Merrylands in accordance with the attached plan be approved.
- ii) The schools will be notified of the outcome generally.

Attachments:

- 1. Plan – Matthew Street, Leigh Street and Holdsworth Street, Merrylands – Proposed parking restrictions



TITLE: MATTHEW ST, MERRYLANDS
PROPOSED CHANGES TO PARKING ARRANGEMENTS

DRAWING N
CTC-19-262

DESIGNED: T.T.
CHECKED: S.S.
SCALE: N.T.S.
DATE: 1/11/19



242

CTC-19-263 COUNCIL CARPARK IN GRANVILLE – PROPOSED “4P” PARKING

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

This report considers a proposal to install ‘4P’ parking restrictions inside the Council Carpark at Granville.

Report:

Council has received requests from community to provide ‘4P’ parking restrictions in Granville Town Centre to facilitate the services of multiple shops and premises and short term commute as all unrestricted areas adjacent to the railway station is occupied by commuters early in the morning and is really hard to find parking in the vicinity. Therefore the Council is proposing a ‘4P’ restriction within the existing Council carpark for 8 spaces.

Council officers investigated the request and there are vacant spaces in the 2 hour parking restricted area and converting these spaces will not have significant impact on the short time users (2P) but will benefit the community.

The proposal is shown in the attached plan No.CTC-19-263.

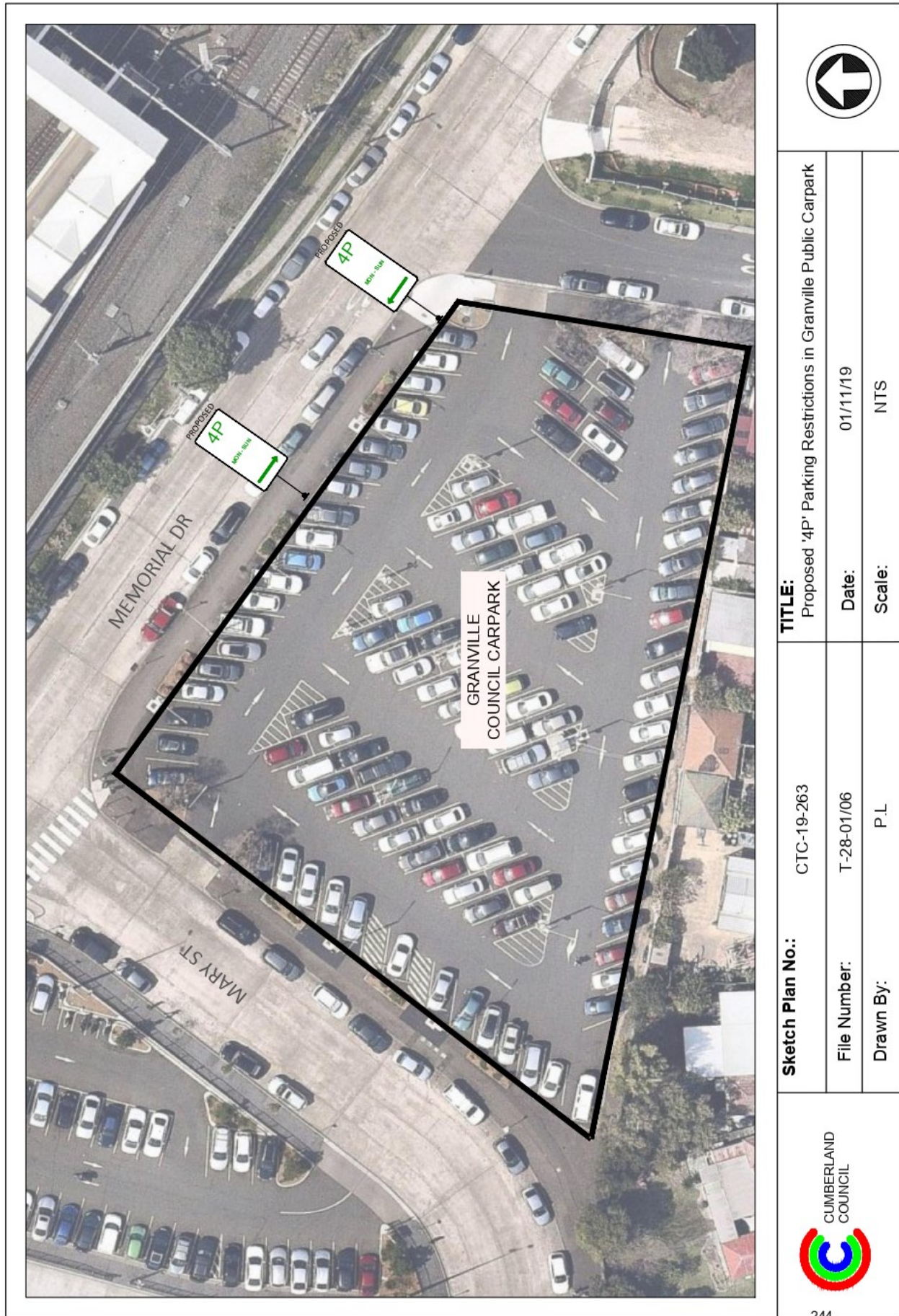
Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that;

