

CUMBERLAND CITY COUNCIL

Council Meeting

Wednesday, 20 May 2020 at 6:30pm

Cumberland City 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
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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
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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	0400 805 303	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

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Note: Included in Closed Council in accordance with Section 10A(2)(a) of the Local Government Act as the information involves personnel matters concerning particular individuals (other than Councillors).

C05/20-459 Evaluation Report - Granville Park Community Sports Pavilion -
Construction

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.

C05/20-460 Tender Evaluation Report - Granville Park, Field Reconstruction

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: C05/20-426

MINUTES OF THE ORDINARY MEETING OF COUNCIL - 15 APRIL 2020

Responsible Division:

Finance & Governance


Officer:

Director Finance & Governance

RECOMMENDATION

That Council confirm the minutes of the Ordinary Meeting of Council held on 15 April 2020.

ATTACHMENTS

1. Draft Minutes - 15 April 2020 [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-426

Attachment 1
Draft Minutes - 15 April 2020

Minutes of the Council Meeting 15 April 2020

Meeting commenced at 6:30pm

Present:

Steve Christou (Mayor)	Councillor
Eddy Sarkis (Deputy Mayor)	Councillor
Ned Attie	Councillor
George Campbell	Councillor (via web conferencing)
Greg Cummings	Councillor
Glenn Elmore	Councillor (via web conferencing)
Paul Garrard	Councillor
Ola Hamed	Councillor (via web conferencing)
Kun Huang	Councillor (via web conferencing)
Lisa Lake	Councillor (via web conferencing)
Joseph Rahme	Councillor
Suman Saha	Councillor (via web conferencing)
Michael Zaiter	Councillor
Tom Zreika	Councillor (via web conferencing)
Hamish McNulty	General Manager
Melissa Attia	Director People & Performance
Peter Fitzgerald	Director Works & Infrastructure
Richard Sheridan	Director Finance & Governance
Monica Cologna	Acting Director Environment & Planning

Also Present:

Charlie Ayoub	Executive Manager Corporate Services
Colin McFadzean	General Counsel (via web conferencing)
Carol Karaki	Governance Coordinator
Laith Jammal	Governance Officer

Opening Prayer

The opening prayer was read by the Mayor, Councillor Christou.

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 open session of the Council Meeting was being recorded and streamed live on Council's website, with a copy being archived and placed on Council's website. The Mayor further advised that the recording of the proceedings of the Council meeting was not permitted without the prior approval of Council.

Apologies/Leave of Absence

Nil

Declarations of Pecuniary & Non Pecuniary Conflicts of Interest

The Director of People and Performance, Melissa Attia, declared a pecuniary interest in Item C04/20-415 as she will be an applicant for the role created by the adoption of the structure. As such, the Director People and Performance exited the Chamber during the consideration of this item.

Confirmation of Minutes

Min.656 **C04/20-414 Minutes of the Ordinary Meeting of Council - 01 April 2020**

Resolved (Sarkis/Elmore)

That Council confirm the minutes of the Ordinary Meeting of Council held on 1 April 2020.

Min.657 **MM04/20-28 Mayoral Minute – Cumberland City Council's Response to Childcare Services**

Resolved (Christou)

That Council recognise the efforts of the parents and staff within Cumberland in reaching a positive outcome for the sustainability of Council's childcare operations.

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, Cummings, Garrard, Rahme, Sarkis, Zaiter and Zreika.

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

Public Forum

The Mayor, Councillor Christou advised the Chamber that one written submission was received tonight for Public Forum being a letter of support from David Waghorn of Planning Ingenuity in relation to Item C04/20-417 Planning Proposal – 45 Barcom Street,

Merrylands West which has been circulated to the Councillors. The Mayor, Councillor Christou proceeded to read out the letter as follows:

“Dear Sir,

We act as town planning consultants to the owner of the above property.

First and foremost, we would like to thank Council staff for their efficiency and diligence in the assessment of this Planning Proposal. We appreciate the attention to detail and guidance they have offered throughout this process.

On behalf of our clients, we agree with the recommendations of C04/20-417 and seek Council’s support in progressing the matter to Gateway Determination.

We look forward to continuing to work with Council on this matter.”

Min.658 Matter of Urgency – Councillor Lake

Councillor Lake raised the following matter of urgency:

That Council urgently amend its proposed long day care service fees as exhibited for the 2020-21 year.

From:

The current exhibited sums which range from a \$15 to a \$23 fee increase per day from the fees charged 1 July – 31 December 2019.

To:

an increase of up to \$5 per day from the fee charged 1 January 2020.

The Mayor advised Councillor Lake that he did not believe the matter of urgency raised was of great urgency and required a decision of the current meeting in accordance with the Code of Meeting Practice.

Min.659 Matter of Urgency – Councillor Saha

Councillor Saha raised the following matter of urgency:

Noting that NSW Health has identified Cumberland Council as a hotspot for community transmission of COVID19 and also that increased testing kits are now available, that Cumberland City Council immediately applies all of its communication channels to encourage residents to take the test if experiencing (any symptoms of COVID) fever, cough, sore throat or shortness of breath. & such a message to be given in Council's top five languages”.

The Mayor advised Councillor Saha that he did not believe the matter of urgency raised was of great urgency and required a decision of the current meeting in accordance with the Code of Meeting Practice. The motion was put to the vote.

The Motion to have the Matter of Urgency be considered on being put was declared LOST on the casting vote of the Mayor.

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

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

Councillor(s) Against the Motion: Attie, Christou, Garrard, Rahme, Sarkis, Zaiter and Zreika.

Min.660 Items by Exception

Resolved (Sarkis/Cummings)

That Council adopt items C04/20-416, C04/20-423, C04/20-424 and C04/20-425 on the Council Agenda in bulk as per the recommendations in the reports.

Min.661 C04/20-416 Investment Report - March 2020

Resolved (Sarkis/Cummings)

That the report be received.

Min.662 C04/20-423 Request from Fire & Rescue NSW for a Fire Safety Audit on Identified Building

Resolved (Sarkis/Cummings)

That Council resolves appropriately delegated Council Officers conduct a fire safety audit as requested by Fire & Rescue NSW [Ref No: BFS20/470 (10531)] and take appropriate regulatory action to ensure all essential fire safety measures are in accordance with the National Construction Code Volume One 2019 Building Code of Australia.

Min.663 C04/20-424 Request from Fire & Rescue NSW for a Fire Safety Audit on Identified Building

Resolved (Sarkis/Cummings)

That Council resolves appropriately delegated Council Officers conduct a fire safety audit as requested by Fire & Rescue NSW [Ref No: BFS19/2963 (8000008769)] and take appropriate regulatory action to ensure all essential fire safety measures are in accordance with the National Construction Code Volume One 2019 Building Code of Australia.

Min.664 C04/20-425 Request from Fire & Rescue NSW for a Fire Safety Audit on Identified Building**Resolved (Sarkis/Cummings)**

That Council resolves appropriately delegated Council Officers conduct a fire safety audit as requested by Fire & Rescue NSW [Ref No: BFS19/2963 (8000008769)] and take appropriate regulatory action to ensure all essential fire safety measures are in accordance with the National Construction Code Volume One 2019 Building Code of Australia.

Min.665 C04/20-415 Review of Organisational Structure

Note: The Director People and Performance, Melissa Attia, exited the Chamber at 7:22pm during the consideration of this item and returned to the Chamber at 7:53pm following the consideration of this Item as she had declared a pecuniary interest in this item.

Motion (Attie/Sarkis)

That Council:

1. Determines, pursuant to s332 and s333 of the Local Government Act 1993, that the organisation structure presented in Attachment 2 be adopted.
2. Determines that the Senior Staff positions in the structure be General Manager, Director Works and Infrastructure, Director Environment and Planning, Director Community and Organisation Development, Director Finance and Governance and General Counsel.
3. Notes that during the implementation of this structure a number of other adjustments in the current structure will be made.

Amendment (Elmore/Saha)

1. Recommendation 1 - add
"with the following changes:
 - a. *"Community and Organisation Development"* be amended to *"Community Development"*
 - b. *"Finance and Governance"* be amended to *"Corporate Services"*
 - c. *"HR, Business Improvement, Corporate Reporting and Customer Service"* be transferred to *"Corporate Services."*
2. Omit recommendation 2 and insert:
"Determines that the Senior Staff positions in the structure be
 - General Manager,
 - Director Works and Infrastructure,
 - Director Environment and Planning,
 - Director Community Development,
 - Director Corporate Services, and
 - General Counsel."

The Amendment moved by Councillor Elmore seconded by Councillor Saha on being Put was declared LOST on the casting vote of the Mayor.

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

Councillor(s) For the Amendment: Campbell, Cummings, Elmore, Hamed, Huang, Lake and Saha.

Councillor(s) Against the Amendment: Attie, Christou, Garrard, Rahme, Sarkis, Zaiter and Zreika.

The Motion moved by Councillor Attie seconded by Councillor Sarkis on being Put was declared CARRIED.

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

Councillor(s) For the Motion: Attie, Christou, Cummings, Garrard, Rahme, Sarkis, Zaiter and Zreika.

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

Councillor Sarkis left the Meeting at 7:39pm and returned to the Meeting at 7:42pm during the consideration of this item.

Councillor Rahme left the Meeting at 7:52pm during the consideration of this item.

C04/20-416 Investment Report - March 2020

This item was dealt with earlier in the meeting.

Min.666 C04/20-417 Planning Proposal – 45 Barcom Street, Merrylands West

Motion (Attie/Garrard)

That Council:

1. Endorse an amended planning proposal for the site that seeks to amend the *Holroyd Local Environmental Plan 2013*, to:
 - a. Rezone the site from R2 Low Density Residential to R4 High Density Residential;
 - b. Amend the height of building (HOB) control for the site from 9m to 15m;
 - c. Amend the floor space ratio (FSR) control for the site from 0.5:1 to 0.85:1; and
 - d. Add a clause to Part 6 Additional Local Provisions of *Holroyd Local Environmental Plan 2013* limiting non-residential floor space to 1,480m².

2. Endorse that the planning proposal for 45 Barcom Street, Merrylands, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.
3. Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received.
4. Prepare a site specific Development Control Plan to guide redevelopment of the site, should a Gateway Determination be received.

Amendment (Lake/Hamed)

That:

1. This planning proposal request be deferred for decision to the next Council meeting.
2. In accordance with the recommendation of the Cumberland Local Planning Panel on 11 March 2020, Council Officers propose amendments to the height of building controls to provide a range of building height standards across the site up to a maximum of 15 metres, rather than a blanket 15 metre standard.

The Amendment moved by Councillor Lake seconded by Councillor Hamed on being Put was declared LOST.

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

Councillor(s) For the Amendment: Campbell, Elmore, Hamed, Huang, Lake and Saha.

Councillor(s) Against the Amendment: Attie, Christou, Cummings, Garrard, Rahme, Sarkis, Zaiter and Zreika.

The Motion moved by Councillor Attie seconded by Councillor Garrard on being Put was declared CARRIED.

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

Councillor(s) For the Motion: Attie, Campbell, Christou, Cummings, Elmore, Garrard, Hamed, Huang, Lake, Rahme, Saha, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Nil

Councillor Sarkis left the Meeting at 7:53pm and returned to the Meeting at 7:59pm during the consideration of this item.

Councillor Rahme returned to the Meeting at 7:55pm during the consideration of this item.

Min.667 C04/20-418 Wentworthville Centre Public Domain Plan**Resolved (Attie/Sarkis)**

That Council adopt the Wentworthville Centre Public Domain Plan with the following amendments:

- a) More detail be included in the plan for cyclists' zones and consideration be given to a lock-up facility for cyclists,
- b) Paving and street furniture material be chosen that reduces UV radiation reflection,
- c) The Dunmore Street plaza design incorporate "playable spaces" for children.

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, Elmore Garrard, Hamed, Huang, Lake, Rahme, Saha, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Nil

Min.668 C04/20-419 Parramatta Road Urban Amenity Improvement Program Grant Acceptance Stage 2**Resolved (Attie/Zaiter)**

That Council:

1. Accept the Stage 2 grant allocation of \$16,987,001 for the Parramatta Road Urban Amenity Improvement Program from the Department of Planning, Industry and Environment NSW; and
2. The General Manager be delegated the Authority to execute any funding agreements and enter into contracts to complete works within Stage 2 – Project Delivery of the grant funding for the Parramatta Road Urban Amenity Improvement Program.

Carried Unanimously

Min.669 C04/20-420 Notice of Motion - Ensuring the Future Wellbeing of the Cumberland Community**Resolved (Garrard/Sarkis)**

That Council requests the General Manager to develop a coordinated report from across the organisation which examines the capacity of this organisation to respond, improve and progress the well-being of our Community.

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, Elmore
Garrard, Huang, Lake, Rahme, Saha,
Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Hamed

Councillor Rahme left the Meeting at 8:22pm during the consideration of this item.

**Min.670 C04/20-421 Notice of Motion - Audit, Risk and Improvement
Committee**

Motion (Lake/Campbell)

That the Cumberland Council Audit, Risk and Improvement Committee be considered an essential committee and that it be requested to convene a meeting of its members (remotely) within 7 days and continue to meet on a monthly basis during the COVID-19 crisis.

The Motion moved by Councillor Lake seconded by Councillor Campbell was declared LOST.

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

Councillor(s) For the Motion: Campbell, Elmore, Hamed, Huang, Lake and Saha.

Councillor(s) Against the Motion: Attie, Christou, Garrard, Rahme, Sarkis, Zaiter and Zreika.

Councillor Cummings left the Meeting at 8:24pm and returned to the Meeting at 8:39pm during the consideration of this item.

Councillor Rahme returned to the Meeting at 8:26pm during the consideration of this item.

Councillor Rahme left the Meeting at 8:30pm and returned to the Meeting at 8:32pm during the consideration of this item.

C04/20-422 Questions on Notice - Submitted by Councillor Lake

The answers to these questions have been published in the Business Paper for this Ordinary Council Meeting (15 April 2020). The General Manager confirmed that the points of correction raised by Councillor Lake will be published on Council's website after the meeting.

**C04/20-423 Request from Fire & Rescue NSW for a Fire Safety Audit
on Identified Building**

This item was dealt with earlier in the meeting.

**C04/20-424 Request from Fire & Rescue NSW for a Fire Safety Audit
on Identified Building**

This item was dealt with earlier in the meeting.

**C04/20-425 Request from Fire & Rescue NSW for a Fire Safety Audit
on Identified Building**

This item was dealt with earlier in the meeting.

The Mayor, Councillor Christou closed the meeting at 8:39pm.

Chairperson_____ General Manager_____

Item No: C05/20-427

LEGAL REPORT

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

SUMMARY

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

RECOMMENDATION

That Council receive this report.

REPORT

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

It does not include the following types of legal proceedings:

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

The report is current to 1 May 2020. It does not capture changes that have occurred between that date and the date the report is considered by Council.

COMMUNITY ENGAGEMENT

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

POLICY IMPLICATIONS

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

RISK IMPLICATIONS

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

FINANCIAL IMPLICATIONS

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

CONCLUSION

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

ATTACHMENTS

1. Legal Report (confidential)

Item No: C05/20-428

CUMBERLAND CITY COUNCIL COMMUNITY GRANTS PROGRAM ROUND TWO 2019/2020

Responsible Division: Community and Organisation Development
Officer: Acting Director Community and Organisation
Development
File Number: 7942502
Community Strategic Plan Goal: *A great place to live*

SUMMARY

The Cumberland City Council Community Grants Program aims to support the delivery of services and programs that build a vibrant and sustainable Cumberland. Funded projects deliver social, economic, cultural, recreational and environmental benefits to the local community.

This report outlines the outcome of staff assessments and the recommendations for funding allocations for applications submitted in Round Two of the Cumberland City Council Community Grants Program 2019/20.

RECOMMENDATION

That Council:

- 1. Adopt the 40 applications recommended for funding in Attachment 1 and allocate \$152,132 from the Cumberland Community Grants Program budget 2019/2020.**
- 2. Advise all applicants under Round Two of the Community Grants Program 2019/20 of funding allocations and provide feedback and support to applicants that were unsuccessful.**
- 3. Withdraw any applications recommended for funding in 2019/2020 if the organisation has not provided compulsory information to Council to enable payment before the end of the financial year.**
- 4. Adopt the revised Program Structure for the Cumberland Community Grants Program 2020/21 included under Attachment 3.**

REPORT

This report provides information on the assessment process and recommendations for funding allocations for applications submitted under Round Two of the Community Grants Program 2019/2020.

Round Two Community Grants Program Guidelines and Promotion

In accordance with the *Community Grants and Donations Policy*, detailed Guidelines for Round Two of the Cumberland City Community Grants Program 2019/2020 (included in Attachment 2) were made publicly available. The Guidelines outline the funding priorities, eligibility and assessment criteria, and administration practices including application processes, decision making, agreement making, monitoring and support services.

In accordance with the *Community Grants and Donations Policy*, applications were invited via an open call out. Promotion of Round Two commenced four weeks in advance of the round opening. The grant round was promoted widely using the following methods:

- Advertisements in local newspapers: The Auburn Review and Parramatta Advertiser.
- Promotion of the Community Grants Program through Council's social media channels.
- The Guidelines and application forms were made available on Council's website.
- Emails were sent to local community organisations that subscribe to Council's Grants Bulletin (798 subscribers).
- Emails were sent to community groups, school P&C Associations and other key stakeholder groups (approximately 1,200 email addresses).
- Promotional flyers were displayed in Council's community centres, libraries and Customer Contact Centres.
- Promotion through Council's Schools Newsletter which is distributed to all schools across Cumberland.

Round Two of the Community Grants Program 2019/2020 was open from 9am, 29 January 2020 and closed at 4pm, 26 February 2020. Applications were only accepted during this advertised period.

Seven streams of the Community Grants Program were available in Round Two. These were:

- Community Participation (Small Grants)
- Community Events (Community Festival)
- Community Events (Celebrating Cumberland)
- Creative Cumberland
- Minor Capital Works
- Small Equipment
- Rising Star Sports Award

In accordance with the Policy and the Guidelines, submitted applications were assessed against the published assessment criteria.

Only one application was permitted per applicant per funding stream.

Council does not award funding for projects retrospectively, and funded projects or events must be delivered between 1 July 2020 and 30 June 2021.

Applications for the Rising Star Sports Award are assessed monthly and submitted to Council each month for approval.

Applications for the Minor Capital Works were accepted in two rounds with the first round being an Expression of Interest (EOI). Successful applicants were then asked to submit a more detailed application in Round Two. Round Two applications closed 6 April 2020.

Council's Grant Support Program

To assist applicants to develop their grant applications, Council delivered the following support programs which were promoted and available to all:

- Two information sessions (a face to face session and an online live video conference of the information session) outlining the funding priorities, assessment process and conditions for successful applicants. A total of 20 people from 11 organisations participated in these sessions.
- A free two-part 'Preparing a Successful Grant' workshop was held over two different days to assist participants to develop and write their grant applications focusing on specific questions in the application form. A total of 16 people from 12 organisations participated in the two-part workshop.
- Three 'Advisory Desk' sessions were held. Applicants were provided with the opportunity to book a timeslot during these sessions to receive tailored one on one advice on their project and grant application. A total of 23 people from 14 community organisations participated in these sessions.
- In addition to the above, a total of 75 people were provided with information or advice about their proposed projects through phone and email enquiries.

Assessment Process

The Community Grants Program is a competitive process with applications assessed against the published criteria. Applications submitted for funding under the Community Grants Program were assessed in two stages. This included:

Stage 1: Eligibility Assessment

Council's grants administrators conducted an eligibility assessment of all applications submitted. This included applications being submitted on time, being complete and meeting the eligibility criteria.

Stage 2: Subject Matter Expert Panels

Three internal assessment panels (Subject Matter Expert Panels) consisting of Council staff were convened to review and rank eligible applications against the assessment criteria. The Subject Matter Expert Panels involved members of staff that have sufficient understanding of the funding process and funding priorities. The Panels consisted of staff from a cross-section of service areas.

Panel members were required to complete confidentiality and conflict of interest documents and declare any conflicts of interest that arose during the assessment process.

Subject Matter Expert Panels assessed all applications.

Assessment Outcomes

A total of \$401,560 was available in Round Two across five funding streams. Council received a total of 83 applications requesting a total of \$403,838. Of the applications received, 40 are recommended for funding in Round Two.

The following table provides a summary of the assessment outcomes:

Grants Stream	Amount Available	Amount Recommended	No. of Projects Recommended
Community Participation - Small (Up to \$5,000)	\$208,481	\$45,949	11 projects
Community Events ▪ Community Festival (Up to \$15,000) ▪ Celebrating Cumberland (Up to \$5,000)	\$50,000	\$ 36,293	8 events
Creative Cumberland (Up to \$5,000)	\$40,000	\$18,345	4 projects
Minor Capital Works (Up to \$20,000 matched funding)	\$80,000	\$31,545	3 projects
Small Equipment (Up to \$2,000)	\$20,000	\$20,000	14 projects
Rising Star Sports Award (up to \$1,500) monthly	\$3,079	\$0	0 events
TOTAL	\$401,560	\$152,132	40 projects

The total value of the 40 applications recommended for funding is \$152,132.

A full list of applications recommended by the Subject Matter Expert Panels for funding under Round Two is included in Attachment 1 for determination by Council.

Applications not recommended for funding have either: not met the eligibility criteria; have provided insufficient information; or have not scored as high against the assessment criteria.

Council staff will provide all unsuccessful applicants with an opportunity to receive tailored one on one feedback regarding their grant application. These feedback sessions will provide unsuccessful applicants with an opportunity to improve their application and resubmit to future rounds of the Community Grants Program or other suitable funding programs.

Recommendations for Community Grants Program 2020/2021

As a result of budget saving initiatives adopted by Council at the Ordinary Meeting of Council on 4 March 2020 (Min. 961), the annual funding pool for the 2020/21 Community Grants Program will be reduced to \$350,000.

The following changes are recommended for the 2020/21 Community Grants Program:

- The Minor Capital Works stream be discontinued and the balance of funding pool reductions be applied across all other grant streams.
- The Community Events Grants Program be re-focused on primarily supporting the risk-minimisation elements of an event (and related to Council's role in ensuring community safety). Examples include paying for a suitable venue, security, traffic management, food safety compliance and/or infrastructure. The maximum amount available per application would be \$5,000.
- The Small Equipment and Community Participation (Small Grants) streams continue to be offered twice a year, given that they are the most popular streams and have very simple, streamlined application and assessment processes.

Two rounds of the Community Grants Program will be offered in 2020/2021. The revised structure proposed for the Cumberland Council Community Grants Program to be implemented in 2020/2021 is included in Attachment 3 for Council's consideration.

Council currently provides a robust program of support to grant applicants. The Grant Support Program includes:

- Monthly grants bulletin with Council and non-Council funding opportunities
- Information sessions (face to face and video conference)
- Grant writing workshops
- Advisory Desk sessions prior to submission of grant application
- Tailored feedback sessions on unsuccessful grant application
- Feedback summary which includes the strengths and weaknesses of each grant round. Successful applicants are also included.

Feedback from organisations accessing the Grants Support Program has indicated that the tailored one on one sessions are most beneficial and Council will review the grants support program to reflect this. Additionally, opportunities to collaborate amongst organisations have been well received. This also reflects the findings of research conducted in 2017 which recommended Council coordinate the generation of

local project ideas, partnerships between local organisations interested in applying to deliver similar services and/or complimentary services for projects.

COMMUNITY ENGAGEMENT

Council will notify all applicants of the outcome of their application. Unsuccessful applicants will be offered feedback and support under Council's Grants Support Program. This includes one on one feedback sessions to applicants on how to improve their applications and access to grant writing workshops and tools.

Information about other grant opportunities including Round One of the Cumberland Community Grants Program 2020/21 which will open in August 2020, will be widely promoted and made available to the community.

POLICY IMPLICATIONS

The *Community Grants and Donations Policy* outlines the framework under which grants and donations made by Council to the community are governed. The Policy ensures Council meets legislative requirements prescribed under Section 356 of the *Local Government Act 1993*. All applications submitted in Round Two of the Community Grants Program 2019/2020 have been assessed in accordance with this Policy.

RISK IMPLICATIONS

Successful applicants will be required to enter into a funding agreement with Council and meet all requirements of project delivery, reporting and acquittal.

FINANCIAL IMPLICATIONS

There is a total funding pool of \$401,560 in the 2019/2020 Community Grants Program budget to fund the Round Two projects recommended for funding.

It should be noted that successful applicants must submit compulsory information to Council prior to payments being processed. In some instances, it has taken up to three months for a successful applicant to provide the compulsory information to Council with significant resources invested in following up community groups. It is recommended that should a successful recipient not submit the required information by the due date outlined in the successful application notification letter, the allocated funds will be forfeited and returned to Council as budget savings.




CONCLUSION

The Cumberland Community Grants Program aims to support the delivery of services and programs that build a vibrant and sustainable Cumberland. The projects recommended for funding aim to deliver significant community benefits and positive change across the Cumberland LGA.

Council has put in place appropriate monitoring, acquittal and accountability measures for recipients of the Community Grants Program to ensure funds are spent in

accordance with the Guidelines. Council will continue to make improvements to the Community Grants Program based on applicant feedback, observations made by grants officers and members of Subject Matter Expert Assessment Panels to improve the overall quality of applications and assessment outcomes.

ATTACHMENTS

1. Community Grants Program Round Two 2019/2020 - Schedule of Applications Received [↓](#) 
2. Community Grants Program Round Two 2019/2020 Guidelines [↓](#) 
3. Program Structure for the Cumberland Community Grants Program 2020/21 [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-428

Attachment 1
Community Grants Program
Round Two 2019/2020 -
Schedule of Applications
Received

Not recommended for funding
Ineligible for funding
Application withdrawn

Attachment 1: 2019/20 Community Grants Program - ROUND TWO (February 2020)
Schedule of Applications Received

RISING STAR SPORTS AWARD					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
STAR2019024	Ethan Hallak	Kevin Coombs Cup To assist with accommodation and travel associated costs towards the Australian Junior Kevin Coombs Cup Wheelchair Basketball Team held at Ballarat, Victoria 17-24 April 2020.	\$1,500	Withdrawn	The event was due to be held from 17 to 24 April 2020. The event has now been cancelled due to the COVID-19 restrictions.
STAR2019019	Emily Kot	Little Athletics State Championships To assist with accommodation and travel associated and other costs towards the Little Athletics State Championships held at the Sydney Olympic Park on the 14-15 March 2020.	\$750	Ineligible	The event was due to be held from 14-15 March 2020 but cancelled due to COVID-19 restrictions. The application was submitted two weeks before the event date, not allowing sufficient time for assessment and determination (*see Note below). Note: Applicant did not access Grant Support Program.
STAR2019020	Sai Sravan Shailesh	800m To assist with accommodation and travel associated and other costs towards the Little Athletics State Championships held at the Sydney Olympic Park on the 15 March 2020.	\$750	Ineligible	The event was due to be held from 14-15 March 2020 but cancelled due to COVID-19 restrictions. The application was submitted one week before the event date, not allowing sufficient time for assessment and determination (*see Note below). Note: Applicant did not access Grant Support Program.
STAR2019021	Madeline Kot	Little Athletics State Championships To assist with accommodation and travel associated and other costs towards the Little Athletics State Championships held at the Sydney Olympic Park on the 14-15 March 2020.	\$750	Ineligible	The event was due to be held from 14-15 March 2020 but cancelled due to COVID-19 restrictions. The application was submitted two weeks before the event date, not allowing sufficient time for assessment and determination (*see Note below). Note: Applicant did not access Grant Support Program.

* Note: The Rising Star Award Guidelines state that funding cannot be provided retrospectively and applications must be submitted 8 weeks prior to the event occurring, to enable sufficient time for assessment and reporting to Council for determination.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
SEGR22020001	Probus South Pacific Limited	Small Equipment Grant Funds will be used to purchase a PA system, urn, First Aid kit, a projector and banner for a senior's social club. The equipment will enable the organisation to run social groups and events.	\$2,000 (\$1,110 recommended*)	Recommended	Project meets the <i>Health and Wellbeing</i> funding priority by encouraging engagement of older people in the community at risk of experiencing social isolation. The project encourages community participation and supports volunteering. <i>*The amount recommended has been reduced to reflect the value of the quotes provided.</i> Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020002	City Of Holroyd Band	Musical instruments for Junior Band Program Grant money is requested to purchase musical equipment (cornet and trombone) for the students in the Junior Band program.	\$2,000	Recommended	Project meets the <i>Youth</i> funding priority. Specific needs have been identified that will assist in the delivery projects to the community. The project allows up to 25 people to learn and participate in the arts. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020004	Greystanes Giants Softball Club Inc	Softball Equipment for member training and development Project is seeking funds to purchase softball equipment (bats, tee, balls etc.) for their young players (between 5-18 years) to use during matches and for practice.	\$2,000 (\$1,000 recommended*)	Recommended	Project meets the <i>Youth</i> funding priority and aims to increase participation in recreational activities for young people in the Cumberland LGA. <i>*The amount recommended has been reduced to reflect the value of the quotes provided.</i> Special Conditions: Applicant to work alongside Council's Sports and Recreation Development Officer as part of the Grant

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					Support Program. Applicant will be encouraged to become an Active Kids provider. Applicant to itemise the number of items to be purchased. Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020007	Australian Afghan Hassanian Youth Association Incorporated	Afghan Youth Sports Participation Equipment Project is seeking funds to purchase Karate equipment for self-defence classes. The classes are primarily attended by migrants and refugee.	\$2,000	Recommended	The project meets the <i>Community Safety</i> and <i>Youth</i> funding priorities by creating access and encouraging participation of young women from newly arrived migrant and refugee backgrounds to engage in sport. Special Conditions: - Applicant cannot rely on storage space within Auburn Centre for Community so will be required to provide an alternative options for storage of equipment. If the items are stored on Cumberland City Council premises, Council assumes no responsibility for damage to, wear and tear, loss or theft of the Australian Afghan Hassanian Youth Association's equipment used at its facilities. This includes damage, costs or insurance claims as a result of Australian Afghan Hassanian Youth Association's equipment, which would remain the responsibility and accountability of Australian Afghan Hassanian Youth Association. - Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant accessed the Grant Support Program.
SEGR22020009	St Pauls Anglican	Equipment Refresh	\$2,000	Recommended	Project meets the <i>Health and Wellbeing</i> funding

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
	Church Wentworthville	Funding is being sought to purchase first aid kits, whiteboards, and laptop. The equipment will allow the organisation to meet Work Health and Safety Standard, service provision with clients and office use.	(\$839 recommended*)		priority by updating the safety and essential items within the centre. <i>*The amount recommended has been reduced to reflect the value of the quotes provided.</i> Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020011	Australian Anatolian Community Services Co-op Ltd	Resourcing Community Playgroup Funding is being sought to purchase small chairs and tables, play mats, books, and arts and craft items for the children in the Auburn play group.	\$2,000 (\$1,508 recommended*)	Recommended	Project will support the delivery of a free community playgroup for children and parents from a Culturally And Linguistically Diverse (CALD) population who are not otherwise enrolled in education and care. High number of local beneficiaries represents good value for money. <i>*The amount recommended has been reduced to reflect the value of the quotes provided.</i> Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did access the Grant Support Program.
SEGR22020012	Arab Theatre Studio	Projector for Arab Theatre Studio Funds will be used to purchase a projector to run educational workshops, cultural events, theatre, performances and art installations.	\$1,892	Recommended	Project meets the <i>Social Cohesion and Participation</i> funding priorities and contributes to the Cumberland Cultural Plan. The project has unique offerings and increases the organisation's capacity to deliver cultural programs. It will increase local access and participation with clear specific needs identified to assist in the delivery of services to the community. Special Conditions:

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020015	Australian Malayalee Islamic Association- NSW	Wireless Microphone (PA System) and Laptop Grant money is requested to purchase a microphone and laptop. The equipment will be used for event announcements, registrations, updates and presentations.	\$1,427	Recommended	This application has been specific with its needs and has identified equipment that will assist in the operations and delivery of the Organisation's services to community. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020016	Sunnyfield	Awaken my senses Project is seeking funds to purchase sensory equipment to complete the sensory room project for adults with intellectual disabilities.	\$1,804	Recommended	Project meets the <i>Health and Wellbeing</i> funding priority by supporting social inclusion and will improve the emotional wellbeing of people with intellectual disability. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020022	Merrylands Homing Pigeon Society Inc	On Going Computer Age Pigeons Funding is requested to purchase a computer clock, pad, power source, and computer race rings. The equipment will enable pensioners and youth people participate in sport and increase	\$2,000 (\$1,000 recommended*)	Recommended	Project will increase local access and participation with clear specific needs identified to assist in delivery of services to the community. The equipment will assist in the uptake of younger members and increase the projects participation rate. <i>*The amount recommended has been reduced to</i>

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
		membership.			reflect the allocated amount available in the Small Equipment Grants Program. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020026	Auburn Youth Centre Inc	AYC Volley Ball Funding is being sought to purchase a semi-professional standard indoor volleyball nets and stand. The equipment will improve the skills and abilities of attendee to the volley ball group.	\$2,000	Recommended	Project meets the <i>Youth</i> funding priority supporting young people in Cumberland by providing an increased opportunity to access portable volleyball and recreational activities. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020027	NSW Wildlife Information Rescue And Education Service Incorporated	New Custom-Designed Fibreglass Avian Hospital Cage for Native Birds in Care Funding would be used to purchase a bird cage for injured birds.	\$2,000	Recommended	Project meets the <i>Sustainability</i> funding priority and provides residents in the Cumberland LGA the opportunity to properly care for injured birds native to the area. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access the Grant Support Program.
SEGR22020030	Lidcombe Bowling Club Ltd	Beginner Bowls Carrier The Project is seeking funds to purchase new bowls carriers. The equipment will be used at	\$220	Recommended	Project meets the <i>Social Cohesion and Participation</i> funding priority. The organisation has strong connections to the local community. A high number of local beneficiaries represents good value for

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
		training to help develop skills among the players.			money. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did access the Grant Support Program.
CPSGR22020012	First Hike Project Inc	2020 Sydney Expansion Hiking equipment (camping backpacks) will allow Sydney First Hike Project to operate more independently, ending the reliance on borrowed backpacks from Emu Trekkers and volunteers. Additional day hikes will also be run and investigations have begun into the feasibility and interest in female only hikes, including our first hike with refugee participants On Country with Darug Elders.	\$2,000 (\$1,200 recommended*)	Recommended	Application was submitted under the wrong stream - Community Participation Small Grants Program. Application was assessed under the Small Equipment Grants Program. Project meets <i>Health and Wellbeing</i> funding priority and will support refugees living in the community to engage in activities that supports social cohesion and participation. The organisation is well linked with Multi-cultural Youth Affairs Network (MYAN) and Cultural Orientation Resource Exchange (CORE). FHP Sydney aim to build connections between refugees and Traditional Custodians of this land through its collaboration with Darug Elders. * 60% of funding has been recommended to reflect the 60% of beneficiaries from the Cumberland LGA. Special Conditions: - Applicant to have adequate insurance against any loss or damage to the equipment purchased. The insurance must be for the full replacement cost. Note: Applicant did access the Grant Support Program.
SEGR22020003	Evolve Housing Limited	Course Development Filming Equipment Funding is being sought to purchase a video camera. The camera will be used by groups of	\$2,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - No information provided on how many people from Cumberland LGA will be participating in the project.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
		young people to make short films to educate other non-English speaking young people about living in Australia.			<p>- The quotes provided were high, therefore not deemed value for money. The quote was over the funding limit with no explanation of how the balance of funds will be sourced.</p> <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>Note: Applicant did access the Grant Support Program.</p>
SEGR22020010	Australian Arabic Organisation Incorporated	Information Sessions Funding is requested to purchase a laptop, printer and projector to provide information sessions.	\$2,000	Not recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - Project need not demonstrated. - Projects ability to improve delivery of services to the community not demonstrated. - Sustainability not demonstrated. Not clear how the equipment purchased would contribute to the ongoing programs of the group or whether it would only be used for one event. - The quotes provided were confusing and did not clearly state the equipment to be purchased. - Low number of Cumberland beneficiaries identified. <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>Note: Applicant did access the Grant Support Program.</p>
SEGR22020014	Miracle Babies Foundation Ltd	Supporting babies born premature or sick and their	\$1,912	Not recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing</p>

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
		families Funding is requested to purchase sensory toys to help develop fine and gross motor skills for sick babies and children and an iPad for registering families to the program.			the application against the criteria: - Beneficiaries from Cumberland LGA are low and cannot be guaranteed. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Note: Applicant did access the Grant Support Program.
SEGR22020025	Australia Tamil Arts And Culture Development Centre Ltd	Parai Adi Tamil Ancient drums and other musical instruments are used in running therapeutic sessions and cultural music sessions.	\$2,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Connection with local community not demonstrated. - Limited demonstration of local benefit. - The quotes provided were invoices for drums that were delivered in Melbourne. Items in budget not consistent with quote provided. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Note: Applicant did access the Grant Support Program.
SEGR22020018	Wentworthville Uniting Church Soccer Club	Freezer replacement for Freame Park. Funding is being sought to purchase a new freezer for the Club canteen	\$2,000	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: - Applicants must be a legally registered, incorporated not-for-profit organisation or group, unless grant stream specifically includes individuals (e.g. the Rising Star Sports Award, Supporting Arts in Cumberland Grant Program). Note: Applicant did not access Grant Support

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					Program.
SEGR22020024	Orphans and Widows West Africa (O.W.W.A) Incorporated	West African Women's Project Funds are being requested to purchase sewing equipment and tools for women's sewing classes. The classes are a social activity and also an opportunity to learn new skills.	\$2,000	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: - Organisations with debts with Cumberland City Council are not eligible. Note: Applicant did not access the Grant Support Program.
CPSGR22020031	Sydney Junior Winter Cricket Association Incorporated	SJWCA Cricket Support This project seeks to create multicultural awareness for children through physical participation in the sport of Cricket.	\$5,000	Ineligible	Application was submitted under the wrong stream - Community Participation Small. Application was assessed under the Small Equipment Grants Program. Project not eligible for funding as it does not meet the following eligibility criteria: - Applicants must be currently located or delivering services in the Cumberland LGA or have specialist expertise not currently available in the Cumberland LGA. - The applicant has not identified links or partnerships within the Cumberland LGA or how local residents will benefit. Note: Applicant did not access the Grant Support Program.
SEGR22020021	Merrylands Homing Pigeon Society	Project application incomplete. No project Title.		Withdrawn	Application withdrawn. Note: Applicant did access Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020001	Evolve Housing Limited	Job Preparation and Capacity Building Training for those at risk of Homelessness This project will provide face to face training for further education and employment to your people. This project is also an expansion of their current online living skills program.	\$3,360 (\$2,000 recommended*)	Recommended	This project meets the <i>Education and Employment</i> funding priority and addresses barriers to training and employment for young people disengaged from education. It provides support to young people experiencing long term unemployment. A total of 66% of project participants will be from the Cumberland LGA. * <i>The expert assessment panel recommends the funding be reduced to reflect the proportion of Cumberland resident beneficiaries.</i> Note: Applicant did not access the Grant Support Program.
CPSGR22020004	CASS Care Limited	Pathway to Community Services Information Expo This project is to assist Korean residents within Cumberland make better informed decisions by providing information on various community services in their own language.	\$2,650	Recommended	This project meets the <i>Social Cohesion and Participation</i> funding priority. The project will increase access to culturally specific information around community services within the LGA targeting people from Korean background. Special Conditions: - Project must be delivered in the Cumberland LGA. - Applicant to submit venue and catering quotes prior to grant funding being paid. - Applicant to work alongside Council's Access and Inclusion Officer as part of the Grants Support Program. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020013	NSW Service For The Treatment And Rehabilitation Of Torture And Trauma Survivors (STARTTS)	Refugee Women's Yoga for Holistic Well-being The project will provide a supportive and structured yoga program in a culturally appropriate, trauma sensitive environment targeting female refugees.	\$4,990	Recommended	This project meets the <i>Health and Wellbeing</i> funding priority. This project provides value for money for up to 60 women to participate in a wellness retreat promoting health and wellbeing to women who have experienced trauma. Note: Applicant did not access the Grant Support Program.
CPSGR22020014	Learning Links	Take Action - Supporting children with their Anxiety in Cumberland This intervention program teaches children helpful ways to cope and manage anxiety.	\$4,955	Recommended	This project meets the <i>Health and Wellbeing</i> funding priority. This project combines social, recreational and physical activities to promote stress management, and physical wellbeing in young people. Special Conditions: Applicant to itemise project costs for materials and hours worked by the psychologist and provisional psychologist. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020015	Greystanes High School P and C	Visiting Country This project is to take Year 7, 8, 9 Aboriginal students to Lightning Ridge to explore their identity and gain pride in their culture and have the opportunity to share their experiences through virtual technology.	\$4,724	Recommended	This project meets the <i>Youth and Education and Employment</i> funding priorities. This program aims to increase community connection. Special Conditions: <ul style="list-style-type: none"> - Applicant to work with Council's Aboriginal Education and Programs Officer in the planning and evaluation stages of the project. - Applicant to engage Aboriginal community members in the design of the program and link students to local Elders, local culture and language. The project must include a process for the broader school community to learn from this project. - Due to the above special conditions, the applicant is to resubmit a project plan and itemise types of activities planned including the content of the activities intended for the students of the two schools including how virtual technologies will be utilised within the project. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020022	Asian Women At Work Inc	Artsy, Healthy, Active Grand Parenting The project is to build social networks and enhancing parenting skills of Chinese grandparents.	\$5,000 (\$3,650 recommended*)	Recommended	This project meets the <i>Social Cohesion and Participation</i> funding priority as it promotes cross-cultural understanding, community harmony and peace building. <i>*The amount recommended is reduced to an amount which is deemed value for money and reflective of project costs.</i> Special Conditions: - Applicant to resubmit project methodology and budget due to reduced funding allocation. This includes itemising venue hire fees to \$225 (to reflect correct fees Council will charge), materials, project admin and overall operational costs. - Applicant to submit quote for consultant fees, which demonstrates their skills and experience. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020024	Aasha Australia Foundation Limited	Seniors Rights Forum - Everyone Deserves Respect. This project seeks to help individuals recognise the signs of Elder abuse and to seek support within Cumberland.	\$5,000 (\$3,500 recommended)	Recommended	This project meets the <i>Health and Wellbeing</i> funding priority. It targets older people and promotes physical activity to improve fitness. <i>* The amount recommended is reduced to amount which is deemed value for money and reflective of project costs.</i> Special Conditions: - Due to the reduced funding allocation, applicant is to resubmit budget and itemise all expenditure. This includes facilitator wages hourly rate, hours worked and relevant award. - Applicant to submit quote for consultant which includes fees and demonstrates their skills and experience. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020029	Gallipoli Turkish Cultural Foundation Limited	"Tuning into Teenagers" Parenting Program This parenting program teaches techniques and methods on the emotional connection between parents and children from the ages 3 to 11 and looks to also expand the program for children and young people aged from 11 to 17.	\$4,970	Recommended	This project meets the <i>Education and Employment</i> funding priority. The project will encourage participation and involvement of parents in the education and development of their children and improve their capacity to support learning at school. Special Conditions: - Minor clarification of expenditure required prior to payment of grant. Applicant to resubmit budget, itemise further details of all expenditure. - Applicant to submit quote for consultant which demonstrates their skills and experience and breakdown of fees. - Applicant to provide detail on the type of text books required. Note: Applicant did not access the Grant Support Program.
CPSGR22020033	Boronia Multicultural Services	Productive Ageing Through Fitness This project will provide fortnightly exercises for people over the age of 65 in keeping them active and to maintain their strength, balance, mobility and promoting independence, inclusiveness and encouraging social engagement.	\$4,690	Recommended	This project meets the <i>Health and Wellbeing</i> funding priority promoting physical activity that improves the fitness of older citizens. Special Conditions: Minor clarification required prior to payment of grant. Applicant to provide information about the role of the facilitator and resubmit budget to include full breakdown of staff/facilitator wages (hour's worked, hourly rate and relevant award). Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020036	Auburn Youth Centre Inc	Cumberland Soccer Connection (For Women) This project is to connect young CALD women into the Soccer program to play amongst other young women in Western Sydney. It also provide education on health & well-being and provides connections with support services.	\$4,970	Recommended	This project meets the <i>Youth and Community Safety</i> funding priorities, providing increased access and participation of young women in sports as well as access to community service information and supports within Culturally And Linguistically Diverse (CALD) community groups within the LGA. Special Conditions: - Minor clarification of expenditure required prior to payment of grant. Applicant to submit quote for coach which includes their fees and demonstrates their skills and experience. - Only an accredited coach can be engaged to deliver the project. - Applicant to work alongside Council's Sports and Recreation Development Officer as part of the Grants Support Program. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020038	Indian (sub-continent) Crisis & Support Agency Limited	Buddy Volunteer Worker - Model Design This program seeks to develop a model of Volunteer based support workers to work alongside specialist funded services working in the area of Domestic and Family Violence to work towards meaningful outcomes for clients.	\$4,850	Recommended	This project meets the <i>Community Safety</i> funding priority, increasing the provision of culturally appropriate services to women experiencing domestic and family violence alongside existing service providers. This model capitalises on existing cultural capital within the community and aims to provide a more culturally appropriate service to clients Special Conditions: Applicant to work alongside Council's Community Development Officer as part of the Grant Support Program and in-line with the Cumberland Domestic and Family Violence Action Plan. Note: Applicant did not access the Grant Support Program.
CPSGR22020006	St Francis Social Services	Right Bite Project This project is to educate, research, develop and implement reduction of food wastage strategies. This will be an expansion on the Foodbank program at the House of Welcome.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: The project is an existing project and the expansion was not clear. The majority of budget was for staffing costs that are operational and not sustainable. The outcomes for the community were not clearly demonstrated. This made it difficult to assess value for money. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Note: Applicant did access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020007	Technical Aid To The Disabled	Enabling Little Lives This project aims to address financial hardship amongst clients within Cumberland by providing a subsidy specifically for Freedom Wheels bikes.	\$4,989	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Low number of participants from Cumberland LGA. - Number of beneficiaries is low and therefore doesn't provide value for money. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program or other grant opportunities. Note: Applicant did not access the Grant Support Program.
CPSGR22020016	Australian Arabic Organisation Incorporated	Stop and Prevent Falling This project is to improve safety and educate on their physical well-being on the risks of falls, targeting CALD elderly people within Berala and surrounding suburbs.	\$4,276	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Projects purpose and outcomes are not clearly presented. - Budget is not clear and does not reflect costs, it requires further clarification and itemisation. - Potential for duplication of services with NSW Health Falls Prevention Program. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Council will also link them to NSW Health's existing program. Note: Applicant did access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020017	Australia Tamil Arts And Culture Development Centre Ltd	Parai Adi The project aims to help young CALD adults from the ages of 13-20 in addressing challenging behaviours through drumming.	\$4,500	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: Budget is not clear, project has not been developed based on youth identified needs and consultation. Further clarification is required with detailed information on the skills of trainers and does not provide quotes for the trainers. Feedback: Council will provide the applicant with feedback on their application and offer additional support in the next round of the Community Grants Program. Note: Applicant did not access the Grant Support Program.
CPSGR22020026	The Association Of Bhanin El-minieh - Australian Arabic Community Welfare Centre Incorporated	Bhanin Active Kids This project is a fitness and training program targeting CALD school aged children.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Budget requires further details, no quotes submitted. - Applicant to investigate how to become an "Active Kids" provider working alongside Council's Sports and Development Officer as part of Councils Grant Support Program. Feedback: Council will provide the applicant with feedback on their application in the next round of the Community Grants Program. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020027	Orphans and Widows West Africa (O.W.W.A) Incorporated	West African Youth Project This project seeks to connect Western African Youth through the provision of swimming lessons and sporting activities.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Application requires greater detail around project content and activities. - Budget is not clear and requires further breakdown and itemisation to demonstrate value for money e.g. number of sessions provided and costs associated etc. Feedback: Council will provide the applicant with feedback on their application in the next round of the Community Grants Program. Note: Applicant did not access the Grant Support Program.
CPSGR22020028	Community Resource Network (CRN) Incorporated	Agency Contact List - Cumberland This project is to produce a printable publication of validated community services operating within the Cumberland LGA.	\$4,994	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Application did not demonstrate consultation with target group to determine project need. - Direct benefit to community was not stated. - Project plan requires additional information to demonstrate project sustainability. - There is duplication with existing programs found on the LINC Database. Feedback: Council will provide the applicant with feedback on their application in the next round of the Community Grants Program. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020032	Social Justice Network	Older Residents Keep Fit This project is to organise weekly physical activity for residents over the age of 50 in keeping them active and improving their overall general health.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Project outcomes and evaluation are not clear, greater clarification on program delivery and content required. - Budget is not clear and requires further breakdown and itemisation to determine value for money e.g. number of sessions provided and costs associated. Feedback: Council will provide the applicant with feedback on their application in the next round of the Community Grants Program. Note: Applicant did access the Grant Support Program but for another application.
CPSGR22020037	Trellis Oceania Pty Ltd	Youth Trauma Healing Camps This project aims to help new migrants and asylum seekers by developing 10 after school activities at Auburn Park encouraging teamwork and relationship building.	\$4,700	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - The application requires greater detail around the organisation's skills and experience in managing a project such as this. - Partners and or support groups have not been identified. - Budget lacks detail and has not covered all costs. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020039	Just Care Inc.	Merrylands Public School Parent Group Feeding the Homeless This program aims to build self-esteem, self- confidence and provide skill development of new arrivals, migrants' parents from Merrylands Public School by providing short term courses in various subjects.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: <ul style="list-style-type: none"> - Application requires greater detail on the skills and experience in managing such a project e.g. how they will deliver meals to the homeless. - Community partners and homeless support groups have not been identified. - Budget lacks detail and has not considered all costs. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Note: Applicant did not access the Grant Support Program.
CPSGR22020043	Sewa Australia Incorporated	Preventing Violence Against Women This project seeks to promote social engagement by introducing pathways to services and encouraging networking.	\$4,840	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: <ul style="list-style-type: none"> - Project does not clearly specify which part of the program is new or expanded upon. - Project requires clarification around methodology addressing program delivery, outcome, content and evaluation. - Application doesn't outline facilitators' qualifications; facilitator quote and breakdown was not provided in the budget. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					Note: Applicant did not access the Grant Support Program.
CPSGR22020046	Church Of The Foursquare Gospel (Australia) Limited	Training in Technology This program aims to upskill African migrants with basic computer and cyber training.	\$5,000	Not recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - Application requires greater detail outlining skills and experience of the facilitator delivering the program. - Does not provide evidence of consultation with potential project target groups/participants regarding interest in participating and evidence of need. - Further clarification is required around program delivery, outcome, content and evaluation. - Greater detail around the facilitators' qualifications required. - Potential for duplication with existing programs e.g. Council's over 55 programs. <p>Feedback: Council will provide the applicant with feedback on their application, link them to existing services and offer additional support to submit in the next round of the Community Grants Program.</p> <p>Note: Applicant did not access the Grant Support Program.</p>

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020048	Australian Foundation For Disability	Enhancing Disadvantaged People with Disabilities Lives by participating in social activities This project for clients with disabilities many with lifelong disabilities who attend our Guildford Community Participation Day Program to actively participate in a number of social activities and excursions.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - It is unclear if the project is new or an expansion to a current project. - Budget lacks detail. Breakdown of costs required. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Note: Applicant did not access the Grant Support Program.
CPSGR22020010	Australian Afghan Hassanian Youth Association Incorporated	Afghan Youth Creating Waves. This Youth led project is to target newly arrived Afghan migrants and refugees within Cumberland to learn to swim. The project also assists with issues such as safety, social cohesion and Health & Well-being.	\$4,810	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: Applications are required to be for either the establishment of a new project or a significant expansion of an existing project. This is an existing project and no expansions were demonstrated. Note: Applicant did access the Grant Support Program.
CPSGR22020047	Australian Foundation for Disability	Project application incomplete. No project Title.	\$0	Ineligible	Project not eligible for funding as it does not meet the following criteria: This is not a new or significant expansion of a project. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPSGR22020008	Marie Luisa McGuire	Project application incomplete. No project Title.	\$0	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: - Applicants must be a legally registered, incorporated not-for-profit group. - Applicant is an individual. Note: Applicant did not access the Grant Support Program.
CPSGR22020018	Richa Aryal	Project application incomplete. No project Title.	\$0	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: - Applicants must be a legally registered, incorporated not-for-profit group. - Applicant is an individual. Note: Applicant did not access the Grant Support Program.
CPSGR22020049	Alfred Pongi	Project application incomplete. No project Title.	\$0	Ineligible	Project not eligible for funding as it does not meet the following criteria: - Applicant is an individual. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CREATIVE CUMBERLAND GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CCGPR22020002	River City Voices Ltd	Boogie with Beethoven Boogie with Beethoven is a 60 min concert that aims to introduce families access to instruments and vocals of classical orchestra starting with 3 School pre-concert workshops	\$3,365	Recommended	This project meets the <i>Youth, and Social Cohesion and Participation</i> funding priority and aims to provide an opportunity for young people to engage in a symphonic choir encouraging participation with instruments and vocal skills. The project contemporises Beethoven's classical music exploring creative process, providing an affordable, accessible and interactive cultural event with opportunities for participation. Special Condition: Applicant to modify workshops to provide opportunity for an interactive and participatory model in place of presentations. Note: Applicant did not access the Grant Support Program.
CCGPR22020004	Sydney Turkish Music Ensemble	15 Years Hand in Hand This event will celebrate 50 years of the Turkish community contribution to Cumberland and to celebrate the organisations 15 years of musical achievements by way of a Concert involving local Turkish musicians and artists.	\$5,000	Recommended	This project meets the <i>Creative Cumberland</i> funding priority and aims to celebrate the Organisation's 15 years of musical achievements, providing benefits to the LGA via the creation of opportunities and the development of a cultural event. Special Conditions: - Applicant to work alongside Council's Gallery Director and Cultural Services Coordinator as part of Council's Grants Support Program and reallocate grant funded components of the budget to cover cultural and developmental components of the project and reduce focus on the venue.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CREATIVE CUMBERLAND GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					Note: Applicant did not access the Grant Support Program.
CCGPR22020005	M Barco Barruz & J Perez	Experimental Flamenco Lab This program is to provide a 7 week experimental Flamenco encouraging cultural expression, awareness & knowledge as well as stimulate creativity in Cumberland creating an intercultural youth dance ensemble in the community.	\$4,980	Recommended	This project meets the <i>Creative Cumberland</i> funding priority. The project demonstrates good capacity and strong experience in delivering cultural projects. Applicant has consulted with community and has demonstrated that Cumberland residents are the beneficiaries. Special Conditions: - Minor clarification required prior to payment of grant. Applicant to resubmit project plan and include workshop dates and resubmit budget and itemise expenses including administration costs. Note: Applicant did access the Grant Support Program.
CCGPR22020008	Arab Theatre Studio	The Women's Circle The program is a curated program of creative and collaborative exchanges for women from the Middle East and North Africa. The program will be inter-generational looking at inherited practises and crafts, their adaptations, transformations and reclamations.	\$5,000	Recommended	This project aligns with Cumberland's Cultural Plan and demonstrates they have good capacity to manage projects, extensive local partnerships, and have demonstrated local engagement ability. The project engages professional artist/s (Arab Theatre Studio and Nicole Barakat) in a leadership capacity for a community engaged activity. Outcomes are achievable and the budget is clear. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
 Not recommended for funding ■
 Ineligible for funding ■
 Application withdrawn ■

CREATIVE CUMBERLAND GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CCGPR22020006	Taste Cultural Food Tours Incorporated	Aussie Food - Cumberland This project will create a series of photographs with quotes of Aussie Foods and how that looks and what it means to be Australia 2020. The project will be delivered to an online audiences.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Project outcomes are unclear and not tangible, lacks evaluation method, budget is not reflective of actual costs of project. - Project does not align with the Cumberland Cultural Plan. - Application has not demonstrated social media management. - Budget requires greater detail. - Outcomes are vague and does not align with evaluation methods outlined in application and risks are identified in relation to challenges around food safety compliance issues. Feedback: Council will provide the applicant with feedback on their application. Note: Applicant did access the Grant Support Program

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CREATIVE CUMBERLAND GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CCGPR22020012	Australian Foundation For Disability	Modified Art Therapy and Modified Musical sessions for our Disadvantaged people with disabilities at Guildford The project is to provide modified creative art and music therapy for people with disabilities or people high support needs. The project allows people with disabilities in all cultures openly express themselves and connect with other members of the community.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - The service is for client base only therefore has limited reach to community. - Budget requires more detail, no quotes were provided making it difficult to determine value for money. - A more specific detailed list of activities and who is involved and how, would have made this a stronger application. - Engagement of professional artists, and engagement with community participants and organisations is recommended. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY EVENTS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CCGR22020011	Westmead Public School Parents & Citizen's Association	Celebrating unique cultures of Cumberland LGA This event is to bring together the Westmead Public School family and local community to showcase its cultural diversity through traditional wear, cultural performance and food.	\$5,000	Recommended	The event meets the <i>Social Cohesion and Participation</i> funding priority, engaging residents by creating new connections and an opportunity to generate shared understanding between people and aims to bring the community together. Special Conditions: - Minor clarification of expenditure required prior to payment of grant. Applicant to resubmit budget and include quotes for catering. - Applicant to resubmit evaluation methodology to ensure it reflects project objectives and proposed outcomes. Note: Applicant did not access the Grant Support Program
CCGR22020018	NSW Service For The Treatment And Rehabilitation Of Torture And Trauma Survivors (STARTTS)	Cumberland Multicultural Sport Gala Day The event aims to bring together Cumberland residents to participate in various games increase social cohesion and celebrate multiculturalism through sports.	\$4,993	Recommended	The event meets the <i>Social Cohesion and Participation</i> funding priority, engaging residents by creating new connections and an opportunity to generate shared understanding between people within the community. Special Conditions: - Minor clarification of required prior to payment of grant. Applicant to submit a risk management plan and include how child protection will be addressed. - Required to contact Council's Sports Club Liaison Officer to explore availability of the sports grounds. Note: Applicant did not access the Grant Support Program
CCGR22020020	Auburn Youth Centre Inc	Auburn Sound Project - Youth Music Festival This festival aims to connect at-risk, disengaged, CALD (12-24) and refugee youth in Auburn and the wider Cumberland LGA to educate	\$5,000	Recommended	This event meets the <i>Youth and Community Safety</i> funding priorities with the aim of building a positive profile of young people within Cumberland, showcasing Cumberland through its music development program as a unique place with unique cultures, cultural experiences and assets that attract visitors. Special Conditions:

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY EVENTS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
		on alcohol prevention and drug misuse through the power of music and provide a platform for youth to share their musical talents.			<ul style="list-style-type: none"> - Applicant to ensure only licensed security is used. - Applicant to resubmit the following information: the age of young people working and ensure compliance with children's employment regulations as set out by the Office of the Children's Guardian. Evidence of consultation and compliance is required prior to grant funds, see below link - www.kidsguardian.nsw.gov.au/childrens-employment - Applicant to re-submit the budget inclusive of event and staff costs and children's employment regulations as set out by the Office of the Children's Guardian. <p>Note: Applicant did not access the Grant Support Program</p>
CFGR22020006	Ga-Adangbe Association of NSW	<p>2020 4th Annual Sydney Homowo Festival</p> <p>The Homowo Festival is a celebration for the Ga-Adangbe people of Ghana. It marks the start of the crop harvest season and engages its members to connect with residents from various ethnic backgrounds through a community participation event.</p>	\$9,200 (\$5,000 recommended*)	Recommended	<p>Application was submitted under the wrong stream - Community Festival stream of the Community Events Grants Program. Application was assessed under the Celebrating Cumberland stream of the Community Events Grants Program. This event meets the <i>Social Cohesion and Participation</i> funding priority and looks to foster community participation programs that actively engage and assist members to integrate into the community.</p> <p>*The amount recommended is reduced to an amount which is deemed value for money and reflective of project costs as well as maximum available under the Celebrating Cumberland stream of the Community Events Grants Program.</p> <p>Special Conditions:</p> <ul style="list-style-type: none"> - Due to the reduced funding allocation, applicant is to resubmit an itemised budget which details expenditure on entertainment, performances and catering. Quotes are also to be provided. - Provide detail around performances - what are they?

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY EVENTS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					<ul style="list-style-type: none"> - Provide detail on amplification of sound. End time of event may need to be adjusted. - Organisation to contact Council's Bookings Team for advice. - Organisation to create a plan for conflict resolution. <p>Note: Applicant did not access the Grant Support Program</p>
CFGR22020011	Auburn Tamil Society (NSW) Inc	Uniting Cumberland Tamils The focus is to celebrate Christmas and the Thai Pongal Tamil festival 2021. We celebrate these festivals by connecting people with different religious background together. The highlight of the events are cultural dances, traditional music which are provided by local community and plenty of food.	\$5,750 (\$4,950 recommended*)	Recommended	<p>Application was submitted under the wrong stream - Community Festival stream of the Community Events Grants Program. Application was assessed under the Celebrating Cumberland stream of the Community Events Grants Program. This event meets the <i>Social Cohesion and Participation</i> funding priority, celebrating the community in Cumberland by enhancing its unique community identity, recognising our diversity as our strength, actively welcoming people to the area and engaging people in a community activity to promote a sense of belonging. Overall the application includes demonstration of the cultural value of the proposed activity however could demonstrate involvement of the broader community better.</p> <p>* The amount recommended is reduced to amount which is deemed value for money and reflective of project costs and the maximum available under the Celebrating Cumberland stream of the Community Events Grants Program.</p> <p>Special Condition: Due to the reduced funding allocation, the applicant must resubmit a revised budget excluding the Honorarium.</p> <p>Note: Applicant did not access the Grant Support Program</p>
CFGR22020012	Kamban Kazhagam	Kamban Tamil Literary Festival 2020 (KTLF)	\$7,480 (\$5,000)	Recommended	<p>Application was submitted under the wrong stream - Community Festival stream of the Community Events</p>

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY EVENTS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
	Australia Incorporated	The event showcases high quality Tamil literature knowledge with youth and adults in the Cumberland LGA. There is demand within the Tamil community for high quality Tamil literature coupled with local talent and internationally renowned scholars of the Tamil language and culture.	recommended*)		Grants Program. Application was assessed under the Celebrating Cumberland stream of the Community Events Grants Program. This event meets the <i>Health and Wellbeing</i> funding priority and activates our places by renewing and bringing to life the personality of Cumberland's public places and neighbourhoods. * The amount recommended is reduced to amount which is deemed value for money and reflective of project costs and the maximum available under the Celebrating Cumberland stream of the Community Events Grants Program. Special Conditions: - Due to the reduced funding allocation, the applicant must resubmit the budget and itemise all elements of the budget including speaker's fees. - Applicant to ensure it meets immigration guidelines and applies for relevant visas for international speakers. Council grant monies should not be used for visa fees or international artist fees. Note: Applicant did not access the Grant Support Program.
CFGR22020015	Lidcombe Bowling Club Ltd	Lidstock Music Festival and Junior Band Comp The festival is an opportunity for local musicians to perform with their bands or to perform solo. The show has always been locally based bands hence the name Lidstock.	\$1,350	Recommended	Application was submitted under the wrong stream - Community Festival stream of the Community Events Grants Program. Application was assessed under the Celebrating Cumberland stream of the Community Events Grants Program. This event meets the <i>Social Cohesion and Participation</i> funding priority. It activates and brings to life the personality of Cumberland's public places and neighbourhoods, creating vibrant entertainment precincts that make Cumberland a great place to live and visit. Special Condition: Minor clarification of expenditure required prior to

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY EVENTS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					payment of grant. The applicant must resubmit a revised budget with itemised costs including performers and cost of catering and entertainment. Note: Applicant did not access the Grant Support Program
CPSGR22020041	NSW Service For The Treatment And Rehabilitation Of Torture And Trauma Survivors (STARTTS)	Cumberland Multicultural Cricket Tournament 2020 The project will bring Multicultural Cricket Tournament to Cumberland. With 150 players, 39 games, and hundreds of spectators, the project will engage and energise Cumberland community through love of sport.	\$5,000	Recommended	Application was submitted under the wrong stream - Small Participation Grants Program. Application was assessed and meets the funding priority under the Celebrating Community Events Program. Special Conditions: Applicant to work alongside Council's Sports and Recreation Development Officer. Note: Applicant did not access the Grant Support Program
CCGR22020004	Nepali Kala Sanskriti Tatha Sahitya Pratishthan Australia Incorporated	Nepalese poet Bhanu Jayanti festival The event is to celebrate the Nepalese Poet Bhanu Jayanti birthday through the showcasing of Nepalese literature, poems, music, drama performances to preserve the culture within Australian Born Nepalese.	\$5,000	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Application lacks demonstrated event management experience e.g. No risk management plans submitted, no consideration of parking or transport. - Budget lacks detail e.g. 'General Shopping' is not an appropriate line item. Feedback: Council will provide the applicant with feedback on their application. Note: Applicant did not access the Grant Support Program.
CCGR22020006	Social Justice Network	Santa celebrate Muslim Enid This one day event aims to bring together Cumberland's Multicultural communities to	\$5,000	Not recommended	Application was submitted under the wrong stream - Community Festival stream of the Community Events Grants Program. Application was assessed under the Celebrating Cumberland stream of the Community Events

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY EVENTS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
		celebrate Eid and strengthen community participation and cohesion.			Grants Program. The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Application has not demonstrated large event management experience e.g. risk management plan has not consider traffic management for the venue, does not mention security, food services or stalls. Feedback: Council will provide the applicant with feedback on their application. Note: Applicant did access the Grant Support Program.
CFGR22020001	Australia Alevi Cultural Centre	Australian Alevi Cultural Arts And Crafts Festival The event will be based on arts, crafts, food and live performances, stage shows, meetings, exhibitions Indigenous and Alevi cultural and local sports clubs demonstrations	\$19,900	Not recommended	Application was submitted under the wrong stream - Community Festival stream of the Community Events Grants Program. Application was assessed under the Celebrating Cumberland stream of the Community Events Grants Program. The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - No project plan submitted. - Application did not provide sufficient evidence to demonstrate the organisation's event management experience. - Budget lacks detail e.g. 'Misc. expenses' - Further itemisation is required. - Applicant needs to engage a third party for waste plan. Feedback: Council will provide the applicant with feedback on their application. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY EVENTS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CFGR22020003	The Trustee for Creating Chances Trust	Cumberland's World Traditional Games World Traditional Games event is seeking to bring its proven Games format as a series of eight weekly after-school drop-in mini-events at Auburn PCYC.	\$9,000	Not recommended	Application was submitted under the wrong stream - Community Festival stream of the Community Events Grants Program. Application was assessed under the Celebrating Cumberland stream of the Community Events Grants Program. The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Application does not demonstrate an expansion of an existing project. Project plan is vague with little evidence of how the event will be managed. - Budget costs for project management is unclear. - Venue and promotion costs are not listed. Feedback: Council will provide the applicant with feedback on their application. Note: Applicant did access the Grant Support Program.
CFGR22020005	My Sisters Keeper (MSK) Incorporated	Women and Wellness and Recovery Conference The Women's Wellness and Recovery workshop is designed to educate issues relating to substance abuse, mental health, trauma, and recovery and also provide an opportunity for the industry to come together for connection, collaboration, education and highlight the empowerment of today's woman.	\$12,066	Not recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Application appears to be a program or conference and not an event. - Budget costs associated with a case worker is not fitting with events objectives. - The risk management and project plan are incomplete. Feedback: Council will provide the applicant with feedback on their application. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

COMMUNITY EVENTS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CFGR22020010	Community Minds Incorporated	Family Feasting Event Family Feasting offer an accessible platform for families who wish to learn about other cultures in their diverse community, incorporating stories, trivia, food demonstrations, hands on food preparation and cultural art based activities.	\$15,000	Not recommended	Application was submitted under the wrong stream - Community Festival stream of the Community Events Grants Program. Application was assessed under the Celebrating Cumberland stream of the Community Events Grants Program. The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - The number of participants 10 - 12 families considered is low and the budget is considered high. - Project does not represent value for money. - Project does not align with the funding stream. Feedback: Council will provide the applicant with feedback on their application. Note: Applicant did not access the Grant Support Program.
CFGR22020007	Chand Raat Eid Festival (CREF) Incorporated	Chand Raat Eid Festival (CREF) Different cultural and entertaining performances by local artists and groups. Hold a multicultural food court where a variety of ethnic food stallholders display and offer their food. Exhibition of local small to large businesses, professional, government, agencies, community organizations. Amusements and Rides for Children adults	\$15,000	Ineligible	Project is not eligible for funding as it does not meet the following eligibility criteria: - Event is not delivered in Cumberland LGA. Event location is Sydney Olympic Park. Note: Applicant did not access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

MINOR CAPITAL WORKS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Requested	Recommendation	Assessment Panel Comments
MCWR2202001	Women's Housing Company Ltd	Caliope Safe Living Funding is requested to install an intercom system to the 20 units at 5-11 Caliope St, Guildford and to upgrade rear fencing to improve security and minimise non-residential access via the neighbouring commercial carpark.	\$17,450 (\$11,425 recommended*)	Recommended	<p>The project meets the 'Safety' funding priority. The project will improve access and safety for priority target group. The applicant clearly demonstrates project need, and has capacity to manage the project.</p> <p>* A revised budget was submitted in the second round of applications and expenditure reflects the amount recommended for funding.</p> <p>Special Conditions:</p> <ul style="list-style-type: none"> - Council approval is required for tree lopping - The current permit approved by Council is valid for 12 months and an extension can be provided. The peppercorn tree (Tree 10) overhanging from the adjacent property can be pruned with the written consent from the Strata Manager. If the Property Manager wishes to remove the tree due to installing a new fence this could be considered by Council. Approval is to be sought from Council's Tree Management Officer. - Applicant must use a qualified arborists with minimum AQF Level 3 and valid public liability insurance to ensure they have the appropriate skills to the conduct works. - The use of existing cavities is advised while connecting wiring for the intercom system, if ceilings are vermiculite product and any drilling is to be done through slabs or into slab. - Recommend testing be done, as will be possible asbestos in product due to building

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

MINOR CAPITAL WORKS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Requested	Recommendation	Assessment Panel Comments
					age. - If any asbestos is encountered during works, the organisation is to remove safely at own cost as per Australian standards. Note: Applicant did access the Grant Support Program.
MCWR2202008	Church Of The Foursquare Gospel (Australia) Limited	Carpark Refurbishment The project is seeking funding to resurface the damaged carpark at 2 Bridge Road Westmead. This project aims to improve the safety of the facility and accessibility for community members.	\$19,800	Recommended	Application meets the 'Safety' funding priority. Special Conditions: -The organisation is to contact 'Dial Before You Dig' (1100 or www.1100.com.au) and implement the findings of the report prior to the construction phase of the project. - If any asbestos is encountered during works, the organisation is to remove safely at own cost as per Australian standards. Note: Applicant did not access the Grant Support Program.
MCWR2202009	Lidcombe Bowling Club Ltd	Repair of Retractable Shade Shelters Funding is requested to replace the fabric/material of the retractable shade shelters.	\$320	Recommended	The project meets the 'Physical Access' funding priority and will result in the increased participation and physical activity for targeted community groups, providing shelter from the sun. Special Conditions: Shade cloth material must be UV protection grade. Note: Applicant did access the Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

MINOR CAPITAL WORKS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Requested	Recommendation	Assessment Panel Comments
MCWR2202006	Sydney Sri Ayyappa Swami Centre Incorporated	Construction of Public Toilet and Carport The project is seeking funds for the construction of public toilet and carport at 1 Perry Street Wentworthville.	\$20,000	Not recommended	The subject matter expert assessment panel identified the following weaknesses when assessing the application against the criteria: - Submitted quotes for building works do not have sufficient detail - quote does not itemise all aspects of the project budget and provided as a lump sum. - The budget was inconsistent and not aligned with the quotes. - Poor risk management plan and application did not demonstrate their ability to manage this project. Feedback: Council will provide the applicant with feedback on their application. Note: Applicant did access the Grant Support Program.
MCWR2202002	Berala Carramar Hardcourt Tennis Association Incorporated	Renew Synthetic Grass surface on court 2 The project is seeking funds to purchase and lay a new synthetic grass carpet on court 2.	\$15,000	Withdrawn	The applicant withdrew their application.
MCWR2202004	Catholic Parish Of Holy Trinity Granville	Church Cooling and Ventilation Funding is requested to purchase and install 28 fan units for the church hall to improve cooling and ventilation.	\$8,050	Withdrawn	The applicant withdrew their application.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

MINOR CAPITAL WORKS GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Requested	Recommendation	Assessment Panel Comments
MCWR2202005	Catholic Parish Of The Holy Family East Granville	Community Hall Safety Repairs The project is seeking funds to undertake repair and upgrade in the Church Community Hall including: - Repair and replace the damaged eave linings and ceilings in the female toilets - Replacing the damaged doors to the male and female toilets and- Removing the four damaged air-conditioning units.	\$5,861	Withdrawn	The applicant withdrew their application.

CONFIDENTIAL

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-428

Attachment 2
Community Grants Program
Round Two 2019/2020
Guidelines



Cumberland Community Grants Program

Round Two 2019/20, January Guidelines



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For more information, please contact:

Grants Team

☎ 02 8757 9276 | 8757 9800

✉ grants@cumberland.nsw.gov.au

📍 16 Memorial Avenue, Merrylands NSW 2160

The Cumberland Local Government Area

Cumberland Council was proclaimed on 12 May 2016. The Council is comprised of the majority of the former Holroyd City Council, approximately two thirds of the former Auburn City Council (south of the M4) and the Woodville Ward of Parramatta City Council.

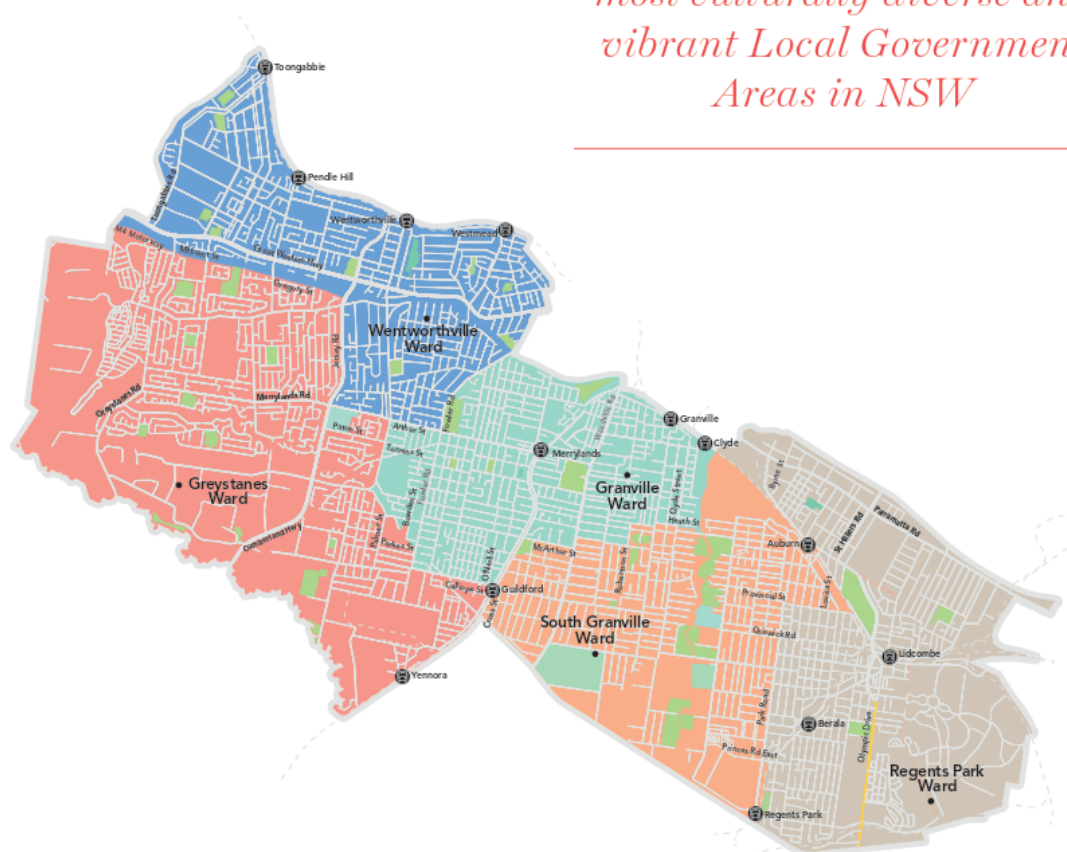
Cumberland is one of the most culturally diverse and vibrant Local Government Areas in NSW. Approximately 242,524 residents have chosen to live here, making it also one of the most populous LGAs in NSW

- Top 5 languages: Arabic, Mandarin, Cantonese, Tamil, Turkish.
- 72,076 households
- 23, 251 businesses

Our community vision for the future of Cumberland is encapsulated in: "Welcome, Belong, Succeed".

Council is determined that all its residents, businesses and visitors feel they are welcome; where people and families from different cultural backgrounds can come together and belong; and where anyone, through hard work and with the support of their community can succeed. The Cumberland Community Grants Program aims to support the achievement of this vision.

Cumberland is one of the most culturally diverse and vibrant Local Government Areas in NSW



Cumberland Community Grants Program Policy and Principles

The Cumberland Council Community Grants Program aims to support the delivery of services and programs that build a vibrant and sustainable Cumberland. Funded projects should deliver social, economic, cultural, recreational and environmental benefits to our local community.

The **Cumberland Community Grants and Donations Policy** sets the framework under which all grants made by Council to the community are governed. The Policy also sets the parameters in which requests are managed. A copy can be obtained at www.cumberland.nsw.gov.au

Policy Statement

In administering grant programs, Council is to ensure that it complies with *Section 356* of the *Local Government Act 1993* which makes provisions for Council to grant financial assistance to others for the purpose of exercising its functions.

The following grant making principles inform the financial and in-kind assistance provided by Council's Community Grants Program.

Principles

- Robust planning and design which underpins efficient, effective, economical and ethical grants administration including the establishment of effective risk management processes.
- Probity and transparency in decision making which reflects ethical behaviour, in line with Council's Code of Conduct, and complies with public reporting requirements.
- Governance and accountability in which a robust governance framework is established that clearly defines: the roles and responsibilities of all relevant stakeholders; establishes the policies, procedures and guidelines and administration processes that comply with all relevant legal and policy requirements; and supports public accountability for decision-making, grant administration and performance monitoring.
- Access and equity in grants administration to support the diverse needs, interests and aspirations of the community.
- Collaboration and partnership in which effective consultation and a constructive and cooperative relationship between Cumberland Council, grant recipients and other relevant stakeholders contribute to achieving more efficient, effective and equitable grants administration.
- Capacity building which focuses on further developing existing skills, knowledge and access to opportunities for residents and organisations.
- Outcomes focussed in which grants administration focuses on maximising the achievement of strategic directions and lasting outcomes rather than outputs.
- Achieving value with public money which involves the careful consideration of costs, benefits, options and risks.
- Proportionality in which key program design features and related administrative processes are commensurate with the scale, nature, complexity and risks involved in the granting activity.
- Commitment to continual improvement with regular review and evaluation of grant making processes to ensure legislative requirements are met, program objectives reflect Council's strategic directions and best practice innovations are utilised.

Cumberland Community Grants Program: General Eligibility Criteria

Eligibility:

- Applicants must be a legally registered, incorporated not-for-profit organisation or group, unless grant stream specifically includes individuals (e.g. the Rising Star Sports Award, Creative Cumberland Grants Program).
- Unincorporated groups may be sponsored (auspiced) by incorporated not-for-profit organisations.
- Applicants must have a current registered Australian Business Number (ABN).
- Applicants must be currently located or delivering services in the Cumberland LGA, or have specialist expertise not currently available in the Cumberland LGA.
- Applicants must be able to provide proof of public liability insurance (minimum of \$10 million liability) and any other insurances required to deliver the project which may include professional indemnity, workers compensation or volunteer accident insurance.
- Applications must be for a specific project.
- Residents of the Cumberland LGA must be the primary beneficiaries of the project.
- Projects must address an identified funding priority.
- Projects must be well defined with a clear budget.
- While individual budget items may include GST, GST is not to be applied to the funding request as a whole.
- Projects must demonstrate that any





ongoing or recurrent costs can be met by the organisation once grant funding has been expended.

- The organisation must demonstrate the capacity to manage funds and deliver the project.
- Projects must be delivered between the dates specified for each grant round.
- Capital works including the cost of extensions or renovations to buildings are only eligible under the Minor Capital Works Grants Program.
- As per the Community Grants and Donations Policy, all requests for financial assistance must go through the Cumberland Council Community Grants Program. Unsolicited requests for donations will not be accepted.

Not eligible for funding

- Organisations which have been funded under one stream of the Cumberland Community Grants Program cannot be funded under another stream for the same project.
- Only one grant per applicant, per stream will be funded per financial year. The only exception to this is where auspicing arrangements are in place. Auspicors will be able to auspice multiple applications but only one grant per auspice, per stream will be funded annually.

- Applicants cannot receive funding for the same project or event more than once a financial year.
- Organisations that have not submitted acquittal reports for projects funded by Cumberland Council and the former Auburn or Holroyd Councils.
- Organisations with debts with Cumberland Council.
- Projects which duplicate services already provided in the Cumberland LGA.
- Ongoing staff or operational costs.
- Political parties.
- Retrospective funding for projects that have been completed prior to 1 July 2020.
- Schools or State Government agencies/ departments.
- General donations to charities.
- Prize money
- Payment of debts or loans



Round Two January 2020 – 2019/20 Cumberland Community Grants Program

Applications for Round two **open 9am, 29 January 2020 and close 4pm, 26 February 2020**. Applications must be submitted online via the SmartyGrants application form at cumberland.nsw.gov.au/grants

Funding Streams offered in Round Two January 2020 are:

Grants Stream	Annual Funding Pool	Amount Available Round Two 2019/20	Maximum Amount Per Applicant
Community Participation Grants Program (Small Grants)	\$405,000	\$208,481.67	\$5,000
Community Participation Grants Program (Large Grants)		Not available	\$5,001 - \$20,000
Community Events Program	\$100,000	\$50,000	Community Festival \$15,000 Celebrating Cumberland \$5,000
Creative Cumberland Grants Program	\$40,000	\$40,000	\$5,000
Minor Capital Works Grants Program	\$80,000	\$80,000	\$20,000
Small Equipment Grants Program	\$40,000	\$20,000	\$2,000
Rising Star Sports Award	\$15,000#	\$3,079	\$1,500
Total Funding Amount available Round Two 2019/20	\$401,560.67		

#Note that \$2,684 is committed until 2020 to recipients of the former Holroyd City Council University Scholarship Program. An annual funding pool of \$7,316 will be available until 2020.

Time Frames

Activity	Time Frame
Round opens	9am, 29 January 2020
<p>Information Sessions These sessions will explain the funding priorities, how applications will be assessed and conditions for successful applicants. It will also be an opportunity to meet potential project partners.</p> <p>NOTE: Limited spaces – bookings are essential.</p>	<p>Date: 4 February 2020 Time: 10am – 11.30am Venue: Somerville room at Auburn Town Hall, 1 Susan Street Auburn</p> <p>Live video conference of the Information Session: Date: 5 February 2020 Time: 1.30pm – 3pm</p>
<p>'Preparing a Successful Grant Application' Workshops These free workshops will assist participants to develop and write their grant applications. The workshops will focus on specific questions in the application form including project description, budget, project outcomes and evaluation.</p> <p>NOTE: Limited spaces – bookings are essential.</p>	<p>Workshop 1 Focuses on project description, funding priority and project timeline and plans. Date: 12 February 2020 Time: 9.30am – 1pm Venue: Somerville room at Auburn Town Hall, 1 Susan Street Auburn</p> <p>Workshop 2 Focuses on project budget, evaluation and outcomes. Date: 19 February 2020 Time: 9.30am – 1pm Venue: Somerville room at Auburn Town Hall, 1 Susan Street Auburn</p>
<p>Advisory Desks Book a session for tailored advice on your project and grant application. Bring your draft application and project ideas and receive feedback and tips on how to write your grant proposal.</p>	<p>Date: 13 February 2020 Time: 10am – 3pm Venue: Somerville room at Auburn Town Hall, 1 Susan Street Auburn</p> <p>Date: 17 February 2020 Time: 5pm – 8pm Venue: Merrylands Chamber, Cumberland Council, 16 Memorial Avenue</p> <p>Date: 20 February 2020 Time: 10am – 3pm Venue: Committee room 1, 16 memorial avenue Merrylands</p>
Book your spot in the information sessions, grant writing workshops and advisory desks online at cumberland.nsw.gov.au/grants	
Applications close	4pm, 26 February 2020
Applications assessed	March 2020
Funding applicants notified	May 2020
Funding received by successful applicants	June 2020
Projects implemented	<p>Community Events, Community Participation Small, Creative Cumberland, Minor Capital Works, Small Equipment Grants Programs - 1 July 2020 – 30 June 2021</p> <p>Rising Star Sports Award - Within the 2019/20 financial year</p>
Progress reports due	31 December 2020 – Community Events, Community Participation Small, Creative Cumberland, Minor Capital Works, Small Equipment Grants Programs
Funding acquittal reports due	<p>Rising Star Sports Award - 1 month after completion of event</p> <p>31 July 2021 - Community Events, Community Participation Small, Creative Cumberland, Minor Capital Works, Small Equipment Grants Programs</p>



Community Participation Grants Program



Program Objectives

- To aid in the delivery of effective programs that support the diverse needs, interests and aspirations of the Cumberland Community.
- Provide one off funding to assist with the establishment of a new project or to significantly expand an existing project.
- To enhance community participation in the development and delivery of programs.
- To create positive connections between residents of Cumberland.
- To further develop existing skills, knowledge and access to opportunities for residents and organisations.
- To maximise access and usage of community resources, services and facilities including equity of access for special needs groups.
- To encourage collaboration and partnerships.

What can be funded?

- Applications must be for a specific project, either the establishment of a new project or to significantly expand an existing project.
- Project must occur between 1 July 2020 – 30 June 2021
- Applicants must be a legally registered, incorporated not-for-profit organisation with an ABN.
- Unincorporated groups may be sponsored (auspiced) by incorporated not-for-profit organisations
- Projects must demonstrate that any ongoing costs or recurrent costs can be met by the organisation once grant funding has been expensed.

What cannot be funded?

- Projects that can be funded under another stream of the Cumberland Council Community Grants program.
- Please see Cumberland Council Community Grants Program General Eligibility Criteria (Page 6)



Funding Available

GRANT STREAM	ANNUAL FUNDING POOL	AMOUNT AVAILABLE ROUND TWO JANUARY 2020	MAXIMUM AMOUNT PER APPLICANT
Small Grants	\$405,000	\$208,481.67	\$5,000

**Funding pool may include financial or in-kind contributions from Council or a combination. Unallocated funds from Round One have been allocated to Round Two.*

Relevant Council Documents

- Cumberland Community Strategic Plan 2017- 2027
- Cumberland Community Safety and Crime Prevention Plan 2018 - 2022
- Cumberland Disability Inclusion Action Plan 2017-2021
- Cumberland Youth Strategy 2017-2021
- State of Homelessness in Cumberland Research Paper 2018

Funding Priorities

Projects must fall in one of the following funding priorities:

Community safety

Projects addressing this priority aim to do the following:

- Improve crime prevention and public safety outcomes including addressing community perceptions of crime and safety.
- Increase the provision of domestic violence services and support, particularly those with an outreach component.
- Address the underlying drivers of violence against women (primary prevention programs).
- Impact the significant lack of affordable housing and the shortage of crisis, short, medium and long term accommodation in our community.
- Provide programs and support for victims of crime.
- Safe driving programs.
- Provision of services addressing drug and alcohol dependency.
- Provision of preventative drug and alcohol education and awareness programs.





Health and wellbeing

Projects addressing this priority aim to do the following:

- Provide opportunities to increase participation of women and girls.
- Promote physical activity that improves fitness levels and general health and wellbeing.
- Projects that combine social, recreational and physical activities to promote stress management, and physical wellbeing. Target groups include: young people, older people, survivors of torture and trauma/refugees, people with disability and their carers.
- Prevent and raise awareness of mental health, substance abuse and lifestyle diseases such as diabetes, obesity and coronary heart disease.
- Promote the use of active transport such as walking, cycling and use of public transport.
- Nutrition and cooking programs that promote nutritious food for good health.

Youth

Projects addressing this priority aim to do the following:

- Improve employment and education outcomes for young people.
- Improve health and wellbeing of young people.
- Programs that increase community connection.
- Improve the safety of young people.

Social cohesion and participation

Social cohesion projects aim to build stronger relationships and mutual respect between groups within the community by addressing issues of discrimination and conflict.

Projects addressing this priority aim to do the following:

- Address racism and promote community harmony.
- Promote cross-cultural understanding, community harmony and peace building.
- Address intergenerational conflict using culturally appropriate strategies.

Projects focusing on participation give residents in the Cumberland LGA the opportunity to participate in all aspects of society and feel they are valued members of society.

Projects addressing this priority aim to do the following:

- Improve access to services and increased participation in community life by isolated residents, including older people, people with disability, refugees, people seeking asylum and people from culturally and linguistically diverse backgrounds
- Address barriers to service access and community participation by Aboriginal and Torres Strait Islander communities in the Cumberland LGA.
- Support the work of local volunteers.
- Deliver community education and training for new emerging community groups and organisations to increase skills and knowledge of Australian systems.
- Provide support for people with disability including carers of people with disability.
- Improve access to services that address homelessness, housing stress and the drivers of homelessness, including outreach services, living skills programs, and programs targeting key demographic groups within the Cumberland community such as adult men, older women and asylum seekers.
- Support and celebrate cultural diversity through projects and programs that promote intercultural understanding.

Education and employment

Projects addressing this priority aim to do the following:

- Address barriers to education, training, employment and technical learning opportunities to attain strong employment outcomes for newly arrived migrants and refugees, people with disability, young people disengaged from education and the long term unemployed.
- Encourage the participation and involvement of parents in the education of their children and to improve their capacity to support learning at school.

Sustainability

Projects addressing this priority aim to do the following:

- Develop and deliver environmental education programs, environmental events or initiatives.
- Encourage community pride and cleanliness in the Cumberland LGA.
- Increase awareness of the 3 R's (Reduce, Reuse and Recycle waste) and promote available waste services to improve our environmental foot print.
- Increase biodiversity and provide habitat.



Assessment Criteria

CRITERIA	WEIGHTING
Project <ul style="list-style-type: none"> • Project has clear aims and objectives • Project has clearly identified activities • Project is achievable within the proposed timeframe • Evidence of community need for the project • Project addresses a funding priority for the Community Participation Grants Program • Evidence of consultation and/or engagement undertaken during the project development with potential participants and partners • Residents of Cumberland LGA are primary beneficiaries • Project implementation includes specific strategies for special needs groups 	25%
Budget: Does the project present good value for money in terms of: <ul style="list-style-type: none"> • Number of people involved • Is the project financially viable i.e. the budget realistic? • Clear costings for all aspects of the project • Are the resources required to deliver the project clearly identified? 	25%
Project Outcomes <ul style="list-style-type: none"> • Project outcomes identified • Project outcomes achievable • Methods for evaluation/measuring project outcomes suitable to project • Demonstrated link between project need, project activities and intended project outcomes 	25%
Capacity to Manage Projects <ul style="list-style-type: none"> • Demonstrated ability to manage funds or will be assisted by a reputable organization • Demonstrated ability in project management and/ or is a well-managed organisation overall • Employs capable workers or has engaged capable volunteers • Demonstrated ability to engage community members targeted in the application 	25%



Community Events Grants Program



Program Objectives:

- To support the development and delivery of new and existing community events within Cumberland LGA and assist organisations to independently deliver an event.
- Events should be suitable for the identified venue, meet Council requirements and apply clean event practices that encourage people to dispose of waste properly. Events must also provide free entry.
- To enhance community participation in the development and delivery of community events.
- To activate public spaces in Cumberland.
- To encourage collaboration, partnerships and help strengthen the local community by creating connections and building a positive profile of Cumberland.
- To promote a sense of belonging, celebrate the unique identity, culture and interests of the Cumberland community.

The Community Festival stream supports the growth of existing events which involve a broad focus of participant attendance, demonstrate economic benefit and contribute to raising the profile of the Cumberland area. Must demonstrate strong evidence of financial, in kind support and partnership.

The **Celebrating Cumberland** stream supports new or existing events which are celebratory in nature, place or singular culture based.

Relevant Council Documents

- Cumberland Events Strategy
- Cumberland Fees and Charges 2019/20

Funding Available

GRANT STREAM	ANNUAL FUNDING POOL	AMOUNT AVAILABLE ROUND TWO January 2020	MAXIMUM AMOUNT PER APPLICANT
Community Festival (up to \$15,000)			\$15,000
Celebrating Cumberland – new and existing events which are celebratory in nature (up to \$5,000)	\$100,000	\$50,000	\$5,000

Council reserves the right to vary the level of financial assistance provided.

Events must occur between 1 July 2020 - 30 June 2021



What can be funded?

- Applications must be for a specific event.
- Events must be delivered in the Cumberland LGA.
- Events must provide free entry.
- Applicants cannot receive funding for the same event more than once a year.
- The organisation must demonstrate the capacity to manage funds and deliver the event.
- Event must occur 1 July 2020 - 30 June 2021

What cannot be funded?

- Bond for facility/venue hire.
- Events which charge an entry fee.
- Events which are not open to the public, either as participants or spectators.
- Events which could be funded under another stream of the Cumberland Community Grants Program.
- Events that promote a political party.
- Please see Cumberland Council Community Grants Program General Eligibility Criteria (Page 6)

Conditions for Successful Applicants: If the application is successful, applicants may need to provide the following details 2 – 4 months before the event. Council may place additional conditions on the grant/event. Please note there is sometimes a six month lead time for planning an event.

- Events manual which includes a site plan, key contacts and event run sheet.
- Final risk management plan
- Waste management plan
- Submit a development application for the event (this is dependent on the nature of the event)
- Traffic management plan (at least 6 months' notice is required for RMS and Council to review and provide advice for traffic management plans).
- If food stalls are selling food at the event, each stallholder must complete Council's 'Application for a Temporary Food Outlet' form and comply with regulations as outlined by NSW Food Authority.

Venue Suitability

Events must be held in a venue/facility which is suitable.

Before submitting an application, applicants are encouraged to consult with Cumberland Council's Facilities Bookings Team on 02 8757 9000 bookings@cumberland.nsw.gov.au for hire of Council facilities. If the venue is deemed unsuitable Council will recommend an alternate venue or facility.

If hiring a Council facility, applicants will be required to book the Council or venue as per Council's normal booking application process. Submitting a grant application is not considered a booking.

Funding Priorities

Applications must align with priorities and outcomes outlined in the Cumberland Events Strategy 2017 – 2019.

1. Activate our places by renewing and bringing to life the personality of our public places and neighbourhoods, creating vibrant entertainment precincts that make Cumberland a great place to live and visit.
2. Celebrate our community by enhancing our unique community identity, recognising our diversity as our strength, actively welcoming people to the area and engaging people in community activity to promote a sense of belonging.
3. Engage and connect residents by creating new connections and a shared understanding between people to bring us together as one community.
4. Build a positive profile by promoting a positive image of Cumberland and its people through showcasing it as a place with unique cultural experiences and assets that attract visitors and create local economic development opportunities.
5. Promote partnership by working collaboratively with community, business and other key stakeholders to develop productive relationships that add value and generate benefits for the community.

Assessment Criteria

CRITERIA	WEIGHTING
Event <ul style="list-style-type: none"> • Event purpose is clear • Event addresses a funding priority for the Community Events Grants Program • Evidence of consultation and/or engagement undertaken during the event development with potential participants and partners • Residents of Cumberland LGA are primary beneficiaries • Risk management plan identifies risks and adequately minimizes risk • Sustainable practices – event encourages people to dispose of waste properly • Event is to be held in suitable venue/facility • Event promotes a positive profile of Cumberland 	25%
Budget Does the event present good value for money in terms of: <ul style="list-style-type: none"> • Number of people involved • Is the budget realistic? • Clear costings for all aspects of the event • Have the resources required to deliver the event been clearly identified? 	25%
Event Outcomes <ul style="list-style-type: none"> • Event outcomes identified • Event outcomes achievable • Methods for evaluating/measuring event outcomes suitable to event • Demonstrated link between intended event objectives, activities and outcomes 	25%
Capacity to Manage an Event <ul style="list-style-type: none"> • Demonstrated ability to manage funds or will be assisted by a reputable organisation • Demonstrated ability in events management and is a well-managed organisation overall • Employs capable workers or has engaged capable volunteers • Demonstrated ability to engage community members targeted in the application 	25%





Creative Cumberland Grants Program



Program Objectives:

Creative Cumberland funding stream aims to stimulate creativity, cultural expression and engagement in Cumberland by supporting individual artists, other entities (such as informal arts groups/collectives) or not for profit organisations to produce creative outcomes that reflect and benefit the Cumberland community.

Creative projects that support the expression of Cumberland's unique cultures and extend the involvement of participants in art making are encouraged, especially those working collaboratively or in partnership.

This could include:

- Creative development and/or presentation.
- Place based creative projects that amplify the distinct identities, local stories, cultural assets and creative energy of Cumberland's unique neighbourhoods.
- Projects that help build capacity by providing professional skills development or subsidising space for creative development or presentation.
- Projects that celebrate and/or document the people, places and history of Cumberland.

Relevant Council Documents

- Cumberland Community Strategic Plan 2017- 2027
- Cumberland Cultural Plan 2019-2029

Funding Available

GRANT STREAM	ANNUAL FUNDING POOL	AMOUNT AVAILABLE ROUND TWO January 2020	MAXIMUM AMOUNT PER APPLICANT
Creative Cumberland Grants Program	\$40,000	\$40,000	\$5,000

**Funding pool may include financial or in-kind contributions from Council or a combination.*

Council reserves the right to vary the level of financial assistance provided.

What can be funded?

- Individuals or incorporated not-for-profit organisations or groups are eligible to apply (other entities e.g. informal arts groups/artistic collectives may apply via an individual in the group leading the project).
- Applications for new projects, or a new element or significant amendment/expansion of an existing project.
- Examples of what can be funded include but are not limited to: exhibitions, theatre shows, studio space rental, making and supplies, production requirements.
- Performance or cultural benefit must be delivered within the Cumberland LGA.
- Project must be delivered between **1 July 2020 – 30 June 2021**.

What cannot be funded?

- Please see Cumberland Council Community Grants Program General Eligibility Criteria (Page 6)
- The capital purchase of art, or contributing to cost of prizes or art awards.
- Semi-permanent and permanent public art works.

Funding Priorities

- Projects, programs and initiatives supporting the showcasing and expression of Cumberland's unique cultures.
- Cultural, creative and activation initiatives showcasing Aboriginal and Torres Strait Islander culture.
- Projects and programs activating Council's cultural and arts facilities, including The Granville Centre - Council's new community arts cultural facility.
- Projects supporting groups/collectives/organisations to scale up and amplify their programs and initiatives including capacity building and professional development.
- Supporting artist access to spaces and facilities to produce, present or develop their artform e.g. contribution to venue hire/rental costs (Council or other venues).

Assessment Criteria

Applications submitted for the Creative Cumberland Grants Program will be assessed using the following criteria:

CRITERIA	WEIGHTING
Project <ul style="list-style-type: none"> Project has clear aims and objectives Project has clearly identified activities Project is achievable within the proposed timeframe Evidence of community need for the project Project addresses a funding priority for the funding stream Evidence of consultation and/or engagement undertaken during the project development with potential participants and partners Local impact - Cumberland residents are the primary beneficiaries of the project either as creatives or participants or both. Local impact - Creatives engaged in development and delivery are preferably local to the Cumberland LGA or have engaged in the Cumberland community as part of their work practices. Artists and/or arts professionals are engaged in the project development and/or delivery. Project implementation includes specific strategies for special or interest needs groups where these groups will or may be involved as creatives or participants in the project. 	25%
Budget Does the event present good value for money in terms of: <ul style="list-style-type: none"> Number of people involved Number of beneficiaries of the project Is the project financially viable i.e. the budget realistic, explained in detail and justifiable? Budget includes clear costings for all aspects of the project including quotes for items over \$1000? Are the resources required to deliver the project clearly identified? 	25%
Project Outcomes <ul style="list-style-type: none"> Project outcomes identified Project outcomes achievable Project has measurable outputs and deliverables for the community Methods for evaluation/measuring project outcomes are suitable to project. Demonstrated link between project need, project activities and intended project outcomes and beneficiaries 	25%
Capacity to Manage an Event <ul style="list-style-type: none"> Demonstrated ability to manage funds or will be assisted by a reputable organisation Demonstrated ability in project management and/ or is a well-managed organisation overall Employs capable workers or has engaged capable volunteers Demonstrated ability to engage community members targeted in the application 	25%

Small Equipment Grants Program



Program Objectives:

Cumberland Council is committed to supporting delivery of a range of programs and services that respond to the diverse needs, interests and aspirations of the Cumberland community.

The Small Equipment Fund aims to create connections between residents that lead to positive social, cultural, recreational or environmental outcomes for the Cumberland community. It does this by providing funding for small equipment purchases that increase community access and participation.

Equipment must be primarily used by the residents of Cumberland.

Relevant Council Documents

- Cumberland Community Strategic Plan 2017- 2027

GRANT STREAM	ANNUAL FUNDING POOL	AMOUNT AVAILABLE Round Two January 2020	MAXIMUM AMOUNT PER APPLICANT
Small Equipment grants Program	\$40,000	\$20,000	\$2,000

Council reserves the right to vary the level of financial assistance provided.

Projects must delivered between 1 July 2020 – 30 June 2021.



What can be funded?

We are able to fund small equipment purchases including but not limited to:

- Environmental equipment e.g. compost bins, raised garden beds, lawn mowers
- Safety equipment e.g. First Aid Kits
- Sporting or training equipment e.g. goal post pads, corner flags, high jump mats
- Uniforms (capped at \$1,000)
- Portable cooking facilities including barbecues, trailers, food warmers etc.
- Tools and Machinery
- Event equipment e.g. gazebos, chairs, shade structures etc.
- IT equipment e.g. sound mixer, public address systems (P.A.), Printers etc. computers but not software licences.
- Arts & music equipment e.g. kilns, easels, cameras, instruments
- Education or recreation equipment e.g. Climbing frames, playground equipment, learning and teaching aids.

What cannot be funded?

- Projects which do not involve purchase of equipment.
- Software licenses.
- Purchase of vehicles including cars, vans or buses.
- Temporary or permanent public art.
- Closed circuit television (CCTV).
- Projects that are for private or commercial ventures.
- Equipment purchases that are covered by insurance claims
- Please see Cumberland Council Community Grants Program General Eligibility Criteria (Page 6)

Funding Priorities

Funded projects must deliver social, cultural, recreational or environmental outcomes for the community.

Assessment Criteria

CRITERIA	WEIGHTING
Community Benefit <ul style="list-style-type: none"> Project purpose is clear Applicant has demonstrated the community need for the project Local impact - residents of Cumberland LGA are primary beneficiaries Project addresses a funding priority for the Small Equipment Grants Program (i.e. delivers social, cultural, recreational or environmental outcomes for the community). Project is achievable within the proposed timeframe 	25%
Budget Does the event present good value for money in terms of: <ul style="list-style-type: none"> Number of people accessing the equipment? Is the budget realistic? Clear costings for all aspects of the project Have the resources required to deliver the project been clearly identified? 	25%
Project Outcomes <ul style="list-style-type: none"> Project outcomes identified Project outcomes achievable Project will result in increased access and participation of local residents to the facility, program or service Demonstrated link between intended project objectives, activities and outcomes 	25%
Capacity to Manage Projects <ul style="list-style-type: none"> Demonstrated ability to manage funds or will be assisted by a reputable organisation Demonstrated ability in project management and is a well-managed organisation overall Employs capable workers or has engaged capable volunteers or engaged appropriately qualified contractors/suppliers 	25%



Minor Capital Works Grants Program



Program Objectives:

This stream provides funding to undertake minor capital works which will increase the physical access or safety of community facilities and enhance social, cultural or recreational outcomes for the community.

Applicants must co-fund the minor capital works (dollar for dollar) and demonstrate that the matching funds are confirmed. For minor capital works, applicants can apply for a maximum of 50 per cent of expenses up to \$20,000.

Projects must be delivered between 1 July 2020 and 30 June 2021.

Relevant Council Documents

- Cumberland Community Strategic Plan 2017- 2027
- Cumberland Community Facilities Strategy 2019 - 2029

Funding available

GRANT STREAM	ANNUAL FUNDING POOL	AMOUNT AVAILABLE Round Two January 2020	MAXIMUM AMOUNT PER APPLICANT
Minor Capital Works Grants Program	\$80,000	\$20,000	\$20,000*

* Council reserves the right to vary the level of financial assistance provided.

Eligibility

- Applicants must be a legally registered, incorporated not-for-profit organisation. Unincorporated groups may be sponsored (auspiced) by incorporated not-for-profit organisations.
- Community facilities must be located in the Cumberland Local Government Area and be open/accessible to the public, either as service users, participants or spectators.

- Projects must increase the physical access or safety of community facilities and deliver social, cultural or recreational outcomes for the community.
- Project must be able to be implemented between 1 July 2020 and 30 June 2021.
- The organisation must demonstrate their capacity to manage funds and to deliver the project using qualified and licenced tradespersons. Note: Only Council-approved contractors can be engaged to undertake works on Council premises.
- Projects must be well defined with a clear budget detailing all aspects of the project and include only eligible activities and eligible expenditure.

Shortlisted projects only

All Expressions of Interest will be assessed against all the eligibility and assessment criteria. Applications which are shortlisted following the initial assessment will be required to submit a more detailed application and provide the following information:

- Proof of authority to undertake the project on the nominated site (e.g. letter of consent from the land/property owner).
- Proof of matched funding.
- Submission of written quote/s must be provided including the scope of works. Note: It is a requirement that all minor capital works on Council premises must only engage Council approved contractors to undertake the works.

Note: The appropriate permits must also be obtained prior to the works being undertaken e.g. Development Application (DA) etc. Applicants are encouraged to speak to Council's Duty Planners for advice on the Development Application process. Call 02 8757 9000 to speak to a Duty Planner.

What can be funded?

- Infrastructure which improves physical access and safety of a facility e.g. accessible toilet/ facilities/ramp, fencing, lighting, canteen upgrades to meet food safety standards, alarm or security system (excludes CCTV in public spaces), etc.

What cannot be funded?

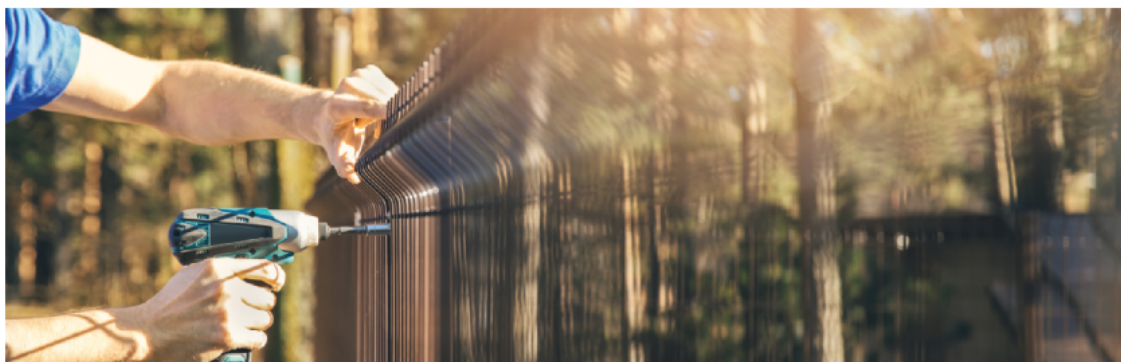
- Expenses relating to planning and development application costs.
- Projects involving maintenance of existing infrastructure.
- Purchase of land or buildings.
- Temporary or permanent public art.
- Projects for infrastructure not located within the Cumberland LGA.
- Projects that are for private or commercial ventures (ie. a business activity whose purpose is to operate for the profit of its owners and shareholders).
- Minor capital works that are covered by insurance claims.
- Capital works on facilities which are not open to the public, either as service users, participants or spectators (where appropriate).
- Closed Circuit Television (CCTV) in public spaces.
- Works currently listed under Council's Capital Works Program. If unsure, please contact Council's Sports Club Liaison Officer Emma Higgins on 02 8757 9621 for further information.
- Please see Cumberland Council Community Grants Program General Eligibility Criteria (Page 6)

How to apply

There is a two-step process to apply:

1. **Phase 1: Submit an Expression of Interest – By 26 February 2020.**
 - Applicants must provide a broad overview of their project by 4pm 26 February 2020. The proposal must include:
 - Details about the project including a simple budget identifying eligible expenditure.
 - The local impact and benefits to the Cumberland community.
2. **Phase 2: (Shortlisted projects only) Submit a detailed application - By 6 April 2020.**
 - If an Expression of Interest is successful, you will be notified and invited to submit a detailed application. This will require you to provide the following information:
 - Project plan and itemised detailed budget.
 - Proof of matching funds.
 - The organisation's capacity to manage funds and deliver the project using qualified and licenced tradespeople.
 - Ability to carry out the project in the appropriate timeframe (including obtaining appropriate approvals).
 - The competitiveness of the proposal against factors such as value for money, project outcomes and the level of risk.

Expression of Interest and detailed applications can be submitted through the Council webpage www.cumberland.nsw.gov.au/grants.





Important dates:

Grants open:

26 January 2020

Phase 1 Expressions of Interest due:

26 February 2020

Shortlisted projects notified and invited to submit detailed application (Phase 2):

9 March 2020

Phase 2 detailed applications due:

6 April 2020

Notification and funding received:

June 2020

Conditions for successful applicants

If the application is successful, applicants will need to adhere to the following conditions. Council may also place additional conditions on the grant.

- Only qualified and licensed tradesperson/s must be engaged to undertake the works.
Note: All minor capital works on Council premises can only be undertaken by Council-approved contractors. (Council will provide details to shortlisted applicants in order to obtain quotes).
- Works carried out on Council premises will require the development of a Risk Management Plan in consultation with Council's Audit and Risk Management Coordinator.

- Approval and consent of works proposed must be obtained from the property owner prior to application. This also includes acquiring appropriate permits e.g. Development Application (DA) etc.
- All relevant permits, approvals and insurance requirements must be obtained as part of project. It is the responsibility of the applicant to ensure approvals and permits are obtained within the timeframes. Approval of the grant application does not mean development application approval.
- Applicants must provide proof of appropriate insurance including public liability insurance (minimum of \$20 million liability) and any other insurances required to deliver the project which may include professional indemnity and workers compensation.

Funding Priorities

Funded projects must increase the physical access or safety of the community facilities and deliver social, cultural or recreational outcomes for the Cumberland community.

Assessment Criteria

(Phase 1: Expression of Interest)

Expression of Interest applications submitted for the Minor Capital Works Grant Program will be assessed using the following criteria:

CRITERIA	WEIGHTING
Community Benefit <ul style="list-style-type: none"> Project purpose and works are clear and achievable Applicant has demonstrated the community need for the project and residents of Cumberland LGA are primary beneficiaries 	35%
Project Impact <ul style="list-style-type: none"> Project will result in increased physical access and/or safety of local residents to the facility, program or service and deliver social, cultural or recreational outcomes for the Cumberland community 	35%
Budget <ul style="list-style-type: none"> Budget is itemized, clear and realistic Only eligible items are included 	30%

Assessment Criteria

(Phase 2: Detailed application – SHORTLISTED PROJECTS ONLY)

Detailed applications submitted for the Minor Capital Works Grant Program will be assessed using the following criteria:

CRITERIA	WEIGHTING
Budget and Project Delivery: Does the project present good value for money in terms of: <ul style="list-style-type: none"> Number of people using/accessing the facility Clear costings for all aspects of the project Quotes provided Have the resources required to deliver the project been clearly identified Project is achievable within the proposed timeframe 	50%
Capacity to Manage Project and Funds <ul style="list-style-type: none"> Demonstrated ability to manage funds or will be assisted by a reputable organizations Demonstrated experience and ability to manage grant and projects Demonstrated the use of qualified licensed tradesperson/s Project will result in increased access and safety of local residents to the facility, program or service 	50%

Rising Star Sports Award



Program Objectives:

The Rising Star Sports Award aims to celebrate and support the achievements of local residents who are pursuing excellence in the field of sport.

The Rising Star Sports Award will provide one off financial assistance to individual local athletes of any age who have been selected to represent their sport at a state, national or international level.

The Award recognizes those athletes who have been selected to represent their sport at a state, national or international level.

The funds are to support the event costs (accommodation, travel, uniform).

In 2019/20 this grant will be open all year round with applications assessed monthly. Applications close on the last Monday of every month.

Note: the Athlete can only win the award once per financial year.

The Rising Star Sports Award will be implemented as part of the Cumberland Council Good Sports Awards program in collaboration with the Sports and Recreational Advisory Panel.

The Rising Star Sports Award criteria are framed around the Cumberland Council values:

We are determined to **succeed**

Recognizing those individuals who work hard to deliver outstanding performance/results

We are inclusive in our **approach**

Recognizing those individuals who welcome everyone and who demonstrate great team spirit

We are progressive in our **outlook**

Recognizing individuals/groups who are innovative in their approach to sport

GRANT STREAM	ANNUAL FUNDING POOL	MAXIMUM AMOUNT PER APPLICANT
Rising Star Sports Award	\$15,000	Up to \$ 750 (State Level representation)
		Up to \$1,500 (National and International Level representation)

**Council reserves the right to vary the level of financial assistance provided.*

Eligibility

- Athletes must live in the Cumberland Local Government Area.
- If the athlete is under 18 years of age, the consent of a parent or legal guardian is required.
- Applicants must provide full details and supporting documentation about the event/activity. Background information about why they have been chosen to compete, exhibit or perform is also to be supplied.
- Application must be made 4-6 weeks prior to the activity/event occurring.
- Funds must be used to support applicant participation in the event/activity.
- Support documentation from 2 referees.

Note that referees cannot be Council staff or elected representatives.



Not eligible for funding:

- Athletes cannot receive more than one grant per financial year from this Award and must meet all reporting requirements to be eligible for future Cumberland Council grants.
- Athletes cannot apply for same activity/event in other grants and sponsorship programs offered by Council including Community Grants Program, Mayoral Fund and Sponsorship Program
- Business
- Not for profit organisations
- Expenses that have already been spent.
- Applicants that received funding in previous rounds of the 2019/20 Cumberland Ambassador Fund
- Applicants that don't live in Cumberland Local Government Area.
- Councillors, Council staff and their immediate family (parent, spouse, partner or children) are ineligible to apply for this stream of the grants program.

Assessment Criteria

CRITERIA	WEIGHTING
Council's Vision <ul style="list-style-type: none"> • Applicant has demonstrated an understanding of Cumberland Council's Vision (Welcome, Belong, Succeed) and how it relates to the Rising Star Award criteria. • Applicant has provided examples of how Council's vision applies to them and the activity they have requested financial assistance for. • Applicant has committed to exemplifying Council values 	25%
Representing Cumberland <ul style="list-style-type: none"> • Applicant has demonstrated outstanding performance/results. • Applicant has demonstrated how they will actively represent Cumberland on the State, National or International sporting arena. • Applicant has provided examples of how they demonstrate great team spirit on and off the sporting field. 	25%



Grants administration process



Funded projects in the Cumberland Community Grants Program must align with outcomes identified in Council's Community Strategic Plan, Delivery Program and Operational Plan and specific community priorities outlined in the Community Grants Program Guidelines.

Applications Process

Council will actively promote grant rounds and invite applications via an open call.

Applications for grants can be made by completing the online application form. Forms are available once the grant round is open at cumberland.nsw.gov.au/grants. Applications will only be accepted during the advertised grant round dates and times.

Applications will only be accepted via the SmartyGrants application portal.

Support to Apply

To assist applicants, Council will provide:

- Publicly available detailed **guidelines** for all streams of the Cumberland Community Grants Program. The guidelines will outline the funding priorities, eligibility and assessment criteria, and administration practices, including application processes, decision making, agreement making and monitoring and support services.
- **Information sessions** that explain the funding priorities, how applications will be assessed and conditions for successful applicants. The sessions will also be an opportunity to meet potential project partners.
- **Free grant writing workshops** that assist participants to develop and write their grant applications. The workshops will focus on specific questions in the application form including project description, budget, project outcomes and evaluation.
- **Advisory desk sessions** that provide tailored advice and feedback on a grant application or project idea.



Assessment Process:

Applications will be assessed in the following process:

- Applications will be ineligible for funding if the applicant undertakes canvassing or lobbying of Councillors or employees of Cumberland Council in relation to their application during the application and assessment process.
- A set criteria for assessment will be published for each grant program. Only the published criteria will be used to assess applications.
- Only eligible applicants will be awarded a grant.
- Only one grant per applicant, per stream will be funded in a financial year. The only exception to this is where auspicing arrangements are in place. Auspicors will be able to auspice multiple applications but only one grant per auspice, per stream will be funded annually.
- Council will not provide funding to an activity that can be readily assisted by any other existing Government funding program, or that is the core business of other Government departments.
- Council will not fund activities that duplicate other existing services or programs within the local area unless evidence of demand is provided.
- Assessment of applications will be undertaken by a panel of Council staff with subject matter expertise. Where appropriate, the assessment panel may seek the advice of external agencies to ensure projects funded meet proposed outcome areas and community priorities.
- Recommendations of the assessment panel will be recorded with reference to the assessment criteria.
- Recommendations for funding allocations will be reported to a Council meeting for determination. Any variances to recommendations proposed by Councillors will be recorded in the minutes of the Council meeting and reflected in the final resolution of Council.
- Council has the decision making authority for determination of funding or donation allocations. Decisions on funding allocations are made at a Council meeting.

Notification Process

Following the decision at a Council meeting, all applicants will be notified of the outcome of their application. The decision will also be included in the Council meeting minutes.

Council encourages all applicants to seek feedback about the grant application.

Funding Agreements and Payments

Grant recipients must enter into a funding agreement with Council and meet all requirements of project delivery, reporting and acquittal. Funding agreements must be finalised prior to the payment of grant funds and commencement of projects. Funding agreements will include the following information:

- Project title and description;
- Amount of financial and/or in-kind support to be provided by Council;
- Expected project outcomes and measures;
- Payment schedule;
- Due dates for progress and acquittal reports and
- Details of special conditions placed on the project;

Grants Reporting, Monitoring and Support

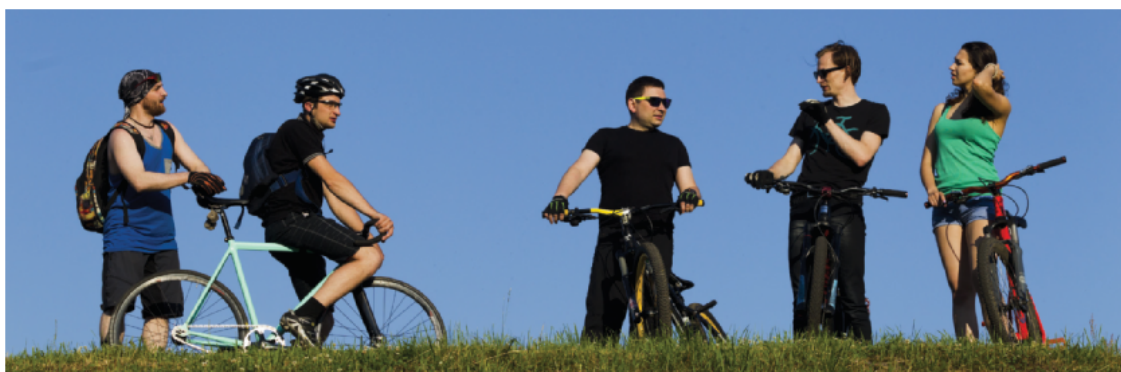
All grant recipients must report to Council the outcomes of their funded activity including expenditure of grant funds. Recipients must have met the acquittal requirements for previous grants funded by Council in order to be eligible for grants in subsequent years.

The **Grants Support Program** is delivered by relevant staff at Cumberland Council and provides support to successful applicants for Council's Community Grants Program.

Each successful project is allocated to a relevant staff member at Cumberland Council. The staff member is responsible for maintaining regular contact and providing support to the organisation responsible for implementing the project.

The Grants Support Program aims to:

- Bring organisations into Council's network of community partners. Community partners are
- Organisations/groups which deliver projects that meet the identified needs of the community.
- They enable Council to reach hard to engage and isolated communities within the Cumberland LGA.
- Increase Council's awareness of projects and activities, and needs of the communities grant recipients service.
- Increase the awareness of Council's programs, policies and activities amongst grant recipients.
- Monitor implementation of funded projects.
- Assist organisations to implement funded projects and overcome any barriers/challenges.
- Identify training areas that build the capacity of organisations to deliver projects and develop skillsets.



Conditions for Successful Applicants

Successful applicants will be required to adhere to the following conditions:

- All funded activities must comply with relevant legislation and Council approvals. This includes meeting legislative requirements that ensure grant recipients are delivering projects in an accessible and equitable manner.
- Successful applicants must demonstrate a commitment to non-discrimination on the grounds of gender, ethnicity and religion in the delivery of services and ability to ensure equitable access to all residents.
- The grant funds provided by Cumberland Council are to be spent only on project activities outlined in the funding application and funding agreement.
- Any variation to the project funded, must be submitted in writing to Cumberland Council for approval.
- Council reserves the right to request return of grant funds should the grant recipient not use the grant for the specified purpose.
- Successful applicant organisations will be required to provide proof of appropriate insurance prior to the payment of the grant. A minimum of \$10 million liability cover is required for public liability insurance.
- For projects that will be delivered in partnership, a Project Partner Acknowledgment Form is to be submitted with the application as proof of partnership.
- Successful applicants must give appropriate acknowledgement of Cumberland Council's support for the Project. This could be through promotional material, flyers, newsletters and Annual Reports. Draft copies of promotional material must be sent to Council for approval.
- Applications for the purchase of items (over \$1,000) must include copies of two quotes.
- Where funds are approved for the purchase of equipment, such equipment is to be identified. Should the organisation or group cease to exist, this equipment will become the property of Cumberland Council.
- Programs delivered by successful applicants that provide catering must not provide or use grant money to purchase soft drinks, cordial, confectionary or other unhealthy food options.
- Children's Employment Regulations apply when you employ children: under 15 years of age in the entertainment and exhibition, still photography and door-to-door sales industries; under 16 years of age for any type of modelling; who are being paid either in money or material benefit. It also applies to children who are not being paid when there is a mix of paid and unpaid children employed. For further information please go to: <https://www.kidsguardian.nsw.gov.au/childrens-employment>
- Council may place conditions of approval for specific projects including attendance at workshops developed to strengthen the capacity of an organisation to deliver their project to the community.



CUMBERLAND
COUNCIL

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160.