- i) The “2P; 9AM – 5:00PM; Mon-Fri and 9AM-12PM Sat” signs to “4P; Mon–Sun” inside the Council Carpark at Granville in accordance with the Plan CTC-19-263 be approved.



**CTC-19-264 PORTICO PARADE AND AURELIA STREET, TOONGABBIE –
EFFECTIVENESS OF RIGHT TURN BAN**

State Electorate: Granville
(File No. GS-288-TP)

PAC: Cumberland

Summary:

This report deals with the banning of Right Turns from Portico Parade into Aurelia Street, Toongabbie and the assessment of the measures.

Background:

Cumberland Traffic committee considered a report to ban the Right Turn movements for the eastbound traffic at the Portico Parade and Aurelia Street intersection and regulate the pedestrian movements around this area.

As part of this project the following works have been undertaken.

1. Construction of a mediana island
2. Relocation of pram ramp
3. Road widening to accommodate median island.
4. Construction of 7.8 m pedestrian fence.

As part of these works, three (3) parking bays were removed. The newly constructed pram ramp is located 10 metres from the kerb line of Portico Parade.

Report:

Council has received representation in relation to the completed works and the right turn ban. The concerns are summarised below.

1. The road users are not obeying the right turn ban.
2. Pedestrians are walking along the road ignoring the pedestrian fence
3. The pram ramp is close to the intersection for left turning vehicles from Portico parade.

Council officers had an onsite meeting and discussed these matters. During the site meeting, it was observed that the small cars are easily manoeuvring to take illegal right turns. One heavy rigid vehicle also made the illegal right turn after attempting a couple of reverse movements.

After discussions, the following were suggested to address the issue:

1. Relocate the pram ramp further 7 to 10 meters towards southerly direction and extend the pedestrian fence
2. Construct a median island on Portico Parade
3. Construct additional fence on northern side on Portico Parade.

Council officers after carefully considering the suggestions, advised as follows:

1. The relocation of the tram ramp will reduce the parking in this area by at least three spaces. Also, in future Council may be requested to install a speed hump to reduce the speeds as the new crossing point will be further away from the intersection and enough distance for vehicles to accelerate after turning.
2. Therefore Council officer suggested to construct a speed hump for left turning vehicles just before the tram ramp without relocating.
3. The extension of pedestrian fence along the northern side is not possible due to the existing double access gates to railway land and the existing 'Bus Zone'.
4. Construction of centre median will have impact on right turn movements from Aurelia Street into Portico Parade and is not feasible.

Comments:

Members discussed the contents of the report. The Local member's representative requested that Council write to Sydney Trains requesting to relocate the gate on the railway side which prevents the extension of the pedestrian fencing.

Recommendation:

Traffic Committee members noted the information contained in the report.

Attachments:

1. Previous report

ATTACHMENT - PREVIOUS REPORT

CTC-19-057 PORTICO PARADE AND AURELIA STREET, TOONGABBIE – TMP APPROVALState Electorate: Prospect
(File No. GS-676-TP)

PAC: Cumberland

Summary:

Council at its meeting on 5 December 2018 considered a report regarding proposed 'No Right Turn' restriction at the intersection of Portico Parade and Aurelia Street, Toongabbie. Council resolved as follows:

- "i) Public be consulted on the proposed right turn ban, as per the attached plan, at the intersection of Portico Parade and Aurelia Street.
- ii) A Traffic Management Plan be submitted to Roads and Maritime for review and approval.
- iii) The matter be reported back to Cumberland Traffic Committee."

This report outlines the outcome of the investigation into this matter.