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DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-428

Attachment 3

Program Structure for the
Cumberland Community Grants
Program 2020/21



Cumberland City Council Community Grants Program

PROPOSED STRUCTURE 2020/21

Grant Stream	Description and Funding Cap (per applicant)	Funding Pool	Available
Community Events Grants Program	This stream will provide funding, for community events to be delivered within the Cumberland LGA. Events should be suitable for the identified venue and meet Council requirements. Council funds are to be used to minimise risk. Maximum of \$5,000 per event.	\$50,000	Round 1
Community Participation Grants Program	This stream aims to strengthen the skills, knowledge or ability of local residents, groups or organisations. Projects aim to address the high level of disadvantage and reduce barriers to participation within the local community. Priority areas will be developed by Council and reviewed annually. Small Grants (Up to \$5,000). Large Grants (\$5,001 - \$20,000).	\$120,000 \$100,000	Round 1, 2 Round 1
Creative Cumberland Grants Program	Creative Cumberland funding stream aims to stimulate creativity, cultural expression and engagement in Cumberland by supporting individual artists, other entities (such as informal arts groups/collectives) or not for profit organisations to produce professional creative outcomes that reflect and benefit the Cumberland community. Creative projects that support the expression of Cumberland's unique cultures and extend the involvement of participants in art making are encouraged, especially those working collaboratively or in partnership. Priority areas will be developed by Council aligned to the Cumberland Cultural Plan and reviewed annually. Up to 5,000.	\$30,000	Round 2
Small Equipment Fund	This stream will provide funding for small equipment purchases that deliver positive social, cultural, recreational or environmental outcomes for the Cumberland community. Up to \$2,000.	\$40,000	Round 1, 2
Rising Star Sports Award	This award provides one-off financial assistance to individual athletes, coaches and technical officials of any age who have been selected to represent their sport at a regional, state, national or international level. Eligible expenses up to \$500 (regional or state) and \$1,000 (national or international).	\$10,000	Monthly
TOTAL FUNDING POOL		\$350,000	

Item No: C05/20-429

EMERGENCY RELIEF FUND APPLICATIONS

Responsible Division: Community and Organisation Development
Officer: Acting Director Community and Organisation Development
File Number: SC619
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

The Emergency Relief Fund provides financial support to the community at any time for donations to fundraising appeals that respond to crisis or disaster situations, or for new community-led initiatives that address an emerging or unexpected community need where action is time critical.

Two applications have been received from local community organisations that are seeking donations for fundraising appeals to support vulnerable community members impacted by COVID-19. This report presents these applications for the consideration of Council.

RECOMMENDATION

That Council adopt the two applications recommended for funding as outlined in this report and allocate \$6,590 from the 2019/20 Emergency Relief Fund to support vulnerable community members affected by the COVID-19 pandemic.

REPORT

Cumberland Emergency Relief Fund Guidelines

The Emergency Relief Fund Guidelines apply to all requests for financial assistance that benefit the Cumberland community but do not meet the detailed guidelines of the Cumberland Community Grants Program or the Mayoral Community Fund. This may include consideration of requests that do not align with the timing of the Community Grants Program funding rounds and where supporting evidence is provided to demonstrate the urgency of the application.

In accordance with the *Community Grants and Donations Policy*, the Guidelines for the Emergency Relief Fund (included in Attachment 1) and Application Form are publicly available on Council's website. The Guidelines outline the funding priorities, eligibility and assessment criteria, and administration practices.

Funding Priorities and Eligibility Criteria

Not for profit organisations including registered charities and auspicing organisations are eligible to apply, with priority given to organisations located within the Cumberland Local Government Area or providing services to residents of Cumberland.

Requests for financial assistance under the Emergency Relief Fund will typically constitute one-off financial assistance for donations to fundraising appeals that respond to crisis or disaster or for new community-led initiatives that address an emerging or unexpected community need where action is time critical.

Applicants can apply through two funding streams: *Donations to Fundraising Appeals* or *Community Initiatives*.

Assessment Process

In accordance with the Guidelines, submitted applications were assessed internally for eligibility and conformance with the assessment criteria.

Applications Received and Assessment Outcomes

A total of \$50,000 in funding is available in the Emergency Relief Fund annually. To date, Council has resolved to donate \$30,000 to The Salvation Army's Disaster Relief, leaving a balance of \$20,000 remaining for 2019/2020.

As a result of the COVID-19 pandemic, two applications have been received by Council. Details of each application are outlined in the following table, including staff recommendations and comments:

Applicant	St Francis Social Services	Australian Afghan Hassanian Youth Association
Project Category	Donations for Fundraising Appeals	Donations for Fundraising Appeals
Amount requested	\$5,000	\$5,000
Need identified	Assisting vulnerable clients impacted by COVID-19 and ineligible for income support and assistance. Funds will assist with food security, general living expenses, pharmaceuticals and medical expenses (as ineligible for health card discounts), mobile phone and Opal card top-ups and financial assistance to alleviate immediate housing stress and maintain housing, particularly for those in informal housing situations and at risk of homelessness.	Purchase of food packages to distribute to vulnerable families (newly arrived migrants and refugees many of whom have lost their jobs and on temporary visas) as a result of COVID19 as well as transport, face masks, hand sanitizer and gloves.

Recommendation	Recommended for partial funding (\$3,740).	Recommended for partial funding (\$2,850).
Comments	Application meets the funding guidelines and responds to an urgent and increased need for emergency assistance for vulnerable residents of the Cumberland LGA impacted by COVID-19 and increases in job losses. Partial funding is recommended excluding costs related to rental assistance.	Application meets the funding guidelines and provides a direct benefit to vulnerable residents of the Cumberland LGA in urgent need and impacted by COVID-19. Funding for gloves and masks has been excluded as this is not a compulsory public health measure for residents residing in NSW.

COMMUNITY ENGAGEMENT

Council will notify the applicants of the outcome of their applications.

Information about the Cumberland Emergency Relief Fund is available on Council's website and open all year round.

POLICY IMPLICATIONS

The *Community Grants and Donations Policy* outlines the framework under which grants and donations made by Council to the community are governed. The Policy ensures Council meets legislative requirements prescribed in Section 356 of the *Local Government Act 1993*. All applications submitted under the Emergency Relief Fund have been assessed in accordance with this Policy and the Emergency Relief Fund Guidelines.

RISK IMPLICATIONS

Successful applicants will be required to enter into a Financial Assistance Agreement with Council and meet all requirements of project delivery, reporting and acquittal.

FINANCIAL IMPLICATIONS

There is a total of \$20,000 remaining in the 2019/20 Emergency Relief Fund budget to fund the two applications recommended for funding (\$6,590) with \$13,410 remaining available for the remainder of the financial year, should Council resolve to endorse the applications covered in this report.

CONCLUSION

The Emergency Relief Fund was established to provide financial support to the community at any time for donations to fundraising appeals that respond to crisis and address an emerging or unexpected community need where action is time critical.

These two applications support local fundraising appeals and provide a direct benefit to vulnerable residents of the Cumberland LGA in urgent need and impacted by COVID-19.

Council has put in place appropriate monitoring, acquittal and accountability measures for recipients of the Fund to ensure funds are spent in accordance with the Guidelines.

ATTACHMENTS

1. Emergency Relief Fund Guidelines [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-429

Attachment 1
Emergency Relief Fund
Guidelines

CUMBERLAND
CITY COUNCIL

Emergency Relief Fund Guidelines

AUTHORISATION & VERSION CONTROL

Guideline Number	GLD-008
Guideline Owner	Director Community Development
Date Adopted	3 July 2019
Version No	1
Document ID	5908611
Review Date	April 2021

PURPOSE

The Emergency Relief Fund Guidelines provide a defined process by which financial assistance can be provided to the community at any time for donations to fundraising appeals that respond to crisis or disaster or for new community-led initiatives that address an emerging or unexpected community need where action is time critical.

SCOPE

The Emergency Relief Fund Guidelines apply to all requests of financial assistance that benefit the Cumberland community but do not meet the detailed guidelines of the Cumberland Community Grants Program or the Mayoral Community Fund. This may include consideration of requests that do not align with the timing of the Community Grants Program funding rounds and where supporting evidence is provided to demonstrate the urgency of the application.

The Emergency Relief Fund is one of three financial assistance programs provided by Council and governed by the *Community Grants and Donations Policy*. This is to ensure that Council complies with section 356 of the *Local Government Act 1993* which states that:

- “(1) A council may, in accordance with a resolution of the council, contribute money or otherwise grant financial assistance to persons for the purpose of exercising its functions.*
- (2) A proposed recipient who acts for private gain is not ineligible to be granted financial assistance but must not receive any benefit under this section until at least 28 days’ public notice of the council’s proposal to pass the necessary resolution has been given.*
- (3) However, public notice is not required if:*
 - (a) the financial assistance is part of a specific program, and*
 - (b) the program’s details have been included in the council’s draft operational plan for the year in which the financial assistance is proposed to be given, and*
 - (c) the program’s proposed budget for that year does not exceed 5 per cent of the council’s proposed income from the ordinary rates levied for that year, and*
 - (d) the program applies uniformly to all persons within the council’s area or to a significant group of persons within the area.”*

GUIDELINES

Funding

\$50,000 is available annually at the discretion of Council within the adopted Council budget. Two program streams are available.

Eligibility

Not for profit organisations including registered charities and auspicing organisations are eligible to apply. Priority will be given to organisations located within the Cumberland Local Government Area or providing services to residents of Cumberland.

Requests for financial assistance under the Emergency Relief Fund will typically constitute one-off financial assistance for donations to fundraising appeals that respond to crisis or disaster or for new community-led initiatives that address an emerging or unexpected community need where action is time critical.

All applications will be assessed on an individual basis and will be determined in accordance with the assessment criteria.

Funding Priorities

Applicants can apply through the following two funding streams:

- **Donations to Fundraising Appeals:** where relevant and appropriate, donations to fundraising appeals and major national or international issues that respond to crisis or disaster will be considered and assessed, strictly for situations that could not be foreseen. All applications must identify the need and outline the connection to the Cumberland community.
- **Community Initiatives:** where relevant and appropriate, funding will be considered for new community-led initiatives that address an emerging or unexpected community need where action is time critical and for situations that could not be foreseen. The initiative must demonstrate positive social, economic, cultural, recreational or environmental benefits to resident(s) of the Cumberland community. Generally no more than \$5,000 is provided per program. Applications for funding must demonstrate a clear link to the funding stream applied under. The Fund does not provide funds to overcome lack of planning or supplement project income.

In accordance with s356 of the Local Government Act, Council may resolve to make a donation through the Emergency Relief Fund by way of Council resolution.

Ineligible Applications

The following applications are considered ineligible for funding under the Emergency Relief Fund.

Applications received that:

- Support the operational expenses of an organisation
- Are in support of political events or programs
- Are from any government organisation, agency or school
- Do not provide a direct benefit to resident(s) of the Cumberland LGA
- Are eligible to be funded through another Council grant or funding program, unless supporting evidence is provided detailing the urgency of the request
- Are a duplication of Council's current programs or service offerings
- Are from an organisation that has not met the reporting requirements or conditions of their financial assistance provided by Council
- Are from an organisation that has a current debt with Council.

Requests for Funding

Requests for funding may be made by submitting a completed Emergency Relief Fund Application Form (available on Council's website) to Council by:

Email: council@cumberland.nsw.gov.au

In writing: Emergency Relief Fund, Cumberland City Council, PO Box 42, MERRYLANDS NSW 2160

Applicants will be required to:

- Provide details of the nature and costs to be incurred and the level and nature of other sources of assistance.
- Identify the need for financial assistance and provide evidence and other relevant paperwork to support the urgency of the application, if applicable.

Some funded activities may have additional requirements such as proof of insurance or authority to fundraise.

Applications may take up to four weeks to process and be determined. Funding will not be approved retrospectively.

Assessment Process

Applications will be assessed in accordance with the *Community Grants and Donations Policy* and the established criteria outlined in these Guidelines.

A recommendation will be reported to Council for consideration. The decision to approve funding will be by resolution of Council. Applicants will be advised in writing of the outcome of their application.

Conditions of Funding

By submitting a request, the following conditions are agreed to:

- Where the project is of an ongoing nature, Council will not be responsible for recurrent costs or ongoing maintenance.
- Only one request per applicant under the Emergency Relief Fund will be accepted per financial year.
- Council funding may be used in conjunction with funding from other sources (outside Council) provided that such funding is disclosed at the time of request to Council.
- Funding must be used for the purpose for which it is granted.
- Projects must acknowledge Cumberland City Council as the funding body in the activity. The use of the Council approved logo is required in any promotional activity or signage related to the funded project, and the requester acknowledges this assistance as below on media releases, invitations, posters, signs, digital channels such as website and any other suitable communications. Requestors give permission for Council to use their name, value of support offered and intended use of funds for any reporting or promotion purposes the General Manager deems appropriate.
- Should the project not proceed, all funds are to be returned to Council.

Funding Requirements

Successful applicants will be required to enter into a Financial Assistance Agreement with Council. The funding is to be used strictly for the purpose for which it was donated.

Successful applicants must provide compulsory information to Council within four weeks of notification of a successful application. Should Council not receive the information at the end of this period, funds will be forfeited, unless an extension is granted to the applicant in writing.

All recipients of funds will be required to account for funds provided as follows:

- For funding up to \$1,000 – provide a letter confirming the funds have been spent in accordance with the approved Emergency Relief Fund Application.
- For funding over \$1,001 – complete and submit an Emergency Relief Fund expenditure form provided by Council. The form will require information such as how the funds were spent, income and expenditure statements and/or supporting receipts/invoices. A statutory declaration may also be required to be completed.

In both cases, Council encourages the provision of photos of the finished project and any other information relevant to the funding provided by Council.

Failure to lodge a letter or an expenditure form will affect eligibility for future financial assistance requests from Council.

Where Council resolves to provide a donation to the most appropriate organisation for a fundraising appeal, supporting receipts/invoices will be required.

Reporting Requirements

Council's Director Finance & Governance will maintain appropriate records of all applications approved under this Fund.

All Emergency Relief Fund expenditure will be reported to Council quarterly as part of Council's Operational Plan update, and be listed in Council's Annual Report.

A register will be maintained on Council's website of approved applications under the Emergency Relief Fund for the current and previous financial year.

RELATED LEGISLATION

- Section 356 of the *Local Government Act 1993*.

RELATED DOCUMENTS AND COUNCIL POLICY

- Cumberland City Council Community Strategic Plan
- Community Grants and Donations Policy
- Community Grants Program Guidelines
- Mayoral Community Fund Guidelines

Item No: C05/20-430

QUARTER 3 PERFORMANCE REPORT ON THE OPERATIONAL PLAN 2019-20 AND BUDGET REVIEW STATEMENT

Responsible Division: Community and Organisation Development
Officer: Acting Director Community and Organisation
Development
File Number: S-57-50
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

The purpose of this report is to update Council and the community on the progress made in implementing the activities in the Operational Plan 2019-2020. This includes the quarterly budget review statement.

In total, 81% of projects planned for the 2019-2020 year are complete or are running on track for completion by their due date, 15% of projects have been placed on hold and 4% require attention. The increase in projects on hold from last quarter is largely due to the service impacts of the COVID-19 pandemic that commenced towards the end of the quarter.

This quarter, there have been 5 additional projects recommended for adoption. These projects are all in the Parks and Recreation Service Area and details of these projects are provided on page 15 of Attachment 1. Upon adoption of these projects, progress updates will be reported on in future Quarterly Performance Reports.

RECOMMENDATION

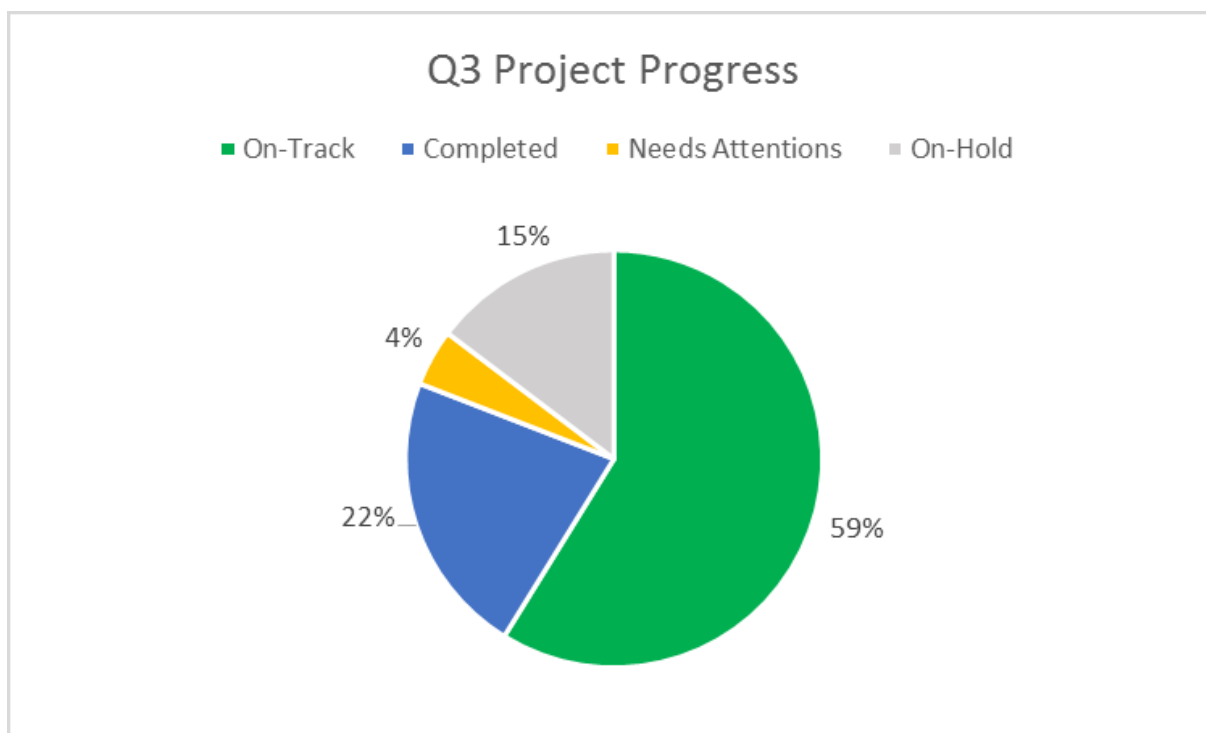
That Council receive and note the Quarter 3 Service Area updates on the Operational Plan 2019-2020.

REPORT

The Operational Plan 2019-2020 identifies the key projects and programs planned for delivery throughout the year, as well as the allocated budget. These activities are in direct response to the strategic goals and community vision contained within the Community Strategic Plan 2017-27. The Quarter Three Performance Report (Attachment 1) shows progress in implementing the planned activities over the January to March period of 2020.

The overall project status as at the end of the third quarter is shown in Chart 1 below:

Chart 1: Quarter 3 Project Status



During the third quarter, 7 more projects were completed bringing the total number of completed projects to 15. These were as follows:

- Develop a Cumberland Open Space and Recreation Strategy
- Develop service specifications for all open space maintenance services
- Explore the viability of enhancing Council's Waste Drop Off Services
- Library Digital Literacy Programs
- Develop and commence a Quality Assurance Program for Council's Customer Service Team
- Auburn Civic Centre Rectification
- Develop Property Strategy

The majority of other projects (40 of 68) are running on track for delivery throughout the remainder of the 2019-20 year or will be ongoing projects into future Operational Plans.

Three projects were placed on hold during the third quarter:

- Commence a Parks Plan of management Review Program
- Improve customer satisfaction in open space provision and presentation
- Deliver a Play Space Infrastructure Plan

Three projects were indicated as needing attention, these were:

- CCTV in Public Spaces Program Expansion project
- Peacock Gallery and Auburn Artist Studio expansion project
- Guildford Community Centre 'one-stop-shop' Facility

There were a number of highlights from Council's ongoing program delivery throughout the quarter, which were as follows:

- Council finalised the *Cumberland Domestic and Family Violence Action Plan*
- Project UV Smart and Cool Playground (Grant Funded) is underway and was featured in an ABC TV news story about urban heat
- Adoption of the *Cumberland Open Space and Recreation Strategy*
- Household Waste and Recycling Services, Operational Compliance 2, was executed by Investigators from the Western Sydney Regional Illegal Dumping Squad. Council worked on 63 incidents of illegal dumping and provided clean up services to 20 bus shelters in selected dumping hotspots
- Council has finalised and published the *Cumberland 2030: Our Local Strategic Planning Statement*, this also received a letter of support from the Greater Sydney Commission
- The new *Cumberland Local Environmental Plan (LEP)* received an issue of Gateway Determination by the Department of Planning, Industry and Environment
- Adoption of the *Environmental Health Strategy* by Council
- Library Services successfully launched the Summer Reading Club
- Customer Service achieved excellent results in the NSW Local Government Customer Service Network Benchmarking exercise
- Council's Parks and Facilities Bookings are now integrated into one Booking Team Function

Confirmation Statement from the Director Finance and Governance

Attached to this report is the Quarterly Budget Review Statement (QBRS) which refers to the period ended 31 March 2020. The QBRS indicates Council's financial position and details the original and proposed revised estimates of income and expenditure for the year.

A quarterly project summary report with revised budgets is also provided in the attachments for the three major capital works projects currently underway, being the Granville Multipurpose Centre, Merrylands CBD Major Drainage Upgrade and Cumberland Swim Centre Modernisation.

COVID 19 estimates have been included in the budget estimates with a net impact being a decline in surplus by \$7.551m. This variance has arisen due to the following factors

In Summary impact to General Cash Reserves

Loss of Income	\$12.3m
Reduction costs	\$ 4.8m
Net Reduction in Surplus	\$ (7.5) m
Loss of rates instalments	\$ (6.5)m
Reduction Capital from general	\$ 6.5m
Other working capital	\$ 0.2m

Net impact to unrestricted cash \$ (7.3)m

Detailed discussion of the factors impacting Council.

Operating Income down \$12.2m

The highest contributors are as follows

Federal Assistance Grants \$4.8m.

This is balance of \$8.3m not yet paid. Due to delays in the federal budget until October there is no approval of government that would allow for this payment to occur. It has been prepaid every year since 2016.

Hire fees Sporting and Halls \$1.0m

Council was required to refund existing bookings for all facilities that were closed due to public health orders. This income would normally subsidise the cost of running the community buildings and sporting facilities. Council has implemented measures to reduce the workforce in these areas under the provisions of the award and the splinter award. It is anticipated that the loss of revenue will exceed the savings that can be achieved.

Interest Income \$1.26m

The income we receive from deposits funds Council services. We expect \$2m reduction over this financial year due to multiple reductions in interest received. The impact to this quarter will be \$1.26m due to a combination of share market reduction \$0.7m and balance is from lower interest rates on investments.

Parking and Fee Revenue \$0.7m

There is a loss in income we will receive from these activities. The cost of these services cannot be reduce at this stage and this will represent a loss of net revenue to Council.

Rates Income

The rates income has only increased 3.5% this as opposed to 4% that was budgeted for. In 18/19 Council rates grew 5% due to growth in properties. The growth has been projected in 19/20 to be 3.5% and 20/21 is 2.5% to factor in lower property growth.

Leasing Commercial Premises \$0.5m

The income we collect from business and clubs for use of Council buildings or premises has been delayed and Council will seek to renegotiate the income from the remaining lease. In the case of business being unable to pay a report to Council will be made outlining the reasons. Council has not yet waived fees in this area.

Operating Costs Savings \$4.8mEmployee Costs Savings \$3.7m

This has been projected due to an efficiency program Council has been running which provided a good platform to implement the 50% service model required from COVID. YTD we have already achieve \$2.7m in savings from salaries and expect to save

\$1.0m more from a range of measures in excess leave reduction and Job Retention Allowance in the Award.

It would be expected that the lower employee cost will continue until the end of stage 3 of Covid restrictions. Council's Critical Incident Management Team which comprises of Mayor, Executive and Risk team has been very proactive in implementing measure to ensure we can minimise the losses where possible.

Other Expenses Savings \$ 1.7m

The main contributor to savings has been Community Events and Community activities due to health restrictions \$0.9m. Most of these activities have been deemed non-essential and CMIT continues to review this definition as updates are occurring. Other savings from Electricity and Community Grants make up the balance of these savings.

Overall summary

With Council's unrestricted cash forecast to reach \$(9.7)m there will need to be some difficult decision made around turning back on the non-essential services. It is a requirement that Council has a source of funds to run these activities. When you have overdrawn the unrestricted cash this creates an increased financial sustainability risk.

To cover the overdrawn \$9.7m Council can borrow funds from Internal Reserves or External Sources (see Separate Reports on Loan) but will need to return them within a short period of time. The financial recovery plan needs to focus on the Operating Costs with a view of long term financial sustainability.

COMMUNITY ENGAGEMENT

The Quarter Three Performance Report will be made available for public viewing on Council's website.

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

During the third quarter for the 2019-2020 financial year, Council has made significant progress with 81% of projects either completed or running on track for completion. Despite a challenging financial position and impacts felt by COVID-19, Council remains in a strong position to continue to deliver significant positive outcomes for the Cumberland community.

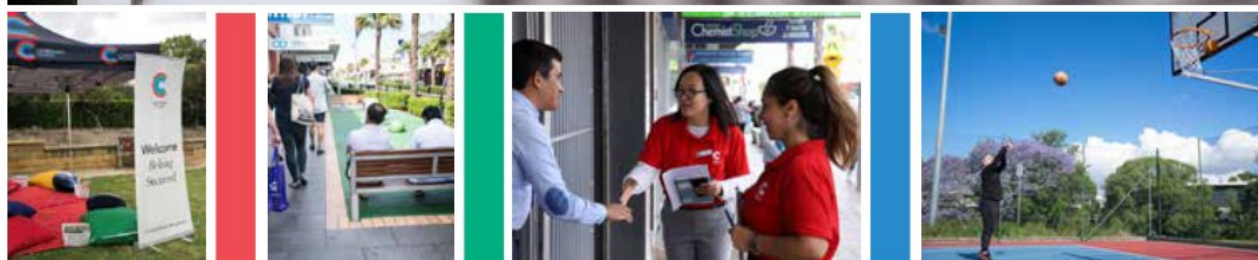
ATTACHMENTS

1. Quarter 3 Performance Report on the Operational Plan 2019-2020 [↓](#) 
2. Quarter 3 Budget Review Statement [↓](#) 
3. Major Project Granville Multipurpose Centre [↓](#) 
4. Major Project Merrylands CBD Drainage [↓](#) 
5. Major Project Swim Centres [↓](#) 

**DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-430**

Attachment 1

**Quarter 3 Performance Report on
the Operational Plan 2019-2020**



Cumberland City Council

Quarter 3 Performance Report

January to March 2020

Contents

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THE INTEGRATED PLANNING AND REPORTING FRAMEWORK

Under the *NSW Local Government Act 1993*, councils are required to develop a hierarchy of plans known as the Integrated Planning and Reporting (IP&R) Framework. The IP&R Framework is designed to ensure that all NSW councils are using community engagement to undertake long term planning for their future.

The four year Delivery Program is informed by the overarching community vision in the 10 year Community Strategic Plan and resourced by the Resourcing Strategy. The one year Operational Plan details how Council plans to deliver the Community's vision for that financial year.

The IP&R Framework is designed to give Council and the community, a clear and transparent picture of:

1. Where we want to go (Community Strategic Plan).
2. How we plan to get there (Delivery Program, Operational Plan and Resourcing Strategy).
3. How we will measure our progress (Quarterly and Annual Reporting and the End of Term Report).

The Delivery Program and Operational Plan contain information about Council's Service Areas, Key Projects and the Performance Measures used to assess how Council is tracking towards achieving the Community's vision for its future. Council reports on a quarterly basis to ensure thorough monitoring of the commitments it has made to the community.

This report provides a summary of Council's progress over the third quarter (1 January 2020 - 31 March 2020), in implementing the Operational Plan 2019– 2020 which is year three of the Delivery Program 2017- 2021 (shown in the diagram below).



GUIDE TO READING THE QUARTERLY REPORT

There are two main sections in the Quarterly Report:

1. The Service Area Status Update section is where Council provides a snapshot of the overall progress for each Service Area, including achievements and highlights, along with issues and setbacks that are affecting the delivery of ongoing business activity.

SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	Any good news stories, key events or milestones relating to the service that helps display progress.
Issues and Setbacks	Any issues experienced such as a lack of resources, unforeseen circumstances or poor conditions that have slowed progress on service delivery.

Also included in this section are the progress of Performance Measures or Key Performance Indicators (KPI's).

PERFORMANCE MEASURES (KPI's)






Performance Measure	Result
Performance Measure Indicator such as the number of attendees or the provision of programs.	The data relevant to the indicator measure.

2. The Key Projects section provides a progress comment and status update for each of the major projects for the Operational Plan of that year. This update helps readers to understand how a project is tracking, if it is likely to be completed, as well as any milestones or key highlights.

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status
Name and description of the Key Project as it appears in the Operational Plan and the Delivery Program	Manager in charge of delivering the Key Project	Update on progress of Key Project including milestones, highlights, issues or changes that affect the delivery of the Key Project	Traffic light status of the Key Project

Key to traffic light status symbols

	Complete		On Track		Needs Attention		Critical		On Hold
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EXECUTIVE SUMMARY

At the end of Quarter 3, 81% of key projects were completed or on track for delivery. There were 15% placed on hold and 4% require attention due to various issues including service interruptions as a result of the COVID-19 pandemic.

KEY PROJECTS

15/68 Completed



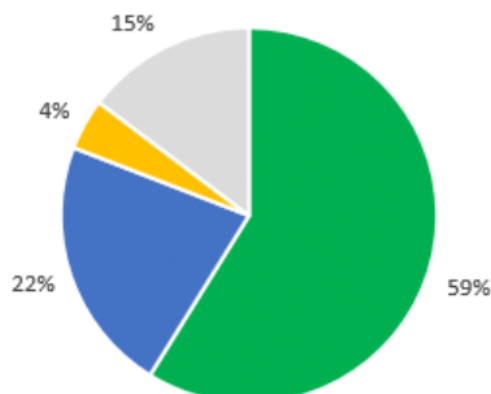
40/68 On Track



10/68 On Hold



3/68 Needs Attention



*Above figures do not include proposed new projects on page 15.

COVID-19 Council's Response

Council is closely monitoring the outbreak of COVID-19 and is taking advice from NSW Health and the Federal and State Governments to assist in the response. The well-being and safety of the staff and community continues to be Council's top priority.

Council has continued to remain open to provide essential services and to support its local businesses and vulnerable community members. COVID-19 has adversely impacted Council's operations, events, programs, activities and provision of local services and facilities to the Cumberland area.

To support the community and businesses, Council has provided a wide range of support and financial packages to accommodate for those in need during these unprecedented times. Support provided by Council during quarter 3 included the following:

- Emergency relief
- Food and care packages
- Financial assistance and material aid
- Homelessness services and crisis accommodation
- Education and care to the children of essential workers living in and outside the Cumberland area
- Welfare checks and one to one wellbeing calls

To help local businesses and the economy, Council has undertaken the following activities:

- Launched the Shop Local Campaign, that has assisted businesses to become innovative and know how to adapt their services and to be able to trade during these times. As a result of this initiative, local businesses have delivered services online and through phone orders.
- Set up a dedicated COVID-19 business support website, that provides regular information and resources to businesses.
- In collaboration with NSW Business Connect Provided, Council has provided business webinars to assist businesses with online sales and marketing survival tips.

HIGHLIGHTS THIS QUARTER

- Council finalised the Cumberland Domestic and Family Violence Action Plan.
- Project UV Smart and Cool Playground Grant Funded is underway and was featured in an ABC TV news story about urban heat.
- Adoption of the Cumberland Open Space and Recreation Strategy.
- Household Waste and Recycling Services, Operational Compliance 2 was executed by Investigators from the Western Sydney Regional Illegal Dumping Squad. Council worked on 63 incidents of illegal dumping and provided clean up services to 20 bus shelters in selected dumping hotspots.
- Council has finalised and published the Cumberland 2030: Our Local Strategic Planning Statement, this also received a letter of support from the Greater Sydney Commission.
- The new Cumberland Local Environmental Plan (LEP) received an issue of Gateway Determination by the Department of Planning, Industry and Environment.
- Adoption of the Environmental Health Strategy.
- Library Services successfully launched the Summer Reading Club.
- Customer Service achieved excellent results in the NSW Local Government Customer Service Network Benchmarking exercise.
- Council's Parks and Facilities bookings are now integrated into one Booking Team function.

1. COMMUNITY PROGRAMS AND EVENTS

SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	<p>Annual Community Organisation Satisfaction Survey</p> <p>A total of 142 organisations participated in this survey with 97% of respondents at least 'somewhat satisfied' with the services provided by Council.</p> <p>Community Education Program - Discover Cumberland</p> <p>Council received positive feedback with 92% of participants rating the program as 'excellent'. The program has shown a significant increase of awareness of Council services, with 93% of participants stating that they will share what they learnt with someone.</p> <p>Community Grants Program</p> <p>Council received 83 applications with a total submitted value at \$401,561. Applications were submitted for projects in seven grant streams. The decision on funding allocations will be made at Council's May meeting.</p> <p>Cumberland Domestic and Family Violence Action Plan (CDFVAP)</p> <p>Council has finalised the CDFVAP, with actions now being implemented by sixteen organisations.</p> <p>Council's Volunteer Program</p> <p>Council delivered a 'Volunteering Pathway to Employment' training program to 33 volunteers and community members in February. This provided volunteers with an opportunity to support the delivery of Council programs, services and projects.</p> <p>Cumberland Seniors Festival</p> <p>Council hosted the Seniors Festival and delivered more than 70 events and programs.</p> <p>Cumberland Youth Team</p> <p>Council commenced an eight week Rock and Water Program during February at Guildford West Public School. Council is delivering this Program in partnership with Barnados and the Auburn Youth Centre.</p> <p>Flavours of Auburn Cultural Food Tourism Program</p> <p>Council delivered five cooking classes for Afghani, Sri Lankan, Congolese and Zimbabwean cuisines. Four of the five classes were fully booked with 48 participants in total.</p> <p>COVID-19 Service Adaptions</p> <ul style="list-style-type: none"> • Consultation with over 100 local agencies, services and organisations. • A dedicated Council webpage has been created with regular social media updates. • A revision of service delivery was conducted to ensure vulnerable people still had access. • A business support website and other tools were established to help local business.
Issues and Setbacks	<p>Due to COVID-19, Council has cancelled all upcoming face-to-face programs, training, events and ceremonies. Council has adapted to COVID-19 by delivering face-to-face programs, training and events online through Council's website, social media and through webinars and online forums.</p> <p>Due to the restrictions and guidelines set by the Government, the provision services under Seniors and Disability Services has been impacted. Council has suspended programs until further notice or until new methods of service delivery have been implemented.</p>

1. COMMUNITY PROGRAMS AND EVENTS (CONTINUED)









PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q3
Percentage of community organisation satisfied with support and capacity building initiatives provided.	Community organisation satisfaction survey has been delayed and will results will be available in quarter 3.	97%
Percentage of community reporting an improvement with their health and wellbeing after accessing Council's Aged and Disability Services.	N/A for quarter 2.	N/A, reported in Q4.
Number of customers accessing Council's Aged and Disability Services.	1,002	593
Number of hours provided through Cumberland Lifestyles and Leisure Links.	2,120 hours	746 hours
Amount of income generated through Cumberland Lifestyles and Leisure Links.	\$43,593	\$99,409
Number of transport trips provided to seniors.	1,538 trips 5,752 passengers accessing access loop bus	2,098 trips
Number of hours of social inclusion individual and group support programs provided to seniors and people with a disability.	14,446 hours	11,807 hours
Number of meals provided by Cumberland's Nutrition Services to seniors and people with a disability.	9,321 meals	8,330 meals
Community satisfaction levels met with the provision of Aged and Disability services.	N/A	N/A
Percentage of young people participating in Council's youth programs who would recommend the program to another young person. (Average Target <75%).	100%	98.7%
Percentage of Council's youth programs that involve youth participation in their planning.	96%	89.3%
Community Satisfaction levels met for Council festivals, events and programs delivered.	93%	100%
Number of visitors to staffed community centres (Auburn, Berala, Guildford).	Total of 98,991 visitors to staffed community centres: October: 22,106* November: 59,299 December: 17,586	38,360 visitors to staffed community centres*: January: 18,684 February: 14,622 March: 5,054
Number of visitors to arts facilities (Peacock Gallery and Auburn Artist Studio).	Council received a total of 5,732 visitors to Arts Facilities: October: 1,544 November: 2,415 December: 1,773	Council received a total of 3,771 visitors to Arts Facilities

*March figures are lower than normal due to the people counter being inactive at the Auburn Centre for Community from 28 February 2020 to 20 April 2020.

1. COMMUNITY PROGRAMS AND EVENTS (CONTINUED)

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Deliver the CCTV in Public Spaces Program expansion project	Director Community Development	<p>Council has completed the installation of transmitters and receivers; cabling and data storage equipment and 3 CCTV cameras have been installed in the Merrylands Civic Centre carpark.</p> <p>Council is awaiting approval from Endeavour Energy before installation of the remaining CCTV cameras in the Merrylands CBD can be completed.</p>		
Expand the Place Management Model across the LGA	Director Community Development	The Place Management Model was reviewed, there are now three officers working with internal and external stakeholders to deliver place liaison services across the five wards.		
Deliver economic development initiatives to promote local economic growth	Director Community Development	Successful recruitment of an Economic Development Coordinator has provided immediate results boosting Council's capacity to broaden networks and deliver enhanced business and economic programs.		
Deliver the Peacock Gallery and Auburn Artist Studio expansion project	Director Community Development	<p>All remaining uncommitted capital funding on the project was cancelled in February 2020. New construction components of the project have been placed on hold until adequate funding is secured. To date, the project contains an approved DA for demolition and initial design concepts.</p> <p>The project is being amended to most efficiently utilise the balance of existing committed architectural design contract and other arts funding, to deliver a scaled back version of the proposed project outcome.</p>		

2. ROADS, STORMWATER AND STREET CLEANING

SERVICE AREA STATUS UPDATE














Key Achievements and Highlights	<ul style="list-style-type: none"> The long term Road Service Contract is now finalised with DM Roads (Downer EDI) and has commenced. The road infrastructure services are now under one contract. Friend Park Children's Centre alterations & renovations were completed in March 2020. The Granville Centre is progressing ahead of schedule and on track for practical completion in early August 2020.
Issues and Setbacks	<ul style="list-style-type: none"> Granville Park Community Sports Pavilion – Council resolved to reject all tenders and enter into negotiations with two tenderers for the building works. Tender negotiations commenced and submissions closed on 8th April 2020.

PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q3
Kilometres of local roads renewed.	Nil	2.45km
Number of potholes repaired.	571	430
New footpath construction program completed.	0.47 km	4.99km
Maintenance inspections of roads.	0 Precincts	0 Precincts
Maintenance inspection of CBD/high profile footpaths.	100%	100%
Inspection of bridges.	17	18
Number of stormwater pits inspected.	330	1
Maintenance and cleaning of town centres.	100%	100%
Square metres of graffiti removed.	1,416	916
Number of instances of illegally dumped rubbish collected.	1,772	2,373
Number of clean up services provided.	11,958	12,167

2. ROADS, STORMWATER AND STREET CLEANING (CONTINUED)

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Design and acquisition for Merrylands Ring Road	Director Works and Infrastructure	The project remains on hold while Council awaits the results of the Cumberland Local Government Area traffic study.		
Develop Pedestrian Access Management Plan	Director Works and Infrastructure	A consultant's brief has been prepared to obtain quotes to complete the LGA wide plan.		
Develop Council's Public Place Cleansing Strategy	Director Works and Infrastructure	Project completed in Q1.		
Widening of Hector Street Bridge, Regents Park	Director Works and Infrastructure	Council has been finalising minor variances to the design with the Contractor. The works are due to commence within a month.		
Widening of Boundary Road / Wolumba Street Bridge, Regents Park	Director Works and Infrastructure	Council has been finalising the minor variances to the design with the Contractor. The works are due to commence within a month.		
Stormwater Drainage CCTV Audit	Director Works and Infrastructure	The project is approximately 82% completed. The contractor is also cleaning the higher level hierarchy pipes to carry out CCTV installation.		
Merrylands CBD Revitalisation Project Development	Director Works and Infrastructure	<p>Council has completed 95% of the works for development of the Merrylands CBD Revitalisation. The Landmark WKA has been finalised. Work commenced onsite October 2018 and is approximately 90% completed.</p> <p>Council has finalised the land dedication from HB home Improvements to allow Council to carry out the required road and drainage works. The contract to carry out road and drainage work in the Neil Street precinct was awarded in January 2020. Works commenced in late February 2020 and are due to be completed in late 2020.</p>		

3. PARKS AND RECREATION

SERVICE AREA STATUS UPDATE







Key Achievements and Highlights	<p>Council completed the following upgrades, works and projects this quarter:</p> <ul style="list-style-type: none"> The Fairfield Road Park & Tait Street Park Floodlighting Upgrade Project was completed in February 2020. The Central Gardens All Abilities Playground was completed in February 2020. The Cumberland Open Space and Recreation Strategy was completed and adopted by Council. The formalised Dog Off-Leash area for Little Duck Creek was completed and opened to public. Minor playground upgrades for Bombala Street and Howe Street playgrounds have been completed. Woodville Golf Course Irrigation Project is currently in progress with 12 holes completed. The project is nearing completion and is due to be completed in late April 2020. <p>Council commenced the following works this quarter:</p> <ul style="list-style-type: none"> Wentworthville Swimming Centre commenced in January 2020. Due for completion late 2020. Floodlighting works at McCredie Park commenced in early March 2020. Due for completion May 2020. Auburn Botanical Gardens entrance commenced in January 2020. Due for completion May 2020.
Issues and Setbacks	<p>Budget constraints.</p> <ul style="list-style-type: none"> Due to COVID-19, there has been forced closures of sporting fields, playgrounds and outdoor exercise in March 2020. COVID-19 social distancing restrictions has impacted the open space maintenance delivery.

PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q3
Percentage of Strategic Open Space Planning projects completed within the specified time and budget.	Nil in quarter 2.	Completed
Percentage of Plans of Management reviewed by review date.	Nil in quarter 2.	50%
Percentage of Capital Works and Park Renewal projects completed within the specified time and budget.	Parks SRV 85% Parks Renewal 67%	Parks SRV 95% Parks Renewal 75%
Number of organisational and network meetings attended.	4	1
Amount of grant funding received annually for parks and recreation projects.	Nil in quarter 2.	Nil in quarter 3.
Percentage increase in seasonal occupancy rates at sportsgrounds.	Seasonal sports field occupancy 90/124 or 73% capacity use. Saturday cricket is at 100% capacity.	Usage ceased in March due to social distancing regulations.
Number of Council's Representatives at sports club and local park committee meetings.	24	6
Number of Sports Forum and Recreation and Sport Advisory Panel (RSAP) meetings held.	Nil in quarter 2.	Nil in quarter 3.
Number of work orders received and completed.	351 work orders received. 280 work orders completed.	212 work orders received. 165 work orders completed.





















3. PARKS AND RECREATION (CONTINUED)

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Develop a Cumberland Open Space and Recreation Strategy	Director Works and Infrastructure	Project completed.		
Deliver Wyatt Park Plan of Management	Director Works and Infrastructure	A Native Title Advice Statement relating to the site is being prepared to support the current review of the Draft Wyatt Park Plan of Management in relation to Crown Lands Management Act 2016 obligations. On-site consultation has been completed and amendments are now being conducted to the Draft Plan of Management and Masterplan based on consultation feedback.		
Complete Granville Park Pavilion and playing surface renewal works	Director Works and Infrastructure	Council resolution was to reject all tenders and enter into negotiation with two tenderers for the building works. Tender negotiations commenced with a submission closing date of 8th of April 2020. Recommendations are anticipated to be set at Council's meeting on 20th May 2020. Field Reconstruction Works Tender advertisement period has closed, and assessment is underway.		
Commence a Parks Plan of Management Review Program	Director Works and Infrastructure	Placed on hold while internal resourcing is reviewed.		
Improve customer satisfaction in open space provision and presentation	Director Works and Infrastructure	Placed on hold due to COVID-19.		
Develop a Cumberland Synthetic Surfaces Plan	Director Works and Infrastructure	A summary document is underway.		
Deliver a Play Space Infrastructure Plan	Director Works and Infrastructure	Placed on hold due to community engagement restrictions under COVID-19 requirements.		
Deliver a range of asset and capital projects for parks and sportsgrounds	Director Works and Infrastructure	SRV's and renewal programs are progressing well. Approximately 90% of tasks under the parks SRV are already committed. Other renewal projects remain on track. Regular communication maintained with Park Committees to spend s355 funding appropriately.		

3. PARKS AND RECREATION (CONTINUED)

KEY PROJECTS (CONTINUED)

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Prospect Hill Lookout and Access	Director Works and Infrastructure	<p>A site meeting was held at Prospect Hill on 30 January 2020 with delegates of Council, Council's Aboriginal Torres Strait Islander Consultative Committee (ATSICC), and the NSW Department of Premier and Cabinet Heritage Division.</p> <p>Due to a number of issues being raised by the Department in relation to landscape master planning, as incorporated within the 2019 Prospect Hill Plan of Management, ATSICC delegates are currently considering options for moving forward.</p> <p>An updated design for the Lookout and Access Project is being finalised to facilitate further discussion with delegates when advocating for the proposal.</p>		
Delivery of irrigation to Woodville Golf Course	Director Works and Infrastructure	95% of project completed. Forecast completion date early May 2020.		
Develop a plan for the upgrade of all public amenity blocks in Cumberland	Director Works and Infrastructure	<p>This will be a part of the Assets Management Planning process and Draft Parks and Recreational Assets Management Plan which has just been completed.</p> <p>An upgraded plan for the amenity building will be developed in line with the Asset Management Plan.</p>		
Commence a Sportsground Plan of Management Review Program	Director Works and Infrastructure	<p>A project initiation document and scope have been developed by staff to establish a Generic Sportsground Plan of Management.</p> <p>Tender process is underway with the Procurement Team.</p>		
Develop a Sports Facilities Plan	Director Works and Infrastructure	Project is on hold, pending additional funding.		
Develop service specifications for all open space maintenance services	Director Works and Infrastructure	Project completed in Q3.		
Deliver an Urban Tree Strategy	Director Environment and Planning	A Draft Urban Street Strategy is being finalised for consideration by Council.		
Implementation of Park Management Plan	Director Works and Infrastructure	Project is on hold, pending additional funding.		
Park Development Plan - Bike Plan	Director Works and Infrastructure	Project is on hold, pending additional funding.		
Deliver a Youth Recreation Facilities Strategy	Director Works and Infrastructure	Project is on hold, pending additional funding.		

3. PARKS AND RECREATION (CONTINUED)

PROPOSED NEW PROJECTS

Key Project	Responsible Officer	Project Status Update
Delivery of Merrylands Remembrance Park Howitzer Gun Project	Director Works and Infrastructure	Proposed as a new project. Progress will be updated in future reports following adoption as part of the Q3 Review 2020.
RAAF Stores Park - RAAF Stores Depot Memorial Plaques	Director Works and Infrastructure	Proposed as a new project. Progress will be updated in future reports following adoption as part of the Q3 Review 2020.
Prospect Hill Integrated Interpretation Plan	Director Works and Infrastructure	Proposed as a new project. Progress will be updated in future reports following adoption as part of the Q3 Review 2020.
Civic Park and Pendle Hill Wetlands Masterplan and Development	Director Works and Infrastructure	Proposed as a new project. Progress will be updated in future reports following adoption as part of the Q3 Review 2020.
Deliver Granville Park Plan of Management	Director Works and Infrastructure	Proposed as a new project. Progress will be updated in future reports following adoption as part of the Q3 Review 2020.

4. ENVIRONMENTAL PROGRAMS









SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	<ul style="list-style-type: none"> UV Smart and Cool Playground grant funded project is underway and has generated positive media and industry feedback. The concept was featured in an ABC TV news story about urban heat.
Issues and Setbacks	<ul style="list-style-type: none"> Service delivery is being impacted by the COVID-19 virus. Alternative options and timing of initiatives will continue to be investigated.

PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q3
Number of Community Environmental Workshops held.	10	4
Number of new trees planted in public places.	20	20
Number of trees given to Cumberland residents at tree giveaway events.	100 native plants were given away at Wentworthville Community Garden Open Day.	Nil. Scheduled for Q4.
Number of native beehives distributed to residents.	There were 9 native beehives distributed to residents and 3 to schools during quarter 2.	2
Environmental programs developed and implemented.	Priority 1 actions from the Energy Savings Action Plan and Water Efficiency Plan are continuing.	Priority 1 actions completed.

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Develop and implement Environmental Management Framework	Director Environment and Planning	Project completed in quarter 1.		
Develop and implement a Biodiversity Strategy and Action Plan	Director Environment and Planning	Project completed in quarter 1.		
Develop an Asbestos Management Plan	Director Environment and Planning	Work is continuing to develop the plan.		
Develop a Sustainability Strategy	Director Environment and Planning	Currently being finalised for consideration by Council.		

5. HOUSEHOLD WASTE AND RECYCLING





SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	<ul style="list-style-type: none"> Continued execution of the Regional Mobile Problem Waste Service for the collection of household E-waste and problem waste. Quarter 3 has continued to see a high number of collections since the program's inception in 2016 A total of 1,299 community members participated in 55 local educational workshops which provided material about household waste reduction and recovery, as well as information about Council's waste services The Regional Illegal Dumping (RID) Officer, Council's Environmental Protection Officers and the Resource Recovery Team continue to meet on a fortnightly basis to discuss the planning and implementation of Council's five year Illegal Dumping Plan and its Actions. On 17 and 18 March, Council's Operation Compliance 2 was executed by Investigators from the Western Sydney Regional Illegal Dumping Squad. This proactive saturation operation formed part of Council's Autumn Blitz Campaign and targeted known illegal dumping hotspot zones (16 zones). Over the two-day period, Council performed the following activities: <ul style="list-style-type: none"> 63 incidents were investigated 76 instances where material was provided to residence within the LGA Provided Clean Up Services to 20 bus shelters in selected dumping hotspots and responded to social media and newspaper notifications, Mayoral column and an article in the resident's newsletter. Based on operational statistics, household was the primary waste type and accounted for 69.8% of incidents. The Resource Recovery Engagement Officer (MUDs) has audited and provided engagement to 137 households. Additionally, 28 managing agent organisations were engaged and delivered information and resources to bin bays, residents and property managers.
Issues and Setbacks	<ul style="list-style-type: none"> Service delivery is being impacted by COVID-19. Alternative options and timing of initiatives will continue to be investigated.

PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q3
Percentage of waste diverted from landfill.	36%	38%
Percentage of illegal dumping incidents reported that are investigated and/or collected.	100%	100%
Number of bookings for the Asbestos Collection Program.	28	23
Tonnes collected from bookings for the Asbestos Collection Program.	1.5	2.48
Number of Mobile Problem Waste Collection bookings.	1,312	1,299
Number of Waste Education workshops and events held.	36	55
Number of people attending Waste Education workshops and events.	759	1,405

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Release of Council's Residential Waste App for mobile devices	Director Environment and Planning	Project completed in quarter 1.		
Explore the viability of enhancing Council's Waste Drop Off Services	Director Works and Infrastructure	Project completed in quarter 3.		

6. CHILDREN'S SERVICES

SERVICE AREA STATUS UPDATE







<p>Key Achievements and Highlights</p>	<p>Education & Care Team and COVID-19 Crisis</p> <p>Our team has continued to provide education and care to the children of essential workers living within and outside the Cumberland area. Our services have supported health care and emergency service workers and other essential service workers.</p> <p>Recent Federal Government announcements have provided relief and support Council's Education and Care Team, children and their families, which includes the following:</p> <ul style="list-style-type: none"> • New Childhood Education and Care Relief Package: paying 50% of the sector's 2020 fee revenue up to the existing hourly rate cap. The funding will apply from 6 April on the number of children who were in care during the fortnight leading into 2 March 2020 and whether or not these children attended services. The Funding Model replaces the Child Care Subsidy and Special Child Care Subsidy. • Release of the Exceptional Circumstance Supplementary Payment available for service providers who need a 'top up' on the Early Childhood Education and Care Package Payment. Council is in the process of applying for this funding <p>The State Government announced additional funding for NSW Local Government Education and Care Centres. The additional funding is primarily focused on Council operated Long Day Care Services, Out of School Hours Care Services (including Vacation Care). Council's Preschools are primarily funded by the State Government. For Council, this means Family Day Care Educators are able to access assistance through the JobKeeper Package, as well as receiving the Commonwealth's Exceptional Circumstances Supplementary Payments.</p> <p>The combined Federal and State Government funding implies Council's Education and Care Services will continue to receive 100% of revenue for the fortnight leading into 2 March 2020.</p> <p>Child Safety</p> <p>Council's Child Protection Team was asked to assist in the filming for an Office of the Children's Guardian promotional video, which detailed Council's child safety organisational journey to date.</p>
<p>Issues and Setbacks</p>	<p>Due to COVID-19 Children's Services postponed the following activities:</p> <ul style="list-style-type: none"> • Paint Cumberland REaD's Community Reading Week. • All scheduled programs and face-to-face events have been rescheduled. <p>Pemulwuy Children's Centre was notified that a parent whose child attending its centre, tested positive to COVID-19. The centre was required to be closed for two days and underwent a deep clean before reopening. As a result, Council was unable to claim the Child Care Subsidy and incurred a revenue loss of \$13,650.</p>

6. CHILDREN'S SERVICES (CONTINUED)

PERFORMANCE MEASURES (KPIs)



Performance Measure	Result Q2	Result Q2
Percentage of Children's Services operating at "meeting or exceeding" the National Quality Standards.	100%	100%
Number of children transitioning to school.	277	199
Number of programs providing resources, support, education and care services for families with additional needs and number of families and children supported.	89	54
Utilisation of available childcare spots across all centres:		
Long Day Care utilisation	100%	92.65%
Before School Care utilisation - 60 students	46.67%	51.63%
Before School Care utilisation - 120 students	23.33%	25.81%
After School Care utilisation - 60 students	93.08%	86.40%
After School Care utilisation - 120 students	46.54%	43.19%
School Holiday Program utilisation - 60 students	85.74%	76.73%
School Holiday Program utilisation - 120 students	42.87%	38.36%
Family Day Care utilisation - Equivalent Full Time	136	105
Occasional Care – Hours	65.13%	N/A

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Develop and deliver a Professional Development Program that targets specific areas of Education and Care	Director Community Development	All relevant training required under legislation, including First Aid and Child Protection has been delivered to staff.		
Develop a Children and Family Strategy	Director Community Development	During the development of the Strategy a number of activities were undertaken under the themes of: <ul style="list-style-type: none"> Child Protection Education and Care Community Participation Health and Wellbeing 		
Provide inclusive programs and activities that support the educational engagement of children and provide pathways into preschool	Director Community Development	Children's Services has undertaken the following activities: <ul style="list-style-type: none"> Prepared hard copy flyers to promote the benefits of early education and care to the broader community. Liaised with Library Services to visit preschool and toddler story times, to share information with families. (Due to the COVID 19, this has been postponed). Hosted community events, which included Community Reading Week to promote the importance of early education and care to the Cumberland community. 		

6. CHILDREN'S SERVICES (CONTINUED)

KEY PROJECTS (CONTINUED)

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Lead the development and implementation of a best practice Child Protection Framework and training model	Director Community Development	<p>During the development and implementation of the Child Protection Framework and training model, the following activities were undertaken:</p> <ul style="list-style-type: none"> Organisational child protection training was provided to Council's library staff via webinar. Partnership with NSW Health Integrated Violence Prevention and Response Service (IVPRS) in establishing resources for Protective Behaviours Program to be made available to Education and Care Services across Cumberland and the community. Review and finalisation of Council's Child Protection Framework. This is to ensure all off Council's policies, guidelines and procedures reflect current legislation and best practice. Consultation with Child Abuse Prevention Service (CAPS) on the development of bespoke child protection training to selected staff across Council roles that either directly or indirectly involve contact with children and young people. Research and sharing of child safety and wellbeing resources with children, young people and their families throughout the Cumberland area via multiple platforms, as a part of Council's response to the COVID 19 pandemic. Establishment of a draft National Redress Scheme Procedure in response to the Royal Commission into Institutional Child Sexual Abuse to be reviewed by the Executive Team and General Manager. Information sharing with numerous councils across NSW on Council's commitment to the safety and wellbeing of children and young people across the organisation. 		

7. URBAN PLANNING AND DEVELOPMENT






SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	<ul style="list-style-type: none"> Finalisation and publication of Cumberland 2030: Our Local Strategic Planning Statement, including a letter of support from the Greater Sydney Commission. Issue of a Gateway Determination by the Department of Planning, Industry and Environment on the planning proposal for the new Cumberland Local Environmental Plan. Commencement of public exhibition on 1 April 2020 of the new Cumberland Local Environmental Plan and new Cumberland Development Control Plan.
Issues and Setbacks	<ul style="list-style-type: none"> Transition impacts arising from the introduction of new IT system for planning related activities, with implications on the timeliness of assessment for development applications and preparation of planning certificates. Service delivery is being impacted by COVID-19. Alternative options and timing of initiatives will continue to be investigated.

PERFORMANCE MEASURES (KPIs)





Performance Measure	Result Q2	Result Q3
Number of community consultation on urban planning proposals, agreements and policies.	2	3
Average processing times for development applications.	102	119
Median processing times for development applications.	77	114
Development applications proceed within 90 days.	49%	11%
Development applications processed within 40 days.	21%	16%

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Finalise the Cumberland Development Contributions Plan for Local Infrastructure	Director Environment and Planning	Project completed in quarter 2.		
Progress town centre and precinct review	Director Environment and Planning	The project is underway with initial analysis continuing on the town centres and precinct reviews.		
Develop new Cumberland LEP to implement studies and strategies (employment, residential, heritage and bushfire)	Director Environment and Planning	The Draft Cumberland LEP has received a Gateway Determination from the Department of Planning, Industry and Environment. Public exhibition to commence on 1 April 2020.		

7. URBAN PLANNING AND DEVELOPMENT (CONTINUED)

KEY PROJECTS (CONTINUED)

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Development Operations Program (including fire safety, external cladding, awning safety and swimming pools)	Director Environment and Planning	<p>Council has continued to partner with the NSW Cladding Taskforce, under the Better Regulation Division of the NSW Department of Customer Service. All premises whose owners self-identified as containing combustible cladding have now been inspected. Appropriate regulatory action is being processed.</p> <p>Council is partnering with Fire & Rescue NSW in relation to educational materials to advise residents of the fire safety issues associated with high-rise apartment living.</p> <p>Complaints of defective swimming pool barriers continue to be investigated as per statutory requirements under the Swimming Pools Act 1992.</p>		
Prepare Wentworthville Public Domain Upgrade Plan	Director Environment and Planning	The Draft Wentworthville Public Domain Plan has been exhibited and is being finalised for consideration by Council.		

8. REGULATORY PROGRAMS


SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	<ul style="list-style-type: none"> One food safety seminar was conducted for local retail food businesses from Tamil speaking backgrounds. Discussion has been occurring with Council's Environmental Health, Events and Business Engagement staff on the upcoming Ramadan period. These discussions included advice with food safety requirements for the Ramadan period. Environmental Health and Environment Protection staff have undertaken additional training to enable an appropriate response to reports of emergency pollution incidents. Council's Parking Patrol Team has undertaken a blitz of heavy vehicles parked within residential areas of the Cumberland LGA. Council's Environmental Protection Team has undertaken a blitz of dumped shopping trolleys across the Cumberland LGA as part of the trolley muster Initiative. The Draft Companion Animal Policy was placed on public exhibition.
Issues and Setbacks	<ul style="list-style-type: none"> There has been an increase in operational costs with the Blacktown Animal Holding Facility. Due to COVID-19, Council's Parking Patrol, Environmental Protection and Environmental Health Teams have experienced some service delivery disruptions. The other impacts of COVID-19 to Council's operations included: <ul style="list-style-type: none"> Decrease in revenue, approximately 70% reduction Working from home and IT access issues for staff Social isolation issues for team members

PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q3
Percentage of complaints about unauthorised building works responded to.	100%	100%
Number of swimming pool inspections carried out.	45	23
Percentage of food premises inspected under Council's Food Surveillance Program.	46%	70%
Percentage of skin penetration premises inspected under Council's Public Health Surveillance Program.	94%	100%
Percentage of cooling towers inspected under the Legionella Surveillance Program.	0% - commencing in Q3.	25% complete
Number of registered dangerous and restricted dogs throughout the Cumberland area.		8 Dangerous 5 Restricted 18 Menacing
Percentage of complaints about abandoned vehicles, road enforcement, illegal dumping and parking compliance complaints responded to.	Not available	100%

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Develop the Cumberland Environmental Health Strategy	Director Works and Infrastructure	Project completed in quarter 1.		

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9. LIBRARIES








SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	<p>Library Services completed the following activities this quarter:</p> <ul style="list-style-type: none"> Updated a number of key library systems. Successfully launched the Summer Reading Club. Hosted celebrations across the Cumberland LGA for Mother Language Day. Review of library rosters and staffing requirements to provide efficiencies. Review of all library newspaper subscriptions and suppliers to provide efficiencies.
Issues and Setbacks	<ul style="list-style-type: none"> COVID-19 has closed all of the libraries in the Cumberland area. Since mid-March, Library Services has been experiencing significant attendance decreases due to COVID-19.

PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q3
Public Library PC usage.	32,217	31,394
WiFi own devices usage.	80,034	61,835
Number of new library memberships.	2,757	2,870
Number of visitors to libraries.	228,830	194,066
Number of library loans.	161,075	151,481
Number of library programs delivered.	945	720
Number of attendees at library programs.	8,809	7,016

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Granville Multipurpose Facility - Branch Library Component	Director Community Development	Project completed in Q2.		
Library Digital Literacy Programs	Director Community Development	Project completed in Q3.		
Library procedures and operations review	Director Community Development	Collections procedures are under review by Library Services.		
Harmonisation of Library opening hours	Director Community Development	Project placed on hold until library service re-opens.		

10. POOLS



SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	<ul style="list-style-type: none"> Council has implemented a direct debit system, that is ready to go live when pool reopen.
Issues and Setbacks	<ul style="list-style-type: none"> Guildford and Granville pools were forced to close due to unplanned repairs of critical equipment. Wentworthville Pool is closed for the Modernisation Program. In March, COVID-19 forced closure to all of Council's pools and this is in accordance to Federal and State regulations.

PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q3
Number of attendees at Council's pools.	111,883 attendees	73,361 attendees
Subsidy per attendee at Council's pools.	\$5.06 per patron	\$14.75 per patron
Percentage water quality compliance with health regulations	100%	100%
Number of attendees at Council's Learn-to-Swim program.	13,645 attendees	17,147 attendees
Number of workplace near misses and safety incidences reported at Council's Pools.	Nil reported	Nil reported

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Modernisation of Swim Centres	Director Works and Infrastructure	<p>Wentworthville Swim Centre has commenced construction works on site. This is anticipated to be completed in late 2020.</p> <p>The program for the modernisation of the remaining centres is under review pending impacts of COVID-19.</p>		

11. GOVERNANCE AND ADMINISTRATION

SERVICE AREA STATUS UPDATE













Key Achievements and Highlights	<ul style="list-style-type: none"> Customer Service achieved excellent results in the NSW Local Government Customer Service Network Benchmarking exercise. Great results achieved in the provision of an efficient and cost effective service to the community. Council has developed a Quality Assurance Program for its Customer Service Team that is currently being implemented. Council completed the replacement of the cladding and ancillary works for Auburn Civic Centre Rectification in January 2020.
Issues and Setbacks	<ul style="list-style-type: none"> Increased time to process requests following the implementation of TechOne, coupled with increased call volumes due to rates notice error. As a result, Council saw service standards decline for the quarter.

PERFORMANCE MEASURES (KPIs)

Performance Measure	Result Q2	Result Q2
Percentage of compliance with Office of Local Government statutory reporting.	100%	100%
Percentage of Access to Information Applications (GIPA Act) completed within timeframe.	100%	100%
Percentage of Internal Audit recommendations implemented within due date.	81%	46%
Percentage of Customer Calls answered in 60 seconds on average.	76.5%	57%
Counter average wait time.	5 mins and 1 second	4 mins and 33 Seconds
Customer contact average wait times.	1 min and 12 seconds	3 mins and 5 seconds
Percentage of Abandoned calls (Abandonment Rate).	5.8%	13%
Percentage of tier one complaints resolved within 15 days.	100%	96%
Percentage of business papers and meeting minutes published on time.	100%	100%
Percentage of compliance with Integrated Planning & Reporting legislative requirements.	100%	100%
Percentage of Council meetings livestreamed and widely accessible to public.	100%	100%













11. GOVERNANCE AND ADMINISTRATION (CONTINUED)

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Develop a robust governance framework underpinned by principles of transparency and accountability	Director Finance and Governance	A draft Governance Framework is being developed and it is anticipated that it will be reported to the August 2020 Audit, Risk and Improvement Committee meeting.		
Implement dedicated rolling community engagement programs that create an ongoing conversation between Council and the community	Director Community Development	Council has continued the Community Engagement Program to support information and feedback from the community. The engagement undertaken included face-to-face and online consultation opportunities. Committee meetings were suspended from March due to COVID19.		
Link developed between Council's Integrated Planning and Reporting website and the data systems Council uses for performance reporting.	Director People and Performance	Under development, the introduction of the Tech One Performance Management module will allow this to proceed.		
Conduct an extensive community engagement program to underpin the development of the End of Term Report and inform the four yearly review of the Community Strategic Plan	Director People and Performance	On track, however the due date for this has been postponed 12 months due to Council elections being postponed.		
Undertake and report an annual Community Satisfaction Survey to measure our progress towards the community vision in the Community Strategic Plan	Director People and Performance	Project completed in quarter 1.		
Develop an ongoing Councillor Professional Development Program	Director Finance and Governance	Project completed in quarter 1.		
Develop and implement the Think Local, Buy Local Program	Director Finance and Governance	Council has commenced the rollout for eProcure, which is a new digital RFX platform. Council's Procurement Team is managing this platform and has removed many of the current administrative steps from business units. Council has continued to ensure that all procurement activities are conducted in a fair and transparent manner. Council has contacted all local businesses to register in preparation for a wider eProcure rollout.		

11. GOVERNANCE AND ADMINISTRATION (CONTINUED)

KEY PROJECTS (CONTINUED)

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Investigate joint purchase opportunities with neighbouring councils	Director Finance and Governance	Blacktown, Penrith, Fairfield, Liverpool and Parramatta councils' procurement representatives were continually meeting to explore potential regional opportunities. Due to COVID-19, scheduled meetings and the Contract Management Workshop for 11 March 2020 have been temporarily cancelled.		
Undertake an annual Customer Satisfaction Survey in conjunction with other feedback to measure Council's progress in delivering excellent customer experience outcomes	Director People and Performance	Project completed.		
Provide new and improved customer online services through the delivery of an online Customer Portal platform, including a fully integrated Customer Request Management (CRM) system	Director Finance and Governance	Project completed.		
Develop and commence implementation of a Customer Experience Strategy, setting Council's Customer experience focus for 5 years	Director People and Performance	<ul style="list-style-type: none"> Council has completed the benchmarking exercise for the Customer Experience Strategy. Projects for improving online self-service options has also progressed with a central repository for updated Council forms and factsheets being completed. 		
Implement a Sponsorship Policy and Program to govern incoming and outgoing sponsorship	Director Community Development	With changes proposed to Council's structure, the Sponsorship Policy and Program will move to Council's Events Team. The policy has been reviewed by Council's Events and Community Engagement Teams to ensure it will meet the essential requirements.		
Auburn Civic Centre Rectification	Director of Works and Infrastructure	Project completed in Q3.		
Develop and commence a Quality Assurance Program for Council's Customer Service Team	Director People and Performance	Project completed in Q3.		

12. COMMUNITY FACILITIES AND PROPERTY


SERVICE AREA STATUS UPDATE

Key Achievements and Highlights	<ul style="list-style-type: none"> Parks and Facilities Bookings have integrated into one Bookings Team function. Council has continued to provide cross training to staff and has consistently updated business systems and processes, to provide best customer outcomes. Council's Booking System Tender demonstrations has been finalised with a recommendation report awaiting Executive Team approval. Council completed the on-boarding and inductions for new trade contractors.
Issues and Setbacks	<ul style="list-style-type: none"> Closure of facilities due to COVID-19.

PERFORMANCE MEASURES (KPIs)




Performance Measure	Result Q2	Result Q3
Number of ECM Booking tasks (applications) received	992	863
Number of ECMs completed	100%	100%
Community Satisfaction levels met for all Council Community Centres and Facilities.	90% satisfaction (an increase from 70% in 2018).	88% of responses are 'satisfied' with quality of Community Centres and Facilities. 91% of responses are 'satisfied' with access to Community Centres and Facilities.
ECM Booking enquiries for all Council community centres and facilities.	9,441 emails, 724 calls	344
Percentage of Capital Works and Building Renewal Projects completed within the specified time and budget.	23%	65%

KEY PROJECTS

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Develop Property Strategy	Director Finance & Governance	<p>Project completed in quarter 3.</p> <p>Council has completed the Property Strategy, this outlines Council's strategic property holdings and how Council can best utilise property to fund essential services.</p> <p>This strategy supports Council's Property Policy, that was adopted in quarter 2.</p>		
Deliver the Granville Multipurpose Community Facility	Director Community Development	<p>The project is on schedule to be completed in August-September 2020 with construction well under way.</p> <p>Council has continued community engagement with local services and residents on the development of the facility and will shortly seek Expressions of Interests for bookings and facility use when the facility opens, as well as café operations.</p>		

12. COMMUNITY FACILITIES AND PROPERTY

KEY PROJECTS (CONTINUED)

Key Project	Responsible Officer	Project Status Update	Status Q2	Status Q3
Establish the Guildford Community Centre's 'one-stop-shop' facility	Director Community Development	<p>Awaiting determination of the DA to extend the hours of operation and use of the Guildford Community Centre as well as implementation of new signage. Development Application is due for determination in May 2020.</p> <p>The Centre has been closed for hire as of 24 March 2020 due to COVID-19.</p>		
Design and construction of amenities and grandstand at C V Kelly Park	Director Works and Infrastructure	In quarter 1, this project was recommended to no longer taking place. The project was scheduled for a future year of the Delivery Program but due to resourcing constraints and updated priorities, the project will no longer take place.		



Quarterly Performance Report

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 Cumberland City Council Sydney

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-430

Attachment 2
Quarter 3 Budget Review
Statement

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20

Table of Contents	page
1. Responsible Accounting Officer's Statement	2
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5. Contracts & Other Expenses Budget Review Statement	9

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20**Report by Responsible Accounting Officer**

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2005:

31 March 2020

It is my opinion that the Quarterly Budget Review Statement for Cumberland Council for the quarter ended 31/3/19 indicates that Council's projected financial position at 30/6/19 will be satisfactory at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

Signed: _____**date:**

Richard Sheridan
Responsible Accounting Officer

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20

Income & Expenses Budget Review Statement

Budget review for the quarter ended 31 March 2020

Income & Expenses - Council Consolidated

(\$000's)	Original Budget 2019/20	Approved Changes					Revised Forecast 2019/20	Variations for this Mar Qtr	Notes	Projected Year End Result	Actual figures
		Carry Forwards*	Other than by QBRs**	Sep QBRs	Dec QBRs	Mar QBRs					
Income											
Rates and Annual Charges	134,167			151	84		134,403	(778)	1	133,625	133,269
User Charges and Fees	30,797			(2,076)	400		29,121	(4,163)	2	24,958	21,306
Interest and Investment Revenues	4,977			(694)	(358)		3,926	(1,259)		2,666	2,357
Other Revenues	12,394			(805)	3,576		15,166	(1,634)		13,532	11,922
Grants & Contributions - Operating	21,431			1,063	371		22,865	(3,871)	3	18,994	12,392
Grants & Contributions - Capital	18,567			(5,857)	1,924		14,634	1,827	4	16,461	10,819
Net gain from disposal of assets	550			215	-		765	(165)		600	400
Share of Interests in Joint Ventures	700			(200)	-		500	(500)		-	-
Total Income from Continuing Operations	223,584	-	-	(8,202)	5,998	-	221,380	(10,544)		210,836	192,465
Expenses											
Employee Costs	88,661			(719)	26		87,968	(3,714)	5	84,254	61,574
Borrowing Costs	1,425			(253)	(5)		1,168	-		1,168	931
Materials & Contracts	55,880			442	(125)		56,197	481	6	56,678	40,992
Depreciation	32,320			-	600		32,920	100		33,020	24,821
Other Expenses	24,651			(244)	402		24,809	(1,686)	7	23,123	17,490
Total Expenses from Continuing Operations	202,937	-	-	(773)	899	-	203,062	(4,819)		198,243	145,807
Net Operating Result from Continuing Operations	20,647	-	-	(7,428)	5,099	-	18,317	(5,724)		12,593	46,658
Discontinued Operations - Surplus/(Deficit)							-			-	
Net Operating Result from All Operations	20,647	-	-	(7,428)	5,099	-	18,317	(5,724)		12,593	46,658
Net Operating Result before Capital Items	2,080	-	-	(1,571)	3,174	-	3,683	(7,551)		(3,868)	35,839
Recurring Net Operating Result before Capital Items	2,080						3,683			(3,868)	35,839

This statement forms part of Council's Quarterly Budget Review Statement (QBRs) for the quarter ended 31/3/2020 and should be read in conjunction with the total QBRs report

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20

Income & Expenses Budget Review Statement
Recommended changes to revised budget

Budget Variations being recommended include the following material items:

Notes Details

1	Forecast reduction in supplementary rates and annual charges - \$778k.
2	Forecast decrease in user charges of \$4.16m was mainly attributable to pool entry fees (\$428k), community centre and park hire (\$1.0m) and childcare fees (\$1.91m).
3	Forecast reduction in investment interest revenue - \$1.26m, due to falling interest rates and cash balance.
4	Forecast decrease in other revenue of \$1.63m was mainly attributable to fine revenue (\$771k), property leases (\$419k) and share of joint venture profit (\$500k).
5	Forecast reduction in Operating Grants of \$3.87m was mainly attributable to decrease in the financial assistance grant (\$4.87m), offset by new grant to subsidise childcare fee reduction (\$1.14m).
6	Forecast increase in capital \$1.83m in Capital Grants and Contributions was attributable to non cash contribution of community land under the Parramatta Road Urban Improvement Program.
7	Employee costs have been reduced by \$3.71m, due to Council reducing staff leave liability and staff training.
8	Materials & Contracts have decreased by \$481k. Decrease are mainly attributable to a decrease in consultants (\$556k), temporary contract staff (\$329k) and fuel expenses (\$231k), offset by an increase in waste tipping fees.

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20

Capital Budget Review Statement

Budget review for the quarter ended 31 March 2020

Capital Budget - Council Consolidated

(\$000's)

Capital Expenditure

New Assets

	Original Budget 2019/20	Carry Forwards	Approved Changes Other than by QBRS	Sep QBRS	Dec QBRS	Mar QBRS	Revised Budget 2019/20	Variations for this Mar Qtr	Notes	Projected Year End Result	Actual YTD figures
- Plant & Equipment	2,400			(900)	(128)		1,372	0		1,372	529
- Land & Buildings	12,462			2,084	3,700		18,246	3,437		21,683	15,895
- Roads, Bridges, Footpaths	3,300			2,851	-		6,151	(1,371)		4,780	1,409
- Parks and Open Spaces	8,200			242	(3,500)		4,942	(3,207)	1	1,735	1,116
- StormWater Drainage	7,137			-	-		7,137	(4,118)		3,019	590
- Other	3,315			623	-		3,938	1,196	2	5,134	3,122

Renewal Assets (Replacement)

- Plant & Equipment	-			-	-		-	-		-	-
- Land & Buildings	24,222			(6,109)	455		18,568	(5,624)	3	12,944	8,808
- Roads, Bridges, Footpaths	9,860			(1,999)	(26)		7,835	(2,000)	4	5,835	2,872
- Parks and Open Spaces	7,064			3,847	(34)		10,877	(2,611)	5	8,266	5,404
- Storm Water/ Drainage	1,750			887	-		2,637	(10)		2,627	1,343
- Other	-			-	-		-	-		-	-

Total Capital Expenditure

79,710	-	-	1,526	468	-	81,704	(14,308)			67,395	41,088
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Capital Funding

Rates & Other Untied Funding	29,956			1,376	(2,436)		28,896	(6,439)		22,457	6,352
Capital Grants & Contributions	4,828			(3,324)	3,421		4,925	540		5,465	16,039
Reserves:							-			-	
- External Resrtrictions/Reserves	12,407			1,851	(3,907)		10,350	(540)		9,810	328
- Internal Restrictions/Reserves	32,519			1,623	3,390		37,532	(7,869)		29,663	4,220
New Loans							-			-	
Loan Repayment							-			-	
Carryovers							-			-	

Total Capital Funding

79,710	-	-	1,526	468	-	81,704	(14,309)			67,395	26,939
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Net Capital Funding - Surplus/(Deficit)

0	-	-	(0)	0	-	(0)	(0)			0	(14,149)
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This statement forms part of Council's Quarterly Budget Review Statement (QBRS) for the quarter ended 31/3/2020 and should be read in conjunction with the total QBRS report

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20

Capital Budget Review Statement
Recommended changes to revised budget

Budget Variations being recommended include the following material items:

Notes	Details
1	Decrease in funds allocated towards Roads & Traffic program (\$1.4m).
2	Deferral of funds towards the Granville Park Stadium (\$2.3m).
3	Decrease in funds allocated towards Parks program (\$3.0m).
4	Deferral of funds towards the Merrylands CBD Drainage project (\$4.1m).
5	Decrease in funds allocated towards Footpath program (\$2.0m).
6	Deferral of funds towards Swim Centre Upgrades (\$6.4m).
7	Decrease in funds allocated towards Hyland Road Waste (0.8m).
8	Deferral of funds towards Gipps Road Sporting Complex (\$0.4m).
9	Brought forward allocation of funds for Granville Multipurpose Centre (\$3.7m).
10	Increase in budget allocation for remediation works at 615A Great Western Highway Pemulwuy (\$460k).
11	Increase in budget allocation for Gipps Road Remediation (\$322k).
12	Increase in budget allocation for Garbage Bin replacement (\$322k).
13	Increase in budget allocation for New IT System & Data Migration (\$491k).
14	Increase in budget allocation for Granville Smart Precinct Pilot Project (\$324k).

for the period 01/01/20 to 31/03/20

Cash & Investments Budget Review Statement

Budget review for the quarter ended 31 March 2020

Cash & Investments - Council Consolidated

Cash & Investments – Council Consolidated											
(\$000's)	Original	Approved Changes					Revised	Variations	Notes	Projected	Actual
	Budget	Carry	Other than	Sep	Dec	Mar	Budget	for this		Year End	YTD
	2019/20	Forwards	by QBRs	QBRs	QBRs	QBRs	2019/20	Mar Qtr		Result	figures
Externally Restricted ⁽¹⁾											
Developer Contributions											
Accessibility & Traffic	1,063			270	59		1,392	-		1,392	1,275
Administration	1,379			(431)	26		974	-		974	1,192
Car Park	-			-	-		-	-		-	-
Community Facilities	14,253			896	99		15,248	1,650		16,898	14,754
Drainage	(3,881)			-	120		(3,761)	-		(3,761)	(3,800)
Local Transport	(1,140)			160	-		(980)	-		(980)	(1,016)
Merrylands Town Centre	2,788			-	-		2,788	-		2,788	2,817
Open Space	27,973			2,926	-		30,899	-		30,899	31,645
Parking	159			-	-		159	-		159	161
Public Domain	12,877			688	220		13,785	-		13,785	12,570
Woodville Ward	1,035			330	1,170		2,535	-		2,535	2,212
s94A Levies	4,058			65	255		4,378	-		4,378	4,334
SEPP 59 Agreements(Pem)	4,701			-	0		4,701	(197)		4,504	4,750
Developer Contributions Total	65,264	-	-	4,904	1,949	-	72,117	1,453	0	73,570	70,893
External Reserves - Other											
Domestic Waste Management External Reserve	5,079			(2,947)	(164)		1,969	(1,969)		-	18,127
Stormwater Levy External Reserve	1,152			735	0		1,887	(369)		1,518	3,084
Specific Purpose Grants External Reserve	1,818			(1,818)	-		-	-		-	-
Internal Ombudsman	45			(45)	-		-	-		-	187
External Reserves - Other Total	8,094	-	-	(4,074)	(164)	-	3,856	(2,338)		1,518	21,398
Total Externally Restricted	73,358	-	-	829	1,786	-	75,974	(885)		75,089	92,292
(1) Funds that must be spent for a specific purpose											
Internally Restricted ⁽²⁾											
Employees Leave Entitlement - Internal Reserve	5,139			38	-		5,177	-		5,177	5,177
Parks and Gardens Amenities - Internal Reserve	157			(20)	-		137	-		137	137
Stronger Community Funds	-			-	-		-	-		-	-
S355 Park Committee	85			115	-		200	631		831	1,266
Marrong Reserve South from Boral	2,500			99	-		2,599	562		3,161	3,185
SRV Reserve	6,236			(1,109)	-		5,127	-		5,127	3,282
Woodville Reserve	5,350			(1,079)	500		4,771	4,734		9,505	12,781
Merryland CBD Low Cost Loan	17,863			1,203	-		19,066	4,375		23,441	26,916
Land Reserve	4,303			961	(200)		5,064	(36)		5,028	5,246
Unclaimed bond reserve	-			-	3,764		3,764	(1,500)		2,264	3,764
Total Internally Restricted	41,633	-	-	207	4,064	-	45,904	8,766		54,671	61,754
(2) Funds that Council has earmarked for a specific purpose											
Unrestricted (ie. available after the above Restrictions)	3,564						(3,493)			(9,740)	(4,932)
Total Cash & Investments	118,556	-	-	1,037	5,850	-	118,385	1,634		120,019	149,114

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20

Cash & Investments Budget Review Statement

Comment on Cash & Investments Position

Investments

Investments have been invested in accordance with Council's Investment Policy.

Cash

The Cash at Bank figure included in the Cash & Investment Statement totals \$149,114

This Cash at Bank amount has been reconciled to Council's physical Bank Statements.
The date of completion of this bank reconciliation is 2/04/2020

Reconciliation Status

The YTD Cash & Investment figure reconciles to the actual balances held as follows:

\$ 000's

Cash at Bank (as per bank statements)		5,332
Investments on Hand		144,656
less: Unpresented Cheques/ EFTs	(Timing Difference)	410
add: Undeposited Funds	(Timing Difference)	2,000
less: Identified Deposits (not yet accounted in Ledger)	(Require Actioning)	2,464
add: Identified Outflows (not yet accounted in Ledger)	(Require Actioning)	-
less: Unidentified Deposits (not yet actioned)	(Require Investigation)	-
add: Unidentified Outflows (not yet actioned)	(Require Investigation)	-
Reconciled Cash at Bank & Investments		149,114
Balance as per Review Statement:		149,114
Difference:		-

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20

Contracts Budget Review Statement

Budget review for the quarter ended 31 March 2020

Part A - Contracts Listing - contracts entered into during the quarter

Contractor	Contract detail & purpose	Contract Value	Start Date	Duration of Contract	Budgeted (Y/N)
AGL Energy Ltd	Supply of Electricity for Buildings, Facilities and Unmetered Public Lighting and Small Sites	Schedule of Rates	01/01/20	31/12/2022	Y
Comensura Pty Ltd	Managed Services Program & Vendor Management System for Contingent Labour Requirements	\$ 100,000.00	01/01/20	31/12/2020	Y
Yakka Industrial Wear	LGP NPN2.11-2 Corporate Wardrobe (1 Jul 15 - 30 Jun 17, with 2 x 12 months extension options)	Schedule Rates	01/01/20	31/12/2020	Y
State Civil Pty Ltd	Construction of Roads and Drainage Neil Street	\$ 5,959,717.06	04/02/20	21/12/2020	Y
Cleanaway Pty Ltd	Receival, Processing and Disposal of Household Bulky Waste	\$ 2,185,124.46	18/02/20	17/02/2023	Y
NASR Group	Project Management Services Wentworthville Memorial Swim Centre	\$ 66,187.00	17/02/20	18/01/2020	Y
Acron Building Services Pty Ltd	Merrylands Administration Building and Library Carpet Renewal	\$ 228,230.20	20/03/20	25/05/2020	Y
SCT Consulting	Traffic and Transport Capability Study for Cumberland Centres and Corridors	\$ 104,401.00	31/03/20	30/06/2020	Y
Thomas Duryea Logicials Pty Ltd	Licencing to Minecast Email Security	\$ 135,926.51	06/03/20	5/03/2023	Y
Outcomex Pty Ltd	Cisco AMP and Umbrella DNS	\$ 140,341.63	06/03/20	5/03/2023	Y

Notes:

1. Minimum reporting level is 1% of estimated income from continuing operations of Council or \$50,000 - whatever is the lesser.
2. Contracts listed are those entered into during the quarter being reported and exclude contractors on Council's Preferred Supplier list.
3. Contracts for employment are not required to be included.

This statement forms part of Council's Quarterly Budget Review Statement (QBRS) for the quarter ended 31/03/2019 and should be read in conjunction with the total QBRS report

Cumberland Council

Quarterly Budget Review Statement
for the period 01/01/20 to 31/03/20

Consultancy & Legal Expenses Budget Review Statement

Consultancy & Legal Expenses Overview

Expense	YTD Expenditure (Actual Dollars)	Budgeted (Y/N)
63300 - Consultancies	1,617,478	Y
63243 - Legal Fees	471,783	Y

Definition of a consultant:

A consultant is a person or organisation engaged under contract on a temporary basis to provide recommendations or high level specialist or professional advice to assist decision making by management. Generally it is the advisory nature of the work that differentiates a consultant from other contractors.

Details

	Actual	Budget	Budget
	YTD	YTD Budget	Full Year
Consultancies			
100090 Waste- Domestic Waste Management	37,169	21,667	40,000
100110 Homework Help Program	35,967	35,967	55,000
100315 Aged and Disability Admin	0	0	2,746
100615 Regents Park Zone	5,408	0	0
101006 Facilities	2,242	3,484	5,000
101010 Development Assessment	36,068	14,461	72,000
101011 Capital Works Admin	12,000	12,000	16,000
101019 Precinct Planning	34,502	67,770	112,000
101020 Environmental & Resource Recovery	48,772	48,772	69,225
101025 Development Operations	3,000	3,000	3,000
101040 Environmental Protection	2,955	4,233	5,300
101042 UV-smart and cool playgrounds	44,100	44,100	44,100
101045 Corporate Planning	48,080	48,740	49,000
101150 Governance	3,530	2,345	14,000
101160 Financial Services	24,530	24,530	29,988
101165 Director Finance & Governance	90,801	90,801	190,000
101190 Technology Services Administration	90,500	90,500	90,500
101200 Human Resources Services	21,100	21,100	42,000
101215 Risk & Audit	10,394	10,394	35,750
101220 GM Administration	100,000	67,952	90,603
101225 Internal Ombudsman	7,250	7,500	10,000
101280 Community & Place	6,700	6,700	6,700
101470 Customer Experience	2,420	2,420	40,800
101490 Assets	18,636	12,859	17,145
101501 Granville Zone	144,249	126,121	145,000
101530 Recreation	4,200	5,000	5,000
101669 Food Donation Education	7,273	7,274	20,727
101775 Procurement administration	6,430	6,430	17,430
101830 Footpath Maintenance	12,679	13,633	18,177
101850 Urban Road Maintenance	0	3,750	5,000
101980 Properties	14,181	14,181	29,181
101985 Cleansing	5,850	4,500	6,000
102035 Property Development	22,709	30,915	48,750
102280 Stormwater Management	7,945	4,295	8,000
102426 Strategic Planning	30,251	30,251	100,000
102430 Children's Community Projects	0	0	7,000
102435 LEP review program	477,123	469,122	1,592,598
102487 Technology Services	148,192	148,191	226,377
102496 Corporate Information Systems	50,275	41,200	70,620
	1,617,478	1,546,155	3,340,716

	Actual	YTD Budget	Full Year Budget
Legal			
100090 Waste- Domestic Waste Management	17,549	15,100	20,000
101010 Development Assessment	218,960	218,460	280,000
101015 Director Works & Infrastructure	6,037	5,250	7,000
101019 Precinct Planning	5,530	10,265	15,000
101025 Development Operations	117,339	125,178	154,266
101030 Environmental Health	11,305	11,250	15,000
101040 Environmental Protection	0	1,333	2,000
101165 Director Finance & Governance	0	2,389	9,556
101170 Rates Administration	58,936	40,555	80,000
101220 GM Administration	533	34,125	45,500
101980 Properties	29,992	29,993	56,333
102030 Leased Properties	2,792	0	0
102035 Property Development	2,810	2,811	15,000
	471,783	496,710	699,655

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-430

Attachment 3
Major Project Granville
Mutlipurpose Centre

Project Summary Report – The Granville Centre

Construction Commencement Date: 19 July 2019

Estimated "Practical Completion" Date: Forecast September 2020

Total Project Budget (Includes Design, Authority Fee and Construction): \$23,481,000

Main Contractor: Stephen Edwards Pty Ltd

Project Status: 31 March 2020

Project Background and Scope

The Site - "Granville Memorial Park" is bounded by Memorial Drive, Enid Avenue, Diamond Avenue and the Duck Creek storm-water canal, in Granville NSW.

The Project proposes to demolish the existing Youth and Recreation Facility including its associated multipurpose game court, the Granville Baby Centre Building, the St John's Ambulance Building and the Children's Playground and develop a new Multipurpose Community Centre including a new Youth and Recreation facilities, a new Library and a new Regional Art Gallery.

The area will include a new children's playground and additional car parking and be integrated with the existing Swimming Pool, Parkland, War Memorial and car parking at Granville Memorial Park.

The Project is being undertaken by Cumberland Council as part of its Stronger Communities Fund Major Projects Program, pursuant to the NSW Government's Stronger Communities Fund.

The proposed breakdown of the new multipurpose facility (nominally 3,500sqm) includes:

- A Community Centre – nominally 1500sqm
- Library – nominally 1000sqm
- Regional Gallery/Multi-Arts Spaces – nominally 1000sqm

Project Status

The contractor, Stephen Edwards Pty Ltd, has completed the main roofing and guttering works. The installation of downpipes, barge capping, façade cladding and windows is continuing. The scaffolding to North-Eastern elevation has been removed. Southern elevation works are due for completion in late April 2020. Café and kitchen wall and floor tiling is complete. Level 1 plasterboard ceilings and walls are complete and are currently being painted, together with the installation of associated joinery. The lift car has been delivered and installation has commenced. The concrete floor polishing in the Art Gallery has commenced. The installation of the main ceiling to Library and Hall is due in April 2020. Multi-sports court retaining wall is completed built with the tiered seating, wall and stairs complete. Concrete footpaths to Southern carpark area commenced and playground shade structure to commence in April 2020. Civil stormwater works in Memorial Drive in continuing. The estimated completion date for the project remains for September, 2020.

Budget Summary

The total project budget for this project is \$23.481m. (All figures below exclude GST).

To date total spend on this project totals \$15,962,307.

A breakdown of the project expenditure for 2019/20 is in the following table (note all figures exclude GST):

Project Description	Actual 31 Mar 2020	Commitments	Approved budget	Proposed Q3 budget 19/20	Uncommitted
Granville Multipurpose Centre	\$13,633,587	\$10,415,196	\$15,220,789	\$18,905,572	-

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-430

Attachment 4
Major Project Merrylands CBD
Drainage

Project Summary Report – Merrylands CBD Major Drainage Upgrade

Construction Commencement Date: Forecast late 2020 (CBD Project)

Estimated "Practical Completion" Date: Forecast late 2021 (CBD Project)

Total Project Budget (Includes Design and Negotiations): \$31,900,000

Main Contractor: Landmark (WIKAs); Statewide Civil; Dyldam (proposed WIKAs)

Project Status: 31 March 2020

Project Background and Scope

The original CBD project was contained to the upgrade of the stormwater drainage system associated with the Stocklands Proposed development (233, 249-259 Merrylands Road & 52-54 McFarlane Street) and generally bounded by Merrylands Road, Treves Street, McFarlane Street and Finns Lane. This part of the project included Design, negotiations with property owners and adjustment to building structures to enable the stormwater upgrades to be constructed. The Project Control Group expanded the scope to include other major development areas within Merrylands which are affected by drainage upgrades, namely Landmark Development (1-11 Neil Street) and Dyldam/Rositano (224-240 Pitt Street, 4 & 4A Terminal Place) and HB Home Improvements (13 – 15 Neil Street). The purpose of the project is to consolidate the drainage infrastructure to enable the most cost efficient method of controlling floodwaters in the Merrylands CBD and to enable proposed development to be less encumbered by stormwater infrastructure. In order to achieve these outcomes agreements have or are currently being established with some of the property owners/developers in the form of Work in Kind Agreements (WIKAs) and/or Voluntary Planning Agreements (VPA).

Project Status

The design of the stormwater culvert upgrades are complete. Design of the adjustments to building structures to enable the stormwater upgrades to be constructed are also complete pending approval of Construction Certificate. Negotiations for the Dyldam WIKAs are ongoing. The Landmark WIKAs has been finalized, work commenced on-site October 2018 and is approximately 90% complete.

Council has finalized the land dedication from HB Home Improvements to allow Council to carry out the required roads and drainage works. The Contract to carry out road and drainage works in the Neil St precinct was awarded to Statewide Civil in January 2020. Works commenced in late February 2020 and are due to be completed in late 2020.

Budget Summary

The total project budget for this project is \$31.9m. (All figures below exclude GST).

To date total spend on this project over its life totals \$4,687,934.

A breakdown of the project expenditure for 2019/20 is in the following table (note all figures exclude GST):

Project Description	Actual 31 Mar 2020	Commitments	Approved budget	Proposed Q3 budget 19/20	Uncommitted
Merrylands CBD Drainage	\$590,291	\$704,229	\$7,137,000	\$3,018,790	\$1,724,270

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-430

Attachment 5
Major Project Swim Centres

Project Summary Report – Cumberland Swimming Centre Modernisation for the Wentworthville and Guildford Centres

Construction Commencement Date Forecast:

- Wentworthville: January 2020
- Guildford: TBA

Estimated “Practical Completion” Date Forecast:

- Wentworthville: February 2021
- Guildford: TBA

Total Project Budget (Includes Design, Authority Fee and Construction): \$17,037,000

Main Contractor for construction phase at Wentworthville is Omnistruct Building (NSW) Pty Ltd

Project Status: 31 March 2020

Project Background and Scope

The Cumberland Council Swimming Centre Modernisation includes the centres located in Guildford, Wentworthville, Granville & Merrylands. The upgrades of the pools are to address statutory requirements such as water quality and disability access. Following community consultation, the modernisation of the pools will include facilities to better serve the current and future needs of the community.

The original approach was to focus on Guildford and Wentworthville Swimming Centres as priorities. Subsequently the redevelopment of Wentworthville Swimming Centre is the key priority with the design phase of Guildford, Merrylands and Granville have been deferred, however, in the case of Granville, future design components are being developed in conjunction with, the adjoining development of The Granville Centre.

Project Status

Wentworthville Memorial Swimming Centre

The Early Works Contract commenced on 4 June, 2019 and was completed in September, 2019. Council resolved to accept the Tender Evaluation Panel's recommendation to award the construction contract for the Wentworthville Memorial Swim Centre Modernisation to Omnistruct Building (NSW) Pty Ltd for the amount of \$8,887,581(excluding GST) with construction works commencing 20th January 2020 and a construction program completion date late January 2021.

Works completed to date on site have included the final stages of detailed demolition and the removal of an unexpected amount of ACM located on the site. The Commencement Certificate has now been issued by the PCA and new construction works shall commence in early April. Works are continuing under the appropriate controls brought about by COVID-19 restrictions, yet to date there does not appear to be any expectation of significant effect on supply lines from both locally and overseas sourced materials.

Guildford Swimming Centre

Design consultants have produced 80% Design Documentation. The Review of Environmental Factors, including the results of the Community Consultation process, was lodged with Council on 20 June, 2019 in accordance with the requirements of the planning requirements (Infrastructure SEPP). A pre Development Application meeting with Council's development section has been undertaken. Following a Council Workshop on 25 July, 2019, work on the Guildford Swimming Centre has been deferred until the finalisation of the construction works at the Wentworthville Memorial Swimming Centre.

Budget Summary

The total project budget for this project is \$17.037m. (All figures below exclude GST).

To date total spend on this project over its life totals \$2,431,016.

A breakdown of the project expenditure for 2019/20 is in the following table (note all figures exclude GST):

Project Description	Actual 31 March 2020	Commitments	Approved budget	Proposed Q3 budget 19/20	Uncommitted
Guildford Swim Centre Upgrade	172,998	39,481	603,379	203,690	-
Wentworthville Swim Centre Modernisation	785,810	9,155,273	8,433,730	2,656,608	-
Total	958,808	9,194,754	9,037,109	2,860,298	-

Item No: C05/20-431

REPORT ON OUTSTANDING COUNCIL RESOLUTIONS

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: SC492
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This report presents to Council the current list of outstanding Council resolutions.

RECOMMENDATION

That Council receive the report.

REPORT

This report provides Council an update on the current outstanding Council resolutions. A total of 30 resolutions are currently in progress.

The list of outstanding Council resolutions and a status update is provided as Attachment 1 to this report.

Year	Resolutions Passed	Resolutions Enacted/Completed	Resolutions in Progress
2017	150	149	1
2018	258	258	0
2019	328	312	16
2020	80	67	13

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

This report provides Council with added transparency in relation to the progress of outstanding Council resolutions.

FINANCIAL IMPLICATIONS

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

CONCLUSION

The update on outstanding Council resolutions is provided for the information of Council.

ATTACHMENTS

1. Outstanding Council Resolutions List [↓](#) 

**DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-431**

**Attachment 1
Outstanding Council Resolutions
List**

OUTSTANDING COUNCIL RESOLUTIONS

Date of Meeting	Minute No / Subject	Council Decision	Responsible Directorate	Status	Estimated Completion Date
5/07/2017	Min. 165 - Item 108/17 - Wentworthville Town Centre Planning Proposal - Reclassification of Public Land	1. Defer the reclassification of The Kingsway Carpark site and the Lane Street Community Facilities site to 'operational' pending the preparation of a Property and Facilities Strategy for 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. 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.	Environment and Planning	TfNSW is currently undertaking due diligence on the Kingsway Carpark site for a multi-level carpark as an alternate location for a commuter carpark at the Pendle Hill station site. The reclassification of the Kingsway Carpark is pending on the proposal from TfNSW to construct a commuter carpark on this site. The Draft Property Strategy has been completed.	30/06/2020
03/04/2019	Min. 478 - Item C04/19-55 - Proposed Closure and Sale of Part of Finns Lane, Merrylands	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.	Finance and Governance	Waiting for the Traffic Management Plan to be updated and reported back to the Traffic Committee before a report can be prepared for consideration by Council to close part of Finns Lane.	30/06/2020
19/06/2019	Min. 557 - Item C06/19-109 - Parramatta Road Urban Amenity Improvement Program- Land Acquisition for Auburn Park Expansion	That Council: 1. Endorse the acquisitions of 45, 47, 49 and 55 Karrahah Road, Auburn by compulsory process for the purposes of expanding Auburn Park. 2. Approve and authorise the necessary application to be made to the Minister for Local Government and the Governor. 3. Delegate authority to the General Manager to execute all documents associated with the acquisition of these properties. 4. Give public notice of its intention to classify all seven properties (43, 45, 47, 49, 51, 53 and 55 Karrahah Road, Auburn) as Community Land in accordance with the provisions of section 34 of the Local Government Act 1993 and make the classification if no adverse submissions are received.	Finance and Governance	Negotiations are currently being undertaken for the final property for Council to acquire, 45 Karrahah Rd. Council is attempting to come to an agreement with the vendor rather than forcibly acquire the property.	30/06/2020
17/07/2019	Min. 606 - Item C07/19-146 - Auburn South Community and Recreation Centre -Community Engagement Outcomes	That Council: 1. Receive and note the outcomes of the community engagement program undertaken to inform the development of the Auburn South Community and Recreation Centre detailed in Attachment 1. 2. Proceed to the detailed design phase for the new community facility in 2019/20. 3. Exhibit the detailed design for public comment.	Community and Organisation Development	Project likely to be deferred due to review of capital works program as a result of needing to free funds in responding to COVID-19 crisis, subject to Council resolution to amend the capital works program.	22/05/2020
04/09/2019	Min. 674 - Item C09/19-194 - Planning Proposal for 2-22 William Street, Granville	That Council: 1. Prepare a planning proposal for 2-22 William Street, Granville, with the following land use and built form controls: a. Floor Space Ratio of 1.7:1 b. Height of Building control of 16 metres c. Removal of local heritage item 1205 known as 10 William Street (Lot 27 DP 2371) from Schedule 5 of the Parramatta Local Environmental Plan 2011. 2. Endorse that the planning proposal for 2-22 William Street, Granville, 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.	Environment and Planning	Development Control Plan and Voluntary Planning Agreement are being prepared prior to public exhibition.	31/12/2020
04/09/2019	Min. 686 - Item C09/19-219 - Planning Proposal for the New Cumberland Local Environmental Plan	That Council: 1. Endorse that the planning proposal for the new Cumberland Local Environmental Plan, as provided in Attachment 1, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. 2. Delegate to the General Manager the authorisation to make minor revisions to the planning proposal and supporting documentation, as necessary, following Council's deliberations, to ensure the desired objectives and intended outcomes can be achieved. 3. Consult with the community and the Cumberland Local Planning Panel on the planning proposal for the new Cumberland Local Environmental Plan, following Gateway Determination by the Department of Planning, Industry and Environment. 4. Consider the planning proposal for the new Cumberland Local Environmental Plan, prior to finalisation and gazettal by the Department of Planning, Industry and Environment.	Environment and Planning	LEP Planning Proposal public exhibition from 1 April to 08 May 2020	31/07/2020
04/09/2019	Min. 691 - Item C09/19-224 - Notice of Motion - Lidcombe Town Centre Parking Supply	That Council: 1. Undertake a parking survey in the streets within the Lidcombe Town Centre and surrounding streets identifying the saturation rate, usage and the number of available on street car parking spaces; 2. At the conclusion of the parking survey, consult and engage with the community on the results and options to improve parking within the Lidcombe Town Centre and surrounds; and 3. Receive a report outlining the results of both the parking survey and community consultation outcomes at the conclusion of the above processes.	Works and Infrastructure	Officers currently undertaking parking survey as per the resolution. Report to be prepared for the June 2020 Council meeting.	30/06/2020

Date of Meeting	Minute No / Subject	Council Decision	Responsible Directorate	Status	Estimated Completion Date
06/11/2019	Min. 769 - Item C11/19-274 - Notice of Motion - Upgrade of the Mona Street, Clyde Street and Redfern Street Intersections	That Council: 1. Provide a report into options for the upgrade of the Mona Street, Clyde Street and Redfern Street Intersections in an attempt to alleviate the congestion and provide better traffic flow; and 2. Take into consideration: a. Possible changes to signage and parking restrictions in Mona Street (both north and south sides if required) during morning and afternoon peak periods; b. Widening of Clyde Street between Mona and Redfern Streets; c. Dedicated left turn lane from Clyde Street into Redfern Street; d. Dedicated left and right turn lanes from Clyde Street into Mona Street; e. Possible dual lane right turn from Mona Street into Clyde Street; and f. Possible changes to parking restrictions and signage in Redfern and Hudson Streets.	Works and Infrastructure	Report to be prepared for July 2020 Council meeting.	15/07/2020
06/11/2020	Min. 772 - Item C11/19-262 - Road Closure of Milton Street between Railway Parade and Clarence Street, Lidcombe	That Council: 1. Approve the permanent closure of Milton Street between Railway Parade and Clarence Street, Lidcombe to expand the open space (park) area for the community for recreational purposes; 2. Advertise in the local newspaper, for a period of 28 days, the proposal to permanently close the section of Milton Street; 3. Authorise the General Manager to process and resolve any submissions received with respect to the proposal; 4. Prepare the necessary documentation to complete the road closure under the provisions of the Roads Act 1993; and 5. Notify the affected residents in Clarence Street of Council's action accordingly.	Finance and Governance	Survey is still in progress. A report to Council will be undertaken following this, outlining the public submissions received.	30/08/2020
20/11/2019	Min. 786 - Matter of Urgency - Natural Open Space in the Cumberland LGA	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.	Works and Infrastructure	Report to be prepared for June 2020 Council Meeting.	17/06/2020
20/11/2019	Min. 788 - Matter of Urgency - Dumping of Trolleys	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.	Works and Infrastructure	Council is currently investigating options for the removal and enforcement of abandoned/dumped trolleys. As well as the use of coin-operated or wheel locking shopping trolleys. Report will be prepared and presented to Council in June 2020	17/06/2020
04/12/2019	Min. 815 - Item C12/19-299 - Wentworthville Town Centre Planning Proposal and Development Control Plan	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 (gazetted) 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.	Environment and Planning	Planning proposal is with DPIE for finalisation	30/06/2020
04/12/2019	Min. 825 - Item C12/19-314 - WSROC Power Purchase Agreement	That Council: 1. Due to extenuating circumstances, approve an exemption to Tender under s.55(3)(i) of the Local Government Act 1993, as due to the unavailability of competitive or reliable tenderers, a satisfactory result would not be achieved by inviting tenders, noting that Western Sydney Regional Organisation of Councils (WSROC) have already undertaken an extensive EOI and evaluation process; and 2. Enter into the 10-year Power Purchase Agreement on offer from renewable energy developer Genex Power (ABN:18 152 098 854) through WSROC, subject to satisfactory legal review; and 3. Delegate authority to the General Manager to negotiate and execute a Power Purchase Agreement through WSROC Ltd, and enter a Council Buyers' Membership Agreement for the Power Purchase Agreement for up to 19,000MW	Environment and Planning	Contract negotiation finalisation is currently underway	30/06/2020
18/12/2019	Min. 850 - Item C12/19-343 - Notice of Motion - Planning Proposal for 55-57 Station Street and 6 Pritchard Street East, Wentworthville	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) 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.	Environment and Planning	Received Gateway Determination. Minor amendments to be made to Planning Proposal prior to public exhibition. Draft Development Control Plan & Voluntary Planning Agreement to be finalised prior to public exhibition.	31/12/2020

Date of Meeting	Minute No / Subject	Council Decision	Responsible Directorate	Status	Estimated Completion Date
		4. Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received.			
18/12/2019	Min. 874 - Item C12/19-337 - Orleole Park Baseball Club Building	That Council: 1. Undertake an Expression of Interest (EOI) process to identify potential future uses for the Orleole Park Baseball Club Building. 2. Undertake an inspection of the facility.	Finance and Governance	Property is currently under an open Expressions Of Interest process. Following this, submissions will be assessed and be reported back to Council with a recommendation.	15/07/2020
18/12/2019	Min. 876 - Item C12/19-341 - Notice of Motion - Wentworthville Carpark(s)	That Council Officers consider and provide a report on planning for a centralised major off-street public carpark(s) in the Wentworthville Town Centre to accommodate all-day commuter parking and timed retail/commercial parking.	Works and Infrastructure	Council is considering a range of options regarding planning for a centralised major off-street public carpark(s) in the Wentworthville Town Centre. A report will be provided in July 2020.	15/07/2020
18/12/2019	Min. 877 - Item C12/19-342 - Notice of Motion - Wentworthville Traffic	That Council Officers consider and provide a report detailing indicative traffic management options that could be adopted to discourage east-west through traffic on streets south of Pritchard St East Wentworthville (namely McKern, Perry and Bennett Streets) once the full by-pass option is implemented.	Works and Infrastructure	Council Officers are preparing a report to be presented to Council in July 2020.	15/07/2020
05/02/2020	Min. 900 - Item C02/20-359 - Proposed Sale of Fraser Street Reserve	That Council: 1. Accept the offers from the 7 adjoining residents to sell the land known as Fraser Street Reserve (LOT 18 DP 224829 and LOT 42 DP238330) for a total sale price of \$507,000, sold on a per m2 pro rata basis, with the purchasers to pay their own and Council's legal costs in addition. 2. Delegate authority to the General Manager to finalise the sale for each lot in accordance with the valuation and offer received. 3. Agree that if all 7 adjoining residents do not participate in the sale process, then this matter be considered finalised and not be pursued. Further, therefore rescinding the previous resolution of Council.	Finance and Governance	Due to Covid-19, 2 of the 7 property owners wish to withdraw from the sale process. One property is currently in the sale process with the incoming purchaser happy to proceed. Without all parties confirming their intent to proceed, this matter currently does not adhere with the resolution of Council in relation to this matter. Council will continue dialogue in relation to this matter in the coming months post Covid-19, before enacting resolution point (3) to abandon the sale process.	31/10/2020
19/02/2020	C02/20-370 Draft Cumberland Local Housing Strategy	That Council place the Draft Cumberland Local Housing Strategy on public exhibition for a period of 28 days, with a report to be provided back to Council following the conclusion of the exhibition subject to the following amendment: 1. That on Page 36 of the Draft Document (page 220 of business paper), a black dot be placed in timeframe column 2020-2021 for Action 1.2.	Environment and Planning	Exhibition completed at end of March. Feedback being considered, with a further report to Council in June 2020	30/06/2020
19/02/2020	C02/20-375 Expressions of Interest Process - Lease over Hyland Rd Reserve	That Council: 1. In accordance with Section 47 of the Local Government Act 1993, seek Expressions of Interest for the lease of Hyland Rd Reserve for a period of 20 years (Part Lot 2 in DP 525167), in accordance with the adopted Plan of Management and Landscape Masterplan for the site. 2. Receive a report following the Expressions of Interest process outlining the results.	Finance and Governance	Property is currently under an open Expressions Of Interest process. Following this, submissions will be assessed and be reported back to Council with a recommendation.	15/07/2020
04/03/2020	C03/20-383 Proposed Land Dealing at Victor Brazier Park	That Council: 1. Prepare a planning proposal to reclassify a small portion of land through the Local Environmental Plan process and submit the planning proposal to the Department of Planning, Industry and Environment for a Gateway Determination. 2. A further report to be returned to Council regarding the preparation of the planning proposal.	Environment and Planning	Council is currently developing a program for the implementation of this resolution, this includes reviewing options to determine the most appropriate method of developing a Planning Proposal for this site.	31/07/2021
04/03/2020	Min.944 C03/20-390 Draft Companion Animals Policy	That Council: 1. Place the Draft Cumberland City Council Companion Animals Policy on public Exhibition for a period of 28 days. 2. Receive a further report on submissions received and any amendments Proposed, prior to adoption of a Cumberland City Council Companion Animals Policy.	Works and Infrastructure	Draft Policy placed on Public Exhibition as per resolution. Report will be prepared and presented to Council in June 2020.	17/06/2020
04/03/2020	C03/20-387 Planning Proposal, Development Control Plan and Voluntary Planning Agreement - 4-12 Railway Street, Lidcombe	That Council: 1. Adopt the recommended planning controls for 4-12 Railway Street, Lidcombe, as previously resolved by Council, being: a. the existing maximum Floor Space Ratio of 5:1 under Auburn Local Environmental Plan (LEP) 2010 being retained for the B4 zoned part of the subject site, with a minimum of 0.4:1 non-residential Floor Space Ratio to be provided; b. a provision for a bonus Floor Space Ratio of 0.3:1 for a minimum of 0.6:1 non-residential Floor Space Ratio, subject to the dedication of the RE1 zoned land to Council at no cost, and with an offset of section 7.1.1 contributions in lieu of this land dedication; c. a maximum building height of 45m apply to the site generally, with: i. a taller element up to a maximum of 55m for a limited portion in the north eastern corner of the site to be shown on the LEP Height of Buildings Map; and ii. a maximum building height of 48m for a limited portion of the south eastern corner of the site.	Environment and Planning	Finalising the Planning Proposal. Awaiting on Voluntary Planning Agreement to be Executed.	30/06/2020

Date of Meeting	Minute No / Subject	Council Decision	Responsible Directorate	Status	Estimated Completion Date
		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. 4. Endorse and delegate authority to the Mayor and General Manager to execute the Voluntary Planning Agreement on behalf of Council for 4-12 Railway Street, Lidcombe, as provided in Attachment 3; 5. Adopt the revised site specific Development Control Plan as an amendment to the Auburn Development Control Plan, as provided in Attachment 2, with the DCP coming into effect on the date of notification (gazetted) of the LEP amendment; 6. Delegate to the General Manager the authority to make minor, non-policy corrections or formatting changes to the Development Control Plan controls, if required, prior to coming into effect; and 7. Endorse that the site specific DCP carry over to the new Cumberland Development Control Plan when this is in force.			
18/03/2020	Min.638 C03/20-404 Cumberland Heritage Committee - Minutes of Meeting Held 25/02/2020, Cumberland Local Heritage Rebate Program and Cumberland Local Heritage Awards Program for 2020	That Council: 1. Note and endorse the minutes of the Cumberland Heritage Committee meeting held on 25 February 2020 (Attachment 1); 2. Undertake the Heritage Rebate Program in 2020 in accordance with the Heritage Rebate Program Guidelines (Attachment 2) and with a budget of \$50,000; and 3. Undertake the Cumberland Heritage Awards in 2020 in accordance with the Heritage Awards Guidelines (Attachment 3).	Environment and Planning	Due to Covid-19 a report is going to Council on May 2020, recommending to cancel the program and awards	29/05/2020
18/03/2020	Min.643 C03/20-406 Update on Council Resolution - 13 John Street, Lidcombe	That Council: 1. Undertake an Expression of Interest process to identify the optimal outcomes and uses for 13 John Street, Lidcombe. 2. Receive a future report on the outcomes of this Expression of Interest process for consideration.	Finance and Governance	The EOI is currently being finalised prior to release to market.	15/07/2020
01/04/2020	Min.648 C04/20-408 Draft Operational Plan 2020-21 and Fees and Charges	That: 1. Place the Draft Operational Plan 2020-21 and Fees and Charges 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. 2. Council reduce its current fees for rock anchors for the application currently being lodged with Council by Powerbuilt Projects in respect of 2-8 Vaughan St Lidcombe from \$55,315 for the first 10 anchors plus \$5,700 per subsequent anchor to a fee of \$50,000. The fee reduction being on the ground of hardship under s.610E of the Local Government Act 1993 as the applicant cannot meet the cost of the current fee.	Community and Organisation Development	A report is being prepared and will be reported to the Council Meeting of 17 June 2020	17/06/2020
01/04/2020	Min.650 C04/20-410 Notice of Motion - Food Delivery Services in the Cumberland LGA	1. Write to the various food delivery services such as however not limited to Uber Eats, Menulog, Deliveroo, DoorDash etc that utilise a bicycle or motorbike vehicle explaining the rules regarding the use of footpaths and locations and manner in parking such vehicles. 2. Also write to all the cafes/restaurants/food outlets in our LGA providing these rules and request their assistance with these delivery services so that we can keep pedestrians and shoppers safe as they walk along the footpaths. 3. Develop a draft policy to be provided for council endorsement regarding this type of food delivery service. 4. Write to the Minister of Transport in relation to this matter.	Works and Infrastructure	Council is writing to food delivery services and food premises seeking assistance with the issue. Correspondence to the Minister of Transport is being prepared with feedback received to be included in the draft Policy being prepared.	15/07/2020
15/04/2020	Min.666 C04/20-417 Planning Proposal – 45 Barcom Street, Merrylands West	That Council: 1. Endorse an amended planning proposal for the site that seeks to amend the Holroyd Local Environmental Plan 2013, to: a. Rezone the site from R2 Low Density Residential to R4 High Density Residential; b. Amend the height of building (HOB) control for the site from 9m to 15m; c. Amend the floor space ratio (FSR) control for the site from 0.5:1 to 0.85:1; and d. Add a clause to Part 6 Additional Local Provisions of Holroyd Local Environmental Plan 2013 limiting non-residential floor space to 1,480m ² . 2. Endorse that the planning proposal for 45 Barcom Street, Merrylands, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. 3. Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received. 4. Prepare a site specific Development Control Plan to guide redevelopment of the site, should a Gateway Determination be received.	Environment and Planning	Submitted to DPIE for Gateway Determination.	31/12/2020
15/04/2020	Min.668 C04/20-419 Parramatta Road Urban Amenity Improvement Program Grant Acceptance Stage 2	That Council: 1. Accept the Stage 2 grant allocation of \$16,987,001 for the Parramatta Road Urban Amenity Improvement Program from the Department of Planning, Industry and Environment NSW; and 2. The General Manager be delegated the Authority to execute any funding agreements and enter into contracts to complete works within Stage 2 – Project Delivery of the grant funding for the Parramatta Road Urban Amenity Improvement Program.	Environment and Planning	Discussions on going with Stakeholders on project delivery, and project approvals and deliverable.	30/06/2020
15/04/2020	Min.669 C04/20-420 Notice of Motion - Ensuring the Future Wellbeing of the Cumberland Community	That Council requests the General Manager to develop a coordinated report from across the organisation which examines the capacity of this organisation to respond, improve and progress the well-being of our Community.	Environment and Planning	A report is being prepared and will be provided back to Council.	30/11/2020

Item No: C05/20-432

APPROVAL OF LOANS FOR COVID-19 FINANCIAL CRISIS

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: L-19-01/06
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This report proposes that Council approve loan funding totalling \$20m for 2 projects that are longer term investments, of which an application for \$8m must be submitted to the NSW Department of Planning, Industry and Environment (DPIE) before 14 August 2020 for a 50 percent subsidy to be used to fund the Wentworthville Pools.

RECOMMENDATION

That Council:

- 1. Authorise an application for a loan of \$8 million under the Low Cost Loans Initiative program for the Wentworthville Pools Project, with the application to be signed off by the Mayor and General Manager on behalf of Council;**
- 2. Subject to application approval, resolve to enter into a loan of \$8 million under the Low Cost Loans Initiative program;**
- 3. Resolve to enter into a loan of \$12 million for Granville Multipurpose Centre; and**
- 4. Authorise the Mayor and General Manager to execute the necessary loan documents on behalf of Council.**

REPORT

COVID-19 Financial Impacts

The financial impacts arising from COVID-19 are reported in the Business Papers for this Council Meeting. The impacts are summarised below:

- First three months – reduction unrestricted cash \$9.5m
 - Revenue losses \$12m and a net reduction in budget of \$7.5 m.
 - Reduction in net cash flow to operations \$14m.
 - Delays in capital works \$6.5m.
 - Unrestricted cash position \$(9.5)m.

- Budget 20-21 – final unrestricted cash balance of \$(11)m to \$(16)m
 - Further revenue losses of \$3 - \$5m for Quarter 1.
 - Improvement in net cash flow from operations to budget \$4m due to rates receivables.
 - Potential cut to capital works \$9-15m.
 - Unrestricted cash depends upon the recovery options; could range from \$(3m) to \$(16m).

To explain the rationale behind Council potentially borrowing, Council has modelled three options to highlight the financial impacts of the decisions available.

a) Do Nothing – unrestricted cash will reach \$(16)m 30/6/21

The idea behind this option is that Council accepts the losses from COVID-19, maintains the capital expenditure at the same rate, and cost of operations remain at the same rate.

It is forecasted that Council will have a \$0 unrestricted cash position by 2026/2027. Due to the COVID-19 changes, this will take five years longer than originally forecasted.

Responsible Officer's Advice

This is not a financially responsible option as Council should not operate with negative unrestricted cash for a long period of time, as there would not be a source of funds to undertake renewals projects without a source of funds.

b) Borrow \$20m – unrestricted cash will reach \$2.8m by 30/6/21 and then \$8m by 2028/29

It was assumed that Council would attribute the loan to projects which already have expenditure or are committed to spend in next 12 months. This would free up \$20m of general cash.

The unrestricted cash will be \$2.9m in 2020/21 and then \$4m by 2020/29.

Responsible Officer's Advice

Assuming TCorp will allow Council to fund the projects identified, this option addresses the short term negative unrestricted cash but it does burden Council into the future if no changes are made to the operating cost to offset the additional cost of debt.

The risk of this option is that Council may max out its credit limit if any further financial challenges arise. This would reduce the financial capacity to fund new projects as they arise.

As a stand-alone option, this does not achieve financial sustainability. As a tool within a package of financial reforms, it can be successful if Council addresses the cost of operations. Therefore this report recommends that Council has the authority to borrow

if required. This needs to be approved prior to the adoption of the budget to comply with TCorp's terms and conditions.

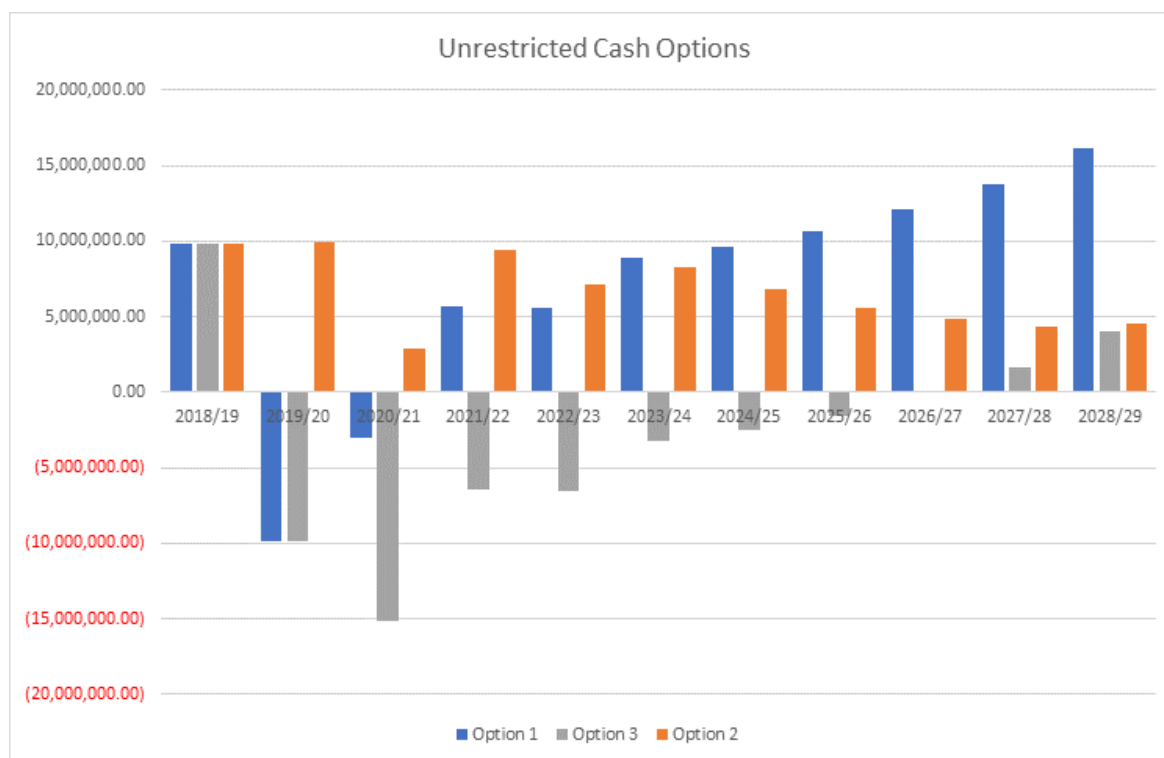
c) Combination option delay \$15m and achieve one-off \$5m salary savings – unrestricted cash will reach \$(3.0)m 30/6/21 and then \$19m by 2028/29

The principle behind this option is to delay \$15m in capital investment in 20/21 as a one-off and to focus on cost saving initiatives available to Council, such as excess leave and other one-off saving initiatives. This does not impact any services.