Report:

Following Council's resolution on this matter, Council's Officers have undertaken a public consultation with the affected residents / businesses. There were approximately 164 letters with an attached survey distributed. 13 responses were received, 10 in support and 3 objected. It is noted that the proposal was also advertised in local newspaper.

Following consultation result, Council's Officers have prepared a Traffic Management Plan (TMP) and submitted to the Roads and Maritime Services (RMS) in December 2018 for approval.

Council has received the TMP approval from the RMS and it is attached to this report.

Comments:

Members agreed with the proposal.

Local Member's representative requested that the works to be completed as soon as possible following Council approval of the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed full time "No Right Turn" and "No Left Turn; Vehicles under 12m excepted" Restrictions from Portico Parade into Aurelia Street, associated signs and line marking and the proposed pedestrian fencing at the intersection of Portico Parade and Aurelia Street, Toongabbie in accordance with the attached plan be approved.

Attachments:

1. Plan – Portico Parade, Toongabbie – Proposed right turn ban
2. RMS letter - TMP approval
3. Previous report



TITLE:
AURELIA ST, TOONGABBIE
PROPOSED MEDIAN ISLAND

DRAWING N
CTC-19-057

SCALE: N.T.S.

DATE: 27/03/19

DESIGNED: T.T.

CHECKED: S.S.



249

Transport
Roads & Maritime
Services

Traffic Management Plan

Summary

Cumberland Council has submitted a Traffic Management Plan (TMP) for the installation of a 'No Right Turn' & 'No Left Turn – Vehicles under 12m excepted' at the intersection of Portico Parade and Aurelia Street, Toongabbie.

Construction of the lift at the Toongabbie train station resulted in only one southbound travel lane on Portico Parade. Currently vehicles waiting to turn right from Portico Parade into Aurelia Street block the southbound through traffic on Portico Parade. The vehicles queuing on Portico Parade impact on the performance of the local road network, including the signalised intersections of Portico Parade/Cornelia Road and Cornelia Road/Wentworth Avenue.

Council is now proposing to ban right turn from Portico Parade into Aurelia Street along with the left turn for vehicles over 12m to improve traffic efficiency and road safety. Vehicles wanting to turn right into Aurelia Street can undertake a U-turn at the roundabout at the intersection of Toongabbie Road and Targo Road and turn left into Aurelia Street.

The proposal will not affect existing cyclist, pedestrian and emergency vehicle access as the pedestrian refuges have been designed to accommodate 12.5 m vehicles. In addition, emergency vehicles are exempted from the proposed turn restrictions when there is an emergency. Public transport is also not affected by the proposal as no buses turn right from Portico Parade into Aurelia Street.

Consultation with the residents and businesses on Aurelia Street were undertaken. There were 164 letters were sent out and proposal was advertised on the local paper as well. Council received 13 submissions – 10 supporting the proposal and 3 opposing the proposed right turn ban. The submissions opposing the proposal will be addressed in the report to Council. A copy of the consultation letter and copy of the advertisement are attached.

Recommendation

The submission from **Cumberland Council** for the installation of a **No Right Turn & No Left Turn – vehicles under 12m excepted** from **Portico Parade** into **Aurelia Street**, has satisfactorily addressed the necessary requirements of the TMP process and is **RECOMMENDED FOR APPROVAL**

RECOMMENDED

Kristian Calcagno
A/Network and Safety Officer
Network and Safety Services South Precinct

RECOMMENDED

27/3/19

Ryan Horne
A/Senior Network & Safety Officer
Network and Safety Services South Precinct

CONCURRENCE



Senior Nicolas Kocoski
Manager Network and Safety Services South
Network and Safety Services South Precinct

ATTACHMENT - PREVIOUS TRAFFIC COMMITTEE REPORT

**CTC-18-197 PORTICO PARADE AND AURELIA STREET, TOONGABBIE –
PROPOSED RIGHT TURN BAN**

State Electorate: Prospect
(File: T-28-01/06)

PAC: Cumberland

Summary:

The lane configuration at the intersection of Portico Parade and Aurelia Street causes delays on the local road network. Council investigated the ways to improve traffic flow on the local road network.

This report outlines the outcome of the investigation and recommends way forward to address the issue.

Report:

Construction of the lift at the Toongabbie train station resulted in only one southbound travel lane on Portico Parade. Currently vehicles waiting to turn right from Portico Parade into Aurelia Street block the southbound through traffic on Portico Parade.



The vehicles queuing on Portico Parade does impact on the performance of the local road network, including the signalised intersections of Portico Parade/Cornelia Road and Cornelia Road/Wentworth Avenue.

Banning right turn from Portico Parade into Aurelia Street will improve traffic efficiency and road safety. Vehicles want to turn right into Aurelia Street can undertake a U-turn at the roundabout at the intersection of Toongabbie Road and Targo Road and turn left into Aurelia Street. Please note that the proposal does not ban right turn from Aurelia Street into Portico Parade.

It is recommended to implement right turn ban for vehicles turning right from Portico Parade into Aurelia Street to maintain traffic efficiency on the local road network.

Comments:

Traffic committee members agreed with the proposal.

Recommendation:

For Traffic Committee recommended that:

- I. Public be consulted on the proposed right turn ban, as per the attached plan, at the intersection of Portico Parade and Aurelia Street.
- II. A Traffic Management Plan be submitted to Roads and Maritime for review and approval.
- III. The matter be reported back to Cumberland Traffic Committee.

**CTC-19-265 RAILWAY TERRACE AND EDGAR BUGGY STREET, MERRYLANDS –
PROPOSED KERB RAMP AND ‘NO STOPPING’ RESTRICTIONS**State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received request from a resident using wheel chair to provide kerb ramps on Railway Terrace in the vicinity of Landsdowne Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received request from a resident using wheel chair to provide kerb ramps on Railway Terrace in the vicinity of Landsdowne Street, Merrylands to access the existing shared path / cycleway on the

Railway Terrace, a regional road that runs in a north - south direction along the railway line and has a shared path on the western side of this road. The resident requested for kerb ramps to be provided so he can cross Railway Terrace and have access to the shared path. The resident uses a wheel chair and claims that it will make it easier for him travelling on the shared path than having to cross several side streets off the eastern side of Railway Terrace for his day to day activities.

Council officers inspected the site and noted that a kerb ramp cannot be provided at the requested location or nearby.

An onsite meeting was held with the resident and a new location was chosen for the access ramps near Edgar Buggy Street. The resident was happy with the new location. The installation of kerb ramp would assist pedestrians and cyclists to access the shared path / cycleway on Railway Terrace. In this regard, ‘No Stopping’ restrictions will have to be provided on both sides of the kerb ramp to prevent cars parking and blocking the ramp. This will result in the loss 3 parking spaces on the western side of Railway Terrace.