Responsible Officer's Advice

This is a very attractive option, mainly due to financial risk being low as there is no overinvestment on capital and savings demonstrate the highest financial gain. This option also identifies the current structural issues Council has with having higher operational costs due to the large quantum of services we currently fund. Through adoption of an essential service model, Council is able to reverse these structural issues.

Below is a graphical representation of the options: This is for demonstration purposes and will not be the final LTFP until further consultation has occurred.



Funding Details for Loans

Background

On 26 April 2020, the NSW Government announced a \$395m economic stimulus package to safeguard council jobs, services and infrastructure. Included in this package is a 3rd round of the Low Cost Loans Initiative (LCLI) available to eligible councils, and TCorp will also be offering principal and interest payments deferrals on

existing council loans, upon request, for the next six months. It should be noted that Council has already made a loan repayment deferral request to TCorp on 24 April 2020 and is awaiting a response.

Council has selected projects that have already been allocated general funds and would be considered intergenerational investments as per *Council's Financial Planning and Sustainability Policy*. These include:

- Granville Multipurpose Centre \$12m
- Wentworthville Pools \$8m

These projects have been carefully selected to meet the criteria for funding. The Wentworthville Pools is recommended for the LCLI, as it aligns with the guidelines in relation to infrastructure supporting housing development in the town centre.

COMMUNITY ENGAGEMENT

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

POLICY IMPLICATIONS

These loans comply with the existing policy of Council.

RISK IMPLICATIONS

There is financial risk associated with borrowing, as the loans will consume a majority of Council's borrowing capacity.

FINANCIAL IMPLICATIONS

The cost associated with borrowing include repayments of \$2.1m per annum and interest costs averaging \$300k per annum.

CONCLUSION

The funding options seek to address the loss in net funds due to COVID-19. The loan funding is a good option provided that Council reviews the structural issues relating to the cost of operations.

ATTACHMENTS

Nil

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MONTHLY MANAGEMENT ACCOUNTS AS AT 31 MARCH 2020

Responsible Division: Finance & Governance
 Officer: Director Finance & Governance
 File Number: HC-06-13-22
 Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

The purpose of this report is provide increased transparency around the financial performance of Council's directorates and service units.

RECOMMENDATION

That Council receive the information contained in this report.

REPORT

The following is the year-to-date (YTD) March 2020 report for Council, and attached are the directorate and service unit reports.

Operational Performance Excluding Capital	Mar YTD Actual 000s	Mar YTD Bud 000s	Variance YTD Better/ (worse) 000s	Original Bud	Q2 Bud	Variance YTD Better/ (worse) 000s
Rates & Annual	133.3	133.6	(0.3)	134.2	134.4	0.2
User charges	21.3	21.9	(0.6)	30.8	29.1	(1.7)
Interest	2.4	3.1	(0.7)	5.0	3.9	(1.1)
Other revenue	11.9	12.3	(0.4)	13.2	15.9	2.8
Operating Grants	12.4	12.9	(0.5)	21.4	22.9	1.4
Total Income	181.2	183.8	(2.5)	204.5	206.2	1.7
Employee costs	61.6	64.4	2.8	88.7	88.0	0.7
Borrowing Costs	0.9	0.9	0.0	1.4	1.2	0.3
Materials	41.0	41.4	0.4	55.9	56.2	(0.3)
Depreciation	24.8	24.7	(0.1)	24.7	24.8	(0.2)
Other expenses	17.5	18.7	1.2	32.3	32.9	(0.6)
Total Operating Expense	145.8	150.1	4.3	202.9	203.1	(0.1)
Total Surplus/(Deficit)	35.4	33.6	1.8	1.6	3.2	1.6
Profit on sale	0.4	0.4	(0.0)	0.5	0.5	0.0
Total Surplus/(Deficit) including profit on sale	35.8	34.1	1.8	2.1	3.7	1.6

Recurring Budget

The revised forecast of a surplus of \$3.2m includes \$3.8m in one-off income from bonds, thus Council's recurring budget is a deficit of \$0.6m. There are plans in place to actively manage the costs and Council is working towards a break-even position. Progress towards this will now be reported on monthly.

In comparison to 2018-19, Council's efficiency savings are \$5.3m, which is a decline from \$5.8m due to a \$1m impact from COVID-19. The impacts are primarily in costs, which are now \$4m lower than last year due to employment cost (including temps) being down \$1.3m and contractors down \$2m due to a strong focus on cost management.

Discussion March Year-to-date

Operating Income YTD \$181.2m, \$2.5m lower than budget

There are three large variances which contribute to the \$2.3m above budget result:

- User Fees and Charges –\$1.0m. The variance relates to refunds and fees related to sports.
- Interest received \$1.1m. The variance arises due to share market revaluation \$0.6m and lower interest received \$0.2m due to a reduction in interest rates.
- Rates received \$0.2m. Lower rates received due to lower than expected supplementary rates in the quarter.

Operating Expenses YTD \$145.8m, \$4.3m better than budget

The expenses are \$4.3m lower than in the budget (3.3% saving YTD). The savings initiative is a result of the following variances: \$2.8m Salary and Wages, and Other Expenses \$1.2m due to Events and Electricity savings.

Following a 6% increase in costs last year, expenses have now decreased 3.3% year on year, which is an amazing outcome given the current circumstances.

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 March year-to-date recurring budget position is on budget, and there has been a large improvement from the 2018-19 deficit towards the goal of returning to a surplus. Council is aware of the challenges and difficult decisions that will need to be made due to the current COVID-19 crisis, and will need to restore its financial position within the next 15 months.

ATTACHMENTS

1. March Service Units Report [↓](#) 
2. Directorate Financial Performance [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-433

Attachment 1
March Service Units Report

SERVICE PLANS - PROFIT AND LOSS

Community Programs and Events	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
User charges	1.3	1.3	0.0	1.1	1.5	(0.4)
Other revenue	0.1	0.1	0.0	0.1	0.1	(0.0)
Operating Grants	1.3	1.2	0.0	1.4	1.6	(0.1)
Total Operating Income	2.7	2.6	0.1	2.7	3.2	(0.6)
Employee costs	5.6	5.8	0.2	7.7	7.8	0.2
Materials	0.2	0.3	0.1	0.7	0.4	(0.3)
Other expenses	2.4	3.0	0.7	4.2	4.5	0.3
Internal charges	3.5	3.5	(0.0)	4.6	4.6	0.1
Total Operating Expense	11.6	12.5	0.9	17.1	17.3	0.2
	(8.9)	(9.9)	(0.8)	(14.5)	(14.1)	(0.3)

Roads and Stormwater	YTD actual \$m	YTD budget	YTD Variance	Original Budget	Approved Budget \$m	YTD Variance
Rates & Annual	1.8	1.8	(0.0)	1.8	1.8	(0.0)
User charges	2.6	2.8	(0.1)	3.6	3.8	(0.2)
Interest	(0.0)	0.0	(0.0)	0.0	0.0	0.0
Other revenue	0.3	0.3	0.1	0.5	0.3	0.2
Operating Grants	2.1	2.2	(0.2)	3.9	4.2	(0.3)
Capital Grants	1.0	0.8	0.2	0.7	1.5	(0.9)
Total Operating Income	7.8	7.9	(0.1)	10.4	11.6	(1.2)
Employee costs	4.2	4.6	0.4	5.7	6.4	0.6
Materials	2.8	2.7	(0.1)	4.0	3.5	(0.5)
Other expenses	2.1	2.5	0.4	3.2	3.2	0.0
Depreciation	13.8	13.8	(0.0)	18.1	18.4	0.3
Internal charges	4.7	4.4	(0.3)	6.2	5.8	(0.4)
Total Operating Expense	27.7	28.0	0.3	37.2	37.4	0.1
	(19.9)	(20.1)	(0.4)	(26.8)	(25.7)	(1.1)

SERVICE PLANS - PROFIT AND LOSS

	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Parks and Recreation						
User charges	1.6	1.8	(0.2)	1.9	2.3	(0.4)
Other revenue	0.3	0.4	(0.1)	0.4	0.5	(0.1)
Operating Grants	0.0	0.1	(0.1)	0.1	0.1	(0.0)
Capital Grants	(0.0)	0.4	(0.4)	0.2	0.6	(0.5)
Total Operating Income	1.8	2.7	(0.8)	2.6	3.5	(1.0)
Employee costs	7.2	7.5	0.3	10.3	10.2	(0.1)
Materials	2.7	3.0	0.2	4.0	3.9	(0.1)
Other expenses	0.1	0.1	0.0	0.3	0.2	(0.1)
Depreciation	2.1	2.1	0.0	2.6	2.8	0.1
Internal charges	5.6	5.0	(0.6)	7.4	6.7	(0.7)
Total Operating Expense	17.7	17.7	(0.0)	24.6	23.7	(0.8)
	(15.8)	(15.0)	(0.8)	(22.0)	(20.2)	(1.8)

	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Environmental Programs						
User charges	0.3	0.3	0.0	0.0	0.3	(0.3)
Other revenue	0.0	0.0	0.0	0.0	0.0	(0.0)
Operating Grants	0.4	0.7	(0.3)	0.3	0.7	(0.4)
Total Operating Income	0.8	1.0	(0.2)	0.3	1.0	(0.8)
Employee costs	1.6	1.6	(0.0)	1.6	2.1	0.5
Materials	0.3	0.3	0.0	0.5	0.7	0.2
Other expenses	0.0	0.1	0.0	0.1	0.1	(0.0)
Internal charges	0.2	0.2	(0.0)	0.3	0.3	(0.0)
Total Operating Expense	2.2	2.2	(0.0)	2.5	3.2	0.7
	(1.5)	(1.2)	(0.2)	(2.2)	(2.2)	(0.0)

	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Household Waste and Recycling						
Rates & Annual	33.6	33.6	0.0	33.1	33.7	(0.6)
User charges	0.5	0.5	0.0	0.5	0.6	(0.1)
Interest	0.0	0.0	(0.0)	0.1	0.1	0.0
Other revenue	0.6	0.7	(0.1)	1.1	1.1	(0.0)
Operating Grants	0.3	0.4	(0.0)	0.0	0.4	(0.4)
Total Operating Income	35.2	35.3	(0.1)	34.7	35.8	(1.1)
Employee costs	4.8	5.4	0.6	6.3	7.3	1.0

SERVICE PLANS - PROFIT AND LOSS						
Materials	22.4	22.3	(0.2)	28.5	29.9	1.4
Other expenses	0.0	0.0	0.0	0.3	0.1	(0.3)
Depreciation	0.3	0.3	(0.0)	0.1	0.4	0.3
Internal charges	3.2	3.2	0.0	4.2	4.3	0.1
Total Operating Expense	30.8	31.2	0.5	39.4	41.9	2.5
	4.4	4.1	(0.6)	(4.7)	(6.2)	1.5

SERVICE PLANS - PROFIT AND LOSS

	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Children's Services						
User charges	8.4	8.5	(0.0)	12.7	11.7	1.0
Other revenue	0.1	0.1	0.0	0.0	0.1	(0.0)
Operating Grants	1.2	1.1	0.0	1.1	1.4	(0.3)
Total Operating Income	9.6	9.6	0.0	13.8	13.2	0.6
Employee costs	8.7	9.0	0.3	13.2	12.3	(0.9)
Materials	0.3	0.4	0.1	0.7	0.5	(0.1)
Other expenses	0.9	0.9	0.0	1.0	1.2	0.2
Internal charges	4.3	4.3	0.0	5.8	5.8	(0.0)
Total Operating Expense	14.2	14.7	0.4	20.7	19.8	(0.9)
	(4.6)	(5.0)	(0.4)	(6.9)	(6.7)	(0.2)

	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Urban Planning and Development						
User charges	2.6	2.3	0.3	5.3	3.0	2.3
Other revenue	0.1	0.2	(0.1)	0.3	0.3	0.0
Operating Grants	1.3	1.3	0.0	1.8	1.8	0.0
Capital Grants	9.3	8.4	0.9	17.7	10.9	6.8
Total Operating Income	13.2	12.1	1.1	25.1	16.0	9.1
Employee costs	5.1	5.1	0.0	9.0	7.0	(2.0)
Materials	1.0	1.4	0.4	2.5	2.3	(0.2)
Other expenses	0.3	0.3	0.0	0.5	0.3	(0.2)
Internal charges	5.2	5.0	(0.2)	7.0	6.7	(0.3)
Total Operating Expense	11.6	11.9	0.3	18.9	16.4	(2.6)
	1.6	0.3	1.4	6.2	(0.4)	6.5

	YTD Actual \$m	YTD Budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Regulatory Programs						
User charges	0.7	0.7	(0.0)	0.7	1.0	(0.2)
Other revenue	3.5	3.8	(0.2)	5.4	5.2	0.2
Operating Grants	0.1	0.0	0.1	0.0	0.0	(0.0)
Total Operating Income	4.3	4.5	(0.1)	6.1	6.2	(0.1)
Employee costs	4.6	4.9	0.3	6.1	6.6	0.5
Materials	1.2	1.3	0.1	1.8	1.8	(0.1)
Other expenses	0.1	0.1	0.0	0.2	0.1	(0.0)
Internal charges	3.2	2.4	(0.7)	4.1	3.2	(0.9)
Total Operating Expense	9.1	8.7	(0.3)	12.2	11.8	(0.4)

SERVICE PLANS - PROFIT AND LOSS

(4.7)	(4.2)	0.2	(6.1)	(5.6)	(0.5)
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SERVICE PLANS - PROFIT AND LOSS

	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Libraries						
User charges	0.1	0.1	0.0	0.1	0.1	(0.0)
Other revenue	0.1	0.1	(0.0)	0.1	0.1	(0.0)
Operating Grants	0.7	0.7	0.0	0.6	0.7	(0.1)
Total Operating Income	0.8	0.8	0.0	0.8	0.9	(0.1)
Employee costs	3.5	3.4	(0.1)	4.8	4.6	(0.2)
Materials	0.1	0.1	(0.0)	0.2	0.2	(0.0)
Other expenses	0.1	0.2	0.1	0.2	0.3	0.1
Depreciation	0.3	0.3	0.0	0.4	0.4	0.0
Internal charges	1.5	1.5	0.0	1.9	2.0	0.0
Total Operating Expense	5.6	5.6	(0.0)	7.6	7.6	0.1
	(4.7)	(4.7)	0.0	(6.8)	(6.7)	0.0

	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Pools						
User charges	1.3	1.4	(0.1)	1.7	1.7	0.0
Other revenue	0.5	0.3	0.2	0.4	0.4	(0.0)
Total Operating Income	1.8	1.7	0.1	2.2	2.1	0.0
Employee costs	1.7	1.4	(0.3)	2.5	1.9	(0.6)
Materials	1.0	0.9	(0.2)	0.8	1.1	0.3
Other expenses	0.7	0.8	0.1	0.8	1.1	0.3
Depreciation	0.4	0.4	(0.0)	0.5	0.5	0.0
Internal charges	0.7	0.7	0.0	0.9	0.9	0.0
Total Operating Expense	4.5	4.1	(0.4)	5.5	5.5	0.0
	(2.7)	(2.4)	(0.3)	(3.3)	(3.3)	0.0

	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
Governance						
Other revenue	0.0	0.0	0.0	0.0	0.0	0.0
Total Operating Income	0.0	0.0	0.0	0.0	0.0	0.0
Employee costs	0.1	0.1	(0.0)	0.2	0.2	(0.0)
Materials	0.0	0.0	(0.0)	0.0	0.0	(0.0)
Other expenses	0.5	0.5	(0.0)	0.7	0.7	(0.0)
Internal charges	(0.6)	(0.6)	(0.0)	(0.7)	(0.7)	(0.0)
Total Operating Expense	0.1	0.0	(0.0)	0.3	0.2	(0.0)
	(0.1)	(0.0)	(0.0)	(0.3)	(0.2)	(0.0)

SERVICE PLANS - PROFIT AND LOSS

Community Facilities	YTD actual \$m	YTD budget \$m	YTD Variance	Original Budget \$m	Approved Budget \$m	YTD Variance
User charges	1.3	1.4	(0.2)	0.9	1.8	(1.0)
Other revenue	0.1	0.2	(0.1)	0.4	0.3	0.2
Operating Grants	0.0	0.0	0.0	0.0	0.0	(0.0)
Capital Grants	0.0	0.0	0.0	0.0	0.0	0.0
Total Operating Income	1.4	1.7	(0.3)	1.3	2.1	(0.8)
Employee costs	1.3	1.3	(0.0)	2.7	1.8	(1.0)
Materials	4.1	3.9	(0.2)	5.3	5.2	(0.1)
Other expenses	2.1	2.1	0.1	3.1	2.7	(0.3)
Depreciation	4.8	4.8	(0.0)	6.6	6.4	(0.2)
Internal charges	(6.1)	(6.1)	0.0	(8.2)	(8.2)	(0.0)
Total Operating Expense	6.2	6.1	(0.1)	9.5	7.9	(1.7)
	(4.8)	(4.4)	(0.4)	(8.2)	(5.7)	(2.5)

Corporate	YTD actual \$m	YTD budget \$m	YTD Variance (loss)/ Gain	Original Budget \$m	Approved Budget \$m	YTD Variance
Rates & Annual	97.9	98.2	(0.3)	99.3	98.9	0.4
User charges	0.7	0.9	(0.2)	2.3	1.3	1.0
Interest	2.3	3.0	(0.7)	4.9	3.9	1.1
Other revenue	6.4	6.6	(0.1)	4.9	8.1	(3.1)
Operating Grants	5.0	5.2	(0.2)	12.2	12.0	0.2
Capital Grants	0.6	1.5	(1.0)	0.0	1.5	(1.5)
Total Operating Income	113.0	115.4	(2.5)	123.7	125.7	(2.0)
Employee costs	13.1	14.3	1.2	18.5	19.6	1.1
Borrowing costs	0.9	0.9	0.0	1.4	1.2	(0.3)
Materials	4.8	4.8	0.1	6.9	6.7	(0.2)
Other expenses	8.2	8.0	(0.2)	10.2	10.3	0.1
Depreciation	3.1	3.0	(0.0)	4.0	4.1	0.1
Internal charges	(25.5)	(23.6)	1.9	(33.6)	(31.4)	2.1
Total Operating Expense	4.6	7.5	3.0	7.4	10.4	2.9
	108.4	107.9	0.5	116.3	115.3	0.9

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-433

Attachment 2
Directorate Financial
Performance

DIRECTORATE FINANCIAL PERFORMANCE

Works & Infrastructure	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE \$m	ORIGINAL BUDGET '\$m	APPROVED BUDGET '\$m	VARIANCE \$m
Rates & Annual	35.40	35.42	(0.01)	34.86	35.49	0.63
User charges	7.68	8.39	(0.71)	9.17	10.87	1.70
Interest	0.03	0.04	(0.01)	0.05	0.05	0.00
Other revenue	5.45	5.91	(0.46)	8.14	8.09	(0.05)
Operating Grants	2.55	2.69	(0.14)	4.07	4.73	0.66
Capital Grants	0.99	1.27	(0.29)	0.83	2.16	1.33
Total Operating Income	52.09	53.72	(1.62)	57.13	61.40	4.27
Employee costs	22.79	23.92	1.13	31.99	32.58	(0.58)
Materials	36.88	36.53	(0.36)	47.10	48.59	(1.49)
Other expenses	5.03	5.64	0.61	7.74	7.35	0.39
Depreciation	22.74	22.69	(0.04)	30.11	30.23	(0.12)
Internal charges	6.30	4.72	(1.58)	(59.42)	(61.63)	2.21
Total Operating Expenses	93.74	93.50	(0.24)	57.52	57.12	(0.40)
Surplus/-Deficit	(41.65)	(39.78)	(1.87)	(0.39)	4.28	4.67
Surplus/-Deficit (Excl. Capital Inc.)	(42.63)	(41.05)	(1.58)	(1.22)	2.12	3.34

Community Development	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE \$m	ORIGINAL BUDGET '\$m	APPROVED BUDGET '\$m	VARIANCE \$m
User charges	9.83	9.84	(0.01)	13.89	13.31	(0.58)
Other revenue	0.26	0.21	0.04	0.23	0.31	0.07
Operating Grants	3.11	3.03	0.08	3.16	3.67	0.50
Total Operating Income	13.19	13.09	0.11	17.28	17.28	(0.00)
Employee costs	17.79	18.18	0.39	25.69	24.77	0.92
Materials	0.60	0.76	0.17	1.62	1.17	0.45
Other expenses	3.42	4.18	0.75	5.39	5.98	(0.59)
Depreciation	0.32	0.33	0.00	0.42	0.44	(0.02)
Internal charges	9.28	9.28	0.00	(12.64)	(12.58)	(0.06)
Total Operating Expenses	31.42	32.73	1.31	20.48	19.77	(0.71)
Surplus/-Deficit	(18.22)	(19.64)	1.42	(3.20)	(2.49)	0.71
Surplus/-Deficit (Excl. Capital Inc.)	(18.22)	(19.64)	1.42	(3.20)	(2.49)	0.71

Finance & Governance	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE \$m	ORIGINAL BUDGET '\$m	APPROVED BUDGET '\$m	VARIANCE \$m
Rates & Annual	97.87	98.17	(0.30)	99.30	98.91	(0.40)
User charges	0.70	0.86	(0.16)	1.69	1.29	(0.40)
Interest	2.33	3.05	(0.72)	4.93	3.87	(1.05)
Other revenue	6.11	6.05	0.06	4.09	7.39	3.30
Operating Grants	4.27	4.31	(0.03)	11.40	11.02	(0.38)
Capital Grants	0.58	1.54	(0.96)	0.00	1.54	1.54
Total Operating Income	111.85	113.97	(2.12)	121.41	124.02	2.61
Employee costs	6.82	7.39	0.57	10.87	10.17	0.71
Borrowing costs	0.93	0.93	0.00	1.42	1.17	0.26
Materials	1.50	1.70	0.20	2.50	2.52	(0.01)
Other expenses	8.47	8.22	(0.25)	10.31	10.63	(0.32)
Depreciation	1.75	1.68	(0.07)	1.78	2.24	(0.47)
Internal charges	(14.32)	(14.78)	(0.46)	88.27	87.58	0.69
Total Operating Expenses	5.16	5.14	(0.02)	115.17	114.30	0.86
Surplus/-Deficit	106.69	108.83	(2.14)	6.25	9.71	1.74
Surplus/-Deficit (Excl. Capital Inc.)	106.12	107.29	(1.18)	6.25	8.18	0.21

Environment & Planning	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE \$m	ORIGINAL BUDGET '\$m	APPROVED BUDGET '\$m	VARIANCE \$m
User charges	3.10	2.82	0.29	5.40	3.65	(1.74)
Other revenue	0.42	0.43	(0.01)	0.72	0.53	(0.19)
Operating Grants	1.69	1.95	(0.26)	2.01	2.45	0.44
Capital Grants	9.26	8.38	0.88	17.73	10.94	(6.79)
Total Operating Income	14.47	13.57	0.90	25.86	17.57	(8.29)
Employee costs	8.07	8.17	0.09	11.97	11.12	0.85
Materials	1.43	1.91	0.48	3.24	3.30	(0.06)
Other expenses	0.36	0.40	0.03	0.62	0.45	0.16
Internal charges	6.34	6.06	(0.28)	(6.07)	(6.37)	0.30
Total Operating Expenses	16.21	16.54	0.33	9.76	8.51	1.25
Surplus/-Deficit	(1.74)	(2.96)	1.23	16.10	9.06	(9.54)
Surplus/-Deficit (Excl. Capital Inc.)	(10.99)	(11.34)	0.35	(1.63)	(1.88)	(2.74)

People & Performance	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE \$m	ORIGINAL BUDGET '\$m	APPROVED BUDGET '\$m	VARIANCE \$m
User charges	0.00	0.00	0.00	0.65	0.00	(0.65)
Other revenue	0.08	0.02	0.06	0.38	0.03	(0.35)
Operating Grants	0.13	0.33	(0.20)	0.12	0.33	0.21
Total Operating Income	0.21	0.35	(0.15)	1.16	0.36	(0.79)
Employee costs	3.98	4.24	0.25	5.63	5.93	(0.29)
Materials	0.12	0.15	0.02	0.40	0.26	0.14
Other expenses	0.14	0.21	0.06	0.37	0.35	0.02
Internal charges	(3.18)	(3.19)	(0.01)	(4.25)	(4.25)	(0.00)
Total Operating Expenses	1.07	1.40	0.33	2.14	2.27	(0.13)
Surplus/-Deficit	(0.86)	(1.04)	0.18	(0.99)	(1.91)	(0.66)
Surplus/-Deficit (Excl. Capital Inc.)	(0.86)	(1.04)	0.18	(0.99)	(1.91)	(0.66)

General Manager	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE \$m	ORIGINAL BUDGET '\$m	APPROVED BUDGET '\$m	VARIANCE \$m
Other revenue	0.01	0.09	(0.08)	0.08	0.09	0.01
Operating Grants	0.64	0.61	0.03	0.66	0.66	0.00
Total Operating Income	0.65	0.69	(0.05)	0.75	0.75	0.01
Employee costs	2.15	2.51	0.36	2.49	3.33	(0.85)
Materials	0.46	0.38	(0.08)	1.02	0.44	0.59
Other expenses	0.02	0.03	0.01	0.23	0.05	0.18
Depreciation	0.01	0.01	(0.00)	0.01	0.01	0.00
Internal charges	(4.42)	(2.07)	2.36	(5.89)	(2.74)	(3.14)
Total Operating Expenses	(1.78)	0.86	2.65	(2.13)	1.09	(3.22)
Surplus/-Deficit	2.43	(0.17)	2.60	2.88	(0.33)	3.23
Surplus/-Deficit (Excl. Capital Inc.)	2.43	(0.17)	2.60	2.88	(0.33)	3.23

Item No: C05/20-434

INVESTMENT REPORT - APRIL 2020

Responsible Division: Finance & Governance
 Officer: Director Finance & Governance
 File Number: A-05-01/05
 Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This is a report from the Director Finance & Governance providing an update on the performance of Council's investment portfolio to 30 April 2020.

RECOMMENDATION

That Council receive the 30 April Investment Report.

REPORT

The following items are included in this report to highlight Council's investment portfolio performance for the month, year-to-date to 30 April 2020 and an update of the investment environment.

Council Investments as at 30 April 2020

Council's investment portfolio has a current market value of \$140,547,452. This represents a premium of \$1,278,106 above the face value of the portfolio being \$139,269,346 and generates a 3.34% average purchase yield. The following table reflects Council's holding in various investment categories.

Categories	Face Value (\$)	Current Value (\$)	Current Yield (%)
Bonds	4,750,000	5,121,315	3.0474
Cash	3,582,148	3,582,148	0.0100
Floating Rate Note	35,750,000	35,752,359	1.5587
Managed Funds	16,187,198	16,187,198	14.3586
Term Deposit	79,000,000	79,904,432	2.0637
	139,269,346	140,547,452	3.3438

Investment Portfolio Performance

The investment returns for the month year-to-date of 30 April 2020 outperformed the current month benchmark and exceeded the year-to-date benchmark.

Performance – Current Month 30 April 2020

For the month of April, Council's portfolio generated interest losses of \$379,953. This is \$85,828 than the budget of \$294,125 and outperformed the AusBond Bank Bill Index by 0.43%, as detailed below:-

Monthly Results	Income	Budget	Variance	Portfolio Performance	AusBond BB Index	Outperformance
Total Portfolio	379,953	294,125	85,828	0.48%	0.05%	0.43%

Performance – Year-to-date 30 April 2020

For the year-to-date, Council's portfolio generated interest earnings of \$2,324,741. This is \$616,506 lower than the budget of \$2,941,247 and outperformed the AusBond Bank Bill Index by 0.57%, as per below:-

FYTD Results	Income	Budget	Variance	Portfolio Performance	AusBond BB Index	Outperformance
Total Portfolio	2,324,741	2,941,247	- 616,506	1.40%	0.83%	0.57%

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

To manage risk, key criteria are incorporated into Cumberland Council's investment making decisions, as detailed below:-

Preservation of Capital

The requirement for preventing losses in an investment portfolio's total value (considering the time value of money).

Diversification

Setting limits to the amounts invested with a particular financial institution or government authority to reduce credit risk.

Credit Risk

The risk that an investment of Council fails to pay the interest and/or repay the principal of an investment.

Maturity Risk

The longer the term of the investment, the greater the exposure to potential changes in interest rates, market volatility and credit quality of an issuer.




FINANCIAL IMPLICATIONS

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

CONCLUSION

Council hereby certifies that the investments listed above have been made in accordance with Section 625 of the *Local Government Act 1993*, Clause 212 of the *Local Government (General) Regulation 2005* and Council's *Investment Policy*.

ATTACHMENTS

1. Investment Summary Report April 2020 [↓](#) 
2. Economic and Investment Portfolio Commentary April 2020 [↓](#) 
3. Investment Markets and Portfolio Review: Impact of COVID-19 [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-434

Attachment 1
Investment Summary Report April
2020



**Investment Summary Report
April 2020**

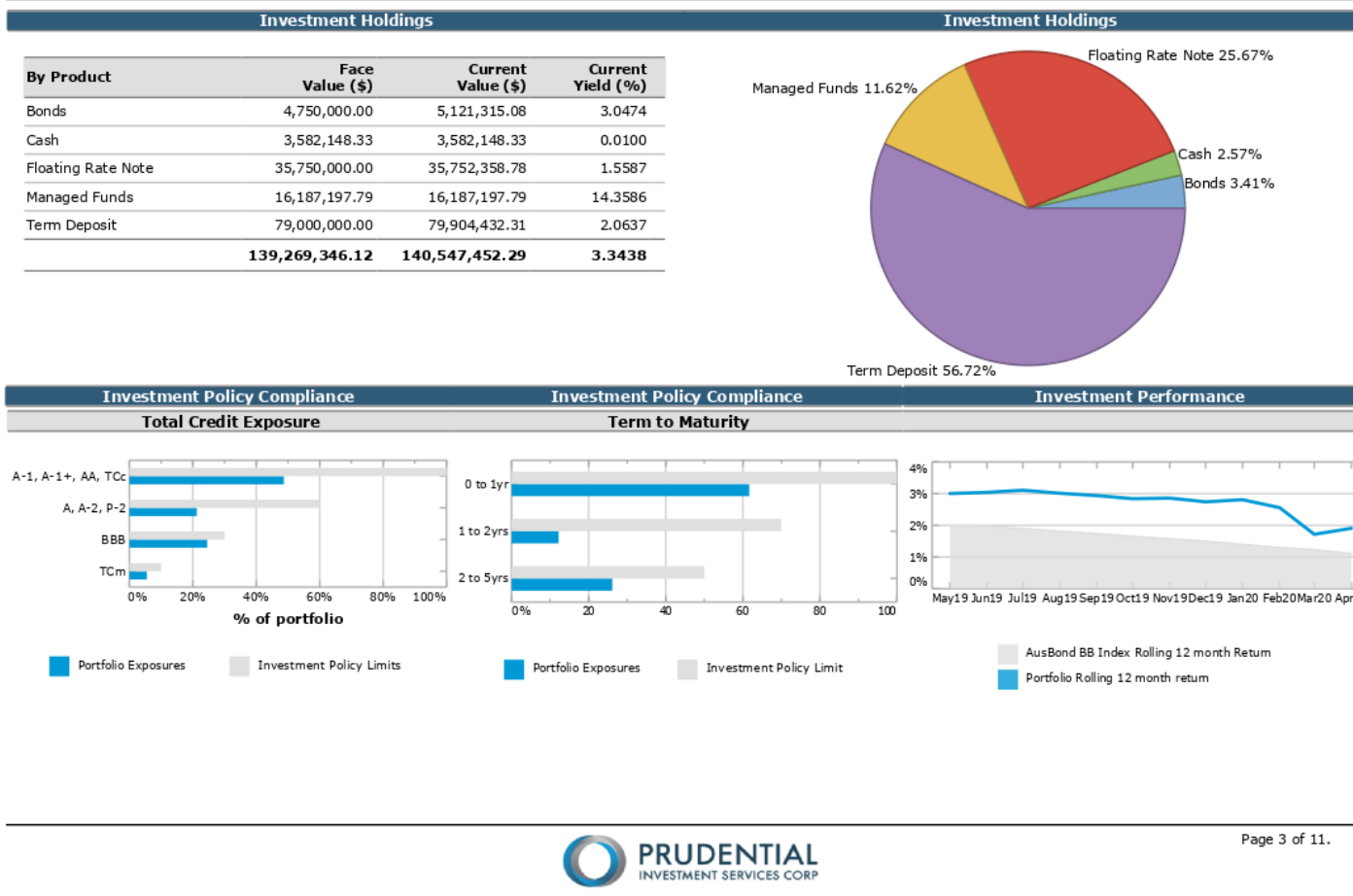
Cumberland Council
Investment Summary Report - April 2020



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Investment Policy Compliance Report	Page 6
Investment Performance Report	Page 7
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Investment Holdings Report	Page 9

Cumberland Council
Executive Summary - April 2020

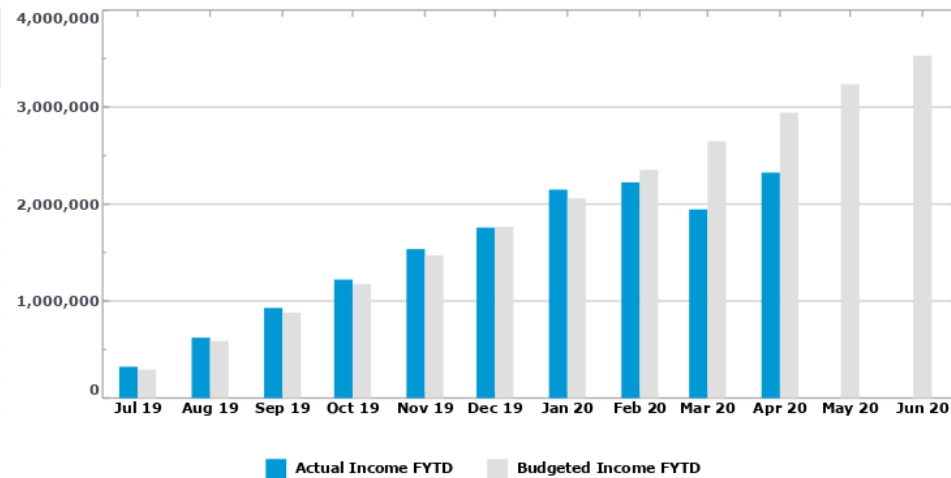


Cumberland Council
Actual Interest Report - April 2020

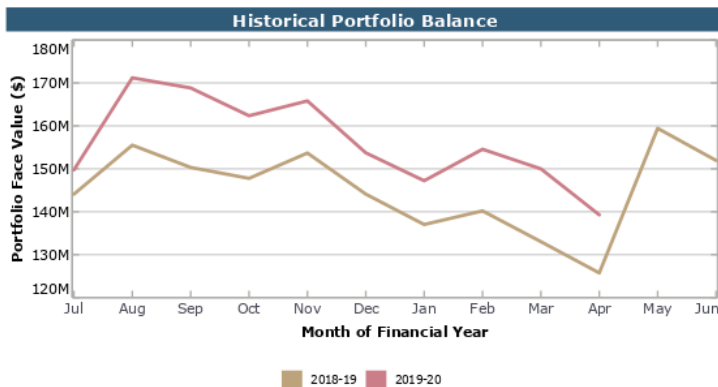


Budgeted vs Actual Returns

	Monthly Income	YTD Actual	YTD Budgeted
July 2019	323,339	323,339	294,125
August 2019	299,143	622,482	588,249
September 2019	306,831	929,313	882,374
October 2019	292,564	1,221,876	1,176,499
November 2019	313,774	1,535,650	1,470,624
December 2019	221,892	1,757,542	1,764,748
January 2020	391,753	2,149,296	2,058,873
February 2020	75,095	2,224,391	2,352,998
March 2020	-279,603	1,944,788	2,647,122
April 2020	379,953	2,324,741	2,941,247



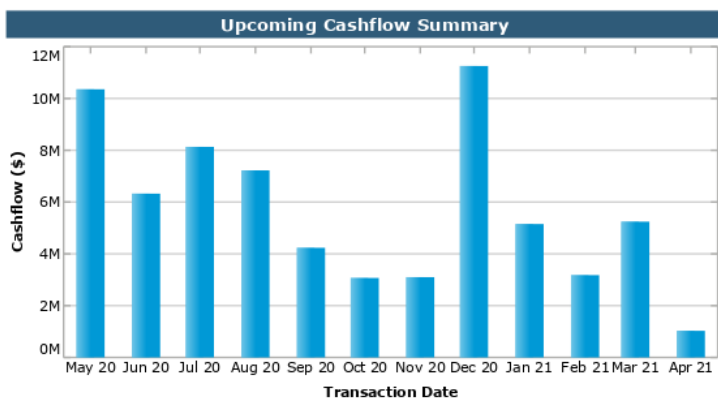
Cumberland Council
Investment Cashflows - April 2020



Historical Portfolio Balance

	2019-20	2018-19
July	149,746,425	144,080,941
August	171,194,994	155,505,088
September	168,825,526	150,313,187
October	162,351,811	147,766,470
November	165,813,514	153,672,885
December	153,714,732	144,091,226
January	147,208,089	137,015,520
February	154,552,547	140,191,555
March	149,988,069	133,016,214
April	139,269,346	125,735,228
May		159,429,160
June		151,946,000

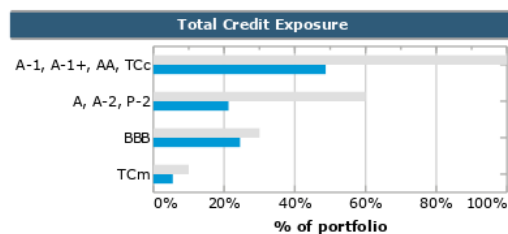
Average 12 month Portfolio Balance 156,170,018



Upcoming Cashflow Summary

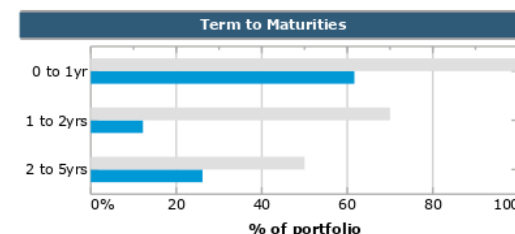
	Amount
May 20	10,353,839
June 20	6,323,804
July 20	8,131,321
August 20	7,222,852
September 20	4,233,198
October 20	3,068,413
November 20	3,099,201
December 20	11,253,246
January 21	5,151,152
February 21	3,177,623
March 21	5,242,219
April 21	1,027,869

Cumberland Council
Investment Policy Compliance Report - April 2020



■ Portfolio Exposure ■ Investment Policy Limit

Credit Rating		Exposures		Policy Max	
		(\$)	(%)		
Long Term	AA	13,750,000			
Short Term	A-1	8,000,000			
Short Term	A-1+	37,582,148			
Short Term	TCc	8,530,435			
		67,862,584	49%	100%	✓
Long Term	A	5,500,000			
Short Term	A-2	22,000,000			
Short Term	P-2	2,100,000			
		29,600,000	21%	60%	✓
Long Term	BBB	34,150,000			
		34,150,000	25%	30%	✓
Short Term	TCm	7,656,762			
		7,656,762	5%	10%	✓
		139,269,346	100%		

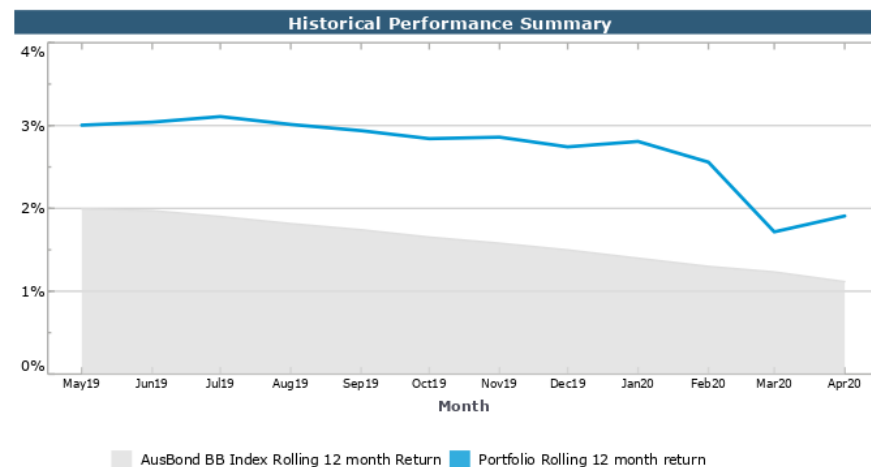


■ Portfolio Exposure ■ Investment Policy Limit

Policy Minimum		Exposures		Min	
		(\$)	(%)	(%)	
Less than 3 months		43,769,346	31%	10%	✓
Between 3 months and 1 year		42,100,000	30%	20%	✓
Policy Maximum		Exposures		Max	
		(\$)	(%)	(%)	
Between 1 and 2 years		17,000,000	12%	70%	✓
Between 2 and 5 years		36,400,000	26%	50%	✓
		139,269,346			

✓ = compliant
X = non compliant

Cumberland Council
Investment Performance Report - April 2020



Historical Performance Summary (Annualised)					
	1 Month	3 Months	6 Months	FYTD	12 months
Portfolio Return (1)	5.96%	0.09%	1.30%	1.68%	1.91%
Index Return (2)	0.58%	0.90%	0.92%	0.99%	1.12%
Outperformance (3)	5.38%	-0.81%	0.38%	0.69%	0.79%

(1) Portfolio Return is the annualised rate of return for the portfolio for the specified period
 (2) The Index Return is the Bloomberg AusBond Bank Bill Index
 (3) Outperformance is the excess of the Portfolio Return over the Index Return

Historical Performance Summary (actual)					
	1 Month	3 Months	6 Months	FYTD	12 months
Portfolio Return (1)	0.48%	0.02%	0.64%	1.40%	1.91%
Index Return (2)	0.05%	0.22%	0.46%	0.83%	1.12%
Outperformance (3)	0.43%	-0.20%	0.18%	0.57%	0.79%

(1) Portfolio Return is the annualised rate of return for the portfolio for the specified period
 (2) The Index Return is the Bloomberg AusBond Bank Bill Index
 (3) Outperformance is the excess of the Portfolio Return over the Index Return

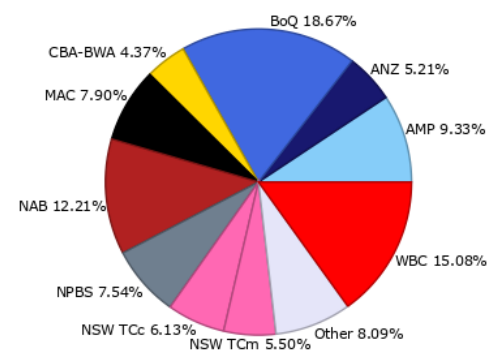
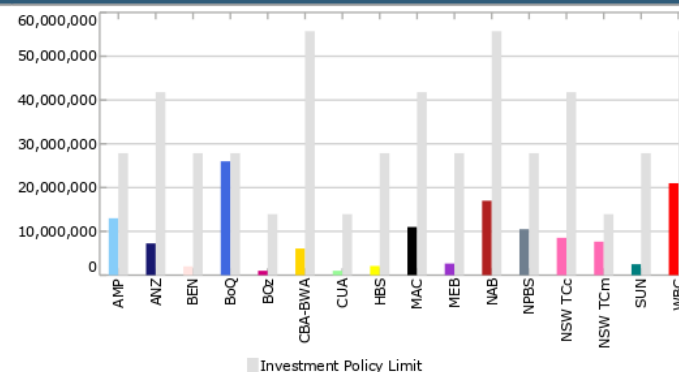
Cumberland Council
Individual Institutional Exposures Report - April 2020



Individual Institutional Exposures

Parent Group	Credit Rating	Portfolio Exposure (\$)	% of portfolio
AMP Bank	A-2, BBB+	13,000,000	9%
ANZ Group	A-1+, AA-	7,250,000	5%
Bank Australia	A-2, BBB	1,000,000	1%
Bank of Queensland	A-2, BBB+	26,000,000	19%
Bendigo and Adelaide Bank	A-2, BBB+	2,000,000	1%
Commonwealth Bank of Australia	A-1+, AA-	6,082,148	4%
Credit Union Australia	A-2, BBB	1,000,000	1%
Heritage Bank	P-2, Baa1	2,100,000	2%
Macquarie Bank	A-1, A+	11,000,000	8%
Members Equity Bank	A-2, BBB	2,650,000	2%
National Australia Bank	A-1+, AA-	17,000,000	12%
Newcastle Permanent Building Society	A-2, BBB	10,500,000	8%
NSW T-Corp (Cash)	TCc, TCc	8,530,435	6%
NSW T-Corp (MT)	TCm, TCm	7,656,762	5%
Suncorp Bank	A-1, A+	2,500,000	2%
Westpac Group	A-1+, AA-	21,000,000	15%
		139,269,346	

Individual Institutional Exposure Charts



Cumberland Council
Investment Summary Report - April 2020



Cash Accounts

Face Value (\$)	Rate (%pa)	Institution	Credit Rating	Current Value (\$)	Deal No.	Reference
3,438,484.45	0.0000%	Commonwealth Bank of Australia	A-1+	3,438,484.45	250385	3010516
143,663.88	0.2500%	Commonwealth Bank of Australia	A-1+	143,663.88	533672	3010516
3,582,148.33	0.0100%			3,582,148.33		

Managed Funds

Face Value (\$)	Monthly Return	Institution	Credit Rating	Fund Name	Current Value (\$)	Deal No.	Reference
5,425,722.94	0.2697%	NSW T-Corp (Cash)	TCc	Cash Fund	5,425,722.94	204877	3120516
3,104,712.50	0.7488%	NSW T-Corp (Cash)	TCc	Short Term Income Fund	3,104,712.50	204878	3120516
7,656,762.35	1.7933%	NSW T-Corp (MT)	TCm	Medium Term Growth Fund	7,656,762.35	538647	3021019
16,187,197.79					16,187,197.79		

Term Deposits

Maturity Date	Face Value (\$)	Rate (%pa)	Institution	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
4-May-20	3,000,000.00	1.9500%	National Australia Bank	A-1+	3,000,000.00	3-Jul-19	3,048,563.01	538171	48,563.01	At Maturity	3030719
4-May-20	3,000,000.00	1.6300%	National Australia Bank	A-1+	3,000,000.00	4-Sep-19	3,032,153.42	538485	32,153.42	At Maturity	3040919
18-May-20	3,000,000.00	1.9000%	AMP Bank	A-2	3,000,000.00	20-Nov-19	3,025,454.79	538741	25,454.79	At Maturity	3201119
18-May-20	1,000,000.00	3.0000%	Bank of Queensland	A-2	1,000,000.00	19-May-17	1,028,520.55	535254	28,520.55	Annually	3190517
15-Jun-20	3,000,000.00	2.0500%	National Australia Bank	A-1+	3,000,000.00	11-Jun-19	3,054,760.27	538029	54,760.27	Annually	3110619
22-Jun-20	3,000,000.00	1.9500%	National Australia Bank	A-1+	3,000,000.00	24-Jun-19	3,050,005.48	538069	50,005.48	At Maturity	3240619
5-Jul-20	3,000,000.00	1.9500%	National Australia Bank	A-1+	3,000,000.00	27-Jun-19	3,049,524.66	538085	49,524.66	Annually	3270619
13-Jul-20	4,000,000.00	1.8200%	Westpac Group	A-1+	4,000,000.00	5-Sep-19	4,047,669.04	538499	47,669.04	At Maturity	3050919
10-Aug-20	4,000,000.00	1.8200%	Westpac Group	A-1+	4,000,000.00	5-Sep-19	4,047,669.04	538500	47,669.04	At Maturity	3050919
24-Aug-20	2,000,000.00	3.0000%	Bank of Queensland	A-2	2,000,000.00	24-Aug-18	2,040,931.51	537008	40,931.51	Annually	3240818
14-Sep-20	4,000,000.00	1.8100%	Westpac Group	A-1+	4,000,000.00	10-Sep-19	4,046,415.34	538512	46,415.34	At Maturity	3100919
19-Oct-20	3,000,000.00	1.6100%	Westpac Group	A-1+	3,000,000.00	19-Dec-19	3,017,732.05	538985	17,732.05	At Maturity	3191219



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Cumberland Council
Investment Summary Report - April 2020



Term Deposits

Maturity Date	Face Value (\$)	Rate (%pa)	Institution	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
16-Nov-20	3,000,000.00	1.6100%	Westpac Group	A-1+	3,000,000.00	19-Dec-19	3,017,732.05	538986	17,732.05	At Maturity	3191219
8-Dec-20	3,000,000.00	3.0000%	Bank of Queensland	A-2	3,000,000.00	5-Dec-17	3,036,493.15	536048	36,493.15	Annually	3051217
14-Dec-20	4,000,000.00	1.7000%	Macquarie Bank	A-1	4,000,000.00	10-Mar-20	4,009,687.67	539559	9,687.67	At Maturity	3100320
21-Dec-20	4,000,000.00	1.7000%	Macquarie Bank	A-1	4,000,000.00	10-Mar-20	4,009,687.67	539560	9,687.67	At Maturity	3100320
18-Jan-21	2,500,000.00	1.7000%	AMP Bank	A-2	2,500,000.00	20-Jan-20	2,511,876.71	539174	11,876.71	At Maturity	3200120
25-Jan-21	2,500,000.00	1.7000%	AMP Bank	A-2	2,500,000.00	20-Jan-20	2,511,876.71	539175	11,876.71	At Maturity	3200120
22-Feb-21	3,000,000.00	2.9500%	Newcastle Permanent Building Society	A-2	3,000,000.00	22-Feb-19	3,016,245.21	537561	16,245.21	Annually	3220219
8-Mar-21	3,000,000.00	2.8500%	Newcastle Permanent Building Society	A-2	3,000,000.00	6-Mar-19	3,013,117.81	537619	13,117.81	Annually	3060319
8-Jun-21	2,000,000.00	3.1400%	Westpac Group	AA-	2,000,000.00	8-Jun-18	2,009,118.90	536727	9,118.90	Quarterly	3080618
28-Jun-21	2,000,000.00	2.0500%	Bank of Queensland	BBB+	2,000,000.00	27-Jun-19	2,034,709.59	538086	34,709.59	Annually	3270619
4-Oct-21	3,000,000.00	1.7000%	Bank of Queensland	BBB+	3,000,000.00	4-Sep-19	3,033,534.25	538486	33,534.25	Annually	3040919
11-Oct-21	3,000,000.00	1.7000%	Bank of Queensland	BBB+	3,000,000.00	4-Sep-19	3,033,534.25	538488	33,534.25	Annually	3040919
23-May-22	2,000,000.00	2.4000%	Bank of Queensland	BBB+	2,000,000.00	24-May-19	2,045,106.85	537973	45,106.85	Annually	3240519
30-May-22	2,000,000.00	2.4000%	Bank of Queensland	BBB+	2,000,000.00	30-May-19	2,044,317.81	537991	44,317.81	Annually	3300519
14-Jun-22	2,000,000.00	2.2500%	Bank of Queensland	BBB+	2,000,000.00	11-Jun-19	2,040,068.49	538030	40,068.49	Annually	3110619
22-May-23	2,000,000.00	2.5500%	Bank of Queensland	BBB+	2,000,000.00	24-May-19	2,047,926.03	537974	47,926.03	Annually	3240519
79,000,000.00		2.0637%			79,000,000.00		79,904,432.31		904,432.31		

Floating Rate Notes

Maturity Date	Face Value (\$)	Rate (%pa)	Security Name	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Next Coupon Date	Reference
28-Jul-20	1,000,000.00	1.0094%	WBC Snr FRN (Jul20) BBSW+0.90%	A-1+	1,000,000.00	28-Jul-15	1,001,402.96	507261	82.96	28-Jul-20	3280715
18-Aug-20	1,000,000.00	2.0000%	BEN Snr FRN (Aug20) BBSW+1.10%	A-2	1,000,000.00	18-Aug-15	1,005,850.00	533677	4,000.00	18-May-20	2180815
29-Mar-21	2,100,000.00	1.6217%	HBS Snr FRN (Mar21) BBSW+1.23%	P-2	2,100,000.00	29-Mar-18	2,110,503.71	536457	2,985.71	29-Jun-20	3290318



Cumberland Council
Investment Summary Report - April 2020



Floating Rate Notes

Maturity Date	Face Value (\$)	Rate (%pa)	Security Name	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Next Coupon Date	Reference
16-Apr-21	1,000,000.00	1.4100%	ME Bank Snr FRN (Apr21) BBSW+1.27%	A-2	1,000,000.00	17-Apr-18	1,003,399.45	536509	579.45	16-Jul-20	3170418
30-Aug-21	1,000,000.00	2.1100%	BOZ 'SRI' Snr FRN (Aug21) BBSW+1.30%	BBB	1,000,000.00	30-Aug-18	1,008,851.92	536987	3,641.92	29-May-20	3300818
6-Sep-21	1,000,000.00	1.8032%	CUA Snr FRN (Sep21) BBSW+1.25%	BBB	1,000,000.00	6-Sep-18	1,007,896.55	537050	2,766.55	9-Jun-20	3060918
10-Sep-21	2,000,000.00	1.6465%	AMP Snr FRN (Sep21) BBSW+1.08%	BBB+	2,000,000.00	10-Sep-18	2,000,811.40	537065	4,691.40	10-Jun-20	3100918
10-Sep-21	3,000,000.00	1.6465%	AMP Snr FRN (Sep21) BBSW+1.08%	BBB+	3,021,240.00	31-May-19	3,001,217.10	537992	7,037.10	10-Jun-20	3310519
18-Jul-22	1,650,000.00	1.1050%	ME Bank Snr FRN (Jul22) BBSW+0.98%	BBB	1,650,000.00	18-Jul-19	1,648,140.47	538175	549.47	20-Jul-20	3180719
25-Jan-23	1,000,000.00	1.1631%	BEN Snr FRN (Jan23) BBSW+1.05%	BBB+	1,000,000.00	25-Jan-18	1,000,167.46	536142	127.46	27-Jul-20	3250118
6-Feb-23	500,000.00	2.3150%	NPBS Snr FRN (Feb23) BBSW+1.40%	BBB	501,370.00	21-Mar-18	504,750.55	536444	2,695.55	6-May-20	3210318
9-May-23	3,000,000.00	1.8100%	ANZ Snr FRN (May23) BBSW+0.90%	AA-	3,000,000.00	9-May-18	3,033,920.14	536582	12,050.14	11-May-20	3090518
19-Jun-24	2,000,000.00	1.5705%	NAB Snr FRN (Jun24) BBSW+0.92%	AA-	2,000,000.00	19-Jun-19	2,017,240.36	538035	3,700.36	19-Jun-20	3190619
11-Jul-24	4,000,000.00	1.1550%	BoQ Snr FRN (Jul24) BBSW+1.03%	BBB+	4,021,640.00	29-Aug-19	3,972,192.33	538417	1,392.33	20-Jul-20	3290819
30-Jul-24	2,500,000.00	0.8783%	SUN Snr FRN (Jul24) BBSW+0.78%	A+	2,495,800.00	12-Aug-19	2,477,285.16	538383	60.16	30-Jul-20	3120819
7-Aug-24	3,000,000.00	1.7200%	MAC Snr FRN (Aug24) BBSW+0.80%	A+	3,000,000.00	7-Aug-19	2,982,154.31	538349	11,875.07	7-May-20	3070819
29-Aug-24	2,000,000.00	1.5800%	ANZ Snr FRN (Aug24) BBSW+0.77%	AA-	2,000,000.00	29-Aug-19	2,006,420.01	538412	5,454.25	29-May-20	3290819
4-Feb-25	4,000,000.00	1.9755%	NPBS Snr FRN (Feb25) BBSW+1.12%	BBB	4,000,000.00	4-Feb-20	3,970,154.90	539180	18,834.90	4-May-20	3040220
35,750,000.00		1.5587%			35,790,050.00		35,752,358.78		82,524.78		

Fixed Rate Bonds

Maturity Date	Face Value (\$)	Rate (%pa)	Security Name	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Purchase Yield	Reference
11-Jan-24	2,500,000.00	3.0000%	CBA Snr Bond (Jan24) 3.00%	AA-	2,478,775.00	11-Jan-19	2,692,533.79	537455	22,458.79	3.1850%	3110119
8-Feb-24	2,250,000.00	3.1000%	ANZ Snr Bond (Feb24) 3.10%	AA-	2,248,717.50	8-Feb-19	2,428,781.29	537488	15,521.29	3.1125%	3080219
4,750,000.00		3.0474%			4,727,492.50		5,121,315.08		37,980.08	3.1507%	

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-434

Attachment 2

Economic and Investment
Portfolio Commentary April 2020

Cumberland City Council Economic and Investment Portfolio Commentary April 2020

Global issues:

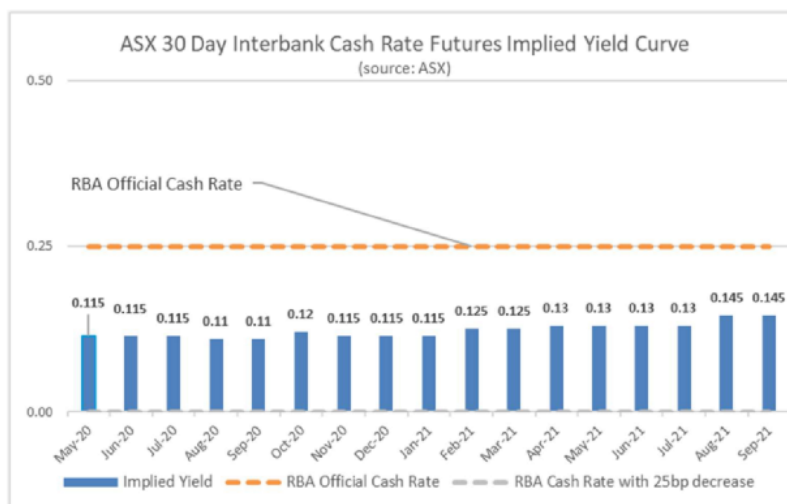
- Following another month of Covid-19 related shutdowns around the world, economic data is revealing what was widely expected, namely sharp increases in unemployment and plummeting economic growth figures.
- With over 30 million jobless claims over the past 6 weeks, the US is expected to reach an unemployment rate of 25%-30% before levelling off. Meanwhile, Gross Domestic Products across the US and Europe are predicted to plummet between -10% to -15% during the current quarter.
- Amidst these dire predictions, there are signs that new coronavirus cases in many hard hit countries may have peaked and lockdowns are beginning to be eased. Barring follow up waves of the virus, governments around the world are hopeful that pent up demand encouraged by unprecedented stimulus packages will result in a strong rebound in economic activity and the labour markets over the second half of 2020.
- Potentially aiding a recovery is the low price of oil. Despite Russia, OPEC and other producers agreeing to a 10m barrel/day cut in production, demand is down over 30m barrel/day due to coronavirus related shutdowns. There is so little spare storage that producers in the US were being charged for May deliveries resulting in "negative" prices on the futures exchanges.

Domestic issues:

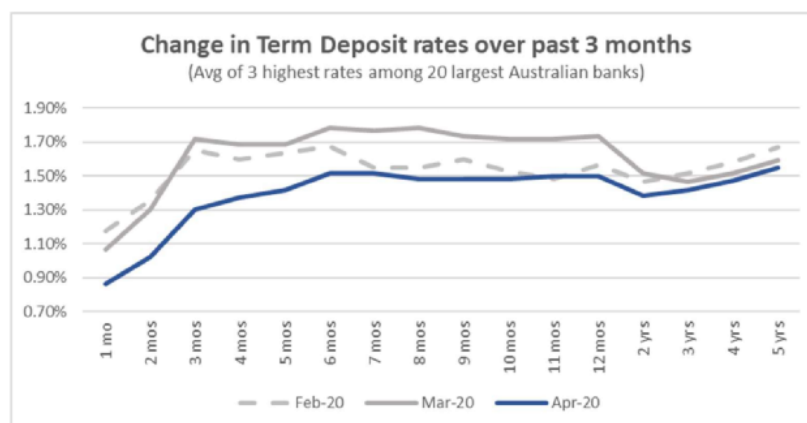
- In Australia, new daily coronavirus cases steadily declined throughout April after having peaked in late March. With less than 7000 cases and 100 deaths by the end of April, Australia ranked first among OECD nations in controlling the coronavirus outbreak based upon testing, cases and recovery rates.
- Nevertheless, like the US and Europe, Australian GDP is predicted to drop by 10% in the June quarter due to the coronavirus related shutdown.
- March quarter inflation data (CPI) increased by +2.2% largely off the back of bushfire related price increases and coronavirus panic buying. June quarter CPI is expected to be negative, led by the sharp drop in oil prices and virus related discounts from businesses and governments.
- During April, Australian shares clawed back some of their March losses with gains of nearly 10%. The AUD/ USD closed out the month just above 65c continuing its upward trend from mid-March when it hit a low of 55c.

Interest rates

- The RBA kept the official cash rate at 0.25% pa at its April meeting, after cutting 50bps from the key rate during March.
- Internal policy measures are pushing the market rate lower than 0.25% pa, but there is no expectation of another interest rate cut any time soon:



- After a bump up in March, average term deposit rates ended April lower across the maturity range. The average best term deposit rates among large banks were 20-40 basis points lower across 1-12 months versus last month (blue line vs solid grey line):





Investment Portfolio Commentary

Council's investment portfolio posted a return of 5.96%pa for the month of April versus the bank bill index benchmark return of 0.58%pa. For the past 12 months, the investment portfolio returned 1.91%pa, exceeding the bank bill index benchmark's 1.12%pa by 0.79%pa.

Without marked-to-market influences, Council's investment portfolio yielded 2.25%pa for the month. This is based on the actual interest rates being received on existing investments and excludes the underlying changes to the market value of the securities/deposits.

During April, Council had \$4.4m in FRN maturities and withdrew \$4.75m from the NSW TCorp Cash Fund for expenditure requirements. No new investments were made during the month.

The TCorpIM MT growth fund was up 1.8% in April. The Australian share market recovered 9.5% in April or just under half of March's losses. All sectors recorded gains with Energy performing the best, up 25.2%, even though the price of oil continued to hit multi-decade lows. Consumer Staples was the worst performing sector, up 2.6%, as supermarkets reported a normalisation of sales after recording strong growth in the March quarter. Overseas markets were all stronger with the US S&P 500 (+12.8%), European S&P350 (+6.1%), Japanese S&P 500 (+4.5%), and the Chinese S&P 300 (+6.2%) all gaining, however the strong performance of the Australian dollar during April offset some of these gains.

Council has a well-diversified portfolio invested among a range of term deposits and floating rate notes from highly rated Australian ADIs. 75% of the portfolio is spread among the top three credit rating categories (A long term/A2 short term and higher) and NSW TCorpIM managed funds. It is expected that Council can continue to achieve above benchmark returns with prudent investment selection for its short and long term holdings.

Disclaimer: The statements and opinions contained in this report are based on currently prevailing conditions in financial markets and are so contained in good faith and in the belief that such statements and opinion are not false or misleading. In preparing this report, Prudential Investment Services Corp has relied upon information which it believes to be reliable and accurate. Prudential Investment Services Corp believes that this report and the opinions expressed in this report are accurate, but no warranty of accuracy or reliability is given. Prudential Investment Services Corp does not warrant that its investigation has revealed all of the matters which a more extensive examination might disclose. This report may not be reproduced, transmitted, or made available either in part or in whole to any third party without the prior written consent of Prudential Investment Services Corp. AFS Licence No. 468145.

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Attachment 3

Investment Markets and Portfolio
Review: Impact of COVID-19



20 April 2019

Mr Richard Sheridan
Director Finance & Governance
Cumberland City Council
16 Memorial Ave
MERRYLANDS NSW 2160

Dear Richard,

Investment Markets and Portfolio Review: Impact of Covid-19

The health and social impact of Covid-19 is being well documented daily with hard and devastating facts. But, investment markets, with their focus on future earnings and economic conditions, have been in a state of flux for the past two months as uncertainty abounds.

While the volatility in the world's share markets have captured most of the financial market related headlines, all investment classes are being affected as risk is being reassessed continuously.

This review takes a big picture look of the most utilised asset classes and how investor sentiment in an environment of wide ranging unknowns has impacted their current pricing.

Council has a well diversified portfolio consisting predominately of term deposits and bank issued bonds from the highest quality institutions in Australia along with a modest exposure to growth assets through the NSW TCorpIM Medium Term Growth Fund.

No change in Council's investment strategy is recommended in response to the current market conditions apart from the previously discussed suspension of new deposits into the NSW TCorpIM Cash and Short Term Income Funds due to the increase in their sell spreads.

Please do not hesitate to call Titus (0437 678 608) or me (0414 611 827) with any questions.

Yours sincerely,



Erik Gates

Director



**Investment Markets and
Portfolio Review:
Impact of Covid-19**



Impact of Covid-19 on Investment Markets

In a span of three months the world has changed dramatically as it battles the Covid-19 coronavirus. While most day to day focus is on the public health aspect of the disease, attempts to predict the short/medium/long term economic fall out and impact on investments are a challenge in a regularly changing environment.

While the world's share markets have garnered most of the financial market related headlines, all investment classes are being affected as risk is being reassessed continuously.

- **Official Cash Rates & Bank Accounts:**

Central banks around the world have been slashing their official interest rates to encourage investment. However, with rates already at historic lows before the virus outbreak, there remains little room for further cuts unless they are willing to enact negative interest rates.

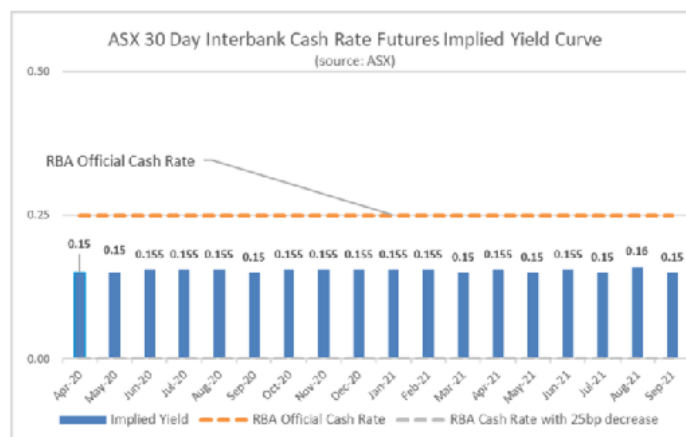
A handful of countries have negative official cash rates, including Japan (-0.10%), Switzerland (-0.75%) and Denmark (-0.75%). While some in the US have called for the Federal Reserve to cut rates below zero, the central bank has abstained. Likewise, the Reserve Bank of Australia (RBA) has made it clear that it has no appetite to have a negative official cash rate.

Following the latest rate cut at an emergency meeting by the RBA Board in mid-March, taking the official rate to 0.25%, the central bank announced several other alternative measures to help flood the banking system with liquidity and to target a three-year federal borrowing rate of 0.25 per cent. One of these steps has been Quantitative Easing, which involves the RBA purchasing existing Commonwealth and State government bonds from banks using newly issued funds. This program has so far purchased \$8.5b and \$36b in State and Commonwealth bonds respectively:





The market has accepted the RBA's insistence that it will rely on alternative measures, other than further rate cuts, to help spur spending and support the economy. Now with the official cash rate at 0.25%, the market is only pricing in a 40% chance of a further rate cut to zero, into late-2021:



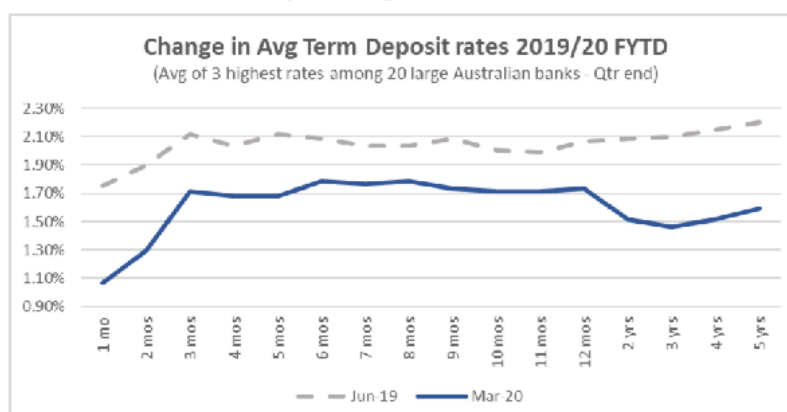
Interest rates on commercial bank accounts are directly influenced by the RBA's cash rate as is the intention of monetary policy actions by the central bank. With the RBA taking a stance to avoid zero or negative interest rates, bank account deposit rates are not expected to go below zero either.

Holding a minimum workable balance in cash is recommended. Often even one month TDs or 31 day notice accounts will provide better rates than a cash account if timing of cash expenditure allows.

As previously advised, it is recommended not to deposit any more funds, until further notice, into the NSW TCorpIM Cash and Short Term Income Fund due to the increase in sell spreads on the funds.

- **Term Deposits:**

The RBA's changes to the official cash rate also filter through to bank term deposit rates. Over the past 9 months, the average term deposit rates on a selection of the largest Australian banks have declined by approx. 20-60 basis points across the 1 month to 5 year range:





Term deposit rates are influenced by market conditions as well as the banks' individual funding requirements. These funding requirements can play a role in banks with higher credit ratings offering better rates than lower rated banks. This was a common occurrence for several years after the GFC and occasionally still happens.

While term deposit rates have dropped sharply over the past few years, they remain well above the official cash rate. Even in countries where the official cash rate is negative, e.g. Switzerland and Japan, term deposit rates offered by the nations' largest banks are at zero or above.

Term deposit rates are heavily influenced by individual banks' funding requirements, consequently there are often good "specials" available for terms that the banks need deposits. Taking advantage of these specials, particularly if they match Council's own needs, remains recommended.

- **Australian Government Bonds:**

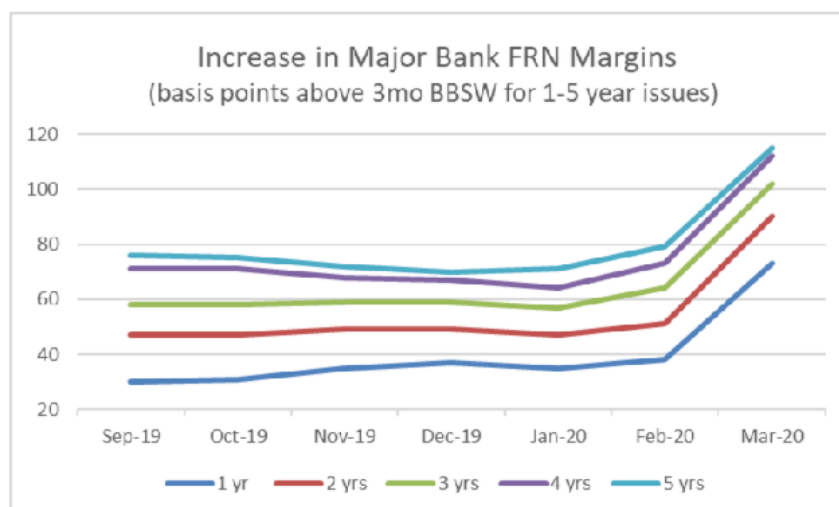
In mid-April, the Australian Government attracted \$26 billion in orders and accepted \$13 billion for a 4½ year bond at a yield of approximately 0.47%pa. It expects to issue around \$5 billion worth of bonds a week for the remainder of this financial year in order to finance its economic stimulus packages. These stimulus packages are expected to result in a budget deficit of \$100 billion in the year to June 2020 and \$210 billion in the year to 2021.

Ratings agencies have taken note of the expected sharp rise in public debt with Standard and Poor's (S&P) revising Australia's AAA credit rating outlook to 'negative' meaning that there is a one in three chance that S&P will lower the AAA rating in the next 2 years. This could also have consequences for Australia's major banks as their credit rating would likely fall from AA- to A+ if the Commonwealth is downgraded to AA+. (Refer to Appendix A for current credit ratings of Australian ADIs).

- **Bank Issued Fixed Rate Bonds / Floating Rate Notes:**

While the RBA's Quantitative Easing efforts have put downward pressure on government bonds' interest rates, this has not been the case for bank and other corporate bond rates. Highly rated Australian bank issued bonds have been caught up on in the "risk off" trade where global investors are moving funds to perceived "safer" locales, such as US Treasuries. Bond sales are also being driven by large institutional investors forced to liquidate securities as clients redeem holdings.

Consequently, as bonds are sold off their market prices fall and their yield-to-maturities (fixed rate bonds) and trading margins (floating rate notes) increase. The chart below shows the sharp increase in March of the trading margins on Australian major bank issues across the 1 year to 5 year maturities:



As the chart shows, floating rate notes from Australia's major banks maturing in 2025 (top light blue line) were trading at approximately BBSW+1.20% at the end of March after having been issued at approximately BBSW+0.76% earlier in the year. As their market prices drop, and margins widen, these bonds recorded negative monthly returns which then can impact the performance on the total portfolio.

Another way of looking at this is if an investor had a \$1 million 5 year FRN originally bought early this year at BBSW +0.76%, but by the end of March equivalent FRNs were available paying a coupon of BBSW +1.20%. The new FRNs would be more attractive to investors, thus driving down the market price of the investor's original FRN. In this case the FRN would be discounted by approximately \$22,000 to \$978,000. However, interest has still accrued for the month at BBSW +0.76% and the investor will still receive \$1 million if held to maturity, barring an issuer default.

The fall in value on bank issued bonds (fixed rate & FRNs) is a paper loss only unless the bond is sold. Providing these bonds are held to maturity and the issuer remains solvent, they will pay back their par value upon maturity and interest along the way.

While the drop in bond prices have impacted investors' marked-to-market returns on existing holdings, they also provide an opportunity for sourcing highly rated new additions to portfolios, some at a discount to par, where appropriate and if consistent with an investor's strategy and policy.



- **Shares:**

Wild share market fluctuations have become common over much of the past two months as investors try to re-evaluate the long term earnings capability and even overall viability of the companies in their portfolios. The chart below shows the Australian share market, represented by the ASX 200 (black line) versus the US share market represented by the S&P 500 (blue line):



The chart shows how similarly both markets traded as the fears of the unknown took hold in late February through mid-March. Then as the markets digested the various monetary and fiscal recovery plans introduced by governments around the world sentiment turned more optimistic despite the clear hurdles still ahead.

Following the initial wide-ranging sell-off, investors are now distinguishing between industries and individual companies that will likely struggle badly in a shut-down economy and those that will remain viable or even do well.

Shares, and diversified funds with shares and other growth asset exposures, are recommended for long term holdings only, preferably 7+ years in order to smooth out the short term volatility inherent in these asset classes. While the past two months have been particularly volatile, with more sell-offs very possible over the coming months, it remains recommended to maintain a long term view on holdings in growth assets.



Looking Forward

While comparisons between this crisis and the GFC are inevitably drawn, there are important differences between the two. During the GFC, the banks were at the centre of the original cause and public trust in the banking sector plummeted and anger grew as governments stepped in to bail out banks in the interest of the overall financial system. This time around, the banking system is a critical partner in helping governments guide households and businesses through the financial pain.

The RBA's actions to maintain liquidity in the financial markets revolve around providing banks with the funding required to support small and medium sized businesses. In addition, banks have been actively assisting customers with loan relief arrangements that will not impact on their personal credit scores.

Meanwhile, fiscal measures by the Australian government have centred on increasing stimulus payments for job seekers and introducing a new "job keeper" payment to help otherwise employed workers tread water until their workplaces can bring them back.

With a startling level of business closures and job losses occurring over the past two months, the question is when, and in some cases if, individual businesses will be able to open again and particularly how quickly spending will bounce back once the economy reopens.

It is likely that people who had lost their jobs will not quickly resume spending once businesses reopen. And those willing to spend may be reluctant to congregate in malls, restaurants and other businesses that rely on face-to-face contact. This is expected to create a long "tail" on the eventual recovery.

With so many unknowns about how and when some degree of "normalcy" will return to daily life and the business world, economic forecasts have been greatly curtailed with only a few economists willing to make predictions more than a few quarters forward:

Medium Term Forecasts							Calendar Year		
	Mar-20	Jun 2020	Quarter Ending				2019	2020	2021
		Forecast	Sep 2020	Dec 2020	Mar 2021	Jun 2021	Actual	Forecast	Forecast
ECONOMIC FORECASTS									
World GDP							2.90%	-3.00%	5.80%
Australian GDP	1.00% (fcst)	-8.20%	-9.30%	-5.00%	-0.90%	2.50%	2.20%	-5.00%	4.00%
Australian CPI	2.00% (fcst)	1.10%	1.00%	0.90%	1.00%	1.20%	1.80%	0.90%	2.00%
Australian Unemployment	5.20% (act)	8.10%	8.80%	7.30%	7.00%	6.50%	5.20%	7.30%	6.00%
INTEREST RATES									
Aus: Forecast RBA Cash Rate	0.37% (act)	0.25%	0.25%	0.25%	0.25%	0.25%		0.25%	0.25%
Aus: 90 Day Bank Bill	0.25% (act)	0.22%	0.23%	0.27%	0.29%	0.31%		0.25%	0.30%
Fcst yield over 90day Bank Bill (diversified TD portfolio)		1.30%	1.00%	0.90%	0.90%	0.90%		1.15%	0.90%
Fcst Investment Returns (diversified TD portfolio)		1.52%	1.23%	1.17%	1.19%	1.21%		1.40%	1.20%
Sources: Reuters; RBA forecasts; The Economist, IMF, major bank economic forecasts; tradingeconomics									



Investment Portfolio vs Policy Limits

Council has a well diversified portfolio consisting predominately of term deposits and bank issued bonds from the highest quality institutions in Australia along with a modest exposure to growth assets through the NSW TCorpIM Medium Term Growth Fund.

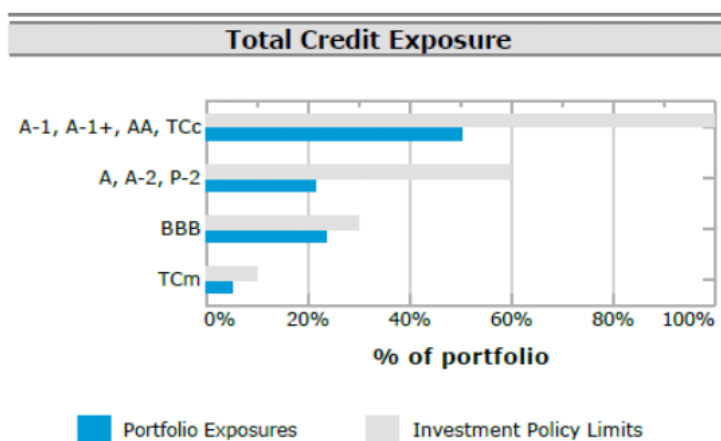
No change in Council's investment strategy is recommended in response to the current market conditions apart from the previously discussed suspension of new deposits into the NSW TCorpIM Cash and Short Term Income Fund due to the increase in their sell spreads.

The following tables summarise Council's Investment Portfolio, as at 31 March, in terms of its Investment Policy Framework:

- A. Overall Portfolio Credit Limits
- B. Individual Institution Limits
- C. Term to Maturity Limits

A. Overall Portfolio Credit Limits:

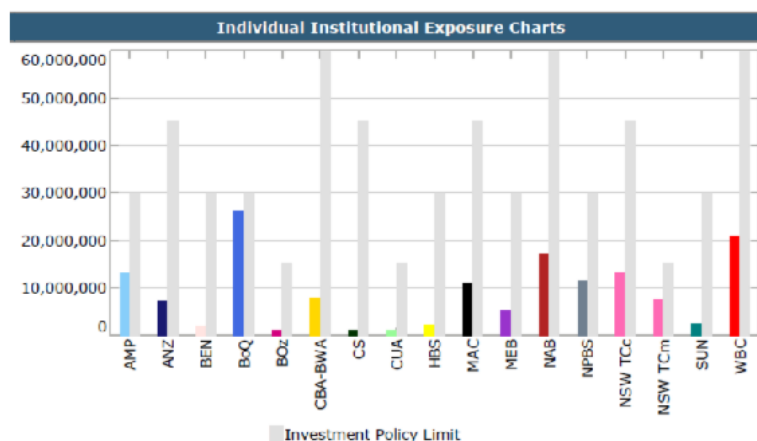
Council's investment management processes continue to ensure that overall exposures are within policy credit rating limits:





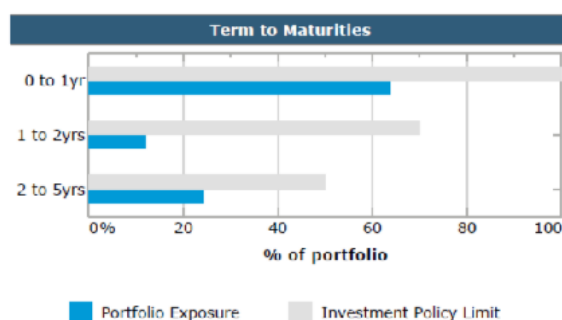
B. Individual Institution Limits:

Council's exposures to individual institutions remain well diversified and within policy limits:



C. Term to Maturity Limits:

Council's investment portfolio is well diversified across all time horizons and within policy limits:



Policy Minimum	Exposures		Min	
	(\$)	(%)	(%)	
Less than 3 months	46,488,069	31%	10%	✓
Between 3 months and 1 year	49,100,000	33%	20%	✓
Policy Maximum	Exposures		Max	
	(\$)	(%)	(%)	
Between 1 and 2 years	18,000,000	12%	70%	✓
Between 2 and 5 years	36,400,000	24%	50%	✓
149,988,069				

✓ = compliant
✗ = non compliant



Portfolio Return

The table below shows Council's portfolio was adversely affected in March by the drop in market value of its bank issued bond holdings and poor marked-to-market returns on the NSW TCorpIM Funds, including the Medium Term Growth Fund which has a diversified range of asset classes including shares.

The NSW TCorpIM Cash and Short Term Income Funds also recorded small negative performances for the month. Nevertheless, Council's portfolio return remains ahead of benchmark over the Financial Year to Date and past 12 months:

Historical Performance Summary (Annualised)					
	1 Month	3 Months	6 Months	FYTD	12 months
Portfolio Return (1)	-5.78%	-0.57%	0.63%	1.22%	1.72%
Index Return (2)	1.18%	1.03%	0.98%	1.04%	1.23%
Outperformance (3)	-6.96%	-1.60%	-0.35%	0.18%	0.49%

(1) Portfolio Return is the annualised rate of return for the portfolio for the specified period

(2) The Index Return is the Bloomberg AusBond Bank Bill Index

(3) Outperformance is the excess of the Portfolio Return over the Index Return



Summary:

- In a span of three months the world has changed dramatically as it battles the Covid-19 coronavirus. While the world's share markets have garnered most of the financial market related headlines, all investment classes are being affected as risk is being reassessed continuously.
- Interest rates on commercial bank accounts are directly influenced by the RBA's cash rate. With the RBA taking a stance to avoid zero or negative interest rates, bank account deposit rates are not expected to go below zero either.
- While term deposit rates have dropped sharply over the past few years, they remain well above the official cash rate. Even in countries where the official cash rate is negative, e.g. Switzerland and Japan, term deposit rates offered by the nations' largest banks are at zero or above.
- The fall in value on bank issued bonds (fixed rate & FRNs) is a paper loss only unless the bond is sold. Providing these bonds are held to maturity and the issuer remains solvent, they will pay back their par value upon maturity and interest along the way.
- Wild share market fluctuations have become common over much of the past two months as investors try to re-evaluate the long term earnings capability and even overall viability of the companies in their portfolios. Share markets are expected to remain volatile for several more months as news continues to unfold regarding the progress of treatments and vaccines for the virus.
- Council has a well diversified portfolio consisting predominately of term deposits and bank issued bonds from the highest quality institutions in Australia along with a modest exposure to growth assets through the NSW TCorpIM Medium Term Growth Fund.
- No change in Council's investment strategy is recommended in response to the current market conditions apart from the previously discussed suspension of new deposits into the NSW TCorpIM Cash and Short Term Income Funds due to the increase in their sell spreads.

Disclaimer: The statements and opinions contained in this report are based on currently prevailing conditions in financial markets and are so contained in good faith and in the belief that such statements and opinion are not false or misleading. In preparing this report, Prudential Investment Services Corp has relied upon information which it believes to be reliable and accurate. Prudential Investment Services Corp believes that this report and the opinions expressed in this report are accurate, but no warranty of accuracy or reliability is given. Prudential Investment Services Corp does not warrant that its investigation has revealed all of the matters which a more extensive examination might disclose. This report may not be reproduced, transmitted, or made available either in part or in whole to any third party without the prior written consent of Prudential Investment Services Corp. AFS Licence No. 468145.



Appendix A – Australian ADI Credit Ratings

S&P Ratings (unless noted otherwise)		As at 31 March 2020 (Changes within past 12 months in yellow)			
Issuer Name	Rating Type	Long Term Ratings	Date	Short Term Ratings	Date
Long term 'AA' rating category					
ANZ Bank New Zealand Ltd	Issuer	AA-	01-Dec-2011	A-1+	11-Sep-1996
	Outlook	Stable	09-Jul-2019		
Commonwealth Bank of Australia	Issuer	AA-	01-Dec-2011	A-1+	14-Jun-1996
	Outlook	Stable	09-Jul-2019		
National Australia Bank Limited	Issuer	AA-	01-Dec-2011	A-1+	15-Nov-1994
	Outlook	Stable	09-Jul-2019		
Westpac Banking Corporation	Issuer	AA-	01-Dec-2011	A-1+	12-Sep-1996
	Outlook	Stable	09-Jul-2019		
Bank of Melbourne		Refer to Westpac Banking Corp		Refer to Westpac Banking Corp	
Bankwest		Refer to Commonwealth Bank of Aust		Refer to Commonwealth Bank of Aust	
St George Bank		Refer to Westpac Banking Corp		Refer to Westpac Banking Corp	
Rabobank Australia Ltd	Issuer	Aa2 (Moody's)	28-May-2015	P-1 (Moody's)	28-May-2015
	Outlook	Stable	28-May-2015		
Long term 'A' rating category					
Cuscal Limited	Issuer	A+	22-Dec-2010	A-1	22-Dec-2010
	Outlook	Stable	05-Nov-2018		
HSBC Bank Australia Limited	Issuer	A+	30-Jul-2013	A-1	30-Jul-2013
	Outlook	Stable	30-Jul-2013		
Suncorp-Metway Limited	Issuer	A+	04-Oct-2010	A-1	11-Dec-2003
	Outlook	Positive	31-Jan-2020		
ABN AMRO Bank N.V.	Issuer	A	16-Nov-2012	A-1	05-Feb-2010
	Outlook	Positive	16-Sep-2017		
Bank of China Ltd	Issuer	A	30-Nov-2011	A-1	30-Nov-2011
	Outlook	Stable	30-Nov-2011		
Citigroup Pty Ltd	Issuer	A	17-Dec-2016	A-1	17-Dec-2016
	Outlook	Stable	17-Dec-2016		
Macquarie Bank Ltd	Issuer	A+	11-Dec-2019	A-1	17-Jan-1994
	Outlook	Stable	11-Dec-2019		
ING Bank (Australia) Ltd	Issuer	A	27-Jul-2017	A-1	27-Jul-2017
	Outlook	Stable	27-Jul-2017		
Long term 'BBB' rating category					
AMP Bank Ltd	Issuer	BBB+	27-Aug-2019	A-2	01-Mar-2019
	Outlook	Negative	27-Aug-2019		
Bank of Queensland Limited	Issuer	BBB+	22-May-2017	A-2	04-Sep-2013
	Outlook	Stable	22-May-2017		
Bendigo & Adelaide Bank Limited	Issuer	BBB+	22-May-2017	A-2	29-May-2002
	Outlook	Stable	22-May-2017		
Heritage Bank Ltd	Issuer	Baa1 (Moody's)	20-Jun-2017	P-2 (Moody's)	20-Jun-17
	Outlook	Stable	20-Jun-2017		
Mystate Financial Ltd	Issuer	Baa1 (Moody's)	17-Oct-2017	P-2 (Moody's)	17-Oct-17
	Outlook	Stable	17-Oct-2017		
QT Mutual Bank Limited	Issuer	BBB+	16-Jul-2012	A-2	16-Jul-2012
	Outlook	Stable	24-Nov-2018		
Rural Bank Ltd		Refer to Bendigo & Adelaide Bank		Refer to Bendigo & Adelaide Bank	
Australian Central Credit Union Ltd (Peoples Choice Credit Union)	Issuer	BBB	22-May-2017	A-2	15-Jun-2012
	Outlook	Stable	22-May-2017		
Auswide Bank Ltd	Issuer	Baa2 (Moody's)	18-Sep-2017	P-2 (Moody's)	18-Sep-2017
	Outlook	Stable	18-Sep-2017		
Bank Australia	Issuer	BBB	22-May-2017	A-2	21-Jan-2008
	Outlook	Stable	22-May-2017		
Credit Union Australia Ltd	Issuer	BBB	22-May-2017	A-2	15-Oct-2010
	Outlook	Stable	22-May-2017		
Defence Bank Ltd	Issuer	BBB	22-May-2017	A-2	22-Apr-2013
	Outlook	Stable	22-May-2017		
Greater Bank Ltd	Issuer	BBB	22-May-2017	A-2	12-Oct-2006
	Outlook	Stable	22-May-2017		
IMB Ltd	Issuer	Baa1 (Moody's)	22-Dec-2017	P-2 (Moody's)	22-Dec-2017
	Outlook	Stable	22-Dec-2017		
Members Equity Bank Pty Ltd	Issuer	BBB	22-May-2017	A-2	25-Aug-2006
	Outlook	Stable	22-May-2017		
Newcastle Permanent Building Society Ltd	Issuer	BBB	22-May-2017	A-2	12-Oct-2004
	Outlook	Stable	22-May-2017		
Police & Nurses Ltd	Issuer	BBB	01-Sep-2014	A-2	02-Feb-2012
	Outlook	Stable	22-May-2017		
Police Bank Ltd	Issuer	BBB	22-May-2017	A-2	02-Feb-2012
	Outlook	Stable	22-May-2017		
Teachers Mutual Bank Ltd	Issuer	BBB	22-May-2017	A-2	04-Aug-2010
	Outlook	Stable	22-May-2017		
Qudos Bank (Qantas Staff Credit Union Ltd)	Issuer	Baa1 (Moody's)	29-Jul-2019	P-2 (Moody's)	29-Jul-2019
	Outlook	Stable	29-Jul-2019		
QBank (QPCU Ltd)	Issuer	BBB-	22-May-2017	A-3	22-May-2017
	Outlook	Stable	22-May-2017		

Item No: C05/20-435

PROPOSED GRANTING OF EASEMENT THROUGH MONTEREY STREET PARK, SOUTH WENTWORTHVILLE

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: SC486
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This reports recommends that Council grant an easement through Monterey Street Park, South Wentworthville to an adjoining property owner in accordance with their approved Development Consent.

RECOMMENDATION

That:

- 1. In accordance with S. 377 (1)(h) of the *Local Government Act 1993*, Council approve the creation of an easement from the rear of 24 Monterey Street, South Wentworthville through part of Monterey St Park in accordance with DA2018/432, subject to an independent valuation and compensation being paid to Council.**
- 2. The final easement location and design be subject to the expert advice of Council's Engineering team.**
- 3. The easement approval be subject to concurrence from Sydney Water and public notice being undertaken.**

REPORT

Background

The subject development application, DA2018/432 for 24 Monterey Street, South Wentworthville (Lot 541 DP 11653) was received by Council on 15 November 2018. The proposal sought approval for demolition of existing structures and construction of a two storey dual occupancy with Torrens title subdivision into 2 lots. The site has a fall of approximately 1.15m from front to rear.

As part of the assessment of the development, a referral was made to Council's Development Engineers for review. Following this review it was recommended that the following deferred commencement conditions, relating to stormwater discharge on Council's Monterey Street Park be imposed on the development:

Stormwater Discharge

Stormwater can be discharged to the west across the Monterey Street Park into the existing concrete channel. This would require permission from Sydney Water being the owner of the channel.

Alternately, stormwater can be discharged into an existing pipe, further south across the park discharging into the same channel. This would require permission from Sydney Water being the owner of both the channel and the pipe. A written permission from Sydney Water shall be submitted to Council.

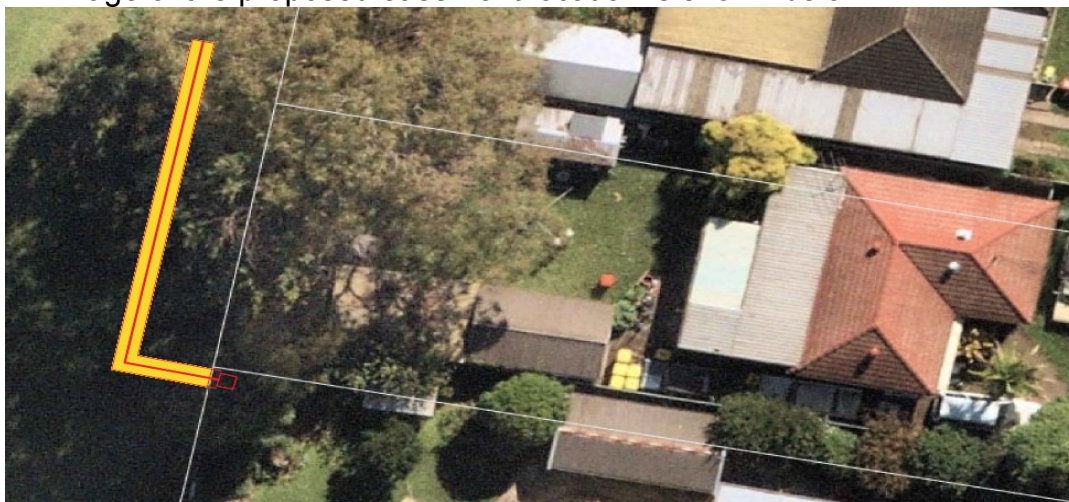
The route of the minimum 1m wide drainage easement through Council's Reserve will need to be approved by Council prior to implementation. Generally, Council will seek a drainage easement route that has the least impact upon existing trees, infrastructure and recreational activities. A longitudinal section of the proposed new stormwater overflow pipe discharging into the channel/pipe shall be submitted to Council showing the depth and location of all the services within the area of the proposed works.

Creation of Drainage Easement

A drainage easement 1.00m wide (minimum), and corresponding with the approved drawing, shall be created in favour of the property to be developed over Monterey Street Park, to permit the disposal of stormwater into the channel or pipe. Documents relative to the creation of the easement to be lodged with the NSW Land Registry Services with registration being effected prior to Schedule B commences. All costs associated with the creation of easements shall be borne by the applicant.

The applicant's stormwater discharge system included fill of about 1.5m in backyard to allow gravity drainage. This was not possible due to the level difference and amenity impacts on adjoining properties due to such extensive fill. Council's Development Engineers therefore recommended the above conditions to seek easement and allow gravity drainage.

An image of the proposed easement location is shown below.



As the subject property is required to drain via gravity to Council stormwater system, the applicant submitted a stormwater plan demonstrating the proposed disposal method.

The proposed system is to be connected to an existing stormwater pipe/headwall owned by Sydney Water. Council has already approved a similar stormwater connection for 28 Monterey Street (CC/201/565).

Council engineers are supportive of the proposal subject to a detail design.

It is now requested that Council support the creation of this easement.

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

Council will command a level of compensation for this easement. This will be subject to an independent valuation report and must be paid by the applicant prior to the granting of the easement.

CONCLUSION

It is now recommended that Council grant the easement through Monterey Street Park, South Wentworthville to an adjoining property owner in accordance with their approved Development Consent.

ATTACHMENTS

Nil

Item No: C05/20-436

DRAFT URBAN TREE STRATEGY

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: SC475
Community Strategic Plan Goal: *A clean and green community*

SUMMARY

Following Council's resolution in October 2018, a Draft Urban Tree Strategy has been developed to provide strategic direction and a coordinated approach to effectively manage Council's tree population. The Draft Strategy has a ten year horizon, supported by identified key focus areas and a short term action plan. It also covers topics identified in Council's resolution.

It is recommended that the Draft Strategy 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.

RECOMMENDATION

That Council place the Draft Urban Tree Strategy 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

At the Council meeting held on 22 October 2018, Council resolved:

"That Council develop an Urban Tree Strategy for Cumberland to mitigate the heat island effect and maintain the amenity of our community as building continues into the future. This Strategy should include guidance for residents on the best species and location for planting on private land and a plan and program for increasing tree cover on public land, including street trees and trees in open space. This report is also to include consideration to suitable species for planting around or under utilities."

Cumberland has one of the lowest tree canopy coverage in NSW with approximately 15% tree canopy cover. Over the coming years, Council faces significant changes to its environment. These challenges include urban heat effects, population growth and increasing pressure on the natural environment.

The Draft Urban Tree Strategy outlines a strategic and coordinated approach to managing trees in Cumberland. It has been developed to protect and enhance green canopy in the Cumberland area. The Draft Strategy also covers topics identified in Council's resolution.

The Draft Strategy outlines a framework for tree management, sets out a vision and identifies objectives and actions under three Key Focus Areas:

- Key Focus Area 1: Community Education and Engagement
- Key Focus Area 2: Maintain, Protect and Increase Existing Tree Canopy
- Key Focus Area 3: Strategic Planning and Innovation

Each focus area has a specific objective, measurable targets and actions to achieve the objective. This Draft Strategy will help achieve Council's vision for a clean, green and sustainable Cumberland area.

The Draft Strategy also complements other initiatives related to tree management in Cumberland, such as controls and guidance in the new Cumberland Development Control Plan.

COMMUNITY ENGAGEMENT

Initial engagement was previously undertaken on the Draft Strategy, including a community focus group, 'Have Your Say' survey, social media campaign and through community outreach days held across Council's five wards.

Subject to Council endorsement, the Draft Strategy 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

Policy implications are outlined in the main body of the report.

RISK IMPLICATIONS

The Draft Strategy provides guidance to minimise risks associated with tree management, and will inform operational procedures by Council.

FINANCIAL IMPLICATIONS

Actions arising from the Draft Strategy can be funded within the existing budget. Grant funding will also be sought on relevant actions where applicable.

CONCLUSION

The Draft Urban Tree Strategy has been developed to provide strategic direction and a coordinated approach to effectively manage trees in the Cumberland area. It is recommended that the Draft Strategy 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 Urban Tree Strategy [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-436

Attachment 1
Draft Urban Tree Strategy



Draft Urban Tree Strategy *2020*

Acknowledgement of Country

Cumberland City Council acknowledges the Darug Nation and People as Traditional Custodians of the land on which Cumberland City is situated and pays respect to Aboriginal Elders both past, present and future.

We acknowledge Aboriginal and Torres Strait Islander Peoples as the First Peoples of Australia.

Cumberland City Council acknowledges other Aboriginal and Torres Strait Islander Peoples living in the Cumberland Local Government Area and reaffirms that we will work closely with all Aboriginal and Torres Strait Islander communities to advance reconciliation within the area.

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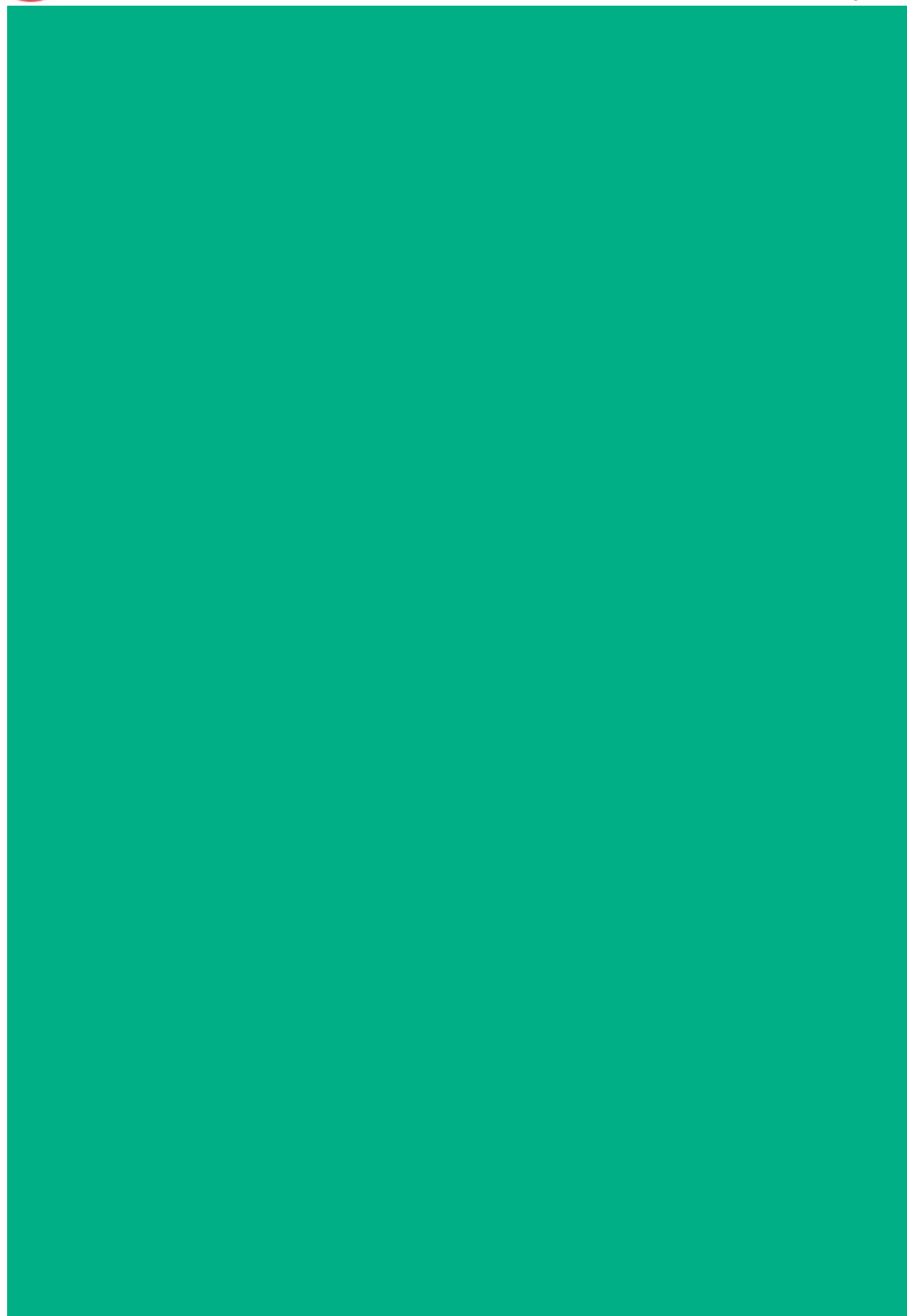
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PART A: SETTING THE SCENE

Introduction

The Urban Tree Strategy will help Cumberland City Council manage its collective tree and canopy asset. It provides a strategic and coordinated approach to managing Council's tree population over 10 years and is supported by a short term action plan.

OBJECTIVES

The objectives of the Urban Tree Strategy are to:

- increase community knowledge and appreciation of trees
- maintain and protect existing trees
- align with regional strategies to strengthen green corridor connections.

This will be achieved through taking a holistic approach to managing tree assets to ensure that all aspects of tree management respond to our community and environmental needs.

POLICY CONTEXT AND PLANNING FRAMEWORK

This Strategy provides a framework and direction for managing our tree asset. It supports delivery of Council's Community Strategic Plan and supports regional plans to improve green corridor connections and address localised environmental issues.

Central City District Plan

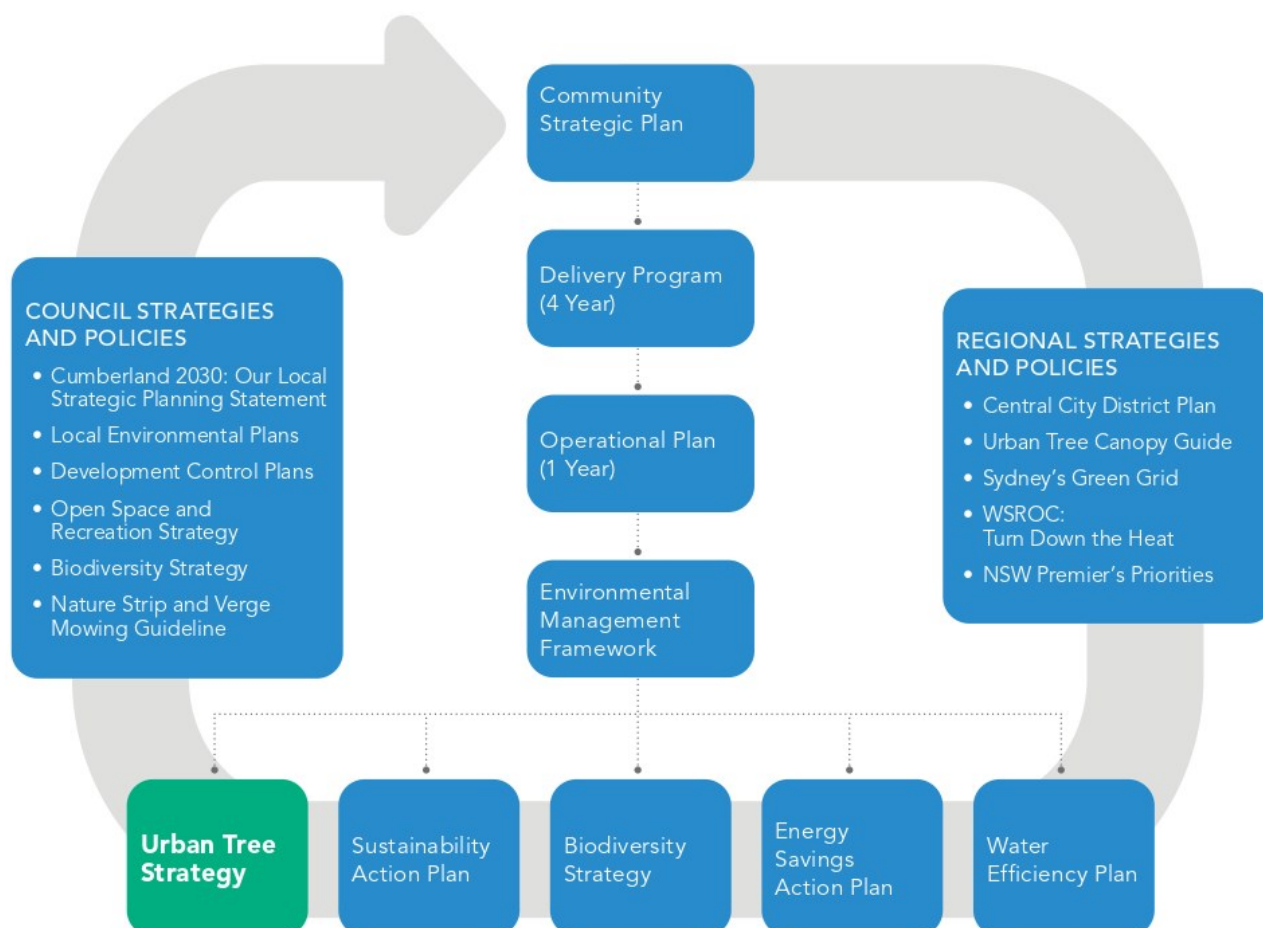
The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. The District Plan assists councils to plan for and support growth and change, and align their local planning strategies to place-based outcomes. The Urban Tree Strategy will help Council meet its regional commitments by addressing Planning Priority C16: Increasing urban tree canopy cover and delivering Green Grid connections.



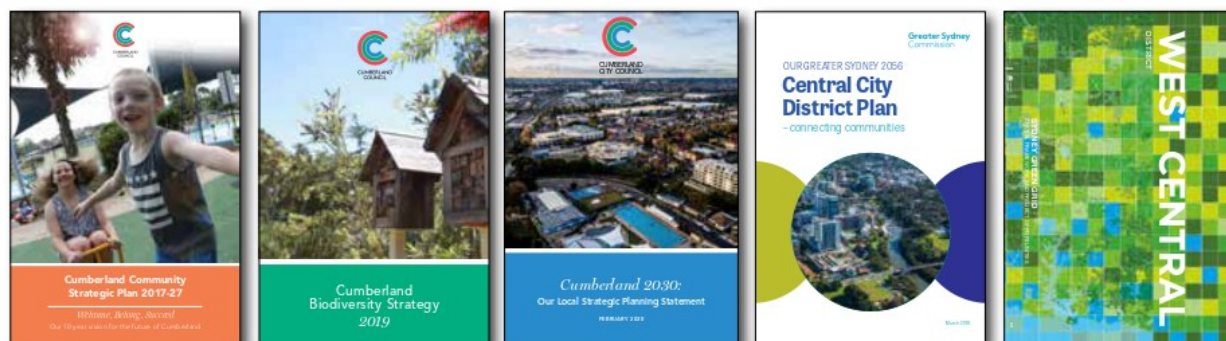
Cumberland 2030: Our Local Strategic Planning Statement

Cumberland 2030: Our Local Strategic Planning Statement plans for the Cumberland area's economic, social and environmental land use needs over the next 10 years. The Urban Tree Strategy will help deliver three of the planning priorities from the Statement, including:

- Planning Priority 13: Protecting, enhancing and increasing natural spaces
- Planning Priority 15: Planning for a resilient city that can adapt to natural hazards and climate change
- Planning Priority 16: Supporting urban cooling to minimise heat island effects



Policy context and planning framework



The Urban Tree Strategy provides strategic direction and support to local and regional priorities

Community Strategic Plan

Cumberland's first Community Strategic Plan 2017-27 sets out our community's vision for the future and the strategies in place to achieve this vision. The Urban Tree Strategy helps to deliver Strategic Goal 3 for 'A clean and green community'. This Strategy will help realise our community's vision for a high quality and abundant green spaces, help mitigate heat island effects and protect our natural environment.

Open Space and Recreation Strategy

The purpose of the Open Space and Recreation Strategy is to provide Council direction for open space, sport and recreation services and facilities. The Urban Tree Strategy supports the Open Space and Recreation Strategy by directing tree plantings in public spaces to help link parks and natural areas. Increasing trees and tree canopy also encourages our community to participate in outdoor activities such as leisurely walks and picnics in our parks.

Biodiversity Strategy

This Biodiversity Strategy presents a strategic and coordinated approach that has been developed by Council in consultation with the community to attract and effectively manage resources for biodiversity protection and enhancement in the Cumberland area. The Biodiversity Strategy aims to realise the community's vision for 'A clean and green environment for current and future generations to enjoy by protecting and enhancing Cumberland's natural areas and green infrastructure'. The Urban Tree Strategy helps to deliver Key Focus Area 2 'Habitat connectivity and condition'.

Sydney's Green Grid

The NSW Government has identified a network of high-quality green space that connects town centres, public transport hubs and major residential areas. This is known as Sydney's Green Grid. This plan highlights the importance of the interconnecting network of green space, riparian corridor and canopy cover. The Urban Tree Strategy supports corridor connections and ecological enhancement for the Duck River and Prospect Creek Corridors within the Cumberland area.

Urban Tree Canopy Guide

The Greener Places - Urban Tree Canopy Guide has been developed by the Government Architect NSW to help local councils design, plan and deliver green infrastructure across NSW. This Guide provides information on the importance of urban tree canopy and its capacity to improve urban climate, ecosystem and human health, and enhance health and wellbeing for communities across NSW. The Guide informs the scope of the Urban Tree Strategy.

WSROC: Turn Down The Heat

This Strategy by the Western Sydney Regional Organisation of Councils (WSROC) provides strategic direction and actions to increase awareness and mitigate the impact of urban heat in Western Sydney. The Urban Tree Strategy supports Action 8: Urban Forest Strategy to help keep trees healthy and increase green canopy to provide cooling on extreme heat days.

Verge Mowing Policy

Council's Verge Mowing Policy acknowledges the important role the community plays in maintaining nature strips adjoining their property. Council maintains the street trees but relies on residents to maintain the grass. The Urban Tree Strategy works alongside the Verge Mowing Policy by encouraging residents to modify their section of nature strip by planting low growing, soft foliage plants. Any resident wishing to carry out modifications to the nature strip needs to apply in writing to council for approval prior to any works being carried out.

NSW Premier's Priorities

The Premier's Priorities are a commitment to enhance the quality of life of people in NSW. The Urban Tree Strategy will create greener public spaces by enhancing green canopy in parks and streets to reduce the urban heat island effect, increase biodiversity and improve air quality.

COMMUNITY ENGAGEMENT

The success of the Urban Tree Strategy relies on the support and involvement of our community. Our community can help to increase green canopy cover by planting trees on private property, identify planting locations, help water newly planted trees and participate in community planting days. As part of the development of the Strategy, Council delivered a range of engagement activities, including a focus group, online survey, social media awareness and community outreach days.

Resident Focus Group

Council invited 12 residents to attend a focus group to learn about the challenges and opportunities with planting trees on private property. Some findings from the focus group included:

- Reasons for planting trees
 - Increasing privacy
 - Providing shade on hot days
 - Improving the appearance of the surrounding area and their property
- Reasons against planting trees
 - Age and ability to maintain trees
 - Desire for tidy gardens
 - Availability of on-street parking
- Barriers
 - Lack of accountability amongst private certifiers and developers
 - Increased high density development, reducing deep soil area
 - High number of renters, with restrictions for tenants to plant
- Opportunities
 - Providing more information about what trees to plant
 - Run tree planting days and offer pop-up tree giveaways
 - Tree planting workshops

Survey

An online survey was available from December 2019 to February 2020. A total of 204 responses was received. When participants were shown pictures of their ideal tree canopy cover, 94% of responses selected medium to high tree coverage on both sides of the street. This represents a desire to have over 55% tree canopy cover along streets.

“

‘Our parks **MUST** be cool places and our streets cool zones if we are to continue to engage with temperatures approaching 50 degrees in Sydney’s west.’

‘It is always a great idea to plant more tree as there are so many benefits. Even more important though is to protect existing established trees.’

‘I would like to see streets, watercourses, town centres, industrial areas all treed. My hope is we can look at all areas in Council domain to be increased in trees.’

‘Private properties are too small for a lot of trees. Many street trees are planted too close to intersections – they block visibility’

‘It would be terrific if members of the public could contribute to public tree plantings.’

‘Please stop cutting them the trees.’

‘A great idea, but I think the maintenance is what most people worry about.’

‘This council allows too many properties to cut down trees, especially where a house has been demolished and large duplexes are the replacement.’

‘Try to plant and educate about endemic species that will attract native fauna and also provide for local native bee populations.’

”

In terms of planting trees on private property, 76% of participants indicated they were able to plant trees on their property. 24% indicated they were not able to plant trees on their property which could be due to a lack of available space, potential damage to property, knowledge of what to plant and the cost involved. Of the type of trees residents were interested in planting, residents showed the most interest in planting natives, fruit trees and flowering trees between 3m-6m and under 3m in height.

In regard to how Council can help residents plant more trees, residents showed strong interest in receiving more information about good trees to plant, followed by incentives (rebates and discounts) and more tree giveaways.

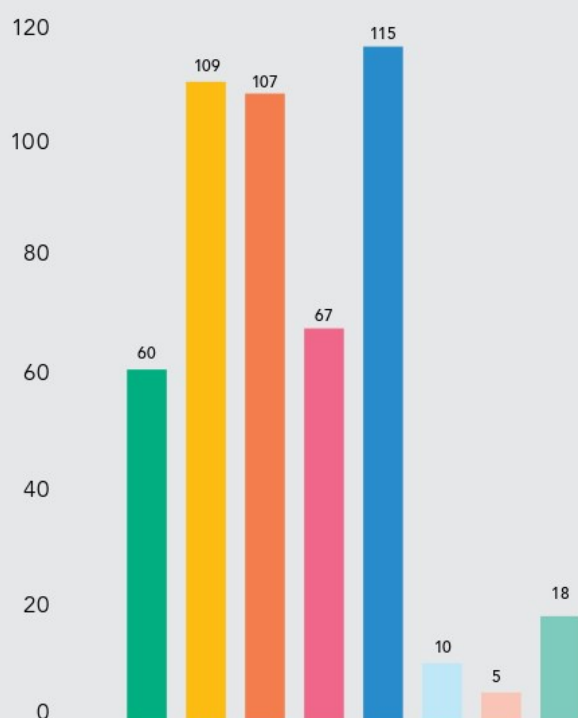
Residents also showed a strong interest in wanting to see more trees planted along residential streets, followed by parks and then town centres.

Snapshot of response from community engagement



"How could Council encourage tree planting on your property".

Strong interest in tree giveaways, receiving more information and planting incentives.

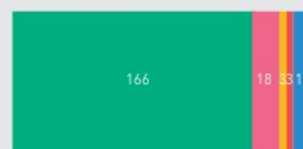


QUESTION OPTIONS:

- Gardening workshops
- Providing information about good trees to plant
- Incentives to plant trees (e.g. rebates and discounts)
- Providing information about how to plant trees
- Tree giveaways
- I don't have any space to plant trees
- I don't want to plant more trees
- Other (please specify)

(155 responses)

"I would like to see more trees planted in our local area."



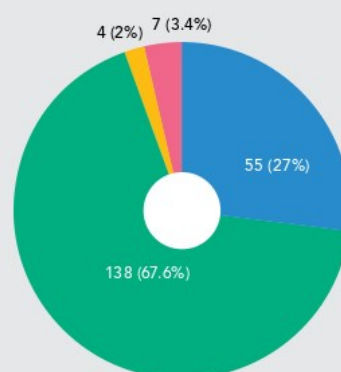
50 100 150 200 250

90% of participants would like to see more trees in the local area

Answer options:

- Definitely agree
- Somewhat agree
- Neither agree or disagree
- Somewhat disagree
- Definitely disagree

(204 responses)



"What is an ideal canopy cover percentage?"

Majority of responses desired a canopy cover of 55%

QUESTION OPTIONS:

- A - Tree coverage <10%
- B - Tree coverage >65%
- C - Tree coverage <25%
- D - Tree coverage 55%

(204 responses)

Context

WHAT IS AN URBAN TREE CANOPY?

An urban tree canopy is the total tree canopy area found in our public spaces and on private property. It is a network of all our trees and forms a key component of our green infrastructure.

Our tree canopy includes all varieties of our tree stock, including native and exotic species, deciduous and evergreens. Our tree canopy spreads out from our busy town centres to our commercial and residential streets, along our railway corridors, rivers and creeks to our green parks. Together, our network of trees play a critical role in our community and environment.

Trees help to create healthy cities by providing shade, habitat, cooling our surrounds, contributing to health and wellbeing and creating a sense of place and local identity. A healthy and well managed urban tree canopy forms an important part of our green infrastructure.

WHY DO WE NEED AN URBAN TREE CANOPY?

Our urban tree canopy plays an important role in our community and environment. It is managed by multiple groups who include individuals, private organisations, council and state government. The urban tree canopy does not stop within our local government area. It spans and connects beyond our area into our neighbouring councils and its management requires collaboration with other non-council organisations who include utilities, state government agencies, developers, individuals and organisations. This strategy provides a path to manage this important green infrastructure so that it continues to provide benefits for current and future generations.

WHAT IS THE ROLE OF LOCAL GOVERNMENT IN MANAGING URBAN TREES?

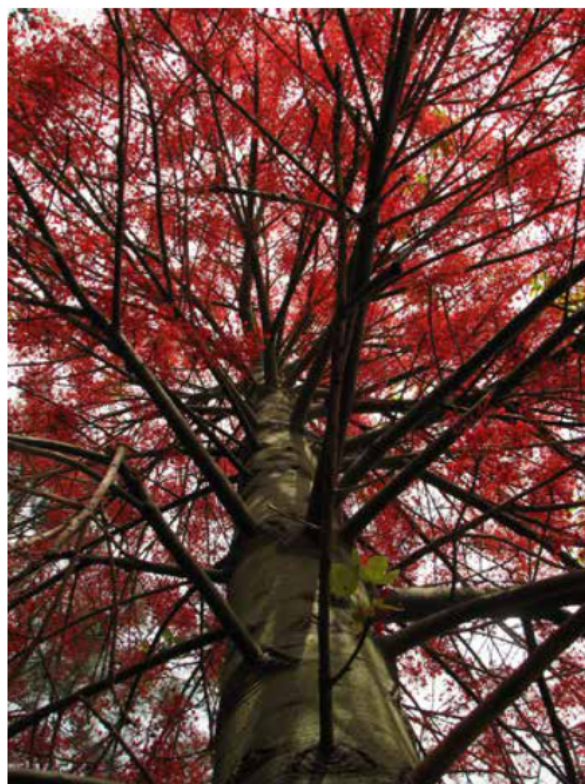
Local government is the closest tier of government to the local community. It is responsible for good governance and care of local communities and their environment. The Local Government Act 1993 states that Councils have a legal and moral obligation to manage its assets (including trees on private and public properties) to a standard that will not cause injury to the public.

Local Councils, in consultation with their communities, prepare Local Environmental Plans (LEPs) to control the form and location of new development, along with protecting open space and environmentally sensitive areas through zoning and development controls.

Development Control Plans (DCP) prepared by local councils can promote development that conserve and enhances bushland, waterways, biodiversity and tree canopy.

As such, the protection of trees at a local level is achieved through provisions in the DCP which identify when a permit is required to clear a tree or other vegetation under the State Environmental Planning Policy (Vegetation in Non-Rural Areas 2017).

Council also has a range of operational procedures for the management of trees on its assets, such as parks and local streets.



BENEFITS OF URBAN TREES

Habitat for Wildlife

Trees provide habitat and food for our native wildlife. Birds, insects, bugs and bees rely on trees for shelter, food and safe passage to move across our landscape. Increasing the number and species of trees helps to make our biodiversity and environment resilient.

Cleaner Air

Trees help to improve air quality by absorbing air pollutants through their pores and filtering these chemicals and releasing oxygen back out into the environment. Through this same process, trees help to address climate change by absorbing carbon dioxide and storing the carbon in the tree, leaves and soil.

Natural Air Conditioning

Planting the right tree in the right location around the home helps to naturally cool and shade the house. Selecting the right tree will provide shade during summer, whilst dropping leaves in winter to let in the warm sun. This can help reduce electricity bills and lower environmental emissions.

Reducing Urban Heat Island Effect

The Urban Heat Island Effect is a localised weather event where an area is warmer than its surrounds due to hard surfaces like roads, roofs, pavements that absorb, hold and radiate heat for longer. This issue is made worse as our cities grow and replace natural green spaces with hard surfaces. Hard surfaces directs rainfall into the stormwater channel away from the ground, leaving little moisture which lowers the opportunity for evapotranspiration cooling to occur.