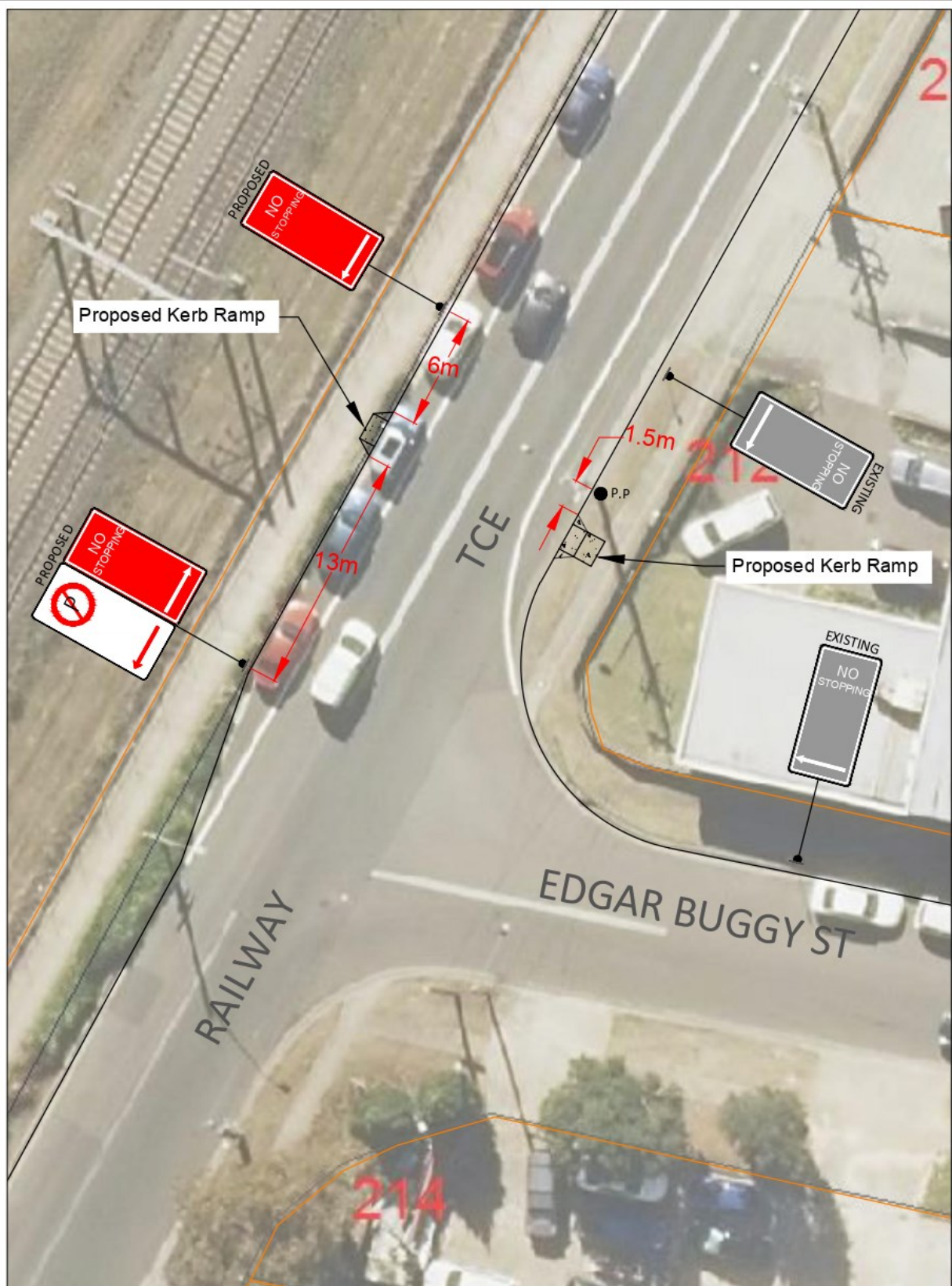
It is proposed ‘No Stopping’ signs be provided at the proposed kerb ramp location as shown in the attached plan No. CTC-19-265.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of kerb ramps and ‘No Stopping’ signs on Railway Terrace in accordance with the attached plan be approved.



Item No: C12/19-309

AUDIT, RISK AND IMPROVEMENT COMMITTEE - MINUTES OF MEETINGS HELD

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: HC-06-03-28
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This report presents the Minutes of the recently convened Audit, Risk and Improvement Committee meetings for Council's information.

RECOMMENDATION

That Council:

- 1. Receive the Minutes of the Audit, Risk and Improvement Committee meetings held on 26 August 2019 and 13 September 2019.**
- 2. Receive the Draft Minutes of the Audit, Risk and Improvement Committee meeting held on 11 November 2019.**

REPORT

Council's Audit, Risk and Improvement Committee has recently convened meetings on 26 August 2019, 13 September 2019 (Extraordinary Meeting – Discussion of Financial Statements) and 11 November 2019.

The minutes of the 11 November 2019 meeting will be formally adopted at the next Committee meeting being held in February 2020.

Minutes of these meetings are attached for Council's information.

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 direct risks associated with this report. However, the presentation of the meeting minutes to Council provides transparent oversight of Council activities.

FINANCIAL IMPLICATIONS

The operations of the Audit, Risk and Improvement Committee are coordinated by the Corporate Services division of Council utilising existing allocated resources. There are no additional financial implications for Council associated with this report.

CONCLUSION

The minutes of the Audit, Risk and Improvement Committee meeting are provided to Council for information purposes and to ensure that the review mechanisms of Council operate in an open and transparent manner. It is recommended that Council receive this information.

ATTACHMENTS

1. Minutes - Audit, Risk and Improvement Committee Meeting 26 August 2019 (confidential)
2. Minutes - Audit, Risk and Improvement Committee Meeting 13 September 2019 (confidential)
3. Minutes - Audit, Risk and Improvement Committee Meeting 11 November 2019 (confidential)

Item No: C12/19-310

NOTICE OF MOTION - CLEAR-WAY ZONE ON GREYSTANES ROAD BETWEEN BUTU WARGUN DRIVE AND THE GREAT WESTERN HIGHWAY

Councillor: Eddy Sarkis
File Number: SC483

SUMMARY

Pursuant to Notice, Councillor Sarkis submitted the following Motion.