This effect is magnified on extreme heat days, where certain areas can experience hotter temperatures. A 2019 study by Cumberland City Council and Western Sydney University found that on extreme heat days, temperature differences in the area could vary up to 10°C. The research suggests that trees play a role in cooling our environment. Specifically tall trees, above 15m with dense canopies, provide the most cooling benefits for the community.

Urban heat creates additional health impacts to residents in Western Sydney. Periods of extreme hot weather affects the health and wellbeing of the very young, senior citizens and outdoor workers in our community. During heatwaves, instances of heat related injuries such as dehydration, respiratory and heart disease increase.

Stormwater Management

Trees help to manage stormwater flows during heavy rain. Trees help to keep soils healthy and reduce the rate and volume of surface water runoff, helping to delay peak flows into the stormwater channels. At the same time, tree roots, trunks, leaves, canopy and its soil absorb and filter pollutants and nutrients before flowing into the stormwater, creeks and rivers helping to keep our stormwater clean. Opportunities exist to incorporate water sensitive design with tree management, such as raingarden tree pits and tree inlet systems.

Streetscape Benefits

Trees help to create a 'sense of place' and contributes to the identity and character of an area. Well-designed tree lined streets have the ability to define our precincts and to soften our built environment by adding colour and screening undesirable sights. Trees support positive mental health by reminding us of seasonal changes as the foliage changes throughout the year. A healthy tree population can help create a sense of pride in the community.

Community Benefits

Trees play a pivotal role in improving community health and wellbeing. Trees encourage our community outdoors which helps to address obesity, mental wellbeing and create social cohesion. Well planned street trees play an important role in connecting our streets to our parks and green spaces. This encourages children and adults to reconnect with nature which has shown to positively influence our mental wellbeing, reduce stress and build social cohesion.

Economic Benefits

Trees work 24 hours a day throughout the year to our benefit. Trees are natural air filters that constantly work to clean our air, filter our storm water, produce oxygen for us to breathe and provide shade and cooling effects in our community. An abundant urban canopy allows for homeowners, businesses and commercial to save on energy cost by lowering air conditioning use. Tree lined streets improve the local economy by making our town centres attractive for people to visit and stay longer.

Add Value to Property

Leafy suburbs and streets have the potential to add value to property prices. Research shows that planting the right tree in the right location beautifies the property, cools the home, adds privacy and creates a sense of place. Planting two trees, or providing 20% of space for trees, has also been identified to increase property value.

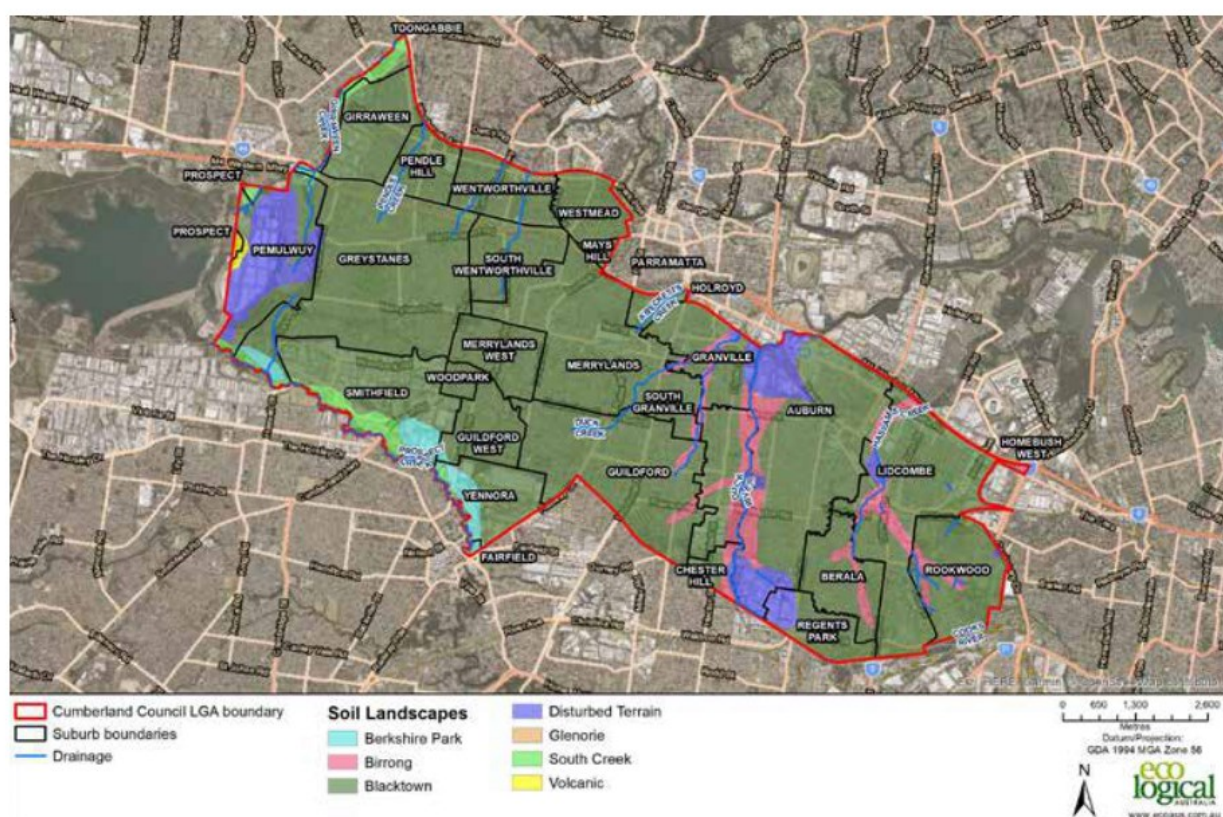
THE CUMBERLAND LANDSCAPE

The Cumberland Local Government Area is situated 20 km west of Sydney CBD and covers 72 square kilometres. The Council stretches 16 kilometres from the Rookwood Necropolis to Reconciliation Road in Pemulwuy.

This area lies within the Cumberland Plain Woodlands, a distinct group comprised of Grey Box Eucalyptus, Forest Red Gums, Narrow-leaved Ironbarks and Spotted Gum. The woodlands once cover 30% of the Sydney basin but now is listed as a threatened community, reduced to less than 9% and fragmented across a highly urban landscape.

The landscape has gently undulating terrain with some flood-prone lands. The Blacktown soil landscape dominates the Cumberland area. It is characterised by gently undulating rises on Wianamatta Group shales with local relief 10-30m and slopes generally

<5% but up to 10%. These soils are typically sodic, highly erodible and have poor fertility and drainage (Cumberland Biodiversity Strategy 2019). This clay soil supports dry sclerophyll woodland which is characterised by Grey Box, Forest Red Gum, Narrow-leaved Ironbarks and open woodlands with an understory of tufted native grasses. Examples of these original woodland can be found Central Gardens, Holroyd. Soil landscapes present along some of the main waterways include Birrong, Berkshire Park, South Creek, Volcanic and Disturbed Terrain.



Soil profile of Cumberland





Dreamtime Stories Time with Auntie Cleonie Quayle at NAIDOC Week Tent Program at the Fun 4 Kids Event held on 13 July

HISTORICAL PERSPECTIVES

Aboriginal History

For tens of thousands of years before European settlement, what would become the Cumberland was home to several clans of the Darug (also spelt Dharug, Daruk or Dharik) people.

Like all Aboriginal people, the Darug people did not own the land but belonged to the land. They respected it and referred to it as their mother and had excellent land management skills which meant they did not have to artificially cultivate crops to survive. Being primarily hunters and gatherers of their food, the Darug

displayed seasonal and ecologically friendly practices within their environment. They only harvested food as was needed, before moving on to other sources, ensuring that plants and animals would be available the following year.

Darug culture had (and still has) a strong spiritual connection with the place an individual was born or conceived, which demanded a responsibility by each person to look after the land, as well as plant and animal life.

European Settlement

On 5 February 1788, soon after the landing of Captain Phillip at Sydney Cove, Captain John Hunter and Lieutenant William Bradley sailed up what is now known as the Parramatta River, to the area now known as Homebush Bay.

Around this time, the area was dry and open with small creeks cutting through the landscape with abundant vegetation. The landscape was dry sclerophyll woodland dominated by grey box, forest red gum, blackbutt, box and stringybark and apple-gums. A thick understorey of native grasses like kangaroo grass and blackthorn shrubs spread across the landscape.

Towards the western edge of the area the more hilly terrain supported similar woodland trees but with the addition of narrow-leaved ironbark, Australian indigo, green wattle and buttercups. In the low lying areas around Yennora, the clay soils supported an abundant population of paperbark scrubs, she-oaks and casuarinas along Prospect Creek.

This diverse natural vegetation provided habitat for native animals. The landscape support large populations of kangaroos and wallabies. Ducks and fowl were plentiful, so much so that the Duck Creek and Duck River was named for this reason.

Given the location and natural resources of Cumberland, early Europeans harvested the highly sought after timber needed to expand Sydney colony. The timber industry established quickly and large amounts of trees were harvested and hauled to the Duck River and ferried to Sydney.

In the decades that followed, the land was quickly cleared making way for farmland. In the early 1820s, large parcels of land were granted to farmers and graziers and fruit orchards flourished around Westmead, Toongabbie and Guildford. By the mid-1850s, the area began to change again as the construction of the railway enabled the townships to grow. This brought in new families and development of new industries and factories such as flour mills, brick works, slaughter yards and tanners. By the 1960s, the uninhabitable swampy low-lying lands around Yennora and Smithfield were rezoned to industrial estates.



View towards Prospect Hill, 1927 (Photo: Boral)

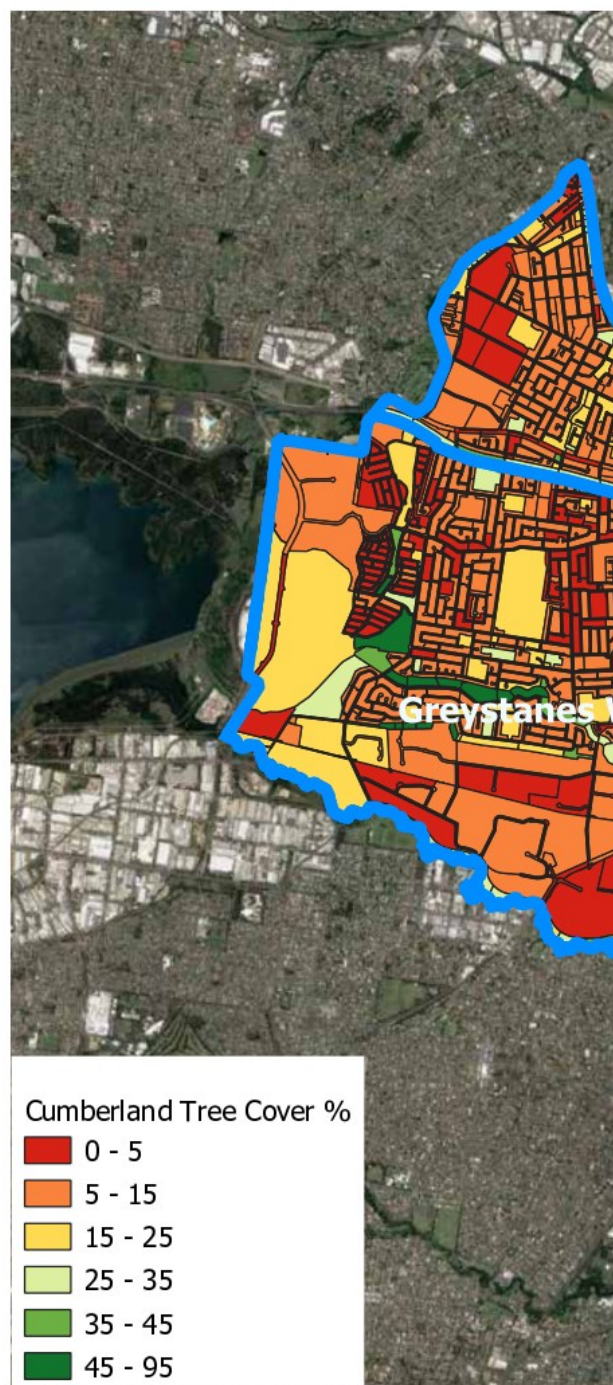
CURRENT STATE OF URBAN TREES

Canopy cover varies across the Sydney landscape. This is because of influencing factors such as historical evolution of town centres, planning decisions, land use priorities, soil types and tree management budgets.

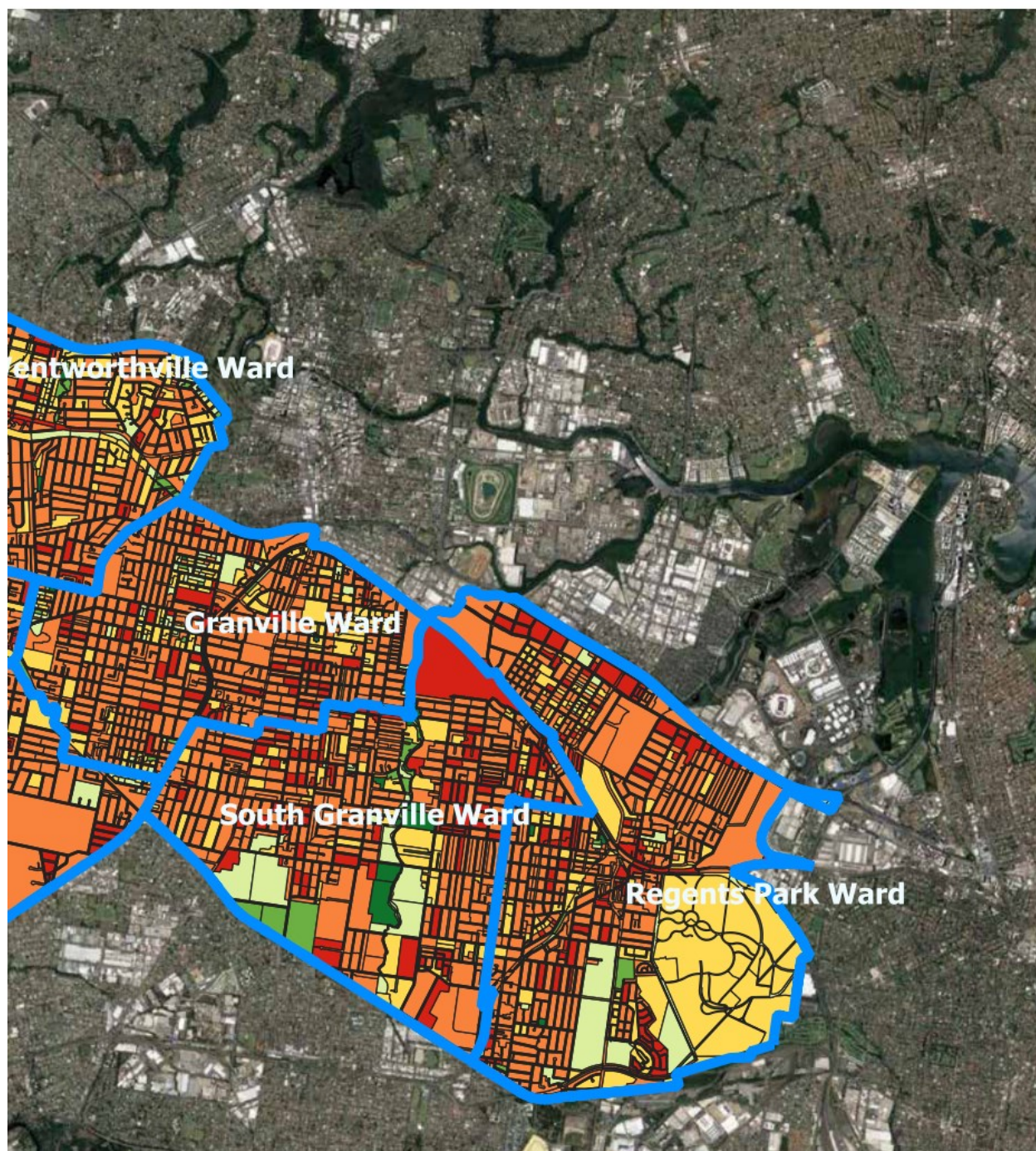
According to research by University of Technology Sydney, Cumberland's tree canopy coverage is approximately 15%, shrubland covers approximately 5%, 50% is hard surface and 30% of area potentially plantable areas consisting of grass or bare ground.

Tree cover percentage is consistent across all five Council wards. The areas to the eastern and western boundary show a higher percentage of canopy up to 25% because of the large green spaces of Grey Box and Lower Prospect Canal Reserves to the west and Rookwood Cemetery to the east. The highest percentage of canopy cover is found in our most ecologically diverse wildlife corridors along Prospect Creek and Duck River where green cover is above 45%.

There are 13 threatened flora species, 14 threatened fauna species and ten threatened ecological communities that have been recorded in the Cumberland area. These include Castlereagh Ironbark Forest, River Flat Forest and Shale Plains Woodland. Vulnerable tree species include Narrow-leaved Black Peppermint, Wallangarra White Gum and Magenta Lilly Pilly.



Cumberland tree canopy cover



TREE SURVEY OF TOWN CENTRES

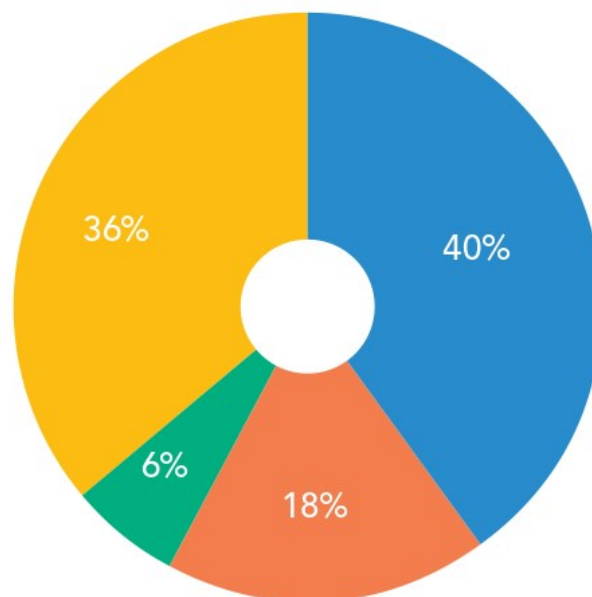
In September 2019, Council undertook a tree survey of 14 town centres. The purpose of the tree survey was to begin the process of building a database of Council's tree assets to find out how many trees are in public spaces, tree species diversity, tree size, GPS locations of trees and potential planting opportunities. Approximately 20% of Cumberland was surveyed, with a total of 14km² inspected, 340km of streets surveyed and 6,980 trees counted and 2,184 planting sites identified.

The study was undertaken at the following town centres:

- Auburn
- Berala
- Granville
- Greystanes
- Guildford
- Lidcombe
- Merrylands
- Merrylands West
- Pemulwuy
- Pendle Hill
- Regents Park
- Toongabbie
- Wentworthville
- Westmead South (Hawkesbury Road)

The key findings of the survey were:

- A healthy spread of tree genus diversity was found, with individual tree species being less than 20% of the total tree population
- Around two thirds of trees are less than 10m, which means that the number of larger trees may increase overtime
- 95% of trees in town centres have reached maturity, which will need to be monitored as these trees begin to grow old
- Around one third of trees are under powerlines, which will need to be monitored to ensure that the best type of trees are planted in these locations
- Opportunities are available to increase the number of trees in town centres



HEIGHT RANGE:

- <5
- 15+
- 10m - 15m
- 5m - 10m

Tree heights in town centres



CURRENT TREE MANAGEMENT PRACTICES

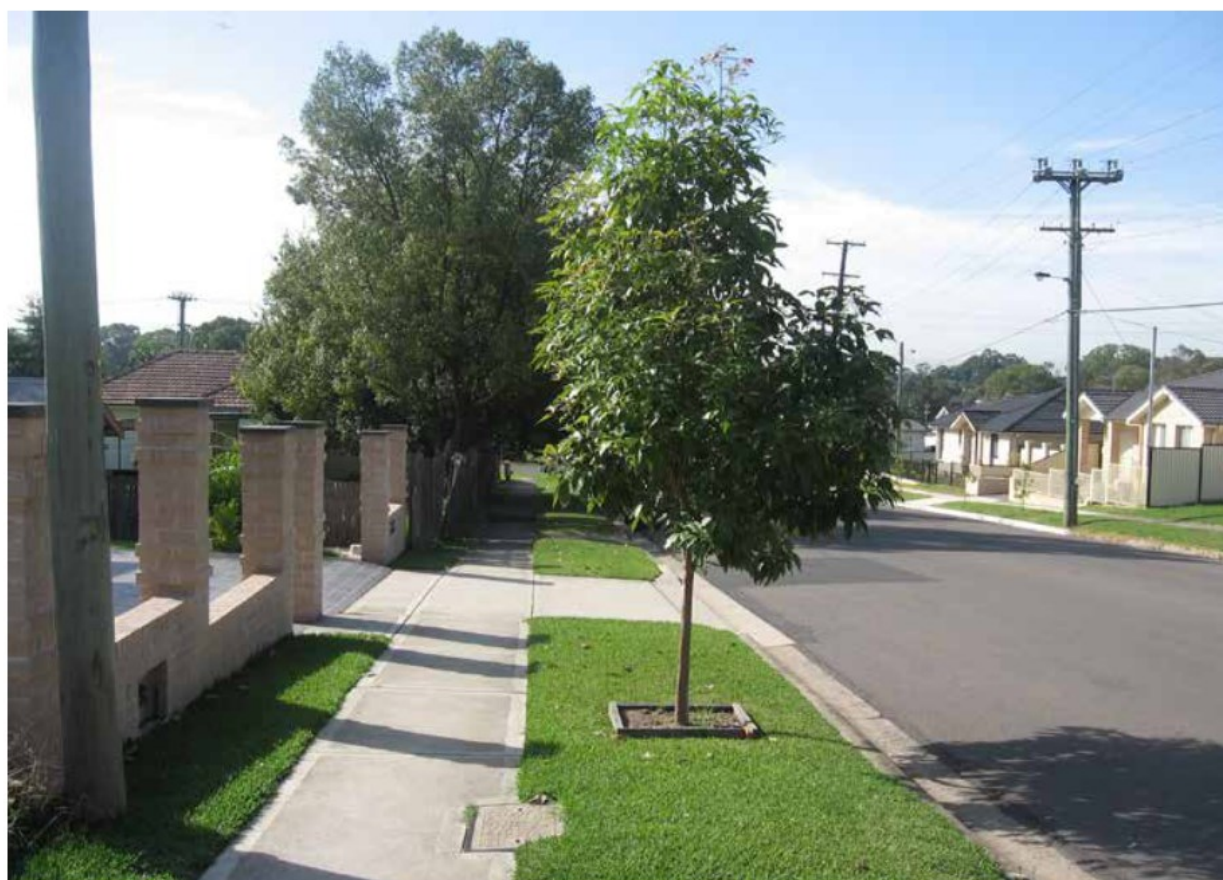
Tree Planting

Cumberland has an active tree planting program involving staff and community. Council staff investigate feasible planting locations throughout the area for suitable planting locations, such as on nature strips, reserves, riparian corridors and in parks. Over 4,000 trees are planted in support of National Tree Day, Schools Tree Day and as part of our Free Plants Giveaway program. When Council determines a tree removal is appropriate, Council works with residents to select and replant the tree with a suitable species appropriate for the site. Currently, Council staff select species from the Cumberland Plain Woodland group or a species that minimise conflict with overhead powerlines or nearby infrastructure. Council's main planting period occurs mainly in late Winter and early

Spring period. This is in line with industry best practice guidelines to minimise the stress on new plants, allowing them to establish successfully.

Tree Maintenance

Council's highly qualified team of horticulturist manages and maintains Council's tree stock in line with Council's operational procedures. Trees in parks are maintained through an annual inspection program and regular pruning in the winter season. Trees are assessed based on health, form and vigour through a ground based Visual Tree Assessment (VTA) before a decision to retain or remove is made. Newly planted trees are monitored and cared for up to a minimum period of six weeks. Currently, the tree maintenance regime is predominately reactive. Council is in the process of developing a more proactive approach to tree maintenance.



CHALLENGES

Managing and maintaining a healthy tree stock and canopy cover involves addressing complex and dynamic challenges. These challenges if left unaddressed, will negatively impact our tree population and exacerbate environmental issues like urban heat and loss of biodiversity. By addressing these challenges, we will identify opportunities to minimise and avoid harm to our environment, maintain and improve our tree canopy.

Urban Heat and Climate Change

Climate change is a change in the weather patterns of an area over a longer period of time and on a wider scale. Climate change effects are already evident in Cumberland. Western Sydney experiences hotter and drier conditions with longer extreme heatwaves. This impacts human health affecting our seniors, the very young and those with respiratory problems.

Climate change can also increase the intensity and severity of storms, less annual rainfall and prolonged bushfire season. This can increase property damage costs from storms and puts stress on our flora and fauna populations. More frequency of intense weather events like rain, hail and flood has the potentiality to wash away soil degrading the root system of trees and damage canopy whilst storms can break branches and uproot trees. Less rainfall and longer drought periods will also increase cost of maintaining new trees and potentially increase frequency of tree death. Certain species of trees may be at the upper limit of their comfort zone and may struggle as temperatures continue to rise. Other species may thrive and establish quicker, frost sensitive species may grow more easily.

Increasing tree plantings and species diversity are ways we can address climate change and urban heat effects. Trees provide shade from the sun and release water vapour through transpiration to cool their local surroundings whilst diversity spreads the risk of tree loss from climate change.

Infrastructure Damage

Trees provide a range of positive benefits to our community. However, because of our built environment, some trees may create issues to our infrastructure and lifestyle, therefore it is important to select the right tree for the right location.

Even with proper planning and care, trees are living organisms and will grow in a variety of shapes and forms. As a result, some trees may cause damage because of their size and root system which uplift footpaths, crack pipes and interfere with powerlines. Often tree root damage is a result of limited available space for root growth. These issues are manageable by selecting the right tree for the right location and through applying tree maintenance techniques such as installing root barriers and pruning.



Tree root uplifting driveway

Population Growth and Competition for Space

Trees can only be planted where there is available space, and the willingness of people to plant and maintain a tree. Land use decisions and available resource further impact canopy cover as local and state government, town planners, engineers and community groups grapple with balancing the needs of the environment with the infrastructure required to support our growing area.

Like many urban Councils, Cumberland is going through transformation and there is increasing pressure on available public space. Our population is expected to increase and as Cumberland continues to develop with new housing and commercial areas being built, demand for quality green space increases. Available space on private property, in parks and along streets is shrinking, as a result, finding space to plant trees becomes increasingly challenging. Trees need space above and below to fully mature to enjoy the benefits they provide. However, Council has to balance competing land use priorities of the community,

environment, residents and business, industry and public infrastructure. Council recognises these challenges and accepts that in some areas, achieving the maximum canopy possible may not be achievable, in areas like this, Council will prioritise planting trees when the opportunity arise.

Pest and Disease

A low species diversity mix increases the vulnerability of our tree population to pest and disease attacks. As our climate changes and average temperatures increase, the warmer environment favours the spread of pest and diseases as warmer temperatures encourage breeding.

There's also the potential of new pests and diseases traditionally outside of our bioregion attacking our tree stock as the warming climate increases their range. Outbreaks have the potential to destroy tree populations and reduce canopy cover, weakening structural integrity of trees and loss of habitat.

Restoring the tree stock back to a healthy state takes years and costs Council time and resources. Diseases that have the potential to harm Cumberland's tree stock include Myrtle Rust which has caused extensive damage to lilly pillies, paperbarks, box brush and tea trees and the Sycamore lace bug which target plane trees.

Planting Under Powerlines

Selecting the right tree for the right location is important because it allows the tree to fully mature in a healthy state as well as minimising costs of management.

The majority of the Cumberland area has overhead power lines on one side of the road and this has a major impact on the performance of the trees. Some trees are physically constrained by overhead wiring and as a result needs pruning to avoid damage to powerlines.

Local service providers, Endeavour Energy and Ausgrid, undertakes a program of pruning trees away from the power lines. Legislation stipulates that energy suppliers are required to maintain set clearances for vegetation around the services. New trees under power lines need to be selected so that their mature height is less than the height of the powerlines and that the form of the tree is suitable for pruning if it does encroach into the clear zone.



Pruning trees under powerlines



Competition for space is making it harder to find planting sites

OPPORTUNITIES

Planting Green Corridors

Green corridors are an important green infrastructure asset. Green corridors are areas of connected habitat that provide important linkages throughout our landscape. These corridors provide important ecosystem services as they provide habitat for native flora and fauna, food, water and shelter and enable safe movement across the landscape. Cumberland's Biodiversity Strategy 2019 highlights two important green corridors within Cumberland, these are the Prospect Creek and Duck River corridors. Maintaining and increasing street tree plantings along our streets helps to create planted tree corridors to connect

our green spaces and improves walkability in our streetscape. Increasing our planted tree corridors will also support Sydney's Green Grid by supporting connections to and from the Duck River Corridor as well as increasing the overall green canopy in Sydney.

Community Involvement

Our local community is highly diverse and each individual's behaviour and attitudes towards trees vary. Encouraging community participation in tree planting events and through education will help to strengthen the view that trees are an important asset for the community.

Research from our engagement survey shows that there is a lack of knowledge regarding the benefit of



Community planting event on National Tree Day

trees and that more information and activities to raise awareness of the benefits can encourage plantings of trees on private property.

The lack of understanding of trees in urban settings has created a perceived fear of trees from tree damage to property and personnel injury. This Strategy recognises that in order to increase green canopy, Council requires the support of residents and businesses to plant and maintain trees in private spaces.

Opportunities to increase community involvement include community planting days to foster a sense of ownership, supporting local bushcare groups, asking the community to nominate areas where planting can take place and what to plant, seeking support from community to look after newly planted trees.

Streets, Parks and Public Utility Land

The Cumberland area has approximately 24% made up of green space. These spaces include parks, reserves, green corridors and riparian zones where opportunities to plant trees exist. In addition, planting along streets create planted tree corridors which increases walkability, reduces urban heat and strengthen links to parks, reserves and green corridors.

Opportunities also exist by planting trees on non-council land. Council will advocate and support land managers to increase tree plantings along road reserves and on school grounds, utility and rail corridors when the opportunity arises.

Strategic Land Use Decisions

Cumberland's future tree canopy is influenced by the strategic land use decisions made today. Council has instruments, policies, controls and strategies that work together to form a foundation to maintain and increase the tree canopy cover. This Strategy complements Council's Local Strategic Planning Statement, Development Control Plan, Local Environmental Plan and strategic documents. Furthermore, this Strategy aims to support regional efforts to increase tree canopy such as Sydney's Green Grid and Central City District Plan.

Council will leverage its unique role in the community to manage and plan for optimal canopy cover regardless of whether the land is private or on public space.

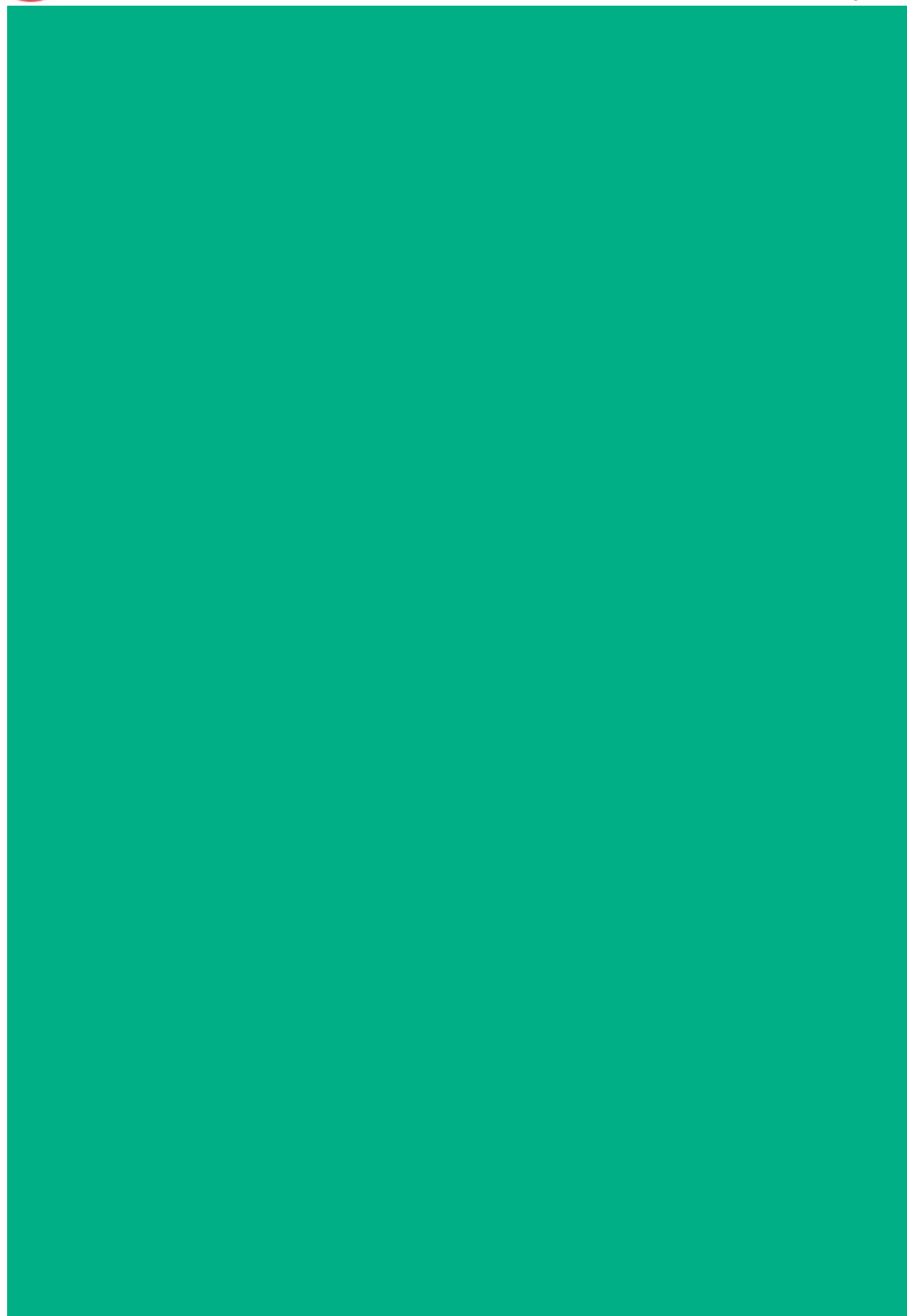
Water Sensitive Urban Design

Cumberland is operating in a highly variable environment. With the impacts of climate change being felt, managing our natural resource is more important than ever. Water sensitive urban design (WSUD) aims to improve capture, treatment, storage and re-use of stormwater before it has a chance to pollute our waterways. WSUD principles can be incorporated into urban planning and tree management to manage, protect and conserve water in the urban environment. This can be achieved through a range of examples including:

- Raingarden tree pits
- Constructed wetlands
- Bio-retention and swale systems
- Stormwater harvesting systems



Constructed wetland at Pemulwuy provides habitat and improves water quality



PART B:

STRATEGIC FRAMEWORK FOR URBAN TREES

Urban tree management principles

In order to increase tree planting and green canopy cover in Cumberland, Council will follow and apply a range of principles to help our decision making process.

RIGHT TREE IN THE RIGHT LOCATION

Selecting the right tree in the right location is an important step in helping to increase our tree canopy cover. This means selecting the right tree that will reach maturity without negatively impacting its surrounding.

Tree selection should be based on the historical performance of the species in the area and consideration should be given to:

- Potential to damage property
- Cracking pavement such as footpaths and driveways
- Overhead space and infrastructure, such as powerlines
- Below ground infrastructure, such as sewers and telecom infrastructure
- Impact on traffic and signage

Species that have a proven history of performing well in the area should be chosen over those that are known to be problematic. In the long term, this will ensure trees reach full maturity whilst minimising maintenance time, cost and risk to property and people.

Council has developed a tree species list as part of the Urban Tree Strategy that are suitable to be planted in our local area.

APPLY THE BIODIVERSITY MITIGATION HIERARCHY

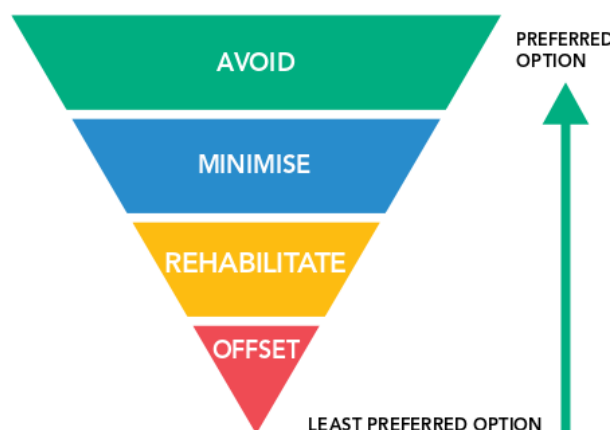
Trees are living organisms which grow, age, get damaged and eventually die. To maintain our tree stock and canopy, Council will apply the biodiversity mitigation hierarchy to firstly avoid, minimise, rehabilitate and as a last resort, offset tree loss to protect our tree canopy cover. Whilst tree removal is a last resort, Council on occasions will have to remove trees for public safety reasons. In these situations, Council will replace the tree with a suitable species to maintain our tree stock. Council will review and assess all tree removal applications and will enforce replacement tree plantings.

The following principles are not considered sufficient reasons to remove a tree:

- Leaf, twig, flower & fruit drop or deadwood drop
- Bird dropping/ insects/ animal nuisance
- To increase sunlight or views or reduce shade
- Tree doesn't suit the landscape
- Unsubstantiated fear of tree failure
- The height/ size of the tree/s
- Minor damage to paths or paving
- To increase sunlight to solar or pool panels

The biodiversity mitigation hierarchy prioritises planning activity in the following order of importance:

1. Avoid activities that lead to loss and damage of trees
2. Minimise actions and risks that harm trees to the lowest possible level
3. Rehabilitate and take restorative actions to bring the ecosystem back to its original state
4. Offset to compensate for tree loss either by planting more trees in the same location or within the same area to ensure no net loss of trees.



Biodiversity mitigation hierarchy

SUPPORT GREEN INFRASTRUCTURE

Green infrastructure is a network of green spaces, wildlife corridors, water sensitive urban design, stormwater harvesting systems, parks, rivers both planned and natural in our environment that provide a range of ecosystem services. Our tree canopy forms part of our green infrastructure network and is an important asset in our built environment. Council decisions should involve Strategic Planners, Tree Management Officers, Landscape Architect, Environmental Management and Operations Officers to integrate trees into our green infrastructure network. Trees are an important green asset that deliver cumulative benefits alongside other natural infrastructure to:

- Reduce the urban heat island effect
- Improve air, water and soil quality
- Enhance biodiversity and resilience
- Improve liveability and outdoor activity



Green infrastructure at Pemulwuy helps to mitigate urban heat, improve air and water quality

LARGE TREES PROVIDE THE MOST BENEFIT

Council's 'Benchmarking Urban Heat Study 2019' found that large trees provide the most environmental benefits. The study found that large trees over 15m provide the most shade, deliver the most evaporative cooling effect and biodiversity gains. Not only does a larger tree provide a larger canopy, they also contribute to the aesthetics of the street, clean more air and stormwater and provide more habitat for wildlife.

Subject to verge width and constraints such as overhead power lines and building setbacks, larger growing trees should be selected wherever possible. Too often small trees are planted on both sides of a street, when a larger growing tree could have been planted on the non-wire side of the street.

Common species of the Cumberland Plains thrive in wide open spaces with excellent drainage and freely maturing without constraints. When planting in large open spaces such as in parks, reserves and riparian corridors, preference should be given to endemic Cumberland Plains Woodland species followed by native species.



Larger trees provide exponential benefits as they grow

CONSIDER CHARACTER OF THE STREET

The visual character of each street is important to creating identity and a sense of place. When selecting what to plant, Council will consider the existing visual character of the place to determine whether the new tree should maintain uniformity and consistency or select new species to add character to the place. An advantage of maintaining uniform plantings is that maintenance is more efficient when managing single species however planting different native and exotic species may be more appropriate for the location and increase species diversity.

ALIGN WITH STRATEGIC LAND USE PLANNING

The application of the Urban Tree Strategy will align with the strategic land use planning framework for Cumberland. This includes:

- Application of strategies and plans, such as the Central City District Plan, Cumberland 2030: Our Local Strategic Planning Statement, and the Cumberland Community Strategic Plan
- Implementation through planning controls, such as the Local Environmental Plan and Development Control Plan
- Alignment with strategic documents, such as the Green Grid, tree canopy guide and urban heat masterplan



Planted street tree corridors adds visual character and improves walkability

Planting design and guidelines

The planting design and guidelines outline a range of considerations, including planting scenarios, overhead powerlines, interface with infrastructure, tree species, placement of trees, planting in town centres and paved areas, soil volume and drainage.

PLANTING SCENARIOS

A variety of planting scenarios exist in Cumberland. Each scenario has unique constraints that influence the type of tree that can be planted. These scenarios are summarised below and a list of suitable trees for each scenario is included in the Urban Tree Strategy. The tables cover planting scenarios for both public and private land.

Planting Scenario	Constraints	Tree Size
Parks, Reserves, Playgrounds, Prospect Creek and Duck River Corridors	No major constraints	Large (native species only)
Narrow verge (<2.5m)	<ul style="list-style-type: none"> Verge width Above and below utility Nearby infrastructure 	Small
Wide verge (>2.5m)	<ul style="list-style-type: none"> Verge width Above and below utility Nearby infrastructure Pavement 	Medium Large
Streets: Under powerlines	<ul style="list-style-type: none"> Above and below utility Nearby infrastructure Pavement 	Small (<3m)
Streets: No powerlines	<ul style="list-style-type: none"> Above and below utility Nearby infrastructure Pavement 	Medium Large
Town centres	<ul style="list-style-type: none"> Pavement Shop awnings Street characteristics 	Small Medium Large
In-road Mid-road islands Median strips	<ul style="list-style-type: none"> Traffic sight lines Parking and traffic analysis Draining Soil depth and volume 	Medium Large
Public spaces	<ul style="list-style-type: none"> Above and below utility Nearby infrastructure Pavement Street characteristics 	Small Medium Large

Planting scenario framework for public land

Planting Scenario	Constraints	Tree Size
Front and Backyards	<ul style="list-style-type: none"> • Above and below utility • Nearby property and infrastructure • Pavement • Solar access 	Small Medium
Medium/High density Apartments	<ul style="list-style-type: none"> • Above and below utility • Nearby property and infrastructure • Pavement • Solar access 	Small Medium
Town Houses	<ul style="list-style-type: none"> • Above and below utility • Nearby property and infrastructure • Pavement • Solar access 	Small
Balconies	<ul style="list-style-type: none"> • Ceiling height • Planting Pot size • Solar access 	Small (with pruning)
Commercial/Industrial	<ul style="list-style-type: none"> • Above and below utility • Nearby property and infrastructure • Pavement • Solar access 	Small Medium Large

Planting scenario framework for private land

OVERHEAD POWER LINES

The majority of the Cumberland area has overhead power lines on one side of the road and this has a major impact on the performance of the trees.

Endeavour Energy

Endeavour Energy is responsible for maintaining the electricity supply for the majority of Cumberland. Endeavour Energy undertakes a vegetation maintenance program, to maintain the safety and reliability of our network for local families, households and businesses

Endeavour Energy undertakes a program of pruning trees away from the power lines on a cycle of 1 to 3 years, depending on rate of growth. The Electricity Supply (Safety and Network Management) Regulation 2014 stipulates that Endeavour Energy are required to remove and trim trees so as to minimise damage to or destruction of trees growing under or near power lines.

Endeavour Energy's Tree Management Plan 2017 lists the below tree management actions:

- Pruning: Trees are generally pruned on a cycle of one to three years, depending on the rate of regrowth, bushfire risk and local conditions and characteristics. Pruning standards and associated contracts require pruning of any branch within a 3m radius of the power lines and in accordance with Australian Standard AS 4373 Pruning of Amenity Trees.

New trees under power lines need to be selected so that their mature height is less than the height of the lines and that the form of the tree is suitable for pruning if it does encroach into the clear zone required by Endeavour Energy.

- Tree Removal: The removal of trees growing in proximity to power lines will only be considered where alternative methods, as defined in this section of the plan, are not feasible or a tree has been assessed as a Fall-in Vegetation Hazard/Hazard Tree. In these cases, tree removal works are subject to the environmental assessment process (with the exception of emergency works and hazardous trees) and will only be undertaken following appropriate stakeholder consultation.
- Aerial Bundled Cable (ABC): These consist of a number of insulated wires bundled into a single cable which reduces the overhead space required for wires. ABC allows for reduced tree trimming safety clearances where ABC cables are used allowing for trees to grow around the cable.

It should be noted that the Plan may be updated during the life of the Urban Tree Strategy.

Ausgrid

Ausgrid manages a small portion of the electricity supply to the east of the Cumberland area. Ausgrid and their contractors employ horticulturist and arborist to make sure the trimming is done to Australian Standard for amenity pruning AS4373 so that trees remain healthy.

Ausgrid manages trees under powerlines in the following ways:

- **Trimming:** Generally, in residential areas the clearance around bare low voltage powerlines is 1 metre. Once crews have cleared to the minimum clearance distance they provide an allowance for regrowth so the branches do not enter the clearance distances before the next annual visit.
- **Aerial Bundled Cable:** In some areas, Aerial Bundled Cable (ABC) has been installed. ABC wraps the low voltage wires into one insulated cable. This insulation reduces the likelihood of a power interruption, caused by branches coming into contact with the lines and creating a short circuit. Replacing bare low voltage powerlines with ABC reduces the clearances for trimming, but it is likely that some sort of trimming will still be required.
- **Underground:** Powerlines or cables are also placed underground in some areas like all new urban residential developments and some commercial areas. While this removes the need to trim any tree branches, underground cables can still be affected by roots. Undergrounding electricity cables is the most expensive option. Costs vary depending on a range of technical and environment factors and we consider all requests for undergrounding on a case by case basis.

It should be noted that the management of trees by Ausgrid may be updated during the life of the Urban Tree Strategy.

UNDERGROUND SERVICES

There are many utilities and infrastructure assets that run underground. These include gas mains, electricity cables and water pipes which sometimes inhibit the growth of trees and damage to these services. Each planting site will be assessed on its merits to determine the feasibility plant trees near these underground services and structures.

GENERAL SOLAR ACCESS

Street tree species should be selected, that will provide an appropriate level of solar access to dwellings. This consideration applies more in streets with low density housing. This becomes less of a consideration where lots are larger and houses are set well back from the street. In these instances, the street trees typically impact less on solar access and the residents have an opportunity to manage and consider their sunshine and shade requirements within their own gardens and open areas. Unreasonable requests for tree removal or excessive pruning for solar access will typically be rejected by Council.

SOLAR PANEL ACCESS

Council supports the uptake of renewable energy. Council shall consider this factor when planning any new tree planting. If a resident already has legally installed solar panel collectors and their performance is significantly diminished by a street tree, the pre-existing arrangement should stand. That is, was the tree there first or was the receiver/panel prior to any street tree planting.

Even if the tree was small when the panels or receiver were installed, if it was reasonable for the mature size of the tree to be estimated and considered, then Council shall not be expected to prune the tree to maintain it at a smaller size.

If a resident currently relies on solar access for the operation of such a device, Council will typically avoid planting a new tree that will unreasonably shadow the device.

BUS STOPS

Clearances and setbacks for trees near bus stops are to be determined typically on a case by case basis.

When a bus stop is proposed by other authorities to be installed in a street that currently has not had a bus stop or a bus stop is proposed to be relocated within a street, the existing street trees should be considered as a material constraint.

Existing street trees should not be unreasonably removed to facilitate a new bus stop unless all other possible alternatives have been explored. Where a bus stop is positioned adjacent to an existing street tree, the impacts to the trees roots and canopy shall be minimised to maintain the trees health and vitality.

TREE SPACING

Spacing between trees is influenced by a variety of factors. These include species type, growth rate, soil conditions and level of care and maintenance. Often tree roots spread wide and beyond the reach of the tree canopy. To gauge how close trees should be, a soil volume calculator should be used to determine the minimum and maximum soil volume required for each species. A soil volume guide is provided in the Urban Tree Strategy. A general guide for the spacing of street trees is as follows:

- Small trees - 5 metre spacing
- Medium trees - 7 to 10 metre spacing
- Large trees - 10 to 15 metre spacing

PLACEMENT OF TREES

Council considers it essential that sufficient sight distance be provided to enable motorists to safely negotiate an intersection or driveway and that restrictions be placed on the type of tree to be planted under electrical wires.

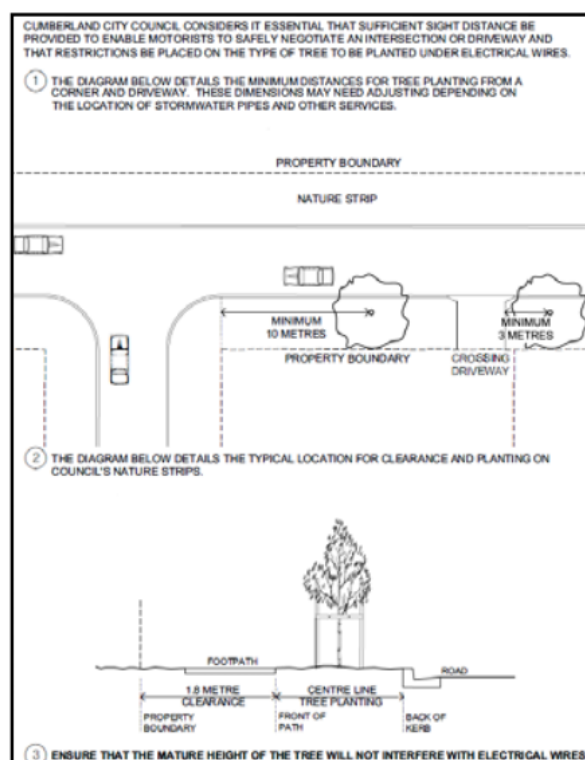
A table has also been included in the Strategy that details the minimum distances for new tree planting from a corner, driveway and nature strip and roadway. These dimensions may need adjusting depending on the location of stormwater pipes and other services. Tree selection should ensure that the mature height of the tree will not interfere with electrical wires.

It should be noted that general site specific planning controls may apply on the placement of trees. These controls supercede guidance outlined as part of the Urban Tree Strategy.

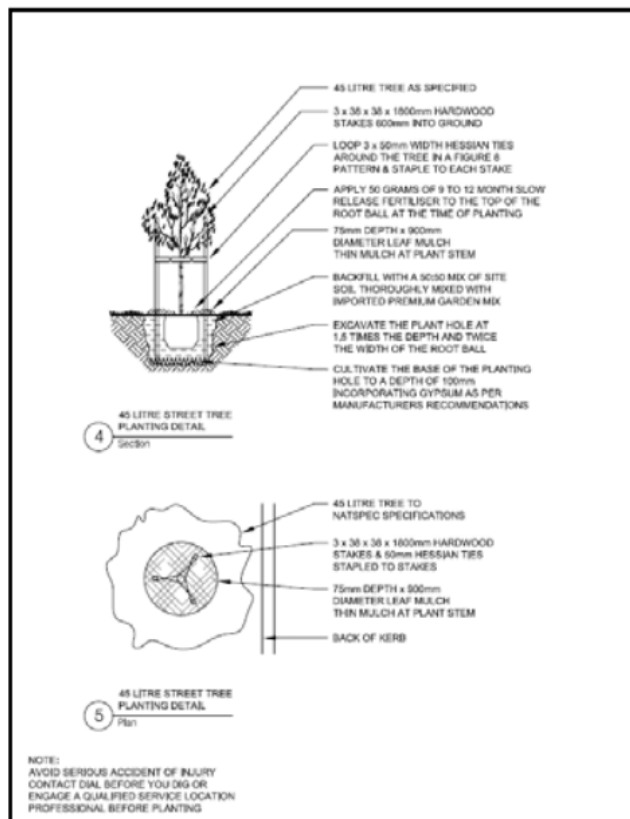


Item	Distance Required
Street intersection	10m from intersection kerb line
Power pole and street lights	5m from the pole
Stormwater inlet	1m from edge of inlet
Major underground service junction	2m from edge of junction box
Bus stops	No trees planted along the length of bus zone
Traffic lights	15m from traffic signal pole
Pedestrian crossing	15m from the approach side of the crossing
Driveways	3m from the edge of the driveway
Major traffic sign	10m from the front face of the sign

Guidance on minimum clearances for new trees

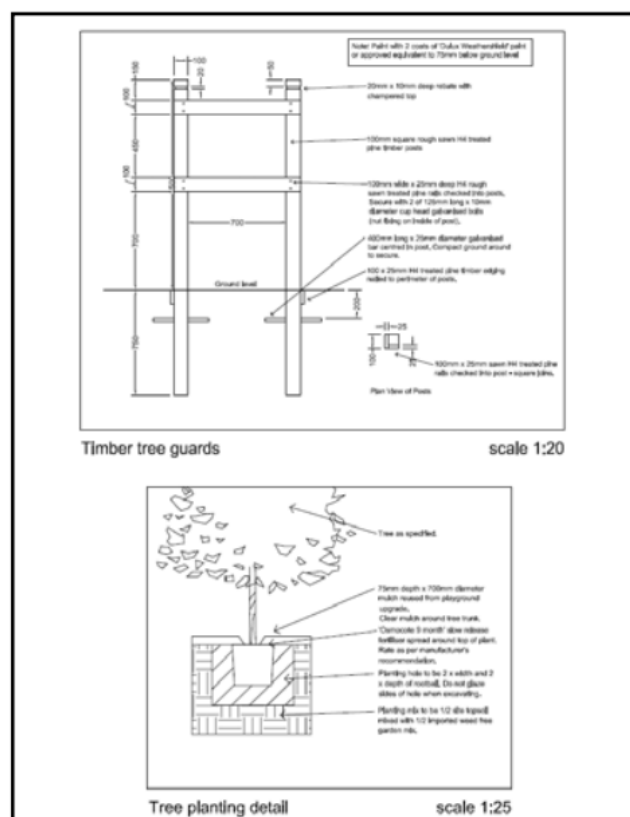


Guidance on clearances and planting on Council land



NOTE: Avoid Serious Accident Of Injury Contact Dial Before You Dig Or Engage A Qualified Service Location Professional Before Planting

Standard 45 Litre street tree planting detail



Standard timber tree guard installation detail

PLANTING IN TOWN CENTRES AND PAVED AREAS

Planting trees in hard surfaces require careful planning and consideration of soil mix, volume and access to nutrients. What is provided to trees below ground will dictate how the tree will grow above and below the ground. Planting trees with consideration of these important factors help to ensure trees remain healthy and reach full maturity and help minimise chance of root damage and uplift of pavements.

Tree Sizes for Town Centres

All trees within the hard paved areas of Town Centres to be ideally minimum 400L pot size. Council will consider the option for 200L pot sizes for locations with planting limitations. For new developments, Council requires developers to cover the cost of planting 400L trees.

Soil Consideration

All soils, potting mixes and composts used for landscaping and gardens will meet the following Australian Standards:

- Site and imported topsoil: AS 4419.
- Potting mixes: AS 3743
- Composts, soil conditioners and mulches: AS 4454

Suitable soil for tree planting can be classified into Type A and Type B. Type A soil includes clay, silty clay, sandy clay and clay loam. It is suitable as an all-rounder for landscape garden beds, grasses and flowering plants requiring. This soil should not be used for areas that will experience high pedestrian due to its poor compressive strength. Type B soil is more suitable for larger trees over 45L where deeper rooting is required, as Type B soil has lower organic matter composition and reduces the risk of waterlogging.

Structured Support Soils

Structured support soils are designed to support heavy surface loads such as roads and pavements whilst providing rooting volume for trees. These support systems create space within the structure, helping to reduce soil compaction which allows roots to grow and air and water movement.

Strata Cells

Strata cells help maximise the soil volumes for new tree planting in areas with hard pavements by providing support to heavy vertical loads. Strata cells provide a large module for space where root growth can occur maximising the opportunity for trees to grow into large canopies. This allows for gap spaces in the soil mixture to allow roots to grow through the soil, air and water to flow whilst providing a strong base to support heavy loads. Council has successfully used strata cells in Berala Town Centre to help trees reach maturity.



Trees in Auburn town centre add character and sense of place

SOIL VOLUME

One of the key factors that affect the growth size of the tree is the amount of soil available. Trees will only grow to match the soil volume provided to it. Minimum soil volume requirements for small, medium and large trees within town centres are provided in the table below:

TREE PIT DRAINAGE

Tree pit designs should incorporate draining pipes within tree pits in paved areas to allow for excess water to escape. A water logged tree pit can become anaerobic and lead to root rot. One example of incorporate water sensitive urban design is the

'raingarden tree pit'. This tree pit system removes pollution from stormwater before entering waterways, reduces the amount of water required to support the tree in a compact small design suitable for urban areas.

Tree inlets are an intelligent water sensitive urban design feature that takes advantage of kerbside stormwater run-off. The inclusion of stormwater inlets in kerbside next to tree pits allows for capture, storage and remediation of stormwater runoff to passively water street trees. The tree inlet system involves inserting a slitted faceplate into the kerb which allows for stormwater to flow through an anchor block directing stormwater into the tree pit.

Tree size	Height	Canopy development	Minimum soil volume m ²	Minimum soil volume m ³
Small	5-10m	5m	19.5	9.3
Medium	10-15m	8m	50	23.8
Large	15-20m	16m	200	95.3

Guidance on soil volumes



Example of using strata cells around hard surfaces (Photo courtesy of greenblue.com)



Tree inlets passively water trees by directing stormwater into the tree pit (Photo courtesy of spacedownunder.com.au)

Tree maintenance

Maintaining trees ensure they continue to provide environmental, economic and social benefits. This section discusses the ways in which Council maintains its tree stock.

TREE ESTABLISHMENT

Correctly planting a tree is a very simple process but an important one. Correctly handling the tree when planting, preparing the planting hole and caring for a tree after it has been planted will ensure the survival and optimal growth of the tree. Trees take up water through their roots. In general, trees require more water when they actively start to grow in spring and during hot summer months. Planting in autumn gives the tree more time to grow new roots and for roots to start growing into the surrounding soil before the increased demand for water starts. However, container grown trees can be planted at any time of the year if they are properly cared for after planting. Care during

this period will lead to healthy and vigorously growing trees. The following maintenance practices should be regularly carried out during the establishment period:

- Watering: Water both the rootball and the surrounding soil thoroughly
- Weeding: Remove weeds close to the tree (weeds compete with the tree for water and nutrients)
- Fertilising: To maintain healthy growth in accordance with the fertiliser manufacturer's application instructions
- Pest and disease control: inspect to monitor and protect the tree from pests and diseases
- Mulching: Replenish water to keep the mulch depth to approximately 50mm deep.



Newly planted trees require regular maintenance to help them establish.



Root management ensures the tree grows healthy and reduces risk to the community and infrastructure.

PRUNING

Council will undertake tree pruning to improve tree health, structure and ensure safe clearances for walkways, buildings, powerlines and roads. Council maintains trees on its managed land in order to fulfil its legislative and management obligations to the community and the environment.

Where pruning is required under powerlines, Council will work with energy suppliers to ensure pruning work is completed to provide necessary clearance as well as protecting the health of the tree. Tree pruning will not be done to improve views, reduce leaf drop or reduce the impact from animals such as birds and bats. All pruning work should be in accordance with the Australian Standard for Pruning of Amenity Trees AS4373.

TREE PROTECTION ZONE

The tree protection zone is an area set aside for the protection of a tree's crown and roots. It is an estimate of the area required to protect a tree from adverse construction impacts. No construction activity or changes to soil levels should occur within this area. Tree protection zones are required before soils levels are altered by excavation or fill close to a tree, if works are within the tree protection zone, a Tree Permit must be obtained for the works before they commence. Council may specify tree protection requirements in a Tree Permit or Development Application. All tree protection requirements must comply with AS 4970 'Protection of trees on development sites' and be installed before any works commence and before any machinery or material taken on to the site.

TREE ROOT MANAGEMENT

Certain tree root treatment work, including selective root pruning and root barrier/deflector installation, may occasionally be performed. This work is required for risk management, to maintain public safety and contain tree root growth to avoid damage to infrastructure. Where necessary, root pruning is also required to undertake repairs or prevent damage to property, roads and pavements.

Root pruning may increase fine root growth within the root ball. Shaving or trimming off the very outermost edge (up to 20mm) of the rootball of a container grown tree will stimulate root division and growth. An increased root system will allow the tree to absorb more water and nutrients, and consequently the tree may establish more quickly.

REPLANTING OPPORTUNITIES

Council aims to continue existing street characters and tree planting wherever possible. Council will investigate opportunities to increase the urban canopy, which may include:

- Town centre renewals
- Parks and reserves
- Grant funded initiatives
- New developments
- Commemorative tree programs
- Community tree planting events
- Free Plant Giveaway
- National Tree Day
- Schools Tree Day



Free plant giveaway by Council at Auburn Botanic Gardens

Tree species selection

Trees are an important long term green infrastructure assets that may live for 50 years and beyond. It is therefore important that the right species is selected for the right location. When selecting the tree to be planted, consideration should be given to the criteria outlined in this section no matter the trees origin or type. The species with a strong proven performance in Cumberland, with respect to environmental and functional requirements will be the main primary selection criteria.

TREE SIZE

The tree with the largest size and canopy suitable for the location should be planted. Research has consistently shown that medium to large trees with dense canopies provide the greatest ecological and community benefits in comparison with small trees. This is particularly evident during extreme heat days. Cumberland City Council's 'Benchmarking Urban Heat 2019' study found that under tall trees greater than 15m with dense canopies can be 5-6oC cooler underneath compared to trees less than 10m. In addition, large trees create more canopy spread and shading benefits, absorption of more gaseous pollutants, and achieve higher canopy clearances over buildings and utilities. Medium and larger growing trees typically have longer life spans and provide exponential benefits as they get larger.

SPECIES DIVERSITY – NATIVE AND EXOTIC

As part of the tree survey across the town centres, Council identified that there are parts of the Council with high concentrations of a single species. With little species diversity there is an increased risk of the urban canopy being decimated by insects and disease.

Both native and exotic species provide unique benefits and disadvantages. Whilst native indigenous species thrived prior to European settlement, our landscape has fundamentally changed due to urban development resulting in hard infrastructure, underground and overhead utility, compacted soils and disturbed drainage patterns.

Common species of the Cumberland Plains thrive in wide open spaces with excellent drainage and freely maturing without constraints. These optimal growing considerations are rare in our highly urbanised landscape and may only be suitable in limited planting scenarios. When planting in large open spaces such as in parks, reserves and riparian corridors, preference should be given to endemic Cumberland Plains Woodland species followed by native species.

Exotic trees do provide an important advantage in the urban context in that they include many species of deciduous trees, which provide greater solar access to the streets through the winter months. Compared to native trees, there are only a limited number of native species that are deciduous and most of these lose their leaves in spring or early summer.

Exotic species also benefit from selective breeding making them more pollution tolerant, resilient to root area compaction and greater resilience during construction and repair works around the tree. Importantly, the canopy shape and growth of the tree responds well to pruning and shaping required in an urban environment with public infrastructure, pavements and overhead wires.

Council's Urban Tree Strategy aims to use both native and exotic trees to increase species diversity and resilience. In order to do this, Council will apply the principle of selecting 'the right tree in the right location' regardless of whether they are native or exotic.

CLIMATE CHANGE AND DROUGHT

It is understood that climate change is happening and the effects are wide and varied. These include prolonged periods of drought, longer extreme heat waves, stronger storms and extended bushfire season. For urban trees in our area, the impact includes:

- Decreased tree planting due to the potential affects of water restrictions and drought
- Increased impact of disease and pests on tree health as warmer weather can increase reproductive potential and increase the geographic range of pest
- Premature death of some tree species due to intolerance to heat, including young and vulnerable trees
- Increased branch and whole tree failure of otherwise healthy trees due to high winds and heavy rains
- Increased risk of damage caused by tree failure, increasing potential claims and litigation. The increased risk raises community concern and results in tree removal, and is likely to perpetuate climate change impacts

- Healthy, diverse and structurally sound urban trees are far more likely to adapt to the challenges of climate change

Species selection should consider the resilience of trees in a warmer and drier environments. For example, broad-leaved, deciduous species, commonly planted as street trees in south-eastern Australia, may be at the upper edge of their temperature range and are likely to perform poorer in conditions of increased temperatures.

For many species, higher temperatures will allow more rapid establishment and growth if water is available. Rapid tree establishment is an advantage in many areas. Frost sensitive species may be grown more widely and easily. During extended drought periods, mulching tree root zones reduces water loss due to evaporation. Retaining water runoff through implementing water sensitive urban design can help tree survivability rates during dry periods.



The right tree in the right location, regardless whether it is native or exotic species

PEST AND DISEASE TOLERANCE

A widespread infestation of harmful pests and disease has the potential to harm Council's tree stock. There are a variety of pests and diseases which have been identified in the Sydney area including (but not limited to) Sycamore Lace Bug, Myrtle Rust, Fusarium Wilt, Armillaria, and Phytophthora. Consideration should be given to a tree's resistance level to known pests and diseases. Monitoring tree health and increasing tree diversity has the potential to minimise the impact of specific disease and pest attack.

LOW MAINTENANCE

Species should be selected and planted to minimise maintenance costs, both during establishment and over the life of the tree. Key maintenance considerations include:

- Watering, pruning and other establishment costs
- Pruning away from pedestrian and vehicle paths, overhead power and telecommunications cables, signage, traffic signals and other infrastructure.
- Cleaning of leaf, fruit and branch drop
- Repair of damage to infrastructure (footpaths, kerbs and underground services).
- Pest and disease control

LEAF FALL AND ALLERGIES

Trees are living organisms and dropping leaves are part of their natural process. Trees that produce large seed pods or are continuously dropping leaves or fleshy fruit should be avoided to reduce maintenance for Council and residents.

Although trees produce a limited quantity of pollen compared to grasses, consideration should be given to the potential impact of allergic reactions that can occur in some people. Most problems, such as hay fever, eye allergies and respiratory problems, occur due to the presence of pollen between September and January.

TOLERANCE OF COMPACTED SOILS

Trees should be selected that are tolerant of compacted soil with low oxygen levels, as this is a common situation in the urban streetscape. This occurs when the soil has been compacted so much so that there is minimal pore space reducing oxygen in the soil and decreasing soil drainage ability. Much of Cumberland's soil profile has been disturbed with the original soil removed and replaced by construction material, hard surfaces and landfill. Trees that are able to adapt to a wide range of soil types and conditions are preferred and should be selected in these areas.

DECIDUOUS AND EVERGREEN TREES

Deciduous trees lose their leaves in the winter, providing sun in winter and shade in summer. They give a sense of the seasons and can produce spectacular seasonal displays. Evergreen trees maintain their foliage throughout the year, providing all year round screening, greenery and shelter. An advantage of deciduous trees is that they renew their leaves annually, allowing them to shed foliage that has become affected by disease and pollution. Consideration should be given to whether the location requires privacy screening year round, protection from wind or foliage year round for aesthetic and habitat reasons.



Jacaranda trees provide spectacular blooms in spring and drop leaves in winter

Tree species list

The following list recommends species to be grown in Cumberland City. These categories are further broken down into small, medium and large trees. It is important to note that some species may have very wide applications, while others will only be used in very limited or specific locations. Tree sizes listed below are guidelines only and are dependent on local conditions. Planning controls or development approvals may provide specific guidance on tree species or planting arrangements that need to be considered in these circumstances.

Small Size Trees

Botanical name	<i>Ceratopetalum gummiferum</i>
Common name	NSW Christmas Bush
Foliage	Evergreen, mound-shaped
Mature size (H x W)	3m x 2m
Flowers	White, red
Fruit	-
Flowering season	December
Growth rate	Slow
Origin	South East Australia



Botanical name	<i>Backhousia citriodora</i>
Common name	Lemon Myrtle
Foliage	Evergreen, glossy green dense foliage
Mature size (H x W)	5m x 2m
Flowers	White, cream
Fruit	-
Flowering season	Summer, Autumn
Growth rate	Fast
Origin	Northern NSW, Southern Queensland



Botanical name	<i>Corymbia ficifolia</i>
Common name	Red flowering gum
Foliage	Evergreen, Spreading
Mature size (H x W)	5m x 3m
Flowers	Red, pink through to orange and white
Fruit	Gum nuts
Flowering season	All year
Growth rate	Moderate-Fast
Origin	Native south-west of Western Australia



Botanical name	<i>Tristania laurina</i>
Common name	Water Gum
Foliage	Evergreen, spreading crown
Mature size (H x W)	5m x 3m
Flowers	Yellow
Fruit	-
Flowering season	Spring, Summer
Growth rate	Slow
Origin	Eastern coast of Australia

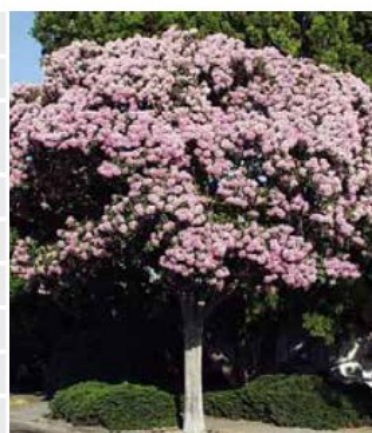


Botanical name	<i>Leptospermum petersonii</i>
Common name	Lemon-scented teatree
Foliage	Evergreen, Spreading
Mature size (H x W)	2m x 1.5m
Flowers	White
Fruit	-
Flowering season	Spring
Growth rate	Fast
Origin	East coast of Australia



Medium Size Trees

Botanical name	<i>Calodendron capense</i>
Common name	Cape Chestnut
Foliage	Semi deciduous, spreading tree, greyish green leaves
Mature size (H x W)	10m x 6m
Flowers	Pink orchard-like flowers
Fruit	-
Flowering season	Summer
Growth rate	Slow
Origin	Exotic - South Africa



Botanical name	<i>Buckinghamia celsissima</i>
Common name	Ivory Curl
Foliage	Evergreen, dense glossy green foliage
Mature size (H x W)	8m x 2m
Flowers	Creamy white
Fruit	-
Flowering season	Summer, Autumn
Growth rate	Slow
Origin	Rainforest Northern Queensland



Botanical name	<i>Elaeocarpus reticulatus</i>
Common name	Blueberry Ash
Foliage	Evergreen, green foliage
Mature size (H x W)	10m x 3m
Flowers	White, soft pink
Fruit	Dark blue berries
Flowering season	Spring
Growth rate	Fast
Origin	Eastern Australia



Botanical name	<i>Cupaniopsis anacardioides</i>
Common name	Tuckeroo
Foliage	Evergreen,
Mature size (H x W)	8m x 7m
Flowers	Cream, bright orange
Fruit	Orange to yellow capsules
Flowering season	Autumn, Spring
Growth rate	Fast
Origin	Eastern and Northern Australia



Botanical name	<i>Waterhousia floribunda</i>
Common name	Weeping Lilly Pilly
Foliage	Evergreen, weeping
Mature size (H x W)	10m x 5m
Flowers	White fluffy flowers
Fruit	Pink to pale green fruit
Flowering season	Summer
Growth rate	Medium-Fast
Origin	Eastern Australia



Botanical name	<i>Syzygium smithii</i>
Common name	Lilly Pilly
Foliage	Evergreen, smooth waxy green leaves
Mature size (H x W)	7m x 3m
Flowers	Clusters of green and yellow
Fruit	Pink, white, purple fruits
Flowering season	Summer
Growth rate	Fast
Origin	Northeast Queensland to Southeast NSW



Botanical name	<i>Lagerstroemia indica</i>
Common name	Crepe Myrtle
Foliage	Deciduous, vase-shaped tree
Mature size (H x W)	8m x 4m
Flowers	white, pink, mauve or purple bloom
Fruit	-
Flowering season	Summer
Growth rate	Moderate-Fast
Origin	Exotic – Indian subcontinent, Asia



Large Size Trees

Botanical name	<i>Angophora costata</i>
Common name	Sydney Red Gum
Foliage	Evergreen, spreading canopy
Mature size (H x W)	25m x 10m
Flowers	White
Fruit	-
Flowering season	Summer
Growth rate	Average
Origin	Eastern Australia



Botanical name	<i>Eucalyptus microcorys</i>
Common name	Tallow Wood
Foliage	Evergreen, glossy green
Mature size (H x W)	20m+
Flowers	White to lemon flowering buds
Fruit	-
Flowering season	Summer
Growth rate	Slow
Origin	Eastern Australia



Botanical name	<i>Lophostemon confertus</i>
Common name	Brush Box
Foliage	Evergreen, dense green foliage
Mature size (H x W)	10m x 5m
Flowers	White fluffy flowers
Fruit	-
Flowering season	Spring, Summer
Growth rate	Fast
Origin	Eastern Australia

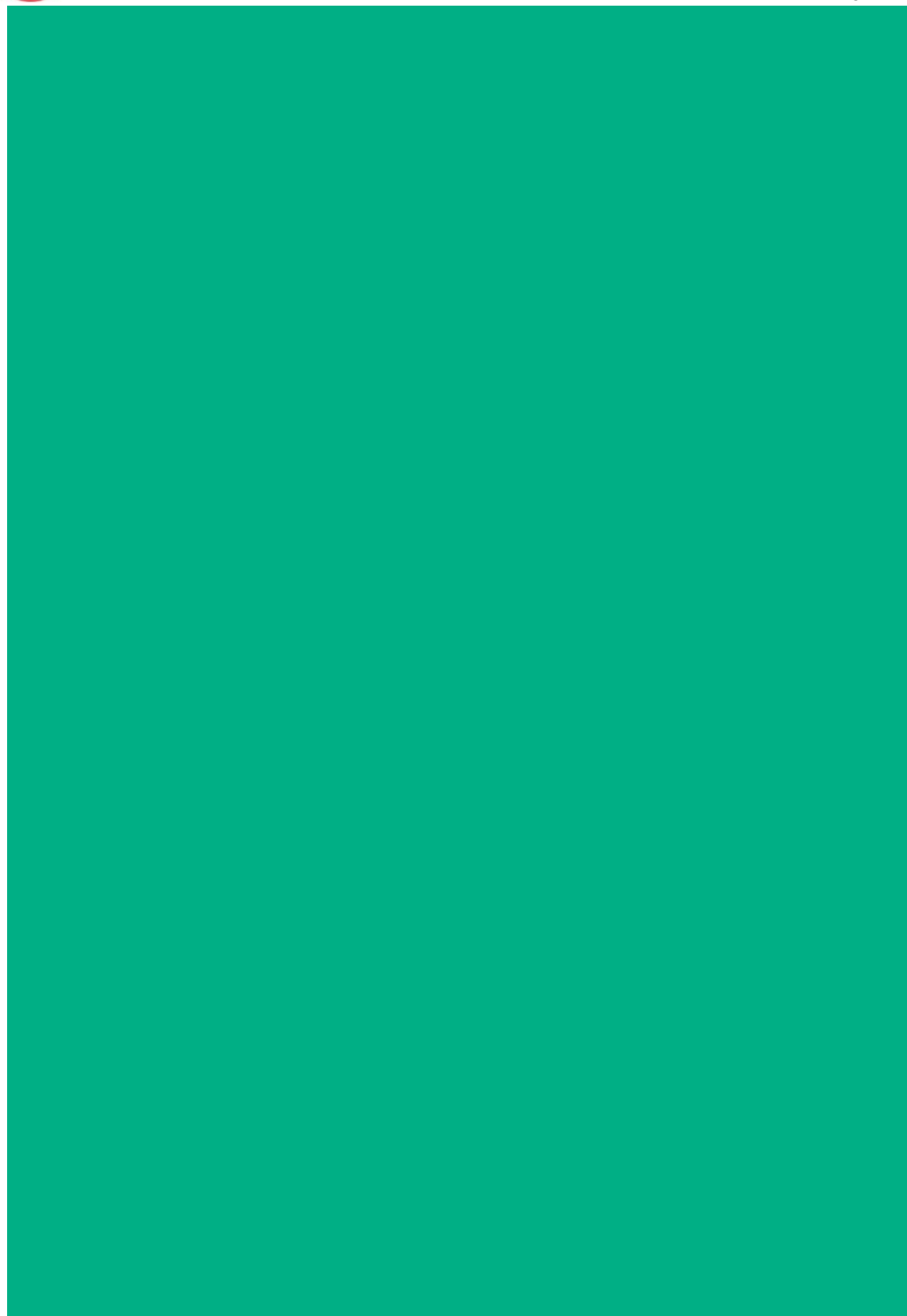


Botanical name	<i>Koelreuteria bipinnata</i>
Common name	Chinese flame tree
Foliage	Deciduous tree, spreading broadly conical crown
Mature size (H x W)	15m x 8m
Flowers	Small yellow flowers
Fruit	-
Flowering season	Summer
Growth rate	Fast
Origin	Exotic – Southern China



Botanical name	<i>Eucalyptus amplifolia</i>
Common name	Cabbage Gum
Foliage	Evergreen, shiny dark green foliage
Mature size (H x W)	25m+
Flowers	White
Fruit	-
Flowering season	Summer, Autumn
Growth rate	Fast
Origin	Eastern Australia





PART C: IMPLEMENTATION

Implementation approach

The Urban Tree Strategy demonstrates Cumberland City Council's commitment to increase tree planting, canopy cover and mitigate urban heat island effect in Cumberland. This Strategy recognises that support and involvement from our community is vital to ensure that the Strategy is successful. In addition, this Strategy highlights the important role Council has in both the short and long term strategic planning to manage urban development, urban heat and climate change.

VISION AND KEY FOCUS AREAS

The Urban Tree Strategy 2020 provides a strategic and coordinated approach to managing Council's tree population over a 10 year period. As part of this Strategy, a vision and Key Focus Areas have been developed.

FUNDING

Funding for the delivery of the Urban Tree Strategy will be covered by a range of sources. This includes recurrent budgets within Council, capital works, developer funded and grant opportunities from the NSW and Australian Government. Council will continue to explore future funding opportunities to deliver on the Urban Tree Strategy.

<h1>Vision</h1> <p>'A CLEAN and GREEN environment for current and future generations to enjoy by PROTECTING and ENHANCING Cumberland City Council's natural areas and green infrastructure.'</p>		
Key Focus Area 1: Community Education and Engagement	Key Focus Area 2: Maintain, Protect and Increase Existing Tree Canopy	Key Focus Area 3: Strategic Planning and Innovation
KFA 1.1 Encourage community involvement at location based events such as tree planting days	KFA 2.1 Identify and progress planting opportunities to increase tree canopy	KFA 3.1 Embed tree management protection into strategic plans and development controls
KFA 1.2 Raise awareness and educate the community and businesses on the benefits of trees and tree planting best practices	KFA 2.2 Continue to maintain and protect publicly owned trees	KFA 3.2 Investigate opportunities to incorporate green and blue infrastructure into strategic plans and development controls
KFA 1.3 Develop initiatives to encourage tree plantings on private land	KFA 2.3 Increase species diversity to ensure urban canopy is resilient	KFA 3.3 Review Council's operational procedures for tree management
	KFA 2.4 Collaborate with external agencies to protect and enhance tree canopy	KFA 3.4 Investigate opportunities to develop tree canopy cover baseline and tree asset database

Vision and Key Focus Areas

MONITORING

Actions will be monitored to determine if they are meeting the objectives of the key focus areas. A review and re-prioritisation of remaining actions will be undertaken at each review, to account for relevant funding opportunities, changing legislation or a change in regional strategic direction. The Action Plan will remain flexible to meet the changing needs of the Council over the life of the Strategy. The Strategy will be subject to a full review after a five year period.

As part of Council's continuous improvement philosophy, the Strategy actions will be reviewed annually and adapted where:

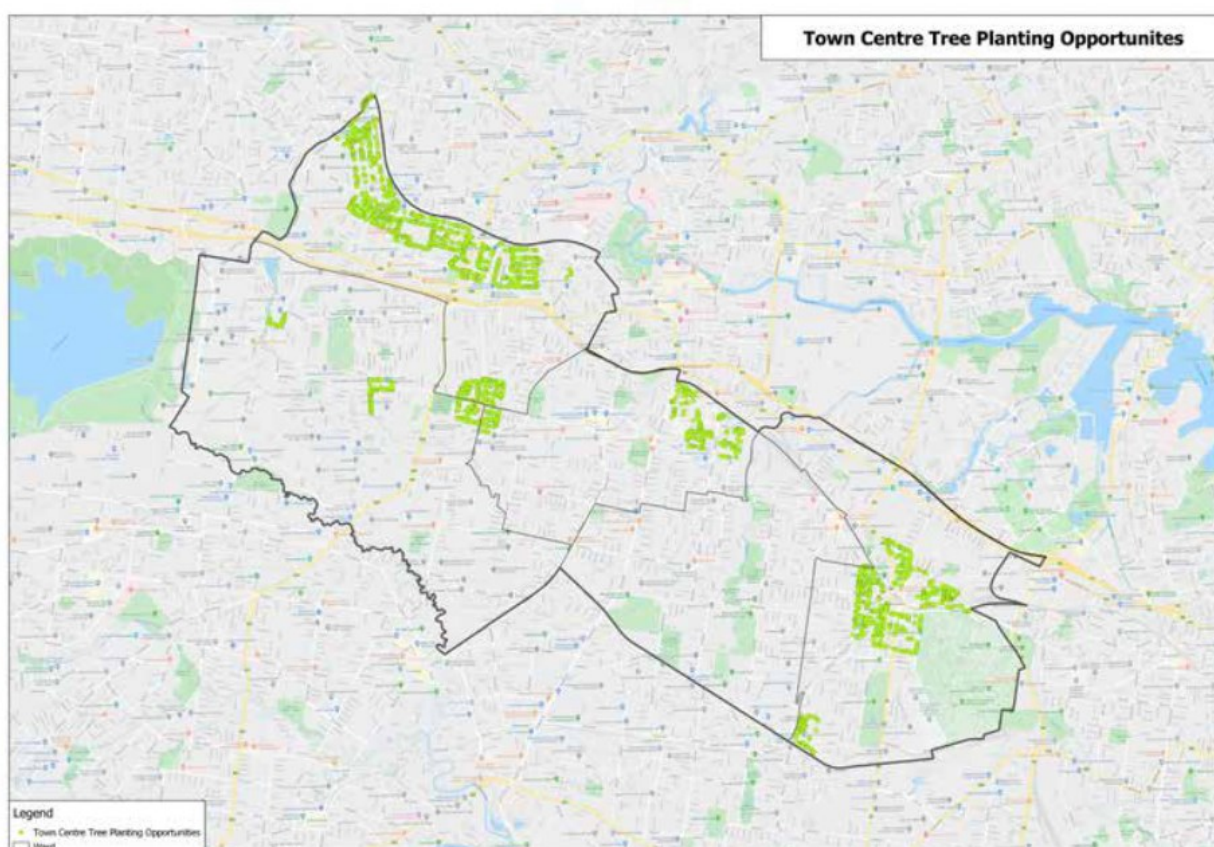
- Monitoring results indicate a change is necessary
- New technology or best practices improve tree management practices
- New opportunities arise to increase greenery.

TREE PLANTING PROGRAM FOR COUNCIL

As part of the Urban Tree Strategy, Council has identified a strategic program to focus efforts on tree planting for Council assets and public areas. The program will focus on the following areas:

- Tree planting in town centres
- Tree planting along road verges, nature strips and open spaces
- Tree planting to support biodiversity corridors in Cumberland

Further detailed work will be undertaken by Council to progress the development and implementation of this strategic program, aligned with available resources.



Council has identified tree planting opportunities in town centres

Key Focus Areas

Key Focus Area 1:

Community education and engagement



Objectives	Increase knowledge and appreciation of the value and benefits of trees					
	Create opportunities to increase tree plantings on public and private land					
Measures	Number of education and engagement initiatives delivered annually and attendees at events					
	Community satisfaction survey response for 'Environmental education programs'					
Actions		Timeframe				
		Yr 1	Yr 2	Yr 3	Yr 4	Yr 5
KFA 1.1	Encourage community involvement at location based events such as tree planting days					
KFA 1.2	Raise awareness and educate the community and businesses on the benefits of trees and tree planting best practices					
KFA 1.3	Develop initiatives to encourage tree plantings on private land					



Key Focus Area 2:

Maintain, protect and increase existing tree canopy



Objectives	Maintain, protect and increase tree canopy cover					
	Increase the diversity of tree species					
	Improve connectivity of green corridors in the area and in line with regional strategic plans					
Measures	Number of new trees planted in public places					
	Number of trees given to Cumberland residents at tree giveaway events					
	Record numbers of approved tree removals/loss vs numbers of trees planted in public and private spaces					
Actions		Timeframe				
		Yr 1	Yr 2	Yr 3	Yr 4	Yr 5
KFA 2.1	Identify and progress planting opportunities to increase tree canopy					
KFA 2.2	Continue to maintain and protect publicly owned trees					
KFA 2.3	Increase species diversity to increase tree population resilience					
KFA 2.4	Collaborate with external agencies to protect and enhance tree canopy					



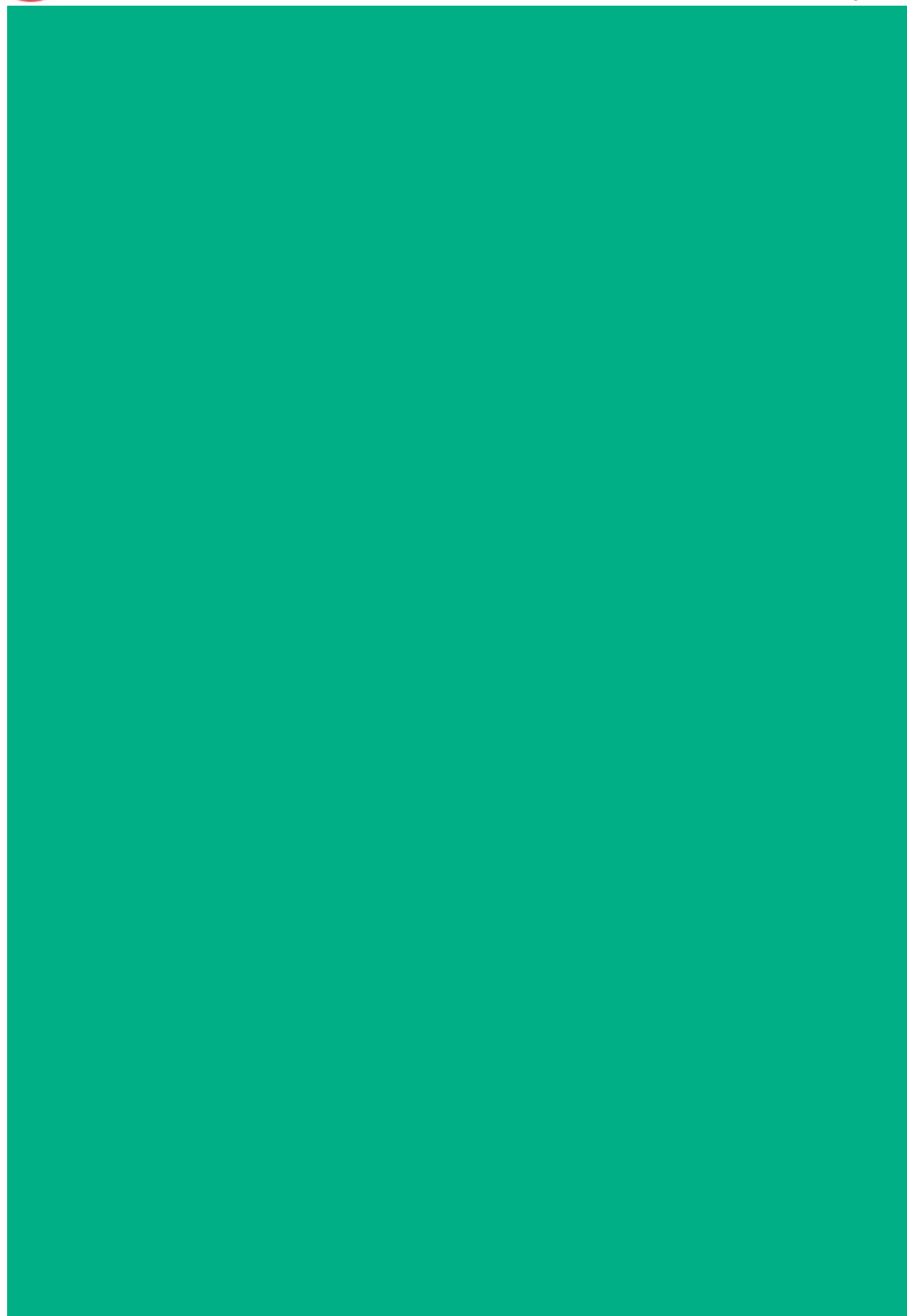
Key Focus Area 3:

Strategic planning and innovation



Objectives	Incorporate tree management principles into Local Strategic Planning Statement, Development Control Plans and Local Environmental Plans and strategies					
	Support regional efforts to increase tree canopy in Sydney, such as Central City District Plan and Sydney's Green Grid					
Measures	Establishment of processes and compliance tools to protect tree canopy					
	% of canopy cover change or number of trees planted in the local government area (subject to baseline being developed)					
Actions		Timeframe				
		Yr 1	Yr 2	Yr 3	Yr 4	Yr 5
KFA 3.1	Embed tree management protection into strategic plans and development controls					
KFA 3.2	Investigate opportunities to incorporate green and blue infrastructure into strategic plans and development controls					
KFA 3.3	Review Council's operational procedures for tree management					
KFA 3.4	Investigate opportunities to develop tree canopy cover baseline and tree asset database					





CUMBERLAND
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Item No: C05/20-437

DRAFT SUSTAINABILITY ACTION PLAN

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: SC475
Community Strategic Plan Goal: *A clean and green community*

SUMMARY

The Draft Sustainability Action Plan has been developed to provide a planned approach for Council to promote and enhance environmental sustainability. The Draft Plan reflects the themes identified in Council's adopted Environmental Management Framework, and identifies actions under three key focus areas: a clean and green city; a resilient city; and, a responsible city.

It is recommended that the Draft Action 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.

RECOMMENDATION

That Council place the Draft Sustainability Action 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

Sustainability is a holistic approach to managing the environment and aims to increase our resilience now and into the future. The Draft Action Plan is designed to integrate sustainability into decision making and balance short term priorities with longer term needs.

It is based on the environmental issues outlined in Council's adopted Environmental Management Framework, and identifies actions under three Key Focus Areas:

- Key Focus Area 1: A clean and green city
- Key Focus Area 2: A resilient city
- Key Focus Area 3: A responsible city

The Draft Action Plan summarises how Council works towards sustainability and identifies key initiatives by Council under each focus area. This Draft Action Plan will help achieve Council's vision for a clean, green and sustainable City.

COMMUNITY ENGAGEMENT

An internal review of engagement outcomes from Council's adopted Environmental Management Framework was undertaken to identify key focus areas for the Draft Action Plan.

Subject to Council endorsement, the Draft Action 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

Policy implications are outlined in the main body of the report.

RISK IMPLICATIONS

The Draft Action Plan provides guidance to minimise risks for Council in this area.

FINANCIAL IMPLICATIONS

Actions arising from the Draft Action Plan can be funded within the existing budget. Grant funding will also be sought on relevant actions where applicable.

CONCLUSION

The Draft Sustainability Action Plan has been developed to provide a planned approach for Council to promote and enhance environmental sustainability. It is recommended that the Draft Action 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 Sustainability Action Plan [↓](#) 

**DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-437**

**Attachment 1
Draft Sustainability Action Plan**



Draft Sustainability Action Plan *2020*

Acknowledgement of Country

Cumberland City Council acknowledges the Darug Nation and People as Traditional Custodians of the land on which Cumberland City is situated and pays respect to Aboriginal Elders both past, present and future.

We acknowledge Aboriginal and Torres Strait Islander Peoples as the First Peoples of Australia.

Cumberland City Council acknowledges other Aboriginal and Torres Strait Islander Peoples living in the Cumberland Local Government Area and reaffirms that we will work closely with all Aboriginal and Torres Strait Islander communities to advance reconciliation within the area.

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Summary

The Sustainability Action Plan aims to enhance the quality of life in Cumberland through the key focus areas identified in Council's Environmental Management Framework. This plan identifies actions that are drawn from existing Council documents and reinforce the role of Council as a leader in sustainability through three main focus areas with key goals and actions.

The Sustainability Action Plan is about integrating sustainability into our decision making and balancing short term priorities with longer term need. This plan will capture the benefits of environmental actions and builds on a strong history of action by Council in the area of sustainability, providing a solid foundation for continuous improvement into the future and outlines key actions for implementation.

These actions contribute to a common environmental vision:

Cumberland City Council will lead by example to deliver a clean, green and sustainable environment for current and future generations.

Cumberland City is:





Background

A Sustainability Action Plan is a planned approach for Council to promote and enhance environmental sustainability. A Sustainability Action Plan will place significant value on the operational and action level rather than focusing on the 'bigger picture' strategic directions.

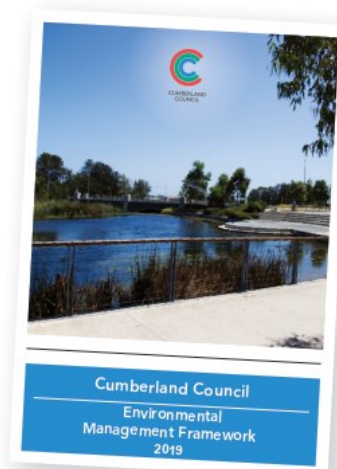
Actions in the Sustainability Action Plan reflect the themes identified in Council's Environmental Management Framework. These themes are:

- Biodiversity
- Waste & Litter
- Energy & Water Efficiency
- Water & Air Quality
- Corporate Sustainability

The Environmental Management Framework has been developed through a rigorous research and engagement process and provides the background for the actions in this plan.

The Sustainability Action Plan forms an extension of this work and is designed for:

- ensuring that Council meets the needs of the community as outlined in the Community Strategic Plan
- developing and reporting on outcomes
- environmental planning and strategy
- implementing environmental projects and initiatives



What does sustainability mean to us?

Sustainability is about protecting and enhancing what we have so that future generations can maintain their quality of life and delivering services to increase our resilience now and into the future. Sustainability is a holistic approach to managing the environment and aims to balance between environmental protection, economic practices and social responsibility.

There is no universally accepted definition of sustainability but was introduced as a concept in the Brundtland Report, also called Our Common Future. This report was released in 1987 by the World Commission on Environment and Development (WCED) and first introduced the concept of sustainable development as *“development which meets the needs of current generations without compromising the ability of future generations to meet their own needs”* and described how it could be achieved.

Since then, the definition of sustainability has evolved to include environmental, economic, social and governance. These are known as the four pillars of sustainability, as all four need to be applied to decisions and actions to achieve sustainability. A big part of this means using our resources wisely, such as

our natural environment, water and fossil fuels, and modifying the way we do things every day so that we can enjoy our City as it changes and grows.

We do this by considering and balancing the environmental, economic, social and governance impacts of our decisions. The focus areas of a clean and green city, a resilient city and a responsible city follow the below principles:

- Lead by example in identifying opportunities to support sustainability
- Recognise that current actions and policies have an environmental impact for future generations
- Protect the natural environment and value the importance of a diverse and healthy ecosystem
- Involve Traditional Custodians and the community in decisions and actions that affect them



A clean and green city

Improving the natural environment as well as maintaining the local amenity is important for community wellbeing in terms of aesthetics, recreation, health and spirit.

Cumberland City Council lies within the Cumberland Plain Woodland. The natural vegetation of this landscape is Grey Box and Grey Box-Ironbark Woodlands. Today the woodland exists only in fragments and is easily threatened by weed invasion, mowing, soil compaction and litter. Litter includes items like cigarette butts, food scraps, bottles and packaging. But littering isn't just ugly – it is an environmental problem. Littering pollutes our waterways, streets and parks and causes environmental damage. We are all responsible for the cleanliness of the places we visit and we must put our rubbish in the bin or take it with us.

Cigarette butts are the most littered item in NSW. They are a huge threat to the cleanliness of our streets, to waterways and to aquatic life. When cigarette butts are left on the ground to decompose, they release toxic substances into the soil and water. Even after the paper and tobacco breaks down, the filter can remain for up to 12 years.

A clean city is welcoming and promotes pride in place and a green city connects us to nature and community through play, sport and social interaction.

Key initiatives by Council

- installation of enviropoles to capture and recycle cigarette butts
- street art and street theatre to engage community and raise awareness about litter
- installation of nesting boxes to provide habitat for birds in the absence of tree hollows
- distribution of native beehives that help promote biodiversity, pollination and green corridors
- participation and promotion of annual national events, such as Clean Up Australia Day and National Tree Day
- implementing the community plant giveaway program to promote planting and benefits of trees
- hosting Return and Earn facilities on selected Council sites

Local resident participating in Council's native bee hive program



A resilient city

Resilience means striving to maintain liveability of the community and being able to cope with stresses and shocks placed on a city, such as extreme heat and weather events, transport congestion and housing affordability.

An emerging issue is a changing climate. We need to consider this, as much of what we do and how we live depends on the climate. A changing climate may also impact on our natural environment.

How we respond to a changing climate is important because of the risks that comes with it. Depending on where we live in the world, the effects can vary. For example, if you live in bushland, the risk may be bushfires. If you live near the beach, it may be flooding. This may mean loss of homes and businesses, loss of life, pressure on our infrastructure, loss of income and increasing insurance costs. It also affects government, businesses and the community, internationally and locally, as decisions need to be made about how to respond.

A resilient city is one that recognises risks and plans for the future in an appropriate way.

Key initiatives by Council

- completion of a research project with Western Sydney University to benchmark micro climates across Cumberland City
- commencement of the 'UV-Smart and Cool Playgrounds' project for the first playground in NSW
- review of planning controls to support a more resilient City
- commencement of the 'Heat Smart' project with Western Sydney Region of Councils
- investigation of the feasibility of electric vehicles for Council's fleet
- hosting a community citizen science project to inform work on a resilient city



A responsible city

Sustainability is ongoing and can only continue to progress if the community, businesses and government lead by example. For local government, this means prioritising environmental issues and implementing actions where it can create positive outcomes for the community within the resources available. It also means educating the community to promote behaviour change and create a sense of responsibility.

A responsible city is one that looks at internal operations and identifies opportunities to improve efficiencies and reduce emissions, while also reducing pressure on Council resources and infrastructure used by the community.

Key initiatives by Council

- replacement of car park lighting with over 500 LED lights with motion sensors, resulting in a reduction in energy usage of 60%
- installation of 21 energy efficient hot water systems (solar and heat pump) across 12 park amenities blocks, youth centres, community centres, function centres and administration building
- installation of 100kW of solar panel systems on youth centres, libraries, function centres, children's centres and community centres
- replacement of 940 old mercury vapour streetlights with energy efficient LEDs
- installation of SmartMeter data loggers to track water consumption on Council assets
- installation of stormwater harvesting systems at two major sporting fields
- investigation and feasibility of purchasing green energy
- hosting a community energy forum for residents
- development and implementation of energy savings and water efficiency initiatives on Council assets
- energy and water monitoring software to monitor and measure consumption across Council assets



LED street lights in Woodpark (Photo: Serge Golikov)

Implementation and tracking success

Decisions about prioritising environmental sustainability actions are made with considerations to risk, meeting Council's policy, strategic and legislative commitments and whether actions represent value for money to Council and the community.

The table opposite summarises how Cumberland City Council will work towards sustainability.

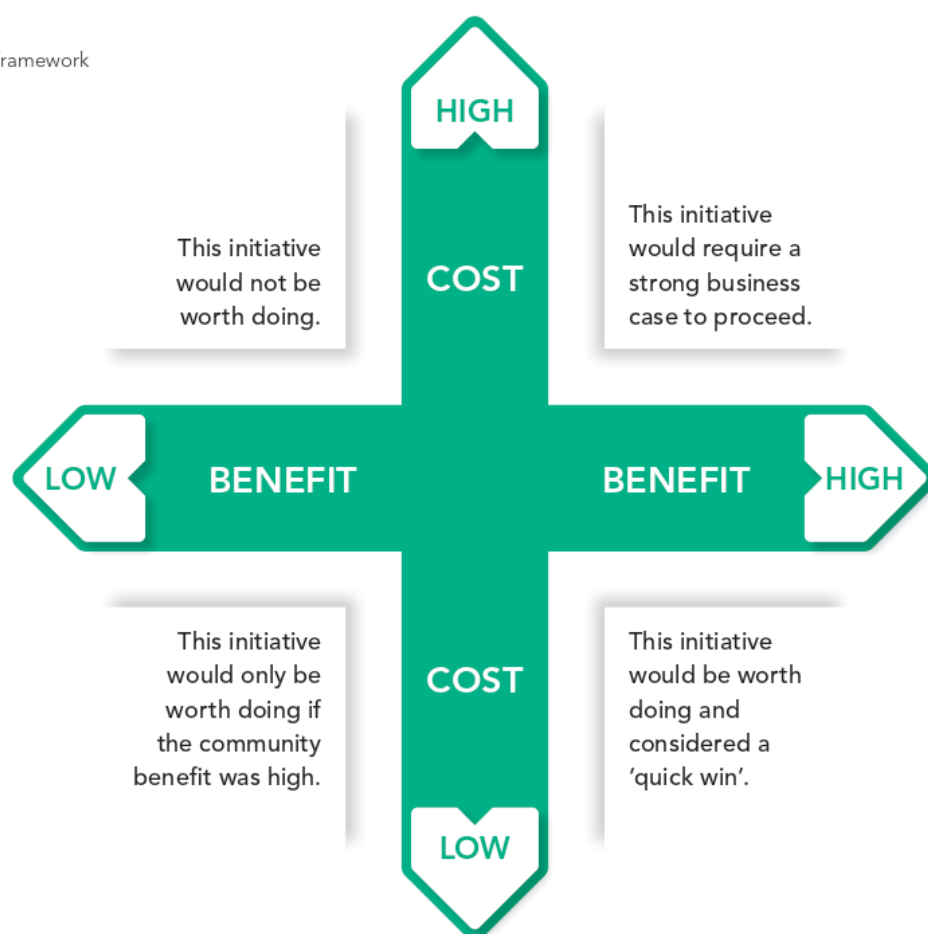
The key initiatives identified in the Action Plan are by no means exhaustive but a sample of some of the dynamic projects and programs that have been commenced or implemented. These are in addition to ongoing maintenance works and upgrades to our

City, which are reported as part of Council's processes. At the time of this plan, many initiatives were being investigated or are underway as part of Council's ongoing commitment to reduce its environmental footprint.

This Action Plan will be reviewed annually and existing reporting processes will be utilised for reporting on actions.

For all organisations, sustainability is a work in progress. As demands on our City grow, so does the need to strive even further for sustainability.

Cost Benefit Framework



Key Focus Areas	Actions		Indicators
A CLEAN AND GREEN CITY	1.1	Implement strategies and initiatives that enhance the natural environment and improve amenity	Priority actions from the Cumberland Biodiversity Strategy 2019, Cumberland Waste and Resource Recovery Strategy 2018-2023 and the Cumberland Environmental Health Strategy 2020-2024
	1.2	Support education and programs that promote biodiversity and reduce our environmental footprint	Priority actions from the Cumberland Biodiversity Strategy 2019 and Cumberland Waste and Resource Recovery Strategy 2018-2023 Community and Council participation
A RESILIENT CITY	2.1	Reduce urban heat impacts through regional projects	Priority Actions from Western Sydney Region of Councils (WSROC) 'Turn Down the Heat' Strategy Recommendations from the 'Benchmarking Heat Across Cumberland Council' research report
	2.2	Review planning instruments and controls to support a resilient city	Local Strategic Planning Statement Local Environmental Plan Development Control Plan
	2.3	Identify climate risks and implement adaptation initiatives	Climate change risk assessment
A RESPONSIBLE CITY	3.1	Identify water and energy efficiency opportunities and implement projects to reduce consumption	Benchmarking data from AZility monitoring software State and Federal emissions targets Cities Power Partnership (CPP) pledges Western Sydney Region of Councils (WSROC) Western Sydney Energy Program recommendations Actions from Council's strategies, programs and plans
	3.2	Investigate opportunities to embed sustainability values into operations, improve capacity and provide internal education	Priority actions from the Cumberland Biodiversity Strategy 2019 and Cumberland Waste and Resource Recovery Strategy 2018-2023 Internal training opportunities Corporate sustainability opportunities

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Item No: C05/20-438

PROPOSED CANCELLATION OF CUMBERLAND HERITAGE AWARDS AND CUMBERLAND HERITAGE REBATE PROGRAM IN 2020

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: SC481
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

At its meeting of 18 March 2020, Council resolved to proceed with the Cumberland Heritage Rebate Program and Cumberland Heritage Awards in 2020. However, in light of the current pandemic crisis (COVID-19), this report recommends cancelling both programs for 2020.

This report also recommends that the Cumberland Heritage Rebate Program and Cumberland Local Heritage Awards be run as usual in 2021, broadly aligned with the timing of annual National Australian Heritage Festival, if appropriate in the circumstances at that time.

RECOMMENDATION

That Council:

- 1. Cancel the Cumberland Heritage Rebate Program and the Cumberland Heritage Awards in 2020, due to the current pandemic crisis.**
- 2. Resume the Cumberland Heritage Rebate Program and the Cumberland Heritage Awards in 2021, if appropriate in the circumstances at that time.**

REPORT

Due to the current COVID-19 pandemic crisis, including social distancing restrictions, Council has made the decision not to proceed with a number of events and programs. In consideration of this environment, it is recommended that the Cumberland Heritage Rebate Program and the Cumberland Heritage Awards are cancelled for 2020. It is noted that the Australian Heritage Festival for 2020, as run by the National Trust of Australia, has already been cancelled.

It is proposed that the Cumberland Heritage Rebate Program and the Cumberland Heritage Awards are undertaken in 2021, aligned as in previous years with the timing of the Australian Heritage Festival. This would be undertaken if appropriate in the circumstances at that time.

COMMUNITY ENGAGEMENT

Council staff have put this proposal to the members of the Cumberland Heritage Committee (electronically) and no objections were raised.

All engagement programs to promote the Cumberland Heritage Awards and Cumberland Heritage Rebate Program in 2020 will no longer proceed.

Council will advise the community of the cancellations for 2020 via an update on Council's website.

POLICY IMPLICATIONS

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

RISK IMPLICATIONS

The recommendation that Council not proceed with these programs in 2020 mitigates risk for Council in light of the COVID-19 pandemic and associated restrictions.

FINANCIAL IMPLICATIONS

The budget allocation for the Cumberland Heritage Rebate Program and the Cumberland Heritage Awards Program will not be spent in 2019/20, funding for their programs will be included in the 2020/21 budget.

CONCLUSION

It is recommended that Council endorses the proposed cancellation of the Cumberland Heritage Rebate Program and Cumberland Heritage Awards in 2020 in light of the current pandemic crisis, with a view to running both programs in 2021, if appropriate in the circumstances at that time.

ATTACHMENTS

Nil

Item No: C05/20-439

PLANNING PROPOSAL AND VOLUNTARY PLANNING AGREEMENT FOR BUILDING 3, 20-22 DRESSLER COURT, MERRYLANDS (FORMERLY KNOWN AS 1-11 NEIL STREET, MERRYLANDS)

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PP-5/2020
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

The planning proposal for Building 3, 20-22 Dressler Court, Merrylands (formerly known as 1-11 Neil Street, Merrylands) was endorsed by Council in June 2019 for a Gateway Determination.

As required by Council's resolution and the Gateway Determination, the planning proposal was exhibited for a period of 28 days. A draft Voluntary Planning Agreement was also notified with the planning proposal. This report outlines the feedback received during exhibition.

It is recommended that the Voluntary Planning Agreement be executed and Council finalise the planning proposal, as delegated by the Minister, following execution of the Agreement.

RECOMMENDATION

That Council:

1. **Adopt the recommended planning controls for Building 3, 20-22 Dressler Court, Merrylands (formerly known as 1-11 Neil Street, Merrylands), and as previously resolved by Council, being:**
 - a) a maximum building height of 50m apply to the south-eastern portion of the site; and
 - b) a maximum floor space ratio of 3.66:1 apply to the eastern portion of the site.
2. **Endorse and delegate authority to the Mayor and the General Manager to execute the Voluntary Planning Agreement, on behalf of Council, for Building 3, 20-22 Dressler Court, Merrylands, as provided in Attachment 2.**
3. **Finalise the planning proposal, as delegated by the Minister, following execution of the Voluntary Planning Agreement and registration on title.**
4. **Note that this LEP amendment will be published in the Government Gazette upon finalisation.**

REPORT

Background

A planning proposal request was lodged with Council in July 2018 for Building 3, 20-22 Dressler Court, Merrylands (formerly known as 1-11 Neil Street, Merrylands), which sought to increase the maximum height of buildings and floor space ratio controls under the Holroyd Local Environmental Plan (LEP) 2013 for this site.

The proposal was considered by the Cumberland Local Planning Panel in May 2019, with the Panel recommending that the proposal be reported to Council seeking a resolution to proceed to Gateway.

This was reported to Council in June 2019, with Council endorsing that a planning proposal be prepared with the following built form controls:

- Maximum building height of 50m applying to the south-eastern portion of the site
- Floor space ratio of 3.66:1 applying to the eastern portion of the site.

Following endorsement by Council of the planning proposal for Gateway Determination, and as outlined in the Council report, further negotiations were undertaken on the public benefit offer submitted by the applicant to Council. The public benefit offer was captured through the preparation of a Voluntary Planning Agreement.

Public Exhibition of the Planning Proposal and draft Voluntary Planning Agreement

The planning proposal and draft Voluntary Planning Agreement were placed on public exhibition from Wednesday 19 February 2020 to Wednesday 18 March 2020. 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).

Council received a total of eighteen (18) submissions from local residents objecting to the proposal. One submission also contained an objection to the draft Voluntary Planning Agreement. The key concerns raised in the submissions included:

- Lack of strategic merit for the proposal where there appears to be an oversupply of units in the local area, demonstrated by high vacancy rates
- Amenity impacts such as increased traffic and parking, and overshadowing on nearby residential properties, including Building 2 and those on the eastern side of the railway line
- Concerns about the draft Voluntary Planning Agreement, including the method of calculating Council's value capture entitlement and how the money is to be used.

As part of the Gateway Determination, Council was also required to consult with the following public authorities: Roads and Maritime Services and Transport for NSW. No submissions were received from these public authorities.

Planning Proposal

The submissions raised in the public submissions for the planning proposal were considered by Council officers. These issues were considered prior to the Gateway Determination stage of the planning proposal or can be addressed as part of the development application stage of the proposal. No changes to the planning proposal are proposed in response to the public submissions.

Voluntary Planning Agreement

Following Council's resolution to forward the planning proposal for a Gateway Determination, a Voluntary Planning Agreement was negotiated between Council and the applicant to capture the public benefit offer. The Agreement secures the receipt of monetary contributions linked to local infrastructure works that supports the redevelopment of the Merrylands town centre.

The outcome of negotiations for the public benefit offer is guided by Council's Planning Agreements Policy that seeks to capture the increase in residual land value arising from the planning proposal. The residual land value was determined by an independent valuation undertaken by Council, a peer review of Council's valuation undertaken by the proponent and further review by Council's independent valuer. The Voluntary Planning Agreement is considered to be consistent with Council's Planning Agreements Policy.

No changes have been made to the Voluntary Planning Agreement following notification of the Agreement in conjunction with the public exhibition of the planning proposal.

It is recommended that Council endorse and, through the Mayor and General Manager, execute the Voluntary Planning Agreement, as provided in Attachment 2.

COMMUNITY ENGAGEMENT

Community engagement activities are outlined in the main body of the report.

POLICY IMPLICATIONS

The proposal involves amendments to the Holroyd Local Environmental Plan 2013. The draft Voluntary Planning Agreement is consistent with Council's Planning Agreements Policy.

RISK IMPLICATIONS

There are minimal risk implications for Council associated with this report. The Voluntary Planning Agreement must be executed by both parties prior to the Local Environmental Plan amendment being finalised (gazetted). All statutory and Council policy requirements have been met.

FINANCIAL IMPLICATIONS






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

CONCLUSION

As required by Council's resolution for the planning proposal in June 2019, the planning proposal has been prepared and publicly exhibited for a period of 28 days. This report outlines the feedback received during exhibition.

It is recommended that the Voluntary Planning Agreement be executed and Council finalise the planning proposal, as delegated by the Minister, following execution of the Agreement.

ATTACHMENTS

1. Planning Proposal [↓](#) 
2. Voluntary Planning Agreement [↓](#) 
3. Gateway Determination [↓](#) 
4. Summary of Community Submissions [↓](#) 
5. Minutes and Council Report from Meeting 19 June 2019 [↓](#) 
6. Valuation Advice (confidential)
7. Peer Review of Valuation Advice (confidential)

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-439

Attachment 1
Planning Proposal



PLANNING PROPOSAL



The Mills, Building 3
1-11 Neil Street, Merrylands

SC563

July 2019

Contents

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- Figure 10 – Concept drawings showing proposed increase to height of building 3
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Tables

- Table 1 – Development approvals – The Mills
- Table 2 – Proposed changes to approved development scheme for Building 3
- Table 3 – Consistency with relevant State Environmental Planning Policies
- Table 4 – Consistency with relevant Ministerial Directions

Attachments

- Attachment 1 – Cumberland Local Planning Panel report and advice
- Attachment 2 – Cumberland Council report and resolution
- Attachment 3 – Urban Design and SEPP 65 Peer Review
- Attachment 4 – Traffic, transport and parking advice
- Attachment 5 – Comprehensive Social Impact Assessment



Introduction

Cumberland Council (Council) prepared this Planning Proposal in response to a Planning Proposal Request lodged by Chapman Planning on behalf of Landmark Group Australia Pty Ltd (the Proponent) in October 2017.

The Planning Proposal applies to Building 3, 'The Mills' development, 1-11 Neil Street, Merrylands. In 2017, Council issued an approval for Building 3. The original approval was for a 12 storey apartment building with 178 dwellings. More recently, the Proponent lodged an application to modify the original concept plans to provide an additional four storeys. The revised concept plans indicate that Building 3 could accommodate an additional 24 units within the additional storeys.

The proposed alterations and additions to Building 3 are not permitted under the local planning controls that currently apply to site and cannot be considered as an exception to development standards under Clause 4.6 of *Holroyd Local Environmental Plan (LEP) 2013*. The Planning Proposal therefore seeks to amend Holroyd LEP 2013 as follows:

- Increase the maximum Height of Building control from 39m (12 storeys) to 50m (16 storeys) on the south-eastern portion of the site
- Increase the Floor Space Ratio control from 3.5:1 to 3.66:1 on the eastern portion of the site.

The Planning Proposal was prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the NSW Department of Planning, Industry and Environment's *A Guide to Preparing Planning Proposals 2016*.

Site location and context

The Planning proposal applies to Building 3 of 'The Mills' development at 1-11 Neil Street, Merrylands. The development comprises two lots (Lot 1 DP 203553 and Lot 11 DP 228782) with a total area of approximately 15,765m². Building 3 is located on the south-eastern portion of the site and has a total area of 8,625m².

The Mills is a masterplanned residential development on a former historic flour milling site. It is located approximately 300m north-east of the Merrylands Town centre within Cumberland's Neil Street Precinct, approximately 3.5km south-west of Parramatta CBD and 25km north-west of Sydney CBD.

Surrounding land uses include an eight hectare regional reserve (Holroyd Gardens) to the north, established low density residential neighbourhoods to the east, Merrylands Bus and Rail Terminus to the south, and Stockland Shopping Centre to the west.

The location and surrounding context are shown in Figures 1 to 2 below.

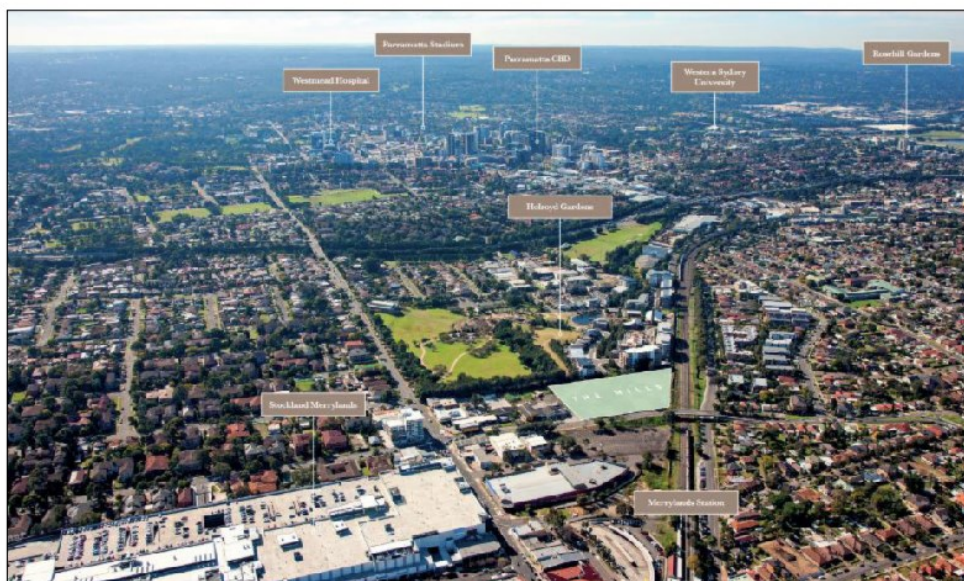


Figure 1: Aerial photo showing location of The Mills and surrounding context

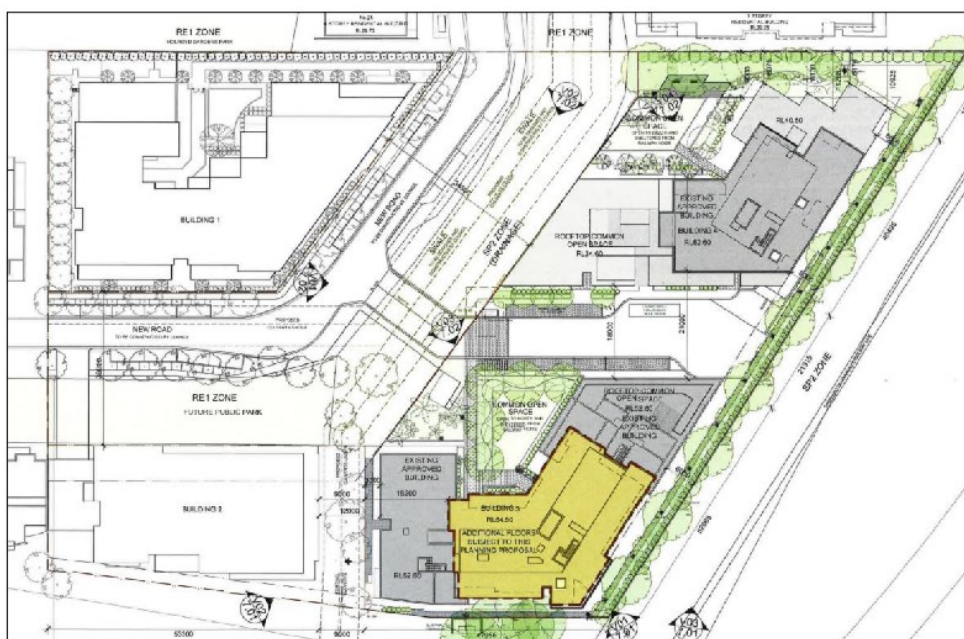


Figure 2 – Site plan showing location of Building 3 within The Mills development

Planning Proposal for Building 3, 1-11 Neil Street, Merrylands (SC563)

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Existing planning controls

The site is subject to the following key planning controls under Holroyd LEP 2013. See also Figures 3 to 9, which contain extracts from existing LEP mapping.

Planning control	Details
Land Zone	R4 High Density Residential SP2 Drainage RE1 Public Recreation
Minimum Lot Size	900m ²
Height of Building	27m, 30m to 39m maximum
Floor Space Ratio	3.5:1 maximum
Heritage	The site contains a locally-significant archaeological site (Millmaster Feeds site) and adjoins a local heritage item (Goodlet and Smith Brickmaking Plant and Chimney, and Hoffman Kiln and Chimney)
Land Reservation Acquisition	Part of the site to be acquired by Council for various public uses (local roads, drainage and open space)
Riparian Lands and Watercourse	Partially affected



Figure 3: Existing land zone (LZN-009)



Figure 4: Existing minimum lot size (LSZ-009)

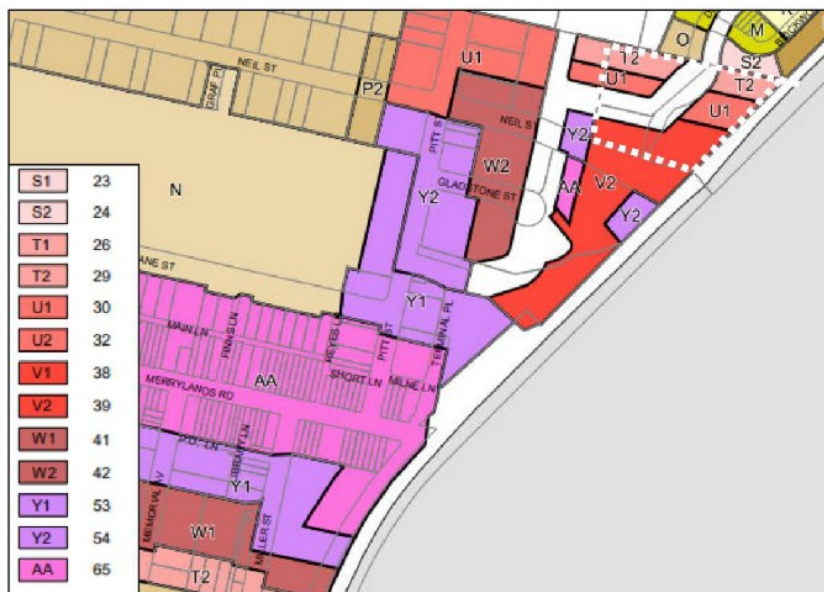


Figure 5: Existing height of building (HOB-009)

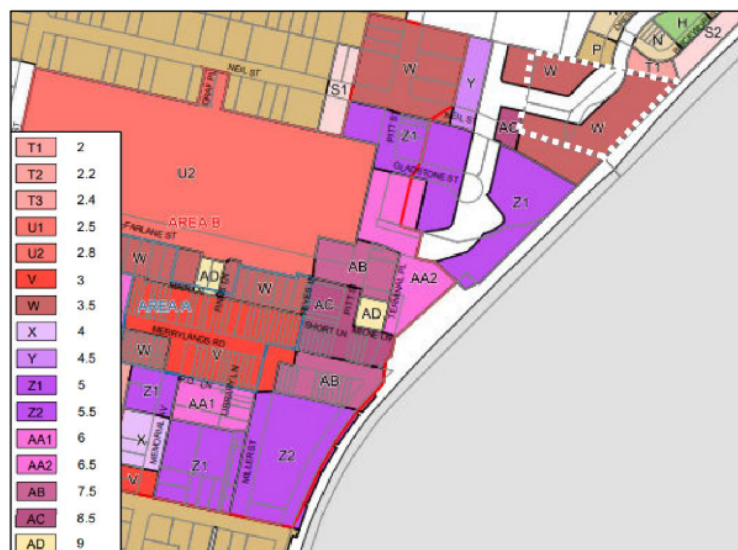


Figure 6: Existing floor space ratio (FSR-009)



Figure 7: Existing heritage (HER-009)

Planning Proposal for Building 3, 1-11 Neil Street, Merrylands (SC563)

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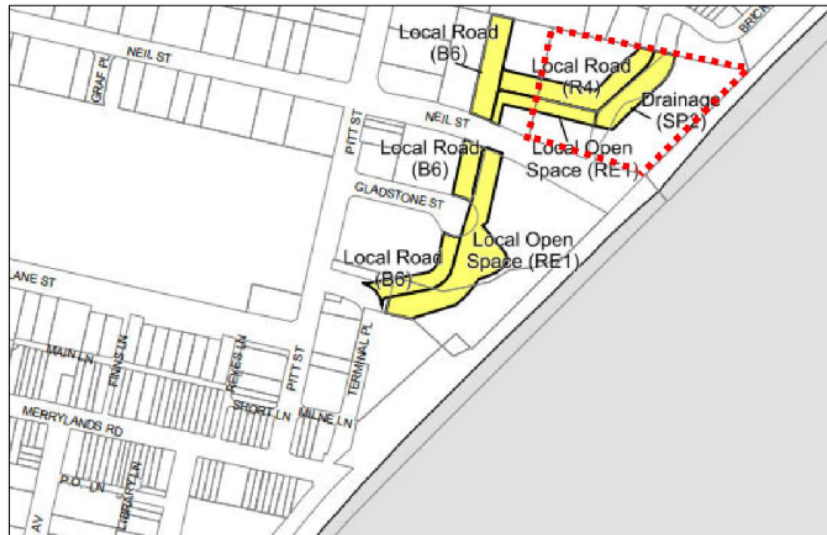


Figure 8: Existing land reservation acquisition (LRA-009)



Figure 9: Existing Riparian lands and watercourse (WCL-009)

Background

Cumberland Local Planning Panel and Council endorsed the Planning Proposal

The Proponent's Planning Proposal Request was reported to the Cumberland Local Planning Panel on 1 May 2019. 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 19 June 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.

Development approvals for The Mills development

There are a number of approved developments that are at various stages of construction within The Mills development, as shown in Table 1 below.

Building	Approved development	Reference
1	9 storey apartment building with 120 units	DA-80/2016
2	12 storey apartment building with 115 units	DA-203/2015 & DA-343/2016
3	12 storey apartment building with 178 units	DA-496/2016
4	6, 9 & 12 storey apartment building with 133 units	DA-496/2016

Table 1: Development approvals - The Mills

Application to modify the approved development scheme for Building 3

This Planning Proposal supports a recent application lodged by the Proponent to modify the original development scheme for Building 3 to include an additional four storeys, increasing the gross floor area by 2,468m² (DA 201/497). The concept plans associated with that DA show that the proposed alterations and additions to Building 3 could potentially accommodate an additional 24 apartments with a rooftop communal open space area, a variety of apartment layouts. It is noted that these plans are still under assessment and are, therefore, subject to change.

If approved, the Planning Proposal and associated DA would, in part, compensate for a loss of development yield that resulted from the Neil Street Precinct Planning Proposal, initiated by Holroyd Council in 2016 and made law in December 2017. As part of the Council-initiated proposal, a large portion of the site was rezoned to allow for the provision of a range of public uses on the site (recreation, drainage and local road) and identified as being required for acquisition by Council. This reduced the planned development yield of the site from 45,177m² to 39,413m², being a total reduction of 5,736.5m².

Part 1: Objectives or intended outcomes

The Planning Proposal supports the proposed changes to the approved development scheme for Building 3 (DA 201/497) as shown in Table 2 below.

	Approved development scheme	Additional proposed under the revised development scheme	Total increase
<i>Building height (storeys)</i>	12	4	16
<i>Total number of units</i>	178	24	202
<i>Dwelling mix</i>	59 x 1 BR units 107 x 2 BR units 12 x 3 BR units	- 12 x 2 BR units 12 x 3 BR units	59 x 1 BR units 119 x 2 BR units 24 x 3 BR units
<i>Adaptable units</i>	36	4	40

Table 2: Proposed changes to the approved development scheme for Building 3

If approved, the Planning Proposal and associated development application will:

- Create a strong urban corner to Neil Street, identifying and reinforcing this gateway to the Merrylands Town centre from Neil Street to the east
- Establish a building height which is generally consistent with the surrounding built form
- Present a more suitable transition in building height from the higher scale mixed use development in the core of the Merrylands town centre to the lower-scale residential development and the Holroyd Gardens to the north
- Create variation in the height plane that currently sees a plateau of 12 storeys on the site



Figure 10: Concept drawings showing proposed increase to height of Building 3

Part 2: Explanation of provisions

To achieve the objectives or intended outcomes, the Planning Proposal seeks to amend Holroyd LEP 2013 as follows.

- Increase the height of building control from 39m (12 storeys) to 50m (16 storeys) for the south-eastern portion of the site
- Increase the floor space ratio from 3.5:1 to 3.66:1 on the eastern portion of the site.

Existing and proposed mapping is show in Part 4.

Part 3: Justification

Section A — Need for the proposal

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

The Planning Proposal was prepared by Cumberland Council in response to a Planning Proposal Request (PPR) lodged by Proponent in 2018.

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

Yes. The proposed modifications to the approved development scheme (DA 201/497) are not permitted under the local planning controls that currently apply to site and cannot be considered as an exception to development standards under Clause 4.6 of *Holroyd Local Environmental Plan (LEP) 2013*.

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)?

Yes. 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: A Metropolis of Three Cities

This Plan sets a 40 year vision and establishes a 20 year plan to manage growth and change for Greater Sydney. It 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 proposal is consistent with Region Plan, particularly the following

- *City supported by infrastructure* – The site is well connected to public transport infrastructure. The site and surrounds have been identified for increased density of commercial and residential development with the Neil Street Precinct LEP



Amendments and Merrylands Station and McFarlane Street Precinct Planning Proposal.

- *City for its people* – the future development will facilitate active uses and opportunities for social interaction. The landmark building will assist people to navigate through the town centre.
- *Housing in the City* – the proposal will provide new housing adjacent to Merrylands railway station and set within a network of new roads and pathways.
- *An efficient city* – the proposal has potential to reduce transport costs and emissions by increasing the resident population with access to public transport and within easy walking distance of an established town centre.

The Central City District Plan 2018

This Plan sets out a 20 year vision to guide the growth of the Central City District within the context of Greater Sydney's three cities. It sets out a number of planning priorities structured around the Region Plan's four key themes.

The proposal is consistent with Central City District Plan, particularly the following:

- *Planning for a city supported by infrastructure* – the proposal seeks to rezone land close to key existing infrastructure such as the Merrylands Bus and Rail Interchange.
- *Providing housing supply, choice and affordability with access to jobs, services and public transport* – the proposal will increase the number and variety of new units on a site that is within easy walking distance to Merrylands Town centre, which is Cumberland's largest strategic centre that offers a range of existing jobs, service and public transport options.

Q4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

Yes. The proposal is consistent with, and does not exceed, the development yield that was planned for the site under the Merrylands Town centre Urban Design Review 2015 and the Council-initiated Neil Street Planning Proposal.

The planning proposal increases the floor area by 4,292m² resulting in a Gross Floor Area across the site of 44,437m². This original Neil Street Masterplan and Neil Street Planning Proposal provide for 45,177m² of Gross Floor Area across the site.

The proposal is also consistent with the following local plans and strategies.

Cumberland Council Community Strategic Plan 2017-2027

This Plan sets out 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 proposal is consistent with the following Strategic goals.

1. *A great place to live & a safe accessible community* – The site is located within easy walking distance to Merrylands Town centre and train station, with direct access to Parramatta and Sydney CBDs.
2. *A clean and green community* – The site is located in close proximity to Holroyd Gardens; a high-quality regional park of approximately eight hectares, featuring a variety of playgrounds, bicycle and walking tracks, and picnic areas.



3. *A strong local community* – The proposal help to provide a critical mass of people living close to the Merrylands Town centre which will, in turn, help to create a sense of vibrancy and create opportunities for people to connect socially.
4. *A resilient built environment* – Increasing the number of people living close to the Merrylands Town centre will increase the viability of local business, services and facilities.

Draft Cumberland Local Strategic Planning Statement 2030

The Draft Cumberland LSPS is on exhibition from 1 July 2019 to 30 August 2013. The purpose of the LSPS is to set clear planning priorities and actions for land use within the Cumberland local government area over the next 10 years. The proposal is consistent with the LSPS, particularly the following aspects.

- *Getting around – access and movement* – The proposal is aligned with the type of transport-oriented development promoted by the LSPS. The proposal will result in an increase in residential density on the northern fringe of the Merrylands Town centre, with good access to a range of public transport options, including Merrylands train station, that connect Cumberland's town centres and employment hubs, both locally and to Greater Sydney.
- *Places and spaces for everyone* – The proposal will increase the number and variety of housing types available in Merrylands, to meet the needs of Cumberland's growing and changing population. The Mills is a modern development that is expected to provide a high level of amenity for people living in and around the development, providing many opportunities for recreation and social connection, and celebrating the site's history by incorporating key features of the former mill into the new design.
- *Local jobs and businesses* – The proposal will help to sustain a strong and diverse local economy by making it possible for more people to live close to Merrylands Town centre. It will promote access to local jobs, education opportunities and care facilities.

Cumberland Planning Agreement Policy and Interim Affordable Housing Policy

Council adopted its *Interim Affordable Housing Policy* on 5 July 2017. The Policy applies to all future development in Cumberland local government area (LGA), to support the provision of affordable housing in the LGA. Under the policy a target of 15% of any additional residential floor space resulting from a Planning Proposal is to be provided as affordable housing.

Council adopted the Planning Agreements Policy on 6 September 2017. This policy applies to Planning Proposals for land within the LGA lodged after this policy was adopted. This policy is to capture benefits for the community as a result of value uplift of land that would be achieved.

As the PPR was lodged with Council in 20 September 2017, and so after the Planning Agreement Policy and the interim Affordable Housing Policy came into effect, these policies are applicable to this Planning Proposal. The application of these policies will be undertaken as part of the negotiations for the voluntary planning agreement separate to this Planning Proposal.

It is noted that the Central City District Plan, which covers the Cumberland LGA, also recognises the need for affordable housing to be provided in the District and nominated a target for affordable rental housing.

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

Yes. The Planning Proposal is consistent with all relevant State Environmental Planning Policies (SEPPs) listed below.

SEPP	Comment
Remediation of Land (SEPP 55)	The Planning Proposal does not seek to change the zoning or permissible land uses on the site. Detailed Site Contamination Investigations were undertaken as part of the original development approval for the site. It is expected that the site will be remediated to make the land suitable for its intended use without risk to human health and the environment. Remediation is expected to be undertaken by the Proponent prior to construction and comply with SEPP 55.
Design Quality of Residential Apartment Development (SEPP 65)	The Planning Proposal is consistent with this SEPP as outlined in the supporting <i>Urban Design and SEPP 65 Peer Review</i> prepared by Architects Johannsen and Associates (attachment 3).
SEPP	Comment
SEPP (Building Sustainability Index: BASIX) 2004	This SEPP requires residential development to achieve mandated levels of energy and water efficiency. This matter will be considered as part of the consideration of the associated DA 201/497.
SEPP (Infrastructure) 2007	The Planning Proposal is consistent with this Policy and should support the use of existing local public transport modes and of existing utilities that service the site and area. The provision of infrastructure to meet the needs of the precinct will be undertaken by Council on the land dedicated central to the site. Noise and vibration attenuation measures will be investigated with any future development application to ensure new dwellings are compatible with the ongoing operation of the adjoining railway line.
SEPP (Affordable Rental Housing) 2009	The increased density of development sought by this application will be serviced by the train station and bus interchange to the south of the subject site. The site is an accessible location under the Affordable Rental Housing SEPP. This matter will be considered as part of the consideration of the associated DA 201/497.

Table 3: Consistency with relevant SEPPs

Q6. Is the Planning Proposal consistent with applicable Ministerial Directions?

The Planning Proposal is consistent with all applicable Ministerial Directions under Section 9.1 of the EP&A Act listed below.

Environment and Heritage	Comment
Heritage Conservation The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	<p>The subject site contains a heritage item. It also adjoins a site that contains a heritage item. Both are locally significant and are protected under Holroyd LEP 2013. Council is currently consulting on the potential de-listing of certain items under Holroyd LEP 2013 which may affect these items.</p> <p>An assessment of any heritage impacts that are likely to arise as a result of the proposed changes to Height of Building and Floor Space Ratio controls will be considered and addressed as part of the development application process.</p>
Housing Infrastructure and Urban Development	Comment
3.1 Residential Zones The objectives of this direction are: to encourage a variety and choice of housing types to provide for existing and future housing needs, to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and to minimise the impact of residential development on the environment and resource lands.	<p>The Planning Proposal seeks to facilitate the construction of 24 additional dwellings, with the potential to provide a variety of apartment sizes and layouts, high levels of solar access and access to a large area of rooftop private communal open space as well as being enhanced by the setting created from extensive new public open space to the west and north of Building 3.</p> <p>The site is located close to an existing Town centre, with good access to public transport and existing jobs, services and facilities.</p> <p>The development will be served by the existing and planned stormwater drainage and new road construction that will be undertaken during the staged redevelopment of the site.</p>
3.4 Integrating Land Use and Transport 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: improving access to housing, jobs and services by walking, cycling and public transport; increasing the choice of available transport and	<p>The Planning Proposal seeks to increase the density of residential development within direct vicinity of the Merrylands railway station and transport interchange on land which is anticipated to be redeveloped to include extensive improvements to the pedestrian and cycling facilities.</p> <p>The proposal also seeks to increase the number of dwellings within the town centre containing a number of commercial and mixed uses encouraging the integration of land uses and reducing car dependence.</p> <p>The new public park will be provided with pedestrian and bike paths that will provide connections to the train station from residential precincts to the north and Holroyd Gardens.</p>

reducing dependence on cars; reducing travel demand including the number of trips generated by development and the distances travelled, especially by car; supporting the efficient and viable operation of public transport services; and providing for the efficient movement of freight.	End of trip facilities such as bike parking are provided within the basement of Building 3 as approved and also within the public domain in order to encourage other modes of transport. Due to proximity to the station the proposal is likely to encourage pedestrian activity.
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.	Following Gateway Determination, public authorities will be consulted concurrent with the public exhibition of the Planning Proposal.
6 Local Plan Making	Comment
6.3 Site Specific Provisions	The Planning Proposal seeks amendments to Holroyd LEP 2013 that are specific to the site and specific to a building envelope for Building 3 but does not seek to facilitate a specific type of development proposal as such. The amendment does not require a change to the permissible land uses; does not introduce a new land use zone; and does not introduce new development standards that are not already proposed throughout the Merrylands Town centre in accordance with the Merrylands Station and McFarlane Street Precinct.
7 Metropolitan Planning	Comment
7.1 Implementation of A Metropolis of Three Cities – the Greater Sydney Region Plan	The Planning Proposal is consistent with the directions and actions contained in the Region Plan mentioned in other parts of this report.
7.3 Parramatta Road Corridor Urban Transformation Strategy	The subject site is not located within the area of the Parramatta Road Corridor. Therefore this Direction is not triggered by the Planning Proposal.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	The subject site is not located within the area of the Greater Parramatta Priority Growth Area. Therefore this Direction is not triggered by the Planning Proposal.

Table 4: Consistency with relevant Ministerial Directions

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?

The site is part of an urban environment and is not known to contain habitat for threatened species, populations or ecological communities.

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

Any environmental, social and economic impacts that are likely to arise as a result of the proposed increase to Height of Building and Floor Space Ratio controls for Building 3 will be considered by Council as part of its assessment of DA 201/497.

Urban design

The Planning Proposal is supported by an Urban Design and SEPP 65 Peer Review prepared by Architects Johannsen and Associates in June 2018 (attachment 3). This document assesses the proposal against the design principles contained in *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65) and the objectives for the Merrylands Neil Street Precinct as expressed in *Holroyd Development Control Plan 2013*. It concludes that 'the proposal should be supported and has the potential to establish a quality benchmark for the desired urban character of this evolving precinct.'

Pedestrian and vehicle traffic and parking:

Traffic and parking considerations, impacts and mitigation measures were addressed as part of the Neil Street Planning Proposal and the original masterplan approval for The Mills development. The connectivity plan for the Neil Street Precinct shows the location of the proposed public open spaces, shared pathways and public roads (Figure 11).

Both of the development applications for Building 3 are supported by traffic, transport and parking advice provided by Ason Group (attachment 4) which concludes that the proposed development complies with minimum parking provisions for residents and visitor parking; the proposed bicycle parking complies with DCP requirements; and the level of traffic that is likely to be generated as a result of the proposed additional 24 units will not result in any material change in the performance of key intersections in the locality. The assessed intersection performance will continue to operate with similar levels of service and delays associated with the original masterplan approval for the site.



Figure 11: Connectivity plan for the Neil Street Precinct

Demand for infrastructure, utilities and services

The proposed increase to the development yield of Building 3 is unlikely to result in an unreasonable level of additional demand for local infrastructure, utilities and services. It is noted that the total floor area resulting from the proposal does not exceed that which was originally planned by Council for the Precinct.

Overshadowing

The proposal will increase the shadow cast by Building 3. This matter will be considered as part of the development application process and will be required to meet the relevant solar access requirements.

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

The Planning Proposal is supported by a Comprehensive Social Impact Assessment, prepared by Sarah George Consulting in November 2016 (attachment 5). It concludes that the proposal is unlikely to generate any negative social impacts other than short term impacts associated with construction.

The proposal is likely to: generate a number of positive impacts including:

- An increase in the mix of unit types, satisfying the objectives of the zone, and on a site in close proximity to shops, services and public transport
- Improved safety and security on the site and in the surrounding area
- Provision of public and private open space on the site (on completion of The Mills development)
- Provision of accessible, modern units with lift access and on-site parking
- Increased patronage at local shops and public transport
- Generation of employment during the construction phase.

Section D — State and Commonwealth Interests**Q10. Is there adequate public infrastructure for the Planning Proposal?**

Yes. The site is located in a masterplanned estate in an urban area that is well served by existing infrastructure, utilities, public transport and a variety of social support services and recreational facilities. The additional development potential facilitated by the proposed LEP amendments is unlikely to exceed the capacity or availability of public infrastructure.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

Any future Gateway determination will specify the list of agencies and public authorities required to be consulted and the methods and timing of such consultation. It is noted that the following public authorities and agencies were consulted as part of the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct:

- Transport for NSW
- Transport for NSW – Sydney Rail
- Transport for NSW – Roads and Maritime Services
- Sydney Water
- Energy Australia
- Telstra
- Family and Community Services – Housing NSW
- Office of Environment and Heritage
- Department of Education and Communities

Part 4: Mapping

Proposed height of building control

The proposal seeks to increase the height of building control for the south-eastern portion of the site from 39m (12 storeys) to 50m (16 storeys) as shown in figure 12.

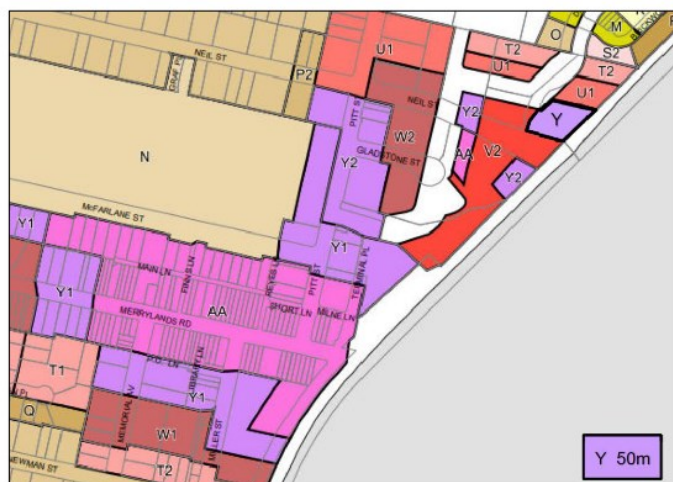


Figure 12: Proposed height of Building

Proposed floor space ratio control

The proposal seeks to increase the floor space ratio from 3.5:1 to 3.66:1 on the eastern portion of the site in Figure 13.

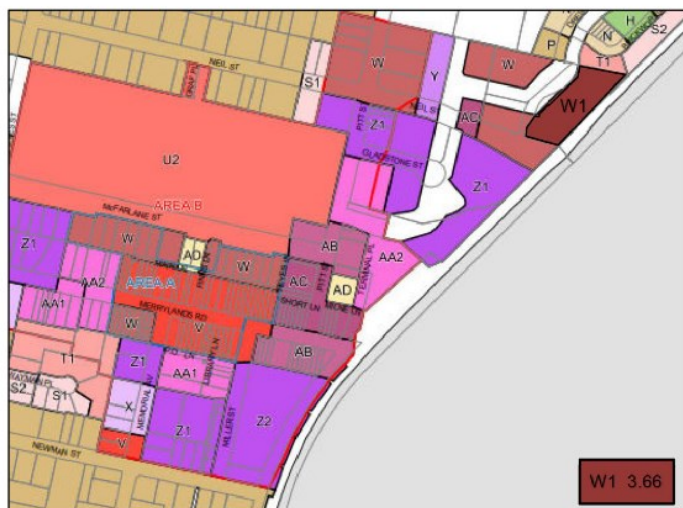


Figure 13: Proposed floor space ratio

Part 5: Community Consultation

The Proponent's Planning Proposal Request was publicly exhibited (pre-Gateway) for a period of 30 days from 24 July 2018 to 22 August 2018 as required by Cumberland's Planning Proposal Notification Policy. Council received no submissions.

Any future Gateway determination will confirm consultation requirements. It is anticipated that future consultation will include:

- Community consultation for a period of at least 28 days
- Public authority notification providing at least 21 days for feedback
- Notification on the Cumberland Council website;
- Advertisement in local newspapers;
- Notification in writing to adjoining landowners and neighbours, and any other relevant stakeholders.

Part 6: Project timeline

It is estimated the respective Holroyd LEP 2013 amendments will be finalised within 12 months.

Key milestone	Estimated timeframe
Gateway request	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

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-439

Attachment 2
Voluntary Planning Agreement



Deed

22 Dressler Street, Merrylands Planning Agreement

Under s7.4 of the *Environmental Planning and Assessment Act 1979*

Cumberland Council
Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited

Date:

© Lindsay Taylor Lawyers

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ABN 29 682 671 304

Liability limited by a scheme approved under Professional Standards Legislation

22 Dressler Street, Merrylands Planning Agreement
Cumberland Council
Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



22 Dressler Street, Merrylands Planning Agreement

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22 Dressler Street, Merrylands Planning Agreement
Cumberland Council
Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



22 Dressler Street, Merrylands Planning Agreement

Summary Sheet

Council:

Name: Cumberland Council ABN 22 798 563 329

Address: PO Box 42 MERRYLANDS NSW 2160

Telephone: (02) 8757 9000

Email: council@cumberland.nsw.gov.au

Representative: The General Manager

Developer:

Name: Landmark Group Australia Pty Ltd ACN 144 079 792

Address: Level 25, 88 Phillip Street, Sydney NSW 2000

Telephone: 8211 0436

Email: joseph@landmark.com

Representative: Joseph Scuderi

Landowner:

Name: Lot 11 Neil Street Pty Limited

Address: Level 25, 88 Phillip Street, Sydney NSW 2000

Telephone: 8211 0436

Email: joseph@landmark.com

Representative: Joseph Scuderi

Land:

See definition of *Land* in clause 1.1.

Development:

See definition of *Development* in clause 1.1.

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Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



Development Contributions:

See Clause 9 and Schedule 1.

Application of s7.11, s7.12 and s7.24 of the Act:

See clause 8.

Security:

See Part 4.

Registration:

See clause 15.

Restriction on dealings:

See clause 16.

Dispute Resolution:

See Part 3.

22 Dressler Street, Merrylands Planning Agreement
Cumberland Council
Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



22 Dressler Street, Merrylands Planning Agreement

Under s7.4 of the *Environmental Planning and Assessment Act 1979*

Parties

Cumberland Council ABN 22 798 563 329 of 16 Memorial Ave

Merrylands NSW 2160 (**Council**)

and

Landmark Group Australia Pty Ltd ACN 144 079 792 of Level 25, 88

Phillip Street, Sydney NSW 2000 (**Developer**)

and

Lot 11 Neil Street Pty Limited ABN 164 388 907 of Level 25, 88 Phillip
Street, Sydney NSW 2000 (**Landowner**)

Background

- A The Landowner is the registered proprietor of the Land.
- B The Developer proposes to redevelop the Land.
- C The Council has granted Development Consent for a mixed use development on the Land on which the proposed Development is situated.
- D The Developer has lodged a Planning Proposal with Council seeking to increase the density and height of buildings permitted on the Land which will allow up to 24 additional residential units on the Land by permitting an additional four (4) storeys on top of Building 3.
- E If the LEP Amendment becomes effective, the Developer intends to lodge either a new Development Application, or an application to modify Development Consent 496/2016, for the Development.
- F The Developer has offered to make Development Contributions in accordance with this Deed in connection with the Planning Proposal and share the value uplift of the Land as a result of the making of the LEP Amendment.
- G Council resolved on 19 June 2019 to prepare a planning proposal for 22 Dressler Street, Merrylands, and endorse that the Planning Proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.

22 Dressler Street, Merrylands Planning Agreement
Cumberland Council
Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



Operative provisions

Part 1 - Preliminary

1 Interpretation

1.1 In this Deed the following definitions apply:

Act means the *Environmental Planning and Assessment Act 1979* (NSW).

Approval includes approval, consent, licence, permission or the like.

Authority means the Commonwealth or New South Wales government, a Minister of the Crown, a government department, a public authority established by or under any Act, a council or county council constituted under the *Local Government Act 1993*, or a person or body exercising functions under any Act including a commission, panel, court, tribunal and the like.

Bank Guarantee means an irrevocable and unconditional undertaking without any expiry or end date in favour of the Council to pay an amount or amounts of money to the Council on demand issued by:

(a) one of the following trading banks:

- (i) Australia and New Zealand Banking Group Limited,
- (ii) Commonwealth Bank of Australia,
- (iii) Macquarie Bank Limited,
- (iv) National Australia Bank Limited,
- (v) St George Bank Limited,
- (vi) Westpac Banking Corporation, or

(b) any other financial institution approved by the Council in its absolute discretion.

Building 3 means the building identified as building 3 in the plan at Schedule 3.

Claim includes a claim, demand, remedy, suit, injury, damage, loss, Cost, liability, action, proceeding or right of action.

Contribution Value means the \$ amount agreed between the Parties as the value of a Development Contribution made under this Deed and identified in Column 1 of Schedule 1.

Construction Certificate means a construction certificate issued under Part 6 of the Act.

Cost means a cost, charge, expense, outgoing, payment, fee and other expenditure of any nature.

Deed means this Deed and includes any schedules, annexures and appendices to this Deed.

Development means development on the Land the subject of a Development Consent that could only be granted as a result of the LEP Amendment.

22 Dressler Street, Merrylands Planning Agreement
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Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



Development Application has the same meaning as in the Act.

Development Consent has the same meaning as in the Act.

Development Contribution means a monetary contribution, the dedication of land free of cost, the carrying out of work, or the provision of any other material public benefit, or any combination of them, to be used for, or applied towards a public purpose, but does not include any Security or other benefit provided by a Party to the Council to secure the enforcement of that Party's obligations under this Deed for the purposes of s7.4(3)(g) of the Act.

Development Contribution Item/Item means an item described in Column 1 of the table in Schedule 1.

Dispute means a dispute or difference between the Parties under or in relation to this Deed.

GST has the same meaning as in the GST Law.

GST Law has the same meaning as in *A New Tax System (Goods and Services Tax) Act 1999* (Cth) and any other Act or regulation relating to the imposition or administration of the GST.

Land means the land being lot 3 in DP 1248018 as shown in the Location plan in Schedule 2 and any lot created as a consequence of the subdivision of the Land.

LEP means *Holroyd Local Environmental Plan 2013*.

LEP Amendment means an amendment to the LEP as made by the plan-making authority under s3.36(2) of the Act in respect of the Planning Proposal.

Party means a party to this Deed.

Planning Agreement Policy means Council's Planning Agreements Policy and associated Guidelines dated 6 September 2017.

Planning Proposal means the document with reference number SC563 and supporting documents, proposing amendments to the LEP within the meaning of s3.33 of the Act, considered by Council on 19 June 2018 and the subject gateway determination issued on 2 September 2019 (as altered from time to time) under s3.34 of the Act proposing:

(a) increase the maximum floor space ratio for the Land from 3.5:1 to 3.66:1 on the eastern portion of the Land, and

(b) increase the maximum height of a building on the south eastern portion Land from 39m to 50m.

Regulation means the *Environmental Planning and Assessment Regulation 2000*.

Security means a Bank Guarantee, or a bond, Charge or other form of security to the satisfaction of the Council indexed in accordance with the Sydney CPI Quarterly Index from the date of this Deed.

1.2 In the interpretation of this Deed, the following provisions apply unless the context otherwise requires:

1.2.1 Headings are inserted for convenience only and do not affect the interpretation of this Deed.

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- 1.2.2 A reference in this Deed to a business day means a day other than a Saturday or Sunday on which banks are open for business generally in Sydney.
- 1.2.3 If the day on which any act, matter or thing is to be done under this Deed is not a business day, the act, matter or thing must be done on the next business day.
- 1.2.4 A reference in this Deed to dollars or \$ means Australian dollars and all amounts payable under this Deed are payable in Australian dollars.
- 1.2.5 A reference in this Deed to a \$ value relating to a Development Contribution is a reference to the value exclusive of GST.
- 1.2.6 A reference in this Deed to any law, legislation or legislative provision includes any statutory modification, amendment or re-enactment, and any subordinate legislation or regulations issued under that legislation or legislative provision.
- 1.2.7 A reference in this Deed to any agreement, deed or document is to that agreement, deed or document as amended, novated, supplemented or replaced.
- 1.2.8 A reference to a clause, part, schedule or attachment is a reference to a clause, part, schedule or attachment of or to this Deed.
- 1.2.9 An expression importing a natural person includes any company, trust, partnership, joint venture, association, body corporate or governmental agency.
- 1.2.10 Where a word or phrase is given a defined meaning, another part of speech or other grammatical form in respect of that word or phrase has a corresponding meaning.
- 1.2.11 A word which denotes the singular denotes the plural, a word which denotes the plural denotes the singular, and a reference to any gender denotes the other genders.
- 1.2.12 References to the word 'include' or 'including' are to be construed without limitation.
- 1.2.13 A reference to this Deed includes the agreement recorded in this Deed.
- 1.2.14 A reference to a Party to this Deed includes a reference to the employees, agents and contractors of the Party, the Party's successors and assigns.
- 1.2.15 A reference to 'dedicate' or 'dedication' in relation to land is a reference to dedicate or dedication free of cost.
- 1.2.16 Any schedules, appendices and attachments form part of this Deed.
- 1.2.17 Notes appearing in this Deed are operative provisions of this Deed.

2 Status of this Deed

- 2.1 This Deed is a planning agreement within the meaning of s7.4 (1) of the Act.

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3 Commencement

- 3.1 This Deed commences and has force and effect on and from the date when the Parties have:
 - 3.1.1 both executed the same copy of this Deed, or
 - 3.1.2 each executed separate counterparts of this Deed and exchanged the counterparts.
- 3.2 The Parties are to insert the date when this Deed commences on the front page and on the execution page.
- 3.3 The Developer's obligation under this Deed to provide Development Contributions applies on and from the date the LEP Amendment takes effect.

4 Application of this Deed

- 4.1 This Deed applies to the Land, the LEP Amendment and to the Development.

5 Warranties

- 5.1 The Parties warrant to each other that they:
 - 5.1.1 have full capacity to enter into this Deed, and
 - 5.1.2 are able to fully comply with their obligations under this Deed.

6 Further agreements

- 6.1 The Parties may, at any time and from time to time, enter into agreements relating to the subject-matter of this Deed that are not inconsistent with this Deed for the purpose of implementing this Deed.

7 Surrender of right of appeal, etc.

- 7.1 The Developer is not to commence or maintain, or to cause or procure the commencement or maintenance, of any proceedings in any court or tribunal or similar body appealing against, or questioning the validity of this Deed, or an Approval relating to the Development in so far as the subject-matter of the proceedings relates to this Deed.

8 Application of s7.11, s7.12 and s7.24 of the Act to the Development

- 8.1 Subject to clause 9, this Deed excludes the application of s7.11 to the Development.
- 8.2 This Deed excludes the application of s7.12 to the Development.
- 8.3 This Deed does not exclude the application of s7.24 to the Development.

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- 8.4 Nothing in this Deed effects the Developer's obligation to provide s7.11 contributions pursuant to any Development Consents granted for the Land prior to the date of this Deed or any development Consent granted after this Deed for development on the Land other than the Development.

Part 2 – Development Contributions

9 Provision of Development Contribution

- 9.1 The Developer is to pay the Development Contribution to the Council in accordance with Schedule 1, any other provision of this Deed relating to the making of Development Contributions and otherwise to the satisfaction of the Council.
- 9.2 If the Development Consent allows a gross floor area which results in more than the additional 2,468 square metres of gross floor area as intended at the date of this Deed ("Surplus GFA"), the Developer shall pay s7.11 contributions on the demand created by the additional gross floor area at the rate of \$400 (including GST, if any) per square metre of gross floor of Surplus GFA and such contributions are to be payable and indexed from the date of this Deed to the date of payment in the same way that monetary contributions are payable and indexed under the relevant s7.11 contributions plan.
- 9.3 For the avoidance of doubt, the Parties agree that as at the date of this Deed the estimated amount of the monetary Development Contribution required to be paid by the Developer is the amount specified in column 1 of Schedule 1.
- 9.4 The Development Contribution is provided for the purposes of this Deed when the Council receives the full amount of the contribution payable under this Deed in cash or by unendorsed bank cheque or by the deposit by means of electronic funds transfer of cleared funds into a bank account nominated by the Council.
- 9.5 The Council is to apply the Development Contribution made by the Developer under this Deed towards the public purpose for which it is made and otherwise in accordance with this Deed.
- 9.6 Despite clause 9.5, the Council may apply a Development Contribution made under this Deed towards a public purpose other than the public purpose specified in this Deed if the Council reasonably considers that the public interest would be better served by applying the Development Contribution towards that other purpose rather than the purpose so specified.
- 9.7 If the Developer fails to pay the Development Contribution in accordance with this Deed, the Developer will be liable to pay interest on the outstanding amount at the rate of 5% per annum from the date on which the amount was due to be paid in accordance with Schedule 1.

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Part 3 – Dispute Resolution

10 Dispute resolution – expert determination

- 10.1 This clause applies to a Dispute between any of the Parties to this Deed concerning a matter arising in connection with this Deed that can be determined by an appropriately qualified expert if:
- 10.1.1 the Parties to the Dispute agree that it can be so determined, or
 - 10.1.2 the Chief Executive Officer of the professional body that represents persons who appear to have the relevant expertise to determine the Dispute gives a written opinion that the Dispute can be determined by a member of that body.
- 10.2 A Dispute to which this clause applies is taken to arise if one Party gives another Party a notice in writing specifying particulars of the Dispute.
- 10.3 If a notice is given under clause 10.2, the Parties are to meet within 14 days of the notice in an attempt to resolve the Dispute.
- 10.4 If the Dispute is not resolved within a further 28 days, the Dispute is to be referred to the President of the NSW Law Society to appoint an expert for expert determination.
- 10.5 The expert determination is binding on the Parties except in the case of fraud or misfeasance by the expert.
- 10.6 Each Party is to bear its own costs arising from or in connection with the appointment of the expert and the expert determination.
- 10.7 The Parties are to share equally the costs of the President, the expert, and the expert determination.

11 Dispute Resolution - mediation

- 11.1 This clause applies to any Dispute arising in connection with this Deed other than a Dispute to which clause 10 applies.
- 11.2 Such a Dispute is taken to arise if one Party gives another Party a notice in writing specifying particulars of the Dispute.
- 11.3 If a notice is given under clause 11.2, the Parties are to meet within 14 days of the notice in an attempt to resolve the Dispute.
- 11.4 If the Dispute is not resolved within a further 28 days, the Parties are to mediate the Dispute in accordance with the Mediation Rules of the Law Society of New South Wales published from time to time and are to request the President of the Law Society to select a mediator.
- 11.5 If the Dispute is not resolved by mediation within a further 28 days, or such longer period as may be necessary to allow any mediation process which has been commenced to be completed, then the Parties may exercise their legal rights in relation to the Dispute, including by the commencement of legal proceedings in a court of competent jurisdiction in New South Wales.
- 11.6 Each Party is to bear its own costs arising from or in connection with the appointment of a mediator and the mediation.

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- 11.7 The Parties are to share equally the costs of the President, the mediator, and the mediation.

Part 4 - Enforcement

12 Security for performance of obligations

- 12.1 The Developer is to provide Security to the Council in the amount of 20% of the Contribution Value in relation to the performance of its obligations under this Deed.
- 12.2 The Developer is to provide the Security to the Council upon the commencement of this Deed.
- 12.3 The Council may call-up and apply the Security in accordance with clause 13 to remedy any breach of this Deed notwithstanding any other remedy it may have under this Deed, under any Act or otherwise at law or in equity.
- 12.4 The Council is to release and return the Security or any unused part of it to the Developer within 14 days of completion of the obligation to which the Security relates.
- 12.5 The Developer may at any time provide the Council with a replacement Security.
- 12.6 On receipt of a replacement Security, the Council is to release and return the Security that has been replaced to the Developer.
- 12.7 If the Council calls-up the Security or any portion of it, it may, by written notice to the Developer, require the Developer to provide a further or replacement Security to ensure that the amount of Security held by the Council equals the amount it is entitled to hold under this Deed.
- 12.8 The Developer is to ensure that the Security provided to the Council is at all times maintained to the full current indexed value.

13 Breach of obligations

- 13.1 If the Council reasonably considers that the Developer is in breach of any obligation under this Deed, it may give a written notice to the Developer:
- 13.1.1 specifying the nature and extent of the breach,
- 13.1.2 requiring the Developer to:
- (a) rectify the breach if it reasonably considers it is capable of rectification, or
- (b) pay compensation to the reasonable satisfaction of the Council in lieu of rectifying the breach if it reasonably considers the breach is not capable of rectification,
- 13.1.3 specifying the period within which the breach is to be rectified or compensation paid, being a period that is reasonable in the circumstances.

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- 13.2 If the Developer fails to fully comply with a notice referred to in clause 13.1, the Council may, without further notice to the Developer, call upon the Security provided by the Developer under this Deed and apply it to remedy the Developer's breach.
- 13.3 Any costs incurred by the Council in remedying a breach in accordance with clause 13.2 may be recovered by the Council by either or a combination of the following means:
- 13.3.1 by calling-up and applying the Security provided by the Developer under this Deed, or
- 13.3.2 as a debt due in a court of competent jurisdiction.
- 13.4 For the purpose of clause 13.3, the Council's costs of remedying a breach the subject of a notice given under clause 13.1 include, but are not limited to:
- 13.4.1 the costs of the Council's employees, agents and contractors reasonably incurred for that purpose,
- 13.4.2 all fees and charges necessarily or reasonably incurred by the Council in remedying the breach, and
- 13.4.3 all legal costs and expenses reasonably incurred by the Council, by reason of the breach.
- 13.5 Nothing in this clause 13 prevents the Council from exercising any rights it may have at law or in equity in relation to a breach of this Deed by the Developer, including but not limited to seeking relief in an appropriate court.

14 Enforcement in a court of competent jurisdiction

- 14.1 Without limiting any other provision of this Deed, the Parties may enforce this Deed in any court of competent jurisdiction.
- 14.2 For the avoidance of doubt, nothing in this Deed prevents:
- 14.2.1 a Party from bringing proceedings in the Land and Environment Court to enforce any aspect of this Deed or any matter to which this Deed relates, or
- 14.2.2 the Council from exercising any function under the Act or any other Act or law relating to the enforcement of any aspect of this Deed or any matter to which this Deed relates.

Part 5 – Registration & Restriction on Dealings

15 Registration of this Deed

- 15.1 The Parties agree to register this Deed for the purposes of s7.6(1) of the Act.
- 15.2 Not later than 10 business days after the commencement of this Deed, the Developer is to deliver to the Council in registrable form:
- 15.2.1 an instrument requesting registration of this Deed on the title to the Land duly executed by the Landowner, and

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- 15.2.2 the written irrevocable consent of each person referred to in s7.6(1) of the Act to that registration.
- 15.3 The Developer is to do such other things as are reasonably necessary to enable registration of this Deed to occur.

16 Restriction on dealings

- 16.1 The Landowner, and in the event that the Developer becomes the Landowner, the Developer, is not to sell or transfer the Land, or the Developer is not to assign the Developer's rights or obligations under this Deed, or novate this Deed, to any person unless:
- 16.1.1 the Landowner or the Developer as the case may be has, at no cost to the Council, first procured the execution by the person to whom the Land or part is to be sold or transferred or the Developer's rights or obligations under this Deed are to be assigned or novated, of a deed in favour of the Council on terms satisfactory to the Council acting reasonably, and
- 16.1.2 the Council acting reasonably has given written notice to the Developer stating that it reasonably considers that the purchaser, transferee, assignee or novatee, is reasonably capable of performing its obligations under this Deed, and
- 16.1.3 the Landowner and Developer are not in breach of this Deed.
- 16.2 Subject to clause 16.3, the Developer acknowledges and agrees that it remains liable to fully perform its obligations under this Deed unless and until it has complied with its obligations under clause 16.1.
- 16.3 Clause 16.1 does not apply in relation to any sale or transfer of the Land if this Deed is registered on the title to the Land at the time of the sale.

Part 6 – Indemnities & Insurance

17 Risk

- 17.1 The Developer performs this Deed at its own risk and its own cost.

18 Release

- 18.1 The Developer releases the Council from any Claim it may have against the Council arising in connection with the performance of the Developer's obligations under this Deed except if, and to the extent that, the Claim arises because of the Council's negligence or default.

19 Indemnity

- 19.1 The Developer indemnifies the Council from and against all Claims that may be sustained, suffered, recovered or made against the Council arising in

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connection with the performance of the Developer's obligations under this Deed except if, and to the extent that, the Claim arises because of the Council's negligence or default.

Part 7 – Other Provisions

20 Annual report by Developer

- 20.1 The Developer is to provide to the Council by not later than each anniversary of the date on which this Deed is entered into a report detailing the performance of its obligations under this Deed.
- 20.2 The report referred to in clause 20.1 is to be in such a form and to address such matters as are reasonably required by the Council from time to time.

21 Review of Deed

- 21.1 The Parties agree to review this Deed every two years, and otherwise if either party is of the opinion that any change of circumstance has occurred, or is imminent, that materially affects the operation of this Deed.
- 21.2 For the purposes of clause 21.1, the relevant changes include (but are not limited to) any change to a law that restricts or prohibits or enables the Council or any other planning authority to restrict or prohibit any aspect of the Development.
- 21.3 For the purposes of addressing any matter arising from a review of this Deed referred to in clause 21.1, the Parties are to use all reasonable endeavours to agree on and implement appropriate amendments to this Deed.
- 21.4 If this Deed becomes illegal, unenforceable or invalid as a result of any change to a law, the Parties agree to do all things necessary to ensure that an enforceable agreement of the same or similar effect to this Deed is entered into.
- 21.5 A failure by a Party to agree to take action requested by the other Party as a consequence of a review referred to in clause 21.1 (but not 21.4) is not a Dispute for the purposes of this Deed and is not a breach of this Deed.

22 Notices

- 22.1 Any notice, consent, information, application or request that is to or may be given or made to a Party under this Deed is only given or made if it is in writing and sent in one of the following ways:
 - 22.1.1 delivered or posted to that Party at its address set out in the Summary Sheet, or
 - 22.1.2 emailed to that Party at its email address set out in the Summary Sheet.
- 22.2 If a Party gives the other Party 3 business days' notice of a change of its address or email, any notice, consent, information, application or request is

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only given or made by that other Party if it is delivered, posted or emailed to the latest address.

- 22.3 Any notice, consent, information, application or request is to be treated as given or made if it is:
- 22.3.1 delivered, when it is left at the relevant address,
 - 22.3.2 sent by post, 2 business days after it is posted, or
 - 22.3.3 sent by email and the sender does not receive a delivery failure message from the sender's internet service provider within a period of 24 hours of the email being sent.
- 22.4 If any notice, consent, information, application or request is delivered, or an error free transmission report in relation to it is received, on a day that is not a business day, or if on a business day, after 5pm on that day in the place of the Party to whom it is sent, it is to be treated as having been given or made at the beginning of the next business day.

23 Approvals and Consent

- 23.1 Except as otherwise set out in this Deed, and subject to any statutory obligations, a Party may give or withhold an approval or consent to be given under this Deed in that Party's absolute discretion and subject to any conditions determined by the Party.
- 23.2 A Party is not obliged to give its reasons for giving or withholding consent or for giving consent subject to conditions.

24 Costs

- 24.1 The Developer is to pay to the Council the Council's costs of preparing, negotiating, executing and stamping this Deed, and any document related to this Deed within 7 days of a written demand by the Council for such payment.
- 24.2 The Developer is also to pay to the Council the Council's reasonable costs of enforcing this Deed within 7 days of a written demand by the Council for such payment.

25 Entire Deed

- 25.1 This Deed contains everything to which the Parties have agreed in relation to the matters it deals with.
- 25.2 No Party can rely on an earlier document, or anything said or done by another Party, or by a director, officer, agent or employee of that Party, before this Deed was executed, except as permitted by law.

26 Further Acts

- 26.1 Each Party must promptly execute all documents and do all things that another Party from time to time reasonably requests to effect, perfect or complete this Deed and all transactions incidental to it.

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27 Governing Law and Jurisdiction

- 27.1 This Deed is governed by the law of New South Wales.
- 27.2 The Parties submit to the non-exclusive jurisdiction of its courts and courts of appeal from them.
- 27.3 The Parties are not to object to the exercise of jurisdiction by those courts on any basis.

28 Joint and Individual Liability and Benefits

- 28.1 Except as otherwise set out in this Deed:
 - 28.1.1 any agreement, covenant, representation or warranty under this Deed by 2 or more persons binds them jointly and each of them individually, and
 - 28.1.2 any benefit in favour of 2 or more persons is for the benefit of them jointly and each of them individually.

29 No Fetter

- 29.1 Nothing in this Deed shall be construed as requiring Council to do anything that would cause it to be in breach of any of its obligations at law, and without limitation, nothing shall be construed as limiting or fettering in any way the exercise of any statutory discretion or duty.

30 Illegality

- 30.1 If this Deed or any part of it becomes illegal, unenforceable or invalid as a result of any change to a law, the Parties are to co-operate and do all things necessary to ensure that an enforceable agreement of the same or similar effect to this Deed is entered into.

31 Severability

- 31.1 If a clause or part of a clause of this Deed can be read in a way that makes it illegal, unenforceable or invalid, but can also be read in a way that makes it legal, enforceable and valid, it must be read in the latter way.
- 31.2 If any clause or part of a clause is illegal, unenforceable or invalid, that clause or part is to be treated as removed from this Deed, but the rest of this Deed is not affected.

32 Amendment

- 32.1 No amendment of this Deed will be of any force or effect unless it is in writing and signed by the Parties to this Deed in accordance with clause 25C of the Regulation.

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33 Waiver

- 33.1 The fact that a Party fails to do, or delays in doing, something the Party is entitled to do under this Deed, does not amount to a waiver of any obligation of, or breach of obligation by, another Party.
- 33.2 A waiver by a Party is only effective if it:
- 33.2.1 is in writing,
 - 33.2.2 is addressed to the Party whose obligation or breach of obligation is the subject of the waiver,
 - 33.2.3 specifies the obligation or breach of obligation the subject of the waiver and the conditions, if any, of the waiver,
 - 33.2.4 is signed and dated by the Party giving the waiver.
- 33.3 Without limitation, a waiver may be expressed to be conditional on the happening of an event, including the doing of a thing by the Party to whom the waiver is given.
- 33.4 A waiver by a Party is only effective in relation to the particular obligation or breach in respect of which it is given, and is not to be taken as an implied waiver of any other obligation or breach or as an implied waiver of that obligation or breach in relation to any other occasion.
- 33.5 For the purposes of this Deed, an obligation or breach of obligation the subject of a waiver is taken not to have been imposed on, or required to be complied with by, the Party to whom the waiver is given.

34 GST

- 34.1 In this clause:
- Adjustment Note, Consideration, GST, GST Group, Margin Scheme, Money, Supply and Tax Invoice** have the meaning given by the GST Law.
- GST Amount** means in relation to a Taxable Supply the amount of GST payable in respect of the Taxable Supply.
- GST Law** has the meaning given by the *A New Tax System (Goods and Services Tax) Act 1999* (Cth).
- Input Tax Credit** has the meaning given by the GST Law and a reference to an Input Tax Credit entitlement of a party includes an Input Tax Credit for an acquisition made by that party but to which another member of the same GST Group is entitled under the GST Law.
- Taxable Supply** has the meaning given by the GST Law excluding (except where expressly agreed otherwise) a supply in respect of which the supplier chooses to apply the Margin Scheme in working out the amount of GST on that supply.
- 34.2 Subject to clause 34.4, if GST is payable on a Taxable Supply made under, by reference to or in connection with this Deed, the Party providing the Consideration for that Taxable Supply must also pay the GST Amount as additional Consideration.
- 34.3 Clause 34.2 does not apply to the extent that the Consideration for the Taxable Supply is expressly stated in this Deed to be GST inclusive.

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- 34.4 No additional amount shall be payable by the Council under clause 34.2 unless, and only to the extent that, the Council (acting reasonably and in accordance with the GST Law) determines that it is entitled to an Input Tax Credit for its acquisition of the Taxable Supply giving rise to the liability to pay GST.
- 34.5 If there are Supplies for Consideration which is not Consideration expressed as an amount of Money under this Deed by one Party to the other Party that are not subject to Division 82 of the *A New Tax System (Goods and Services Tax) Act 1999*, the Parties agree:
- 34.5.1 to negotiate in good faith to agree the GST inclusive market value of those Supplies prior to issuing Tax Invoices in respect of those Supplies;
- 34.5.2 that any amounts payable by the Parties in accordance with clause 34.2 (as limited by clause 34.4) to each other in respect of those Supplies will be set off against each other to the extent that they are equivalent in amount.
- 34.6 No payment of any amount pursuant to this clause 34, and no payment of the GST Amount where the Consideration for the Taxable Supply is expressly agreed to be GST inclusive, is required until the supplier has provided a Tax Invoice or Adjustment Note as the case may be to the recipient.
- 34.7 Any reference in the calculation of Consideration or of any indemnity, reimbursement or similar amount to a cost, expense or other liability incurred by a party, must exclude the amount of any Input Tax Credit entitlement of that party in relation to the relevant cost, expense or other liability.
- 34.8 This clause continues to apply after expiration or termination of this Deed.

35 Explanatory Note

- 35.1 The Appendix contains the Explanatory Note relating to this Deed required by clause 25E of the Regulation.
- 35.2 Pursuant to clause 25E(7) of the Regulation, the Parties agree that the Explanatory Note is not to be used to assist in construing this Planning Deed.

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Schedule 1

(Clause 9)

Development Contributions

Column 1	Column 2	Column 3	Column 4
Item/ Contribution	Public Purpose	Manner & Extent	Timing
A. Monetary Contributions			
1. \$987,200	To be applied towards any public purpose specified in the relevant s7.11 contributions plan that is applicable the Land.	In accordance with clause 9	Prior to the issue of the first Construction Certificate for the Development

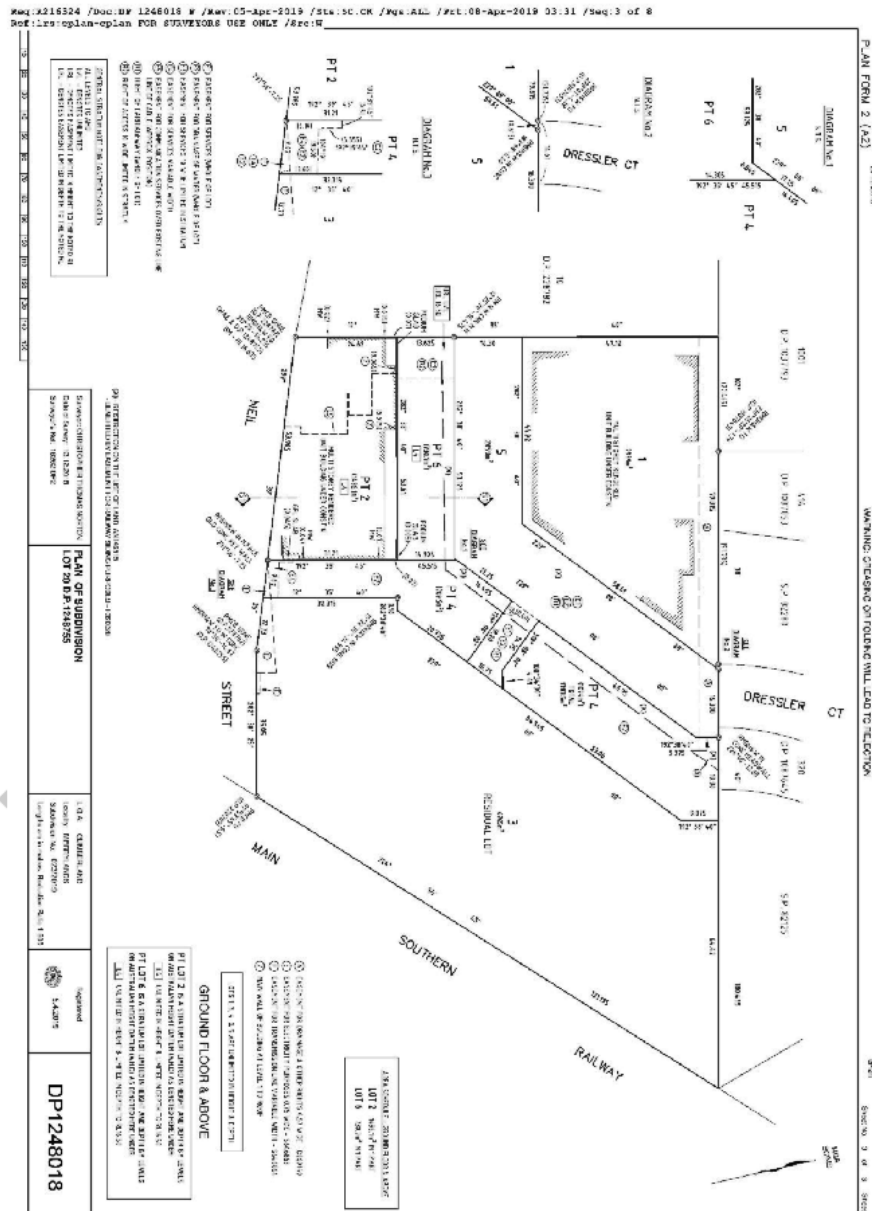
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Schedule 2

(Clause 1.1)

Location Plan



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Schedule 3

(Clause 1.1)

Plan of Building 3



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23

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Execution

Executed as a Deed

Dated:

Executed on behalf of the Council

General Manager

Witness

Mayor

Witness

Executed on behalf of the Developer in accordance with s127(1) of the
Corporations Act (Cth) 2001

Name/Position

Name/Position

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Executed on behalf of the Landowner in accordance with s127(1) of the
Corporations Act (Cth) 2001

Name/Position

Name/Position

DRAFT

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Appendix

(Clause 35)

Environmental Planning and Assessment Regulation 2000

(Clause 25E)

Explanatory Note

Draft Planning Agreement

Under s7.4 of the *Environmental Planning and Assessment Act 1979*

Parties

Cumberland Council ABN 22 798 563 329 of 16 Memorial Ave Merrylands NSW 2160
(Council)

Landmark Group Australia Pty Ltd ACN 144 079 792 of Level 25, 88 Phillip Street,
Sydney NSW 2000 (Developer)

Lot 11 Neil Street Pty Limited ABN 164 388 907 of Level 25, 88 Phillip Street, Sydney
NSW 2000 (Landowner)

Description of the Land to which the Draft Planning Agreement Applies

The Land being Lot 3 in DP 1248018 and known as 22 Dressler Street, Merrylands

Description of Proposed Development

The Developer seeks to amend the *Holroyd Local Environmental Plan 2013* to amend:

- the Floor Space Ratio Map to increase the floor space ratio applying to the Land from 3.5:1 to 3.66:1, and
- the Height of Buildings Map to increase the maximum building height applying to the Land from 39 metres to a range of heights of 50 metres.

Development Consent 496/2016 has been granted for a mixed use redevelopment of the Land. The proposed LEP Amendment will enable the Developer to seek Development

22 Dressler Street, Merrylands Planning Agreement
Cumberland Council
Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



Consent, or a modification of Development Consent 496/2016, to increase the number of floors of the mixed use development by 4 which will permit an additional 24 residential units. This additional development could only be granted as a result of the proposed amendment of the *Holroyd Local Environmental Plan 2013*.

Summary of Objectives, Nature and Effect of the Draft Planning Agreement

Objectives of Draft Planning Agreement

To require the Developer to make a monetary Development Contribution (as defined in clause 1.1 of the Draft Planning Agreement) for any additional residential gross floor area permissible on the Land as a result of the approval of the Planning Proposal (as defined in clause 1.1 of the Draft Planning Agreement). The monetary contributions paid are to be applied towards public works, including public facilities, public domain and public road infrastructure in the Cumberland Council local government area.

Nature of Draft Planning Agreement

The Draft Planning Agreement is a planning agreement under s7.4(1) of the *Environmental Planning and Assessment Act 1979* ('Act').

It is an agreement between Council, the Developer and the Landowner under which the Developer is required to make the Development Contribution (as defined in clause 1.1 of the Draft Planning Agreement) to be used for a public purpose (as defined in s7.4(2) of the Act).

Effect of the Draft Planning Agreement

The Draft Planning Agreement:

- relates to the LEP Amendment, the Development and the Land;
- excludes the effect of sections 7.11 and 7.12 of the Act on the Development;
- does not exclude the effect of section 7.24 of the Act on the Development;
- provides for the payment of monetary contributions by the Developer in respect of the Development;
- is to be registered on the title to the Land;
- imposes restrictions on the transfer of the Land, or the assignment or novation of the Developer's obligations under the Draft Planning Agreement;
- requires the Developer to provide financial security for the monetary contributions;
- provides for dispute resolution by expert determination and mediation;
- provides that the Draft Planning Agreement is subject to the law of New South Wales; and
- provides that the *A New Tax System (Goods and Services Tax) Act 1999* (Cth) applies to the Agreement.

22 Dressler Street, Merrylands Planning Agreement
Cumberland Council
Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



Assessment of the Merits of the Draft Planning Agreement

The Planning Purposes Served by the Draft Planning Agreement

The Draft Planning Agreement promotes the orderly and economic use and development of the Land and provides increased opportunity for community participation in environmental planning and assessment.

How the Draft Planning Agreement Promotes the Public Interest

The Draft Planning Agreement has been prepared having regard to Council's Planning Agreements Policy. The Draft Planning Agreement promotes the public interest by promoting the objects of the Act as set out in s1.3(c) and (j) of the Act.

For Planning Authorities:

Development Corporations - How the Draft Planning Agreement Promotes its Statutory Responsibilities

N/A

Other Public Authorities – How the Draft Planning Agreement Promotes the Objects (if any) of the Act under which it is Constituted

N/A

Councils – How the Draft Planning Agreement Promotes the Elements of the Council's Charter

The Draft Planning Agreement promotes the elements of the Guiding Principles for Local Government by enabling the Council to:

- obtain monetary contributions to be applied towards managing assets so that current and future local community needs can be met in an affordable way,
- work with others to secure appropriate services for local community needs, and
- actively engage with their local community, through the use of the public notification of this Draft Planning Agreement.

All Planning Authorities – Whether the Draft Planning Agreement Conforms with the Authority's Capital Works Program

The Draft Planning Agreement does not propose any works. Accordingly, it is not relevant to the Council's capital works program.

All Planning Authorities – Whether the Draft Planning Agreement specifies that certain requirements must be complied with before a

22 Dressler Street, Merrylands Planning Agreement
Cumberland Council
Landmark Group Australia Pty Ltd
Lot 11 Neil Street Pty Limited



***construction certificate, occupation certificate or subdivision
certificate is issued***

Yes, the draft Planning Agreement requires monetary development contributions to be paid before the issuing of the first Construction Certificate for the Development.

DRAFT

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-439

Attachment 3
Gateway Determination



Gateway Determination

Planning proposal (Department Ref: PP_2019_CUMBE_004_00): to increase height of building and floor space ratio controls on certain land at 1-11 Neil Street, Merrylands.

I, the Acting Director, Central (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 Holroyd Local Environmental Plan (LEP) 2013 to increase height of building and floor space ratio controls on certain land at 1-11 Neil Street, Merrylands, should proceed subject to the following conditions:

1. 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).
2. Consultation is required with the following public authorities/organisations 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, and
 - Transport for NSW –Roads and Maritime Services (RMS).

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.
3. 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).
4. 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.
5. The time frame for completing the LEP is to be **12 months** following the date of the Gateway determination.

Dated 23rd day of September 2019.



Christine Gough
Acting Director, Central (GPOP)
Greater Sydney, Place and
Infrastructure
Place, Design and Public Spaces
Department of Planning, Industry and
Environment

Delegate of the Minister for Planning
and Public Spaces

PP_2019_CUMBE_004_00 (IRF19/4882)

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-439

Attachment 4
Summary of Community
Submissions

Summary of Submissions

No	Support or objection	Key Issues
01	Objection	Overshadowing of building 2; inadequate parking supply; oversupply of units in this location / high occupancy rates; quality of construction.
02.	Objection	Building height; traffic and parking. .
03.	Objection	Traffic and parking.
04.	Objection	Provision of infrastructure, car parking; overcrowding.
05.	Objection	Not stated.
06.	Objection	Extensive submission focusing primarily on the draft VPA, including questions on how Council's value capture entitlement was calculated and how funds are intended to be used.
07.	Objection	Oversupply of units; traffic impacts on Holroyd Gardens; narrow streets and lack of parking.
08.	Objection	Loss of views and decreased property values.
09.	Objection	Lack of strategic merit; overdevelopment of the site; inadequate parking provision; overshadowing on the eastern side of the railway line.
10.	Objection	Overshadowing and privacy impacts on Building 2; lack of parking and footpaths along Dressler Court and Neil Street; overcrowding.
11.	Objection	Traffic and parking; overcrowding.
12.	Objection	Traffic and parking; safety.
13.	Objection	Loss of views; construction noise and dust.
14.	Objection	Traffic and parking; noise and congestion.
15	Objection	Visual and solar impact; inconsistent with existing character of the local area.
16	Objection	Property values.
17	Objection	Solar access.
18	Objection	Solar access.

**DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-439**

Attachment 5

**Minutes and Council Report from
Meeting 19 June 2019**

Public Forum:

Speakers on Items on the Council Meeting Agenda

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

Min.550 Suspension of Standing Orders

Resolved (Sarkis/Christou)

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

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

Resolved (Sarkis/Attie)

That Council:

1. Prepare a planning proposal for 1-11 Neil Street, Merrylands, with the following built form controls:
 - Floor Space Ratio of 3.66:1 on the eastern portion of the site; and
 - Height of Building control of 50 metres on the south-eastern portion of the site.
2. Endorse that a planning proposal for 1-11 Neil Street, Merrylands, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.

Carried Unanimously

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

Rescission Motion (Attie/Sarkis)

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

That Council:

Item No: C06/19-112

PLANNING PROPOSAL REQUEST FOR 1-11 NEIL STREET, MERRYLANDS

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: SC563
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This planning proposal seeks to increase the height of buildings control from 39m to 50m (16 storeys) for the south-eastern portion of the site; and increase the FSR from 3.5:1 to 3.66:1 on the eastern portion of the site.

The proposal has been placed on preliminary public exhibition (pre-Gateway), and was reported to the Cumberland Local Planning Panel in May 2019 with a recommendation to proceed to the next stage for a Gateway Determination. The Panel supported the Council officer recommendation.

It is recommended that the planning proposal be forwarded to the Department of Planning, Industry & Environment for a Gateway Determination.

RECOMMENDATION

That Council:

1. **Prepare a planning proposal for 1-11 Neil Street, Merrylands, with the following built form controls:**
 - **Floor Space Ratio of 3.66:1 on the eastern portion of the site; and**
 - **Height of Building control of 50 metres on the south-eastern portion of the site**
2. **Endorse that a planning proposal for 1-11 Neil Street, Merrylands, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.**

REPORT

Background

The planning proposal was submitted to Council in July 2018. The proposal sought to amend the built form controls of Holroyd LEP 2013 that apply to 1-11 Neil Street, Merrylands by:

- [illegible]

The status of the planning proposal is provided in Figure 2 below.

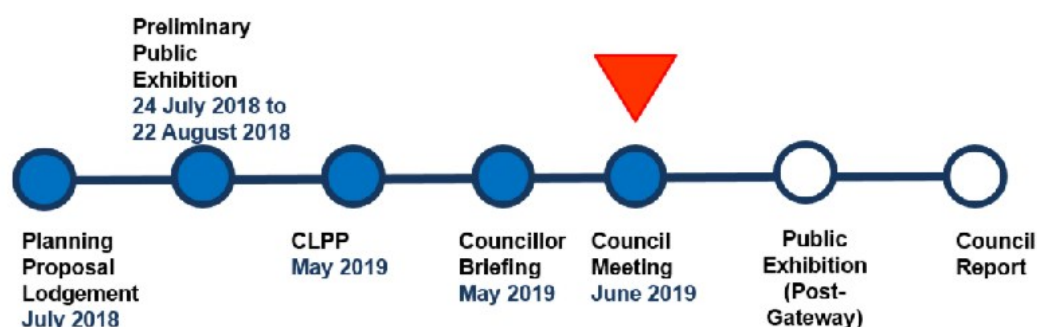


Figure 2 Planning proposal status

The site is located on the fringe of the Merrylands Town Centre within the Neil Street Precinct. The site has a total area of 15,765m² and consists of two lots being Lot 1 in DP 203553 and Lot 11 in DP 228782.



Figure 3 the site

The site is subject to a number of approved developments that include:

- Building 1 (1-7 Neil Street) – approved under DA-80/2016, being 9 storeys and containing 120 units.
- Building 2 (1-7 Neil Street) – approved under DA-203/2015 and DA-343/2016, being 12 storeys and containing 115 units.
- Building 3 (9-11 Neil Street) – approved under DA-496/2016, being 12 storeys accommodating 178 units.
- Building 4 (9-11 Neil Street) – also approved under DA-496/2016, being a part 6, part 9, and part 12 storey building containing 133 units.

This Planning Proposal relates to “Building 3” as shown in Figure 1.

Neil Street Planning Proposal

The site was identified in the Neil Street Precinct Planning Proposal as Block E. As part of the Neil Street Precinct Planning Proposal, land was zoned SP2 – Drainage and RE1 Public Recreation to address flood risk through the provision of an overland flow path channel, and provide open space and areas for passive recreation. The application of these zones reduced the planned development yield from the site from approximately 45,200m² to approximately 39,400m²; a reduction of approximately 5,700m². An assessment of the submissions received and the proposal was undertaken, and this was reported to the Cumberland IHAP meeting on 13 September 2017 (Attachment 1).



Figure 4 Location diagram for the Neil Street Planning Proposal

Local Context

The site is located on the northern fringe of the Merrylands Town Centre. The site is approximately 300 metres from Merrylands Bus and Rail Terminus. The Stockland Shopping Centre is located within easy walking distance to the west of the site and Holroyd Gardens, providing key open space, is located directly to the north.

Regional Context

The site is located in the suburb of Merrylands, approximately 3 kilometres south of Parramatta CBD and 25 kilometres west of the Sydney CBD.

Planning Proposal

Current Planning Controls

Holroyd LEP 2013 applies to the site. The site is currently zoned R4 High Density Residential, with a maximum Height of Building controls of 39 metres, 30 metres and 29 metres and a Floor Space Ratio control of 3.5:1. This is shown in Figures 5 to 7.



Figure 5 Current Zoning



Figure 6 Current Floor Space Ratio (W=3.5:1)

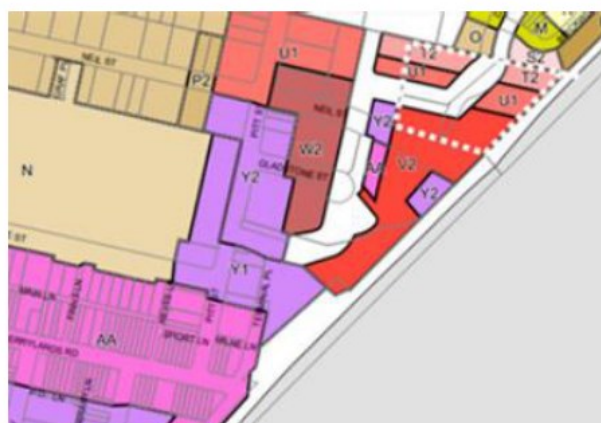


Figure 7 Current Height of Buildings (V2 =39, U1=30 and T2=29)

Proposed Planning Controls

The planning proposal seeks to change the maximum height of building control for the southern portion of the site from 39 metres to 50 metres and change the FSR that applies to the site from 3.5:1 to 3.66:1 to facilitate the construction of a taller tower element on the southern portion of the site. This is shown in Figures 8 and 9.



Figure 8 Proposed FSR (W1=3.66:1)



Figure 9 Proposed Height of Buildings (Y=50)

Strategic Merit Assessment

Capacity of Existing Planning Controls

There is merit in progressing the planning proposal to the next phase of assessment, as the proposal does not exceed the development yield that was planned for the site under the Merrylands Town Centre Urban Design Review 2015 and the Neil Street Planning Proposal.

The planning proposal increases the floor area by approximately 4,300m² resulting in a Gross Floor Area across the site of 44,400m². This development yield is within the planned development yield of the original Neil Street Masterplan and subsequent LEP that allowed 45,100m² of Gross Floor Area across the site. The additional floor area on Building 3 seeks to compensate for the dedication of land to Council for SP2 Drainage and RE1 Public Recreation uses.

Traffic and Transport Impacts

There is merit in progressing the proposal to the next phase of assessment as the proposal does not exceed the planned development yield for the site. Traffic and transport considerations, impacts and mitigation measures have previously been addressed by the Neil Street Planning Proposal.

Open Space Provision

There is merit in progressing the proposal to the next phase of assessment as there is not a need to provide additional open space within the Neil Street precinct, as the proposal does not increase the planned development yield of the site. Importantly, the open space requirements for this proposal have previously been addressed by the Neil Street Planning Proposal, which see a portion of this site being used for open space.

Flooding

There is merit in progressing the proposal to the next phase of assessment as flood migration measures were identified as part of the Neil Street Planning Proposal and are being implemented through DAs that apply to the site.

Central City District Plan

There is strategic merit in progressing this proposal to the next phase of assessment as consistent with the following Planning Priorities of the Central City District Plan:

- *Planning Priority C2: Planning for a city supported by infrastructure – the proposal seek to rezone land close to key existing infrastructure such as the Merrylands Bus and Rail Interchange.*
- *Planning Priority C5: Providing housing supply, choice and affordability with access to jobs, services and public transport – the planning proposal seeks to deliver additional jobs and housing in Merrylands city centre, Cumberland's key commercial centre. The site is also accessible to all of the jobs, service and public transport of the Parramatta CBD.*

Greater Sydney Region Plan

There is strategic merit on progressing this proposal to the next phase of assessment as the proposal consistent with the following Planning Directions in the Greater Sydney Region Plan:

- City supported by infrastructure – the site is well connected to public transport infrastructure. The site and surrounds have been identified for increased density of commercial and residential development with the Neil Street Precinct LEP Amendments and Merrylands Station and McFarlane Street Precinct Planning Proposal.
- City for its people – the future development will facilitate active uses and opportunities for social interaction. The landmark building will assist people to navigate through the town centre.

- Housing in the city – the proposal will provide new housing adjacent to Merrylands railway station and set within a network of new roads and pathways.
- An efficient city – the proposal has potential to reduce transport costs and emissions by increasing the resident population with access to public transport and within walking distance of an established town centre.

Cumberland Local Planning Panel

The planning proposal was reported to the Cumberland Local Planning Panel on 1 May 2019. The Panel recommended that this matter be reported to Council, seeking a resolution to forward the planning proposal for a Gateway Determination (Attachment 2).

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 and advice from the Cumberland Local Planning Panel.

Planning Controls (Holroyd LEP 2013)	Existing Controls	Proponent's Proposed Controls	Cumberland Local Planning Panel Advice	Recommended Planning Controls
Zoning	R4 High Density Residential	R4 High Density Residential	R4 High Density Residential	R4 High Density Residential
Height of Building	29 Metres 30 Metres 39 Metres	29 Metres 30 Metres 39 Metres 50 Metres	29 Metres 30 Metres 39 Metres 50 Metres	29 Metres 30 Metres 39 Metres 50 Metres
Floor Space Ratio	3.5:1	3.66:1	3.66:1	3.66:1

Table 1 Recommended Planning Controls

Public Benefit Offer

The applicant has submitted a public benefit offer to Council for the additional uplift provided by the proposal, and this would be captured through a Voluntary Planning Agreement. The offer is for a contribution to the cost of street lighting works in the Neil Street Precinct that are required to be undertaken by Council. Should Council decide to proceed with a Gateway Determination, further negotiations will be undertaken to ensure that the public benefit offer is based on 50% of the uplift arising from the proposal, which aligns with Council's Planning Agreements Policy.

COMMUNITY ENGAGEMENT

The proposal was publicly exhibited (pre-Gateway) for a period of 30 days from 24 July 2018 to 22 August 2018 in accordance with Cumberland Council's Planning Proposal Notification Policy. In response to the exhibition, Council received no submissions.

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 this report.




FINANCIAL IMPLICATIONS

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 Voluntary Planning Agreement will be provided to Council.

CONCLUSION

It is recommended that the planning proposal for 1-11 Neil Street, Merrylands be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. This recommendation is being made as the proposal does not exceed the planned development yield of the Merrylands Town Centre Urban Design Review and the Neil Street Planning Proposal.

ATTACHMENTS

1. Planning Proposal [↓](#) 
2. CLPP Minutes - 1 May 2019 [↓](#) 
3. CLPP Report - 1 May 2019 [↓](#) 

Item No: C05/20-440

PLANNING PROPOSAL FOR 1 CRESCENT STREET, HOLROYD

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PP2020/0006
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This report provides an update on the planning proposal at 1 Crescent Street, Holroyd (former Caterpillar site). This proposal was initially considered by the former Holroyd Council, but is now under the planning authority of the Sydney Central City Regional Panel.

The Regional Panel has issued a Gateway Determination on the proposal. The proponent of the planning proposal is currently progressing the conditions of the Gateway Determination, which need to be met prior to going on public exhibition. Some of these conditions require the proponent to seek input from Council.

Council has identified a number of concerns with the proposal, including lack of alignment with strategic plans, and site specific concerns regarding the location, scale and impact of the proposal. Council continues to advocate these concerns at a local and regional level.

Endorsement is sought from Council on the approach going forward in dealing with the proposal. It is recommended that Council:

- Write to the Minister for Planning and Public Spaces outlining Council's strategic and site-specific concerns on the proposal. This continues Council's advocacy regarding concerns with the proposal
- Delegate authority to the General Manager to liaise with the proponent and government agencies on the details regarding the planning proposal. This is to ensure that the community's interests are represented as best as possible, should the planning proposal proceed to finalisation

RECOMMENDATION

That Council:

1. **Note the status of the planning proposal for 1 Crescent St, Holroyd (former Caterpillar site), with a Gateway Determination issued by the Sydney Central City Planning Panel in July 2019.**
2. **Write to the Minister for Planning and Public Spaces, outlining Council's strategic and site specific concerns on the planning proposal.**

3. **Delegate authority to the General Manager to liaise with the proponent and government agencies on the details regarding the planning proposal, to ensure that the community's interests are represented as best as possible should the planning proposal proceed to finalisation.**

REPORT

Background

Initial proposals considered by Council

The then Holroyd Council received a Planning Proposal Request from Tiberius Pty Ltd (the proponent) on 17 June 2015, for 1 Crescent Street, Holroyd (former Caterpillar site). The proponent sought to amend the *Holroyd Local Environmental Plan 2013*, by:

- Rezoning the land from B5 Business Development to allow R4 High Density Residential, B4 Mixed use development and RE2 Private Recreation
- Increase the maximum building height from 15m to 115m and 80m
- Increase the maximum floor space ratio from 1:1 to 6.2:1 and 3.3:1

This proposal would result of up to 1,900 apartments, a supermarket, retail space and open space in the form of freestanding residential apartments and a mixed used development.

The planning proposal was reported to the then Holroyd Council at the 16 February 2016 meeting, Council resolved to not support the planning proposal based on the following key issues:

- Loss of employment potential (zoning): the proposal would have resulted in a net loss of employment land, loss of potential employment floor space and a reduction of employment potential
- Residential density (floor space ratio): the proposed development yield and floor space ratios represent a net floor space ratio (excluding roads) of approximately 7:1 and a gross dwelling density of over 400 dwellings per hectare, which is inappropriate for 'fringe-of-centre' locations and only normally provided in core area of centres on rail or public transport nodes (such as Merrylands CBD)
- Urban design and scale (building height): the proposed building heights were excessive for this location; based on a substandard contextual analysis and relying on comparisons that are not comparable to the proposal (such as Parramatta CBD and a planning proposal in the core of Granville Precinct which has since been reduced at Gateway determination)

The proponent resubmitted a modified planning proposal on 22 March 2016, which altered the original proposal substantially, requiring further assessment by Council officers. The modified proposal represented a development concept that was more unsuitable than the original planning proposal.

Rezoning review process

Subsequently, the proponent made a request to the then Department of Planning and Environment to undertake a rezoning review, due to Council not meeting the 90 day requirement to forward the planning proposal to the Department for a Gateway Determination. The former Sydney West Central Planning Panel (now Sydney Central City Planning Panel) considered the proposal and concluded that it had sufficient merit to proceed to Gateway, subject to conditions.

On 2 November 2017, the then Sydney West Central Planning Panel (now known as the Sydney Central City Regional Panel) was appointed as the planning proposal authority.

The proponent has since amended the planning proposal during the rezoning review process to the following:

- Rezone the site from B5 Business Development to part B6 Enterprise Corridor (including 'commercial premises' as an additional permitted use), part R4 High Density Residential, part RE1 Public Recreation and part SP2 Infrastructure
- Increase the maximum floor space ratio (FSR) control for the site from 1:1 to between 3.4:1 and 4.2:1
- Increase the maximum height of building control for the site from 15m to between 32m and 96m

This would result in up to 1,255 high-rise residential dwellings on the site.

Gateway Determination by the Sydney Central City Planning Panel

Based on the amended proposal, the Sydney Central City Planning Panel released a Gateway Determination on 17 July 2019, supporting the progression of the planning proposal with conditions. These conditions relate to requiring the planning proposal and supporting documents be updated to ensure consistency, consultation with RMS, inclusion of affordable housing (7% in perpetuity) as part of the development (subject to studies), inclusion of a satisfactory arrangements clause, need for mandatory commercial floor space and update of the project timeline.

Upon amendment of the proposal and studies to address the above conditions, approval is required from the Department of Planning, Industry and Environment prior to exhibition occurring.

The Gateway Determination also required the preparation of a site specific Development Control Plan (DCP) with Council prior to public exhibition.

Since the issue of the Gateway Determination for the proposal, the proponent requested amendments on 31 October 2019 to some conditions to enable the proposal to proceed to public exhibition. The matter was considered by the Sydney Central City Planning Panel on 16-17 March 2020, and their advice provided subsequent to the meeting.

Chronology

As a summary, Table 1 provides a chronology of events in regard to the planning proposal at 1 Crescent Street, Holroyd.

Date	Milestone
13 November 2014	Pre-lodgement meeting
9 February 2015	Councillor briefing by proponent
17 June 2015	Planning Proposal Request lodged
10 November 2015	Councillor briefing by officers
16 February 2016	Planning Proposal refused at Ordinary Council meeting
22 March 2016	Modified Planning Proposal submitted to Council
16 June 2016	Council notified of rezoning review for the Planning Proposal
15 June 2017	Meeting on rezoning review of planning proposal held by Sydney West Central Planning Panel
8 November 2017	Sydney West Central Planning Panel appointed as relevant planning authority
17 July 2019	Gateway Determination released by Sydney Central City Planning Panel
31 October 2019	Proponent requested amendment of Gateway Determination conditions
16-17 March 2020	Sydney Central City Planning Panel meeting to discuss amendments to Gateway Determination conditions. Briefing of Panel by Mayor and Director Environment and Planning on the planning proposal. Advice provided by Panel on planning proposal

Table 1: Chronology of planning proposal for 1 Crescent Street, Holroyd

Concerns on the proposal

Strategic concerns

The proposal is not aligned with relevant strategic plans for the area. This includes:

- Parramatta Road Corridor Urban Transformation Strategy, which identifies the existing planning controls as the desired land use outcome for the site. This Strategy was endorsed by the NSW Government
- Cumberland 2030: Our Local Strategic Planning Statement, which does not identify the proposal as part of strategic planning for the area. This Statement was endorsed by Council and received a letter of support from the Greater Sydney Commission

Site specific concerns

A number of site specific concerns have been identified on the proposal at 1 Crescent Street, Holroyd. These include:

- The scale of the development, including the number of apartments, building heights and density
- Access constraints at this location, including road capacity at Woodville Road, M4 Motorway and Parramatta Road, and difficulty for pedestrian access to public transport services
- Interface of residential development with adjoining industrial and sportsground land uses
- Inconsistency of proposed affordable housing offering when assessed against Council Interim Affordable Housing Policy

Current status

Affordable housing

The proponent requested amending the gateway condition regarding affordable housing provision. They were seeking that, instead of the Gateway Determination requirement that the affordable rental housing units be held in perpetuity, that these units be held for a period of 12 years. The study undertaken by the proponent was provided to Council officers for information purposes.

This amendment was considered by the Sydney Central City Planning Panel and not supported due to only a limited number of scenarios that were examined as part of the proponent's affordable housing study. The Panel recommended that the proponent meet with registered community housing providers with charity status, to receive advice on scenarios able to be achieved in partnership with the provider.

The Panel also acknowledged that there have been recent examples of where 10% affordable housing yields have been successfully achieved in the Cumberland area.

Site specific Development Control Plan

The proponent requested to amend the gateway condition regarding the site specific Development Control Plan to allow for its preparation following finalisation of the planning proposal but prior to the determination of any development application over the site.

The Panel supported this amendment. However, the Panel determined that in order to assist the community in understanding the Proposal, an indicative Development Control Plan should be placed on exhibition with planning proposal. It is noted that Council officers have received a draft site specific Development Control Plan from the proponent for review, but are awaiting Council's resolution on the matter before providing a response.

Satisfactory arrangements

The Panel also noted that the Proponent had not adequately satisfied the Gateway condition regarding the inclusion of satisfactory arrangements for infrastructure. The Panel recommended that a Voluntary Planning Agreement be negotiated with both Council and the Department of Planning, Industry and Environment in order to ensure an appropriate public benefit offer is provided by the proponent.

Next steps

Since the release of a Gateway Determination on the proposal, the proponent is currently progressing the conditions of the Gateway Determination, which need to be met prior to going on public exhibition. Some of these conditions require the proponent to seek input from Council.

Council has identified a number of concerns with the proposal, including lack of alignment with strategic plans, and site specific concerns regarding the location, scale and impact of the proposal. Council continues to advocate these concerns at a local and regional level.

While there has been a long history on the planning proposal for the site, endorsement is sought from Council on the approach going forward in dealing with the proposal. It is recommended that Council:

- Write to the Minister for Planning and Public Spaces, outlining Council's strategic and site-specific concerns on the proposal. This continues Council's advocacy regarding the concerns with the proposal
- Delegate authority to the General Manager to liaise with the proponent and government agencies on the details regarding the planning proposal. This is to ensure that the community's interests are represented as best as possible, should the planning proposal proceed to finalisation

If Council chooses not to be involved in progressing the details associated with the planning proposal, there is a high risk that local implications and infrastructure requirements are not fully considered at the early stages of the proposal. Any adverse impacts will need to be dealt with by Council at a future stage once development proceeds at this location, with a financial and resource impact on Council that is not captured through satisfactory arrangements identified for the proposal.

COMMUNITY ENGAGEMENT

Should the Gateway Determination conditions be satisfied by the proponent, public exhibition will be undertaken by the Department of Planning, Industry and Environment on the planning proposal.

POLICY IMPLICATIONS

The planning proposal does not align with the strategic directions of the Parramatta Road Corridor Urban Transformation Strategy of Cumberland 2030: Our Local Strategic Planning Statement. Notwithstanding this, the Sydney Central City Planning

Panel is the responsible planning authority and have delegation to make decisions on the proposal, such as the Gateway Determination issued for the planning proposal.

RISK IMPLICATIONS

While Council has concerns on the location, scale and impact of the planning proposal, a decision for Council to not be involved in progressing the details could lead to a development proceeding that does not fully consider local implications and infrastructure requirements. The involvement of Council officers in progressing the details with the proponent and government agencies will mitigate this impact.

FINANCIAL IMPLICATIONS





Should Council choose to be involved in discussions on satisfactory arrangements on the proposal, a Voluntary Planning Agreement will be prepared to capture the public benefit offer associated with the planning proposal.

CONCLUSION

Council has identified a number of concerns with the strategic alignment, location, scale and impact of the proposal at 1 Crescent Street, Holroyd (former Caterpillar site); however, the matter is under the authority of the Sydney Central City Regional Panel and a Gateway Determination has been issued for the proposal.

While there has been a long history on the planning proposal for the site, endorsement is sought from Council on the approach going forward in dealing with the proposal. It is recommended that Council write to the Minister for Planning and Public Spaces, outlining Council's strategic and site specific concerns on the proposal. It is also recommended that Council delegate authority to the General Manager to liaise with the proponent and government agencies on the details regarding the planning proposal, to ensure that the community's interests are represented as best as possible should the planning proposal proceed to finalisation.

ATTACHMENTS

1. 1 Crescent Street, Holroyd - Planning Proposal [↓](#) 
2. 1 Crescent Street, Holroyd - Gateway Determination [↓](#) 
3. Sydney Central City Planning Panel - Briefing Report (March 2020) [↓](#) 
4. Sydney Central City Planning Panel - Decision (March 2020) [↓](#) 
5. Draft Site Specific DCP from Applicant (Confidential)
6. Affordable Housing Feasibility Report from Applicant (Confidential) [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-440

Attachment 1

1 Crescent Street, Holroyd -
Planning Proposal



Planning Proposal – 1 Crescent Street, Holroyd (Lot 10 DP 808585)

Planning Proposal – April 2019

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Appendices

Appendix 1 Urban Design Report and Conceptual Design Plans

Prepared by Architectus and Arcadia

Appendix 2 Arborist Assessment

Prepared by Tree IQ

Appendix 3 Ecological Assessment

Prepared by Ecological Australia



Appendix 4 Heritage Impact Statement

Prepared by Weir Phillips

Appendix 5 Holroyd Councillor Briefing

Prepared by McKenzie Group Consulting Planning

Appendix 6 Economic Impact Assessment

Prepared by Macro Plan Dimasi

Appendix 7 Traffic Impact Assessment

Prepared by GTA Consultants

Appendix 8 Flood Assessment

Prepared by BMT WBM Pty Ltd

Appendix 9 Retail Impact Assessment

Prepared by Deep End Services

Appendix 10 Contamination Risk Assessment

Prepared by Douglas Partners

Appendix 11 Acoustic Assessment

Prepared by Wood & Grieves Engineers

Appendix 12 Geotechnical Assessment

Prepared by Douglas Partners

Appendix 13 Infrastructure and Servicing Assessment

Prepared by ADW Johnson



**Appendix 14 Social Impact Assessment**

Prepared by Macro Plan Dimasi

Appendix 15 Community and Stakeholder Consultation

Prepared by McKenzie Group Consulting

Appendix 16 – Affordable Housing Offer

Prepared by McKenzie Group Consulting Planning

Appendix 17 - Out of Sequence Checklist

Prepared by Mod Urban Pty Ltd

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EXECUTIVE SUMMARY

This Planning Proposal has been prepared by Mod Urban Pty Ltd, on behalf of Tiberius (Holroyd) Pty Ltd (referred to as Tiberius) to amend the site zoning and built form controls under the Holroyd Local Environmental Plan 2013 (HLEP), for 1 Crescent Street, Holroyd NSW.

This report is an updated report of the original Planning Proposal report lodged with the former Holroyd Council (Council) on 15 June 2015, and the subsequent Addendum to the Planning Proposal lodged with Council in March 2016.

Local Government Area	Cumberland Council NSW
Site Owner / Proponent	Tiberius (Holroyd) Pty Ltd (Tiberius)
Site Address	1 Crescent Street, Holroyd NSW
Legal Description	Lot 10 in DP 808 585
Site Area	37,904m ²
Current Occupant & Use	Vacant industrial warehouse and office facility
Responsible Planning Authority	Sydney Central Planning Panel

The site is currently zoned B5 Business Development under the HLEP and has permissible building heights of 15 metres and a floor space ratio (FSR) of 1:1.

This Planning Proposal seeks amendment to the current site zoning and HLEP planning controls to facilitate mixed use development, comprising residential uses with supporting neighbourhood retail, commercial and community land uses.

Provided with this submission is the draft HLEP 2013 maps illustrating the requested changes described below:

- Four defined zones comprising; R4 High Density Residential, B6 Enterprise Corridor (with an additional permitted use of 'commercial premises' within the B6 zone), RE1 Public Recreation, and SP2 Infrastructure;
- Building heights between 32m to 96m;
- Floor Space Ratio (FSR) of 3:4:1 to 4.2:1 across the proposed developable areas of the site (excluding open space). Average FSR across the site 3.87:1.

Following the comprehensive specialist investigations and assessment, this Planning Proposal is capable of delivering a diverse mix of dwellings and employment uses to meet the demands of the changing population, whilst providing substantial community benefit through the provision of significant publicly accessible open space.

The strategic benefits the proposal provides, and its alignment to Local and State planning policies, supports the recommendation of Mod Urban that Sydney Central Planning Panel support the Planning Proposal.

This 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 & Environment (DPE) including, "A Guide to Preparing Local Environmental Plans and a Guide to Preparing Planning Proposals".

SURROUNDING CONTEXT

The location of the subject site supports the evolution of the urban design and proposed built form of the master plan.

The site has approximately 350 metres of frontage to Crescent Street, which is and will remain the primary vehicle access, and also has frontage to the Parramatta Road/Church Street/Woodville Road intersection to the east. To the immediate north, and adjacent to the site, is the Holroyd Sports Ground (owned by Cumberland Council). This sports ground is heavily used on weekends as it includes the little athletics centre and Holroyd Sportsground.

Located immediately to the west of the site along Crescent Street is a mix of light industrial type land uses that consist primarily of single storey warehouse and industrial units that then transitions to multi storey residential buildings at Holroyd Gardens. To the immediate south of the site is the existing elevated railway line that provides a visual buffer between the site and the predominantly single storey and two storey residential dwellings located south of the railway line.

The site is located within 1.0km to 1.2km of four train stations including Merrylands, Harris Park, Granville and Parramatta. Furthermore, the site is serviced by existing local bus networks that provide connectivity to Metropolitan Sydney along Woodville Road and Parramatta Road, and the M4 motorway.

Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the HLEP 2013, are located within proximity of the site, however are not impacted by the proposal.

PLANNING PROPOSAL OBJECTIVES

As stated, the key objective of this Planning Proposal is to obtain the rezoning and amendment to the HLEP built form controls, with the focus being:

- Make a positive contribution to the locality by providing a quality integrated urban design solution that respects the existing built form and natural features of the site and surrounding neighbourhood;
- To seek for this Planning Proposal to allow the rezoning of the site to high density residential and mixed use, with an uplift to existing built form controls;
- Maintain employment generating floor space on the site, whilst being sympathetic to the existing and proposed surrounding key centres in Merrylands, Granville and Parramatta;
- Accommodate a mix of dwellings and deliver a concept master plan for the site that integrates community, transport, environmental and economic outcomes;
- Develop and provide publicly accessible open space, connectivity to surrounding area, and passive recreational spaces that capture riparian and amenity outcomes;

- Maintain the amenity of surrounding businesses and residents through the provision of high quality design, capable of achieving SEPP 65 compliance;
- Take full advantage of a large site that can provide significant community benefit through an integrated urban design solution.

THE PROPOSED CONCEPT MASTER PLAN

The concept master plan prepared by Architectus and Arcadia is provided in **Appendix 1** and details the urban design principles that have guided the Planning Proposal.

The concept master plan outlines the vision to rezone the site and deliver a high density mixed use development, comprising of approximately 1,255 residential apartments that will be complimented with large areas of passive and active publicly accessible open space (16,372m²), and a 12,755m² (NLA) retail and commercial area to service the local community. The key aspects of the master plan are summarised as follows:

- Major new open space which links to, and engages with, the Holroyd Sports Ground and provides large areas of publicly accessible open space;
- Excellent pedestrian connections and permeability and cycle accessibility, including provision of new opportunities for links and improvements to existing networks;
- Maximum building frontage to open space areas and well separated residential built form with proposed building heights from (32 metres to 96 metres);
- Building forms that enjoy a predominantly northerly aspect with views across open space and Holroyd Sportsground, and an appropriate interface with adjoining uses on the western boundary;
- Ground level commercial and retail uses on the eastern part of the site that include new local shops and facilities (proposed to include supermarket, specialty retail, gym, childcare, medical, showroom, cafes and restaurants);
- Retention of on-site employment while also providing new housing to cater for a diversity of housing demand that responds to the surrounding residential neighbourhood;
- Provision of affordable housing;
- A commitment to design excellence and visual improvement to a prominent site at the Gateway to Holroyd;
- Good vehicle access and circulation with separate commercial and residential access;
- A Planning Proposal that is consistent with Local and State planning strategies of metropolitan Sydney.

KEY STRATEGIC JUSTIFICATION AND BENEFITS OF THE PLANNING PROPOSAL

This Planning Proposal is considered to be strongly supported by the relevant State and Local planning strategies and policies.

The proponent is aware that the site has been identified and subsequently included in the Parramatta Road Urban Renewal Corridor Strategy as a frame area to support the Granville Precinct.

A key consideration of this Planning Proposal has been to address the perceived loss of employment generating land. This has been carefully considered to ensure the master plan can deliver an overall

employment outcome better aligned with market needs, with employment generation equal to, or greater than, what can be achieved under the current zoning.

In accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (the EP&A Act), this Planning Proposal addresses the relevant guidelines including identification of the net community benefits the proposal will deliver. A succinct summary of which is provided in the Conclusion in Section 6 of this report.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Tiberius has undertaken proponent led community and stakeholder consultation, and intends to continue this engagement throughout the Gateway planning process.

A key objective of the consultation to date has been to educate and facilitate engagement between the project team and the key stakeholders. This process has been useful in identifying key issues to be considered when undertaking the various technical studies, whilst ensuring broad awareness of the Planning Proposal. Feedback has predominantly focused on a desire to be kept informed about the proposal, with the specific feedback summarised in detail in **Appendix 15**.

SPECIALIST CONSULTANT FINDINGS

Tiberius has undertaken a number of specialist investigations to inform the Planning Proposal, which is summarised in the following section, and later described in detail.

The only matters of note arising from all the specialist investigations relate to the need for a coordinated approach to traffic impacts, and that the site is likely to require remediation and/or engineering solutions to make it suitable for development. However, the traffic and environmental consultants note that there is nothing to suggest that the rezoning of the site cannot be undertaken.

SPECIALIST INVESTIGATIONS SUMMARY OF KEY FINDINGS

Tiberius has undertaken a number of specialist investigations to inform the current concept plans, built form and landscape development for the site.

The following provides a summary of these investigations, and identifies any potential constraints and proposed mitigation measures.

SPECIALIST REPORT	REPORT FINDINGS
Ecological Assessment <i>Prepared by Ecological Australia</i>	<ul style="list-style-type: none"> One threatened flora species, <i>Eucalyptus nicholii</i>, occurs on the site, however this species does not occur naturally in the Sydney Basin Bio-region and has been planted. Therefore, there is no requirement to assess impacts to this species under the Threatened Species Conservation Act; No other threatened flora or fauna species occur on the site and no threatened flora species would be affected by the proposal. The proposal is not likely to place at risk of extinction any of the remnant native vegetation types upstream or downstream of the site;
Heritage Impact Assessment <i>Prepared by Weir Phillips</i>	<ul style="list-style-type: none"> The proposal will have no impact on the significance of the Railway Memorial adjacent the site, as it does not have landmark qualities; Will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors; No significant view corridors to or from the Vauxhall Inn will be blocked and the inherent impact of buildings of a greater massing and scale on a smaller heritage item can be managed through the careful articulation of the proposed new buildings and landscaping.
Geotechnical Investigations <i>Prepared by Douglas Partners</i>	<ul style="list-style-type: none"> It is known that landfilling has previously been undertaken on the site, and adjacent the site. It appears that some level of landfill refuse has been removed from site or encapsulated along the southern boundary adjacent to Crescent Street. Groundwater has previously been observed between RL 4.4m and RL 11.2m AHD with an average ground water in the order of RL 7m AHD.

<p>Contamination Assessment <i>Prepared by Douglas Partners</i></p>	<ul style="list-style-type: none"> Based on the historic information there are various forms of contamination risks on the site; However there is nothing to suggest that rezoning of the site for high-density residential, commercial/retail and open space land uses cannot be undertaken from a contamination perspective. <p>These key potential risks include:</p> <ul style="list-style-type: none"> Building refuse and potential remnant landfill gasses as a result of historic landfilling; Soil and groundwater contamination from previous onsite activities; The site is likely to require remediation and/or engineering solutions to make it suitable for redevelopment.
<p>Social Impact Assessment <i>Prepared by Macro Plan Dimasi</i></p>	<ul style="list-style-type: none"> Opportunities presented by the proposed development, 'Auto Alley' and the opportunities for high density mixed use developments under the Parramatta Road Urban Renewal Strategy will satisfy many 'day to day' needs of residents; The capacity of some existing community facilities will be affected by the proposal. Existing schools are likely to experience an increase in demand due to the expected growth in school-age population; Other facilities such as childcare centres, community centres, libraries, and existing open space provisions would experience increased demand; Overall the assessment finds the proposals impacts are largely positive. Increased demand on facilities will not be unreasonable, and existing plans elsewhere in the precinct allow for upgrades, or the provision of new facilities, which is supplemented by those proposed on site.
<p>Economic Impact Assessment <i>Prepared by Macro Plan Dimasi</i></p>	<ul style="list-style-type: none"> There are approximately 1,356.3 hectares of undeveloped and zoned industrial land in the West Central region. Comprising of just 3.9 hectares, the subject site represents just 0.24% of total future supply for the region; an insignificant contribution for the region. The significance of the subject site will be diluted by sustained growth in designated outer south western industrial destinations such as Prestons and Smeaton Grange, and by traditional north-west locations such as Eastern Creek, Erskine Park and Greystanes in the near future.

	<ul style="list-style-type: none"> Overall, the employment outcome from development of the subject site would provide an employment outcome better aligned with market need. A mixed use format, encompassing 15,005m² of new retail/commercial floor space has the capacity to accommodate between 200 and 277 workers. A shortage in new residential supply has impacted housing affordability in the former Holroyd LGA and within the Holroyd – Merrylands SA2.
Retail Impact Assessment <i>Prepared by Deep End Services</i>	<ul style="list-style-type: none"> The site provides an opportunity to improve the level of retail services on offer for local residents through the establishment of a new mixed use centre; The proposed neighbourhood centre is expected to trade successfully by serving the shopping needs of people living in the local community, which is growing rapidly as a result of new infill and brownfields housing development; Potential future development of the site for a supermarket would redirect spending that would otherwise be captured by other centres in the region, however analysis shows that competitive effects are relatively minor and would have little or no effect on the trading of nearby centres.
Traffic Impact Assessment <i>Prepared by GTA Consultants</i>	<ul style="list-style-type: none"> Measures should be implemented to minimise car travel including limited parking ratios; cycle parking facilities; car sharing/car clubs; green travel plan. Through implementing these measures it is anticipated the site will generate significantly less traffic than other residential sites in the vicinity; Using the conventional RMS trip generation rates, the resultant increase in traffic generated by the proposal would be in the order of 701 to 955 vehicles per hour during the weekday AM and PM peak periods. The existing external intersections such as Parramatta Road/Woodville Road and Crescent Street/Woodville Road intersections are currently operating at capacity with level of service F during the commuter peak periods. Additional capacity is proposed along Crescent St by extending the existing left turn bay. A right turn bay approaching the commercial site access is also proposed; The key external intersections at Parramatta Road/Woodville Road and Crescent Street/Woodville Road are currently the subject of an RMS funded improvement to provide additional capacity to cater for

	<p>existing and future traffic demands including the traffic generated by the subject site;</p> <ul style="list-style-type: none"> ▪ The proposed intersection upgrade will significantly improve the intersection operating conditions and TTPP modelling shows that it has sufficient capacity to accommodate the existing and future traffic volumes. The intersections are expected to operate acceptably at LoS D or better taking into account the additional traffic associated with the proposed mixed use development and future traffic growth. In addition, the outcomes of the potential projects such as the Parramatta Light Rail, Western Sydney Regional ring Road, WestConnex and Rapid Bus Routes are likely to have a beneficial impact on the operating conditions of these strategic roads. ▪ All other local intersections would continue to operate satisfactorily for both AM and PM peak periods even when the development is fully completed. ▪ Connections through to A'Becketts Creek to enhance cycle and pedestrian connectivity is proposed.
<p>Flooding Assessment <i>Prepared by BMT WBM Pty Ltd</i></p>	<ul style="list-style-type: none"> ▪ The flood assessment identifies that the site is located above the 1% AEP flood levels in A'Becketts Creek, including a 0.5m freeboard provision; ▪ Therefore the proposed development will not be affected by flooding, nor have any impact on existing flooding conditions.
<p>Infrastructure and Servicing <i>Prepared by ADW Johnson</i></p>	<ul style="list-style-type: none"> ▪ No State servicing requirements or upgrades are required to support the proposed rezoning and development. <p>Water and Wastewater</p> <ul style="list-style-type: none"> ▪ Sydney Water have advised that capacity currently exists within both the existing water and sewer systems, such that the proposed development can be adequately serviced for water and sewer without the need for augmentation of the existing systems. <p>Water Sensitive Urban Design</p> <ul style="list-style-type: none"> ▪ The stormwater system will predominantly discharge to A'Becketts Creek, alleviating pressure on Council's existing drainage infrastructure in Crescent Street; ▪ A WSUD treatment train/concept stormwater system consisting of rainwater tanks, GPT's and landscaped

	<p>detention basins has been designed for the proposed development;</p> <ul style="list-style-type: none">▪ Water reuse measures to reduce the demand on potable water have been considered for the proposal. <p>Power</p> <ul style="list-style-type: none">▪ Endeavour Energy has advised that the proposed future development can be serviced by the nearby Granville zoned substation.
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LAND TO WHICH THE PLANNING PROPOSAL APPLIES

1.1 Site Description and Ownership

The subject site is known 1 Crescent Street, Holroyd NSW, being legally described as the following Lot 10 DP 808585, and is owned by Tiberius (Holroyd) Pty Ltd (the proponent). The site is located within the Holroyd Local Government Area (LGA) and covers an area of approximately 37,904m². The site is currently zoned *B5 Business Development* under the Holroyd Local Environmental Plan 2013 (HLEP).

Tiberius, the owners of the subject site and proponent is an associated entity of Australian Capital Equity Pty Limited (ACE).

ACE is one of Australia's largest and most highly regarded private investment companies with a diversified investment portfolio, the largest component of which is its majority shareholding in Seven Group Holdings. Furthermore, the group has a 40 year property development history delivering diverse quality of major projects across New South Wales, Victoria, and Western Australia.

1.2 Current Site Use and Operations

At the time of lodgement of the Planning Proposal the site was occupied and leased by WesTrac as a industrial facility providing administration offices, amenities, training facilities, workshops and machine servicing bays, spare parts warehousing, laboratory, and on-site parking for specialist heavy earthmoving equipment and motor vehicles.

The subject site was formerly WesTrac's NSW Operational Headquarters, however over the last three years, the employment capacity and operational role of the facility has seen a decline owing to WesTrac building a new state of the art facility in Tomago, NSW (Port Stephens LGA). Subsequently the site is no longer operating, with a number of operations and jobs being relocated to the Tomago Facility and a new facility at Casula.

The site is now vacant, with Westrac having ceased operations at the site in early 2018, after having built a new Sydney regional facility at Casula to replace the former facility on site.

A large format industrial building is located on site with a building area of 9,471.3m² (24.7% site cover). The site also consists of a hardstand area of 14,000m² (36% of the total site). The site currently accommodates 167 car parking spaces on the site (1 space per 56m²). Car parking is provided in a designated staff car park, visitor car park which is accessible by access ramps. The main vehicular access point to the site is from Crescent Street.



Figure 1: Site Location (Six Maps 2019)

The total area of each current building/structure on the site is as follows:

Use	Area m ²
Warehouse	1,862
Workshop	3,912
Ground Floor Office	1,661
1 st Floor Office	1,616
Mezzanine	27
Stairs	22
Plant room	350
Gatehouse	18
Total	9,468m²

The existing built form on the site consists of the following building heights.

Office	2 storey
Warehouse	7m – 10.1m
Workshop	7.8m – 12.4m

The following figures identify the existing built form on the site, and the surrounding hard stand.



Figure 2. Existing First Floor Office



Figure 3. Existing Hardstand and Workshop



Figure 4. Existing Spare Parts Loading



Figure 5. Existing Car Parking



Figure 6. Hardstand for Heavy Machinery and western site boundary in the distance



Figure 7. Hardstand and Access Ramp to First Floor



Figure 8. View towards Sports ground and M4

1.3 Existing Site Flora and Fauna

Flora & Fauna

The site comprises of some paved and unpaved hard stand, and scattered pockets of landscaped vegetation across. Vegetation is predominantly located along the sites boundaries fronting Crescent Street and Woodville Road.

An Arborist Report that assesses the significance of existing vegetation across the site is included at **Appendix 2** of this proposal, and concludes that trees on site are of good to fair health and structural condition.

The better quality trees are generally located at the eastern end of the site where there is adequate access to open ground areas to support healthy tree growth.

No native vegetation communities are present within the site. Vegetation on the site primarily consists of landscaped areas and gardens of planted exotic and native species. Common trees found along the boundaries of the site include *Eucalyptus microcorys* (Tallowwood) and *Corymbia citriodora* (Lemon-scented Gum). Both of these species are not native to Sydney and are commonly used in street planting and landscaping around Sydney.

Some native grasses and herbs are also present on the batters that surround the boundary of the site. Native and exotic species are present within the concrete stormwater portion of A'Becketts Creek to the north that is located outside the northern boundary of the site.

The fauna habitat within the site has been determined to be very low. As the entire site has been developed, fauna habitats have been restricted to native and exotic plants in landscaped areas and gardens which only provide habitat for common species of birds, skinks and frogs that are able to survive in urban areas.

No threatened ecological communities, flora or fauna species have been observed on the site.

An Ecological Assessment of the site and its surrounds prepared by Ecological Australia is provided at **Appendix 3** of this report, and provides a detailed assessment of existing ecological conditions, concluding that the proposal will not affect any critical habitats, populations or ecological communities, and that the subject site is located in a developed urban area where no such populations or communities are known to exist.

1.4 Site Accessibility and Adjoining Roads

The site has frontage to the Parramatta Road/Church Street/Woodville Road intersection to the east, and frontage to Crescent Street to the south. The northern frontage of the site faces the Holroyd Sportsground, and the M4 Motorway beyond.

Vehicular access is gained from Crescent Street via Woodville Road. The site does not have a direct link to the M4 Motorway. An internal access network currently exists on site for staff, visitors and operations. The following outlines each adjoining road in detail.

In 2018, the NSW RMS compulsorily acquired a portion of the site fronting Woodville Road for future planned intersection upgrades to Woodville/Parramatta Road.

Crescent Street

Crescent Street is a local Road that is 10m wide and has an east to west connectivity, and is used as an alternative thoroughfare to both Parramatta Road and Merrylands town centre. It is a two way road with some on street car parking permitted car parking on either side of the street.

The only existing site vehicle access for both cars and larger heavy vehicles is from Crescent Street.

Woodville Road

Woodville Road is located to the east of the site and is a State classified Road that provides connectivity to Parramatta CBD to the north and the suburbs of Merrylands, Bankstown, Villawood and South Granville to the south. Woodville Road is 19m wide two way road consisting of up to 6 lanes.

Crescent Street is accessible from Woodville Road in both directions at the intersection of Crescent Street and Woodville Road. No direct access to the site exists from Woodville Road.

Parramatta Road

Parramatta Road is located to the east of the site and is a State classified Road that provides connectivity to the Sydney CBD and the suburbs of Granville, Clyde, Silverwater and Auburn to the east. Where the site

adjoins Parramatta Road, is the western most point of Parramatta Road before it connects to the M4 Motorway.

Parramatta Road also operates as a two way road running from east to west, with up to 6 lanes.

Holroyd Sportsground

From the site there is currently no access to or from Holroyd Sportsground due to the obstruction by A'Becketts Creek (a concrete lined channel), that adjoins the site at its northern boundary.

1.5 Site Topography

The site is relatively flat with surface levels ranging from about RL 10 m to RL 12 m relative to the Australian height datum (AHD). The natural topography in the area slopes downwards towards the stormwater channel to the north which was once the unformed A'Becketts Creek.

Currently some man made batters are located on the sites southern and eastern boundaries as part of the sites existing landscape design.

1.6 Local Context

The surrounding area and its locality in relation to the subject site present a diverse mix of current and planned future built form and public domain spaces. The surrounding area and its built form are described as follows:

- The subject site is bounded by Crescent Street to the south, Parramatta Road to the east and Holroyd Sportsground to the north (**refer Figure 9**).
- Vehicular access to the site is only available from Crescent Street at present on the southern boundary of the site.
- Directly adjacent the site to the north is a concrete drainage culvert (known as A'Becketts Creek) that runs parallel to the northern boundary of the site. Across the drainage culvert is the Holroyd Sports Ground which is located adjacent the M4 motorway.
- Directly adjacent the site to the south is an existing railway line utilised for passenger and freight transport.
- To the south of the adjacent railway line is the suburb of Merrylands with low to medium density residential development.
- The eastern boundary of the site is adjoined by the intersection of Woodville Road and Parramatta Road, with a mix of car yards and other commercial uses.
- Located directly adjacent the site to the west is currently a mix of light industrial uses, and further beyond by approximately 300m is Holroyd Gardens, which consists of a residential flat development.



Figure 9. Holroyd Sports Ground to the North

1.7 Local Urban Context

The scale and type of development surrounding the site varies in nature depending on the land use.

Located immediately to the west of the site along Crescent Street is a mix of light industrial type land uses that consist primarily of single storey warehouse and industrial units. Located further along Crescent Street to the west is Holroyd Gardens (300m), which consists of a medium density residential development with a mix of townhouses and residential flat buildings up to 8 storeys in height.

To the immediate south of the site is the existing elevated railway line that provides a visual buffer between the site and the predominantly single storey and two storey residential dwellings located at a lower elevation south of the railway line.

To the immediate north of the site is the Holroyd Sports Ground that does not consist of any built form immediately adjacent the site. Further beyond the M4 Motorway to the north is a mix of low density single detached dwellings and some medium density apartment buildings.

To the immediate east of the site are a mix of commercial land uses consisting of a pub (Vauxhall Inn), and a mix of warehouse buildings used for forklift hire.



Figure 10. Surrounding Existing and Planned Urban Context – Future Built Form (numbers represent maximum building height in storeys – planned and approved *Source: Architectus*)

Analysis of the existing and planned local urban context in relation to the proposed future development of the subject site has identified a range of approved and planned built form and land uses for the surrounding locality. **Figure 10** visually identifies the planned future development for the surrounding precinct.

Critical to the future development of the subject site is ensuring that Merrylands Town Centre (Located 1.2km to the south-west) remains the primary commercial and retail core of the Holroyd LGA.

Currently Merrylands Town Centre permits a mix of commercial and residential land uses up to a maximum of 21 storeys in height, under the Holroyd Local Environmental Plan 2013.

Future planned urban transformation in and around Parramatta CBD and east of the subject site identify that maximum building heights of between 20 to 90 storeys in height are planned to accommodate the future employment floor space growth for the surrounding area, and to provide supporting residential densities and yields aligned with planned growth of Parramatta and its surrounds as a regional centre.

1.8 Local Transport Context

The site is centrally located to the Merrylands and Parramatta City Centres, and the future planned local centre of Granville. The sites proximity to public transport is identified in **Figure 11** below that shows the sites proximity to nearby railway stations that serve surrounding local centres and the wider metropolitan Sydney, including its CBD.

The site is located within 1km to 1.2km of 4 train stations as follows:

- Merrylands (1.2km) – Inner West & South Line, Parramatta (1.2km) -
- Harris Park (1km) – North Shore Line, Western Line, Inner West & South Line, Blue Mountains Line
- Granville (1km) – North Shore Line, Western Line, Airport, Inner West and South Line
- Parramatta (1.4km) - North Shore Line, Western Line, Cumberland

Each of these railway stations has a good level of service to the City and the surrounding regional Sydney.

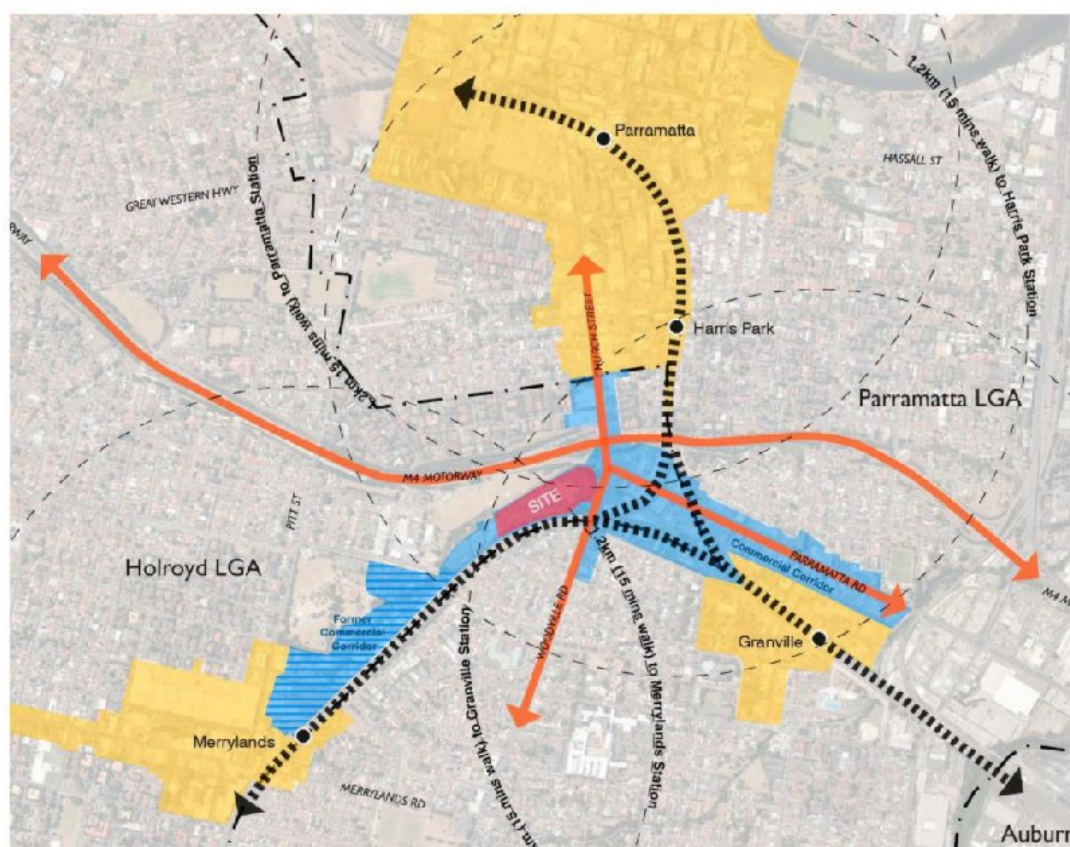


Figure 11. Surrounding Transport Infrastructure

The site is also serviced by existing local bus networks that provide connectivity to Metropolitan Sydney along Woodville Road and Parramatta Road, and the adjacent M4 motorway.

The following table outlines the existing bus routes that service the site.

Location of Stop	Route #	Route Description	Distance to Nearest Stop
Woodville Road	907	Bankstown to Parramatta	450m
Hassall Street	M91	Hurstville to Parramatta via Padstow, Bankstown and Chester Hills	350m
Pitt Street	802	Liverpool to Parramatta via Cartwright, Miller, Bonnyrigg, Fairfield, Merrylands	1 km
	804	Liverpool to Parramatta via Hinchinbrook, Bonnyrigg, Greenfield Park, Fairfield, Merrylands	1 km
	806	Liverpool to Parramatta via Mt Pritchard, Abbotsbury, Prairiewood, Wetherill Park, Merrylands	1 km

Table 1: Bus Routes

1.9 Historical Context

The subject site is not listed as a State or Local Heritage item. Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the Holroyd LEP 2013 are however located within close proximity of the site, being:

- Railway Memorial, Crescent Street Reserve, Granville
- Vauxhall Inn, No. 284-286 Parramatta Road, Granville

Railway Memorial

The Railway Memorial comprises a low stone wall set within a small reserve defined by Woodville Road, Crescent Street and the high concrete wall of the Granville Triangle Loop.

A bronze plaque on the memorial states:

'Erected to commemorate the opening of the Sydney to Parramatta Railway 26 September, 1855. This was the first section of the New South Wales Railways and the first State owned steam railway in the British

Empire. The Parramatta Terminus was adjacent to this Memorial. Unveiled by His Excellency, Lieut.-Gen. Sir John Northcott, K.G.M.G., K.C.V.O., C.B., Governor of New South Wales, 29 September, 1955.'



Figure 12. The Railway Memorial, c.1938-9

Vauxhall Inn

The Vauxhall Inn, lies opposite the site, on the corner of Woodville Road and Parramatta Road. The Vauxhall Inn is a two storey painted brick Interwar Functionalist Style building.

The Vauxhall Inn is the second building of this name to stand on this site. The first Vauxhall Inn was built in the early 1850s to serve the railway contractors. By the interwar period, the site was owned or tied to Tooth & Co., one of several major breweries who dominated the Sydney market.



Figure 13. The Vauxhall Inn

1.10 Environmental Context

Riparian Values

Located adjacent to the northern boundary of the site is A'Becketts Creek. The part of the Creek that is adjacent the sites northern boundary is contained within an open drainage culvert. The drainage culvert creates a large change in landform along the northern edge of the site, effectively separating the site from the Holroyd Sportsground. A combination of native and exotic flora, as well as weed infestation also characterises the creek up and down stream of the site.

Clause 6.6 Riparian land and watercourse, in the Holroyd Local Environment Plan 2013 (HLEP) applies to land identified as "Riparian Land" on the Riparian Lands and Watercourses Map. 'Riparian Land' is located upstream and downstream of the site along A'Becketts Creek. The open concrete culvert immediately adjacent to the site has not been mapped as 'Riparian Land'.

Acoustic Environment

The main potential acoustic generators relating to the development are as follows:

- Vehicle movements on M4 Western Motorway and Woodville Rd;
- Noise and vibration intrusion from trains passing-by on the Southern Railway corridor;
- Noise intrusion from surrounding industrial noise from existing industrial sites;

The nearest noise sensitive residential receivers are the house located at 1 Blane Street (115m), and 25 Union Street (350m), Holroyd. The surrounding industrial receivers to the West are also considered as receivers.

1.11 Regional Context

The proposed planning area is located approximately 25km to the west of the Sydney CBD within the Cumberland Local Government Area (LGA).

The site is approximately 1.2km from the Merrylands city centre and 1.3km from Parramatta CBD.

In terms of a regional context within the Sydney region the site is identified within the Greater Parramatta and the Olympic Peninsula (GPOP) (Metropolis of Three Cities) which is focusing on being the connected and unifying heart of the Central City, GPOP is being championed as a place for new businesses, homes and services; for diverse employment; for walking and cycling; and to facilitate spaces for arts and culture.

The region including Parramatta and its surrounds is identified as a key regional centre in the context of *Metropolis of Three Cities* and plays an important role in Sydney's economy. Recently there has been significant employment growth in the subregion which has been above average compared to other areas within the Sydney metropolitan region. This trend is expected to continue with further employment growth and housing planned within Parramatta and its adjacent Local Government Areas (LGAs).

Parramatta has been earmarked to become Sydney's Central River City within a *Metropolis of Three Cities*.

The Auto Alley Precinct to the north of the subject site has been targeted for future population and employment growth in State and Local planning strategies. The surrounding area to the north along Auto Alley and to the east along Parramatta Road is characterised by large potential redevelopment sites that have been targeted for an increase in residential and commercial densities, and to accommodate the expected influx in population to the sub region.

In a regional context the site is centrally located to existing and planned infrastructure and growth, and is located within the Parramatta Road Urban Renewal Corridor.