NOTICE OF MOTION

That Council investigate and receive a report on creating a clear-way zone on Greystanes Road between Butu Wargun Drive and the Great Western Highway during peak hours in the morning and evening.

RESOURCING IMPLICATIONS

This report can be prepared utilising existing Council resources.

GENERAL MANAGER ADVICE

Council staff will undertake investigation and a report will be presented to the Cumberland Traffic Committee Meeting in April 2020 for consideration.

ATTACHMENTS

Nil

Item No: C12/19-311

NOTICE OF MOTION - PROGRESS PARK

Councillor: Eddy Sarkis
File Number: SC483

SUMMARY

Pursuant to Notice, Councillor Sarkis submitted the following Motion.

NOTICE OF MOTION

That:

- 1. Pending the review of the fees and charges for events held in all parks for 2020/21, Council investigate the implementation of charging organisations who regularly conduct an event (i.e. minimum twice per year) at the top field of Progress Park the following:**
 - Not for profit organisations - \$500.00 per event**
 - For profit organisations - \$1000.00 per event**
- 2. In accordance with of the Local Government Act, Council exhibit this proposal for 28 days.**

RESOURCING IMPLICATIONS

There will not be any additional resourcing requirements associated with implementing this notice of motion, however, depending on the size and scale of the event, there are likely to be other financial consequences attached to this recommendation.

GENERAL MANAGER ADVICE

The bookings team, together with the relevant Works and Infrastructure teams, will be reviewing all fees and charges in line with the development of the 2020/21 budget and recommending that Council adopt a fee structure that balances community service obligations with the need to generate sufficient revenue as is reasonable to cover the potential impacts and risks associated with the events. A single fee structure based on the frequency of the event is not ideal because different events have different impacts on the asset, for example, based on the number of people, the length of the event, the erection of food stalls, amusement rides or fireworks. It is therefore proposed that a set fee structure be developed in line with the regular budgeting cycle, which will also require all fees to be placed on public exhibition, prior to being resolved by Council.

ATTACHMENTS

Nil

Item No: C12/19-312

NOTICE OF MOTION - SURVEILLANCE CAMERAS AT THE INTERSECTION OF OLD PROSPECT ROAD AND CUMBERLAND HIGHWAY

Councillor: Eddy Sarkis and Michael Zaiter
File Number: SC483

SUMMARY

Pursuant to Notice, Councillors Sarkis and Zaiter submitted the following Motion.

NOTICE OF MOTION

That Council:

- 1. Communicate with the RMS, Minister for Roads and the local MP requesting that surveillance cameras be implemented at the intersection of Old Prospect Rd & Cumberland Highway, as trucks and other vehicles often stop in the middle of the intersection stopping traffic flow in other directions and are causing hazardous traffic conditions; and**
- 2. Refer this matter to the Cumberland Local Traffic Committee for consideration.**

RESOURCING IMPLICATIONS

This matter can be dealt with utilising existing Council resources.

GENERAL MANAGER ADVICE

Council staff can write to RMS, Minister for Roads and the local MP requesting that surveillance cameras be implemented at the intersection of Old Prospect Road & Cumberland Highway and further report this matter to the Cumberland Local Traffic Committee Meeting in April 2020 for consideration.

ATTACHMENTS

Nil

Item No: C12/19-313

NOTICE OF MOTION - RIGHT ARROW TO BE IMPLEMENTED AT THE INTERSECTION OF OLD PROSPECT ROAD AND CUMBERLAND HIGHWAY

Councillor: Eddy Sarkis and Michael Zaiter
File Number: SC483

SUMMARY

Pursuant to Notice, Councillors Sarkis and Zaiter submitted the following Motion.

NOTICE OF MOTION

That Council:

- 1. Communicate with the RMS, Minister for Roads and the local MP requesting that a right arrow be implemented at the intersection of Old Prospect Rd & Cumberland Highway. Traffic heading in an Easterly direction turning right onto Cumberland Hwy to then head in a Southerly direction; and**
- 2. Refer this matter to the Cumberland Local Traffic Committee for consideration.**

RESOURCING IMPLICATIONS

This matter can be dealt with utilising existing Council resources.

GENERAL MANAGER ADVICE

Council staff can write to RMS, Minister for Roads and the local MP requesting that a right arrow be implemented at the intersection of Old Prospect Road & Cumberland Highway and further report this matter to the Cumberland Local Traffic Committee Meeting in April 2020 for consideration.

ATTACHMENTS

Nil