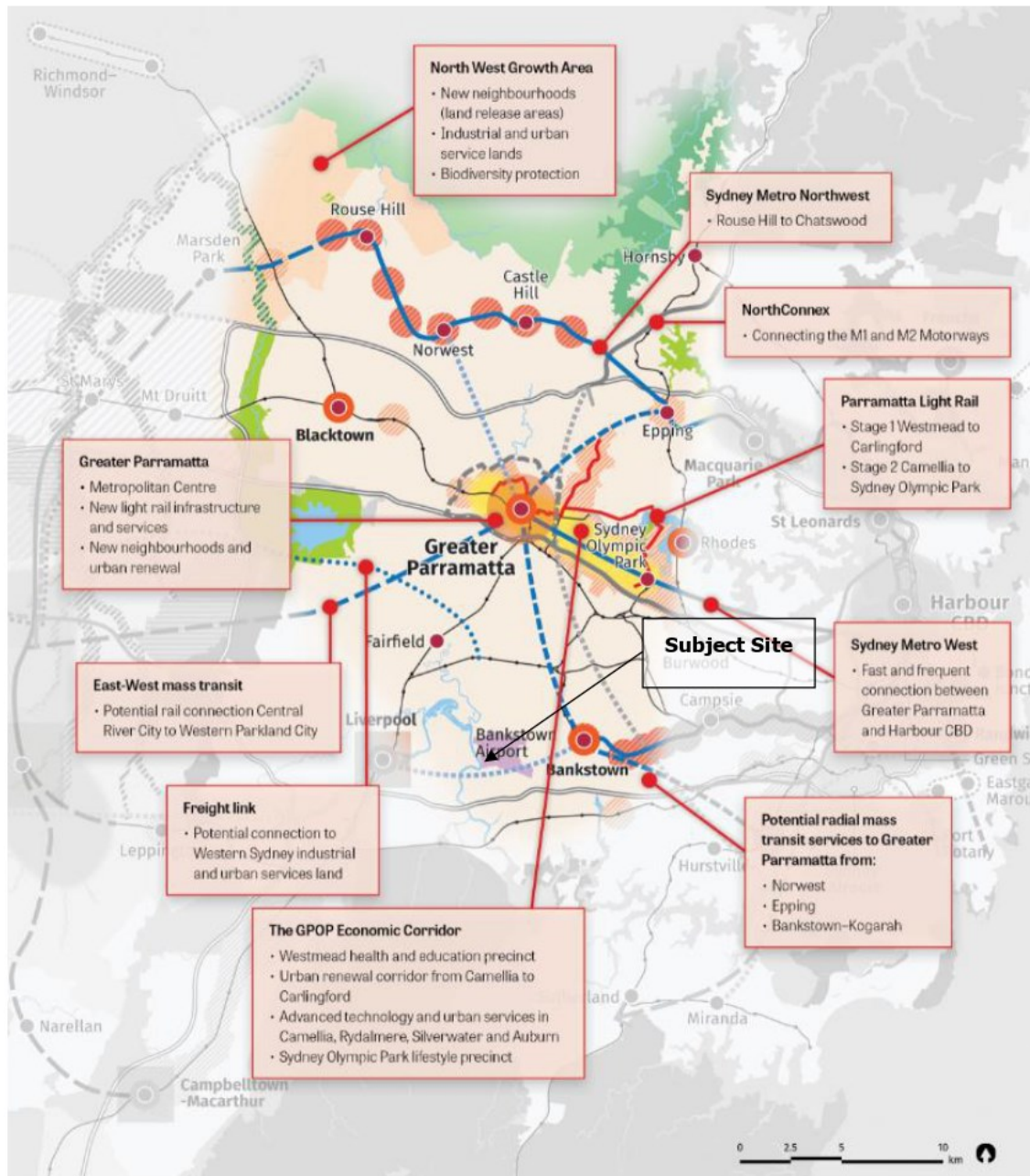


Figure 14. The Central River City and its surrounds (A Metropolis of Three Cities)

The site is situated on the western end of the Parramatta Road Corridor, and is located in one of a few areas where Parramatta Road is close to railway stations (the others being around Homebush, Lewisham and Central) as identified in **Figure 15** below. The other greatest transport asset for the site at present is the proximity to the M4 motorway network which allows surrounding regional centres to be reached by car or bus.



Figure 15. Site Proximity to Railway Stations - Parramatta Road Corridor (Source: Architectus)

The site's proximity at the western end of the Parramatta Road Corridor, places it within the context of Stage 1 of the WestConnex renewal of the Parramatta Road corridor. The WestConnex urban revitalisation of the Parramatta Road corridor is proposed as part of the WestConnex infrastructure project, being led by the NSW State Government, and is one of the NSW Government's key infrastructure projects. Furthermore, the site is located within the Parramatta Road Urban Transformation Strategy.



Figure 16. Westconnex Plan (approx. location of site marked in red)

The site is also strategically located within a regional context at the western end of the Parramatta Road Corridor, the subject of the '*Parramatta Road Urban Transformation Strategy*' as identified in **Figure 17** below. The site is also located specifically within the study area of the strategy as a Frame Area.

The Frame Areas are important connections between Precincts and will contribute towards the transformation of the Corridor. *While not the focus of growth in the Strategy, land use change and development may still occur over the longer term through 'spot rezonings' or changes to development controls.*

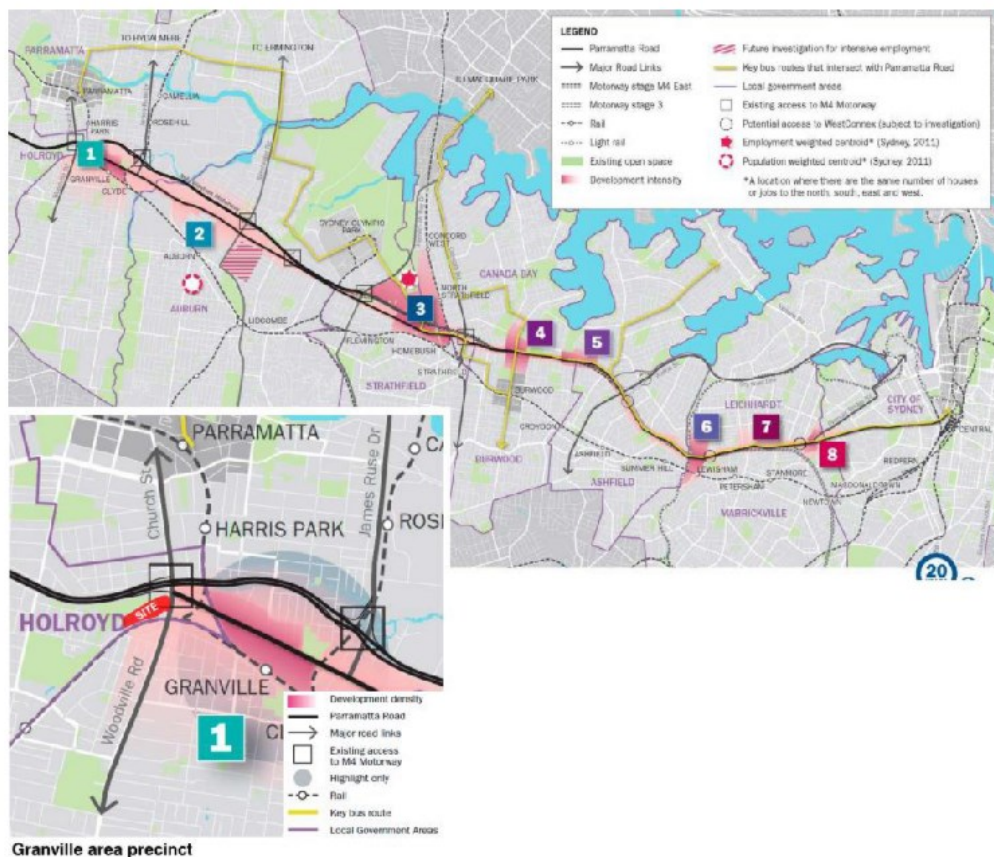


Figure 17. Parramatta Road Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy seeks to support growth, and make the Parramatta Road Corridor (the Corridor) a better place to live work and visit. The Strategy sets out the vision and land use and transport principles to accommodate 27,000 new homes and 50,000 jobs in a range of industries across the Corridor over the next 30 years.

To realise the Corridor's potential, the Strategy sets out a framework for:

- more efficient and reliable public transport that will connect people and places from east to west and north to south
- housing supply and provision of diverse and affordable housing
- a productive business environment that supports a range of prosperous businesses and a variety of employment opportunities
- a series of well-served and well-connected communities where people will want to live
- a diverse range of spaces, places and links for people to visit, connect with and enjoy
- implementation and successful delivery.



In a regional context the site is centrally located to existing and planned infrastructure and growth, and presents significant merit in being developed to support future population growth for the surrounding region.

Precincts identified for urban renewal include **Granville**, Auburn, Homebush, Burwood, Kings Bay, Taverers Hill, Leichhardt and Camperdown. As defined in the PRUTS, 'precincts' are '*special areas identified for growth and change where planning rules and zonings may change in the future*'.



MASTER PLAN OVERVIEW

2. Overview

A Concept Master Plan is provided with this submission which details the urban design principles that will guide the Planning Proposal. The Concept Master Plan (provided in **Appendix 1**) forms part of the Planning Proposal submission and should be read in conjunction with this document.

The Master Plan will inform the rezoning and statutory planning controls as well as assisting Council and the Department of Planning and Environment, the community and stakeholders in creating a design led solution for the site.

The vision for the site is to rezone the site to deliver a high density mixed use development, comprising approximately 1,255 residential apartments that will be complimented with large areas of passive and active open space, and a retail and commercial area to service the local community.

The draft master plan details the general layout for the site having regard to building bulk and scale as well as uses across the site including neighbourhood retail, community facilities and publicly accessible open space. The key aspects of the master plan can be summarised as follows:

- Major new open space which links to and engages with the Holroyd Sportsground, and provides large areas of publicly accessible open space;
- Excellent pedestrian connections and permeability and cycle accessibility, including provision of new links and improvements to existing networks;
- A commitment to design excellence and visual improvement to a prominent site at the Gateway to Holroyd;
- Maximum building frontage to open space areas and well separated residential built form with proposed building heights from 32-96 metres;
- Building forms that enjoy a predominantly northerly aspect with views across open space and Holroyd Sportsground, and an appropriate interface with adjoining uses on the western boundary;
- Ground level commercial and retail use on eastern part of the site that include new local shops and facilities (may include supermarket, specialty retail, gym, childcare, medical, showroom, cafes, restaurants);
- Good vehicle access and circulation with separate commercial and residential access;
- A development proposal that is consistent with local and State planning strategies of metropolitan Sydney;
- Retention of on-site employment while also providing new housing to cater for a diversity of housing demand that responds to the surrounding residential neighbourhood;
- Provision of affordable housing.

The master plan aims to provide a total yield of approximately 1,255 dwellings in a mix of building forms and typologies, in addition to up to 12,755m² (NLA) of retail, community and commercial space and 16,372m² of publicly accessible open space (43% of site).

- The master plan proposes building heights between 32m to 96m, and FSR of 3.4 to 4.2:1 (average 3.87:1 across the site) and a land use zoning of R4 High Density Residential and B6 Enterprise Corridor

(with an additional permitted use of 'commercial premises' within the B6 zone), RE1 Public Recreation, and SP2 Infrastructure;


At this stage in the rezoning process, the Planning Proposal simply seeks endorsement from the Responsible Planning Authority and the Department of Planning and Environment to rezone the lands from the current B5 Business Development zone to zones that allow and accommodates the proposed mix of uses at the site. The Planning Proposal also seeks appropriate amendments to HLEP 2013 built form controls for the site to accommodate the proposed density and scale of development.



Figure 18: Proposed Concept Master Plan (Architectus)

The master plan has been informed by the following inputs that will shape the final scheme and form part of any final rezoning proposal:

- Traffic and Access Report prepared by GTA Consultants and TTPP;
- Heritage Impact Assessment prepared by Weir Phillips;
- Social Impact Assessment prepared by Macro Plan Dimasi;
- Economic Impact Assessment by Macro Plan Dimasi;

- 
- Flood Study prepared by BMT WBM;
 - Infrastructure and Services Assessment prepared by ADW Johnson;
 - Ecological Assessment prepared by Ecological Australia;
 - Arborist Assessment prepared by Tree IQ;
 - Contamination Assessment prepared by Douglas Partners;
 - Geotechnical Assessment prepared by Douglas Partners;
 - Acoustic Assessment prepared by Wood and Grieves;
 - Retail Impact Assessment prepared by Deep End Services.

PLANNING CONTEXT

3. Overview

This Part of the Planning Proposal identifies the relevant legislation and strategies the Planning Proposal must consider.

3.1 Environmental Planning and Assessment Act 1979

A rezoning application must have consideration of the objectives of the Environmental Planning and Assessment Act (the Act). The objectives are as follows:

- (a) *to encourage:*
 - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
 - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
 - (iii) *the protection, provision and co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities, and*
 - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
 - (vii) *ecologically sustainable development, and*
 - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*


This submission is consistent with, and has considered the objects of the Act which have been addressed in the various sections of this report.

3.2 Holroyd Local Environmental Plan 2013

The relevant provisions of the *Holroyd Local Environmental Plan 2013* (HLEP 2013) apply to the subject site and any future proposed development of the site as discussed below.

The particular aims of this Plan are as follows:

- (a) *to provide a clear framework for sustainable land use and development in Holroyd,*

- 
- (b) to provide for a range of land uses and development in appropriate locations to meet community needs, including housing, education, employment, recreation, infrastructure and services,
- (c) to promote ecologically sustainable development by facilitating economic prosperity, fostering social well-being and ensuring the conservation of the natural environment,
- (d) to concentrate intensive land uses, increased housing density and trip-generating activities in close proximity to centres and major public transport nodes in order to retain the low-density character of other areas,
- (e) to promote the efficient and equitable provision of public services, infrastructure and amenities,
- (f) to protect the environmental and cultural heritage of Holroyd including:
- (i) identifying, conserving and promoting cultural heritage as a significant feature of Holroyd's landscape and built form as a key element of its identity, and
- (ii) effectively managing the natural environment (including remnant bushland and natural watercourses) to ensure its long-term conservation.

The proposed rezoning of the 1 Crescent Street provides a number of benefits in alignment with the aims of Council's HLEP listed above, specifically through:

- The provision of housing diversity in accessible and in-demand locations, as well as increased supply of housing in a highly amenable environment to aid the housing affordability and rental accommodation in the LGA;
- A concept master plan that considers an appropriate mix of dwelling types, densities and appropriate building heights mindful of the site's proximity to three train stations and bus routes, Council's dwelling targets and the broader Greater Sydney Commission Dwelling Targets to deliver 725,000 new homes by 2036.
- The proposal also provides for commercial land uses which will increase the range and accessibility of retail and other services;
- The proposed future development of the site will implement the objectives of ecologically sustainable development by facilitating economic prosperity, fostering social well-being and ensuring the conservation and improvement of the natural environment;
- The proposed concept master plan incorporates a mix of uses, open spaces and provides public vehicle and pedestrian/cyclist access;
- Protecting surrounding items of local heritage significance;
- The proposal gives provision of affordable housing.

Existing Site Zoning

The site is zoned B5 Business Development under the provisions of the HLEP 2013 (Figure 19).



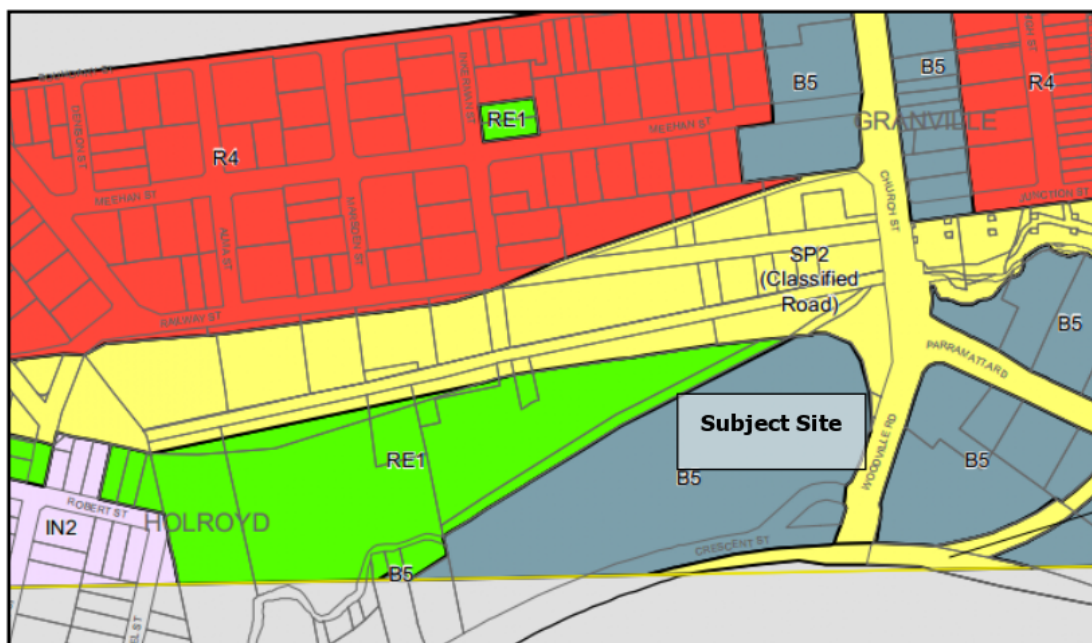


Figure 19. Land Zoning Map Holroyd LEP 2013

The objectives of the current B5 Business Development zone of the HLEP 2013 are:

- To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.

Under the current zoning provisions for the site 'residential accommodation' and 'commercial premises', including retail are prohibited on the site. Therefore, to enable the permissibility of the land uses this Planning Proposal seeks to amend the Holroyd LEP 2013 to rezone the land of the subject site to:

- R4 High Density Residential;
- B6 Enterprise Corridor (with 'commercial premises' as an additional permitted use);
- RE1 Public Recreation;
- SP2 Infrastructure;

The proposed new zoning map is included at **Appendix 1** of this Planning Proposal.

Existing Building Height Provisions

The HLEP 2013 Clause 4.3 gives provision of a maximum building height on the site of **15m**.



Figure 20. Holroyd Local Environmental Plan 2013 Maximum Building Height Map (Source: NSW Legislation, 2015)

The planning proposal seeks to amend the Holroyd LEP 2013 to include provision for building heights of:

- 32m to 96m

Heritage Provisions

The subject site does not contain any item of local or State heritage significance. The HLEP 2013 does however identify a local heritage item known as the Railway Memorial (I23) at the corner of Woodville Road and Crescent Road. Also located on Woodville Road opposite the site is the Vauxhall Inn, circa 1938–9 (I11), also listed as a local heritage item;

A Heritage Impact Statement Prepared by Weir Phillips is included at **Appendix 4**.

Floor Space Ratio

The maximum floor space ratio (FSR) permitted for the site under the provisions of Clause 4.4 of the Holroyd LEP 2013 is 1:1.

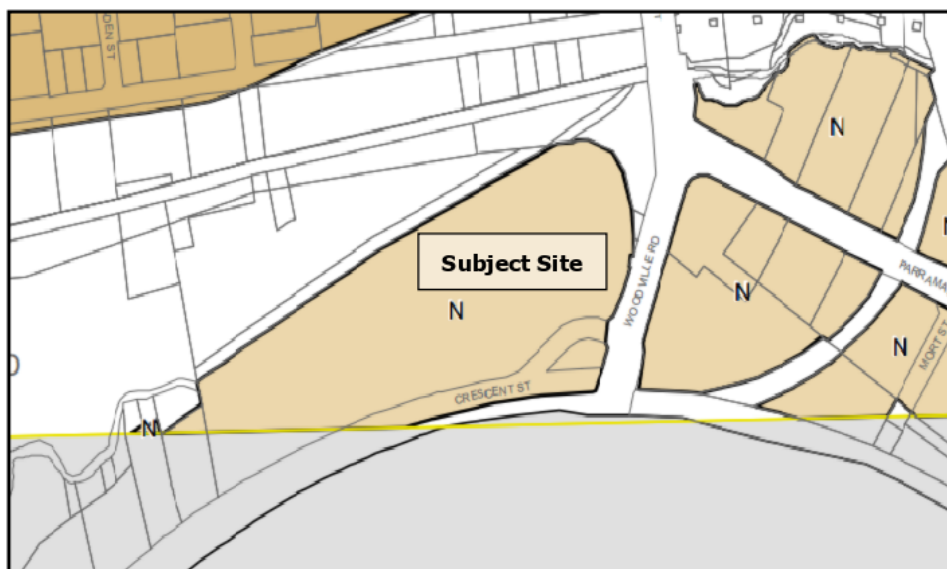


Figure 21. Holroyd Local Environmental Plan 2013 Floor Space Ratio Map (Source: NSW Legislation, 2015)

The planning proposal seeks to amend the Holroyd LEP 2013 to include provision for FSR of:

- 3.4:1 to 4.2:1
- An average FSR of 3.87:1 across the site.

OBJECTIVES OR INTENDED OUTCOMES

4. Objectives

The key objective of this Planning Proposal is to obtain rezoning and amendments to the built form controls of the site, by amending the provisions of the Holroyd Local Environmental Plan 2013 (HLEP 2013) to facilitate mixed use development comprising residential uses with supporting neighbourhood commercial, retail and community land uses.

This Planning Proposal seeks to include the following zoning classifications across the subject site as part of the amendment of the HLEP 2013:

- B6 Enterprise Corridor;
- R4 High Density Residential;
- RE1 Public Recreation;
- SP2 Infrastructure

In addition, the Planning Proposal seeks to include the following built form provisions across the subject site as part of the proposed HLEP 2013 amendment:

- Provision of building heights ranging from 32m to 96m;
- Provision of an FSR for the site of 3.4:1 to 4.2:1.

A conceptual design for future development of the site for a major mixed use development has been prepared and accompanies this Planning Proposal in **Appendix 1**. It should be noted that the proposed concept plan will be refined as part of the future development application process once the Planning Proposal has been endorsed by the Sydney Central Planning Panel and the NSW Department of Planning and Environment (DPE) that supports the preparation of an LEP amendment.

4.1 Development Objectives and Intended Outcomes

The primary objective of the proposed rezoning is to enable the amendment of the provisions of the HLEP 2013 to facilitate the site's development to include a mix of residential, commercial, retail, open space and community land uses at 1 Crescent Street, Holroyd.

The development objectives of the proposed HLEP 2013 Amendment are:

- Make a positive contribution to the locality by providing a quality integrated urban design solution that respects the existing built form and natural features of the site and surrounding neighbourhood.
- To seek the Gateway support of NSW DPE to undertake the Planning Proposal for the rezoning of the site to "High Density Residential and B6 Enterprise Corridor (additional permitted use for 'commercial premises'), SP2 Infrastructure and RE1 Public Recreation", with an uplift to built form controls;
- Maintain employment generating floor space on the site (12,755m² (NLA));
- Accommodate a mix of dwellings with approximately 1,255 residential apartments;
- Deliver a concept master plan for the site that integrates community, transport, environmental and economic outcomes;
- Develop and provide publicly accessible open space including active playing areas, connectivity to surrounding area, and passive recreational spaces that capture riparian and amenity outcomes;



- Take full advantage of a large site through an integrated design solution;
- Maintain the amenity of surrounding businesses and residents through the provision of high quality design, capable of achieving SEPP 65 compliance;
- Provide affordable housing.

The site is well placed to support and promote higher density housing within a walking catchment of three railway stations and local bus stops, and the Parramatta CBD.

The indicative development concept plan prepared by Architectus (**Appendix 1**) has been prepared based on a comprehensive assessment of the site and its context, a site constraints analysis as well as the outcomes of a number of specialist consultant inputs.



EXPLANATION OF PROVISIONS

5. Overview

It is proposed to amend the zoning and built form provisions on the subject site by way of an amendment to Holroyd Local Environmental Plan 2013. An explanation of the proposed provisions is provided within the following sub-sections, including:

- Rezoning of all land on the subject site from B5 Business Development Zone to:
 - B6 Enterprise Corridor (to include 'commercial premises' as an additional permitted use);
 - R4 High Density Residential;
 - SP2 Infrastructure
 - RE1 Public Recreation;
- Amend the HLEP 2013 building height provisions as they relate to the subject site from the existing 15 metres to:
 - Building heights ranging from 32m to 96m.
- Amend the HLEP 2013 floor space ratio provisions as they relate to the subject site from the existing 1:1 to:
 - Maximum FSR across the site of 3.4:1 to 4.2:1.

Draft proposed Holroyd LEP 2013 Maps for zoning, building heights and density are provided at **Appendix 1** of this Planning Proposal.

It should be noted that the final detail on all mapping will occur following public exhibition, and review by key stakeholders, Government Agencies and the community.

Together with the land use and development control provisions within the LEP, consideration may also need to be given to the preparing of a site specific Development Control Plan (DCP) considering the scale of the site. The current master planning for the site should provide much of the basis for the DCP, however future planning stages of the development may require either a Staged Development Application or a DCP to guide the development envisaged for the site.

5.1 Proposed Land Use Zoning Provisions

The objectives of this Planning Proposal can be achieved through the inclusion of the following amendment to the HLEP 2013:

- Amend the site zoning of the subject site as follows:

Existing land use zone and objectives	Proposed land use zone and objectives
Zone B5 Business Development <u>Objectives of zone</u> <ul style="list-style-type: none"> ▪ To enable a mix of business and warehouse uses, and bulky goods premises that require 	The proposal includes the provision of 4 land use zones across the site as outlined in the proposed zoning maps at Appendix 1 . The proposed zones and their objectives are as follows:

Existing land use zone and objectives	Proposed land use zone and objectives
<p>a large floor area, in locations that are close to, and that support the viability of, centres.</p> <ul style="list-style-type: none"> To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area. 	<p>Zone B6 Enterprise Corridor</p> <p><u>Objectives of zone</u></p> <ul style="list-style-type: none"> To promote businesses along main roads and to encourage a mix of compatible uses. To provide a range of employment uses (including business, office, retail and light industrial uses). To maintain the economic strength of centres by limiting retailing activity. To provide for residential uses, but only as part of a mixed use development. <p>Within the proposed B6 Zone, the proponent seeks to include 'commercial premises' as an additional permitted use</p> <p>Zone R4 High Density Residential</p> <p><u>Objectives of zone</u></p> <ul style="list-style-type: none"> To provide for the housing needs of the community within a high density residential environment. To provide a variety of housing types within a high density residential environment. To enable other land uses that provide facilities or services to meet the day to day needs of residents. <p>Zone RE1 Public Recreation</p> <p><u>Objectives of zone</u></p> <ul style="list-style-type: none"> To enable land to be used for public open space or recreational purposes. To provide a range of recreational settings and activities and compatible land uses. To protect and enhance the natural environment for recreational purposes.



The proposed amendment to the HLEP 2013 to rezone the site from B5 Business Development to a mix of B6 Enterprise Corridor, R4 High Density Residential, SP2 Infrastructure and RE1 Public Recreation is considered appropriate, having regard to the following matters:

- The proposal will create jobs to support the role of Sydney's Global Economic corridor and wider metropolitan area, enabling people to live and work within their local area.
- The proposed zoning will ensure that provision of employment generating land uses are maintained on the site, through enabling a mix of commercial and retail land uses on the site.
- The future use of the land will improve choice and standard of residential accommodation within the area, which will deliver better economic outcomes to the local community and serve Sydney's growing population and housing need.
- Rezone land to contribute to accommodating Greater Sydney Commission Housing Targets across Sydney from 2016-2036 for 725,000 new homes and 207,500 new homes within the Central City catchment (which the site is located within).
- The rezoning related to this proposal would allow approximately 1,255 residential dwellings which is consistent with high density development.
- Result in the opportunity to provide a liveable neighbourhood centre on the site that services the proposed population, and the existing surrounding population, without detracting from the role Merrylands plays as Holroyd's key town centre locality.
- The proposal integrates land use and transport through its location in proximity to four (4) Railway Stations and the local bus networks, and will increase walking and cycling.
- The proposal gives consideration of potential future transport upgrades through the provision of the SP2 zoning.
- The proposal will create 16,372m² (43%) of publicly accessible open space for the benefit of future residents and workers on the subject site, and the existing population of Holroyd and the surrounding locality.

The proposed zoning amendment to the HLEP 2013 is illustrated below in **Figure 22** and in more detail at **Appendix 1**.



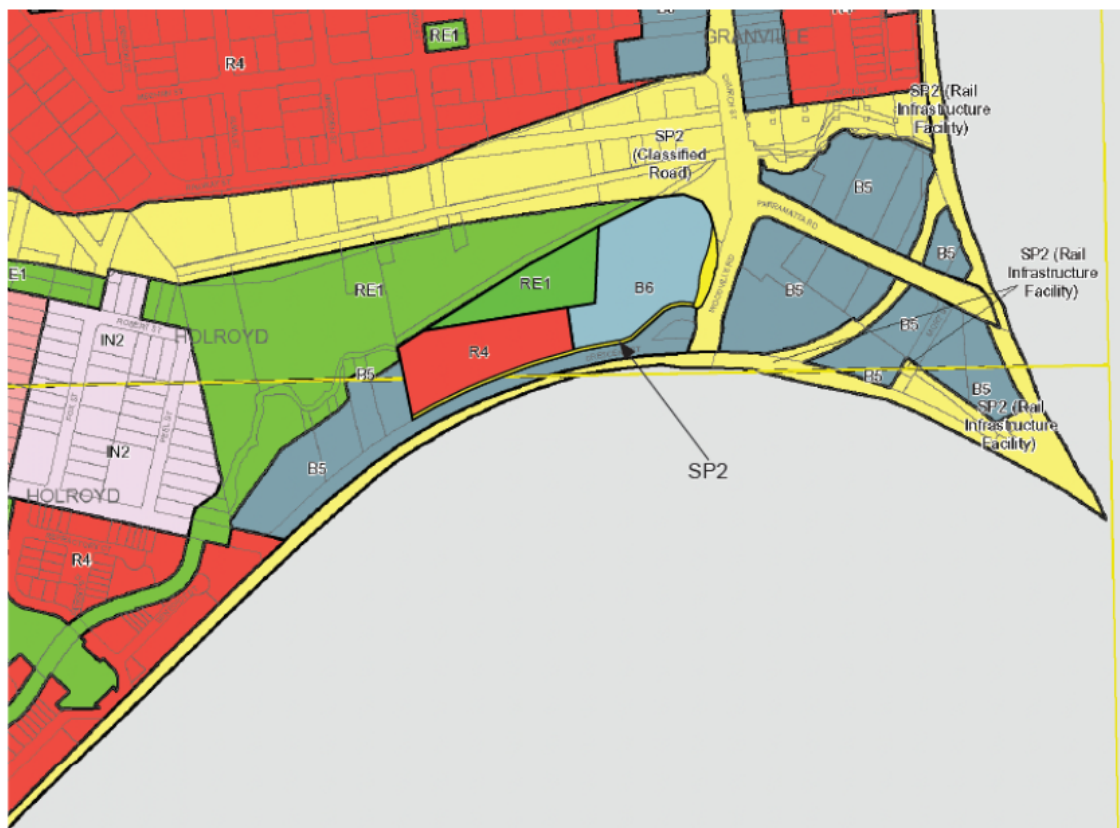


Figure 22: Proposed Holroyd LEP 2013 – Zoning Map Provisions

5.2 Proposed Amendment to Holroyd LEP 2013 Building Height Provisions

The following identifies the existing HLEP 2013 building height provisions relating to the site, and the proposed amendments to HLEP 2013 to permit a range of new building heights on the subject site.

Existing Building Height Provisions and objectives	Proposed Building Height Provisions and objectives
Maximum permitted Building Height provision 15m across the site.	Maximum permitted Building Height provision ranging from 32m to 96m across the site.
<u>Objectives of zone</u>	<u>Objectives of zone</u>
1) The objectives of this clause are as follows: (a) to minimise the visual impact of development and ensure sufficient solar access and privacy for neighbouring properties,	1) The objectives of this clause are as follows: (a) to minimise the visual impact of development and ensure sufficient solar access and privacy for neighbouring properties,

Existing Building Height Provisions and objectives	Proposed Building Height Provisions and objectives
(b) to ensure development is consistent with the landform,	(b) to ensure development is consistent with the landform,
(c) to provide appropriate scales and intensities of development through height controls.	(c) to provide appropriate scales and intensities of development through height controls.
(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map

The proposed maximum building height provisions and where they relate to the subject site are identified in **Figures 23** below and in more detail at **Appendix 1**.

Any future changes to built form on the site other than those identified in this Planning Proposal will be subject of future separate development applications.



Figure 23: Proposed Holroyd LEP 2013 – Maximum Building Height Map Provisions

The proposed building height controls have been refined from earlier proposals to respond to the Panel's comments including a greater number of height zones and to ensure lower heights particularly relating to the site to the west.

Although suggested by the Panel that the height map should be located directly around the envelope for the eastern towers, the proposed height of building map includes broader zones for heights. We understand the Panel's intent is to ensure that the Concept shown in this concept is delivered, however we consider that flexibility needs to be provided in controls to allow for:

- Detailed design development including improving SEPP65 outcomes through design refinement.
- Any site constraints that may arise as a result of further investigation of matters such as utilities and infrastructure, and any potential site contamination.
- Any future DCP requirements provided by Council that have not been foreseen (site specific or changes to the general provisions).



The intent is that the proposed built form will largely reflect the proposed Concept masterplan, however at zoning stage it should not be required to lock in a single design, as design there will be need for further refinement at a DA stage. A DCP will also be developed for the site to provide further guidance on these issues.

Note:

Assumptions in calculating heights include:

- 3.2m per residential storey
- 3.6m per commercial storey
- 5.4m for lift overrun and plant

The base calculations have then been rounded to the nearest metre or in some cases to a height designation existing in the LEP



5.3 Proposed Amendment to Holroyd LEP 2013 Floor Space Ratio Provisions

The following identifies the existing HLEP 2013 floor space ratio provisions relating to the site, and the proposed amendments to HLEP 2013 to permit a range of new densities on the subject site.

Existing Floor Space Ratio Provisions and objectives	Proposed Floor Space Ratio Provisions and objectives
Maximum permitted floor space ratio provision of 1:1 across the site.	Maximum permitted floor space ratio provision of 3.4:1 to 4.2:1 across the site.
<u>Objectives of zone</u>	<u>Objectives of zone</u>
The objectives of this clause are as follows:	The objectives of this clause are as follows:
(a) to support the viability of commercial centres and provide opportunities for economic development within those centres,	(a) to support the viability of commercial centres and provide opportunities for economic development within those centres,
(b) to facilitate the development of a variety of housing types,	(b) to facilitate the development of a variety of housing types,
(c) to ensure that development is compatible with the existing and desired future built form and character of the locality,	(c) to ensure that development is compatible with the existing and desired future built form and character of the locality,
(d) to provide a high level of amenity for residential areas and ensure adequate provision for vehicle and pedestrian access, private open space and landscaping.	(d) to provide a high level of amenity for residential areas and ensure adequate provision for vehicle and pedestrian access, private open space and landscaping.

The proposed maximum floor space ratio provisions and where they relate to the subject site are identified in Figures 24 below and in more detail at **Appendix 1**.

Any future changes to built form on the site other than those identified in this Planning Proposal will be subject of future separate development applications.

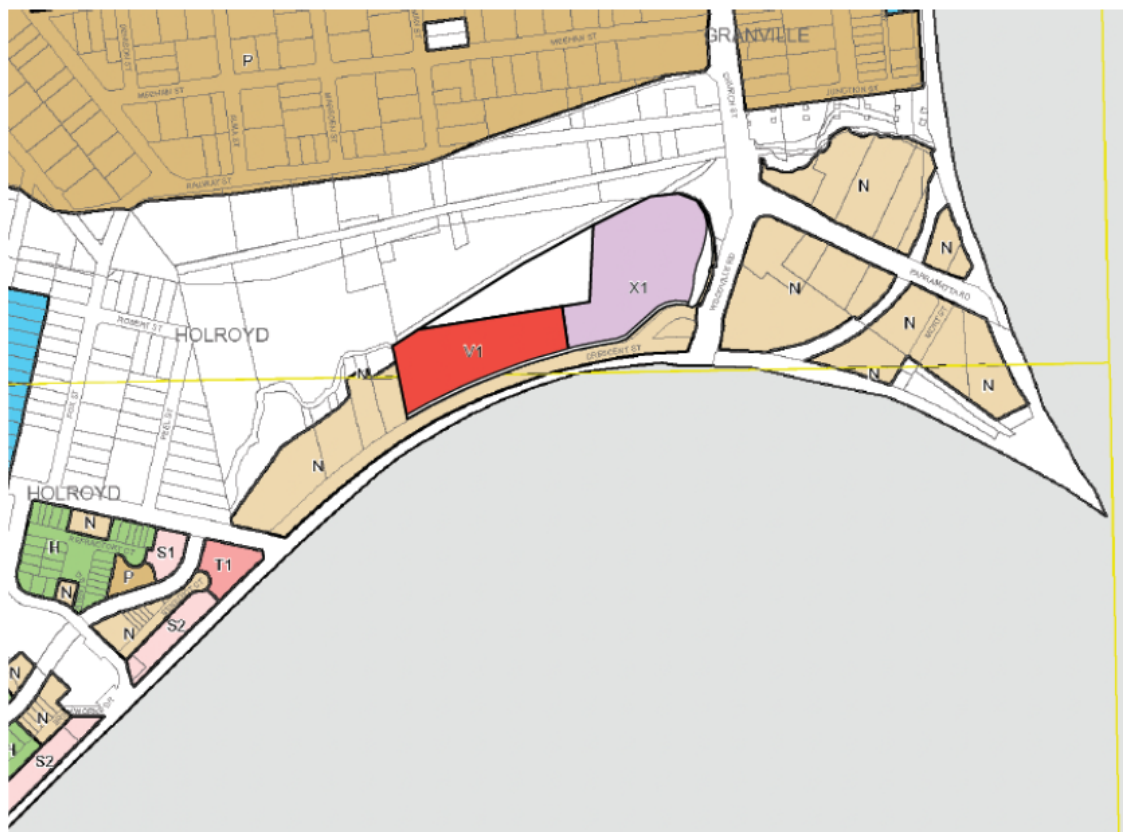


Figure 24: Proposed Holroyd LEP 2013 – Maximum Floor Space Ratio Provisions

JUSTIFICATION FOR PROPOSED LEP AMENDMENTS

6. Need for Planning Proposal

The Department of Planning and Environment document "A Guide to Preparing Planning Proposals" includes the following questions in describing the need for the Planning Proposal.

6.1 *Is the Planning Proposal a Result of an endorsed Local Strategic Planning Statement, Strategic Study or Report?*

The Planning Proposal is not the direct result of a strategic study or report, however we note that since undertaking the Planning Proposal the site has been included within the Parramatta Road Corridor Urban Transformation Strategy. The proposed amendment to the HLEP 2013 to enable the use of the site for a mix of land uses including a mix of residential, commercial, retail and community land uses at 1 Crescent Street, Holroyd does however align with a number of State and regional strategic studies and reports as follows:

6.2 NSW Governments Premiers Priorities

The NSW Premiers 12 priorities aim to keep the economy strong, create jobs, deliver world class services, protect the vulnerable and ensure that all NSW citizens and communities share in the state's success. Of the 12 priorities, three are of relevance to the proposal which include:

- **Creating Jobs**

Comment:

The proposal gives provision of approximately 12,755m² (NLA) of retail/commercial floor space that will contribute to employment on the site, which is forecasted to have the potential to accommodate over 300 new jobs on the site, depending upon the future mix of commercial land uses. This is further supported as outlined by Macro Plan in **Appendix 6** as part of their Economic Impact Assessment of the proposed rezoning.

- **Making housing more affordable**

Comment:

The proposed amendment to the HLEP 2013 to permit the use of the site for a mix of uses including residential accommodation will result in the provision of approximately 1,255 new dwellings within the Cumberland LGA, and the western Sydney region. The proposed new dwellings will provide for a mix of dwelling types that will provide a choice of housing typologies to meet the needs of the population.

The proponent is committed to the provision of 7% of housing as Affordable Housing as defined in State Environmental Planning Policy 70 (Affordable Housing).

- **Delivering infrastructure**

Comment:

The infrastructure benefits of the proposal include:

- The proposal gives provision of SP2 Infrastructure zoning to allow potential future road upgrades for dedicated bus use or intersection improvements through the provision of an onsite transport corridor;
- The creation and upgrade of major public open space being 16,732m² of site which is allocated as publicly accessible open space and includes kids playground and large green contiguous green space

that will be landscaped. 7,714m² of this area is set aside as parkland to be dedicated to Cumberland Council;

- Internal Roads dedicated to Cumberland Council;
- Proposed new bus stop in the SP2 zone;
- Improve pedestrian and cycle accessibility surrounding the site;
- Provision of Section 94 Open Space contributions.

6.3 NSW 2021

NSW 2021 is a State strategic plan and was delivered in December 2012. It is a 10 year plan to '*rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen the local environment and communities*'.

It replaces the previous State Plan as the NSW Government's strategic business plan, setting priorities for action and guiding resource allocation. NSW 2021 is a plan for change with ambitious goals and challenging targets.

The NSW 2021 Plan identifies five key strategies that the Plan is based around including:

- Rebuild the economy;
- Return quality services;
- Renovate infrastructure;
- Strengthen our local environment and communities;
- Restore accountability to government.

Key priority actions related to the development of the subject site for mixed use/residential development outlined in each strategy are outlined below, as well as the NSW 2021 targets under each strategy that the proposed HLEP 2013 amendments will contribute to achieving.

Rebuild the Economy

Target: Improve Housing Affordability and Availability

Priority Actions:

- Increase the supply of land for housing to help reduce the costs of home ownership;
- Continue to set dwelling targets for Councils outlined in subregional strategies;
- Partner with local Council's to ensure that targets for housing and growth and the priorities within the subregional plans and regional plans are reflected in relevant planning proposals and in local planning instruments;
- Facilitate the delivery of 25,000 new dwellings in Sydney per year;

Comment:

The proposed amendment to the HLEP 2013 to permit the use of the site for a mix of uses including residential accommodation will result in the provision of approximately 1,255 new dwellings within the Cumberland LGA, and the western Sydney region. The proposed new dwellings will provide for a mix of

dwelling types that will provide a choice of housing typologies to meet the needs of the population. The proponent is committed to the provision of 7% of housing as affordable housing.

An increase in a diverse residential supply will place downward pressure on the cost of living through providing more housing choice.

Target: Grow employment by an average of 1.25% per year to 2020

Priority Actions:

- Ensure average employment growth continues at a steady rate and that opportunities are shared by all of the community;
- Target the creation of 100,000 new jobs through the Jobs Action Plan.

Comment:

The economic benefits and job creation through the provision of a mix of future employment generating uses on the site in close proximity to housing will reduce the need residents to travel.

The proposal gives provision of approximately 12,755m² (NLA) of retail/commercial floor space that will contribute to employment on the site, which is forecasted by economists to have the potential to accommodate over 300 jobs on the site, depending upon the future mix of commercial land uses. This is further supported as outlined by MacroPlan in **Appendix 6** as part of their Economic Impact Assessment of the proposed rezoning.

Other beneficiaries of the proposed future development of the site will be Merrylands Town Centre, Granville Town Centre and Parramatta CBD, as well as the Parramatta Road Corridor through the provision of additional population in the locality that will contribute to trade and investment in the area.

The retention of employment uses on site through introducing new employment generating land uses will allow for the potential creation of both construction jobs, and jobs associated with the operation of the businesses, cleaning and maintenance of the precinct.

Return Quality Services

Target: Increase the Share of Commuter Trips Made by Public Transport

Target: Increase Walking and Cycling

Comment:

The proximity of the subject site to four (4) Railway Stations (within 1 to 1.2km of the site) and local bus networks (within 350m to 1km of the site) will enable both business and residential travellers to optimise the use of public transport through the ability to provide greater connectivity to the Sydney metropolitan area, Merrylands and Parramatta CBD and surrounding suburbs.

The availability of local bus and rail networks within close proximity of the site will promote the reduction of car dependency. The opportunities available to the site to connect with existing bicycle and pedestrian pathways within the immediate vicinity of the site will also reduce car patronage, and promote public transport use. The potential connections options available to the site with the adjoining Holroyd Sportsground

to the north provide significant opportunity to connect future residents with existing cycle and pedestrian infrastructure that links the site directly to the Parramatta CBD.

In addition, the NSW Government has shortlisted four new light rail lines for Parramatta and Western Sydney, with the proposed Parramatta to Bankstown line proposed to pass along Woodville Road adjacent the site. Whilst still in early stages of planning, an opportunity exists in the locality to ensure residents and workers are connected with key centres within Western Sydney.

Renovate Infrastructure

Target: Planning Policy to Encourage Job Growth in Centres Close to Where People Live and To Provide Access by Public Transport

Comment:

In proximity to Merrylands Town Centre, and Parramatta CBD, as well as a range of public transport the proposal will increase the proportion of the population living within 30 minutes of a Major centre in Metropolitan Sydney.

The proposed development will result in the provision of a neighbourhood centre that comprises of retail, commercial, residential and recreational land uses in proximity to public transport. Subsequently the proposed development will be largely self-contained, and capable of accommodating any passing trade and users.

Strengthen our Local Environment and Communities

Target: Increase Community Participation

Comment:

A total of 16,372m² (43% of site) of the proposal comprises of publicly accessible open space. In close proximity to residential dwellings, the proposed development will provide a sense of place for residents to interact, making it easier for people to be involved in their communities and will ultimately foster connections.

The proposal promotes the ability to work, live and relax on site.

The proposal also includes plans to connect and enhance existing bike and pedestrian networks with the subject site, reiterating the importance of 'connections'.

Through the provision of significant open space, the development will support sporting and recreational opportunities, contributing to an increased participation rate.

6.4 Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

6.5 A Metropolis of Three Cities

The Greater Sydney Region Plan, *A Metropolis of Three Cities* has been prepared by the Greater Sydney Commission to help facilitate the ten directions in Directions for a Greater Sydney over the next 40 years in order to boost Greater Sydney's liveability, productivity and sustainability. This Planning Proposal delivers a number of Directions set out under the Plan.

- **Working together to grow a Greater Sydney**

This Planning Proposal seeks to increase the use of public resources such as green space and community facilities through the creation of distinct places including a public park, and central plaza, and expanded open spaces integrating with Holroyd Sportsground and through site connections to other public infrastructure.

The co-location of the community facilities and open space will create a civic precinct within the site, providing a heart and focal point to the neighbourhood centre with opportunities for activated edges to the built form.

- **Celebrating diversity and putting people at the heart of planning**

This Planning Proposal seeks to promote culturally rich communities with diverse neighbourhoods and innovation in its Proposal to create a civic precinct, community facilities, a childcare, open space and improved site connections which will increase walkable access to other local centres.

- **Housing the City**

This Planning Proposal seeks to deliver more housing supply and provide more housing choices to the community by creating up to 1,255 dwellings on the Site with a commitment to the provision of 7% affordable housing.

- **A city of great places**

This Planning Proposal will create great places to bring people together by utilising a prominent site at the western gateway of Parramatta Road by creating mixed use towers containing 1,255 dwellings, 12,755m² of retail/commercial space, 7,714m² of additional publicly dedicated open space and through site linkages to the adjacent cycle networks.

- **Creating the conditions for a stronger economy**

This Planning Proposal will encourage investment and business activity in centres including increased employment as a result of its development, including over 300 jobs. Furthermore, the proposal provides a significant amount of financial investment in construction that will in turn provide critical construction jobs.

- **Valuing green spaces and landscape**

This Planning Proposal will enhance public open space by creating better access connections to Holroyd Sports Ground, 7,714m² of additional publicly dedicated open space on the Site in the form the public park.

6.6 Central City District Plan – Keys Actions and Priorities

The Greater Sydney Commission prepared a metropolitan context for the Central City District Plan to help guide future urban development and Government decisions in land use within the Cumberland Local Government Area.

This Planning Proposal is within the Central City District and is consistent with the relevant Directions set out under this Plan by creating a mixed use of delivering housing supply, retail/commercial space, public open space and improving site connections.

The following table outlines the key Planning Priorities of the Central City District Plan.

Planning Priority	Planning Proposal Consistency or Contribution
Planning Priority C1 – Planning for a city supported by infrastructure	
Objective 1 Infrastructure supports the three cities	<p>The site is in walking distance to bus stops along Parramatta Road and Woodville Road as well as multiple train stations including Harris Park and Granville. The site presents significant opportunity for connectivity to existing cycle paths and pedestrian networks that lead to these key transport and employment nodes.</p> <p>The proposal would therefore make better use of existing infrastructure and services and ensures that new housing has appropriate access to infrastructure and services.</p> <p>The Proposal has the opportunity to be a catalytic project for Holroyd and the adjacent precincts through the improvement to pedestrian and cycle accessibility, including provision of new links and improvements of others to key transport infrastructure.</p> <p>The opportunities available to the site to connect with existing bicycle and pedestrian pathways within the immediate vicinity of the site will also reduce car patronage, and promote public transport use.</p> <p>The site gives provision of a public park (7,714m) dedicated to Cumberland Council, to be used for recreation and open space.</p> <p>The potential connections options available to the site with the adjoining Holroyd Sportsground to the north provide significant opportunity to connect future residents with existing cycle and pedestrian infrastructure.</p> <p>In addition, the proposal gives provision for a bus lane and queue jump in Crescent Street to support a future bus route linking Merrylands to either Granville or Parramatta, making the area more bus capable.</p>
Objective 2 Infrastructure aligns with forecast growth – growth infrastructure compact	
Objective 3 Infrastructure adapts to meet future needs	
Objective 4 Infrastructure use is optimised	

Planning Priority	Planning Proposal Consistency or Contribution
	<p>The proposed new express bus along Woodville Road has resulted in the site being identified in the Parramatta Road Urban Transformation Precinct Transport Report (Nov 2016) (Figure 18 , P61) as being in a location within an 800m catchment of public transport.</p> <p>Clearly the catalyst to the revitalisation of the corridor is the WestConnex Motorway. It should reduce traffic volumes on Parramatta Road and, in particular, provide an alternative route for trucks and heavy vehicles. This will free up road capacity space for better public transport, while also encouraging walking and cycling.</p> <p>Consequently, whilst one looks at the current levels of congestion at the Parramatta Road / Woodville Road intersection, it is the aspiration of WestConnex to reduce traffic on Parramatta Road and hence relieve such congestion hotspots.</p> <p>Subject to approval of the Proposal, the proponents have confirmed their intention to enter into a Voluntary Planning Agreement for the investment into infrastructure to improve Councils open space, pedestrian and vehicular access, as well as urban amenity that will contribute to a better precinct and connectivity between the centres in the locality.</p> <p>Consequently, the existing road infrastructure, supplemented by the proposed improvements associated with WestConnex will be likely to adequately accommodate the traffic from the subject development.</p> <p>Finally, it is noted that the Planning Proposal has intentions of delivering key infrastructure at the proponent's expense separate to what is proposed to be delivered in stages as part of the Parramatta Road Urban Transformation Strategy.</p>
Planning Priority C2 Working through collaboration	
Objective 5 Benefits of growth realised by collaboration of governments, community and business.	<p>This Planning Proposal has taken supporting collaboration approaches from the government into consideration. Regular consultation with multiple government agencies has occurred across the duration of the Planning Proposal.</p>

Planning Priority	Planning Proposal Consistency or Contribution
Planning Priority C3 – Providing services and social infrastructure to meet people’s changing needs	
Objective 6 Services and infrastructure meet communities’ changing needs	The Planning Proposal gives provision of the potential for urban services such as convenience retail, medical centres, childcare, gym and other specialist commercial uses to be co-located on site with a supporting residential population. In addition, these urban services can also be utilised by surrounding residential developments residents both existing and planned.
Planning Priority C4 – Fostering healthy, creative, culturally rich and socially connected communities	
Objective 7 Communities are healthy, resilient and socially connected Objective 8 Greater Sydney’s communities are culturally rich with diverse neighbourhoods Objective 9 Greater Sydney celebrates the arts and supports creative industries and innovation	This Planning Proposal will encourage a healthy lifestyle and a diverse neighbourhood in its Proposal to create a culturally rich and socially connected community. The provision of public open space through a park and public plaza will foster integration of different cultures and communities.
Planning Priority C5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport	
Objective 10 Greater housing supply Objective 11 Housing is more diverse and affordable	<p>The Planning Proposal will individually result in the provision of approximately 1,255 new dwellings within the Cumberland LGA, and the Central City District.</p> <p>The proposed new dwellings will provide for a mix of dwelling types that will provide a choice of housing typologies to meet the needs of the population.</p> <p>An increase in a diverse residential supply will place downward pressure on the cost of living through providing more housing choice.</p> <p>It should also be noted that this is a long term project that will likely be staged over many years, and consideration dwelling mix must be given against the relevant planning strategies as they evolve, and changes in market demand for different housing typologies.</p> <p>The proponent is committed to provision of 7% affordable housing.</p>

Planning Priority	Planning Proposal Consistency or Contribution
	The proposed rezoning of the site to B6 Enterprise Corridor and R4 High Density Residential creates sufficient opportunity for housing supply targets to be met through the form of shop top housing and residential flat buildings.
Planning Priority C6 – Creating and renewing great places and local centres, and respecting the District's heritage	
Objective 12 Great places that bring people together Objective 13 Environmental heritage is identified, conserved and enhanced	<p>The proposal will create a development with a sense of place where people can live, work and relax.</p> <p>Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the Holroyd LEP 2013 are however within the vicinity of the site, being:</p> <ul style="list-style-type: none"> - Railway Memorial, Crescent Street Reserve, Granville. - Vauxhall Inn, No. 284-286 Parramatta Road, Granville. <p>A Heritage Impact Assessment undertaken by Weir Phillips provided with the originally submitted proposal concludes the proposal will have no impact on the significance of this Memorial. Additionally, the proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors.</p>
Planning Priority C7 – Growing a stronger and more competitive Greater Parramatta	
Objective 19 Greater Parramatta is stronger and better connected Objective 21 Internationally competitive health, education, research and innovation precincts	<p>The site is located within the Greater Parramatta and Olympic Park Peninsula, as a key support site of the Parramatta CBD as outlined in the District Plan.</p> <p>The proposal seeks a mix land use zones to create a mixed use development.</p> <p>The development will deliver an employment outcome for this precinct by accommodating over 300 full time jobs, as well as indirect employment contributing to the economy of the Greater Parramatta Area.</p> <p>The proposed rezoning will not impact employment land stocks and within its urban context, the site has a number of constraints which deem it unsustainable for continued industrial use, or alternate bulky goods retail operations.</p> <p>"Commercial Premises" as an additional permitted use in the B6 zone will provide the ability and flexibility to activate the Crescent Street frontage with additional employment generating uses and add to the sites ability to</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>provide some professional services on site, or smaller health related uses.</p> <p>The proposal gives provision of approximately 1,255 new dwellings within the Cumberland LGA, and the western Sydney region, which provides more housing for people to live and work within close proximity of a key strategic centre.</p>
Planning Priority C9 – Delivering integrated land use and transport planning and a 30 minute city	
Objective 15 The Eastern, GOP and Western Economic Corridors are better connected and more competitive	The Site is within the GOP Economic Corridor, and is capable of connecting with Parramatta in well under 30 minutes, through a range of public transport option.
Planning Priority C9 – Delivering integrated land use and transport planning and a 30 minute city	
<p>Objective 14 A Metropolis of Three Cities – integrated land use and transport creates walkable and 30 – minute cities</p> <p>Objective 16 Freight and logistics is competitive and efficient</p>	<p>The proposal integrates transport and land use planning by creating potential connectivity between the site and the Parramatta CBD, and the Granville Precinct. This is achieved through provision of infrastructure including reservation of land for a future bus corridor, including improvements to existing pedestrian routes. Such infrastructure will improve access to jobs and centres within 30 minutes, including Parramatta, Homebush and the Sydney City CBD.</p>
Planning Priorities C10 – Growing investment, business opportunities and jobs in strategic centres	
Objective 22 Investment and business activity in centres	<p>The proposed land use and zoning for the site also has the potential to harness the live, work and play concept across the site.</p> <p>The site and its future potential employment outcomes will collectively contribute with other sites in the area to achieving potential employment objectives upon completion of the strategy, directly related to jobs and employment floorspace.</p> <p>The development will deliver an employment outcome for this precinct by accommodating over 300 full time jobs, as well as indirect employment contributing to the economy of the Greater Parramatta Area.</p> <p>The proposed rezoning will not impact employment land stocks and within its urban context, the site has a number</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>of constraints which deem it unsustainable for continued industrial use, or alternate bulky goods retail operations.</p> <p>Commercial Premises" as an additional permitted use in the B6 zone will provide the ability and flexibility to activate the Crescent Street frontage with additional employment generating uses and add to the sites ability to provide some professional services on site, or smaller health related uses.</p> <p>In addition, the proposed new commercial floor space also presents opportunity to increase the share of knowledge and professional services jobs and health related jobs, to diversify employment opportunities, particularly for young people entering the workforce.</p>
Planning Priority C11 – Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land	
Objective 23 Industrial and urban services land is planned, retained and managed	<p>The subject site was formerly WesTrac's NSW Operational Headquarters, however over the last three years, the employment capacity and operational role of the facility has seen a decline owing to WesTrac building a new state of the art facility in Tomago, NSW (Port Stephens LGA). Subsequently the site is no longer operating, with a number of operations and jobs being relocated to the Tomago Facility.</p> <p>The site is now vacant, with Westrac having ceased operations at the site in early 2018, after having built a new Sydney regional facility at Casula.</p> <p>The owners of the site have offered the site for lease since Westrac's relocation, and have very limited opportunities to lease the site owing to the availability of more attractive and better connected industrial land in the western region of Sydney. Furthermore, the site does not have b-double access, and is inefficient with an old design and large office component which has proven unattractive to prospective tenants.</p>
Planning Priority C12 – Supporting growth of targeted industry sectors	
Objective 24 Economic sectors are targeted for success	<p>The Site is not identified to be within an economic sector that is targeted to improve productivity and employment. The proposed new commercial floor space also presents opportunity to increase the share of knowledge and professional services jobs and health related jobs, to diversify employment opportunities, particularly for young people entering the workforce.</p>

Planning Priority	Planning Proposal Consistency or Contribution
Planning Priority C13 – Protecting and improving the health and enjoyment of the District’s waterways	
Objective 25 The coast and waterways are protected and healthier	<p>The Ecological Assessment at Appendix 3 confirms that the land mapped as “Riparian Land” under the HLEP 2013 that occurs along A’Becketts Creek to the north and south of the site is unlikely to be affected by the proposal.</p> <p>Furthermore a key population of <i>Litoria aurea</i> (Green and Golden Bell Frog) is located upstream of the site at Holroyd Gardens, which is also not likely to be affected by the proposal.</p> <p>The Ecological Assessment proposes a number of amelioration measures that would protect and maintain the biodiversity values on the site and the adjacent creek as well as the riparian values that occur off-site in adjacent areas. These measures include:</p> <ul style="list-style-type: none"> • Sediment and erosion control during construction and best-practice stormwater management; • Improvement measures and options are proposed for on-site and off-site areas to protect and maintain biodiversity and riparian values along A’Becketts Creek, that includes landscaping, planting, stormwater controls and provision of potential shelter/movement habitat for <i>Litoria aurea</i>. <p>The proposed RE1 Zone also enable upgrades to the natural environment, including A’Becketts Creek, where opportunity exists to create a more natural interface with the Creek.</p>
Planning Priority C14 – Creating a Parkland City urban structure and identity, with South Creek as a defining spatial elements	
Objective 26 A cool and green parkland city in the South Creek corridor	The Site is not within the South Creek corridor.
Planning Priority C15 – Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes	
<p>Objective 27 Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>Objective 28 Scenic and cultural landscapes and protected</p>	<p>An Ecological Assessment for the proposal has been undertaken by Ecological Australia and is included at Appendix 3. The report concludes the following:</p> <p><i>The proposal is not likely to place at risk of extinction any of the remnant native vegetation types upstream or</i></p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>downstream of the site because only planted and landscaped vegetation would be affected.</p> <p>The proposal is unlikely to impact on vegetation mapped as Shale/Sandstone Transition Forest downstream of the site. An increase in water quality may benefit this community, however it is heavily infested by exotic species and any small increase in water quality is unlikely to have an effect on it.</p> <p>One threatened flora species, <i>Eucalyptus nicholii</i>, occurs on the site. However, this species does not occur naturally in the Sydney Basin Bioregion and has been planted. Therefore, there is no requirement to assess impacts to this species under the TSC Act.</p> <p>No other threatened flora or fauna species occur on the site and no threatened flora species would be affected by the proposal. This is because the site has been cleared and developed in the past and consists of planted trees, landscaped areas and gardens. No soil or canopy stored seed bank of threatened flora are likely to remain on the site given the manipulation of the soil profile and previous clearing.</p> <p>Therefore, the proposal is unlikely to impact on any threatened ecological communities or species listed under the New South Wales Threatened Species Conservation Act 1995 (TSC Act) or the federal Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).</p>
Planning Priority C16 – Increasing urban tree canopy cover and delivering Green Grid connections	
Objective 30 Urban tree canopy cover is increased	The proposal gives provision of extensive landscaping that will give provision of trees and shrubs on site.
Objective 32 The Green Grid links parks, open spaces, bushland, and walking and cycling paths	
Planning Priority C17 – Delivering high quality open space	
Objective 31 Public open space is accessible, protected and enhanced	The proposal gives provision through an agreed VPA at the relevant stage of the Gateway Process for the provision of 7,714 m2 of public recreation land to be dedicated to Council

Planning Priority	Planning Proposal Consistency or Contribution
	<p>The proposed Public Recreation land presents a significant opportunity for connectivity of the site, with the adjoining RE1 land within the Holroyd Sportsground.</p> <p>The provision of the RE1 Zone enables land to be used for public open space or recreational purposes, and can provide a range of recreational settings and activities that are both compatible with the proposed land uses for the site, and that enhance the mixed use environment.</p>
Planning Priority C18 – Better managing rural areas	
Objective 29 Environmental, social and economic values in rural areas are protected and enhanced	Not applicable to the Planning Proposal.
Planning Priority C19 – Reducing carbon emissions and managing energy, water and waste efficiently	
<p>Objective 33 A low – carbon city contributes to net – zero emissions by 2050 and mitigates climate change</p> <p>Objective 34 Energy and water flows are captured, used and re-used</p> <p>Objective 35 More waste is reused and recycled to support the development of a circular economy</p>	<p>The need for people to walk easily to public transport has been clearly identified. The proposed development, by virtue of its location, will provide access to Granville Railway Station and the dedication of a public transport corridor along Crescent Street will all contribute to the ability of new, and existing residents, to reach good quality public transport facilities, contributing to reducing emissions.</p> <p>The sites proximity to Parramatta CBD, also lends itself to the opportunity to walk, ride or take a scooter to the Parramatta CBD.</p> <p>These factors will all contribute to a low carbon future, reducing the dependency on car travel. Future design of apartments is capable of achieving good cross ventilation and solar access, which all contribute to reduced carbon emissions.</p> <p>A Water Sensitive Urban Design Strategy (WSUDS) for the proposed Concept Master Plan is submitted with the Planning Proposal.</p> <p>Further details of the Stormwater Management system, including Erosion and Sedimentation Control will be documented at the Development Application stage, including the stormwater provisions to suit staging of the development, in accordance with Council's requirements.</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>The proponent as part of the Planning Proposal Concept Masterplan has also demonstrated its intention to improve upon the existing concrete drainage culvert, through a redesign for a more natural finish, and therefore improving the interface between the site and the Holroyd Sportsground.</p> <p>Servicing investigations were completed as part of the Planning Proposal submission for advice on capacity to service the proposed development. These investigations were completed for power with Endeavour Energy and water and sewer with Sydney Water. Based on advice from Endeavour Energy, lead in power connection can be made to service the proposed development from Granville Zone Substation.</p> <p>Based on advice from Sydney Water, water and sewer infrastructure is readily available to the site with capacity for the proposed development. Application in regard to requirements and details for connection will be made accordingly with these authorities for actual requirements with future Development Application for the proposed development.</p> <p>The Planning Proposal was accompanied by an Air Quality Assessment that demonstrated that the proposal complies with the Governments guideline for 'Development Near Rail Corridors and Busy Roads.</p> <p>The Planning Proposal was also supported by a Noise and Vibration Assessment, that did not identify any potential impacts on future occupiers of the site.</p>
Planning Priority C20 – Adapting to the impacts of urban and natural hazards and climate change	
<p>Objective 36 People and places adapt to climate change and future shocks and stresses</p> <p>Objective 37 Exposure to natural and urban hazards is reduced</p> <p>Objective 36 Heatwaves and extreme heat are managed</p>	<p>Flood modelling and investigations included in Appendix 8 have established that the site has flood immunity from the 1:100 year flood in A'Becketts Creek. The site is therefore not affected by potential flooding.</p>

6.7 Is the Planning Proposal the Best Means of Achieving the Objectives or Intended Outcomes or is there a Better Way?

It is considered that the Planning Proposal is the best means of achieving the objectives stipulated in **Section 4** of this report. This is outlined as follows.

- *To seek the pre Gateway support of Holroyd Council to undertake the Planning Proposal for the rezoning of the site to "High Density Residential and Mixed Use", with an uplift to built form controls.*

Due to the site currently being zoned B5 Business Development the proposed mix of land uses are not permissible on any part of the site. Therefore, an amendment to the HLEP 2013 is required to permit the proposed mixed use development concept for the site. Additionally, the existing built form controls will not allow for the provision of land uses at the scale and density proposed, and subsequently the HLEP 2013 built form controls for the site will be required to be amended.

- *Deliver a concept master plan for the site that integrates community, transport, environmental and economic outcomes;*

Overall, it is considered that the proposed rezoning will provide compatible land use zones that will create additional residential accommodation and employment land uses in proximity to public transport and provides opportunities to meet the existing and likely future needs of the growing population of the surrounding neighbourhood and Sydney. The Planning Proposal is strongly aligned with State and Regional Planning Strategies, and contributes to achieving a multiple objectives and actions outlined in each strategy.

- *Maintain employment generating floor space on the site;*

The proposal will also contribute to utilising the established physical and social infrastructure which currently services the site and adjacent urban areas, whilst maintaining a level of employment on the site (12,755m² NLA) and contributing to additional employment of over 300 fulltime jobs during construction and post construction.

- *Make a positive contribution to the locality by providing a quality integrated urban design solution that respects the existing built form and natural features of the site and surrounding neighbourhood.*

The rezoning will be subject to ongoing discussions with the Central Sydney Planning Panel and the DPE and will be considered in conjunction with other development controls, specifically FSR, land use and height of buildings.

The current concept master plan does however give consideration to the surrounding built form and land uses, and environmental features of the site and its surrounds. Any future development applications will also be required to give consideration to respecting existing surrounding built form and lands uses. The proposal will also contribute to revitalising the Cumberland LGA.

- *Take full advantage of a large site through an integrated design solution;*

The subject site provides a unique opportunity as the site has a significant interface with an existing public open space (Holroyd Sportsground) that is currently in heavy demand, especially at weekends. The proposal will also contribute to reducing the shortfall in open space in the LGA and surrounding precincts. The proposed concept plan and amendment to the HLEP 2013 will provide a significant opportunity to ensure connectivity through built form and open space, and provide a mix of compatible land uses on the subject site for the benefit of the community.

- Accommodate a mix of dwellings with a potential net yield of 1,300 residential apartments;

The proposed amendment to the HLEP 2013 to permit the use of the site for a mix of uses including residential accommodation will result in the provision of approximately 1,255 new dwellings within the Cumberland LGA, and the western Sydney region. The proposed new dwellings will provide for a mix of dwelling types that will provide a choice of housing typologies to meet the needs of the population.

- Develop and provide publicly accessible open space including active playing areas, connectivity to surrounding area, and passive recreational spaces that capture riparian and amenity outcomes.

The proposal will create 16,372m² (43% of site) of open space for the benefit of future residents and workers on the subject site, and the existing population of Holroyd and the surrounding locality. The Planning Proposal provides for a mixed use development in single ownership that is capable of providing a generous and significant recreation space for the wider locality.

6.8 Will the planning proposal give effect to a Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

The newly formed Cumberland Council does not yet have a local strategic planning statement or strategic plan. Therefore for the purpose of addressing the required question, the most applicable strategic plan to consider would be the former Living Holroyd: Community Strategic Plan 2013 and the Holroyd Residential Development Strategy (April 2012).

Living Holroyd: Community Strategic Plan 2013

The Living Holroyd: Community Strategic Plan is a strategic plan for the LGA covering the next 20 years and identifying the Holroyd community vision and expectations for the future of the city.

The plan outlines the following Vision for Holroyd:

The Living Holroyd Program has sought to establish a vision for our City 20 years into the future.

By 2031 Holroyd City is expected to be home to an additional 30,000 people.

A strong entrepreneurial culture will ensure that 8,000 new jobs are created and an extra 11,000 homes will be built. Our infrastructure, roads and community facilities will need to be renewed and maintained to higher standards of use and our environment and natural resources will be even more precious to us than ever.

In 20 years time, Holroyd City will look different to how it does today. It will be home to more families, new buildings and facilities will appear, public spaces and shared pedestrian and cycleways will be a priority, the preservation and enhancement of our parks and bushland will be of renewed focus – but despite these changes, we want our city to always be Holroyd.

New buildings and facilities will appear, public spaces and shared pedestrian and cycleways will be a priority, the preservation and enhancement of our parks and bushland will be of renewed focus - but despite these physical changes, we want our city to always be Holroyd.

In developing the strategies to guide Holroyd City through the next 20 years, as a community we have looked at our city today and created a vision of a sustainable city, with integrated transport options, a thriving local economy and well-planned and maintained development; a vision of a city with open parkland and accessible recreational facilities, encouraging our community to socialise and contribute towards their well-

being; a vision of a city led by an innovative Council, working with our community, service partners and all levels of Government to ensure the best for our area.

A vision of a city that is Active; Growing; Balanced; Connected; and Dynamic.

The strategy places an importance on five key values:

- Active Holroyd;
- Growing Holroyd;
- Balanced Holroyd;
- Connected Holroyd;
- Dynamic Holroyd;

The focus on balanced development of Holroyd's built environment, incorporating affordable options along transport corridors and ensuring development is approved in harmony with the natural and existing built environment of the surrounding area remains a critical community interest.

Key community outcomes and strategies relevant to the sites future development include:

- Ensure equality of access and affordability of city park and facility usage;
- Establish and maintain clear guidelines for zoning, urban planning and development;
- Enhance the atmosphere of local centres and business areas;
- Enhance accessibility to all public spaces;
- Encourage the growth and sustainability of existing and new business;
- Stimulate local job creation through dedicated programs;
- Develop and maintain planning controls to stimulate growth of housing stock to meet population projections;
- Encourage development of affordable housing stock close to services, amenities and transport hubs;
- Develop city infrastructure to support population projections;
- Enhance the atmosphere and appearance of local centres and neighbourhoods;
- Ensure new development enhances key streetscape infrastructure;
- Support sustainable transport options;
- Improve public transport links and options which reflect the city;
- Effectively manage traffic flow through the city.

Comment

The proposed HLEP 2013 amendment put forward as part of this planning proposal meets the objectives and contributes to the key actions outlined in the Community Strategic Plan 2013 as follows:

- The development seeks to provide a significant amount of public recreational space, which will provide a place for the community to meet, ultimately contributing to the concept of social inclusion;
- Providing residential, commercial and recreational space in proximity to public transport, the proposed development is in alignment with sound urban planning framework, congruent with the Metropolis of Three Cities. In addition, the development will support diversity in employment (i.e. jobs growth) within the LGA, encouraging economic development and economic growth.

- The proposed development associated with this rezoning will enhance the appearance of the built environment, local centres and neighbourhoods through the provision of open space.
- Provide approximately 1,255 residential units in walking distance to a number of train stations (i.e. Harris Park and Granville), as well as bus routes along Woodville Road. Ultimately this will easily connect residents to employment and amenity in the CBD and Parramatta, supporting the use of public transport. The proposal also allows for connectivity to existing bike and pedestrian pathways linking Merrylands and Parramatta CBD's.

Holroyd Residential Development Strategy (April 2012)

The Residential Development Strategy (RDS) was finalised April 2012 and has been used to formulate Council's strategic planning framework. The RDS was one of the key documents supporting the preparation of Council's LEP 2013 and Development Control Plan (DCP).

The strategy provided a key mechanism for Council's policy response to the State Government's former and now repealed Sydney Metropolitan Strategy and draft West-Central Subregional Strategy, defining how future residential development will be accommodated within the City.

The objectives of the Residential Development Strategy were:

- To provide a strategic framework to guide residential development within the City of Holroyd over the next 25 years that will deliver on the objectives and initiatives identified in the Sydney Metropolitan Strategy and West-Central Sub-regional Strategy;
- To provide recommendations that will inform the preparation of Council's new LEP and DCP;
- To align housing supply with demand insofar as possible, with a view to meeting the State Government's dwelling targets;
- To ensure that future residential development occurs in a way that promotes environmental, social and economic imperatives;
- To ensure that future residential development responds to community needs and expectations.

Strategy Recommendations

Key Recommendations of the RDS include:

- Planning controls must create a pattern of development that is concentrated around key centres and transit nodes by enabling higher densities of development around these localities according to their size and the level of service offered by each;
- Development density should be determined according to the size of a centre or transit node, or the level of service offered;
- It is important that Council's planning controls ensure adequate protection of low density areas as well as enabling an increase in building heights and development densities in appropriate locations;
- Planning controls should ensure the protection of significant urban character attributes as well as enabling the creation of desired future character through careful definition of the built form and design of future residential development;
- Council's previous planning controls at the time of preparation of the Strategy enabled only a limited diversity of housing types. The previous 3-storey height limit for residential flat buildings meant that

- installation of lifts was not required, which restricted the supply of housing suitable for certain demographic groups (i.e. aged and disabled);
- In planning future residential development, particularly where higher densities are accommodated, it is important to give consideration to the safety and amenity of residents;
 - Accommodating high density residential development within centres will require a component of mixed-use development, where residential dwellings are located above ground floor commercial development (i.e. shop-top housing);
 - Provision of open space was a key issue raised in the community consultation process. A key concern regarding this issue is the uneven distribution of open space within the City of Holroyd. A significant proportion of the existing population (17%) is not within a reasonable walking distance (350m) of local open space;
 - Land in close proximity to transit nodes of high-order services (rail and transitway), which provide frequent and efficient services to regional destinations, has the capacity to accommodate higher densities of development on the basis of the high level of accessibility provided. A widely accepted standard for the area around railway stations that should accommodate higher densities of development is considered to be 1km. The area around transitway stations that is considered to warrant higher densities is up to 800m.

Comment

The proposed development will contribute to meeting the objectives of the RDS through aligning the potential provision of housing on site with a view to meeting the identified State Governments dwelling targets. The proposal can also be adapted to ensure that future residential development responds to community needs and expectations.

The RDS recommends that land in proximity to transit nodes which provide frequent and efficient services to regional destinations, has the capacity to accommodate higher densities.

Whilst identified by NSW Urban Growth, the site is not directly located adjacent a high order transit node, the site is well connected by bus, bicycle and pedestrian access to surrounding centres and transit nodes, which would allow the potential development of the site as a high density mixed use development.

The RDS does not specifically identify the subject site as a site of potential residential development as it was not included within the remit of the strategy.

Whilst excluded, there is significant merit in justifying the site as a potential residential development site owing to its proximity to two town centres (Granville and Merrylands), a specialised precinct of Sydney Olympic Park and the regional centre of Parramatta, and its prominent location at the western end of the Parramatta Road Corridor.

The redevelopment seeks to provide diversity in housing stock (apartment style dwellings) in proximity to local businesses, public amenity (i.e. green space and cycling networks) as well as public transport. Moreover, the development through an increase in household expenditure will support the Merrylands Town Centre. Cumulatively, this will promote environmental, social and economic imperatives and will respond to community needs and expectations.

6.9 Is the Planning Proposal Consistent with Applicable State Environmental Planning Policies?

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs). The relevant SEPPs are identified below.

POLICY	DETAILS
SEPP 1 – Development Standards	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP Exempt and Complying Development Codes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP 19 Bushland in Urban Areas	The site is not located in a bushfire zone. The application of this SEPP is therefore not applicable to the Planning Proposal.
SEPP 55 Remediation of Land	<p>The site is not listed on the Contaminated Lands Register.</p> <p>An Assessment of Potential Contamination Risk has been prepared by Douglas Partners (Appendix 10) as part of the Planning Proposal documentation and has identified there is nothing to suggest that rezoning of the site for high-density residential, commercial/retail and open space land uses cannot be undertaken from a contamination perspective.</p> <p>Potential contamination risks include:</p> <ul style="list-style-type: none"> - Soil contamination as a result of the former gasworks in the eastern portion of the site, landfilling activities that are known to have occurred in the northern area of the site, and other industrial uses of the land. - Groundwater contamination as a result of contaminants leaching from the filling and soils underlying the site. - Landfill gases (i.e. methane and others) which have been detected in areas of the site in the past and may still be present on the site. - Potential hazardous building materials within the filling as a result of previous demolition activities on the site and as a result of landfilling. <p>Although further investigations and consideration of various issues in relation to contamination will be required when planning future development works, the site is likely to require some remediation and/or engineering solutions to make it suitable for redevelopment.</p>

POLICY	DETAILS
SEPP 64—Advertising and Signage	No signage is proposed as part of this planning proposal. Future development applications for signage will be submitted post Gateway Determination as part of any built form development applications.
SEPP 65—Design Quality of Residential Apartment Development	A preliminary assessment of the scheme against the principles of SEPP 65 has been prepared as part of the Urban Design Report documentation at Appendix 1 .
SEPP 70 – Affordable Housing (Revised Schemes)	Tiberius offer of up to 7% of dwellings for a rental period of 12 years, to be developed on terms to be agreed having regard to the standard terms set out in Cumberland Council's Voluntary Planning Agreement template (VPA) and the development specific issues. This Affordable Housing offer is based on the proposed FSR noted in the current plans. The proponent's response formal offer of Affordable Housing is included at Appendix 16 .
SEPP (Housing for Seniors or People with a Disability)	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Affordable Rental Housing) 2009	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The future residential components of the development will be subject to the requirements of this SEPP at a DA stage.
SEPP (Infrastructure) 2007	The Planning Proposal has considered the relevant part of the SEPP (Infrastructure 2007), namely traffic developments and is considered consistent.

6.10 Is the Planning Proposal Consistent with the Applicable Ministerial Directions (S9.1 Directions)?

The Planning Proposal has been assessed against the Section 9.1 Ministerial Directions and is consistent with each of the relevant matters, as outlined below.

Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	The objectives of Direction 1.1 – Business and Industrial Zones are to:

Direction	Comment
	<p>(a) encourage employment growth in suitable locations,</p> <p>(b) protect employment land in business and industrial zones, and</p> <p>(c) support the viability of identified strategic centres.</p> <p>The previous tenant of the subject site, WesTrac, accommodated 125 workers within a light industrial setting.</p> <p>Given superior industrial locations within Greater Sydney (due to connectivity and value) as well as the uniqueness of the built form (rendering the site difficult to re-tenant for industrial uses since WesTrac vacated), the employment outcome of the subject site has already diminished with no employment in any form occurring on site at present.</p> <p>The relocation of the existing WesTrac facility on the site, to Casula in Greater Western Sydney will contribute to providing a light industrial land use within a more suited, and less urbanised designated employment area.</p> <p>The subject site was formerly WesTrac's NSW Operational Headquarters, however over the last three to five years, the employment capacity and operational role of the facility has seen a decline owing to WesTrac moving its NSW operations to a new state of the art facility in Tomago, NSW (Port Stephens LGA). Subsequently the site was no longer operating, with a number of operations and jobs being relocated to the Tomago Facility.</p> <p>The owners of the site have offered the site for lease since Westrac's relocation, and have very limited opportunities to lease the site owing to the availability of more attractive and better connected industrial land in the western region of Sydney. Furthermore, the site does not have b-double access, and is inefficient with an old design and large office component which has proven unattractive to prospective tenants.</p> <p>Redevelopment of the site to a B6 and R4 zoning setting, could accommodate over 300 operational jobs. Not only will the proposed development result in a superior employment outcome, it will also support industry diversification and improve the immunity of Cumberland LGA's workforce to external market shocks. Furthermore, employment at the site will be provided through a long construction phase.</p>

Direction	Comment
	<p>A Metropolis of Three Cities emphasises the importance of Mixed Use precincts, i.e. the co-location of employment, residential and amenity in proximity to public transport. The subject sites close proximity to the Parramatta CBD will also support the government's vision for Parramatta as a key employment centre in Sydney. The proximity of the site to both Granville and Merrylands town centres will also contribute to co-locating employment and housing with both of these centres.</p> <p>The proposal would provide new employment generating uses on the site that exceed previous outcomes, however the primary land use on the site would be residential. With that in mind however, the potential future land uses on the site could provide far more superior employment outcomes.</p> <p>Increasing residential densities will support existing infrastructure and will contribute to the objectives of the A Metropolis of Three Cities; to support mixed use precincts, and essentially provide residential, amenity and employment in proximity to public transport.</p> <p>The site is relatively easy walking distance of Parramatta, Granville and Merrylands town centres, and is also connected by cycle pathways and pedestrian pathways. Therefore, future connectivity to these centres will support the growth of these core local centres.</p> <p>A comprehensive assessment of the proposal's consistency with this Section 9.1 Direction is provided by MacroPlan at Appendix 6.</p>
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
2. Environment and Heritage	
2.1 Environment Protection Zones	Not Applicable
2.2 Coastal Protection	Not Applicable
2.3 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous

Direction	Comment
	<p>heritage significance, and the following demonstrates how the proposed modification to the proposal meets the objective of the Direction.</p> <p>The site is not listed on the Commonwealth or National Heritage List under the auspices of the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999), and has been determined to have no impact on the surrounding two (2) locally listed Heritage Items.</p> <p>The site is not listed on the State Heritage Register under the auspices of the NSW Heritage Act 1977.</p> <p>The site is also not listed as a heritage item, is not located within a conservation area, is not listed as an archaeological site and is not listed as a place of Aboriginal significance by Schedule 5 Parts 1, 2, 3 or 4 of the Holroyd LEP 2013.</p> <p>Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the Holroyd LEP 2013 are however within the vicinity of the site, being:</p> <ul style="list-style-type: none"> - Railway Memorial, Crescent Street Reserve, Granville. - Vauxhall Inn, No. 284-286 Parramatta Road, Granville. <p>A Heritage Impact Assessment undertaken by Weir Phillips located at Appendix 4 of the originally submitted proposal concludes the following in relation to heritage impacts with regard to the two heritage items in the immediate vicinity of the site:</p> <p><i>The Railway Memorial at the corner of Crescent Street and Woodville Road.</i></p> <p>The proposal will have no impact on the significance of this Memorial. The Memorial has significance arising out of the event it commemorates. It does not have landmark qualities. The character of the setting to the north of the Memorial (i.e. the subject site) makes no contribution- positive or otherwise- to the ability to understand the significance of this item.</p> <p><i>The Vauxhall Inn, on the corner of Parramatta and Woodville Road.</i></p> <p>The proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors. The setting of this item has changed significantly over time. With</p>

Direction	Comment
	the construction of new buildings and, more significantly, road and rail infrastructure, it has lost some of the landmark qualities it originally possessed. No significant view corridors to or from the Vauxhall Inn will be blocked. The Inn will still be able to be appreciated as a good example of the Interwar Functionalist Style and as a local meeting place. Woodville Road will continue to provide a strong visual barrier between the item and this site. The inherent impact of buildings of a greater massing and scale on a smaller heritage item can be managed through the careful articulation of the proposed new buildings and landscaping.
2.4 Recreation Vehicle Areas	Not Applicable
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	<p>The objectives of Direction 3.1 – Residential Zones are:</p> <ul style="list-style-type: none"> (a) encourage a variety and choice of housing types to provide for existing and future housing needs; (b) make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and; (c) minimise the impact of residential development on the environment and resource lands. <p>The planning proposal seeks to provide a significant provision of high density residential within proximity to public transport and necessary services. Through this diversity, it is expected that some of the existing and future housing needs of the Cumberland LGA can be accommodated at the subject site.</p> <p>The Proposal is consistent with this Direction as it broadens the choice of building types and locations available, makes more efficient use of existing infrastructure and services and will reduce the consumption of land for housing and associated urban development on the urban fringe.</p> <p>The site is within proximity of public transport and is within 800m of Harris Park station, 1.1km of Granville station, has existing rapid bus service within 300m and the Strategy has proposed rapid express bus at the Parramatta Road boundary. The site presents significant opportunity for connectivity to existing cycle paths and pedestrian networks that lead to these key transport nodes</p>

Direction	Comment
	<p>including Parramatta CBD. The proposal would therefore make better use of existing infrastructure and services and the provision of new infrastructure as proposed ensures that new housing has appropriate access to infrastructure and services.</p> <p>This proposal provides housing variety and choice for both existing and future housing needs. The provision of additional stock that is suited to the changing needs of the demographic is a key outcome of this proposal, particularly in light of the rare nature of the site, being a large urban renewal opportunity in a single ownership. As the site is within an existing urban area it minimises the impact of residential development on the environment and resource lands.</p> <p>The proponent has made a commitment to 7% affordable housing provision, subject to relevant planning control outcomes for the site.</p>
3.2 Caravan Parks and Manufactured Homes	Not applicable
3.3 Home Occupations	Not applicable
3.4 Integrating Land Use and Transport	<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, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight. <p>The proposal is consistent with this direction as it ensures that the urban structure, built form and land use allocation improves access to housing, jobs and services by both active and public transport.</p>

Direction	Comment
	<p>The proposed landuses on site will reduce the need for residents to leave the site as most of their convenience and recreational needs can be satisfied onsite without the need to travel.</p> <p>The Proposal has the opportunity to be a catalytic project for Cumberland Council and the adjacent precincts through the improvement to pedestrian and cycle accessibility, including provision of new links and improvements of others to key transport infrastructure</p> <p>The opportunities available to the site to connect with existing bicycle and pedestrian pathways within the immediate vicinity of the site will also reduce car patronage, and promote public transport use. The potential connections options available to the site with the adjoining Holroyd Sportsground to the north provide significant opportunity to connect future residents with existing cycle and pedestrian infrastructure.</p> <p>The site is located within 800 metres to 1.2 kilometres (linear distance) of four existing heavy rail train stations, with the walking/cycling distances as follows:</p> <ul style="list-style-type: none"> ▪ Harris Park (within 800m or under 10 minute walk) – North Shore Line, Western Line, Inner West & South Line, Blue Mountains Line, 5-7 minute bicycle ride ▪ Granville (within 1km or within 13 minute walk) – North Shore Line, Western Line, Airport, Inner West and South Line ▪ Parramatta – within 1.4km or 19 minute walk, and under 10 minute bicycle ride ▪ Merrylands (within 1.5km or approximately 20 minutes' walk) – Inner West & South Line, Parramatta. <p>These walking times will be reduced and improved through the provision of improvements to the public domain, and new laneways created by the development of the Granville Precinct and Church Street.</p> <p>An on-site transport corridor (SP2 zone) provision to support future bus routes between Merrylands, Parramatta and Granville which Transport for NSW have in principle support is proposed</p>

Direction	Comment
	<p>A proposed new bus stops adjacent to pedestrian bridge and in the SP2 zone will be provided to integrate the use of the site.</p> <p>Improved pedestrian and cycle accessibility including provision of new links to the regional cycle way and improvements of others is also proposed.</p> <p>Widening of Crescent Street to provide a right turn movement into the site will improve local traffic conditions is also proposed.</p> <p>The proponent will provide a reasonable contribution to the upgrade of Woodville Road/Parramatta Road intersection if works above those committed in the Strategy are required – noting RMS has confirmed in writing the way forward and the required traffic studies to be undertaken in the Post Gateway stage.</p> <p>Subject to approval of the Proposal, the proponents have confirmed their intention to enter into a Voluntary Planning Agreement for the investment into infrastructure to improve Councils open space, pedestrian and vehicular access, as well as urban amenity that will contribute to a better precinct and connectivity between the centres.</p>
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable
3.6 Shooting Ranges	Not applicable
3.7 Reduction in non-hosted short term rental accommodation period	Not applicable
4. Hazard and Risk	Not applicable
4.1 Acid Sulphate Soils	<p>Not Applicable</p> <p>This Proposal does not rezone any land identified on the Acid Sulphate Soils Planning Maps as having a probability of acid sulphate soils being present.</p>
4.2 Mine Subsidence and Unstable Land	Not applicable
4.3 Flood Prone Land	<p>Not applicable</p> <p>Flood modelling and investigations prepared by BMT WBM Pty Ltd included in Appendix 8 of the Planning Proposal establishes that</p>

Direction	Comment
	the site has flood immunity from the 1:100 year flood in A'Becketts Creek. The site is therefore not affected by potential flooding.
4.4 Planning for Bushfire Protection	Not applicable
5. Regional Planning	
5.1 Implementation of Regional Strategies.	Section 6 of this planning proposal identifies the proposals consistency with the relevant Regional Strategies.
5.2 Sydney Drinking Water Catchment	Not Applicable
5.3 Farmland 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
5.9 Northwest Rail Link Corridor Strategy	Not Applicable
5.10 Implementation of Regional Plans	The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans. Section 6 of this planning proposal identifies the proposals consistency with the relevant Regional Plans.
5.11 Development of Aboriginal Land Council Land	Not Applicable
6. 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	No other restrictive site specific planning controls are proposed.

Direction	Comment
7. Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan	<p>Section 6.4 and 6.5 of this planning proposal identifies the proposals consistency with the relevant Regional Strategy ' A Metropolis of Three Cities and the Central City District Plan. The proposal is consistent for the following reason:</p> <ul style="list-style-type: none"> • The proposed rezoning will not impact employment land stocks. Within its urban context, the site has a number of constraints which deem it unsustainable for continued industrial use, or alternate feasible bulky good retail operations. • The proposal and development would deliver an employment outcome accommodating over 300 jobs on the site as well as indirect employment through construction. • A detailed analysis of the Proposal and its potential impact on the retail hierarchy of both existing and proposed centres was undertaken by an industry leading Retail Economic firm (Deep End Services) who concluded that "Overall, the proposed development would have no detrimental impact effect on the role and viability of other centres in the region". • Furthermore, Deep End Services concluded "the subject site provides an opportunity to improve the level of retail service on offer for local residents through the establishment of a new mixed use centre. The centre is expected to trade successfully by serving the shopping need of people living in the local community, which is growing rapidly as a result of new infill and brownfield housing developments". • The proposed mix of uses including residential accommodation will result in the provision of approximately 1,255 new dwellings within the Cumberland LGA and the west central Sydney region. • The proposed new dwellings will provide for a mix of dwelling types that will provide a choice of housing typologies to meet the needs of the population. We note that the proponent has also made a commitment to provision of 7% affordable housing on site, subject to the proposed FSR. • An increase in a diverse residential supply will place downward pressure on the cost of living through providing more housing choice. • It is important to recognise that a site of this scale under single ownership can deliver an integrated community with

Direction	Comment
	<p>demonstrated employment retention, significant new open space and amenity, and is unique and holds a strategic importance in realising major urban revitalisation projects like Parramatta Road Urban Transformation Strategy (PRUTS).</p> <ul style="list-style-type: none"> • Furthermore, as demonstrated with the initiatives being put forward, the Proposal can be a catalyst for public infrastructure improvements and better connectivity between the Merrylands, Granville and the Parramatta centres. • One of the major benefits of the site as originally proposed, and as delivered through the proposed modified concept is its ability to contribute a new major public open space with the potential to augment and improve the existing area of Holroyd Sportsground (4.8 hectares) north of the site. • The site has the potential to provide a new open space of a significant scale which can transform the local context, which is particularly important to the delivery of the vision of the DPRUTS. • Tiberius have confirmed their intention to enter into a Voluntary Planning Agreement for the investment into infrastructure to improve Councils open space, pedestrian and vehicular access, as well as urban amenity that will contribute to a better precinct and connectivity between the centres.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not Applicable
7.3 Parramatta Road Corridor Urban Transformation Strategy	<p>The proposal is consistent with the Strategy and provides a superior balance of housing and employment uses.</p> <p>The Proposal puts forward more appropriate planning controls that will deliver a superior planning and urban design outcome, consistent with the strategic intent of the Strategy.</p> <p>The proponent has put in place a clear pathway for the funding and delivery of infrastructure to support the Proposal and deliver material public benefit to the surrounding centres;</p> <p>It is clear in the Strategy that the future intent is to facilitate a residential and employment land use change for the site. This is strengthened given the defined role of Frame Areas which is quoted as follows: <i>'Frame areas are important because they form the connections between Precincts, and in many cases, they will shape</i></p>

Direction	Comment
	<p><i>the transformation of the road corridor itself. The urban transformation of the Corridor should not be seen as a redevelopment of the Precincts alone, but rather the combined renewal of Precincts and Frame Areas, delivering a transformational effect on the Corridor as a whole'.</i></p> <p>The Strategy is more specific with respect to Planning controls and puts forward a greater employment focus by virtue of the 'B5 Business Zone'. Evidence presented by MacroPlan Dimasi, Deep End Services and Colliers International, clearly demonstrates market and economic constraints in accommodating the B5 Business Zone on the site short and long term. Furthermore, the site does not have b-double access, and is inefficient with an old design and large office component which has proven unattractive to prospective tenants.</p> <p>The Proposal has been updated to reflect JRPP recommendations that aligns with the Strategy and introduces a B6 Enterprise Corridor zone to the eastern portion of the site, that allows for residential and mixed use development, and permits commercial development as an additional permitted use.</p> <p>The Proposal has demonstrated adherence to the key statutory and merit tests to allow it to progress to Gateway and rezoning.</p> <p>The Proponent has provided the DPE with a response that demonstrates consistency with the Out of Sequence Checklist dated 6 December 2016. This is provided at Appendix 17 of this Planning Proposal.</p>
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not Applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable

Direction	Comment
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not Applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not Applicable
7.9 Implementation of Bayside West Precincts 2036 Plan	Not Applicable
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	

6.11 Is there any Likelihood that Critical Habitat of Threatened Species, Populations or Ecological Communities, or Their Habitats, will be Adversely Affected as a Result of the Proposal?

The Planning Proposal will not affect any critical habitats, populations or ecological communities. The subject site is located in a developed urban area where no such populations or communities are known to exist.

An Ecological Assessment for the proposal has been undertaken by Ecological Australia and is included at **Appendix 3**. The report concludes the following:

The proposal is not likely to place at risk of extinction any of the remnant native vegetation types upstream or downstream of the site because only planted and landscaped vegetation would be affected.

The proposal is unlikely to impact on vegetation mapped as Shale/Sandstone Transition Forest downstream of the site. An increase in water quality may benefit this community, however it is heavily infested by exotic species and any small increase in water quality is unlikely to have an effect on it.

One threatened flora species, Eucalyptus nicholii, occurs on the site. However, this species does not occur naturally in the Sydney Basin Bioregion and has been planted. Therefore, there is no requirement to assess impacts to this species under the TSC Act.

No other threatened flora or fauna species occur on the site and no threatened flora species would be affected by the proposal. This is because the site has been cleared and developed in the past and consists of planted trees, landscaped areas and gardens. No soil or canopy stored seed bank of threatened flora are likely to remain on the site given the manipulation of the soil profile and previous clearing.

Therefore, the proposal is unlikely to impact on any threatened ecological communities or species listed under the New South Wales Threatened Species Conservation Act 1995 (TSC Act) or the federal Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

The Ecological Assessment also confirms that the land mapped as "Riparian Land" under the HLEP 2013 that occurs along A'Becketts Creek to the north and south of the site is unlikely to be affected by the

proposal. Furthermore a key population of *Litoria aurea* (Green and Golden Bell Frog) is located upstream of the site at Holroyd Gardens, which is also not likely to be affected by the proposal.

Finally, the Ecological Assessment proposes a number of amelioration measures that would protect and maintain the biodiversity values on the site as well as the riparian values that occur off-site in adjacent areas. These measures include:

- Sediment and erosion control during construction and best-practice stormwater management;
- Improvement measures and options are proposed for on-site and off-site areas to protect and maintain biodiversity and riparian values along A'Becketts Creek, that includes landscaping, planting, stormwater controls and provision of potential shelter/movement habitat for *Litoria aurea*.

The above mentioned measures are detailed in the Ecological Assessment in **Appendix 3** of this report.

6.12 Are There any Other Likely Environmental Effects as a Result of the Planning Proposal and How are they Proposed to be Managed?

Urban Design Analysis

As part of a comprehensive master planning process for the site, Tiberius initially undertook a comprehensive preliminary site master planning design competition where the following leading design firms were invited to participate:

- Architectus;
- Design Inc;
- Woods Bagot.

Each participant presented multiple concept master plan options to Tiberius, with Architectus being selected as the winning participant. Subsequently a comprehensive Urban Design Analysis has been undertaken by Architectus and Arcadia that is included at **Appendix 1** of the Planning Proposal.

As part of the preparation of this Planning Proposal the Concept Master Plan designs have evolved to:

- Maximise public open space, including connections to Holroyd Sportsground;
- Improve cross-site linkages;
- Encourage employment uses;
- Improve the amenity of residents and adjoining businesses.

The proposed Concept Master Plan includes the following key features and justifications:

- Significant new open space links to Holroyd Sportsground and provides amenity for residents and the wider local community;
- Well separated slender tower forms provide additional floorspace which may compensate for significant provision of open space;
- The zoning overlays and density proposed reflects the large site area, access to existing transport, proposed transport improvements, the 450 metres of road frontage, provision of major new open space, and future connectivity and a retail/commercial element that is sustainable and self-sufficient reducing the reliance on cars;

- The proposed density is consistent with surrounding centres that have mixed use densities from 6:1 (Merrylands CBD and Granville Precinct under the DPRUTS) increasing to 10:1 in Church Street and Parramatta by comparison. The proposed 3.4:1 -4.2:1 within a supporting local centre is considered appropriate for the precinct;
- Provides skyline variety – it is important that there is a significant step change in heights between the tower buildings to provide visual variety in built up urban areas. This variety will be further expressed in Building F by future architectural designs – but it is the primary massing of the buildings that is crucial to establishing built form variety.;
- The location of Building F is nearest the intersection of Woodville Rd, Parramatta Rd and the M4 and the increased height distinguishes this building as a visual marker in the built form ensemble for this large site;
- In urban design terms – the key principles are to give visual definition to the nodes, precincts, edges and landmarks of urban areas. The subject site is a precinct in its own right supporting the Parramatta City centre, provides a node in the form of the group of towers at its eastern part with a shopping precinct, has strong definition of the precinct edges through the rail line and parkland giving it a distinctive neighbourhood quality and, lastly, has a recognisable landmark in the form of both the group of tower buildings culminating in the tallest tower in the most visually prominent location;
- The motorway urban context of the site is a special condition. It is a large scale urban environment and marks one of the major access points to the Parramatta City Centre – Sydney’s alternative metropolitan CBD. Such a large scale urban environment can house large scale projects at such a key junction. The development will be seen from afar – particularly from along Parramatta Highway moving westwards, along the M4 Motorway moving eastwards and Woodville Rd moving northwards. A visually interesting skyline silhouette adds to the visual experience of motorists and passengers. Such a skyline is improved with building height variety and culminating in a single tallest tower within a group;
- The proposed building height controls have been refined from earlier proposals to respond to the Panel’s comments including a greater number of height zones and to ensure lower heights particularly relating to the site to the west.
- Although suggested by the Panel that the height map should be located directly around the envelope for the eastern towers, the proposed height of building map includes broader zones for heights. We understand the Panel’s intent is to ensure that the Concept shown in this concept is delivered, however we consider that flexibility needs to be provided in controls to allow for:
 - Detailed design development including improving SEPP65 outcomes through design refinement
 - Any site constraints that may arise as a result of further investigation of matters such as utilities and infrastructure, and any potential site contamination.
 - Any future DCP requirements provided by Council that have not been foreseen (site specific or changes to the general provisions).
- The intent is that the proposed built form will largely reflect the proposed Concept masterplan, however at zoning stage it should not be required to lock in a single design, as design there will be need for further refinement at a DA stage. A DCP will also be developed for the site to provide further guidance on these issues.
- Engages and improves the underutilised sportsground areas;
- Responds to the gateway location of the site and optimises potential views to and from the site;

- Building forms enjoy northerly aspect with views across open space and Sportsground;
- Commercial uses provided on-site facing Woodville Road / Parramatta Road;
- On and off site overshadowing impacts minimised through superior design and slender building forms;
- Potential for publicly accessible open space and recreation on-site;
- Excellent pedestrian/cycle connectivity across site;
- Building heights range from 8 storeys to 28 storeys maximum, with a transition to lower heights to the west to account for adjoining developments and interface and potential impacts in terms of character, scale and bulk;
- Good vehicle access and circulation;
- Potential for a variety of housing types and mix.

Key public benefits of the proposal include the following:

- An on-site transport corridor (SP2 zone) provision to support future bus routes between Merrylands, Parramatta and Granville which Transport for NSW have in principle supported;
- Proposed new bus stops in the SP2 zone;
- Improved pedestrian and cycle accessibility including provision of new links to the regional cycle way and improvements of others;
- Widening of Crescent Street to provide a right turn movement into the site;
- Provide a reasonable contribution to the upgrade of Woodville Road/Parramatta Road intersection if works above those committed in the Strategy are required – noting RMS has confirmed in writing the way forward and the required traffic studies to be undertaken in the Post Gateway stage;
- The creation and upgrade of major public open space, being approximately 16,372m² (43% of the site) of site is allocated as publicly accessible open space and includes a plaza element with proposed kids playground, water play area and large contiguous green space that will be landscaped. 7,714m² of this area is set aside as parkland to be dedicated to Cumberland Council;
- The Proponent has proposed to upgrade the adjacent underutilised Holroyd sportsground to create a potential 6-hectare parkland, including the potential for tennis and/or basketball courts which is an objective and deliverable of PRUTS “Urban Amenity Improvement Plan”.
- Rehabilitate and beautify A’Becketts Creek that runs along the northern boundary of the site.
- The proposal has provision for 100 childcare places.
- A commitment to achieving 7% affordable housing across the site subject to an appropriate FSR, with a preference of the proponent to make this available to returned servicemen and women as part of charities the proponent currently supports.
- New local shops and facilities (may include supermarket, speciality retail, gym, childcare, medical, showroom, cafes, restaurants);
- Visual improvement to prominent site at the Gateway to Holroyd;
- A commitment to design excellence;

As identified in **Appendix 1**, a preliminary assessment of proposed Concept Master Plan has been assessed against the ten key design principles of the SEPP 65. As demonstrated in the assessment the proposal can demonstrate preliminary compliance with each design principle.

Open Space Provision and Public Domain

The proposal gives the provision of a total of 16,372m² open space and public domain across the site as part of the proposed Landscape Concept Plan prepared by Arcadia at **Appendix 1**.

This provision of open space can be broken down into the following:

- 16,372m² (43%) of publicly accessible open space;
- 3,800m² (10% of site) of private open space for future residents and businesses;
- Roads – 3,500m² (9% of site)

The proposed open space and public domain elements have been designed in an integrated manner to enable the recreational use which is a defining element of the visual character of the development.

Key design principles of the proposed open space and recreation areas include:

- Orientate the open space to maximise solar access;
- Build on existing strategic pedestrian and cycle connections.
- Provide opportunity for new links from the development to Holroyd Gardens and Holroyd Sportsground;
- Maximise permeability through the site from Crescent Street;
- Maximise opportunities to engage the local community with creek line and local hydrology systems;
- Implement a strong visual link between the developments open space and Holroyd Sportsground;

Appendix 1 of the Planning Proposal also provides a Concept Landscape Plan that identifies the potential for future improvements to Holroyd Sportsground, and the potential benefits of connecting the proposed development site and the Sports Ground. This is ultimately subject to future discussion with Council through the negotiation of a Voluntary Planning Agreement.

Solar Access and Shadowing

The Urban Design Report prepared by Architectus included at **Appendix 1** provides a preliminary assessment of the proposal in respect of solar access and shadowing of the proposed concept master plan and building envelopes.

The shadow diagrams included at **Appendix 1** demonstrate the potential solar access impacts of the proposal in midwinter (21 June).

The proposal is capable of achieving good solar access outcomes to the proposed residential flat buildings and will be able to achieve SEPP65 solar access compliance. Future development applications will further demonstrate compliance with the requirements of SEPP 65 in relation to solar access, however for the purpose of this Planning Proposal the proposed orientation of the proposed building envelopes ensure that future development is capable of achieving up to 70% of all apartments receiving appropriate solar access.

The proposal will create overshadowing to some existing buildings to the south and south east of the site. The most affected sites for overshadowing are those to the south between the railway line and Wallace Street. The design of the proposal has been arranged where possible to minimise overshadowing impacts on these neighbours through encouraging slender towers which are oriented to reduce the footprint of their shadow.

The design is capable of ensuring that all properties receive a minimum of 2 hours sun in midwinter, and future development applications will further demonstrate compliance in relation to overshadowing at mid-winter (21 June).

Acoustic Impacts

Wood & Grieve Engineers has prepared an Acoustic Assessment for the proposed mixed use development that is included in **Appendix 11**. The assessment considers the likely noise impact of the potential future development of the site on the potentially nearest most-affected receivers surrounding the site but and the impact of the existing environment surrounding the site in terms of noise and vibration.

The main potential acoustic generators relating to the development are as follows:

- Vehicle movements on M4 Western Motorway and Woodville Rd;
- Noise and vibration intrusion from trains passing-by on the Southern Railway corridor;
- Noise intrusion from surrounding industrial noise from existing industrial sites.

The nearest noise sensitive residential receivers are the residential dwellings located at 1 Blane Street, and 25 Union Street, Holroyd. The surrounding industrial receivers to the west are also considered as receivers.

The noise assessment is based on noise data collected by a combination of attended noise and vibration measurements and unattended noise loggers at representative locations around the site over 7 days as identified in **Appendix 11**.

The Acoustic Assessment concludes the following in relation to the proposed mixed use development:

- Taking in account the minimum distance between the site and the railway corridor and how the track is built (elevated through a retention wall) no negative vibration impact is expected on the proposed development should the exiting railway conditions being unchanged. Existing noise and vibrations impact from the railway corridor are complying with the minimum acceptable levels;
- The surrounding railway and traffic noise from M4 Western Motorway and Woodville Rd will provide most of the external noise sources driving the design of the building façades and its acoustic performance. Subsequently the glazing façade for all buildings fitted with standard glazing thickness will achieve internal noise levels criteria;
- Future mechanical noise generated by the development will achieve noise criteria using typical noise mitigations measures;
- No negative traffic noise impact or sleep disturbance on the surrounding sensitive receivers is expected from the development.

Traffic and Parking Impacts

A Traffic Impact Assessment (TIA) for the Proposal has been prepared by GTA and TTP Consultants and is included at **Appendix 7**. The TIA has assessed the traffic and transport impacts in relation to the Planning Proposal and the Concept Master Plan.

The TIA included existing traffic movement counts on key roads surrounding the site during peak hours (7am – 9am, and 4pm to 6pm). The TIA also included existing conditions in relation to key intersection operation using SIDRA INTERSECTION to calculate intersection performance.

The TIA also considered key traffic and urban planning strategies and policy relating to the site and the surrounding region, to understand planned and future upgrades likely to occur within the vicinity of the subject site. The proposed Concept Master Plan has also been assessed against Holroyd DCP 2013 Car Parking Requirements.

In summary the key findings of the TIA include:

- Using the current DCP parking rates, the proposal would need to provide a minimum of 1,613 to 1,800 car parking spaces and a maximum of 2,763 to 3,007 car parking spaces;
- The TIA does however recommend that in order to minimise car travel to and from the site that a number of measures can be incorporated into the sites future development that include:
 - Limited parking rations;
 - Cycle parking/facilities;
 - Car sharing/car clubs;
 - Green travel plans.
- On the basis of all such measures being fully incorporated into the development, it is anticipated that the subject site would generate significantly less traffic than other residential sites in the vicinity. This will have the positive effect of reducing traffic impact;
- Using the conventional RMS trip generation rates, the resultant increase in traffic generated by the proposal would be in the order of 701 to 955 vehicles per hour during the weekday AM and PM peak periods;
- The existing intersections of Parramatta Road/Woodville Road and Crescent Street/Woodville Road intersections are currently operating at capacity during peak periods and require State level planning and coordination with RMS for infrastructure improvements;
- It is proposed to provide additional capacity along Crescent Street by extending the existing 30m dual left turn bay to 140m in length. A right turn bay on Crescent Street approaching the commercial site access is also proposed;
- The post development intersection assessment indicated that the external intersections such as Parramatta Road/Woodville Road and Crescent Street/Woodville Road intersections would require infrastructure improvements to provide additional capacity to cater for the proposed development as well as the existing traffic demand. If these measures are taken The Parramatta Road/Woodville Road intersection can expect to improve from LoS F to LoS C in the PM, and remain the same in the AM, while the Woodville Road/The Crescent intersection can expect to improve from a LoS F to LoS A in the AM, and remain the same in the PM;
- All other local intersections such as Walpole Street/Pitt Street and Crescent Street/Site access intersections would continue to operate satisfactorily with LoS C or better for both AM and PM peak periods;
- Discussions with RMS suggest that there are no significant planned road improvements in the immediate vicinity of the subject site. Consequently, the developer is in ongoing discussions with RMS and TfNSW about the extent of potential improvements which would be appropriate to allow the rezoning to go ahead.

Heritage

Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the Holroyd LEP 2013 are located within close proximity of the site, being:

- Railway Memorial, Crescent Street Reserve, Granville
- Vauxhall Inn, No. 284-286 Parramatta Road, Granville

The accompanying Heritage Impact Statement prepared by Weir Phillips at **Appendix 4** identifies the following in relation to the potential impacts of the proposed mixed use development on both locally listed heritage items.

The Railway Memorial

The proposal will have no impact on the significance of this Memorial. The Memorial has significance arising out of the event it commemorates. It does not have landmark qualities. The character of the setting to the north of the Memorial (i.e. the subject site) makes no contribution- positive or otherwise- to the ability to understand the significance of this item.

The Vauxhall Inn

The proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors. The setting of this item has changed significantly over time. With the construction of new buildings and, more significantly, road and rail infrastructure, it has lost some of the landmark qualities it originally possessed. No significant view corridors to or from the Vauxhall Inn will be blocked. The Inn will still be able to be appreciated as a good example of the Interwar Functionalist Style and as a local meeting place. Woodville Road will continue to provide a strong visual barrier between the item and this site. The inherent impact of buildings of a greater massing and scale on a smaller heritage item can be managed through the careful articulation of the proposed new buildings and landscaping.

Contamination and Geotechnical Assessment

Geotechnical

Douglas Partners prepared a Report on the Assessment of Geotechnical Conditions in relation to the site and is included in **Appendix 12** of the Planning Proposal.

The report's findings can be summarised as follows:

- It is known that landfilling has previously been undertaken on the site, and adjacent to the site. The north eastern corner of the site is underlain with Quaternary-aged alluvial sediments and the remainder of the site is underlain by Ashfield Shale of the Wianamatta Group;
- The northern portion of the site is 'Disturbed Terrain' which may or may not be affected by acid sulphate soils;
- It appears that some level of landfill refuse has been encapsulated along the southern boundary of the site adjacent to Crescent Street to a depth of between 3.5m to 7.0m;
- Natural soils underlying the northern portion of the site appear to be soft alluvial clays, and elsewhere on the site appear to be hard residual clays. Weathered bedrock is in the order of 4m to 8m in the northern portion of the site;

- Groundwater has previously been observed between RL 4.4m and RL 11.2m AHD with an average ground water in the order of RL 7m AHD;
- Excavations in the overlying filling and soils should be readily achievable using conventional earthmoving equipment such as hydraulic excavators with bucket attachments;
- Excavation in low, medium and high strength shale/siltstone and laminite (if required) will generally require the use of heavy ripping equipment, rock hammers and/or rock saws;
- The type of shoring support required may vary on the site depending on the location of the excavation and the depth. Soldier piles with infill shortcrete panels or contiguous piles may be suitable for excavations in clayey soils above the groundwater table and away from refuse materials. Water-tight and vapour-tight walls (e.g. secant piles, diaphragm walls etc.) may be required below the groundwater table in the event landfill gases are detected;
- Landfill gas drainage and barrier systems may need to be incorporated into the new structures if areas are detected to have remnant landfill gas;
- New structures will probably have to be supported by piles founded in the bedrock underlying the site. The existing filling materials may not be suitable for supporting structural loads, and may well require an engineered solution.

Contamination

Douglas Partners prepared a Report on the Contamination Risks in relation to the site and is included in **Appendix 10** of the Planning Proposal.

Based on the historic information relating to the site there are various forms of contamination risks on the site, however there is nothing to suggest that rezoning of the site for high-density residential, commercial/retail and open space land uses cannot be undertaken from a contamination perspective.

The report's findings can be summarised as follows:

- A Section 149 (2) & (5) Planning Certificate issued under the Environmental Planning & Assessment Act 1979 states that "no matters apply to the land" under Section 59(2) of the Contaminated Land Management Act 1997;
- The site and adjacent sites are not identified as being significantly contaminated under the Contaminated Lands Management Act 1997 as at 5 May 2015;
- The site is known to have previously been used as a gasworks and for landfilling of building refuse;
- Some remediation is believed to have been undertaken with refuse encapsulated along the southern boundary of the site adjacent to Crescent Street during construction of the Gough & Gilmour facility (previous occupants of the site).
- The depth of the encapsulated refuse is likely to be between 3.5 m and 7.0 m. Previous investigations indicate that the refuse included varying proportions of shale, sandstone, brick, glass, concrete, copper wire, steel, bitumen, tar, timber, plastic and ash.
- The natural soils underlying the refuse in the northern portion of the site appear to be soft alluvial clays.
- The natural soils elsewhere on the site appear to be stiff to hard residual clays. Weathered bedrock is in the order of 4 m to 8 m in the northern portion of the site. The depth to rock may be shallower in the southern portion of the site although excavation for the encapsulation cells may have altered the natural landform.

Key potential contamination risks include:

- Soil contamination as a result of the former gasworks in the eastern portion of the site, landfilling activities that are known to have occurred in the northern area of the site, and other industrial uses of the land.
- Groundwater contamination as a result of contaminants leaching from the filling and soils underlying the site.
- Remnant landfill gases (i.e. methane and others) which have been detected in areas of the site in the past and may still be present on the site.
- Potential hazardous building materials (e.g. asbestos, lead-based paints etc.) within the filling as a result of previous demolition activities on the site and as a result of landfilling. This can be determined with the detailed contamination investigations.

The site is likely to require remediation and/or engineering solutions to make it suitable for redevelopment, and proposed remediation strategies will form part of any future development applications for the sites development.

Flooding

BMT WBM Pty Ltd prepared a Flooding Assessment Report in relation to the site and is included in **Appendix 8** of the Planning Proposal. The report considers the impact of local catchment flooding of A'Becketts Creek on the potential development of the site.

The Flood Assessment details the nature of the proposed development site, the analysis undertaken to quantify existing flood conditions, consideration of the constraints of existing flooding conditions on development potential and requirement for flood mitigation options to manage potential flood impact. As part of the Flood Assessment BMT WBM developed a separate TUFLOW 2-dimensional hydraulic model of the A'Becketts Creek catchment.

The assessment identified that the proposed development site is not subject to mainstream flood inundation from the adjacent A'Becketts Creek. Accordingly, the proposed development would have no significant constraints in relation to this mainstream flooding and also have no impact on existing mainstream flooding conditions.

The flood assessment identifies that the proposed Concept Master Plan development is confined to the existing lot with all development located on above the design 1% AEP flood levels in A'Becketts Creek, including a 0.5m freeboard provision.

Therefore the proposed development will not be affected by mainstream flooding, nor have any impact on existing flooding conditions.

Infrastructure and Servicing

Water Sensitive Urban Design

ADW Johnson have prepared a Water Sensitive Urban Design Strategy (WSUDS) for the proposed Concept Master Plan as included at **Appendix 13**.

The key points in relation to the proposed WSUDS can be summarised as follows:

- Council requirements of detention, water quality and water reuse have been considered in the concept stormwater management system;
- There is adequate open space available in the proposed development layout and elevation above existing drainage inverts of A'Becketts Creek of the existing subject site to meet these Council requirements;
- A WSUD treatment train/concept stormwater system consisting of rainwater tanks, GPT's and landscaped detention basins has been designed for the proposed development;
- A conventional pit and piped drainage system will also be integrated into the stormwater management system for the proposed development as appropriate runoff control through the development;
- The landscaped detention basins lie adjacent to A'Becketts Creek. There is sufficient space within the proposed development layout to meet the stormwater site storage requirements of Council and be above the 100 year flood level of A'Becketts Creek. Water quality modeling of the treatment train also indicates Council's targets have been met prior to discharge to A'Becketts Creek;
- Total water management has been considered during the design and modelling of the proposed development so as to incorporate water reuse measures to reduce the demand on potable water;
- Erosion and Sedimentation Control can be adequately treated within the space available on site to minimise sediment migration from the site during construction;
- Further details of the Stormwater Management system, including Erosion and Sedimentation Control will be documented at the Development Application stage, including the stormwater provisions to suit staging of the development, in accordance with Council's requirements.

Servicing Requirements

ADW Johnson have prepared a Servicing Requirements Review for the proposed Concept Master Plan as included at **Appendix 13**.

The key points in relation to the proposed Servicing Requirements Review can be summarised as follows:

- No State servicing requirements or upgrades are required to support the proposed rezoning and development.
- Servicing investigations were completed for advice on capacity to service the proposed development. These investigations were completed for power with Endeavour Energy and water and sewer with Sydney Water. Based on advice from Endeavour Energy, lead in power connection can be made to service the proposed development from Granville Zone Substation.
- Based on advice from Sydney Water, water and sewer infrastructure is readily available to the site with capacity for the proposed development. Application in regard to requirements and details for connection will be made accordingly with these authorities for actual requirements with future Development Application for the proposed development.
- Existing Gas and telecommunications are also located at the street frontage for extension into the site to service the proposed development.

Construction and Operational Waste

A comprehensive Construction Management Plan will be prepared as part of the development application process. This plan will aim to minimise construction impacts and will detail measures to address demolition, and the potential construction staging of the development. A separate Management Plan will be submitted for as part of any future development application in relation on-going operation of the future commercial tenancies.

Waste Management

A comprehensive Waste Management Plan will be prepared as part of the development application process. This plan will aim to minimise waste and will detail measures to address waste disposal through the demolition, construction and on-going operation of the site.

Affordable Housing

This Planning Proposal seeks to deliver more housing supply and provide more housing choices to the community by creating up to 1,255 dwellings on the Site with a commitment to the provision of 7% affordable housing.

The proponents Affordable Housing offer is subject to receiving an appropriate FSR uplift for the site, and is outlined in **Appendix 16**. The mechanism proposed to ensure the provision of Affordable Housing is to be negotiated with Cumberland Council as part of a Voluntary Planning Agreement.

6.13 Has the Planning Proposal Adequately Addressed any Social and Economic Effects?

MacroPlan Dimasi has undertaken a Social Impact Assessment (**Appendix 14**) and Economic Impact Assessment (**Appendix 6**) in relation to the proposed development of the site for mixed use.

In summary the proposed development is considered to generate the following positive social and economic effects:

- Creating additional jobs (approximately 227 to 308 full time) within Sydney's, and enabling people to live and work within their local area.
- Contribute to the protection of existing employment at the subject site.
- Support revitalisation of the Merrylands Town Centre and Granville Town Centre, through an increase in the residential population and subsequently, household expenditure.
- Improving the opportunities for a range of accommodation types within and on the fringes of Merrylands CBD.
- Provision of approximately 1,255 residential dwellings to contribute to meeting the local government housing targets, and the wider Sydney metropolitan housing targets.
- The proposal will satisfy many 'day-to-day' needs of the new residents. Particularly, employment opportunities, convenience retailing needs and other services such as childcare and medical services combined with the generous existing and proposed recreational open space opportunities.
- The capacity of some existing community facilities will be affected by the proposal. Existing schools are likely to experience an increase in demand due to the expected growth in school-age population.

- Other facilities such as childcare centres, community centres, libraries, and existing open space provisions would experience increased demand. Increased demand on such facilities will not be unreasonable, and existing plans elsewhere in the precinct allow for upgrades or the provision of new facilities on site will add to reducing the demands of the proposed new development.

A Retail Impact Assessment was undertaken by Deep End Services and is included at **Appendix 9**.

In summary the proposed development is considered to generate the following effects in relation to the proposed retail component of the development:

- The site provides an opportunity to improve the level of retail services on offer for local residents through the establishment of a new mixed use centre;
- The proposed neighbourhood centre is expected to trade successfully by serving the shopping needs of people living in the local community, which is growing rapidly as a result of new infill and brownfields housing development;
- Potential future development of the site for a supermarket would redirect spending that would otherwise be captured by other centres in the region, however analysis shows that competitive effects are relatively minor and would have little or no effect on the trading of nearby centres.

6.14 Is there Adequate Public Infrastructure for the Planning Proposal?

It is understood that the existing infrastructure has the capacity to accommodate development on the site.

Accordingly, it is not anticipated that it will place unnecessary or additional demands on public infrastructure. Any upgrades to infrastructure to support a future development on the site would be investigated and potentially form a condition of consent for the development.

The proposal does give provision of proposed new or upgraded public infrastructure as identified in the following table.

Public Infrastructure Benefit	Likely Dedication/Management
Improved pedestrian connectivity across Woodville Road to improve connectivity and safe access to Granville station.	Proponent and RMS
An on-site transport corridor (SP2 zone) provision to support future bus routes.	Transport for NSW.
Internal Roads.	Cumberland Council.
Proposed new bus stops adjacent to pedestrian bridge and in the SP2 zone.	RMS dedication.
Improve pedestrian and cycle accessibility.	Cumberland Council.
The creation and upgrade of major public open space being 16,372m ² of site which is allocated as publicly accessible open space	Cumberland Council.

Public Infrastructure Benefit	Likely Dedication/Management
and includes kids playground and large green contiguous green space that will be landscaped. 7,714m ² of this area is set aside as parkland to be dedicated to Cumberland Council.	
The proponent has proposed to Upgrade the adjacent underutilized Holroyd sportsground including potential for tennis and/or basketball courts.	Ownership remains with Cumberland Council.
Rehabilitate and beautify A'Becketts Creek that runs along the northern boundary of the site.	Sydney Water will continue ongoing maintenance and management.
A commitment to achieve up to 7% affordable housing, for a 12-year term.	Remain under private Ownership at the conclusion of the 12 year term.
Childcare for 100 children.	Private operator will be sought at DA Stage.

A full audit will be undertaken as part of the future development application reporting with any augmentation and mitigation outlined.

6.15 What are the Views of State and Commonwealth Public Authorities Consulted in Accordance with Gateway Determination?

To date the following preliminary consultation with State or Commonwealth authorities has been carried out between 2014-2019 on the Planning Proposal and remains ongoing. In addition the Responsible Planning Authority is the Sydney Central Planning Panel.

- Meeting with NSW Urban Growth
- Meeting with Roads and Maritime Services
- Meeting with NSW Department of Planning and Environment
- Meetings with Holroyd and now the newly formed Cumberland Council
- Meetings with Parramatta Council
- Meetings with Central Sydney Planning Panel as the Responsible Planning Authority.

Ongoing consultation with relevant Government agencies is occurring and is proposed to continue as part of the proposed LEP Amendments. The NSW Department of Planning and Environment are assisting the Proponent to facilitate meetings with relevant agencies.

The proponent will report the views of each agency in accordance with the Gateway Determination at the appropriate time.

COMMUNITY CONSULTATION

Community consultation to date has been proponent led, despite there being no statutory requirement at this stage of the rezoning process.

Clause 57 of the Environmental Planning and Assessment Act 1979 requires the relevant planning authority to consult with the community in accordance with the Gateway Determination. It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning and Environment guidelines '*A guide to preparing local environmental plans*'.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the Cumberland Council website.
- Written correspondence to adjoining and surrounding landowners.

The Gateway determination, Planning Proposal and specialist studies would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

The proposed planning proposal has already included extensive consultation with neighbouring landowners and occupiers and community stakeholder groups. The key stakeholders that have been notified about the proposed rezoning have included:

- Former Holroyd City Council and Cumberland Council – Statutory and Strategic Planning Staff;
- Local Elected Members;
- Neighbouring Occupiers and Land Owners through letter box drops, advertising in the Parramatta Holroyd Sun Newspaper and community drop in sessions;
- Parramatta Council - Statutory and Strategic Planning Staff;
- NSW Urban Growth;
- NSW Department of Planning and Environment;
- NSW Roads and Maritime Services (RMS);

The proponent will work with Sydney Central Planning Authority to identify appropriate additional community engagement outside of the formal exhibition process to provide a greater understanding of the likely future development.

VOLUNTARY PLANNING AGREEMENT – PROPOSED INCLUSIONS

7. Overview

The following sets out an outline of the on and off site public benefits that are proposed to be included in the Voluntary Planning Agreement (VPA), which will be resolved during the post Gateway Determination.

These considerations are subject to the amendments to the *Holroyd Local Environmental Plan 2013 (HLEP)* to, *inter alia*, rezone the site in accordance with this document and to apply new height and floor space ratio controls to that land to facilitate the carrying out of the Proposal.

The public benefits proposed by Tiberius under the VPA are set out below.

7.1 Dedications and public works

(a) Public Open Space (RE1 Public Recreation Zone)

Design, construct and dedicate to Council a public open space of approximately 7,714m².

(b) Public Transport Provision – Bus Lane (SP2 Infrastructure Zone)

Dedicate approximately 3 metres of land across the Crescent Street frontage of the site to the junction of Woodville Road for future public transport (bus hop lane).

(c) A'Becketts Creek

Rehabilitate and beautify the section A'Becketts Creek that runs along the northern boundary of the site of the Proposed Development to Council's reasonable specifications.

(d) Crescent Street & Woodville Road

Upgrade the external roadway and traffic signaling on Crescent Street in accordance with GTA Traffic's design for the Proposal.

(e) Enhancement of Perimeter Council Land

Upgrade the pedestrian footpaths, infrastructure and landscaping on Council land immediately adjacent to the Proposed Development Site (Crescent Street and Woodville Road - with the precise boundaries of the relevant land to be agreed) to Council's reasonable specifications.

(f) Connectivity and Delivery of Open Space Vision

Subject to Council agreement, pursue the 'open space vision' linking the Public Open Space to the Council owned open space on the northern side of A'Becketts Creek, Tiberius will consider any proposal by Council that Tiberius design and construct upgrades of, and linkages to, that land provided agreement can be reached on costs including how the costs of these works can be offset against Section 94 Contributions (which are discussed further below).

(g) Affordable Housing

The proponent will provide 7% Affordable Housing for the site for a 12 year term with ownership remaining with Tiberius.



7.2 Section 94 Contributions to be Offset

Having regard to the significant material public benefits to be conferred under the proposed VPA (and as an inherent component of the Proposed Development itself), to the extent that any development consent for the Proposed Development requires the provision of contributions under section 94 of the *Environmental Planning and Assessment Act 1979*, the value of those contributions is to be offset against the value of the public benefits listed above.

7.3 Timing

Tiberius proposes the VPA will be negotiated and entered into prior to the rezoning being approved. The VPA will not take effect until such time that the LEP Amendment is made and development consent for the Proposed Development is granted.



CONCLUSION

The master plan and this Planning Proposal propose amendment to the HLEP 2013 to include the following:

- Land use zoning from B5 Business Development to R4 High Density Residential, B6 Enterprise Corridor (with commercial premises as an additional permitted use.), SP2 Infrastructure and RE1 Public Recreation.
- Building heights between 32m to 96m
- FSR of 3.4:1 to 4.2:1 across the site.

The key objective of this Planning Proposal is to obtain the rezoning and amendment of built form controls of the subject site, by amending the provisions of the Holroyd Local Environmental Plan 2013 (HLEP 2013) to facilitate mixed use development to include a mix of residential uses with supporting neighbourhood commercial, retail and community land uses.

The 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 including A Guide to Preparing Local Environmental Plans and A Guide to Preparing Planning Proposals. In summary the proposal demonstrates a net community benefit as summarised below:

- The proposal will eliminate the potential for land use conflict between the existing business development and residential zones;
- The proposed character and scale of the proposed development is consistent with the existing planned densities of development located to the north and east of the site;
- The site is located close to established residential areas and local services such as shops and public transport are located in close proximity;
- The proximity of the subject site to four (4) Railway Stations (within 1 to 1.2km of the site) and local bus networks (within 350m to 1km of the site) will enable both business and residential travellers to optimise the use of public transport through the ability to provide greater connectivity to the Sydney metropolitan area, Merrylands and Parramatta CBD and surrounding suburbs.
- The proposal will contribute to supporting a diverse range of uses in order to create a neighbourhood precinct;
- Increasing residential densities will support existing infrastructure and will contribute to the objectives of the A Metropolis of Three Cities; to support mixed use precincts, and essentially provide residential, amenity and employment in close proximity to public transport.
- On a local scale the proposed redevelopment will support revitalisation of the Merrylands Town Centre and Granville Town Centre, through an increase in the residential population and subsequently, household expenditure.
- The proposal will reduce heavy truck movements associated with light industrial uses;
- Provide diversity in employment, whilst still maintain an employment role for the site;
- Increase the range of housing choices within the Holroyd area as well as increasing housing stock within the Cumberland LGA in line with the dwelling targets set out by the government;
- The proposal will contribute to housing targets for the subregion through the provision of approximately 1,255 new dwellings. The proposed housing will provide an affordable alternative to the dominant

- dwelling typology - semi-detached, which tends to be more expensive. The redevelopment will also expand the quantity of rental accommodation, providing another affordable alternative;
- The proposal gives a commitment to the provision of 7% affordable housing for a 12 year term with ownership remaining with Tiberius;
 - Furthermore the proposal gives potential for the provision of over 300 jobs on site, depending on the future mix of land uses;
 - The provision of additional open space for use by the public will improve the amenity of surrounding residents, and create connectivity between Crescent Street and Holroyd Sportsground, and to the wider cycle and pedestrian pathway networks;
 - The proposal will create 16,372m² of publicly accessible open space for the benefit of future residents and workers on the subject site, and the existing population of Holroyd and the surrounding locality.
 - Ensures a complimentary relationship between the proposed residential and commercial land uses with the open space and recreations areas;
 - The proposed development will generate additional demand for some community and recreational facilities; however the current and future residents living in Holroyd have access to a wide variety of educational, medical, civic and recreational facilities;
 - The Ecological Assessment concludes that the proposed development area is not constrained by any endangered ecological community or by any endangered fauna or flora populations;
 - There is nothing to suggest that rezoning of the site for high-density residential, commercial/retail and open space land uses cannot be undertaken from a contamination perspective;
 - The proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of local surrounding heritage items and an acceptable impact on their setting and view corridors is anticipated;
 - The proposed development site is not subject to mainstream flood inundation from the adjacent A'Becketts Creek. Accordingly, the proposed development would have no significant constraints in relation to this mainstream flooding and also have no impact on existing mainstream flooding conditions.
- Overall the site is capable of providing a diversity of dwellings and employment uses on the site to meet the demands of the changing population, whilst giving provision of substantial community benefit through the provision of a significant publicly accessible open space.
- It is therefore recommended that the Planning Proposal is approved by Sydney Central Planning Panel and the NSW DPE that they take the necessary steps to enable it to proceed to Gateway Determination under Section 3.34 of the EP&A Act.

**DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-440**

Attachment 2

**1 Crescent Street, Holroyd -
Gateway Determination**



Planning,
Industry &
Environment

Gateway Determination

Planning proposal (Department Ref: PP_2019_CUMB_002_00): to rezone land at 1 Crescent Street, Holroyd (Lot 10 DP 808585) from B5 Business Development to B6 Enterprise Corridor (including 'commercial premises' as an additional permitted use), R4 High Density Residential, RE1 Public Recreation and SP2 Infrastructure.

I, the Executive Director, Regions 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 Holroyd Local Environmental Plan (LEP) 2013 to rezone land at 1 Crescent Street, Holroyd (Lot 10 DP 808585) from B5 Business Development to B6 Enterprise Corridor (including 'commercial premises' as an additional permitted use), R4 High Density Residential, RE1 Public Recreation and SP2 Infrastructure should proceed subject to the following conditions:

1. Prior to undertaking public exhibition, the planning proposal should be amended to:
 - (a) ensure consistency with the urban design report in terms of proposed zoned areas, heights and floor space ratios with all maps to include appropriate legends;
 - (b) provide details of consultation with Roads and Maritime Services and Transport for NSW, including written confirmation on the:
 - i. need for the pedestrian bridge over Woodville Road or an equivalent alternate link to ensure convenient access to Granville Station; and
 - ii. proposed upgrades to the intersections of Crescent Street and Woodville Road and Woodville Road and Parramatta Road;
 - (c) prepare a study investigating the feasibility of providing affordable housing as part of the proposal. The study should be prepared in consultation with Council and should compare the feasibility of the proposed affordable housing contribution against the requirements under the Cumberland Interim Affordable Housing Policy and a minimum of 7% of the total number of new residential units being dedicated in perpetuity as requested by the Sydney Central City Planning Panel;
 - (d) include a project timeline consistent with section 2.6 of part 6 of *A guide to preparing local environmental plans* (Department of Planning and Environment 2016). The project timeline is to provide a mechanism to monitor the progress of the planning proposal;
 - (e) update the explanation of provisions to include a satisfactory arrangements provision for contributions to state public infrastructure; and
 - (f) update the explanation of provisions to include a mechanism to ensure the two ground floors of the residential buildings within the proposed B6 Enterprise corridor zone are dedicated for commercial and retail uses.

The revised planning proposal and completed studies are to be forwarded to the Department for review and approval;

2. A site-specific development control plan is to be prepared in consultation with Council and is to be publicly exhibited with the planning proposal.
3. Consultation is required with the following public authorities under section 3.34(2)(d) of the Act:
 - Transport for NSW;
 - Cumberland Council;
 - Sydney Water;
 - Endeavour Energy;
 - Office of Environment and Heritage; and
 - other relevant infrastructure service providers.

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. Community consultation is required under section 3.34(2)(c) and schedule 1, clause 4 of the *Environmental Planning and Assessment Act 1979* (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 publicly available along with planning proposals as identified in section 5.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment 2016)
5. 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 the panel from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
6. The time frame for completing the LEP is to be **12 months** following the date of the Gateway determination.

Dated 17th day of July 2019.



Stephen Murray
Executive Director, Regions
Department of Planning, Industry and
Environment

Delegate of the Minister for Planning and
Public Spaces

PP_2019_CUMB_02_00 (IRF 19/3241)

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-440

Attachment 3

Sydney Central City Planning
Panel - Briefing Report (March
2020)



Planning,
Industry &
Environment

IRF20/289

Gateway Alteration – Briefing Report

Department ref. no	PP_2019_CUMB_002_00
LGA	Cumberland Council
LEP to be amended	Holroyd Local Environmental Plan 2013
Address	1 Crescent Street, Holroyd (Lot 10 DP 808585)

1. SUMMARY

1.1 Background

The planning proposal applying to land at 1 Crescent Street, Holroyd (Figure 1 below) was subject to the former Pre-gateway Review process (now Rezoning Review) in 2016, following the former Holroyd Council (now Cumberland Council) failing to make a decision on the proposal within 90 days. The former Sydney West Central Planning Panel (now Sydney Central City Planning Panel) considered the proposal and concluded that it had sufficient merit to proceed to Gateway, subject to conditions.

On 2 November 2017 the Panel was appointed as the planning proposal authority as Council elected not to complete this role.

Attachment A outlines the relevant background of the planning proposal.

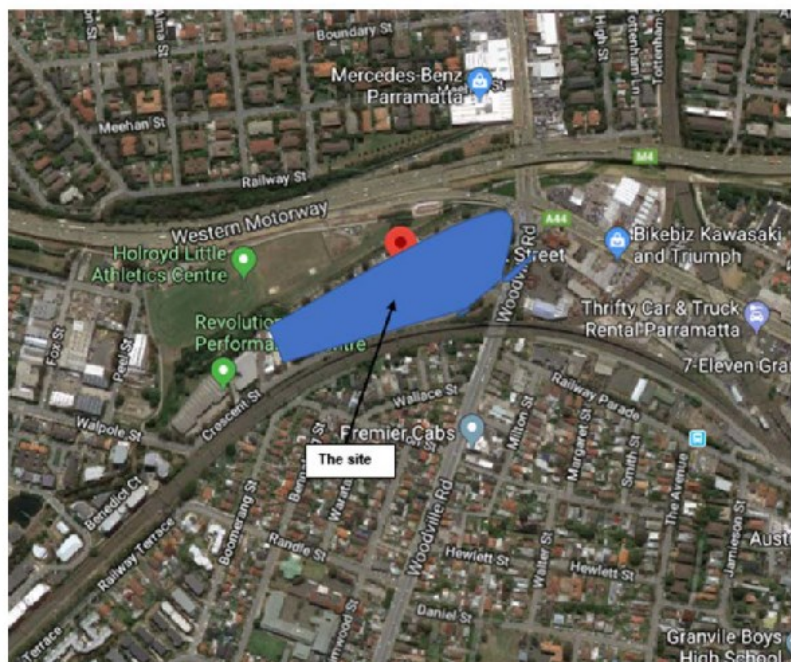


Figure 1 – Site location (Source: Gateway determination report)

1.2 Planning Proposal

The planning proposal (**Attachment B**) seeks to amend the Holroyd Local Environmental Plan (LEP) 2013 as follows:

- rezone the site from B5 Business Development to part B6 Enterprise Corridor (including 'commercial premises' as an additional permitted use), part R4 High Density Residential, part RE1 Public Recreation and part SP2 Infrastructure (Figure 2 below);
- increase the maximum floor space ratio (FSR) control for the site from 1:1 to between 3.4:1 and 4.2:1 (Figure 3 next page); and
- increase the maximum height of building control for the site from 15m to between 32m and 96m (Figure 4 next page).

The planning proposal considered at Gateway sought to:

- accommodate up to 1255 high-rise residential dwellings and 300 jobs at a location within 30 minutes of local centres and jobs;
- retain employment use on part of the site and provide and 12,755m² (NLA – net lettable area) of retail and commercial floor space (which has the potential to accommodate 300 jobs based on economic reporting submitted with the request for a Gateway determination);
- facilitate a minimum of 7% of the total number of dwellings for affordable housing;
- contribute to community benefit by providing publicly accessible open space (16,372m²) zoned RE1 Public Recreation for residents and workers. The proposal will provide linkages to existing public open space, cycleways and pedestrian pathways; and
- contribute to improving the surrounding transport network by providing an easement for future public transport along Crescent Street. The proposal will provide infrastructure improvements to the Woodville Road intersection with Parramatta Road and Crescent Street.

The revised planning proposal (**Attachment B**) (updated by the proponent in accordance with the Gateway as discussed in section 3 of this report) is supported by an Urban Design Report (**Attachment C**), Traffic Report (**Attachment D**) and Affordable Housing Studies (**Attachments E, F & G**). It is proposed that this suite of documentation be placed on public exhibition for community consultation.



Figure 2 – Proposed zoning (Source: Urban design report)



Figure 3 – Masterplan – Site Plan (Source: Urban Design Report)



Figure 4 – Masterplan – Massing Plan (Source: Urban Design Report)

1.3 Gateway Determination

A Gateway determination (**Attachment H**) was issued for the planning proposal by the Department of Planning, Industry and Environment on 17 July 2019.

The Gateway determination contained conditions requiring the planning proposal and supporting documents be updated to ensure consistency, consultation with the RMS, inclusion of affordable housing (7% in perpetuity) as part of the development (subject to studies), inclusion of a satisfactory arrangements clause, need for mandatory commercial floor space and update of the project timeline.

Upon amendment of the proposal and studies to address the above conditions, the Gateway requires approval from the Department prior to exhibition occurring.

The Gateway determination also required the preparation of a site specific development control plan (DCP) prior to public exhibition.

2. REQUESTED AMENDMENT

The proponent has requested two amendments to the Gateway determination with an aim of allowing the planning proposal to proceed to public exhibition. The proponent's request (**Attachment I**) is outlined and considered below.

2.1 Amendment 1 – Condition 1(c)

Condition 1(c) states that prior to undertaking public exhibition, the planning proposal should be amended to:

'prepare a study investigating the feasibility of providing affordable housing as part of the proposal. The study should be prepared in consultation with Council and should compare the feasibility of the proposed affordable housing contribution against the requirements under the Cumberland Interim Affordable Housing Policy and a minimum of 7% of the total number of new residential units being dedicated in perpetuity as requested by the Sydney Central City Planning Panel'.

The proponent engaged Urbis to address this condition. Urbis prepared an Affordable Housing Feasibility Study dated 31 May 2019 (**Attachment E**), addendum dated 4 October 2019 (**Attachment F**) and report/letter dated 4 October 2019 (**Attachment G**). Urbis prepared the information using the Department's model for testing housing affordability and tested the feasibility of various affordable housing contribution scenarios (including the scenario identified in the Gateway determination).

The study investigated a number of scenarios which varied the percentage of affordable rental housing compared to the total number of dwellings in the development. The scenarios also investigated the length of time the dwellings would be committed for use as affordable rental housing.

The studies identified that the minimum requirement outlined in the Gateway condition is not feasible. The study identified that two possible scenarios (7% for 12 years and 8% for 10 years) are feasible. The proponent seeks to offer a scenario where 7% of residential floor space (88 dwellings) is offered for a period of 12 years.

The proponent argues that the application of the affordable housing targets is inconsistent across the Cumberland LGA (**Attachment G**) with regard to the application of Council's Interim Affordable Housing Policy.

The Central City District Plan identifies an affordable rental housing target generally in the range of 5% to 10% of new residential floor space, subject to viability. The District Plan does not identify a timeframe for how long the affordable housing units are to be provided, however the Greater Sydney Commission has confirmed that the intention is for housing to be provided in perpetuity.

The site is within the Parramatta Road Corridor Urban Transformation Strategy area. The strategy requires a minimum of 5% per cent of new housing is Affordable Housing. The strategy does not provide commentary on timeframe. However, the strategy does note that the delivery of affordable housing be provided in accordance with the government policy of the day. In this instance, as there is no affordable housing policy delivered in connection with State Environmental Planning Policy No. 70 - Affordable Housing (Revised Schemes) the relevant benchmark policy is considered to be the Central City District Plan.

The proponent requests that Condition 1(c) be amended to require an Affordable Housing provision of a minimum 7% of the total number of new residential units for a period of 12 years. This is on the basis that they study has identified that the target nominated in the Gateway condition is not feasible.

While the proposal is inconsistent with the numerical target identified by the Gateway condition, the condition did require the preparation of an affordable housing strategy to consider the matter further. The studies have been prepared and found that the numerical target identified by the condition is not feasible. The rate proposed by the proponent is consistent with the Parramatta Road Corridor Urban Transformation Strategy and is within the target set by the Central City District Plan in percentage of housing however only for 12 years rather than in perpetuity. However, the Central City District Plan also identifies that the proposal needs to be viable and the study provided by the proponent identified that the target nominated in the Gateway condition is not viable.

Should the Panel support the proponent's requested amendment to the Condition 1(c), it is recommended that Panel forward the Gateway Alteration request to the Department for consideration.

2.2 Amendment 2 – Condition 2

Condition 2 of the Gateway determination requires a site specific DCP to be prepared in consultation with Council and for it to be publicly exhibited with the planning proposal.

The planning proposal flagged the need for the preparation of a DCP in order to guide development of the site and respond to site specific issues raised during the process to date. The Gateway determination required the DCP to be prepared in collaboration with Council and exhibited with the proposal to enable the community to comment.

In the proponent's request to amend this condition (**Attachment I**), the proponent has noted difficulties with seeking Council's involvement to draft a DCP. Further the proponent has advised that Council will not formally endorse any draft site-specific DCP for the proposal whilst it is still opposed to the rezoning (**Attachments I & J**). Accordingly, it is the proponent's view that the planning proposal cannot progress to the exhibition stage unless this condition is amended.

The proponent has requested that the Gateway determination be amended to allow the preparation of the DCP following the finalisation of the planning proposal and prior to the determination of any development application (DA) over the site. A provision could be included within the final amendment to require a site specific DCP be prepared prior to development consent being granted. This approach has been utilised within other Local Environmental Plans previously (such as clause 6.18 of the Parramatta LEP 2011). Clause 6.18 of the Parramatta LEP 2011 establishes a clear framework for the preparation of a Development Control Plan, including key issues that must be addressed. This would be tailored to suit the proposed development and required to be completed prior to development approval being granted. The revised planning proposal suggests the following clause below.

Development requiring the preparation of a development control plan

(1) The objective of this clause is to ensure that development on certain land occurs in accordance with a site-specific development control plan.

(2) This clause applies to development on land identified as "1 Crescent Street, Holroyd" on the Key Sites Map.

(3) The development control plan must provide for all of the following—

(a) design principles and objectives of development,

(b) building layout and design controls,

(c) encouragement of sustainable transport, including increased use of public transport, walking and cycling, road access and the circulation network and car parking provision, including integrated options to reduce car use,

(d) provision of open space and landscaping, and improvements to, the public domain,

The Panel may consider additional requirements to the above in its role as Planning Proposal Authority and the suitability of this control will be further considered by the Department as part of the consideration of the Gateway Alteration, if supported by the Panel.

This approach is a reasonable alternative as it will allow the planning proposal to proceed to the public exhibition stage and ultimately finalisation, while ensuring that a DCP is prepared to support the future development prior to development approval being issued. This methodology would also allow the proponent to lodge a concept development application under section 4.23 of the *Environmental Planning and Assessment Act 1979*. The alteration to the Gateway determination will also prevent the planning proposal being unreasonably delayed.

3. REQUEST FOR PUBLIC EXHIBITION

The planning proposal, and supporting studies, have been amended as required by the Gateway determination conditions (except for conditions 1(c) and 2 as discussed above). **Attachment K** provides an assessment of compliance with the Gateway conditions which are required to be satisfied prior to public exhibition.

The proponent has requested alterations to conditions 1(c) and 2 of the Gateway determination in order to allow public exhibition to occur. If this Gateway Alteration is approved, then the revised planning proposal, as submitted to the Panel (**Attachment B**), would be consistent with the Gateway conditions.

The proponent, in addition to the alteration to the Gateway determination, has requested that the Panel form the opinion that the planning proposal is consistent with the Gateway conditions (subject to alteration) and allow the planning proposal to proceed to public exhibition. Should the Panel form this opinion, the proposal will require endorsement by the Department, prior to the public exhibition being held.

Should the planning proposal not be altered, the planning proposal cannot be made available for public exhibition at this stage.

4. CONCLUSION

The proponent has amended the planning proposal in response to the conditions of Gateway determination. The proponent has requested that an alteration to the Gateway determination be sought in relation to two conditions in order to allow the planning proposal to proceed to public exhibition. The public exhibition and public authority consultation process will allow the two respective issues to be addressed further prior to the Panel's consideration to finalise the planning proposal.

5. RECOMMENDATION

It is recommended that the Panel:

- i. note and agree to the proponent's request to alter conditions 1(c) and 2 of the Gateway determination as outlined in sections 2.1 and 2.2 of this report and forward the request to the Department for consideration; and
- ii. agree to endorse the revised planning proposal for public exhibition and seek the approval of the Department for public exhibition, subject to the Department agreeing to the Gateway Alteration in line with sections 2.1 and 2.2 of this report.

ATTACHMENTS

Attachment A – Background/History

Attachment B – Planning Proposal

Attachment C – Urban Design Report

Attachment D – Traffic Report

Attachment E – Affordable Housing Study

Attachment F – Affordable Housing Study Addendum

Attachment G – Affordable Housing Response

Attachment H – Gateway determination

Attachment I – Request for amendment

Attachment J – Meeting minutes

Attachment K – Review of conditions

Attachment L – RMS comment

Assessment officer: Simon Turner
Planning Officer, Central (GPOP)
Contact: 8837 6376

**DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-440**

Attachment 4

**Sydney Central City Planning
Panel - Decision (March 2020)**

**PLANNING PROPOSAL AUTHORITY
RECORD OF DECISION
SYDNEY CENTRAL CITY PLANNING PANEL**

DATE OF DECISION	20 March 2020
PANEL MEMBERS	Abigail Goldberg (Chair), David Ryan, Julie Savet Ward, Ned Attie and Eddy Sarkis
APOLOGIES	Gabrielle Morrish
DECLARATIONS OF INTEREST	Clr Sarkis noted that he had received a briefing regarding this site at Council several years previously. He has however not been involved in any decision making in this regard to date.

PLANNING PROPOSAL

2017SWCC141 – Cumberland – PGR_2016_HOLRO_002_00 at 1 Crescent Street, Holroyd. (Department Ref: PP_2019_CUMB_002_00)

The Planning Proposal (the Proposal) seeks to amend the Holroyd LEP 2016 to rezone land at 1 Crescent Street, Holroyd from B5 Business Development, to B4 Mixed Use, R4 High Density Residential (including “commercial premises” as an additional permitted use); RE1 Public Recreation, SP2 Infrastructure and amend associated development standards.

The Sydney Central City Planning Panel (the Panel) has been appointed Planning Proposal Authority (PPA) for the application.

BACKGROUND

A Gateway Determination was issued for the Proposal by the Department of Planning, Industry and Environment (the Department) on 17 July 2019. This determination contained conditions requiring the Proposal and supporting documents be updated to ensure consistency, consultation with the RMS, inclusion of affordable housing (7% in perpetuity) as part of the development (subject to studies), inclusion of a satisfactory arrangements clause, need for mandatory floor space and update of the project timeline. The Gateway determination also required the preparation of a site specific development control plan (DCP) prior to public exhibition.

The proponent has since requested two amendments to the Gateway determination with an aim of allowing the Proposal to proceed to public exhibition. These amendments address the conditions related to affordable housing and preparation of a DCP prior to public exhibition.

The proponent has requested that the Panel provide a response to these amendments to the Gateway approval to enable the Proposal to proceed to public exhibition. The Panel has also been invited to consider additional requirements to the above in its role as PPA, for consideration by the Department, which is required to endorse the Proposal prior to the public exhibition being held.

MEETINGS

On 16 March 2020 the Panel met to consider the Proposal and determine whether it should be forwarded to the Department under Section 3.34 of the Environment Planning and Assessment Act (EPA Act) 1979 for Gateway Determination. Before making its decision, the Panel reviewed the amended Proposal and accompanying documents. In addition, the Panel met with the RMS and the proponent on this date.

On 17 March 2020, the Panel met with the Mayor of Cumberland Council and Director of Environment and Planning at the request of the Mayor. Subsequent to this, the Panel discussed and agreed its position with regard to the request for amendments as well as additional recommendations in relation to the role of the Panel as PPA, for consideration by the Department

MEETING PARTICIPANTS:**DEPARTMENT OF PLANNING, INDUSTRY & ENVIRONMENT REPRESENTATIVES (16 March 2020):**

Christine Gough
Genevieve Scarfe

RMS REPRESENTATIVES (16 March 2020):

James Hall
Ragip Ilyas Karaman

Note: Cllr Attie was an apology for this meeting.

PROPONENT REPRESENTATIVES (16 March 2020):

Huw Williams
Matthew O'Donnell
Tim Blythe
Princess Ventura
Oscar Stanisch
Ken Hollyoak
Rubini Ventouras

CUMBERLAND COUNCIL REPRESENTATIVES (17 March 2020):

Cllr Steve Christou, Mayor
Daniel Cavallo, Director Environment and Planning

PANEL MEMBERS BY TELECONFERENCE (17 MARCH 2020):

Julie Savet Ward
David Ryan

PANEL DECISION

The Panel overall decision is that while it would be appropriate for the Proposal to proceed to exhibition, as this will enable both the community and agencies to be informed of the plans, and comment to be formally received, the Proposal has not yet adequately satisfied several conditions of the Gateway Determination.

Of the two proposed amendments, the Panel supports one only and requires further information with regard to the other, as outlined below.

Request for amendments to Gateway Determination conditions:Condition 1c

With regard to **condition 1c** of the Gateway Determination, the proponent's request to amend the requirement for affordable housing provision to a minimum of 7% of the total number of new residential units for a period of 12 years on the basis of a study undertaken by their consultant, is **not supported**.

The Panel notes that a limited number of scenarios only have been examined to date by the proponent regarding affordable housing. The Panel recommends that further scenarios be tested, including scenarios by means of which a contribution of affordable housing in perpetuity may be achieved, being the intention of the determination condition. The Panel further recommends that the proponent meet with registered community housing providers, with charity status, to receive advice on scenarios able to be achieved in partnership with the provider.

The Panel acknowledges that Council's position is for a 10% affordable housing contribution, in perpetuity. Council has cited a number of recent precedents where this has been achieved, being the John Cootes development in Woodville Road and 2 – 10 Church Street, Lidcombe, demonstrating that feasibility is being achieved, on very similar sites, under current development circumstances.

Condition 2

With regard to **condition 2** of the Gateway Determination, the proponent's amendment request to allow the preparation of the DCP following the finalisation of the planning proposal and prior to the determination of any development application (DA) over the site, the Panel **supports** this amendment.

The Panel recommends that to assist the community in understanding the Proposal, an indicative DCP should be placed on exhibition along with the Proposal, when this takes place. The exhibited DCP should clearly indicate that it is draft, for explanatory purposes only.

Other recommendations relation to the Gateway Determination conditions:

With regard to fulfilment of the remaining conditions of the Gateway Determination, the Panel, in its role as PPA, puts forward advice to the Department for its consideration prior to endorsing the Proposal for public exhibition, as outlined below.

Condition 1a

The Panel is not confident that the proponent has satisfactorily addressed this condition as it has not clearly demonstrated changes to the Proposal from an urban design point of view since the Panel last sighted the design in June 2019. In particular, the Panel recommends that the proponent more clearly identify how building height, FSR and apartment numbers align with previous submissions.

The proponent has also not yet provided adequate information as to what urban design initiatives and social infrastructure are proposed to provide for the social and community needs of a new, relatively isolated community. The Panel recommends that this be further considered by the proponent.

The Panel suggests that the Department consider an urban design peer review of an updated submission from the proponent prior to proceeding to exhibition.

Condition 1d

Having met with both the RMS and the proponent, the Panel is not at all satisfied that the RMS has been adequately consulted, or provided with the information that it has requested in order to satisfy this condition. The Panel notes that at present there is a significant difference between the views of the proponent and the views of the RMS.

The Panel recommends that further consultation with the RMS by the proponent is essential for agreement between the parties to be achieved or differences otherwise resolved. The Panel notes that written confirmation regarding an updated position is to be submitted to the Department.

The Panel also notes Council's high level of concern regarding traffic, noting that both Woodville Road and The Crescent experience significant traffic congestion, as well as being hostile pedestrian environments.

The Panel observes that the proponent's submission is potentially misleading regarding the accessibility of the site to public transport considering the isolated nature of the site, its being surrounded by busy roads, and with a locally impermeable road structure. The Panel encourages the applicant to reconsider ways in which the site is to be integrated into its context, with pedestrian access to existing train stations and bus facilities realistically supported.

Condition 1e

The Panel notes that this condition has not yet been satisfied as a landing on State contributions has not been achieved. The Panel observes moreover that given the nature of the application, both physical (hard) and social (soft) infrastructure should be taken into account at this stage.

The Panel considers that community benefit is not yet demonstrated in the Proposal, and that an important complement to this condition should be the demonstration of social infrastructure contributions proposed for the local, as well as State level, for example by way of a Voluntary Planning Agreement (VPA).

Condition 1f

The proponent concedes that the mechanism as currently proposed is not appropriate. As such this condition has not been satisfied and the Panel recommends that an appropriate mechanism be further explored and put forward for review.

Condition 4

The Panel notes that the proponent is currently considering a parallel consultation process to be undertaken alongside the public exhibition, noting that prior attempts to engage with the community (in 2015) were not successful. The Panel supports this action and recommends that an updated Community Engagement Plan be submitted along with the next iteration of the Proposal.

The Community Engagement Plan should outline the overall approach and proposed tools for engagement, including innovative ways not previously applied, noting that this community includes many non-English speakers. The proponent should also outline the way in which their engagement plan will be coordinated with the Department's 28 day exhibition process.



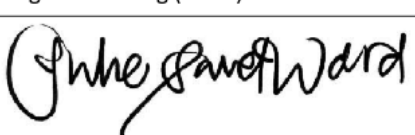
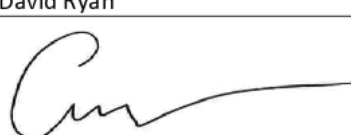
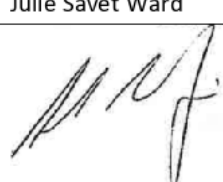
Further recommendations

Consultation with Council

The Panel notes that a new Council is in place, with several updated strategies, and that both the Mayor and Director of Planning and Environment are receptive to meeting with the proponent considering the high profile of this site, its isolated location and the importance of providing support for any new community as well as existing local residents.

The Panel recommends that the proponent offer Council a briefing on the Proposal, once updated but prior to exhibition.

The Panel decision was unanimous.

PANEL MEMBERS	
 Abigail Goldberg (Chair)	 David Ryan
 Julie Savet Ward	 Ned Attie
 Eddy Sarkis	

Item No: C05/20-441

PLANNING PROPOSAL - 2-36 CHURCH STREET, LIDCOMBE

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PP1/2019
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This planning proposal seeks to amend the *Auburn Local Environmental Plan 2010* for land at 2-36 Church Street, Lidcombe, to:

- Increase the Height of Building controls from:
 - 14.9 metres to 22 metres
 - 16.9 metres to 32 metres
 - 22.9 metres to 40 metres
 - 27 metres to 40 metres.
- Increase the Floor Space Ratio controls from 1:29:1, 1.49:1, 2.49:1 and 2.6:1 to 3.2:1.

The proposal has been placed on preliminary public exhibition (pre-Gateway), and was reported to the Cumberland Local Planning Panel in April 2020. The Panel provided advice that there was strategic and site specific merit in the proposal, and generally supported Council's amended planning controls for building heights and floor space ratio. The Panel also acknowledged the significant social benefits of the proponent's proposal through the greater provision of social and affordable housing.

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 Voluntary Planning Agreement will be undertaken.

RECOMMENDATION

That Council:

1. **Endorse an amended planning proposal for the site that seeks to amend the *Auburn Local Environmental Plan 2010*, to:**
 - a. **Amend the Height of Building (HOB) control for the site from:**

- I. 14.9 metres to 22 metres
 - II. 16.9 metres to 32 metres
 - III. 22.9 metres to 40 metres
 - IV. 27 metres to 40 metres
- b. Amend the Floor Space Ratio control for the site from 1:29:1, 1.49:1, 2.49:1 and 2.6:1 to 3.2:1.
2. Endorse that the planning proposal for 2-36 Church Street, Lidcombe, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.
 3. Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received.

REPORT

Background

The Planning Proposal Request for the site was lodged in November 2019. The proposal sought to amend the *Auburn Local Environmental Plan 2010* for 2-36 Church Street, Lidcombe, by:

- Increasing the Height of Building controls from:
 - 14.9 metres to 22 metres
 - 16.9 metres to 44 metres
 - 22.9 metres to 53 metres
 - 27 metres to 53 metres
- Increasing the Floor Space Ratio from, 1:29:1, 1.49:1, 2.49:1 and 2.6:1 to 4.21:1.

The proposal seeks to facilitate redevelopment of the site for an integrated residential neighbourhood of 480 apartments, including social housing dwellings, affordable rental housing dwellings for key workers in health, education and police sectors, and private housing dwellings.

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

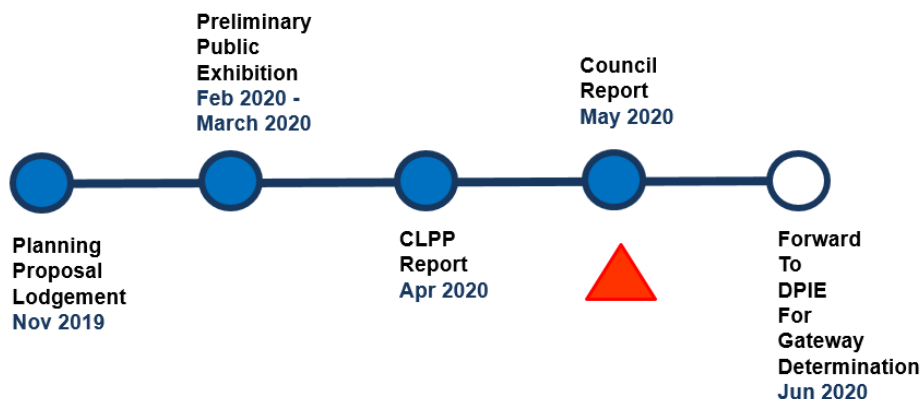


Figure 1 Planning Proposal Status

The Site and its Context

The site, located at 2-36 Church Street, Lidcombe, is owned by Land and Housing Corporation NSW (LAHC). The site is close to Lidcombe railway station and within 400m of the hub of the Lidcombe Town Centre. The project, entailing a mixed tenure residential development of four stand-alone buildings with basement parking and a childcare centre, will facilitate redevelopment of the site as part of the NSW Government's Communities Plus Program. This program seeks to deliver new communities where social housing blends with private housing, with good access to transport, employment, improved community facilities and open space.

The Communities Plus Program seeks to leverage the expertise and capacity of the private and non-government sectors. As part of this program, Billbergia was selected as the successful proponent to develop the site.

A development application on this site was approved by the Sydney Central City Planning Panel in December 2019 to support a redevelopment of the site in accordance with the outcomes of the Communities Plus Program. This approval was based on the current controls of the site, and provides 262 apartments. The planning proposal is seeking to achieve greater social, affordable and private housing outcomes on the site through changes in the height and floor space ratio controls.



Figure 2 The Subject Site

Local Context

The boundaries of the site to the north, east and west are defined by Church Street. The site is approximately 350m east of Lidcombe Station. The site is bounded directly to the south by the Lidcombe-Olympic Park railway corridor.

The site is approximately 10,132m² and is currently comprised of 18 lots. Street frontage along Church Street measures approximately 273 metres.

The site falls approximately 8m across the length of the site. There are steeper areas of slope towards the north-western edge of the site.

The majority of the lots on the northern side of Church Street contain single and double storey detached dwelling houses, with the exception of an eight level residential flat building to the north-west of the site. At the far eastern end of the site is a raised bridge that crosses over the railway corridor and leads through to a light industrial area.

There is a large landscaped median strip in the north-east of the site which will be used to provide additional open space amenity for the proposal.

Regional Context

Lidcombe is a principal local centre within the Cumberland local government area. Lidcombe is approximately 18km west of the Sydney CBD and 8km to the east of the Parramatta CBD. Lidcombe Railway Station is serviced by the T1 Western Line, the T2 Inner West & Leppington Line, the T3 Bankstown Line and the T7 Olympic Park line. There are also four bus stops located within five minutes walking distance of the site, providing access to a range of local and cross-regional bus services.



Figure 3 Regional Context

Planning Controls

Current Planning Controls

The site is currently zoned R4 High Density Residential, with Maximum Height of Building controls of 14.9 metres, 16.9 metres, 22.9 metres and 29 metres and Floor Space Ratio controls of 1:29:1, 1.49:1, 2.49:1 and 2.6:1 applying across the site. Lidcombe Railway Station, which is adjacent to the site, is listed as a heritage item. These controls are shown graphically in Figures 4 to 7.

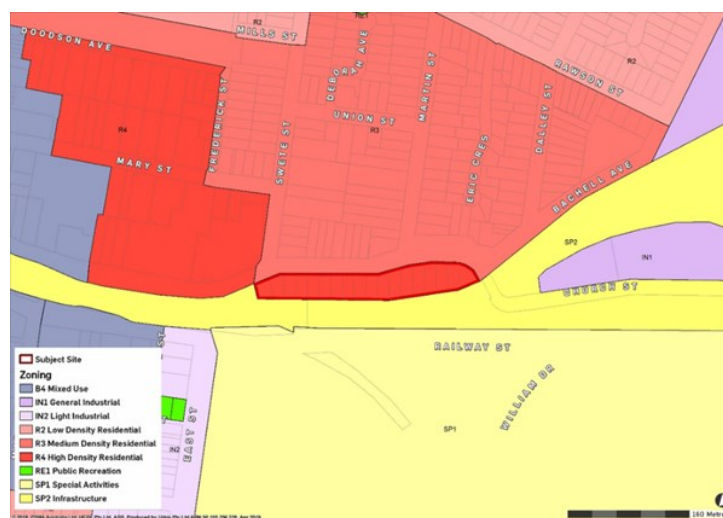


Figure 4 Current Land Zoning (LZN) Map

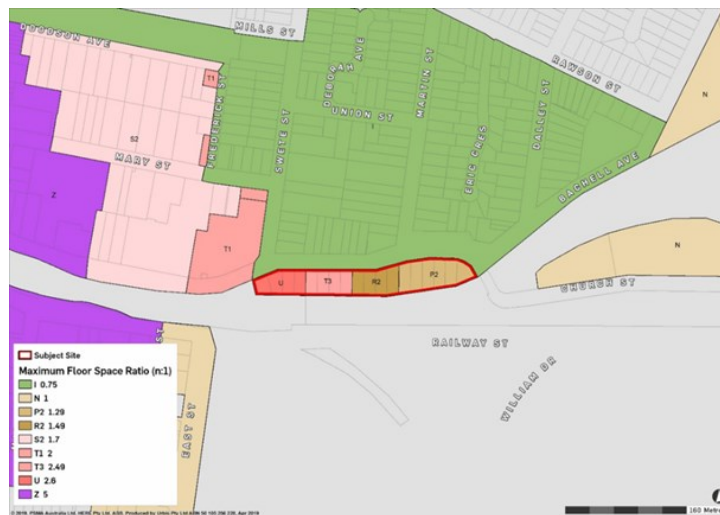


Figure 5 Current Floor Space Ratio (FSR) Map



Figure 6 Current Height of Building (HoB) Map

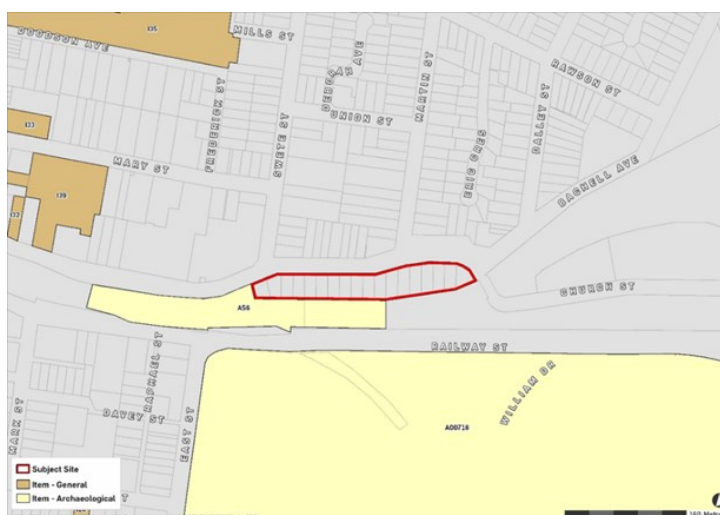


Figure 7 Current Heritage Items

Lidcombe Town Centre Planning Controls Strategy

The Lidcombe Town Centre Planning Controls Strategy has been developed by Council and is included as part of the planning proposal for the new *Cumberland Local Environmental Plan*. The Strategy supports the provision of an increased range of heights in Lidcombe Town Centre to facilitate improved urban design and the economic growth of the town centre, including public domain improvements in the future.

The building heights of the strategy range from 18 metres to 60 metres within the Lidcombe Town Centre. Building heights on the northern side of the railway line will graduate east to west from 29 metres, 36 metres, 38 metre, 55 metres to 60 metres. On the southern side of the railway line, the building heights will graduate east to west from 45 metres, 55 metres to 60 metres.

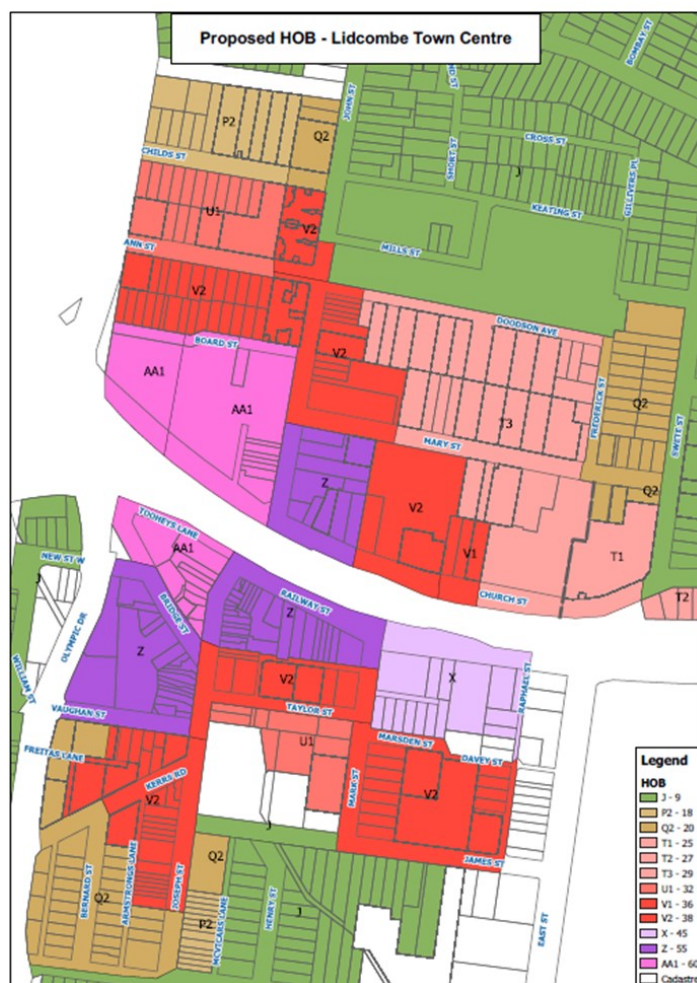


Figure 8 Proposed Building Heights in Lidcombe Town Centre Planning Controls Strategy

The site for this planning proposal is not located within the area investigated for the Lidcombe Town Centre Planning Controls Strategy, but is adjacent to the study area. The low density development to the north will maintain its existing 9 metre maximum building height, and the residential apartment complex on the corner of Church Street and Swete Street will remain at 25 metres.

Planning Proposal Request

The Planning Proposal Request seeks to amend the *Auburn Local Environmental Plan 2010 (ALEP 2010)* to allow the redevelopment of the site for an integrated residential neighbourhood, including social housing mixed with affordable housing, private housing and a child care centre, by:

- Increasing the Height of Building controls from:
 - 14.9 metres to 22 metres
 - 16.9 metres to 44 metres
 - 22.9 metres to 53 metres
 - 27 metres to 53 metres
- Increasing the Floor Space Ratio from, 1:29:1, 1.49:1, 2.49:1 and 2.6:1 to 4.2:1

The changes to planning controls identified in the Planning Proposal Request is outlined in Figures 9 and 10.



Figure 9 Proposed Floor Space Ratio (FSR) Map

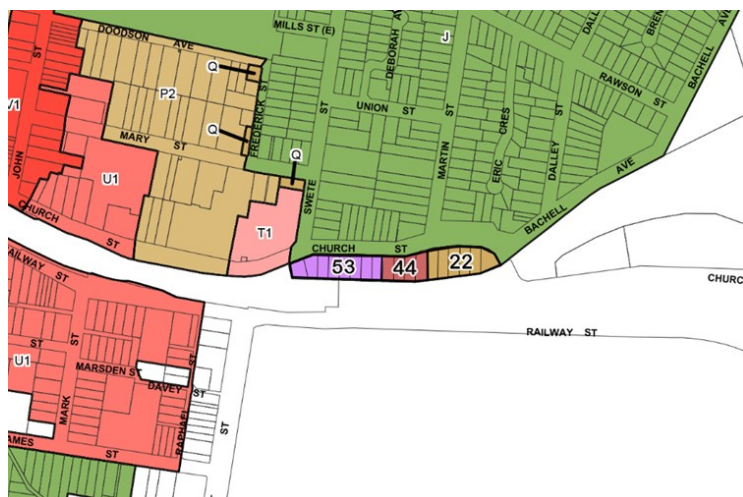


Figure 10 Proposed Height of Buildings (HoB) Map

The intended outcomes of the planning proposal are to:

- Deliver approximately 42,000m² of additional gross floor area (GFA) to the Lidcombe Town Centre. The floor space will be predominantly for residential accommodation, with a proportion being dedicated to social and affordable housing
- Deliver residential development providing varying unit sizes and affordability options within walking distance of existing local facilities and public transport connectivity
- Achieve consistency with State Government policy to encourage growth within existing centres
- Promote sound planning practice and transport focused development
- Manage redevelopment of the site resulting from the amalgamation of 18 existing lots, in a timely and comprehensive manner.

A concept plan of the Planning Proposal Request is provided in Figure 11.

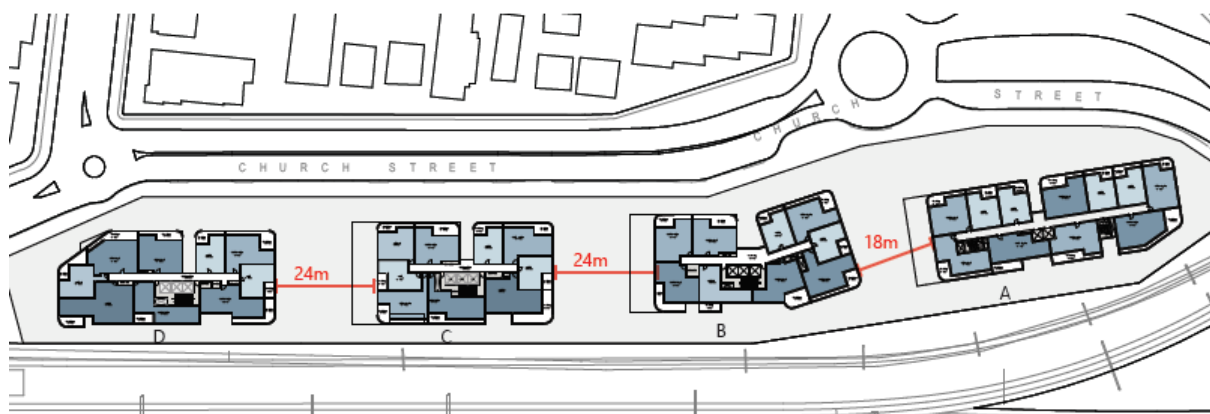


Figure 11 Concept Plan of the Planning Proposal Request

Based on the Planning Proposal Request, a total of 480 apartments are provided. This is an increase of 218 apartments when compared to the approved development under the current controls.

Amended Planning Proposal

Council has reviewed the planning proposal request in relation to the built form components of floor space ratio and height. This review has considered the interface with the adjoining residential areas and Lidcombe Town Centre, and overshadowing impacts of the proposal in relation to adjoining residential areas and the heritage listed Rookwood Cemetery and Necropolis. Based on this review, an amended planning proposal is identified for the site.

Interface with Town Centre and Adjoining Residential

The current planning controls encourage a stepped form from west to east away from the Lidcombe Town Centre. This approach is maintained with the proponent's Planning Proposal Request and is also consistent with the approach used for the Lidcombe Town Centre Planning Controls Strategy.

The proponent's proposed building heights of 53 metres are higher than the building heights of 25 metres adjoining the site and the building heights of 45 metres within the north east part of the town centre, as identified in the Lidcombe Town Centre Planning Controls Strategy.

In relation to the interface between the low density residential along Church Street and the concept plan included in the planning proposal request, a building separation of over 20 metres will be provided between existing low-density dwellings on the northern side of Church Street and the proposed buildings.

Overshadowing Impacts

A review of overshadowing indicates that the buildings identified in the planning proposal do not impact on adjoining residential areas. The location and siting of the buildings casts a shadow across the train corridor.

The proponent's proposed building heights of 53 metres and 44 metres overshadow the northwest corner of Rookwood Cemetery and Necropolis. This provides an unacceptable impact on the heritage listed site. The review by Council indicates that a maximum building height of 40 metres will avoid overshadowing impacts on the cemetery.

Amended Planning Proposal

Based on the review, an amended planning proposal is identified for the site with the following planning controls:

- A graduated maximum building height on the site, consistent with the current planning approach, based on 40m for the two buildings closest to Lidcombe Train Station (western end), 32m for the third building and 22m for the fourth building (eastern end)

- A floor space ratio of 3.2:1 for the site, aligned with the proposed maximum building heights in the amended planning proposal.

The proposed planning controls for the amended planning proposal are provided in Figures 12 and 13.



Figure 12 Proposed Height of Building Controls with Amended Planning Proposal

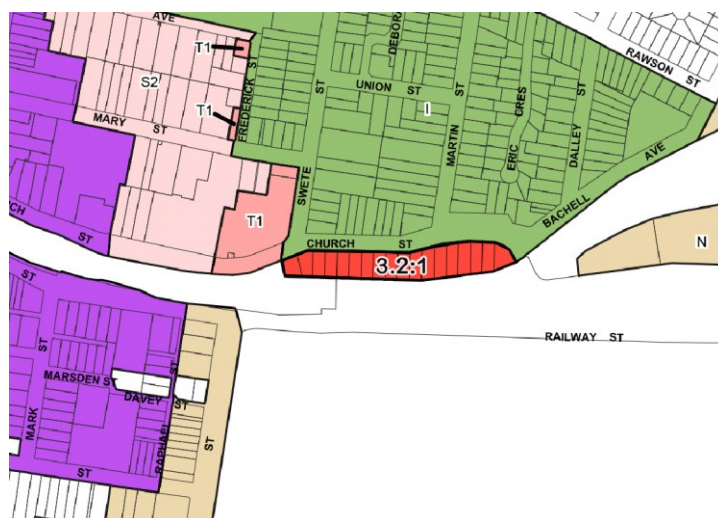


Figure 13 Proposed Floor Space Ratio Controls with Amended Planning Proposal

Based on the amended planning proposal, a total of 392 apartments are estimated to be provided. This is an increase of 130 apartments when compared to the approved development under the current controls.

Advice from the Cumberland Local Planning Panel

The planning proposal was reported to the Cumberland Local Planning Panel on 8 April 2020. The Panel determined that the proposal had both site specific and strategic merit.

The Panel generally supported the recommendation made by Council Officers of an amended planning proposal with reduced building heights and floor space ratio. They

also supported Council's concern with the overshadowing of the Rockwood Cemetery and Necropolis.

However, the Panel did accept the proponent's justification that there will be significant social benefits in the additional height and floor space from the proponent's planning proposal, due to the greater provision of social and affordable housing that will be supplied under their proposed controls. They also accepted the proponent's advice that Council's amended planning proposal would result in a loss of 15 to 18 social housing units and approximately 27 to 30 affordable housing units.

The Panel advised Council that it needs to weigh the greater social benefits against concerns for overshadowing Rockwood Cemetery and Necropolis and the inconsistency with the Lidcombe Town Centre Strategy.

Comparison of Units Proposed for the Site

A comparison has been prepared on the number of social, affordable and private units that can be accommodated under the proposed planning schemes on the site, and is shown in Figure 14. The comparison is based on the approved development application for the site, the applicant's scheme as outlined in the Planning Proposal Request and the amended scheme as outlined in this report.

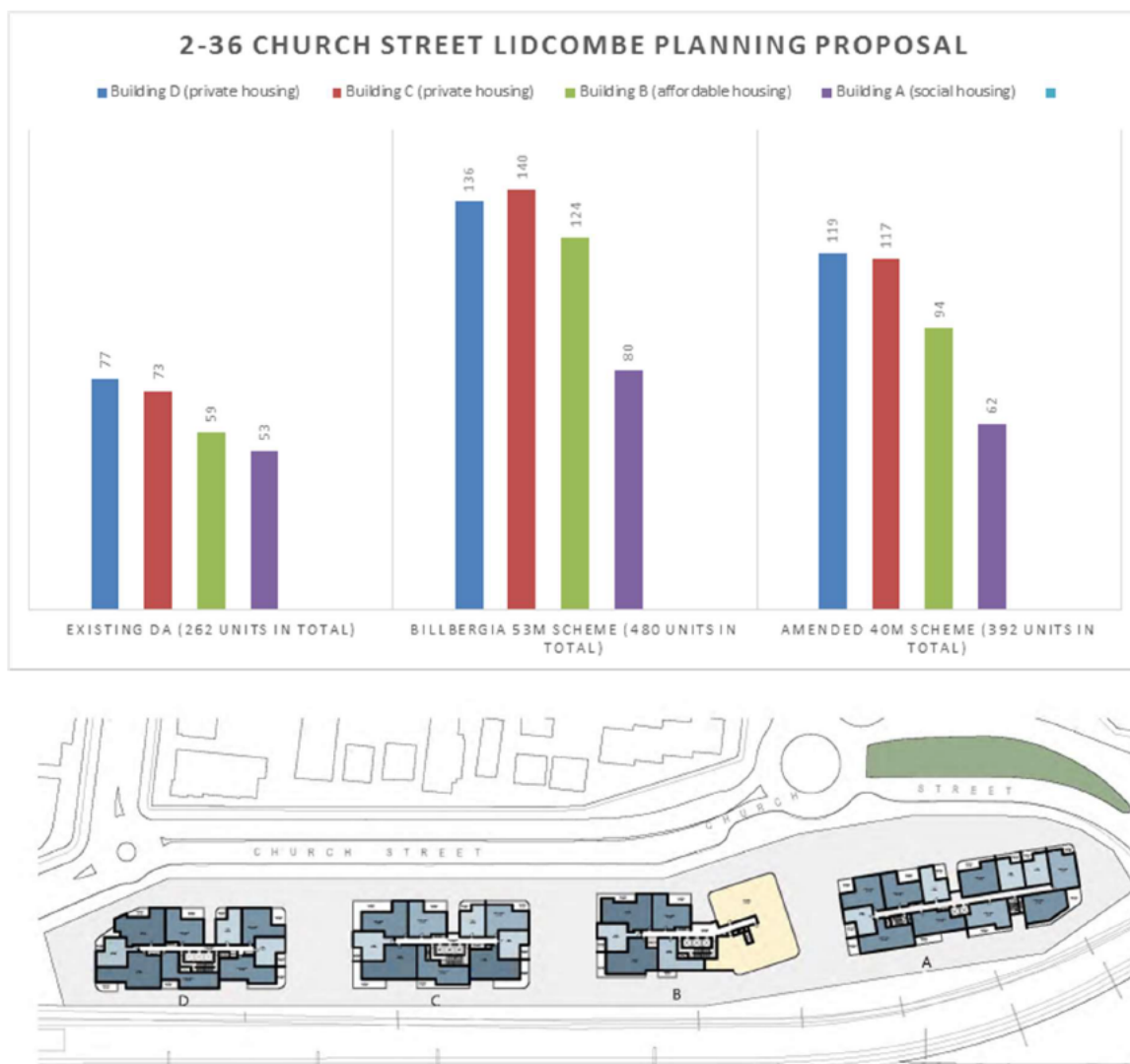


Figure 14 Comparison of Units Proposed for the Site

Public Benefit Offer

The proponent is also proposing a public benefit offer of a monetary contribution towards local road upgrades and traffic management improvements.

The proponent would also like Council to consider that additional public benefit will be derived from the provision of additional social housing units and affordable rental housing properties.

The offer will be considered by Council should a Gateway Determination be issued, with reference to Council's Planning Agreements Policy and Interim Affordable Housing Policy.

Strategic Merit Assessment

Built Form

There is strategic merit in progressing the proposal to the next phase of assessment following consideration of built form, as:

- The range in building heights encourage a stepped form from west to east away from the Lidcombe Town Centre, consistent with the approach to current planning controls on the site and the Lidcombe Town Centre Planning Controls Strategy
- The amended planning proposal with reduced building heights and floor space ratio controls will result in a built form that minimises interface impacts on adjoining residential properties.

Traffic and Transport

There is strategic merit in progressing the proposal to the next phase of assessment following consideration of traffic and transport, as:

- The surrounding road network operates with a reasonable level of service during peak periods
- The adjoining road network is capable of accommodating traffic volumes estimated to be generated by the proposal
- The proposed site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner
- The proposal is within walking distance to public transport services at Lidcombe Town Centre, providing local and regional access to key centres.

Heritage

There is strategic merit in progressing the proposal to the next phase of assessment following consideration of heritage, as:

- The site is outside of the curtilage of Heritage Item No. A56 'Lidcombe Signal Box' (south side of railway lines)
- The reduced building heights outlined in the amended planning proposal will avoid overshadowing impacts on the State Heritage Listed Rookwood Cemetery and Necropolis.

Economic and Social Benefits

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

- The proposal will provide a mixed tenure residential development consisting of private, affordable and social housing, contributing to an increase in housing supply for different market segments
- There will be a temporary increase in employment opportunities as a result of construction jobs associated with the proposal.

Consistency with *Cumberland 2030: Our Local Strategic Planning Statement*

There is strategic merit in progressing the proposal to the next phase of assessment, as it is consistent with the following key Local Planning Priorities of *Cumberland 2030: Our Local Strategic Planning Statement*:

- *Planning Priority 5: Delivering housing diversity to suit changing needs:* as the proposal will deliver variety of apartment types including social and affordable housing apartments
- *Planning Priority 6: Delivering affordable housing suitable for the needs of all people at various stages of their lives:* as the proposal will deliver affordable and social housing
- *Planning Priority 11: Promoting access to local jobs, education opportunities and care services:* as the proposal will deliver additional housing opportunities close to the employment and education facilities that are located in close proximity to the Lidcombe Town Centre and adjoining employment areas.

Consistency with *Greater Sydney Region Plan - A Metropolis of Three Cities*

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:

- *Objective 10. Greater housing supply:* the proposal provides a greater amount of housing supply than would be possible if there were no change to the height and floor space ratio control
- *Objective 11. Housing is more diverse and affordable:* the proposal aims to deliver a range of housing types, sizes and tenures increase housing diversity and affordability
- *Objective 14 A metropolis of three cities – integrated land use and transport creates a walkable and 30 minute cities:* the proposal provide additional housing within walking distance of Lidcombe station. The level of service offered by Lidcombe Station is greater than other centres, and provide a greater level of opportunity for the future residents to access jobs and services.

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*:

- *Planning Priority C5 Providing housing supply, choice and affordability with access to jobs, services and public transport:* the proposal seeks to deliver additional housing in close proximity to established residential neighbourhoods, services and public transport
- *Planning Priority C6 Creating and renewing great places and local centres, and respecting the District's heritage:* the proposal for a new residential apartment development within 400m of Lidcombe train station and the town centre will encourage users of the site to utilise public transport and to walk
- *Planning Priority C9 Delivering integrated land use and transport planning and a 30 minute city:* the proposal will facilitate the provision of additional housing in close proximity to the Lidcombe train station and associated railway lines. These railway lines access strategic centres, giving more people access to services via public transport within 30 minutes.

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, and advice from the Cumberland Local Planning Panel.

Planning Controls (Holroyd LEP 2013)	Existing Controls	Proponent proposed controls	Amended planning controls	Cumberland Local Planning Panel advice (April 2020)	Recommended planning controls
Zoning	R4 High Density Residential	R4 High Density Residential	R4 High Density Residential	R4 High Density Residential	R4 High Density Residential
Height of Building	14.9 metres 16.9 metres 22.9 metres 27 metres	22 metres 44 metres 53 metres	22 metres 32 metres 40 metres	22 metres 32 metres 40 metres	22 metres 32 metres 40 metres
Floor Space Ratio	1.29:1 1.49:1 2.49:1 2.6:1	4.21:1	3.2:1	3.2:1	3.2:1

Table 1 Recommended Planning Controls for Proposal

Next Steps

It is recommended that the planning proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.

Should the proposal proceed to a Gateway Determination, negotiations regarding the public benefit offer will be progressed and captured through a Voluntary Planning Agreement in accordance with Council's Planning Agreements Policy.

COMMUNITY ENGAGEMENT

The proposal and supporting documentation were exhibited for a period of 28 days, from 8 February 2020 to 9 March 2020, as required by Cumberland's Planning Proposal Notification Policy. A total of 15 submissions were received during the exhibition period. The submission raised concerns about the following issues:

- Increase in traffic and traffic congestion as a result of the development
- Parking issues created by the development
- Street parking on Church Street and Swete Street are currently heavily used by commuters
- Overshadowing impacts
- Loss of privacy and overlooking due to number of units proposed
- Inconsistency with Auburn and Lidcombe Town Centre Planning Controls Strategy.

Many of the issues raised are covered in the supporting documentation for the planning proposal, or can be addressed during the development application stage of the proposal. The planning proposal also provides a built form response to the interface considerations with the Lidcombe Town Centre Planning Controls Strategy.

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

Should Council support a Gateway Determination for the proposal, a Voluntary Planning Agreement will be negotiated between Council and the applicant.

CONCLUSION








It is recommended that the amended planning proposal, with a revised Height of Building controls of 40 metres, 32 metres and 22 metres, and a revised Floor Space Ratio control of 3.2:1, be reported to Council seeking a Gateway Determination. This recommendation is being made as:

- The proposal will provide a mixed tenure residential development consisting of private, affordable and social housing

- The amended proposal will minimise interface impacts with adjoining residential properties, and avoid overshadowing of the heritage listed Rookwood Cemetery and Necropolis
- The proposal is in close proximity to public transport services and the adjoining road network is capable of accommodating the traffic volumes projected to be generated by the proposal
- Is consistent with strategic directions outlined in Cumberland 2030: Our Local Strategic Planning Statement, Greater Sydney Region Plan and Central City District Plan.

Should the proposal proceed to a Gateway Determination, negotiations regarding the public benefit offer will be progressed and captured through a Voluntary Planning Agreement in accordance with Council's Planning Agreements Policy.

ATTACHMENTS

1. Planning Proposal Request [↓](#) 
2. Minutes of the CLPP Meeting 8 April 2020 [↓](#) 
3. Design Report [↓](#) 
4. Traffic Impact Assessment [↓](#) 
5. Social Impact Assessment [↓](#) 
6. Heritage Impact Statement [↓](#) 
7. Summary of Submissions [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-441

Attachment 1
Planning Proposal Request

URBIS

2-36 CHURCH STREET, LIDCOMBE PLANNING PROPOSAL

PREPARED FOR
BILLBERGIA
18 MARCH 2020



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Associate Director	Jayne Klein
Project Code	P9500
Report Number	FINAL

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EXECUTIVE SUMMARY

OVERVIEW

This Planning Proposal report has been prepared by Urbis on behalf of Billbergia (the Proponent) and seeks an amendment to the maximum building height of building (HOB) and floor space ratio (FSR) standards under the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) pertaining to 2-36 Church Street, Lidcombe (Lots 1-18 DP217589).

The land the subject of this Planning Proposal is zoned R4 High Density Residential under the Auburn LEP 2010. The proposed uses are permissible with consent in the R4 High Density Residential zone.

The purpose of this Planning Proposal is to amend the Auburn LEP 2010 to allow the redevelopment of the site close to the Lidcombe Town Centre for an integrated residential neighbourhood. The proposal includes social housing, private housing and a childcare centre within close proximity of the Lidcombe train station, consistent with the objectives of the existing R4 High Density Residential zone. The Planning Proposal will further reinforce Lidcombe as an urban centre with good access to public transport, community facilities and services.

The Planning Proposal seeks to amend the height of building (HOB) standard under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Auburn LEP 2010 as per **Table 1**.

Table 1 – Proposed amendments to Auburn LEP 2010

Development Control	Existing max.	Proposed max.
Height of Buildings (HOB)		
Building A	14.9 metres	22 metres
Building B	16.9 metres	44 metres
Building C	22.9 metres	53 metres
Building D	27 metres	53 metres
Floor Space Ratio (FSR)	1.29:1 1.49:1 2.49:1 2.6:1	4.21:1

This report has been prepared to assist Council to prepare a Planning Proposal for the Auburn LEP 2010 amendment in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

BACKGROUND

The subject site, 2-36 Church Street, Lidcombe is currently owned by Land and Housing Corporation NSW (LAHC). The redevelopment of 2-36 Church Street is part of the NSW Government Communities Plus program, which seeks to deliver new communities where social housing blends with private and affordable housing, with good access to transport, employment, improved community facilities and open space.

The Communities Plus program seeks to leverage the expertise and capacity of the private and non-government sectors. As part of this program, Billbergia was selected as the successful proponent to develop the site.

The site is one of the larger amalgamated sites in Lidcombe and this presents an opportunity to significantly improve the town centre and provide additional housing supply.

Cumberland Council decided on 20 June 2019 to set the maximum height limit within the Auburn and Lidcombe Town Centres Strategy at 60 metres for the Lidcombe Town Centre. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the council for the land located immediately north-west of the site. The Proposal's maximum height at its western end is proposed at 53m, decreasing gradually from west to east across the site. Key beneficial planning outcomes which will come out of the development are set out below.

PLANNING OUTCOMES

In summary, the site will achieve the following key planning outcomes with resultant community benefits:

- **The proposal is consistent with Sydney Region Plan: A Metropolis of Three Cities which supports the provision of additional housing close to public transport links and services:**

The proposed development maximises floor space on the periphery of the local centre, taking advantage of existing transport and infrastructure investment.

- **Accessibility to key strategic centres in the Metropolitan area:**

Is located within proximity to three centres, including the North Lidcombe Local Centre; Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City.

- **Consistent with vision for Sydney's future form:**

Is increasing density on existing urban land within proximity to an established centre which is consistent with the vision of future Sydney's urban form, limiting urban sprawl and intensifying development on existing urban land focused around centres.

- **Delivers housing consistent with the resident profile:**

The development will deliver social housing within an area of need mixed with market residential housing.

- **Childcare centre**

The proposal includes a childcare centre which will increase the number of childcare spaces in the local area, in a new purpose-built building in close proximity to public transport and the town centre. The childcare centre would provide a minimum of 60 places.

Following our analysis of the site and its surrounding context and the applicable State and local planning policies, it is demonstrated that there is clear strategic and site specific planning merit to the Planning Proposal. It is therefore recommended that this Planning Proposal be favourably considered by Cumberland Council and that Council resolve to forward it to the Department of Planning and Environment for Gateway Determination in accordance with the *Environmental Planning and Assessment Act 1979* to prepare the necessary LEP amendment.

1. INTRODUCTION

1.1. OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of Billbergia (the Proponent) and seeks an amendment to the maximum height of buildings (HOB) and floor space ratio (FSR) standards under the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) pertaining to the land at 2-36 Church Street, Lidcombe (the site).

The land the subject of this Planning Proposal is zoned R4 High Density Residential under the Auburn LEP 2010. The proposed uses are permissible with consent in the R4 High Density zone.

The purpose of this Planning Proposal is to amend the Auburn LEP 2010 to allow the redevelopment of the site close to the Lidcombe Town Centre for an integrated residential neighbourhood including social housing mixed with private housing and a childcare centre. The site is within close proximity of the Lidcombe train station. The proposal is consistent with the objectives of the existing R4 High Density Residential zone. The Planning Proposal will further reinforce Lidcombe as a local centre with good access to public transport, community facilities and services.

The Planning Proposal seeks to amend the height of building (HOB) standard under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Auburn LEP 2010 as per **Table 2**.

Table 2 – Proposed amendments to Auburn LEP 2010

Development Control	Existing max.	Proposed max.
Height of Buildings (HOB)	27 metres	22 metres
	22.9 metres	44 metres
	16.9 metres	53 metres
	14.9 metres	53 metres
Floor Space Ratio (FSR)	2.6:1	4.21:1
	2.49:1	
	1.49:1	
	1.29:1	

The Planning Proposal seeks to facilitate the establishment of an integrated neighbourhood including mixed tenure housing on the edge of the Lidcombe Town Centre. The development will consist of four apartment buildings set within landscaped grounds providing high quality public open space throughout the development. It is intended that some aspects of the infrastructure upgrades are to be provided as part of a Voluntary Planning Agreement (VPA).

The development would comprise a mix of uses including:

- Social housing;
- Private housing;
- Childcare centre; and
- Car parking for users of the building within the basement.

A Proposed VPA Strategy (refer **Appendix B**) proposes the following as part of a VPA:

- 27 additional social housing units; and
- Monetary contribution of \$7,900,000 for road upgrades and traffic improvements.

1.2. BACKGROUND

The 2-36 Church Street, Lidcombe project presents an opportunity to provide a new housing development on the edge of the Lidcombe Town Centre in a key strategic location with excellent public transport links.

The project site, located at 2-36 Church Street, Lidcombe, is owned by Land and Housing Corporation NSW (LAHC). The site is located in a significant location within the Lidcombe Town Centre, close to the railway station and within 400m of the hub of the town centre. The proposal incorporates an amalgamation of individual sites which, when combined, will form a key strategic site within the area.

The project, entailing a mixed tenure residential development of four stand-alone buildings with basement parking and a childcare centre, will facilitate redevelopment of the site as part of the NSW Government Communities Plus program, which seeks to deliver new communities where social housing blends with private housing, with good access to transport, employment and local facilities.

The Communities Plus program seeks to leverage the expertise and capacity of the private and non-government sectors. As part of this program, Billbergia was selected as the successful proponent to develop the site.

The development facilitates delivery of new housing including much needed housing for low income households within a well-connected area, walkable to a local centre and public transport. It is located within proximity to three centres identified in the Greater Sydney Region Plan, including the Lidcombe North Local Centre, Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City.

1.2.1. Stakeholder Engagement

Consultation has been undertaken with planning officers at Cumberland Council. Officers have advised the heights of proposed buildings should consider the heights proposed for the Lidcombe Town Centre in the Auburn and Lidcombe Town Centres Strategy, and to step the proposed heights of buildings down across the site from west to east as a transition from the maximum heights in the Lidcombe town centre under the Auburn and Lidcombe Town Centres Strategy.

The proposed development proposes a transition in building heights across the site from west to east.

1.3. REPORT STRUCTURE

The 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 and Environment (DPE) including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the site and its context;
- Background and detail of ongoing stakeholder engagement;
- Summary of the local planning controls;
- Overview of the strategic context of the site;
- Description of concept proposal
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provisions which are impacted by the proposal;
- Justification for the proposal;
- Mapping to accompany the proposal;
- Description of the expected community consultation process; and
- An approximate project timeline.

The Planning Proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

- **Appendix A** – Design Report prepared by Plus Architecture
- **Appendix B** – Proposed Voluntary Planning Agreement (VPA) Strategy
- **Appendix C** – Traffic Impact Assessment prepared by Stanbury Traffic Planning
- **Appendix D** – Proposed FSR and HOB Maps

2. SITE & SURROUNDING CONTEXT

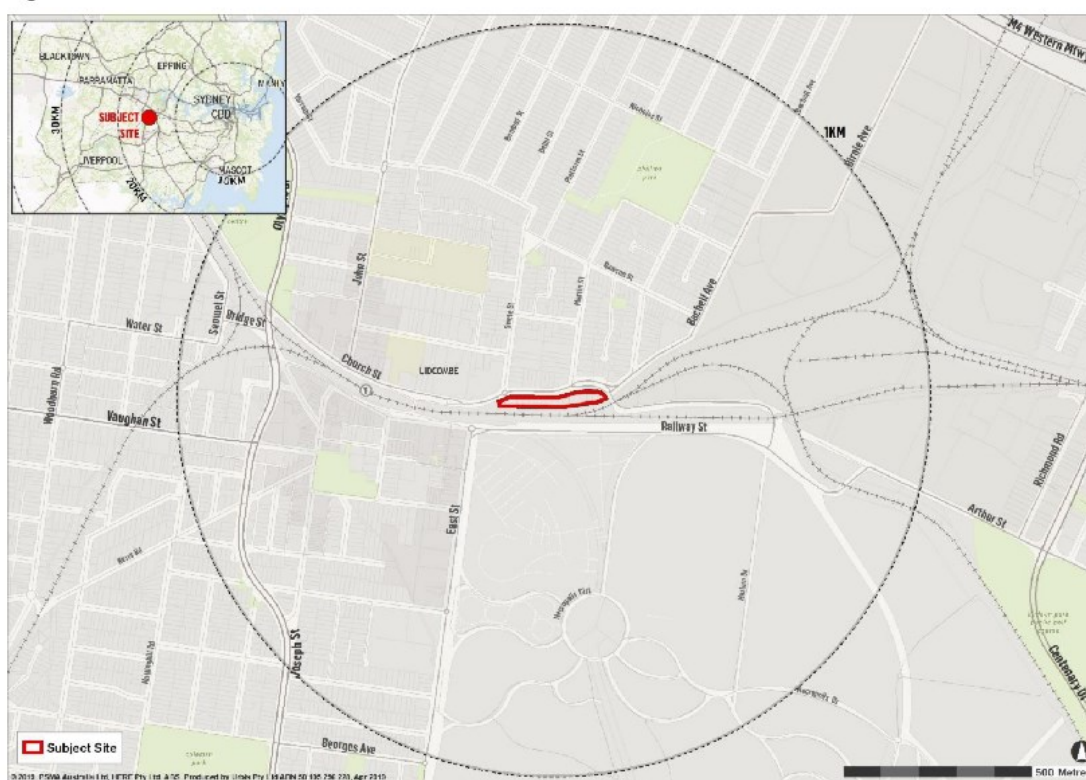
2.1. REGIONAL CONTEXT

Lidcombe is a local centre within close proximity of the CBD of Parramatta (approximately 8km) on the T1 Western Line. Located within the Cumberland local government area, Lidcombe is approximately 18km west of the Sydney CBD (refer **Figure 1**).

Lidcombe is bordered by the suburbs of Newington and Camellia (to the north), Homebush and Rookwood (to the east), Chullora and Potts Hill (to the south) and Auburn and Berala (to the west). Lidcombe is connected to the broader region via the A6 motorway which runs through the middle of Lidcombe and connects to the Western Motorway (north of precinct) and South Western Motorway (south of precinct).

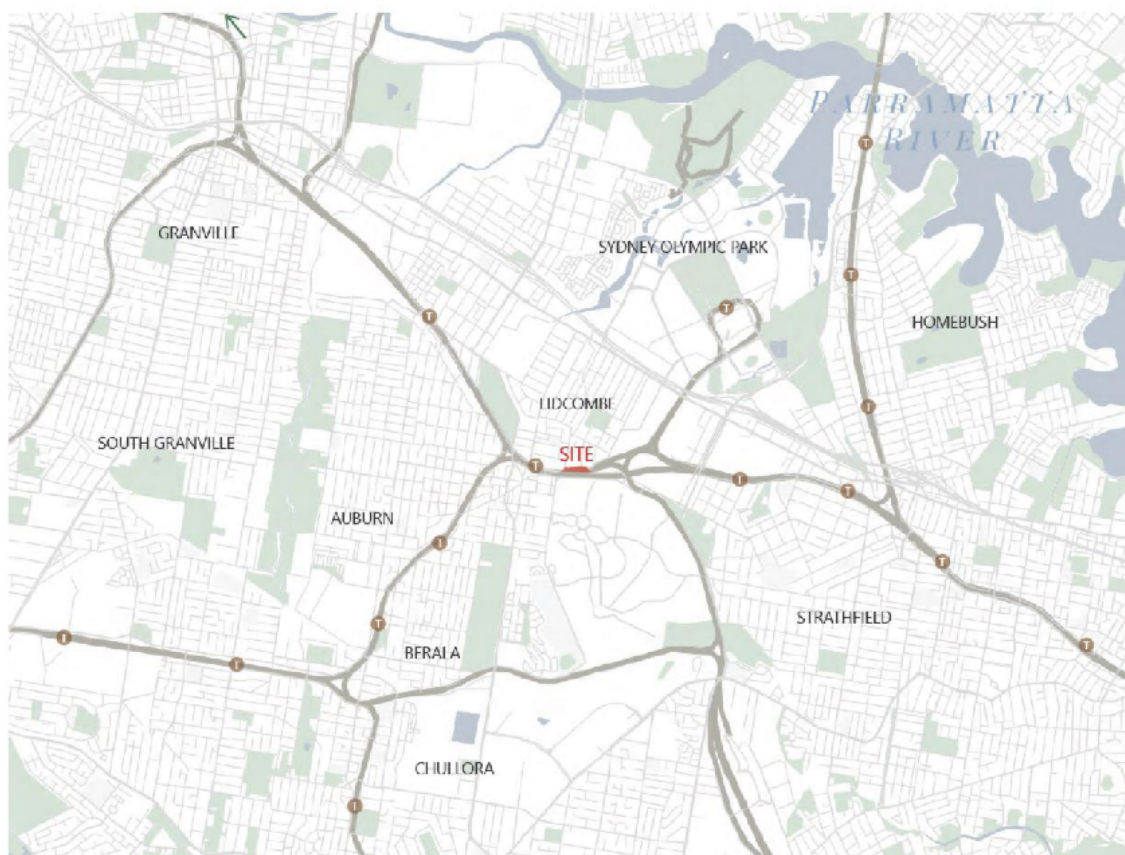
Lidcombe is also within close proximity to Sydney Olympic Park, which is to have a new station connecting to Stage 2 of the Parramatta Light Rail system.

Figure 1 – Site Location Plan



Source: Google Maps

Figure 2 – Regional context



Source: Plus Architecture

2.2. LOCAL CONTEXT

Lidcombe Town Centre is a local centre featuring retail, community and some civic services focused to the north and south of the Lidcombe train station. The centre is divided by the main western railway line which runs east to west through the centre.

The area is well connected by public transport via the Lidcombe train station and high frequency bus services.

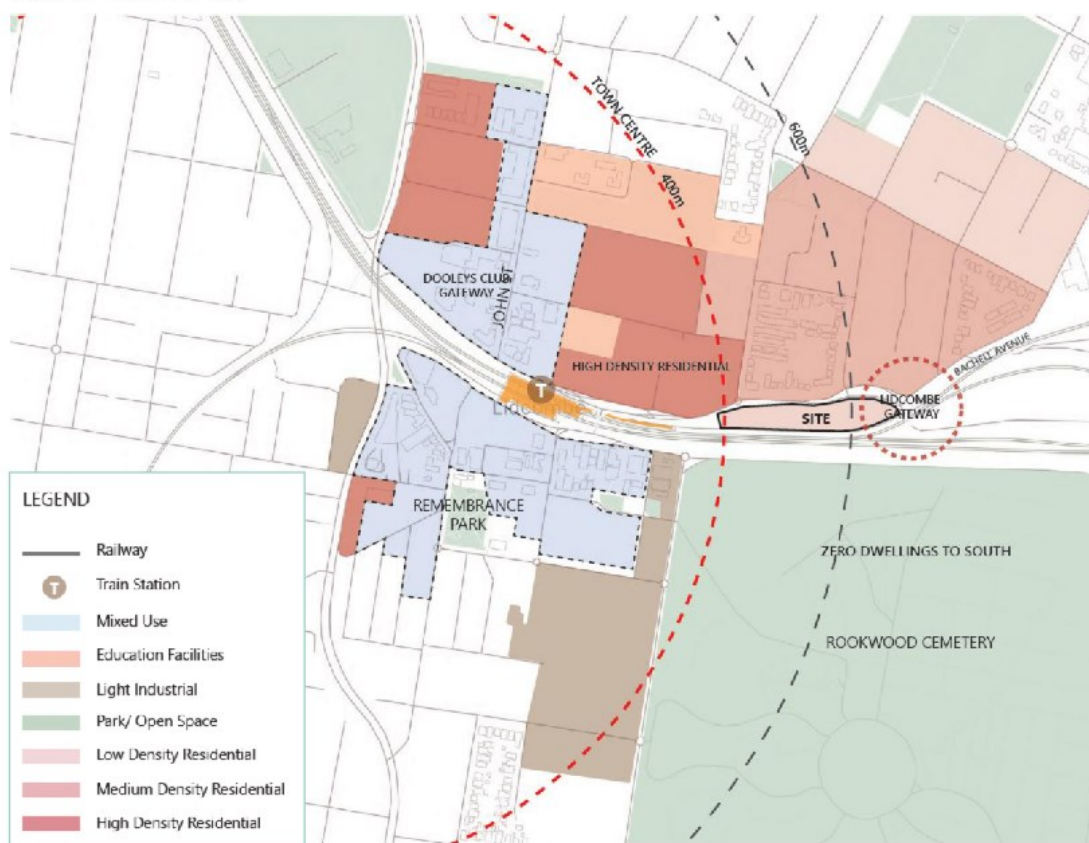
Lidcombe Town Centre features existing social infrastructure including schools and civic amenities, public open space including Remembrance Park at the southern end of the centre, a varied range of retail offerings, cafes and restaurants and other facilities servicing the local population. Lidcombe Public School and St Joachim's Catholic Primary School are both located on the east side of the Lidcombe Town Centre.

Lidcombe is currently going through a transition phase, whereby the centre is changing from a low density railway suburb to a transit-oriented development centre, with residential flat buildings becoming a more dominant feature.

The Lidcombe Town Centre, including its skyline, is set to undergo a transformation, with a recent strategic study identifying the need to permit increased heights, changes to FSR and zoning controls within the centre to achieve a better urban design outcome for the future character of the area.

The suburban low-medium density housing to the north of the site encourages the built form of the proposal to be sensitive in scale through architectural features, and to integrate improved amenity through ground level green space and pedestrian connectivity.

Figure 3 – Local Context



Source: Plus Architecture

2.3. SITE DESCRIPTION

The properties that are subject to this planning proposal are as follows:

Table 3 – Site Area

Address	DP	Area
2 Church Street, Lidcombe	Lot 18 DP217589	520.4m ²
4 Church Street, Lidcombe	Lot 17 DP217589	577.7m ²
6 Church Street, Lidcombe	Lot 16 DP217589	527m ²
8 Church Street, Lidcombe	Lot 15 DP217589	527m ²
10 Church Street, Lidcombe	Lot 14 DP217589	527m ²
12 Church Street, Lidcombe	Lot 13 DP217589	527m ²
14 Church Street, Lidcombe	Lot 12 DP217589	527m ²
16 Church Street, Lidcombe	Lot 11 DP217589	527m ²
18 Church Street, Lidcombe	Lot 10 DP217589	527m ²
20 Church Street, Lidcombe	Lot 9 DP217589	526.9m ²
22 Church Street, Lidcombe	Lot 8 DP217589	546.6m ²
24 Church Street, Lidcombe	Lot 7 DP217589	601.2m ²
26 Church Street, Lidcombe	Lot 6 DP217589	639.4m ²
28 Church Street, Lidcombe	Lot 5 DP217589	649.3m ²
30 Church Street, Lidcombe	Lot 4 DP217589	648.1m ²
32 Church Street, Lidcombe	Lot 3 DP217589	619.4m ²
34 Church Street, Lidcombe	Lot 2 DP217589	580.4m ²
36 Church Street, Lidcombe	Lot 1 DP217589	534.3m ²
Combined Site Area		10,132.7m²

The site boundaries to the north, east and west are defined by Church Street. The site is approximately 350m east of Lidcombe Station. The site is bounded directly to the south by the Lidcombe-Olympic Park railway corridor. To the south of the railway corridor is Rookwood Cemetery which gives the site exemplary amenity to the south as the aspect available is comparable to a public park.

The site is approximately 10,133m² and is currently comprised of 18 lots. Street frontage along Church Street measures approximately 273 metres.

The site falls approximately 8m across the length of the site. There are steeper areas of slope towards the north-western edge of the site. The John Street local retail zone is located 300m to the north-west of the subject site.

The majority of the lots on the northern side of the site contain single and double storey detached dwelling houses, with the exception of an eight level residential flat building to the north-west of the site. At the far

eastern end of the site is a raised bridge that crosses over the railway corridor and leads through to a light industrial area.

Figure 4 – Aerial Photograph



Source: Google Earth

2.4. SURROUNDING ROAD, RAIL AND BUS NETWORK

The site is situated between three main arterial roads. To the west is the A6 motorway which connects the Cumberland Highway at Carlingford to the Princes Highway at Heathcote. To the east of the site is the A3 motorway which connects to the A8 at Monavale to the north and connects to Princes Highway at Blakehurst to the south. To the north of the site is the Western Motorway.

The site is located approximately 350m east of the entry to Lidcombe station, which is a major station on the Sydney Trains network. It is serviced by the T1 Western Line, the T2 Inner West & Leppington Line, the T3 Bankstown Line and the T7 Olympic Park line. There are also four bus stops located within five minutes walking distance of the site.

There are some larger parks for organised sports further to the north.

3. EXISTING PLANNING CONTROLS

This section provides a summary of the existing local planning framework as may be relevant to the site.

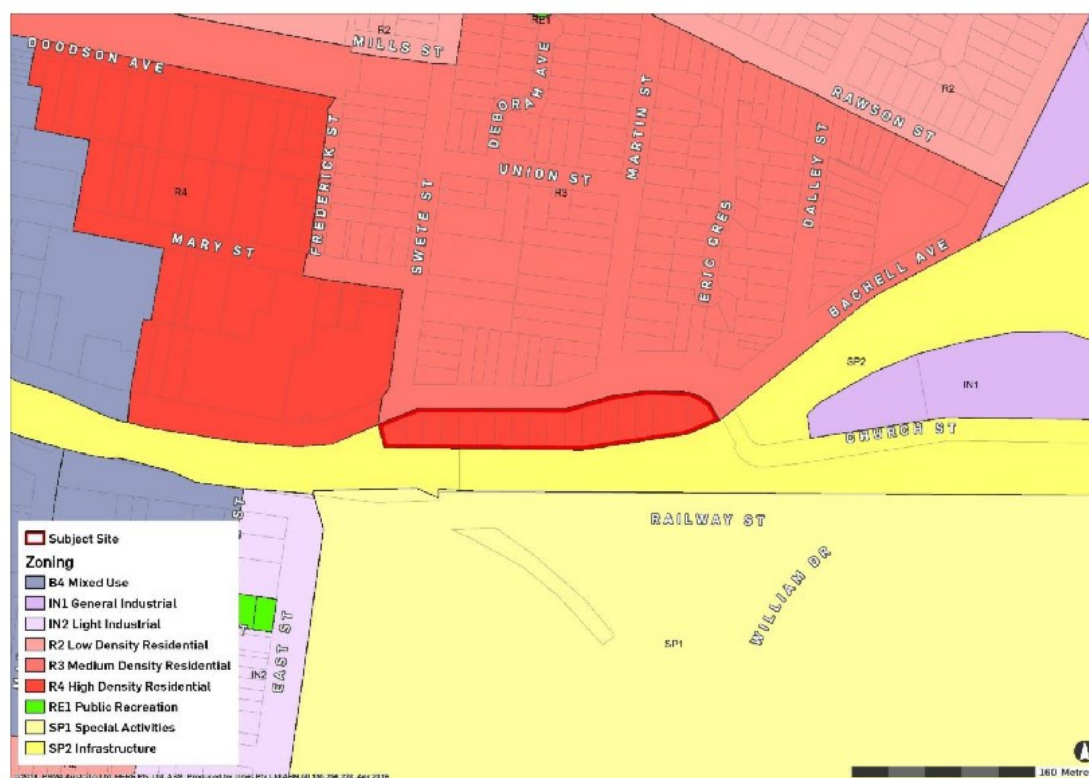
3.1. AUBURN LOCAL ENVIRONMENTAL PLAN 2010

The *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) is the principal Environmental Planning Instrument governing development on the site.

3.1.1. Zoning and Permissibility

The subject site is zoned R4 (High Density Residential) under the Auburn LEP 2010. As illustrated in Figure 5 below, the surrounding area is predominantly zoned R3 with the exception of land to the south which is zoned SP2 Infrastructure (Railway) and SP1 Special Activities (Cemetery) further to the south.

Figure 5 – Existing LEP Zoning Map



Source: Auburn LEP 2010
(Site outlined in red)

The existing zoning controls applying to the site are summarised in **Table 4** below:

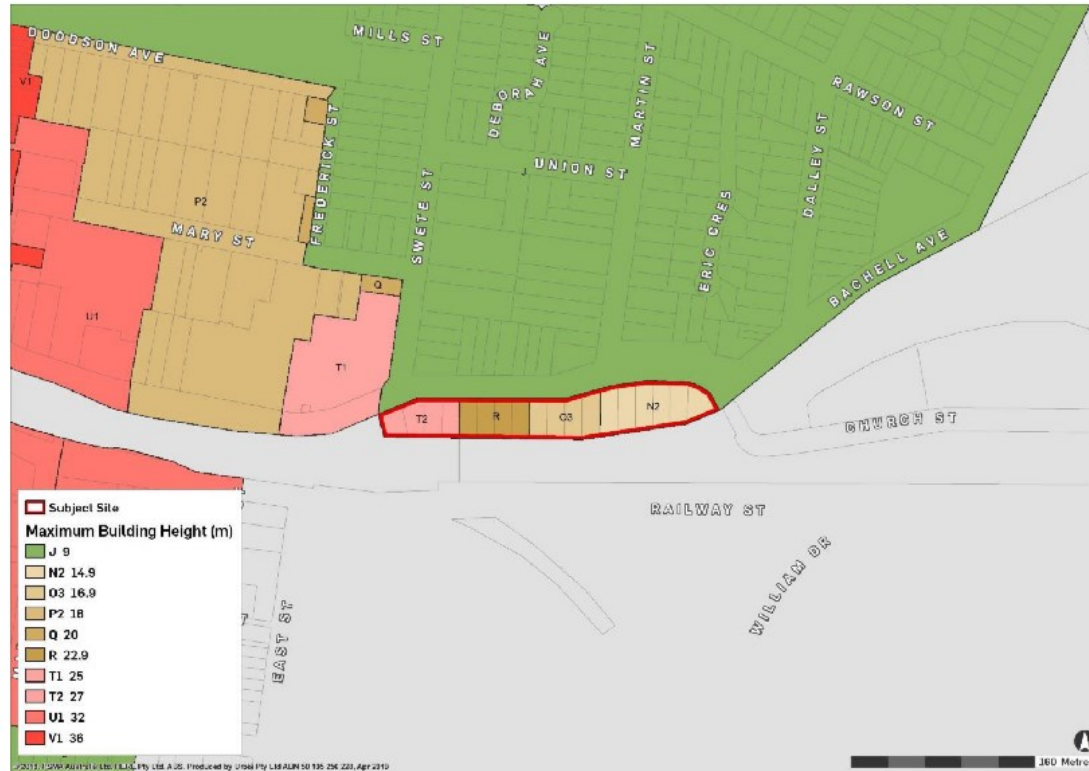
Table 4 – R4 High Density Residential Zone

Control	R4 High Density Residential
Zone Objectives	<ul style="list-style-type: none"> To provide for the housing needs of the community within a high density residential environment. To provide a variety of housing types within a high density residential environment. To enable other land uses that provide facilities or services to meet the day to day needs of residents. To encourage high density residential development in close proximity to bus service nodes and railway stations.
Permitted without consent	Nil
Permitted with consent	<p>Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Hostels; Hotel or motel accommodation; Multi dwelling housing; Neighbourhood shops; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Shop top housing; Any other development not specified in item 2 or 4</p>
Prohibited	<p>Agriculture; Air transport facilities; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies</p>

3.1.2. Height of Buildings

Clause 4.3 of the Auburn LEP 2010 establishes a maximum building height in metres above existing ground level across the site in four stages from west to east, being 27m, 22.9m, 16.9m and 14.9m, as illustrated in Figure 6 below. To the north the predominant maximum building height is 9m.

Figure 6 – Height of Buildings Map Extract



Source: Auburn LEP 2010

Clause 4.4 of the Auburn LEP 2010 establishes the maximum floor space ratio (FSR) across the site in four stages from west to east, being 2.6:1, 2.49:1, 1.49:1 and 1.29:1 as shown in Figure 7 below.

Subject Site

Maximum Floor Space Ratio (n:1)

- I 0.75
- N 1
- P2 1.28
- R2 1.49
- S2 1.7
- T1 2
- T3 2.49
- U 2.6
- Z 5

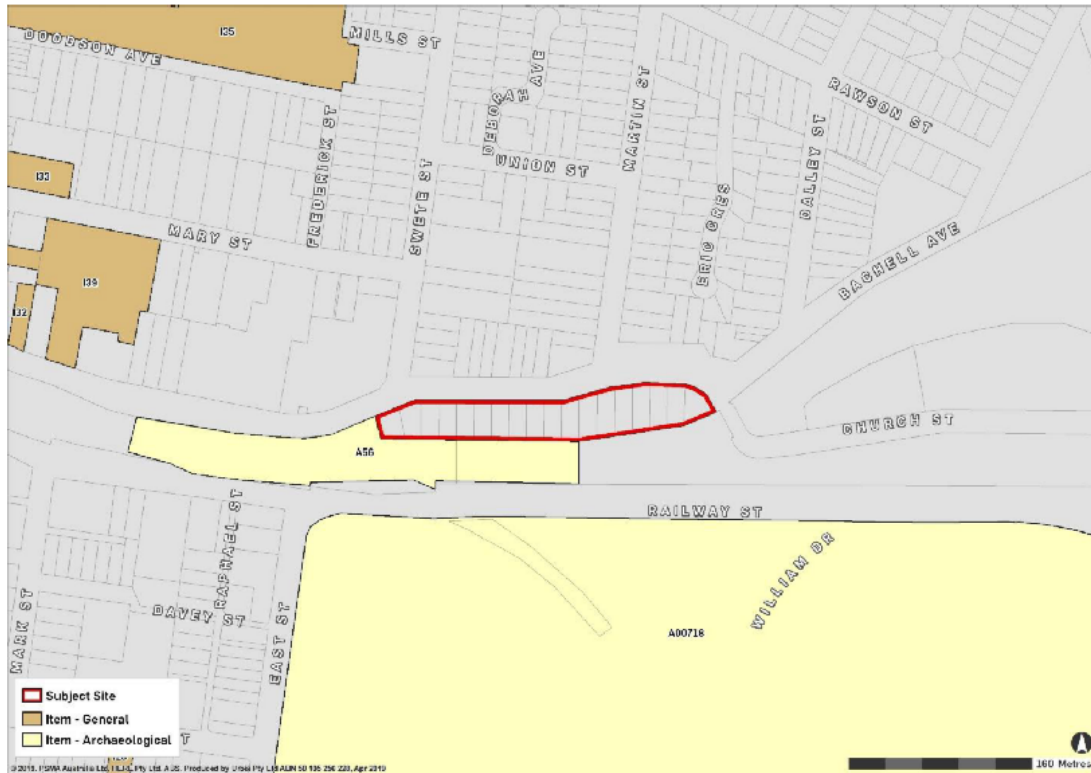
160 Meters

Source: Auburn LEP 2010

3.1.4. Heritage

Schedule 5 of the Auburn LEP identifies Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery is identified as Archaeological Site No. A00718 which is a State listed item. The subject site is not a listed heritage item nor is it part of a heritage conservation area. Refer Figure 8 below.

Figure 8 – Heritage Map Extract



Source: Auburn LEP 2010

3.1.5. Acid sulfate soils

Clause 6.1 of the LEP identifies the site as containing Acid Sulfate Soils, Class 5. Refer Figure 9 below.

Figure 9 – Acid Sulfate Soils map extract



Source: Auburn LEP 2010

3.2. AUBURN DEVELOPMENT CONTROL PLAN 2010

The Auburn Development Control Plan 2010 (Auburn DCP 2010) is applicable to the site, specifically the residential development controls, which apply to all residential development within the R4 High Density Residential zone. Other development controls applicable to the site include controls for parking and loading, access and mobility, tree preservation, waste and stormwater drainage.

The development controls for residential flat buildings require that there is a minimum site area of 1000m² and street frontage of 26m in the R4 zone. The tower component of any building above the podium or street wall height is to have a maximum floor plate of 850m².

The minimum front setback shall be between 4 - 6m to provide a buffer zone from the street where residential use occupies the ground level. In all residential zones, buildings shall have a side setback of at least 3 metres and a minimum rear setback of 10m.

4. STRATEGIC PLANNING CONTEXT

4.1. GREATER SYDNEY REGION PLAN 2018 – A METROPOLIS OF THREE CITIES

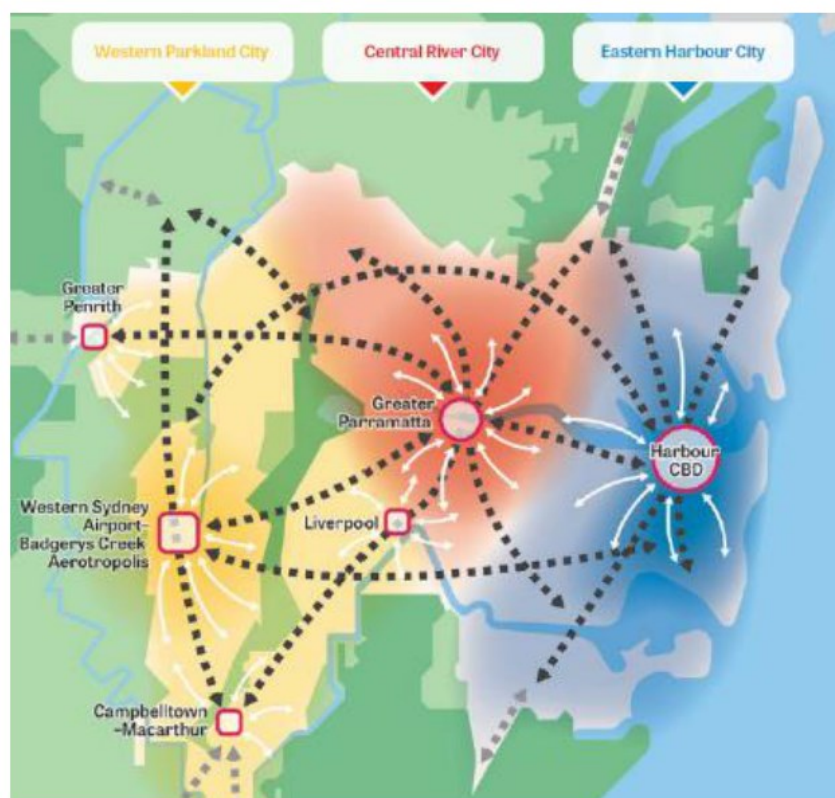
The Greater Sydney Region Plan, *A Metropolis of Three Cities* (the Plan) was released by the Greater Sydney Commission (GSC) in March 2018. The Plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney. The Plan establishes a strategic framework informing district and local plans and the assessment of planning proposals.

The Plan is built on a vision of three cities (the Western Parkland City, the Central River City and the Eastern Harbour City) where most residents live within 30 minutes of their jobs, education and health facilities, services, and recreational spaces. Each of the three cities will be supported by metropolitan and strategic centres. Lidcombe is located within the Central River City (refer to Figure 10 below) and is within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor surrounded by areas such as the Westmead health and education precinct, the Sydney Olympic Park lifestyle precinct and the advanced technology and urban services in Camellia, Rydalmere, Silverwater and Auburn.

The 30-minute city will enable residents to have quick and easy access to jobs and essential services. The Plan identifies that as Greater Sydney's population grows, housing supply and choice will increase to meet the growing and changing needs of the community. The Central River City will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. As the population of the Central River City is projected to increase from 1.3 million people to 1.7 million people over the next 20 years, this will lead to a transformation of many parts of the city from a suburban to an urban environment.

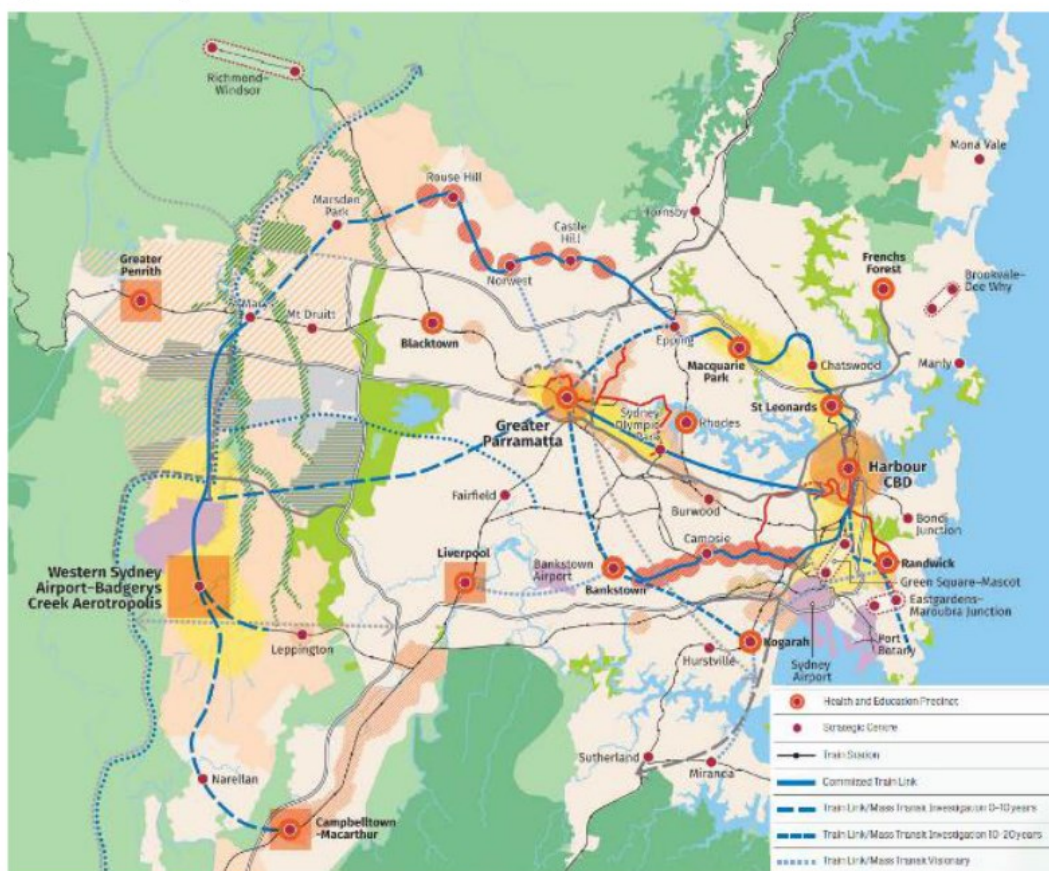
The Plan identifies that development will need to better capitalise on air rights rather than making space by expanding urban footprints, including good quality apartment buildings.

Figure 10 – A Metropolis of Three Cities – The Three Cities



Source: Greater Sydney Commission (GSC)

Figure 11 – A Metropolis of Three Cities – Structure Plan



Source: GSC

Objectives within the Plan of most relevance to this Planning Proposal include:

- Objective 10: Greater housing supply

The NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projects.
- Objective 11: Housing is more diverse and affordable
 - Strategy 11.2: State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing.
- Objective 22: Investment and business activity in centres
 - Strategy 22.1: Provide access to jobs, goods and services in centres by:
 - attracting significant investment and business activity in strategic centres to provide jobs growth
 - diversifying the range of activities in all centres;
 - creating vibrant, safe places and a quality public realm;
 - focusing on a human-scale public realm and locally accessible open space;
 - balancing the efficient movement of people and goods with supporting the liveability of places on the road network;
 - improving the walkability within and to centres;

- completing and improving a safe and connected cycling network to and within centres;
- improving public transport services to all strategic centres;
- conserving and interpreting heritage significance;
- designing parking that can be adapted to future uses;
- providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts; and
- creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.

The extent to which the proposal will give effect to the relevant strategic directions has been addressed within **Section 6.3.2.1** of this report.

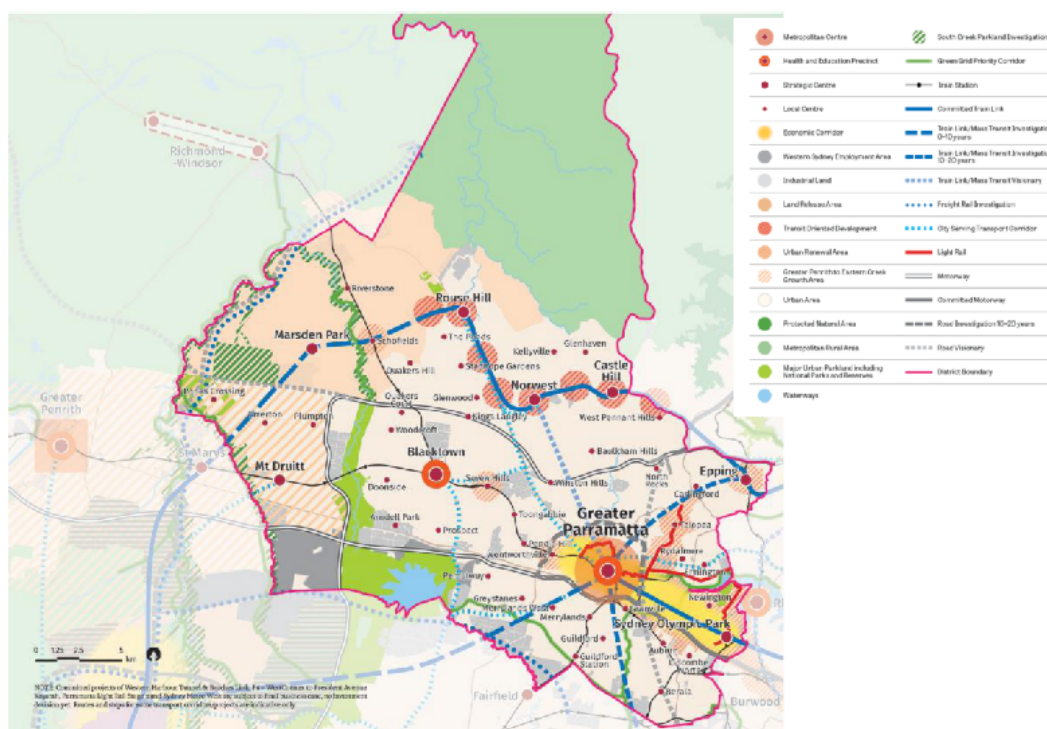
4.2. CENTRAL CITY DISTRICT PLAN

The *Central City District Plan* (CCD Plan) was released by the GSC for discussion in November 2016 and finalised in March 2018. The CCD Plan is a 20-year plan to manage growth within the Central District to achieve the 40-year vision for Greater Sydney as set out in the Greater Sydney Regional Plan – *A Metropolis of Three Cities*. The Central District includes the Blacktown, Cumberland, Parramatta and The Hills local government areas.

The CCD Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

The Central City District is the central and major component of the Central River City. It is anticipated that the Central City District will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. The Central City District Structure Plan is at Figure 12 below.

Figure 12 – Central City District Structure Plan



Source: Greater Sydney Commission

Of particular relevance to this Planning Proposal, the CCD Plan seeks to provide housing supply, choice and affordability with access to jobs, services and public transport.

Lidcombe North is identified as a Local Centre within the CCD Plan.

Planning Priority C3: Providing services and social infrastructure to meet people's changing needs.

This Planning Priority seeks to achieve liveability through housing, infrastructure and services that meet people's needs. It also involves the provision of a range of housing types in the right locations with measures to improve affordability.

Improvements in public transport through Government investment is enabling a new pattern of high density transit-oriented living.

The proposal provides apartments of varying types, sizes and ownership in a highly accessible location.

Planning Priority C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport.

The location, type and cost of housing requires choices that have far-reaching impacts on quality of life. New housing must be in the right places to meet demand for different housing types, tenure, price points, preferred locations and design. When coordinated with local infrastructure, neighbourhoods can be liveable, walkable and cycle-friendly neighbourhoods with direct, safe and universally designed pedestrian and cycling connections to shops, services and public transport.

The proposal provides a substantial increase in housing supply in the local area, in addition to choice and varying levels of affordability, within walking distance to public transport and services.

Planning Priority C6: Creating and renewing great places and local centres, and respecting the District's heritage

Lidcombe North is identified as a Local Centre within the CCD Plan. The Plan identifies that local centres are highly accessible and provide an interchange for bus and rail networks linking to strategic centres. Where the local centres include public transport and transport interchanges, they are an important part of a 30-minute city. The development site is within 400m walking distance of the train station and the core of the local centre. It will, therefore, support the ongoing viability of the centre as well as residents' social connections both within the centre and with other centres on the public transport network.

The CCD Plan seeks to provide the potential for interchanges to deliver mixed-use, walkable, cycle-friendly centres and neighbourhoods. This aim is supported by the proposal's intensity of uses in a highly accessible location.

It is identified that additional residential development within a five-minute walk of a centre focused on local transport, or within a 10-minute walk of a centre with city-shaping or city-serving public transport, will help to create walkable local centres. It is identified that place-based planning for centres should address the following principles of relevance to the site:

- Deliver transit-oriented development and co-locate facilities and social infrastructure;
- Improve walking, cycling and public transport connections;
- Increase residential development in, or within a walkable distance of, the centre.

Planning Priority C9: Delivering integrated land use and transport planning and a 30-minute city

The CCD Plan identifies the vision for Greater Sydney as one where people can access jobs and services in their nearest metropolitan and strategic centre, and in the long-term more and more people will have public transport access to their closest metropolitan or strategic centre within 30 minutes.

The site's location close to the Lidcombe train station and bus services is ideal for the integration of land use and transportation.

The extent to which the proposal will give effect to the relevant planning priorities has been addressed within **Section 6.3.2.1** of this report.

4.3. DRAFT CUMBERLAND 2030: OUR LOCAL STRATEGIC PLANNING STATEMENT

The draft LSPS describes how the Cumberland area will develop and grow over the next 10 years, consistent with State and local policy, and community aspirations. It sets a land use vision and establishes priorities and actions for Council to manage growth and change.

The draft LSPS indicates that the Cumberland population is forecast to grow by around 30% over the next 20 years to reach approximately 300,000 people by 2036. Therefore, the number of dwellings needed to house the future population is forecast to increase. Given the projected growth, the draft LSPS acknowledges that it is critical that the supply of housing is delivered to meet the population targets.

The Vision of the draft LSPS is:

'Cumberland is 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's vision for the future includes that Cumberland will offer opportunities for housing growth in planned centres and corridors, whilst protecting the existing character and amenity of the surrounding established residential areas, with a focus on delivering diversity and affordability in the local housing market to meet the needs of the community.

Lidcombe is classified as a Principal Local Centre in the draft LSPS. The draft LSPS identifies that Lidcombe is a town centre with popular eat streets and vibrant night time economy. As recognised in the Central City District Plan, Lidcombe is also growing as a key employment generating centre through its locational advantage as a part of the Greater Parramatta and Olympic Peninsula (GPOP).

The proposal seeks to develop a large number of apartments, both private and social housing, in a location with excellent access to public transport, to the Lidcombe town centre and to community facilities.

4.4. AUBURN AND LIDCOMBE TOWN CENTRES INVESTIGATION INTO HEIGHT CONTROLS AND ZONING

The *Auburn and Lidcombe Town Centres Investigation into height of building controls and zoning* ('the Investigation') prepared by JBA, dated February 2016 was commissioned to study the planning provisions that apply to specific precincts in the town centres of Auburn and Lidcombe Town Centres. This was found to be required because studies had identified the unlocked potential of the Auburn and Lidcombe Town Centres in the context of broader Sydney. In addition, recent DAs presented to Council were failing to deliver a quality urban form.

The Investigation found that there is a strong disconnect between the current height and FSR controls across both town centres. The report notes that the overarching objective of the City is to achieve diversity and interest in the Auburn and Lidcombe skylines, as well as a desire to create a spatial hierarchy focused around transit oriented centres. This leads to providing for a range of heights, including transitional heights at the edges of the centres.

The Investigation recommends increasing height limits to redistribute floor space vertically rather than horizontally across the town centres, freeing up more ground floor area for public domain improvements.

The form of development proposed for the site reflects this approach of focussing floor space vertically in four towers of varying heights, enabling communal open space to be provided at the ground level.

The Investigation has identified that the provision of affordable housing is a key consideration for future housing delivery in the LGA given that much of the community experiences levels of socio-economic disadvantage, with lower personal/household incomes and higher levels of housing stress than generally evident in metropolitan Sydney. It is stated that although the release of more land for higher density residential forms in town centres may result in target population figures being exceeded, affordable housing will better cater for the actual local demographic, and as such, have positive social implications.

The proposal incorporates the provision of social housing in a highly accessible location within 400m walking distance of the town centre and the Lidcombe train station.

The Investigation has found that in addition to being a rail based centre, Lidcombe has other attributes making it particularly suited to accommodating additional homes (and jobs), including:

- Proximity to Parramatta, which is evolving as western Sydney's CBD;
- It has an established town centre;
- Availability of social infrastructure, including schools, open space and community facilities;
- A location within an area of high demand for new homes, and a presence and general acceptance of higher density housing forms.

Due to this, the Investigation notes that Auburn and Lidcombe centres should be optimised for growth. The site is considered to be in an optimal location for additional height and density given its location on the edge of the town centre, its proximity to the train station, and it being located on the northern side of the railway line with the Rookwood Cemetery beyond the rail line to the south, being a less sensitive land use with regard to overshadowing impacts. It is also a large underdeveloped area of land under single ownership which is proposed for amalgamation.

The Investigation finds that pedestrians should be given priority throughout the Lidcombe Town Centre. The importance of the ground floor plane as well as reinforcement of key streets, active frontages, incidental public spaces and green spaces are the key elements that would provide enrichment in the town centres.

While the site is not in the hub of the town centre, the elements of incidental green spaces will also provide enrichment to this area on the periphery of the centre. This is of particular significance given the site's proximity to the train station and the number of pedestrian movements that would be expected through this area, particularly with increasing population growth into the future.

Precinct 15, identified within the Investigation, is immediately north-west of the site and Precinct 16 is further to the north. The Investigation recommends increasing the heights across Precinct 15 so as to provide a transition down to the residential areas to the north of Doodson Avenue. It is also recommended to increase the height across Precinct 16 to provide the opportunity for new development typologies and to increase the density to allow for R4 High Density. The recommendations include changing the zone from R3 to R4, increasing the height to 20m and increasing the FSR to 2:1.

The proposed greater height limit and FSR for the site included in this Planning Proposal are in line with the recommendations of the Investigation as the site is in a key strategic location close to the train station. Providing for additional density on the site allows greater numbers of people to live close to public transport, enabling convenient and equitable access to jobs and services further afield.

The Investigation found that higher towers are a relevant typology within the Lidcombe Town Centre and there is the opportunity to provide a mix of building heights and a diversity of form. Height should be used in locations which reinforce the urban structure and hierarchy of space by punctuating key corners, junctions or locations adjacent to active ground floor planes and amenity.

The site is in a key location alongside the railway line and at the junction between a number of streets, thus being a good candidate for increased height in a strategic location formed by the amalgamation of a number of lots.

The testing undertaken in the Lidcombe Town Centre revealed that there is a range of optimum heights between 60-76m that are more compatible with a 5:1 FSR and which achieve more slender tower forms and public domain outcomes. It is noted in the Investigation that this is highly influenced by the range of typical lot sizes and opportunities for amalgamations evidenced in the Lidcombe Town Centre.

While the site was not included within the study area considered in the Investigation, it is immediately adjacent to the Lidcombe study area. There is recognition in the Investigation of the desire to have a variety of heights within the Centre while also altering the FSR on some sites. While the site sits on the edge of the core town centre area, its location to the north of the railway line and the large expanse of the Rookwood Cemetery, and close to the Lidcombe train station, puts it in a prime location for amalgamation of a number of low density, underutilised sites, providing capacity for additional housing supply in the form of taller building forms.

4.5. DRAFT AUBURN AND LIDCOMBE TOWN CENTRES STRATEGY

The *Draft Auburn and Lidcombe Town Centres Strategy*, prepared by Cumberland Council, December 2016 ('the Strategy') was prepared because it has been recognised that the Auburn and Lidcombe Town Centres are at a critical transition point. While substantial increases in density (FSR) were made in these centres in 2014, it is considered by the Council that the resulting development has not been of the expected quality either aesthetically or functionally. The problem has been the disconnect between the heights and FSRs, with heights often not sufficient to encourage the anticipated quality of design. Hence the Council engaged JBA consultants to undertake an investigation of the heights in Lidcombe and Auburn Town Centres, and to also review a limited number of zonings and FSRs.

In summary, the Strategy supports provision of an increased range of heights in Lidcombe Town Centre, with some amendments to zoning and FSR, to facilitate improved urban design and the economic growth of the town centre, including public domain improvements in the future.

As a result of the Strategy, the existing Auburn LEP 2010 FSR and HOB controls for the site were put in place.

The subject site is just outside the extent of the precincts where the Strategy has made recommendations for changes to zoning and/or FSR or where further consideration is required (Figure 13).

Figure 13 – Extent of precinct areas, outlined in blue



Source: *Draft Auburn and Lidcombe Town Centres Strategy*

Urban planning principles for Lidcombe set out in the Strategy are the following:

1. Modest expansion of the commercial area to support a greater diversity of economic activity, including potential for innovation and enterprise uses.
2. Provide a transition from the commercial building heights within the town centre to the surrounding areas.

3. Generate a built form that is responsive to its context, provides street level views and vistas that enhance the sense of place.
4. Increase the permitted heights:
 - To facilitate a variety of well-designed buildings that support environmental comfort and public amenity.
 - To provide a varied skyline that emphasises the role of the centre and shares distant views to city skylines and iconic places.
 - To facilitate the provision of new open space, pedestrian connections and a substantial tree canopy to create a vibrant, attractive town centre.
5. Encourage the precincts north and south of the rail line to continue to evolve with a different character, while contributing to a single well-connected town centre.

The built form of the proposal responds to its context through providing increased density on a site in close proximity to the rail line, taking advantage of the convenience of accessing the train station and bus services. The site is located within a 400m walking catchment of the Lidcombe Town Centre and the Lidcombe train station. The proposed stepping down of the maximum height controls in stages across the site reflects the existing LEP controls, while increasing these heights above the existing LEP height controls. The proposal seeks to increase development density on existing urban land within proximity of an established centre which is consistent with the vision for the future Sydney's urban form.

The public park will provide street level views and vistas which will enhance the sense of place in the local area.

The proposed height increase will enable four well-designed buildings to be developed on the site to make best use of the proposed increase to FSR, while also providing a well-designed landscaped areas surrounding the buildings..

The stepping down of the heights across the site from west to east supports the development of a varied skyline in the centre and a transition to low density residential areas to the east while enabling residents of the buildings to have distant views to the city skyline.

The form of development proposed for the site facilitates the provision of landscaping and tree canopy on the ground level.

Recommendations on the proposed height limits within the Draft Auburn and Lidcombe Town Centres Strategy were presented at the Cumberland Local Planning Panel Meeting on 20 June 2019. As a result, the Council decided to set the maximum height limit within the Strategy at 60 metres for the Lidcombe town centre. Starting from this maximum, Council supports a transition down in height moving east away from the centre, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed to be 53m.

5. INTENDED DEVELOPMENT OUTCOME

This Planning Proposal seeks to facilitate the redevelopment of the subject site to accommodate an integrated residential neighbourhood including social and private housing and a childcare centre close to the Lidcombe Town Centre.

5.1. CONCEPT DESIGN

The urban design principles and design rationale supporting the Planning Proposal have been developed through the preparation of a concept design by Plus Architecture (refer Design Report at **Appendix A**).

The proposal for a mixed social and private housing development within four separate apartment buildings of varying heights is supported by the provision of basement car parking and landscaping around the buildings.

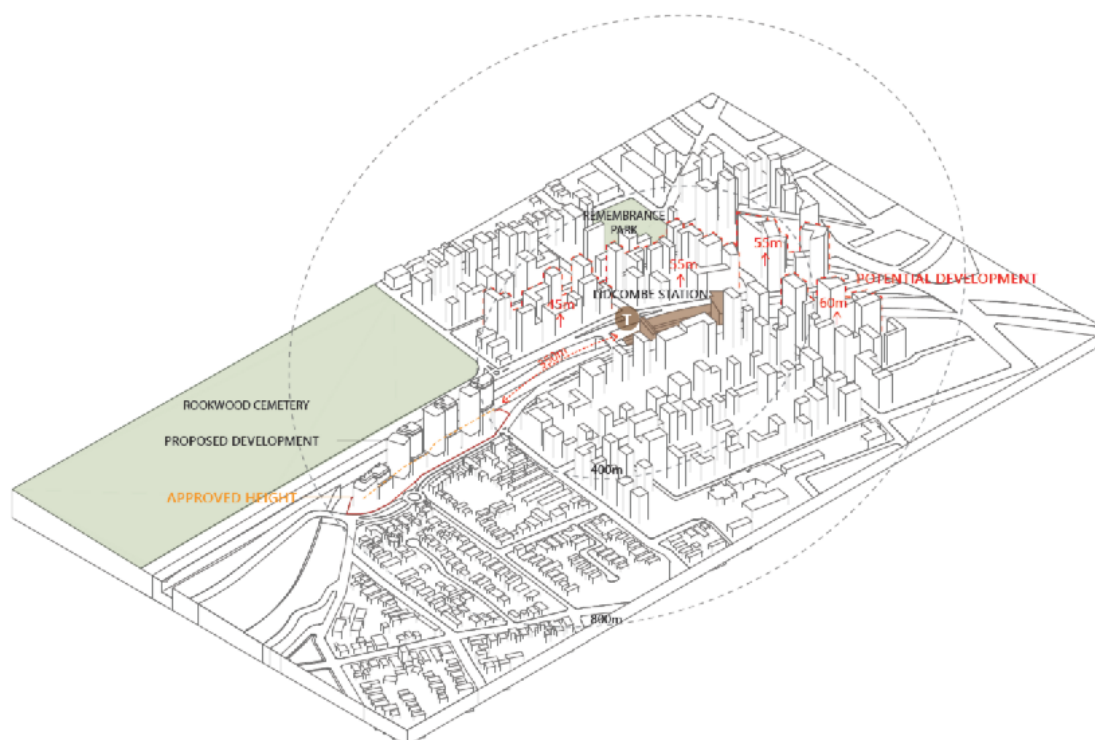
The concept design which has been prepared by Plus Architecture will form the basis for the detailed design solution for the proposal.

Figure 14 – Building A viewed from the west



Source: Studio Modus

Figure 15 – Local context proposed height



Source: Plus Architecture

Key aspects of the proposal include:

- The proposal involves an additional approximately 20,000m² Gross Floor Area (GFA) in addition to the existing 22,180m² GFA permitted under the existing controls, resulting in a total of approximately 42,000m² GFA.
- The overall FSR of the site is proposed to increase from 2.1:1 to 4.21:1.
- A total of 480 apartments are to be provided, including social apartments within Building A. All other apartments are private apartments and are in buildings B, C and D. Buildings D and C are proposed to be 53m high as these buildings are situated closer to the town centre. Building B steps down to 44m high and Building A steps down further to 22m. This allows for a gradual transition of height from west to east across the site. The highest building forms on the site are in the western part of the site and these are slightly lower than the maximum height limit set by the Auburn and Lidcombe Town Centre Strategy for the Lidcombe town centre. Refer massing elevation diagram at Figure 16 below.
- There are an additional 272 car spaces proposed in addition to the existing 328 permitted under the existing controls, resulting in a total of 600 car spaces. Car parking is provided at the rate of 1.25 spaces per apartment.
- The site will read as an extension to the existing Lidcombe Town Centre, with building heights stepping west to east and providing for a visually interesting skyline.
- The site forms a gateway to Lidcombe Town Centre from the east and presents the opportunity to make a significant urban design statement.
- A range of private and public open spaces will be provided to meet the needs of existing and future communities.
- The proposal envisages residential towers surrounded by landscaped areas that aim to enhance connectivity and pedestrian movement.

- The position of buildings within the site allows for street level views and vistas across and through the site enhancing the sense of place.

The portions of the building above the height control plane are set back by 2m to the north, east and west to ensure that the bulk above the height plane does not dominate the street. The roof form to the levels above the height plane are proposed to be lightweight roofs throughout all buildings.

- The design detailing will be built up in such a way that its base relates to its immediate context. The four buildings will be broken up through articulation, and then a finer grain will be developed such that the podium base is more sensitive to its immediate northern context.
- With the base more appropriately articulated, the towers can then float above the base. Bringing some tower elements closer to the ground than others, helps emphasise and articulate a finer grain to the 4 buildings.
- An access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in/ left out by virtue of a central median.
- The site will include four podiums in order to create cohesion between the existing building fabric of the surrounding lots and the new proposed apartment buildings.
- The proposed building forms have been designed to comply with the ADG standard of which 70% of living and private areas of the apartments receive a minimum of two hours of direct sunlight between 9am and 3pm in mid-winter.
- Active ground level interfaces addressing Church Street are proposed in the form of:
 - A highly connected and permeable ground level pedestrian environment;
 - Well designed landscaped areas around the building offering good connections to apartment buildings and the street; and
 - Carefully considered vehicular servicing and entrance points to the basement.

Figure 16 – Massing diagram



Source: Plus Architecture

5.2. DESIGN CONSIDERATIONS

5.2.1. Site features

The proposed development of the site and development of the concept design is based on site features in and around the site. Consideration of these features aims to ensure that the development on the site works cohesively with the surrounding urban context.

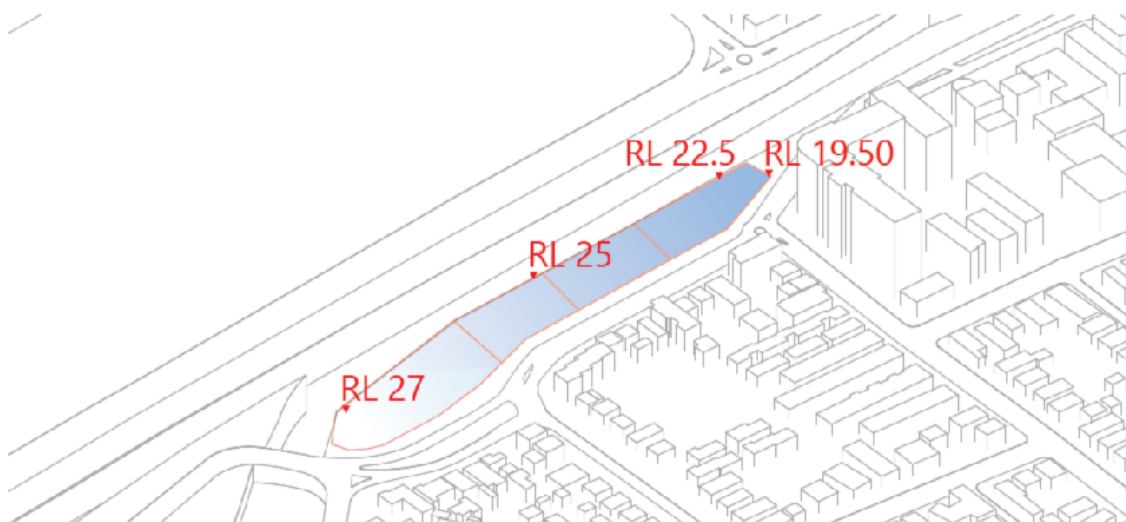
Figure 17 – Site features



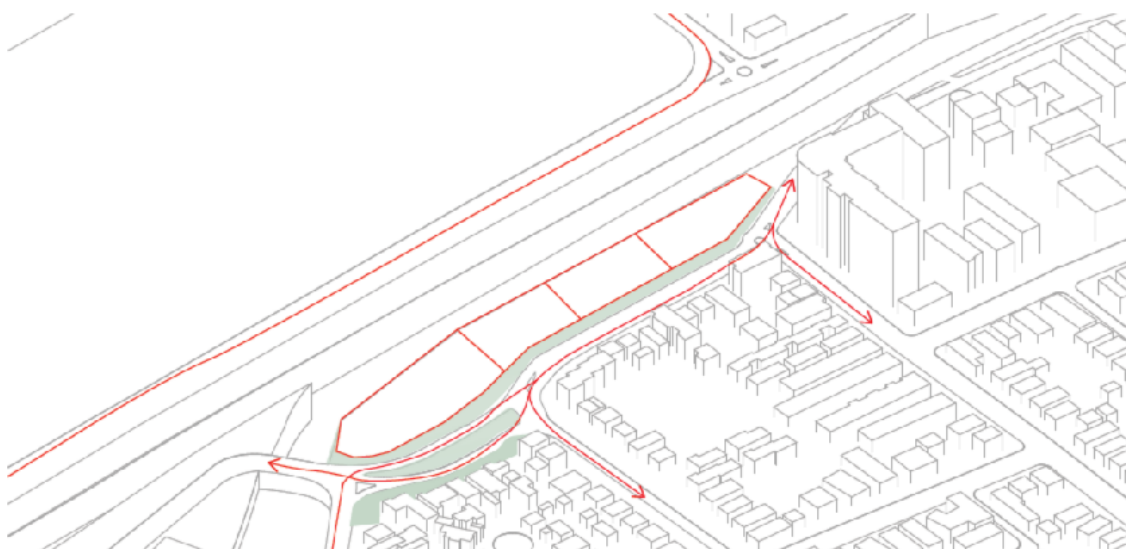
Site analysis



Solar access



Site levels



Road structure and green space

Source: Plus Architecture

5.2.1.1. Building Size and Typology

The sizes of the proposed concept buildings have been considered in relation to the current and future context of the site.

Feedback from Council planning officers was that the building forms should not exceed the 60m maximum building height proposed under the Draft Auburn and Lidcombe Town Centre Strategy for the Lidcombe Town Centre. Retention of the stepped down approach from west to east across the site provided for under the current FSR and height controls was sought to be retained, albeit with greater height and density across the site.

As detailed above, Council decided to set the maximum height limit within the Auburn and Lidcombe Town Centres Strategy at 60 metres for the Lidcombe Town Centre. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed to

be 53m. While this does not carry on the gradual decrease in heights extending from the town centre, there are key beneficial planning outcomes which will come out of the development.

Figure 18 – Proposed site section

View from the south



Source: Plus Architecture

5.2.1.2. Landscaping

Well designed landscaped areas will be provided at ground level. In addition, planting is proposed that will climb vertically through slots in the buildings and link to communal areas on the roofs. This will not only provide a positive impact to residents through enhancing the aesthetic quality of the development but will also contribute to providing an appropriate architecture for the surrounding community, which is already lacking in green spaces.

Figure 19 – Proposed landscaping

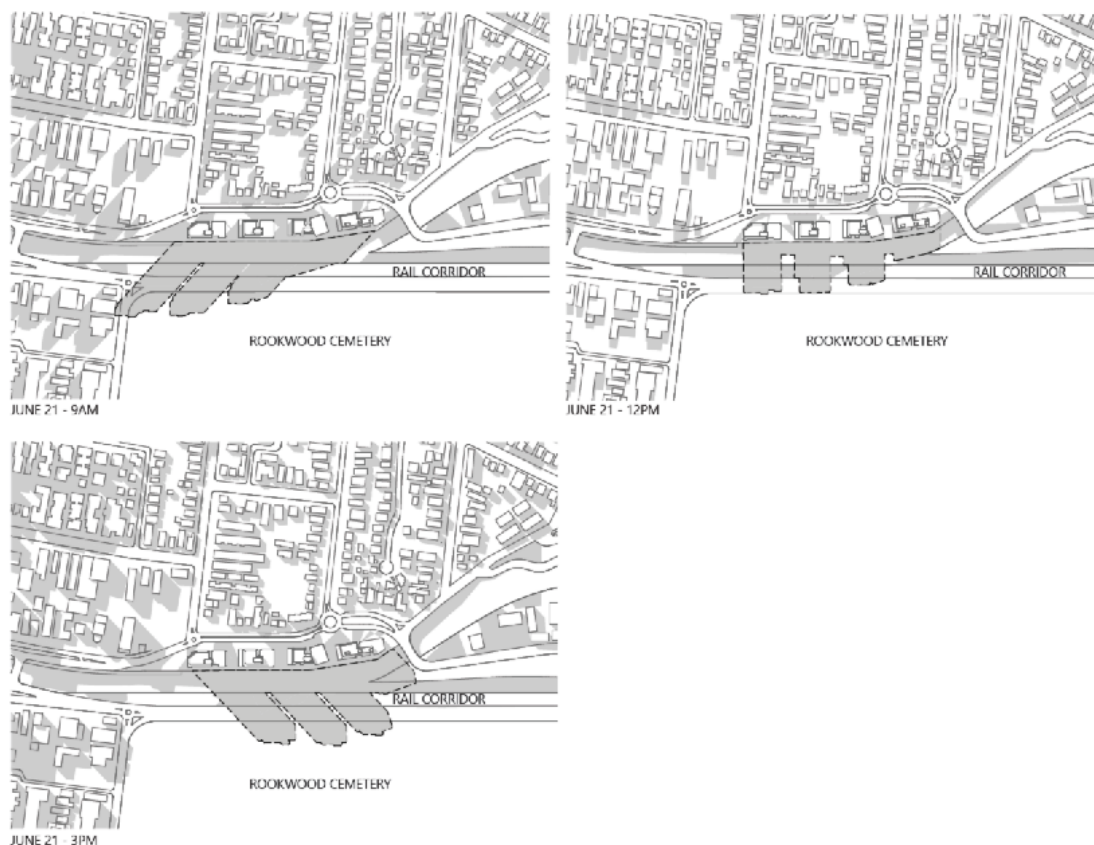


Source: Plus Architecture

5.2.1.3. Solar Access

The east-west orientation of the site and its location on the northern side of the railway line has significant benefits with regard to shadows cast on adjoining properties. As illustrated in the shadow diagram below, the shadows cast at midday in mid winter fall onto the railway line and on to a portion of Rookwood Cemetery. No shadows are cast onto adjoining sensitive land uses such as residential or recreation uses.

Figure 20 – Shadow diagrams



Source: Plus Architecture

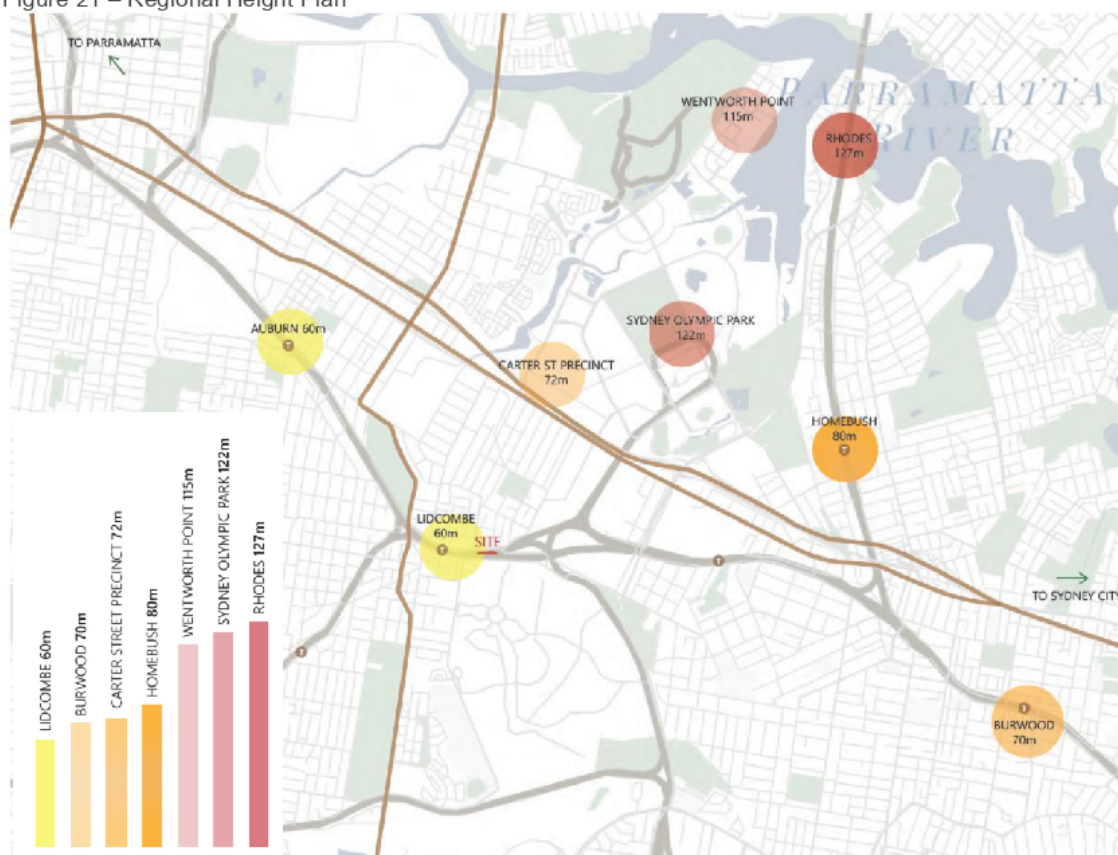
5.2.2. Built Form Principles

5.2.2.1. Height

The proposed height of the building has been derived from several design constraints and objectives. These are:

- Consistency with the desired character for Lidcombe Town Centre;
- The site is zoned R4 High Density and is currently subject to variable LEP height and FSR controls that encourage a stepped form from west to east away from Lidcombe Town Centre;
- Floor to floor heights appropriate for the proposed residential use of the buildings;
- The services and structural height requirements and clearances required for the buildings;
- The potential height of buildings in Lidcombe is a maximum of 60m. This height limit contrasts to surrounding suburbs which in some cases have a potential height of up to almost double this amount (Figure 21); and
- The proposed heights provide a transition from the taller building forms in the western part of the site down to the lower built forms on the eastern part of the site.

Figure 21 – Regional Height Plan



Source: Plus Architecture

5.2.2.2. Traffic and Parking

The Traffic Impact Assessment at **Appendix C** has determined that the traffic volumes which would be generated by the proposed FSR and height of the development can be managed appropriately.

5.2.2.3. Environmentally Sustainable Development

The development will comply with the sustainability targets for high rise residential developments set in accordance with *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*. These require:

- 40% reduction in potable water consumption
- 25% reduction in greenhouse gas emissions for 6 storey building or higher
- 35% reduction in greenhouse gas emissions for 4-5 storey building (LAHC building)

Further detail on compliance with these requirements will be included in the future DA for the development.

5.2.2.4. Wind

Wind Assessment studies will enable mitigation of potential impacts on existing and new open space use through the detailed design of built elements and soft landscaping.

5.3. BENEFITS OF THE PROPOSAL

The future development of the site will deliver benefits for the Lidcombe community including the following:

- **The proposal is consistent with Sydney Region Plan: A Metropolis of Three Cities which supports the provision of additional housing close to public transport links and services:**

The proposed development maximises floor space on the periphery of the local centre, taking advantage of existing transport and infrastructure investment.

- **Accessibility to key strategic centres in the Metropolitan area:**

Is located within proximity to three centres, including the Lidcombe Town Centre; Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City within the Greater Sydney Region Plan.

- **Consistent with vision for Sydney's future form:**

Is increasing density on existing urban land within proximity to an established centre which is consistent with the vision of future Sydney's urban form, limiting urban sprawl and intensifying development on existing urban land focused around centres.

- **Delivers housing consistent with the resident profile:**

The development will deliver social and private housing options within an area of need.

6. PLANNING PROPOSAL ASSESSMENT

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A with consideration of DPE's *A guide to preparing Planning Proposals* (August 2016, amended February 2019).

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives and intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the planning proposal and the process for the implementation.
- **Part 4** – Mapping.
- **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.

6.1. PART 1- OBJECTIVES & INTENDED OUTCOMES

6.1.1. Objectives

The primary objective of the Planning Proposal is to facilitate the delivery of a high density mixed tenure residential development close to the Lidcombe Town Centre and train station that successfully integrates with the surrounding land uses.

6.1.2. Intended Outcomes

This section outlines the intended outcomes of the Planning Proposal.

The intended outcomes are to deliver:

- Approximately 42,000m² of additional gross floor area (GFA) to the Lidcombe Centre.
- The floorspace will be predominantly for residential accommodation, with a high proportion being dedicated to social housing.

The Planning Proposal also seeks a number of related outcomes which include the following:

- Consistency with State government policy to encourage growth within existing centres: New residential development providing varying unit sizes and affordability options within walking distance of existing local facilities and excellent public transport connectivity.
- Sound planning practice and transport focused development: An increased intensity of activities close to the Lidcombe Town Centre, consistent with its Local Centre role and realising the opportunities associated with proximity to public transport infrastructure.
- Timely delivery of the redevelopment of the site: An opportunity to manage redevelopment of the site resulting from the amalgamation of 18 existing lots, in a timely, logical and comprehensive manner.
- A high quality residential development that successfully integrates with the emerging context: Responding to the continued further development of the Lidcombe Town Centre, recognising that the planning for the combined sites is being progressed to achieve increased intensity of activities with associated business, employment, recreation and transport opportunities.
- Landscape opportunities: The site provides opportunities for well-considered landscaped areas around the proposed buildings.

6.2. PART 2 - EXPLANATION OF PROVISIONS

To achieve the intended outcome, this Planning Proposal seeks to amend the Auburn LEP 2010 in relation to the site as follows.

Table 5 - Proposed Amendments to the Auburn LEP 2010 HOB and FSR Standards

Part 4 Principal Development Standard	Amendment to Development Standard
4.3 Height of Buildings (2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. The current Height of Building Map is illustrated in Figure 6 .	It is proposed that the Height of Buildings Map for the site is modified to show an increase in maximum height, from the current range of heights being 14.9 metres, 16.9 metres, 22.9 metres and 27 metres to 22 metres, 44 metres, 53 metres and 53 metres. The proposed Height of Building Map is illustrated in Figure 22 .
4.4 Floor Space Ratio (2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. The current Floor Space Ratio is illustrated in Figure 7 .	It is proposed that the Floor Space Ratio Map for the site is modified to show an increase in the maximum FSR, from the current 2.1:1 average across the site to 4.21:1. The proposed Floor Space Ratio Map is illustrated in Figure 23 .

6.2.1. Building Height

It is proposed that a range of maximum height controls be applied to the site including 22 metres, 44 metres, 53 metres and 53 metres.

This outcome will be achieved by amending the *Auburn LEP 2010, Height of Buildings Map-Sheet HOB_007* to provide for this range of building heights (as shown in Figure 22).

Figure 22 – Proposed HOB Map



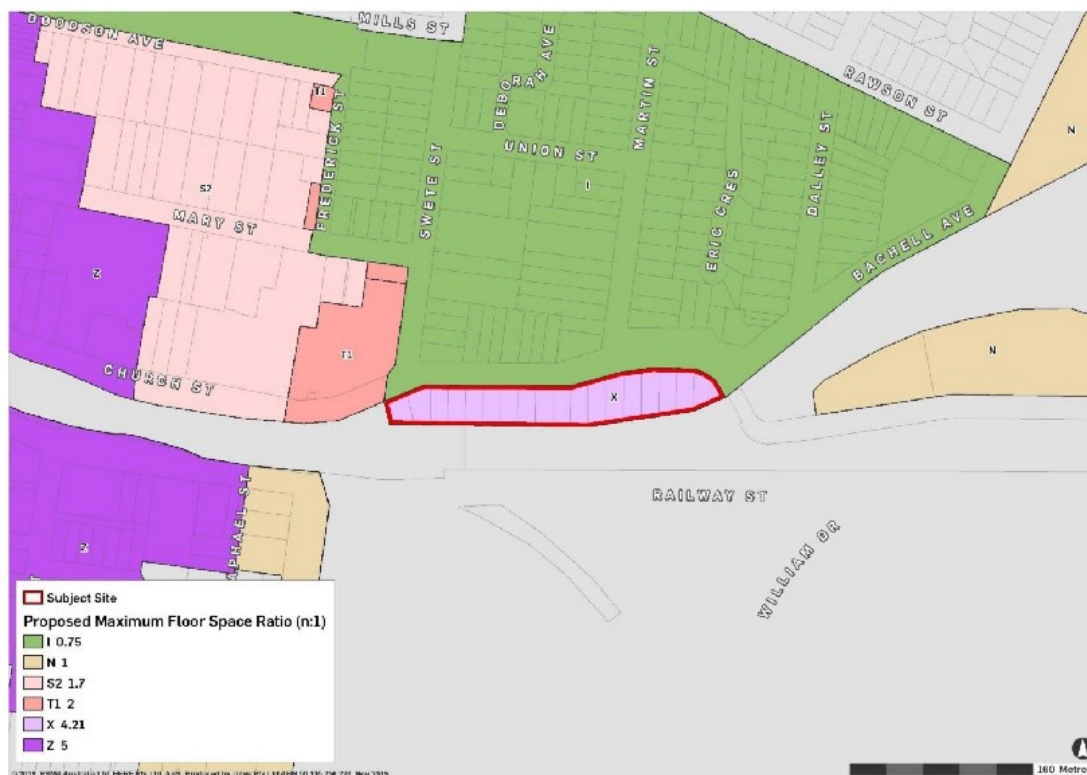
Source: Cox Architecture

6.2.2. Floor Space Ratio

It is proposed that a 4.21:1 maximum floor FSR control be applied to the site.

This outcome will be achieved by amending the *Auburn LEP 2010, Floor Space Ratio Map-Sheet FSR_007* to provide for a FSR of 4.21:1 on the subject site (as shown in Figure 23);

Figure 23 – Proposed FSR Map



Source: Urbis

6.3. PART 3 - JUSTIFICATION

6.3.1. Section A - Need for the Planning Proposal

6.3.1.1. Q1 - Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

No. The Planning Proposal is consistent with strategic documents which seek to establish additional housing and a range of housing types and social infrastructure within close proximity to public transport and existing infrastructure and jobs.

These documents include:

- Greater Sydney Region Plan 2018 – A Metropolis of Three Cities;
- Central City District Plan;
- Draft Cumberland 2030: Our Local Strategic Planning Statement;
- Auburn and Lidcombe Town Centres Investigation into Height Controls and Zoning; and
- Draft Auburn and Lidcombe Town Centres Strategy.

These are discussed in **Section 4**.

6.3.1.2. Q2 - Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the Auburn LEP 2010 limits opportunity for development of appropriate density and scale on the site that would contribute to the local and state strategic planning objectives and unlock the potential of the site.

Alternative approaches to achieve the intended outcome have been considered. A site-specific planning proposal is the best, most efficient and time effective approach to deliver the intended outcome.

Without an amendment to the statutory planning controls, the proposed Design Concept for the site cannot be achieved and the associated public benefits would be lost. The site is a logical and appropriate place to concentrate future growth, in close proximity to the Lidcombe Town Centre and conveniently located near to services and public transport infrastructure.

An amendment to the height of building and FSR standards is sought to ensure the site redevelopment results in a high-quality design outcome, which responds to the site and wider locality.

6.3.2. Section B - Relationship to Strategic Planning Framework

6.3.2.1. Q3 – Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

(a) Does the proposal have strategic merit?

The strengthened strategic merit test criteria require that a 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.*
2. *Consistent with a relevant local council strategy that has been endorsed by the Department.*
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.*

The Planning Proposal demonstrates strategic merit in relation to Criteria 1 above as set out below:

Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

The Greater Sydney Region Plan was released in October 2017 and outlines a vision for Sydney to 2056 as a global metropolis of three cities being – the Western Parkland City, the Central River City, and the Eastern Harbour City. The plan envisages Sydney as a city where people live within 30 minutes of jobs, education and health facilities, services and live within great places.

The plan provides an update to A Plan for Growing Sydney with a particular focus on growth and development in Sydney (including infrastructure). This is defined by four key themes and ten directions:

- Infrastructure and Collaboration;
- Liveability;
- Productivity; and
- Sustainability.

The Plan identifies Lidcombe North as a Local Centre with strategic importance in addressing the needs of an evolving Sydney metropolitan region. The key directions and objectives with relevance to this Planning Proposal are addressed in the table below.

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Infrastructure and collaboration:		
<i>A city supported by infrastructure</i>		
Objective 1	Infrastructure supports the three cities	<p>The proposed development will support existing infrastructure, encourage job creation, and support existing and future services.</p> <p>The proposal will contribute to the vision of a 30 minute city through the provision of new housing in an existing centre well serviced by public transport.</p>
Objective 2	Infrastructure aligns with forecast growth-growth infrastructure compact	<p>A Metropolis of Three cities has identified the Lidcombe North Local Centre as having strategic importance in the Metropolitan area. The proposed new residential development aligns with this focus for the centre.</p> <p>The social infrastructure that is part of the proposal will enhance the strategic importance of the Lidcombe North Local Centre.</p>
Objective 4	Infrastructure use is optimised	The proposed Concept Design will ensure better utilisation of existing infrastructure.
<i>A collaborative city</i>		
Objective 5	Benefits of growth realised by collaboration of governments, community and business	The Concept Design incorporates social and private housing. The social housing component is being provided in collaboration with Land and Housing Corporation.
Liveability:		
<i>A city for people</i>		
Objective 6	Services and infrastructure meet communities' changing needs	The proposed development will provide additional housing of varying sizes, tenures and affordability to meet the needs of the broader community. The proposal collocates additional housing with existing transport infrastructure as per the aspiration of the Regional Plan.
Objective 7	Communities are healthy, resilient and socially connected	This Planning Proposal integrates land use and transport to encourage active modes of travel such as giving more people the option of taking public transport as part of their daily commute or walking to local services.

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Objective 8	Greater Sydney's communities are culturally rich with diverse neighbourhoods	Lidcombe is a culturally diverse area. The proposed development provides housing for a wide range of people with varied socio-economic backgrounds which is supportive of a culturally diverse neighbourhood.
<i>Housing the city</i>		
Objective 10	Greater housing supply	The Planning Proposal provides for a greater amount of housing supply than would be possible if the height and FSR controls were to remain as they currently are.
Objective 11	Housing is more diverse and affordable	The Design Concept provides for a range of housing types, sizes and tenures which increases the diversity and affordability of housing provision.
<i>A city of great places</i>		
Objective 13	Environmental heritage is identified, conserved and enhanced	<p>Schedule 5 of the Auburn LEP identifies that the site adjoins Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery, south of the site across the railway lines, is identified as Archaeological Site No. A00718. This is a State listed item. The proposal is not expected to impact upon these archaeological heritage items.</p> <p>An AHIMS search undertaken on 9 April 2019 by Urbis shows no known Aboriginal sites or places on the site.</p>
Productivity:		
<i>A well-connected city</i>		
Objective 14	A metropolis of three cities - integrated land use and transport creates walkable and 30-minute cities	This Planning Proposal provides additional housing at a location that can utilise the existing railway lines linking through Lidcombe train station, increasing residents' access to jobs and business' access to workers.
Sustainability:		
<i>A city in its landscape</i>		

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Objective 30	Urban tree canopy cover is increased	The proposal will incorporate landscape areas around the buildings which will include tree planting, to enhance visual amenity and shading.
<i>An efficient city</i>		
Objective 33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The proposal will comply with BASIX requirements under the SEPP (Building Sustainability Index: BASIX) 2004.
Objective 34	Energy and water flows are captured, used and re-used	The ESD design approach seeks to achieve compliance with the requirements of SEPP (Building Sustainability Index: BASIX) 2004.
Objective 35	More waste is re-used and recycled to support the development of a circular economy	The proposal will involve the promotion of waste recycling.
<i>A resilient city</i>		
Objective 37	Exposure to natural and urban hazards is reduced	The site is outside the flood planning area identified within the Auburn LEP 2010.
<i>Implementation</i>		
Objective 39	A collaborative approach to city planning	The Planning Proposal incorporates a collaborative approach to city planning as it is a joint venture between LAHC and Billbergia.

Draft Cumberland 2030: Our Local Strategic Planning Statement (draft LSPS)

A range of local planning priorities are identified to progress the implementation of the draft LSPS. Of particular relevance to the proposal are the following:

- 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 9: Providing high quality, fit-for-purpose community and social infrastructure in line with growth and changing requirements
- Planning Priority 11: Promoting access to local jobs, education opportunities and care services

The proposal aligns with these local planning priorities and will assist in their implementation.

Central City District Plan (2018)

The site is located in the Central City District. The Central City District Plan (2018) applies to the site and sets out the aspirations and priorities for liveability, productivity and sustainability within the district and in the Lidcombe Town Centre.

The Central City District is part of the Central River City. Its vision will be achieved by:

- A shared vision for the Greater Parramatta and Olympic Peninsula that recognises that Greater Parramatta is a central hub which brings together stakeholders in business, health, education, arts and heritage.
- Significant population growth over the next 20 years which will transform many parts of the city from a suburban to an urban environment.
- Preserving and celebrating the city's rich heritage.
- Cultural events and facilities which will continue to improve the city's liveability.
- Focusing economic activity and infrastructure investment in the GPOP Economic Corridor, supported by the well-established industrial corridor which extends from Villawood to Wetherill Park.
- Enhancement of economic activity surrounding Greater Parramatta through investment in links to the surrounding strategic centres, such as Bankstown.
- The Greater Sydney Green Grid will improve connections to and enhance existing open spaces, particularly along the Parramatta, Duck and Georges rivers and Prospect Reservoir.
- Large urban renewal areas providing the opportunity to improve sustainability through a precinct-based approach.

This Planning Proposal contributes to the above actions and the priorities outlined within the Central City District Plan as detailed in **Table 6**.

Table 6 – Response to Central City District Plan

CENTRAL CITY DISTRICT PLAN		
Planning Objective	Description	Comment
Infrastructure and collaboration:		
C1	Planning for a city supported by infrastructure	The proposed development will ensure better utilisation of existing infrastructure. The proposal will also provide community infrastructure in the form of social housing,
C2	Working through collaboration	The development will provide social housing in collaboration with LAHC.
Liveability:		
C3	Providing services and social infrastructure to meet people's changing needs	The Planning Proposal seeks to provide a range of housing including social housing to provide options for those already living in the area and others looking for accommodation close to public transport links.
C4	Fostering healthy, creative, culturally rich and socially connected communities	<p>The Concept Design demonstrates a high quality urban design outcome that facilitates a safe, equitable and sustainable built environment.</p> <p>The proposal demonstrates best practice urban design principles that seek to foster a healthy, creative, culturally rich and socially inclusive environment.</p>

CENTRAL CITY DISTRICT PLAN		
Planning Objective	Description	Comment
C5	Providing housing supply, choice and affordability, with access to jobs, services and public transport	The location of the site provides good connections to public transport, shops and services within easy walking distance. The development will provide a range of housing tenures and price points through the inclusion of social and private housing. Apartment sizes will vary which will enable households of various sizes and demographics to live on the site.
C6	Creating and renewing great places and local centres, and respecting the District's heritage	Great places are walkable – the proposal for a new residential apartment development within 400m of Lidcombe train station and the town centre will encourage users of the site to utilise public transport and to walk.
Productivity:		
C9	Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal will facilitate the provision of additional housing in close proximity to the Lidcombe train station and associated railway lines. These railway lines access strategic centres, giving more people access to services via public transport within 30 minutes.
Sustainability:		
C16	Increasing urban tree canopy cover and delivering Green Grid connections	The landscaping around the future residential development will include tree planting to ensure that the development provides shade and visual amenity within the neighbourhood.
C19	Reducing carbon emissions and managing energy, water and waste efficiently	The proposal will achieve compliance with the energy and water saving targets of SEPP (Building Sustainability Index: BASIX) 2004. Waste recycling can be provided for in future building designs

(b) Does the proposal have site-specific merit?

In addition to meeting at least one of the strategic merit criteria, a Planning Proposal is required to demonstrate site-specific merit against the following criteria:

Table 7 – Site Specific Merit Test

Criteria	Planning Proposal Response
Does the Planning Proposal have site specific merit with regard to: <i>the natural environment (including known significant environmental values, resources or hazards)?</i>	The site is not identified as flood affected or bushfire prone land. The site does not contain any natural environmental features, which would preclude the site from being redeveloped in accordance with the proposed development.

Criteria	Planning Proposal Response
	Importantly, the proposed concept plan responds appropriately to the site's natural environment and provides for a range of uses that are suitable for the location.
Does the Planning Proposal have site specific merit with regard to: <i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	<p>The site is well connected to existing and planned infrastructure, is located within walking distance to the town centre and public transport and can achieve a number of key directives outlined in the Sydney Greater Region Plan and the Central City District Plan.</p> <p>In this regard, the proposed Concept Design demonstrates a holistic approach to the redevelopment of the area and surrounding urban context and effectively illustrates how the proposed concept development would fit appropriately within the changing urban fabric.</p> <p>This is demonstrated within the 3D context massing in the Planning Proposal Design Report prepared by Plus Architecture which concludes that the subject site is suitable for the proposed height and bulk. The building envelopes have been designed to promote view sharing, provide solar access to apartments, and enable appropriate separation distances.</p>
Does the Planning Proposal have site specific merit with regard to: <i>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?</i>	<p>The subject is located within an established urban area and is fully serviced by existing and planned infrastructure which is capable of accommodating the increased density on the subject site.</p> <p>Preliminary investigations have been undertaken to identify the services required on the site to enable the proposed development concept to be completed.</p> <p>In this regard, the site is capable of being serviced by the appropriate infrastructure.</p>

6.3.2.2. Q4 – Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

There is no endorsed local strategic planning statement or other endorsed local strategy or strategic plan relevant to the site. However, as detailed above, the planning proposal aligns with Cumberland Council's recently released draft LSPS.

6.3.2.3. Q5 - Is the planning proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal's consistency with current State Environmental Planning Policies (SEPPs) is summarised in **Table 8**. The Planning Proposal's consistency with Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed SEPPs, is summarised in Table 8.

Table 8 – Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Educational Establishments and Child Care Facilities) 2017	Not relevant
SEPP Amendment (Child Care) 2017	Not relevant
SEPP (State and Regional Development) 2011	Not relevant
SEPP (Sydney Drinking Water Catchment) 2011	Not relevant
SEPP (Urban Renewal) 2010	Not relevant
Draft SEPP (Environment)	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of the SEPP in relation to the Sydney Harbour catchment.
SEPP (Affordable Rental Housing) 2009	Not relevant
SEPP (Western Sydney Parklands) 2009	Not relevant
SEPP (Exempt and Complying Development Codes) 2008	Not relevant
SEPP (Western Sydney Employment Area) 2009	Not relevant
SEPP (Rural Lanes) 2008	Not relevant
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	Not relevant
SEPP (Infrastructure) 2007	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by (amongst other things) identifying matters to be considered in the assessment of development adjacent to particular types of development. The proposed development is identified as traffic generating development to be referred to the Roads and Maritime Services in accordance with Schedule 3 of the SEPP. The Traffic Impact Assessment provided at Appendix C concludes that the road network has sufficient capacity for the anticipated traffic levels resulting from the development, with minimal impacts to the road network. Traffic related matters are discussed in more detail at Section 6.4.1.2 .
SEPP (Miscellaneous Consent Provisions) 2007	Not relevant
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not relevant
SEPP (Sydney Region Growth Centres) 2006	Not relevant
SEPP (State Significant Precincts) 2005	Not relevant
SEPP (Building Sustainability Index: BASIX) 2004	BASIX requirements will be complied with and will be addressed in a subsequent DA for the proposed development.
SEPP (Housing for Seniors or People with a Disability) 2004	Not relevant
SEPP (Penrith Lakes Scheme) 1989	Not relevant
SEPP (Kurnell Peninsula) 1989	Not relevant

State Environmental Planning Policy	Comment
SEPP No. 14 Coastal Wetlands	Not relevant
SEPP No. 19 Bushland in Urban Areas	Not relevant
SEPP No. 21 Caravan Parks	Not relevant
SEPP No. 26 Littoral Rainforests	Not relevant
SEPP No. 30 Intensive Agriculture	Not relevant
SEPP No. 33 Hazardous and Offensive Development	Not relevant
SEPP No. 36 Manufactured Home Estates	Not relevant
SEPP No. 44 Koala Habitat Protection	Not relevant
SEPP No. 47 Moore Park Showgrounds	Not relevant
SEPP No. 50 Canal Estate Development	Not relevant
SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas	Not relevant
SEPP No. 55 Remediation of Land	<p>Clause 6 of SEPP 55 requires that in the event of a change of land use, the planning authority must consider whether the land is contaminated, if the land can be suitably remediated for the proposed use and that the authority is satisfied that this remediation is sufficient for the proposed uses on the land.</p> <p>The residential land use of the site will not change as a result of the planning proposal. Future development applications will be subject to SEPP 55.</p>
SEPP No. 62 Sustainable Aquaculture	Not relevant
SEPP No. 64 Advertising and Signage	Not relevant
SEPP No. 65 Design Quality of Residential Apartment Development	A subsequent DA for the proposed development will need to consider SEPP65 requirements. The design concepts submitted with the Planning Proposal have been tested having regard to the SEPP 65 and the Apartment Design Guide and are capable of complying.
SEPP No. 70 Affordable Housing (Revised Schemes)	SEPP70 recognises that there is a need for affordable housing within each area of the State. A subsequent DA for the proposed development will consider the SEPP70 affordable housing requirements.
SEPP No. 71 Coastal Protection	Not relevant

Table 9 – Consistency with Regional Environmental Plans

Regional Environmental Plan	Comment
Sydney REP No. 8 – Central Coast Plateau Areas	Not relevant
Sydney REP No. 9 – Extractive Industry	Not relevant
SREP No. 16 – Walsh Bay	Not relevant
SREP No. 20 – Hawkesbury-Nepean River	Not relevant
SREP No. 24 – Homebush Bay Area	Not relevant
SREP No. 26 – City West	Not relevant
SREP No. 30 – St Marys	Not relevant
SREP No. 33 – Cooks Cove	Not relevant
Sydney (SREP) (Sydney Harbour Catchment) 2005	Not relevant
Greater Metropolitan REP No. 2 – Georges River Catchment	Not relevant
Willandra Lakes REP No. 1 – World Heritage Property	Not relevant
Murray REP No. 2 – Riverine Land	Not relevant

6.3.2.4. 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 10**.

Table 10 – Section 9.1 Compliance Table

Ministerial Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	Not relevant
1.2 Rural Zones	Not relevant
1.3 Mining, Petroleum Production and Extractive Industries	Not relevant
1.4 Oyster Aquaculture	Not relevant
1.5 Rural Lands	Not relevant
2. Environment and Heritage	
2.1 Environmental Protection Zones	Not relevant. The site is not identified as an environmental protection zone or for environment protection purposes.
2.2 Coastal Protection	Not relevant

Ministerial Direction	Comment
2.3 Heritage Conservation	<p>Schedule 5 of the Auburn LEP identifies that the site adjoins Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery to the south of the site is identified as Archaeological Site No. A00718. This is a State listed item. The proposal is not expected to have impacts upon these items.</p> <p>An AHIMS search undertaken on 9 April 2019 by Urbis shows no known Aboriginal sites or places on the site.</p>
2.4 Recreation Vehicle Areas	Not relevant
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not relevant
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	<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, (c) to minimise the impact of residential development on the environment and resource lands. <p>The proposal is consistent with these objectives as it seeks to provide a variety and choice of housing types, while making efficient use of existing infrastructure and services. It is located where there is good existing access to infrastructure and services. The proposal will minimise impacts on the environment and resource lands.</p>
3.2 Caravan Parks and Manufactured Home Estates	Not relevant
3.3 Home Occupations	Not relevant
3.4 Integrating Land Use and Transport	<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;

Ministerial Direction	Comment
	<p>(d) supporting the efficient and viable operation of public transport services; and</p> <p>(e) providing for the efficient movement of freight.</p> <p>The proposal is consistent with the direction. The subject site is located close to the Lidcombe Town Centre and is within walking distance of the Lidcombe train station. The increased density on the site will support the patronage of the station and accords with the key direction from the State Government, which seeks to co-locate increased densities within the wider catchment of public transport nodes.</p>
3.5 Development Near Licensed Aerodromes	Not relevant
3.6 Shooting Ranges	Not relevant
4. Hazard and Risk	
4.1 Acid Sulphate Soils	The site is classified as Class 5 Acid Sulfate soils. This will need to be considered at DA stage.
4.2 Mine Subsidence and Unstable Land	Not relevant
4.3 Flood Prone Land	The site has not been identified as flood-prone land.
4.4 Planning for Bushfire Protection	Not relevant
5. Regional Planning	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not relevant
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	Not relevant
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not relevant
5.5 – 5.7	Revoked
5.8 Second Sydney Airport: Badgerys Creek	Not relevant
5.9 North West Rail Link Corridor Strategy	Not relevant

Ministerial Direction	Comment
5.10 Implementation of Regional Plans	The proposal is consistent with this Direction. Section 6.3.2.1 of this proposal outlines an assessment demonstrating the achievement of the objective of Greater Sydney Region Plan – A Metropolis of Three Cities.
6. Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the Auburn LEP 2010.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	A Plan for Growing Sydney has been superseded by A Metropolis of Three Cities. The Planning Proposal is consistent with the aims of A Metropolis of Three Cities as detailed within Section 6.3.2.1 .
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 Greater Parramatta Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable

Ministerial Direction	Comment
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10 Implementation of planning Principles for the Cooks Cove Precinct	Not applicable

6.4. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

6.4.1.1. 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 subject site is fully developed for urban purposes and comprises minimal vegetation. There are no known critical habitats; threatened species or ecological communities located on the site and therefore the likelihood of any significant adverse impacts are minimal.

6.4.1.2. Q8 - Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The site is free from any major physical constraints. The likely environmental effects associated with the future development are commensurate to 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 Planning Proposal seeks to impose an increased maximum building height on the site to align with the maximum height in the Lidcombe Town Centre of 60m. This is in line with the maximum heights of buildings envisaged in the Draft Auburn and Lidcombe Town Centre Strategy. The proposed building height has been formulated based upon the following key aspects:

- The draft Auburn and Lidcombe Town Centre Strategy supports provision of an increased range of heights in Lidcombe Town Centre to facilitate improved urban design and the economic growth of the town centre, including public domain improvements in the future. Cumberland Council decided on 20 June 2019 to set the maximum height limit within the Lidcombe Town Centre at 60 metres. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed at 53m.
- The architectural form of the proposal appears slender in nature and minimises overshadowing of adjoining properties, with overshadowing at 12pm at mid winter being restricted to impacting upon the railway lines and Rookwood Cemetery to the south.
- The site is zoned R4 High density and is currently subject to variable height controls that encourage a stepped form from west to east away from the Lidcombe Town Centre.
- The potential height of buildings in Lidcombe is a maximum of 60m which contrasts with surrounding suburbs which in some cases have a potential height of up to double this amount.
- There is the ability for increased travel demand to be managed as described within the Traffic Impact Assessment.

Based on the above local and external considerations, it is considered that the proposed height being a maximum of 53m at the western end down to 22m at the eastern end is appropriate given the strategic positioning within the Draft Auburn and Lidcombe Town Centre Strategy.

These considerations are addressed in the Design Report, which has been prepared by Cox Architecture and is provided at **Appendix A**.

Visual Impact – Building Bulk and Scale

The proposed building massing has been carefully considered and designed across the site to respond to the site's context as follows:

- The building forms are consistent with the desired character for Lidcombe Town Centre. The four buildings step down in height from 53m at the western end of the site closest to the town centre, to 22m at the eastern end of the site.
- The site's location to the north of the railway corridor and Rookwood Cemetery makes it an ideal site to provide buildings of height with no impact on neighbouring lots. Any shadows cast at 12pm during winter are cast over the immediate railway line and cemetery.
- An active ground level interface on the site's northern frontage to Church Street is provided via the provision of landscaping around the buildings.
- The proposal's residential towers surrounded by landscaped areas enhances connectivity and pedestrian movement.

Overshadowing

The proposal has been designed to address solar access and overshadowing impacts. An assessment of the potential shadow impacts has been undertaken within the Design Report at **Appendix A**.

Shadow diagrams have been prepared to assess the proposed impact on solar access to adjoining properties between 9am and 3pm for the winter solstice (June 21). The shadow diagrams demonstrate the intended development outcome will result in only minor overshadowing impacts to the railway land and Rookwood Cemetery to the south.

It is noted that the Planning Proposal seeks to incorporate development controls for maximum building height and floor space ratio to provide security to Council and the broader community that the proposed redevelopment seeks to provide a public benefit, high quality design outcome and mitigate any potential adverse impacts.

Traffic and Parking Impacts

A Traffic Impact Assessment has been prepared by Stanbury Traffic Planning which describes the existing local traffic context and assesses the potential traffic implications of the proposal. A copy of the report is submitted with the Planning Proposal at **Appendix C**.

The traffic report has determined that the potential traffic impacts of the proposal on the surrounding road network can be appropriately managed.

Beneficial impacts would result from the proposed altered traffic arrangements due to the provision of the access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in/ left out by virtue of a central median.

Public Benefits and Proposed VPA Strategy

The proposal has many public benefits. These public benefits include proximity to employment, transport, educational facilities and town centre services. Social housing is proposed which integrates seamlessly with the private housing on the site. The social housing provides a greater range of housing options for the community within the local area, which responds to the significant housing affordability issue currently facing Sydney.

Other public benefits include that the proposal will form the gateway to the Lidcombe Town Centre from the easterly direction, thus enhancing the sense of arrival and sense of place for visitors to the centre. The proposal incorporates four podiums into the design of the buildings in order to create cohesion between the existing building fabric of the surrounding lots and the proposed apartment buildings. This will also result in a human scale to the development at ground level.

In addition to the public benefits highlighted above, the proposal is providing other specific public benefits as part of a Proposed VPA Strategy (refer **Appendix B**), including:

- Additional social housing units; and
- Monetary contribution of \$7,900,000 for road upgrades and traffic improvements.

These public benefits are described further below:

Additional social housing units

- In addition to being beneficial to the NSW Government in achieving overall housing targets, the provision of 27 additional social housing provides housing which is affordable for low and very low income earners, a cohort of the community where there is a significant need. There is a well-recognised demand for this type of housing in the Cumberland Local Government Area and the Sydney region, therefore the provision of additional social housing will provide significant public benefit.

Monetary contribution for road upgrades and traffic improvements

- Road upgrades and traffic improvements have been discussed with Council. The monetary contribution of \$7,900,000 will enable a substantial amount of upgrades to be undertaken as Council sees fit within the Lidcombe Town Centre.

Heritage

As discussed in **Section 3.1.4** the subject site is not a listed heritage item under the Auburn LEP 2010, nor is it located within a heritage conservation area. There are no known archaeological items on the site. The adjoining site to the south (railway land) contains the locally significant Archaeological Site No. A56 'Lidcombe Signal Box' located on Railway Street, between Mark and East Streets (south side of railway lines).

Rookwood Cemetery to the south of the site is identified as Archaeological Site No. A00718 and is a State listed item.

It is not anticipated that there will be any adverse impacts upon these heritage items as a result of the proposal.

Summary

Overall, it is considered that the site will not result in any significant environmental effects that would preclude the LEP amendment and the ultimate redevelopment of the site for a high density residential development. This proposed outcome can be accommodated on the subject site without resulting in adverse impacts on the future development potential of the neighbouring sites.

6.4.1.3. Q9 - Has the planning proposal adequately addressed any social and economic effects?

The key issues to be balanced in weighing the social and economic impacts of the proposal are considered to be:

- The potential economic impacts associated with the increased density on the subject site are addressed as follows:
 - The Planning Proposal supports the State Government's current direction of increasing density and broadening land uses in proximity to public transport infrastructure.
 - The existing precinct is in a prime position for urban renewal. Optimising the potential to redevelop the site will assist State Government and Council to deliver the targets set out in the Greater Sydney Region Plan – A Metropolis of Three Cities and the Central City District Plan and will also provide a mixed tenure residential development consisting of private and social housing.
 - There will be a temporary increase in employment opportunities as a result of construction jobs.
- The proposal will have positive social impacts on the local community and the wider LGA, as follows:
 - The Planning Proposal will provide social and private housing of a mixture of sizes to meet the differing needs of the community.
 - The Planning Proposal will provide social infrastructure in accordance with the Proposed VPA Strategy, including:
 - Additional social housing units;
 - Monetary contribution of \$7,900,000 for road upgrades and traffic improvements.

- There will be positive social impacts from the provision of housing within walking distance of public transport and local amenities.

6.5. STATE AND COMMONWEALTH INTERESTS

6.5.1.1. Q10 - Is there adequate public infrastructure for the planning proposal?

Yes. The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area.

It will reinforce existing investment in public transport infrastructure, through increased patronage of the existing Lidcombe train station.

6.5.1.2. 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.

7. PART 4 - MAPPING

The Planning Proposal seeks to amend the following Auburn LEP 2010 Maps:

- Height of Buildings Map Sheet HOB_007
- Floor Space Ratio Map Sheet FSR_007

The proposed changes are shown in Figure 22 and Figure 23 of this report and reproduced in full at **Appendix D**.

8. PART 5 - COMMUNITY CONSULTATION

Clause 57 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be publicly exhibited for at least 28 days in accordance with DP&E's *A Guide to Preparing Local Environmental Plans*.

It is anticipated that the public exhibition would be notified by way of:

- 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 met with Council planning staff prior to the lodgement of this Planning Proposal. The proponent has taken on board council's feedback and refined the scale and definition of the building envelopes and the public domain interface to address Council requirements.

9. PART 6 - PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within approximately 12 months. An indicative project timeframe is provided below.

Table 11 – Indicative project timeline

Stage	Timeframe and/or Date
Consideration by Cumberland Council	42 calendar days November 2019 – January 2020
Planning Proposal referred to DPIE for Gateway Determination	April 2020
Gateway Determination by DPIE	To be determined
Commencement and completion of public exhibition period	Dates are dependent on Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions and of the Planning Proposal post-exhibition	6 weeks
Submission to DPIE to finalise the LEP	To be determined
Gazettal of LEP Amendment	Late 2020 – early 2021

10. CONCLUSION

This Planning Proposal seeks an amendment to Auburn Local Environmental Plan 2010 to facilitate the establishment of a high density, mixed tenure residential apartment development with childcare centre. The 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 and Infrastructure including “*A Guide to Preparing Local Environmental Plans*” and “*A Guide to Preparing Planning Proposals*”. It sets out the justification for the proposed LEP amendments applicable to the subject site to allow for an increase in height and FSR on the site.

The site represents a significant opportunity for comprehensive redevelopment, in a key strategic location close to the Lidcombe Town Centre and Lidcombe train station. The proposal will provide significant benefits through the Proposed VPA Strategy including additional social housing units and monetary contribution for road upgrades and traffic improvements.

Overall, it is considered that the proposal will result in significant public benefits from the development of four high quality residential apartment buildings providing 480 residential units, consisting of a range of affordable options including social housing. This Planning Proposal supports the State government’s current direction of increasing density in centres with good access to public transport and facilities.

The Planning Proposal seeks to deliver positive social and economic benefits and on this basis, it is requested that Council resolve to forward this Planning Proposal to the Department of Planning, Industry and Environment for LEP Gateway determination.

DISCLAIMER

This report is dated 18 March 2020 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 Billbergia (**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).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

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 PLANNING PROPOSAL DESIGN REPORT AND LANDSCAPE PLANS

APPENDIX B PROPOSED VPA STRATEGY

APPENDIX C TRAFFIC IMPACT ASSESSMENT

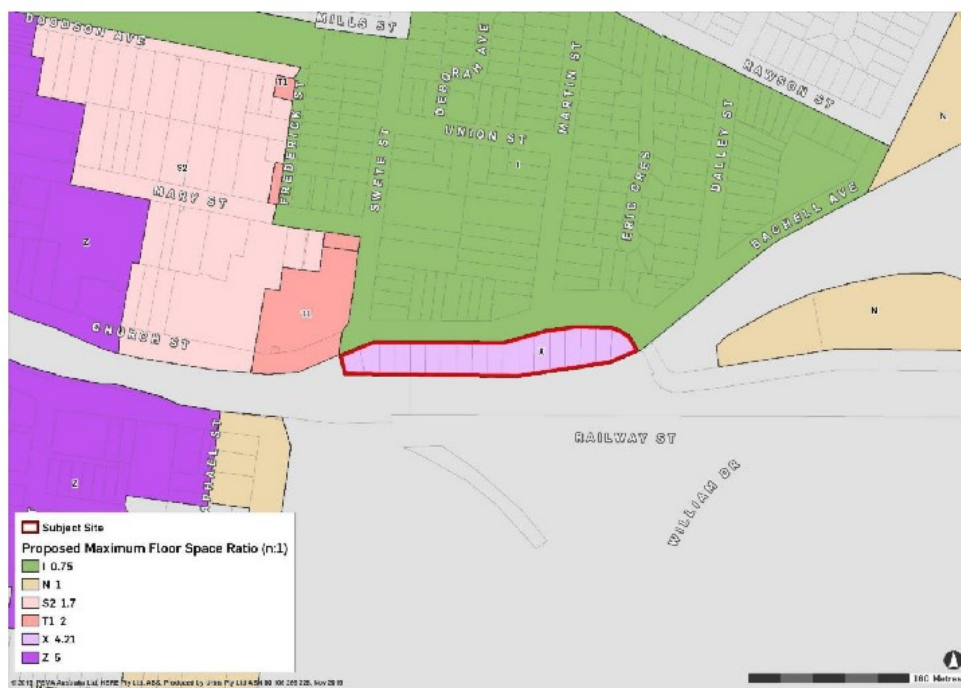
APPENDIX D PROPOSED LEP MAPS

Proposed HOB Map



Source: Cox Architecture

Proposed FSR Map



Source: Urbis

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-441

Attachment 2
Minutes of the CLPP Meeting 8
April 2020

ITEM LPP014/20 - DEVELOPMENT APPLICATION FOR 20 CUMBERLAND ROAD,
GREYSTANES

PANEL RESOLUTION:

1. That Development Application No. DA2019/417/1 for demolition of existing structures and construction of a two-storey attached dual occupancy with Torrens Title subdivision into 2 lots on land at 20 Cumberland Road GREYSTANES NSW 2145 be approved, subject to attached conditions.

For: The Hon. Paul Stein AM (Chairperson) QC, Brian Kirk, David Ryan and Bruce Simpson.

Against: Nil.

Reasons for Decision:

1. The Panel generally agrees with the Planning Officers report.

ITEM LPP015/20 - PLANNING PROPOSAL - 2-36 CHURCH STREET, LIDCOMBE

PANEL RECOMMENDATION:

1. The Panel is of the opinion that an increase in height and density controls for the subject site has strategic merit and site specific merit and be consistent with and achieve the objects of the Act. The availability of this large, centrally located vacant site in public ownership is unique and provides an opportunity for social and affordable housing.
2. The Panel generally supports the recommendation made by the Council Officers of an amended Planning Proposal with reduced heights and FSR over the controls proposed by the proponent's Planning Proposal subject to what appears below.
3. The Panel is not persuaded by the urban design justification for the height and density proposed in the Planning Proposal by the proponent and considers that it is inconsistent to the controls proposed for the adjacent Lidcombe Town Centre Strategy.
4. The Panel is concerned at the overshadowing of some of the graves in the adjacent Rookwood Cemetery and Necropolis in mid-winter bearing in mind that the cemetery is a heritage site of State Significance and the advice of the NSW Heritage Office has not at this stage been obtained.
5. Notwithstanding the above, the proponent of the Planning Proposal argues that there will be significant social benefit in the additional heights and floor space providing much needed social and affordable housing. The Panel generally accepts this submission of the proponent.

On the advice of the proponent before the Panel the difference between the proponents' Planning Proposal and the amended Planning Proposal of the Council Officers is estimated to be a loss of 15 to 18 social housing units and approximately 27 to 30 affordable housing units.

- 6. The Panel advises Council to weigh these social benefits arguments against the concerns for overshadowing of Rookwood graves and the inconsistency with the Lidcombe Town Centre Strategy.**

For: The Hon. Paul Stein AM (Chairperson) QC, Brian Kirk, David Ryan and Bruce Simpson.

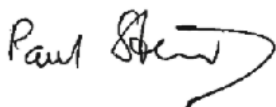
Against: Nil.

The closed session of the meeting here closed at 2:50p.m.

The open session of the meeting here opened at 2:53p.m. The Chairperson delivered the Cumberland Local Planning Panel's resolutions.

The meeting terminated at 2:56p.m.

Signed:



The Hon. Paul Stein AM (Chairperson) QC
Chairperson

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-441

Attachment 3
Design Report

2-36 CHURCH STREET LIDCOMBE

PLANNING PROPOSAL DESIGN REPORT

REPORT BY PLUS ARCHITECTURE
18/03/2020

Prepared for Cumberland Council
March 2020



Plus Architecture Sydney Pty Ltd
Nominated Architect: Amit Julka/10002

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PLANNING PROPOSAL DESIGN REPORT

2-36 CHURCH STREET, LIDCOMBE

BACKGROUND

The site of 2-36 Church St, Lidcombe is currently empty land entirely owned by the NSW Land and Housing Corporation and the redevelopment of this is part of the NSW Government Communities Plus Program. This program aims to deliver new communities where there is a mix of social housing blending with private housing, communities with good access to public transport and employment as well as ensuring improved community facilities and open spaces. The program aims to leverage the capacity and expertise of private and non government sectors.

In February of 2019, Billbergia was the successful proponent selected to develop this site.

Billbergia is committed to providing quality community infrastructure through a voluntary planning agreement with the Cumberland Council.

This is an opportunity for the development of 2-36 Church Street, Lidcombe to provide an inclusive and integrated community comprising of private dwellings and social housing, open spaces and improved community infrastructure.

INTRODUCTION

This planning design report outlines the proposal for a mixed use residential development site at 2-36 Church St, Lidcombe and supports the planning application by Billbergia.

The site, located on the northern Interface at the rail corridor that feeds Lidcombe Station, comprises an area of 10,133m². It occupies a highly prominent position with close proximity to infrastructure, services and amenities.

Taking into consideration the significant uplift in urban density marked for the Lidcombe town centre, any development on the site has the potential to read naturally as an extension to this future urban context, stepping down from west to east transitioning to the local context.

POSITIVE CONTRIBUTIONS TO THE COMMUNITY INCLUDE:

- Contributions for the upgrade of surrounding infrastructure
- Power lines on Church St to go underground
- A childcare facility to support the growing community
- Increasing stock for social housing

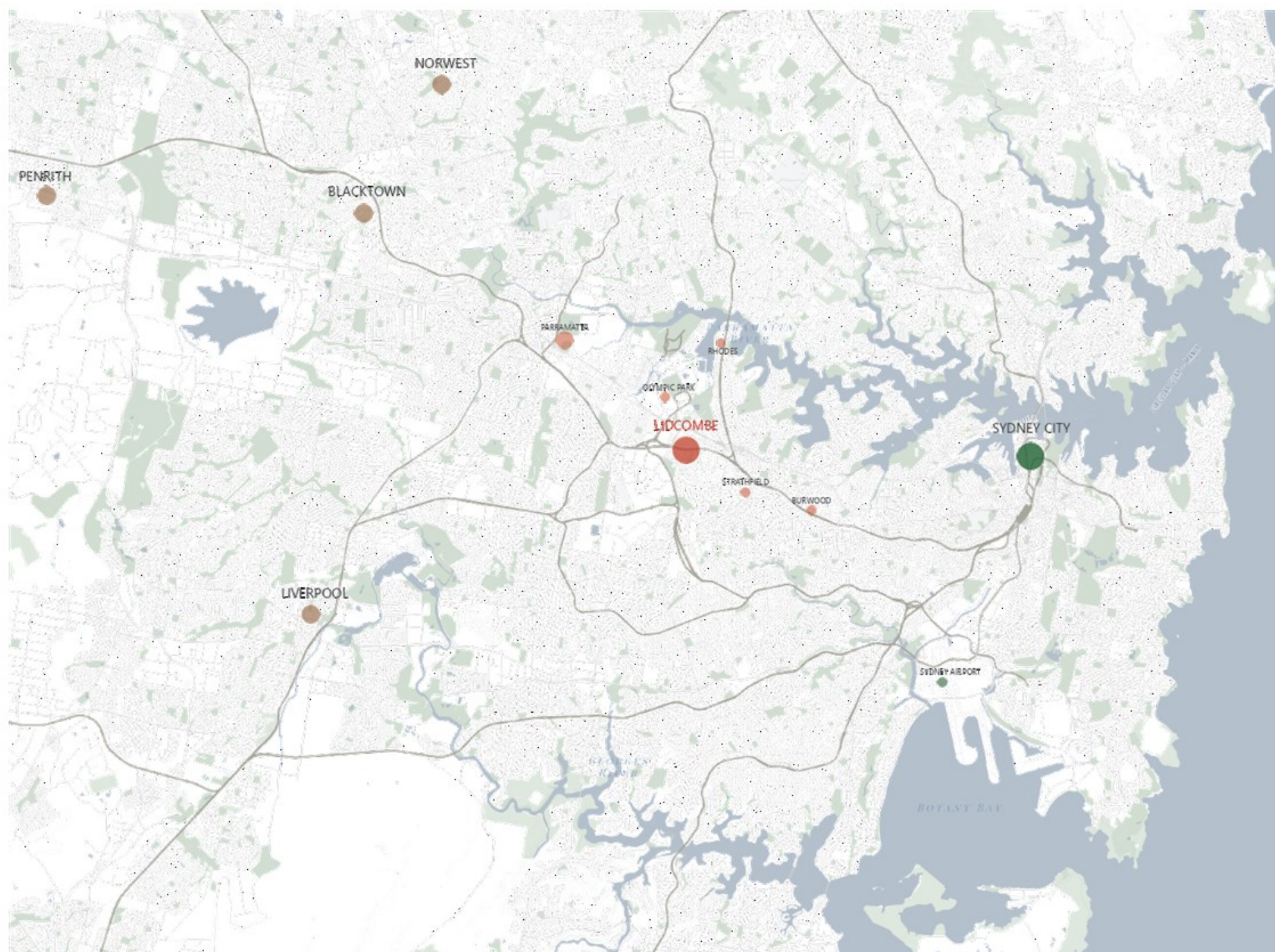
SITE MODIFICATION TO PLANNING CONTROLS

- Increasing height limits for some of the proposed buildings as a transition to the taller town centre
- Increasing the FSR from 2.1: to 1 (site-wide) to 4.21:1
- Increasing the GFA permitted on site from 21279m² to 42690m²

01

PRECINCT ANALYSIS

01 PRECINCT ANALYSIS METROPOLITAN CONTEXT

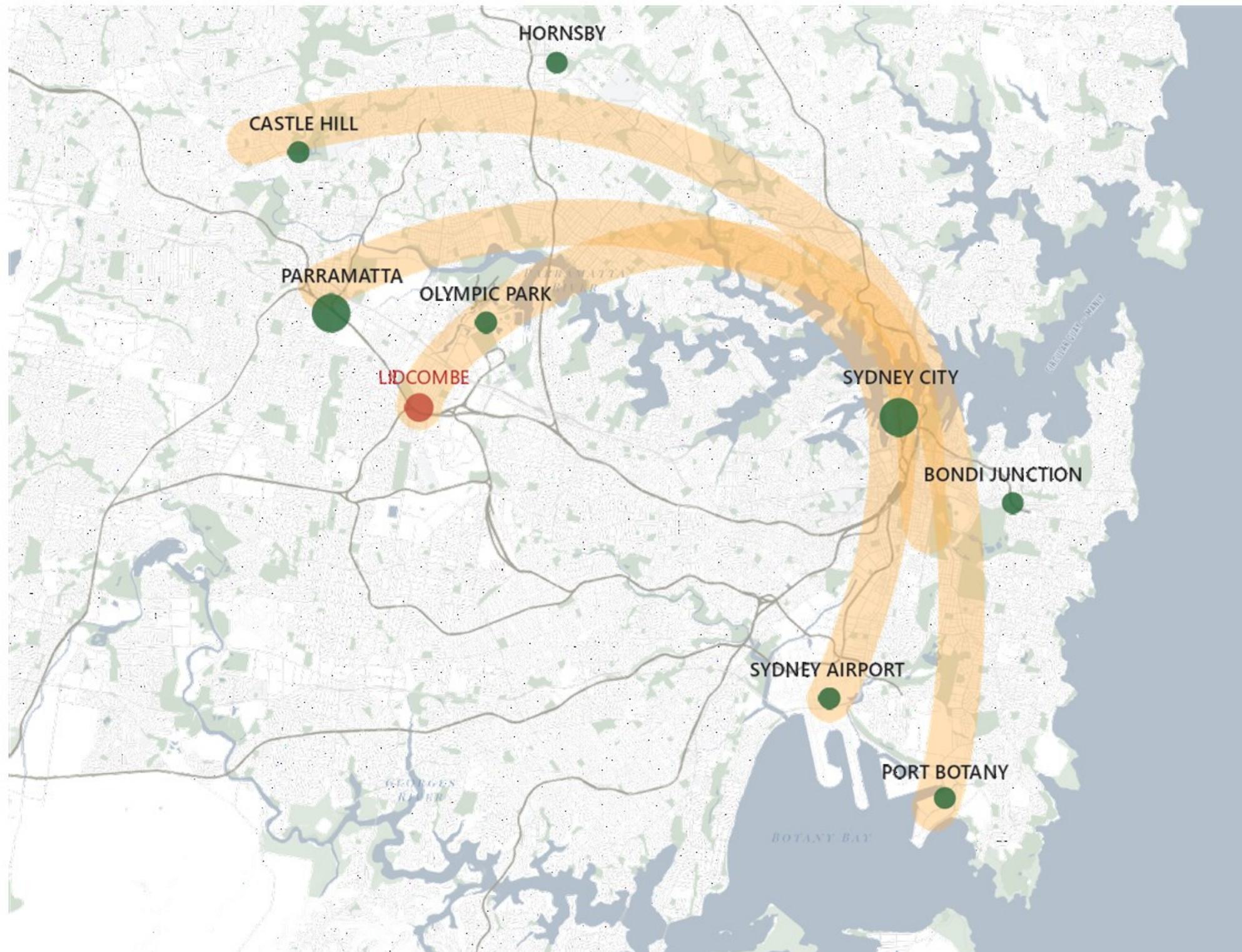


The site in Lidcombe is located within the local government areas of Cumberland Council and that of the city of Parramatta.

The site itself has close proximity to three town centres: Parramatta Metropolitan City, Sydney Olympic Park Strategic Centre and the North Lidcombe Local Centre.

The suburb of Lidcombe is approximately 18km from the Sydney CBD.

01 PRECINCT ANALYSIS ECONOMIC CORRIDOR



The Global Economic Corridor is of economic significance for Sydney and Australia as Sydney's knowledge jobs are heavily concentrated within this Global economic Corridor. This corridor generates 41% of the NSW Gross State Product.

This corridor extends from Port Botany and Sydney Airport to the South and extends via north Sydney to Macquarie Park to Parramatta and all the way west to Norwest Business Park.

Lidcombe sits on the edge of the middle band that stretches from Macquarie Park down to Sydney Olympic Park. Lidcombe sits strategically due to its proximity and rail connections to Sydney Olympic Park and thus the rest of the Global Economic Corridor.

01 PRECINCT ANALYSIS REGIONAL CONTEXT



Lidcombe is situated approximately 8km east of Parramatta CBD and 18km west of the Sydney CBD. With frequent train connections to both CBDs as well as close proximity to the future Sydney Olympic Park Light Rail station connecting to Stage 2 of the Parramatta Light Rail system, Lidcombe is ideally situated to support the increasing demand for varied housing stock as well as support the growth of business and commercial assets.

Equally, Lidcombe's status as a regional town centre with strong transport linkages allow for the opportunity to promote an on-going macro-level strategy for the greater Sydney region with respect to limiting the extent of urban sprawl by increasing the density of urban land stock that is sited within the bounds of existing town centres and infrastructure.

Some of the Urban Planning Principles for Lidcombe taken from the draft Auburn and Lidcombe Town Centre Strategy are listed below:

- Transition building heights within the town centre to the surrounding areas
- Generate a built form that is responsive to its context
- Increase the permitted heights for reasons including provision of a varied skyline emphasising the role of the city centre
- Encourage the precincts north and south of the rail line to continue to evolve with a different character.

LEGEND

- Railway
- Train Station

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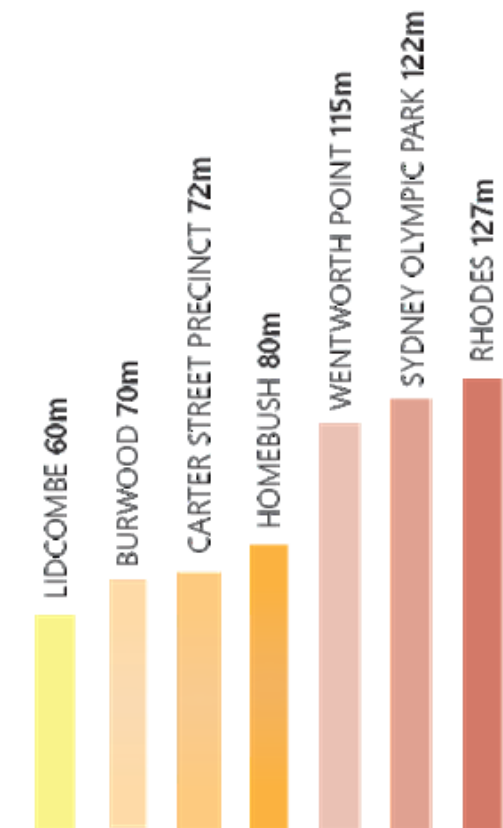
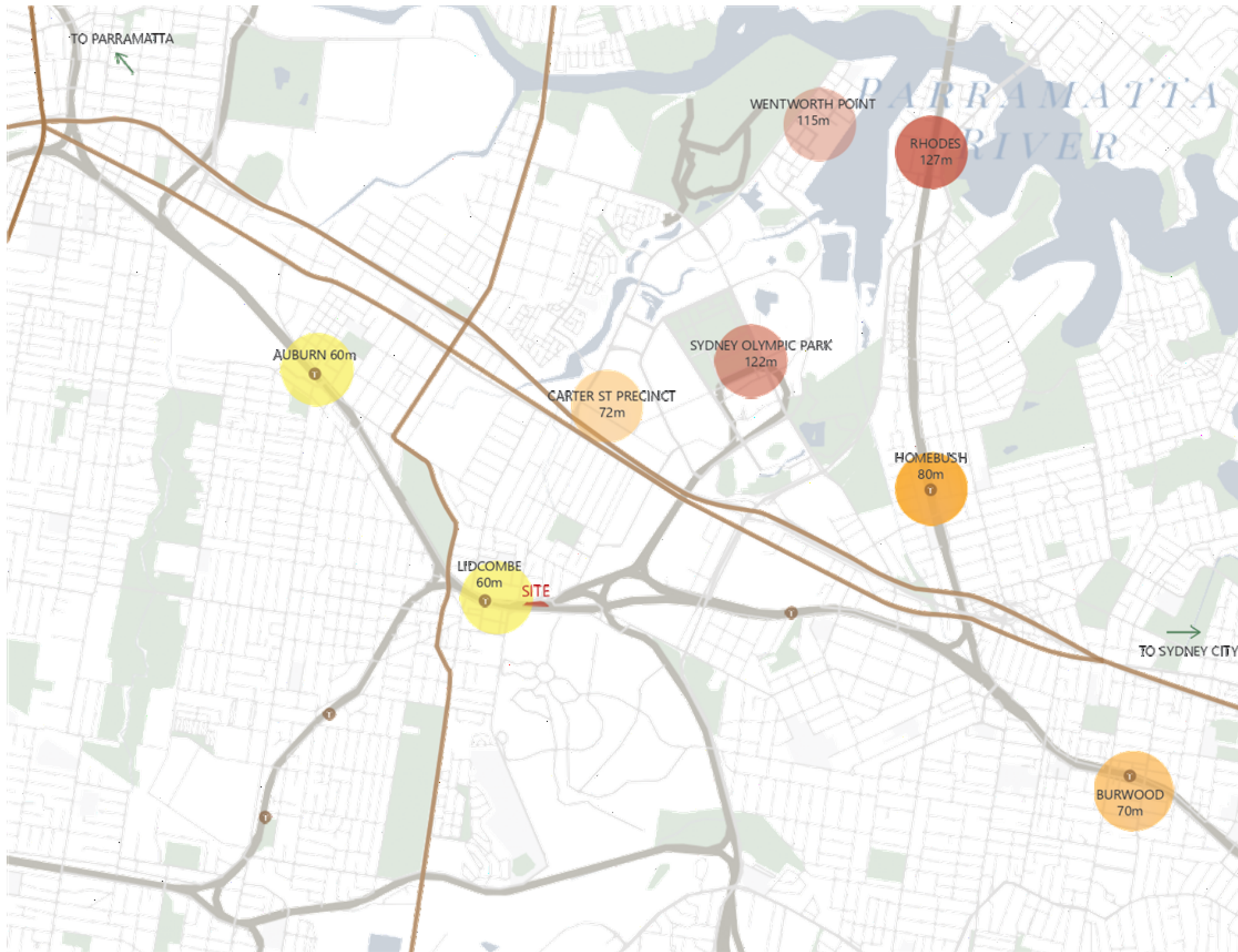
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PLANNING PROPOSAL DESIGN REPORT

2-36 CHURCH STREET, LIDCOMBE

01 PRECINCT ANALYSIS LOCAL HEIGHT ANALYSIS

The Lidcombe Town Centre recommends heights up to 60m. In contrast, the surrounding town centres propose heights of up to almost double.



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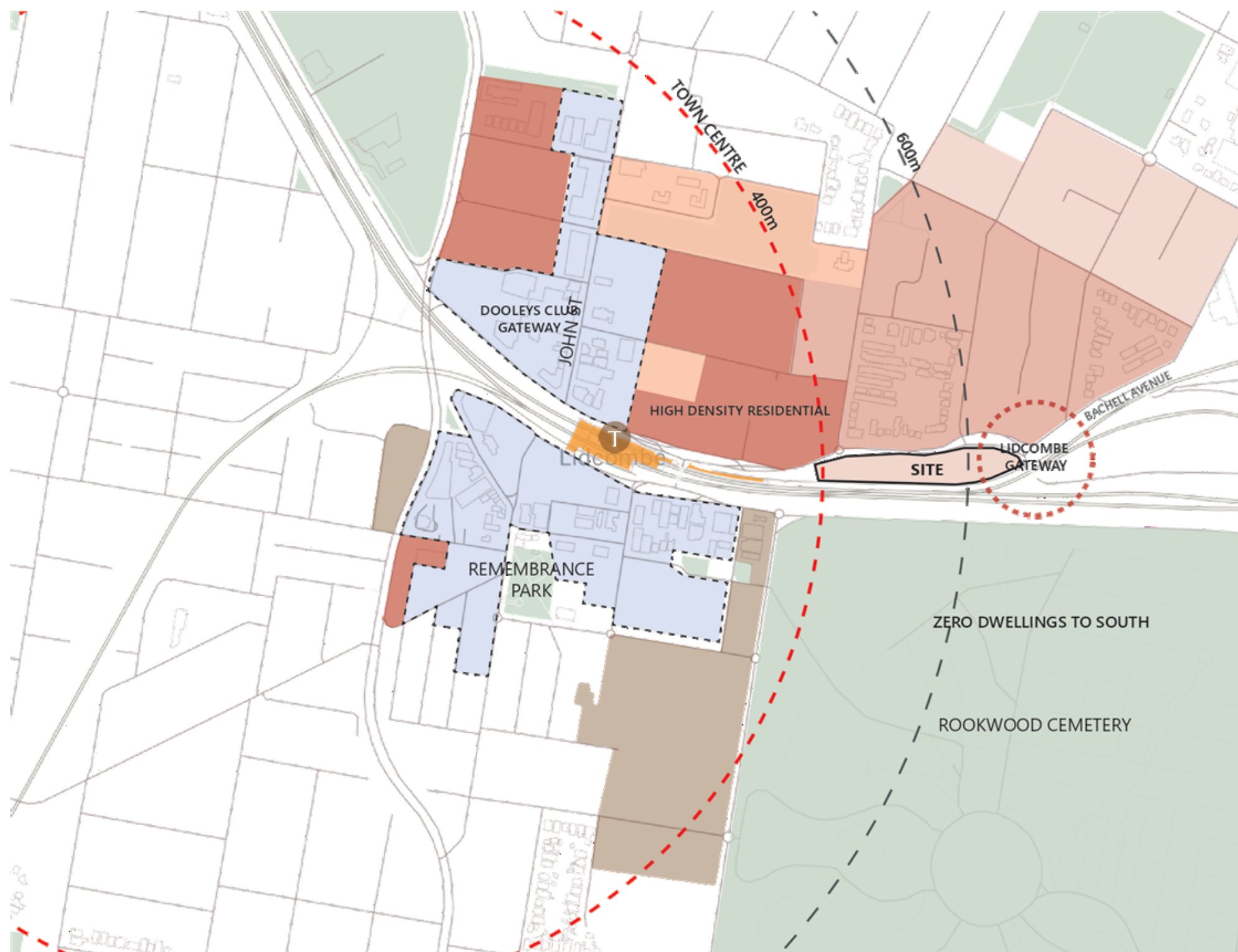
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01 PRECINCT ANALYSIS LOCAL CONTEXT

The North Lidcombe town centre is within 400m of the site with the Lidcombe Train Station 350m east of the site. The retail strip of John Street provides amenities within 300m to the north west of the site. Immediately to the south is the railway corridor and beyond that is the Rookwood cemetery. East of the site is a light industrial area.

The suburban low-medium density housing to the north of the site encourages the built form to be sensitive in scale through architectural features, and to integrate improved amenity through ground level green space and pedestrian connectivity.

The provision of a new and varied housing stock within 30 minutes of the local centre will contribute to increased accessibility and productivity of resident worker populations. Included in this is also the delivery of much needed social housing.



LEGEND

- Railway
- Train Station
- Mixed Use
- Education Facilities
- Light Industrial
- Park/Open Space
- Low Density Residential
- Medium Density Residential
- High Density Residential

01 PRECINCT ANALYSIS
NEIGHBOURHOOD IMAGES



LIDCOMBE TRAIN STATION



LIDCOMBE PUBLIC SCHOOL



JOHN STREET



LIDCOMBE INDUSTRIAL AREA



LIDCOMBE REMEMBRANCE PARK



ROOKWOOD CEMETERY

PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

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02

SITE ANALYSIS

02 SITE ANALYSIS ACCESS / CIRCULATION



ARTERIAL ROAD CONNECTIONS

There are 3 main arterial roads bounding the site.

East of the site is the A3 motorway connecting Mona Vale to the north to Princes Highway at Blakehurst to the south.

To the west is the A6 motorway which connects Cumberland highway at Carlingford to Princes Highway at Heathcote.

The M4 western motorway is to the north of the site.

PUBLIC TRANSPORT CONNECTIONS

Lidcombe train Station is considered a major train station with services and connections allowing it to be serviced by 4 different lines - T1 Western line, T2 Inner West line, T3 Bankstown line and T7 Olympic line. The station is 350m east of the site.

4 bus stops are located within 5 minutes of the site.

**02 SITE ANALYSIS
SITE PHOTOS**



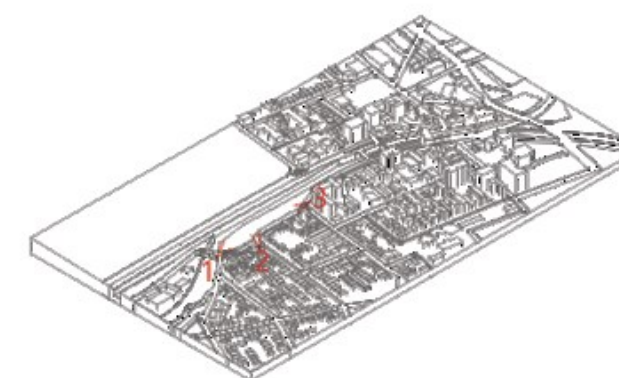
1 View from North East of the site



2 Church Street, the North of the site



3 Church Street, North West end of the site



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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

02 SITE ANALYSIS

EXISTING SITE

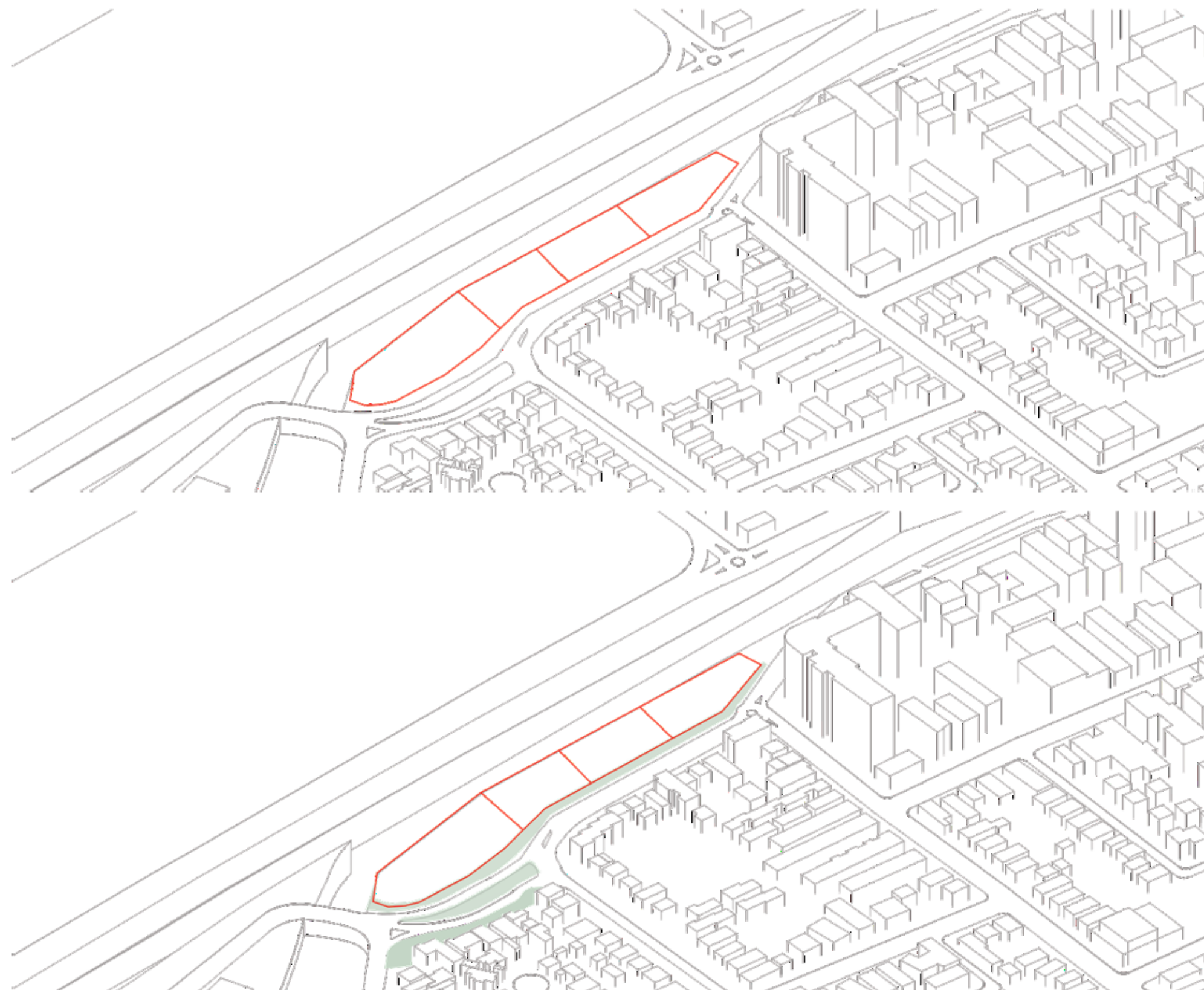
The site is an irregular shape with an area of 10,133m²

There are 18 individual site lots with a street frontage and road access directly onto Church St measuring at approximately 273m.

The site has various depths with a minimum width of 17m at the eastern end and 43m at the western end.

GREEN SPACE

These zones which comprise portions of the development site as well as public landscape, when taken as a whole provide an important landscape buffer that serves to soften the built form, particularly when viewed from street level.



PLANNING PROPOSAL DESIGN REPORT

2-36 CHURCH STREET, LIDCOMBE

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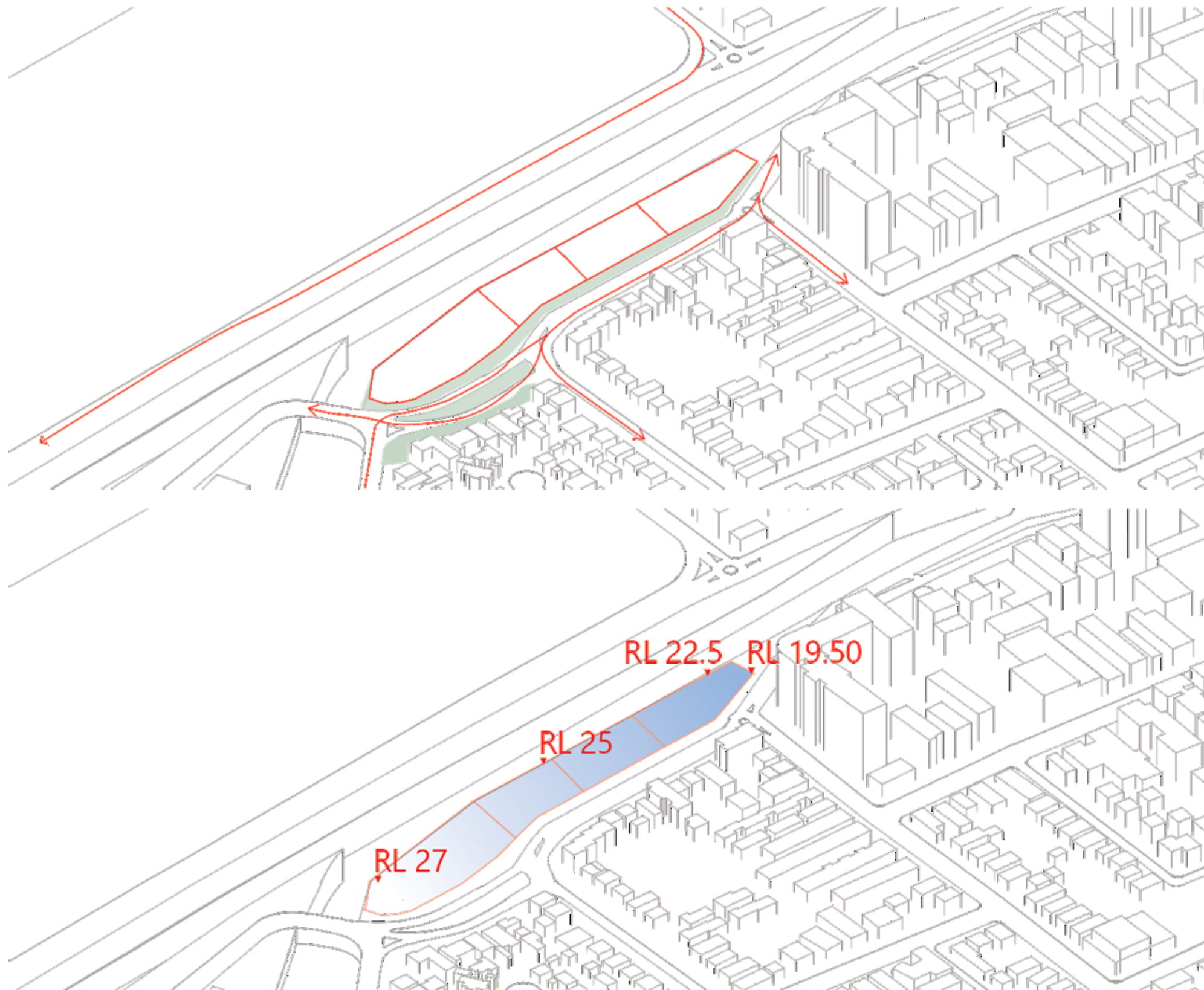
02 SITE ANALYSIS

ROAD STRUCTURE

With multiple streets coming off Parramatta Rd and leading to Church St, this location could be seen as a clear gateway into the town centre.

SITE LEVELS

The site falls 8m across the length of the site, with varying steepness at different sections



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2-36 CHURCH STREET, LIDCOMBE

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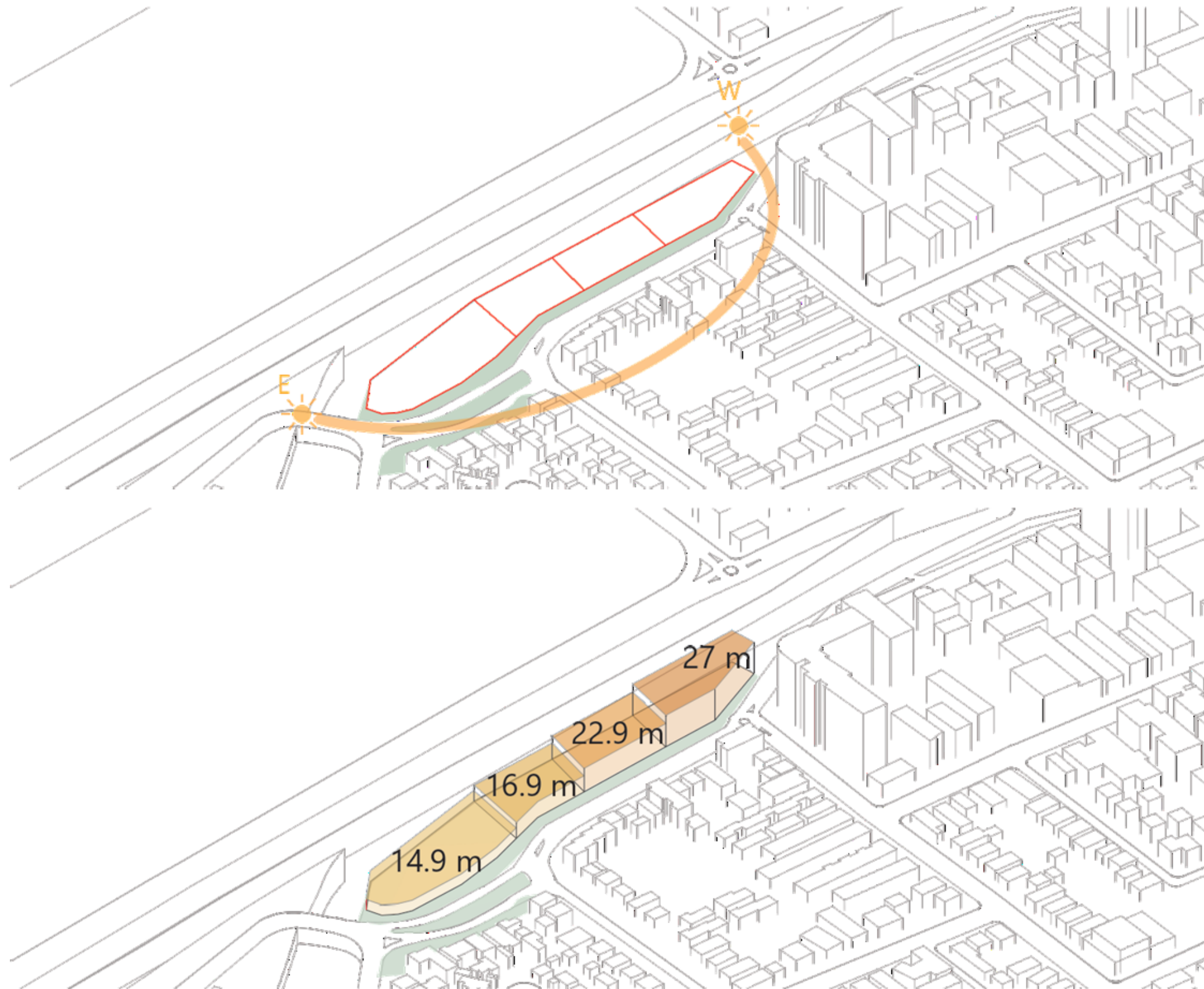
02 SITE ANALYSIS

SOLAR ACCESS

The site has a favourable orientation receiving the northern sun across the length of the whole site. With the train line immediately to the south and no immediate neighbours, no built form is casting any significant shadows on the site. Any shadows cast at 12pm during winter are cast over the railway and cemetery.

LEP HEIGHTS

Current LEP controls suggests a stepping of the site in regards to both height and FSR which is in line with the future vision of a stepped built form moving away from Lidcombe Town Centre.



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03

PROPOSED DEVELOPMENT

PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

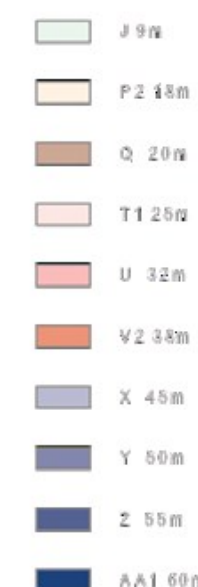
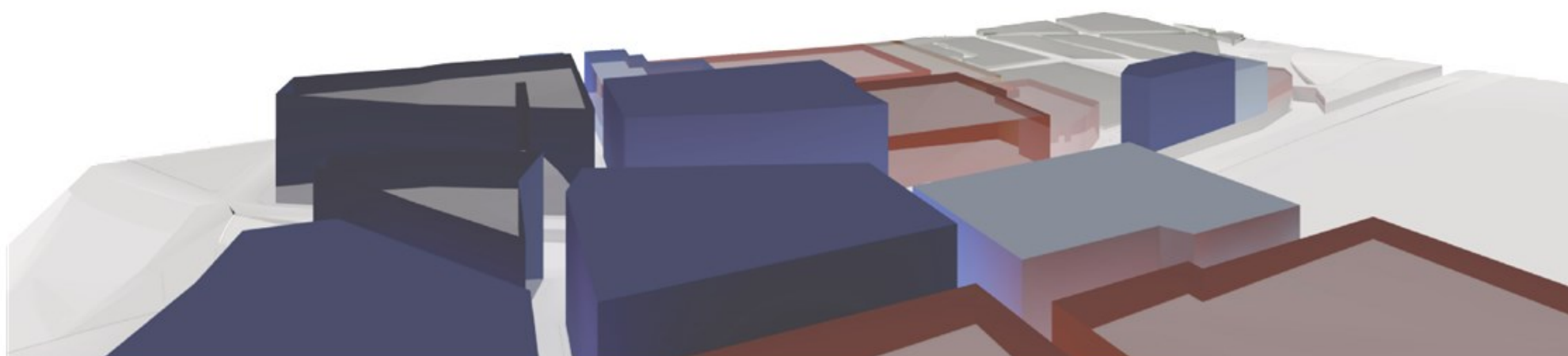
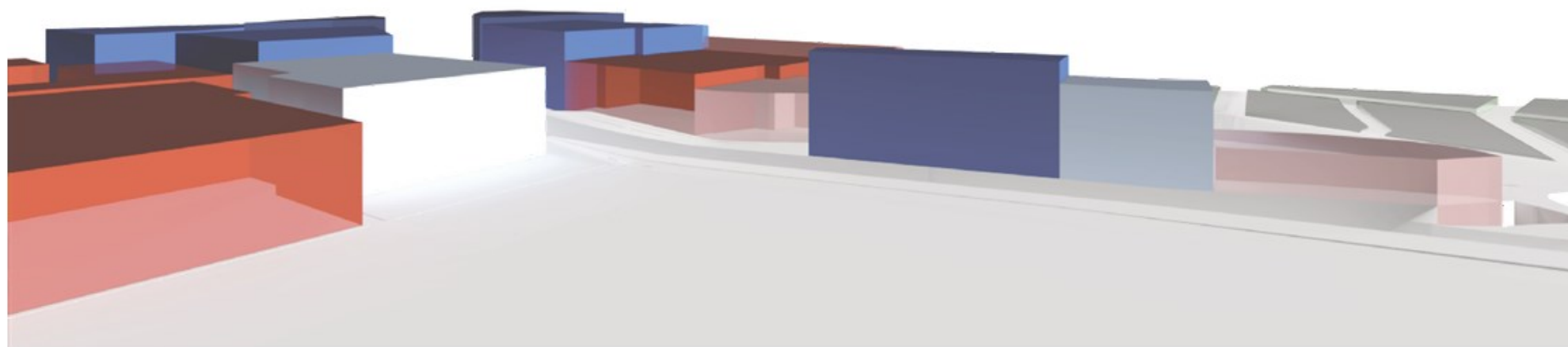
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03 PROPOSED DEVELOPMENT LOCAL CONTEXT PROPOSED HEIGHT

The future context of the Lidcombe Town Centre envisions buildings up to 60 metres in height and FSRs up to 5:1.

With this context in mind, the proposal for this site and its close proximity to the town centre is sympathetic with the vision for the future of Lidcombe Town Centre.

The plan is extracted from the proposed Lidcombe Town Centre Plan with aerial views showing the proposal with this future context.



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PLANNING PROPOSAL DESIGN REPORT

2-36 CHURCH STREET, LIDCOMBE

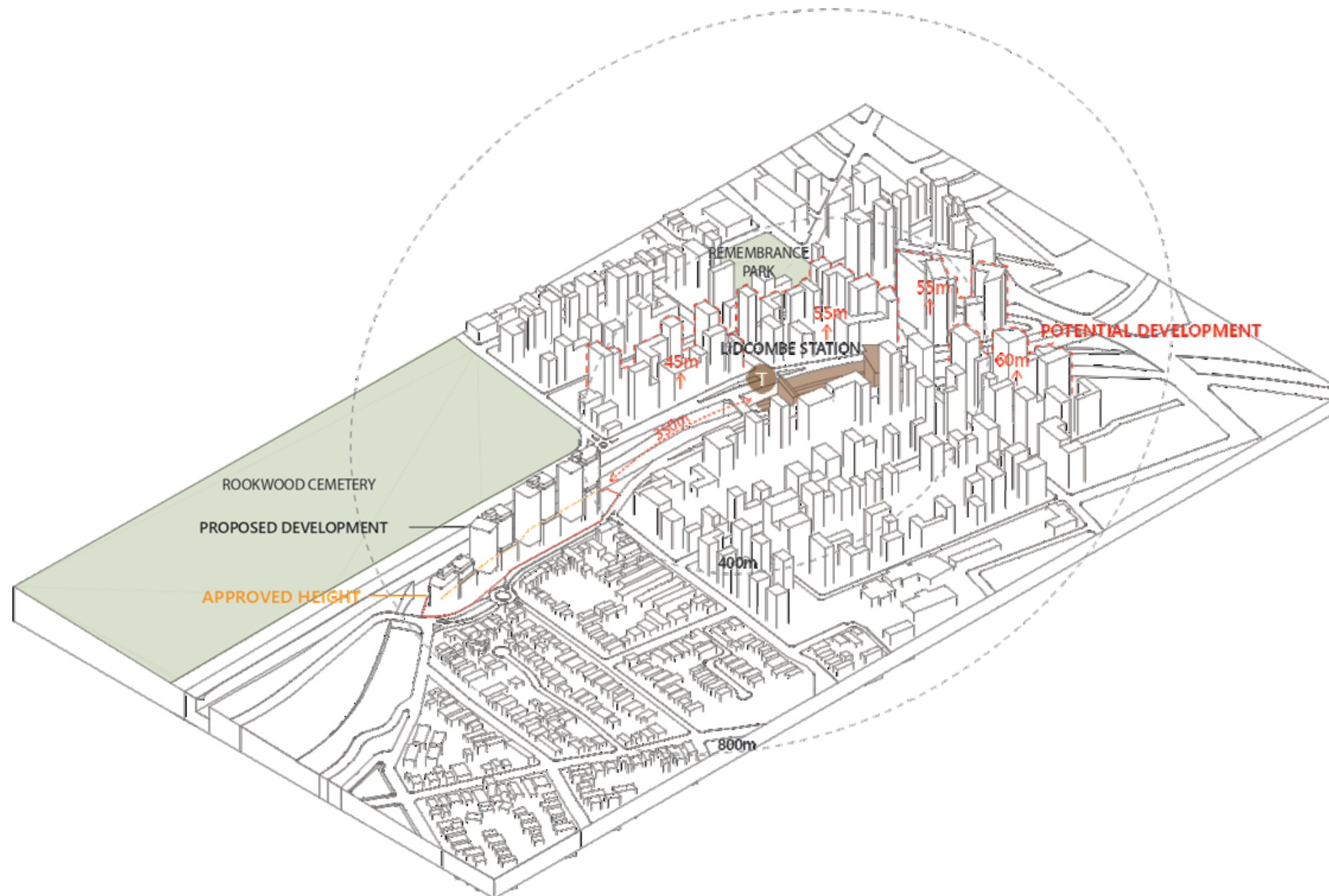
03 PROPOSED DEVELOPMENT LOCAL CONTEXT PROPOSED HEIGHT

SITE PROXIMITY

The site is ideally located with good accessibility to existing services, amenities and infrastructure being only 350m from the Lidcombe Train Station and 400m from the Lidcombe Town Centre. It provides an invaluable opportunity to help increase available housing stock within the area.

HEIGHT OPPORTUNITY

With the future of Lidcombe Town Centre set to increase in density and height, the proposal is in keeping with this vision, while at the same time, being sensitive to its local context.

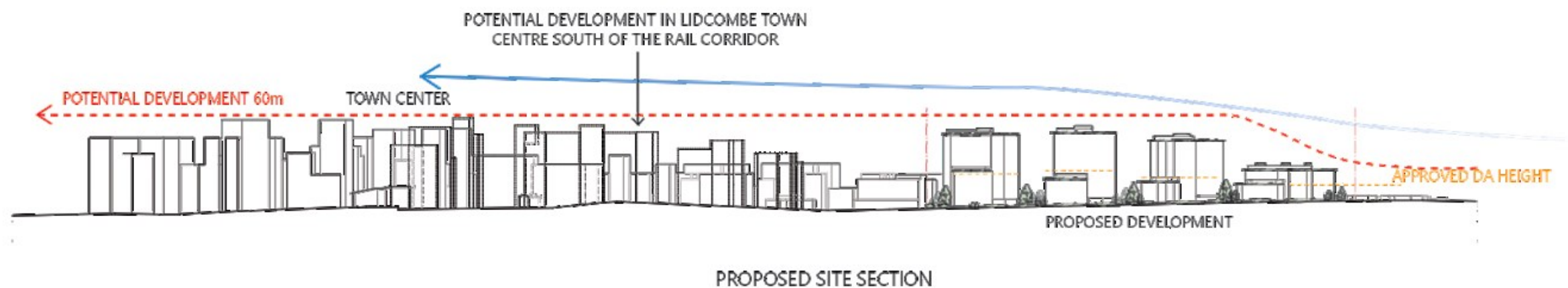


03 PROPOSED DEVELOPMENT SITE SECTION

TRANSITIONING

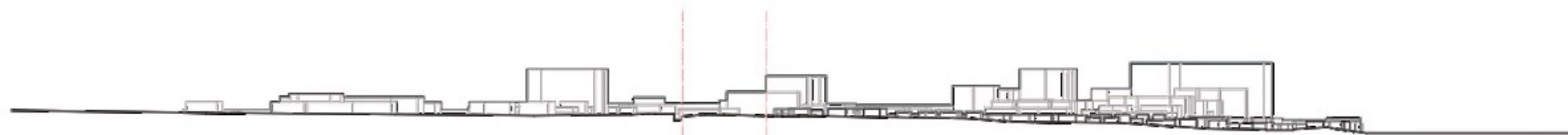
It is proposed that the western most building closest to the Town Centre will step down in height to 53m, as the first to transition from the proposed Town Centre.

The proposal continues to transition to 22m to highlight the suburban gateway to the Town Centre at Church St and to complement its immediate context.



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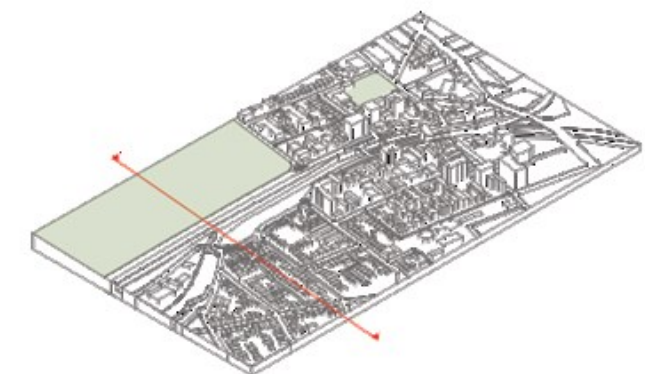
**03 PROPOSED DEVELOPMENT
SITE SECTION**



EXISTING SITE SECTION



PROPOSED SITE SECTION

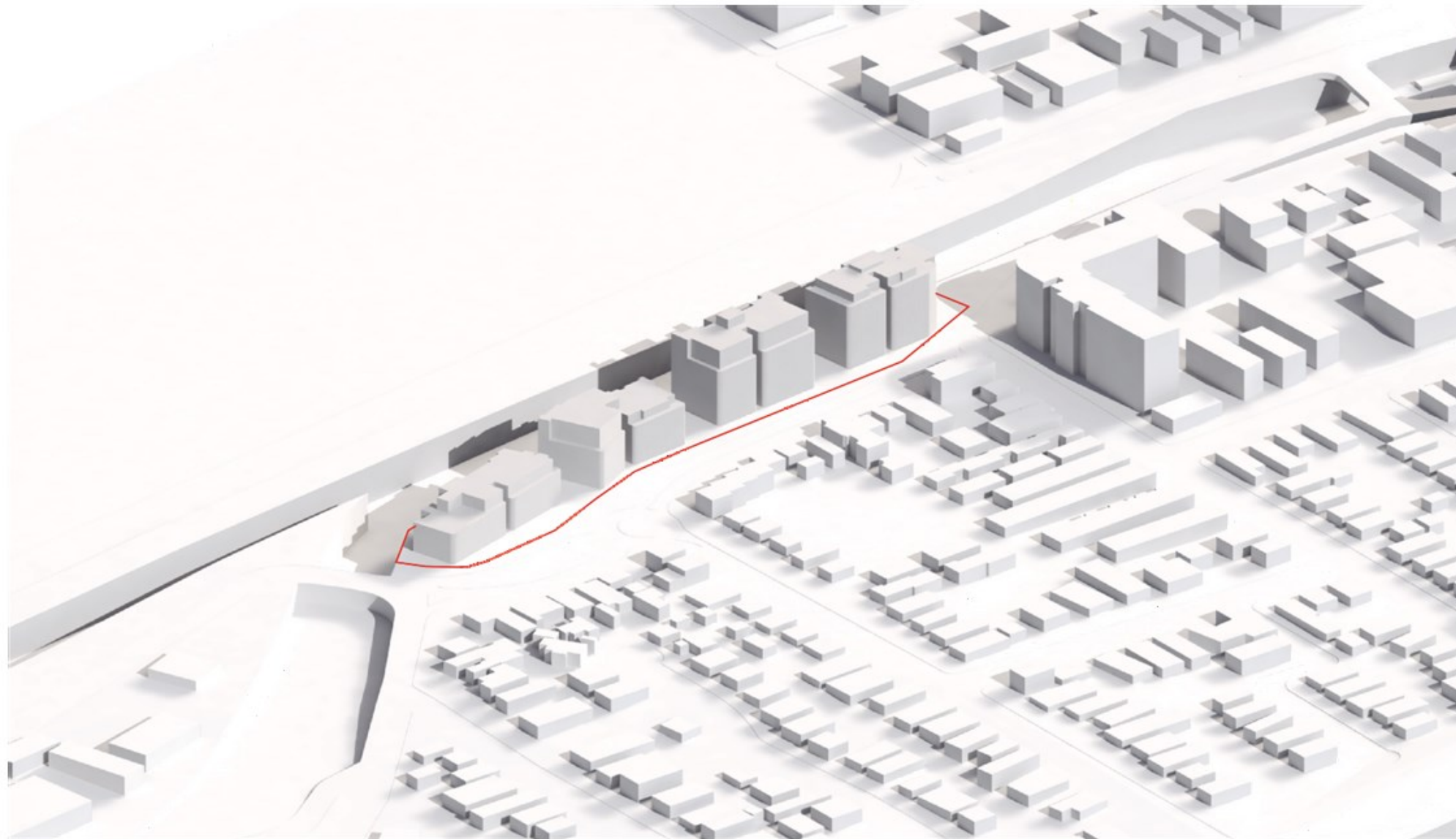


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03 PROPOSED DEVELOPMENT APPROVED DEVELOPMENT PROPOSAL



The site's proximity to the future Lidcombe Town Centre has it uniquely placed to supply much needed housing stock to the Lidcombe community.

The opportunity to provide a sympathetic transition from the Town Centre to adjacent built form allows for the potential of greater density on the site than in the currently approved DA.

03 PROPOSED DEVELOPMENT URBAN PRINCIPLES

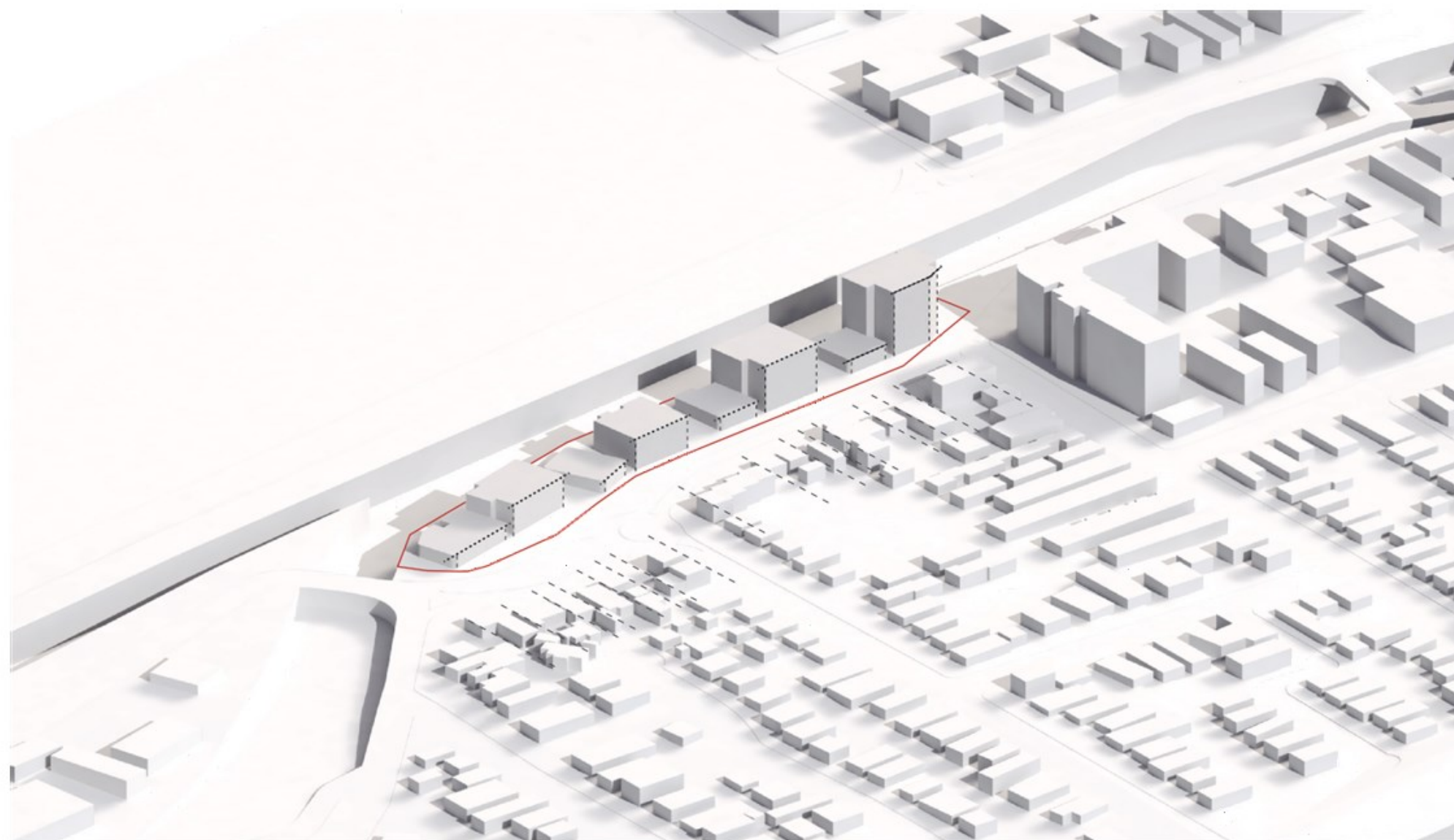


EXISTING SITE

In order to envisage the potential for the site, the current approved DA proposal was stripped back in order to re-imagine a sympathetic development that was bold in its proposition while in keeping with the future of the Lidcombe Town Centre.

The proposal kept the existing framework that has already been established by the current approved Development Application, by keeping within boundaries already established by the 4 buildings.

03 PROPOSED DEVELOPMENT URBAN PRINCIPLES



ESTABLISHMENT OF PODIUM SCALE

Build up the architecture in such a way that its base relates to its immediate context.

Break up the 4 buildings through articulation, and then developing further a finer grain such that the podium base is more sensitive to its immediate northern context.

03 PROPOSED DEVELOPMENT URBAN PRINCIPLES



CRAFTING THE TOWERS

With the base more appropriately articulated, the towers can then float above the base. Bringing some tower elements closer to the ground than others, helps emphasise and articulate a finer grain to the 4 buildings.

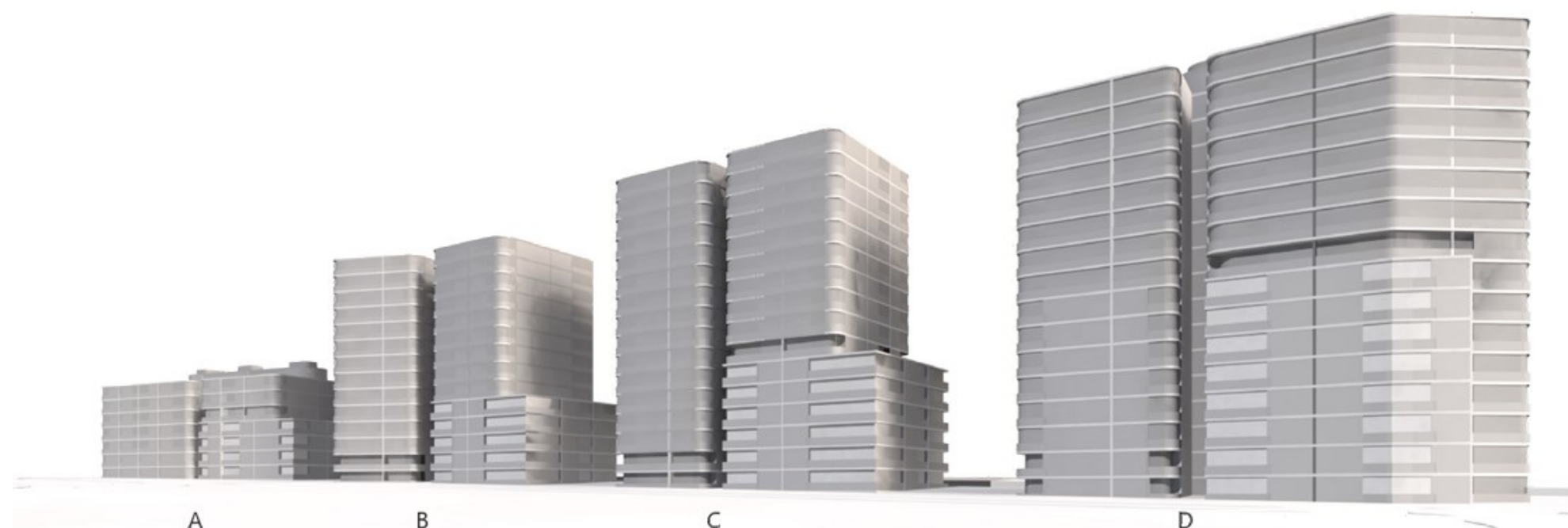
03 PROPOSED DEVELOPMENT URBAN PRINCIPLES



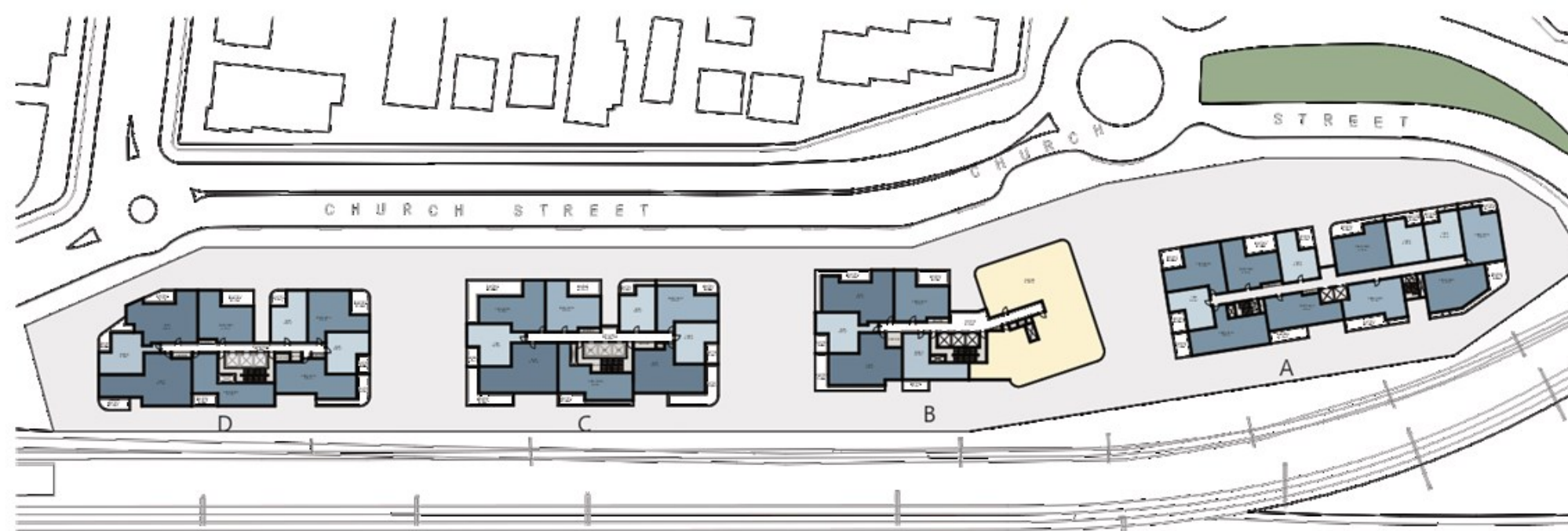
INTRODUCING LANDSCAPE

Through the introduction of well designed landscaped areas not only just to the ground levels but letting it climb vertically through slots, and occupying communal areas on the roofs will not only provide positive impact to its residents but also contribute to providing an appropriate architecture to the surrounding community that is already lacking in green spaces.

03 PROPOSED DEVELOPMENT GROUND PLAN



Using the same framework as the current approved DA, apartments will be planned to ensure compliance with ADG. Ground level will incorporate a daycare centre which will be of benefit to the surrounding community,



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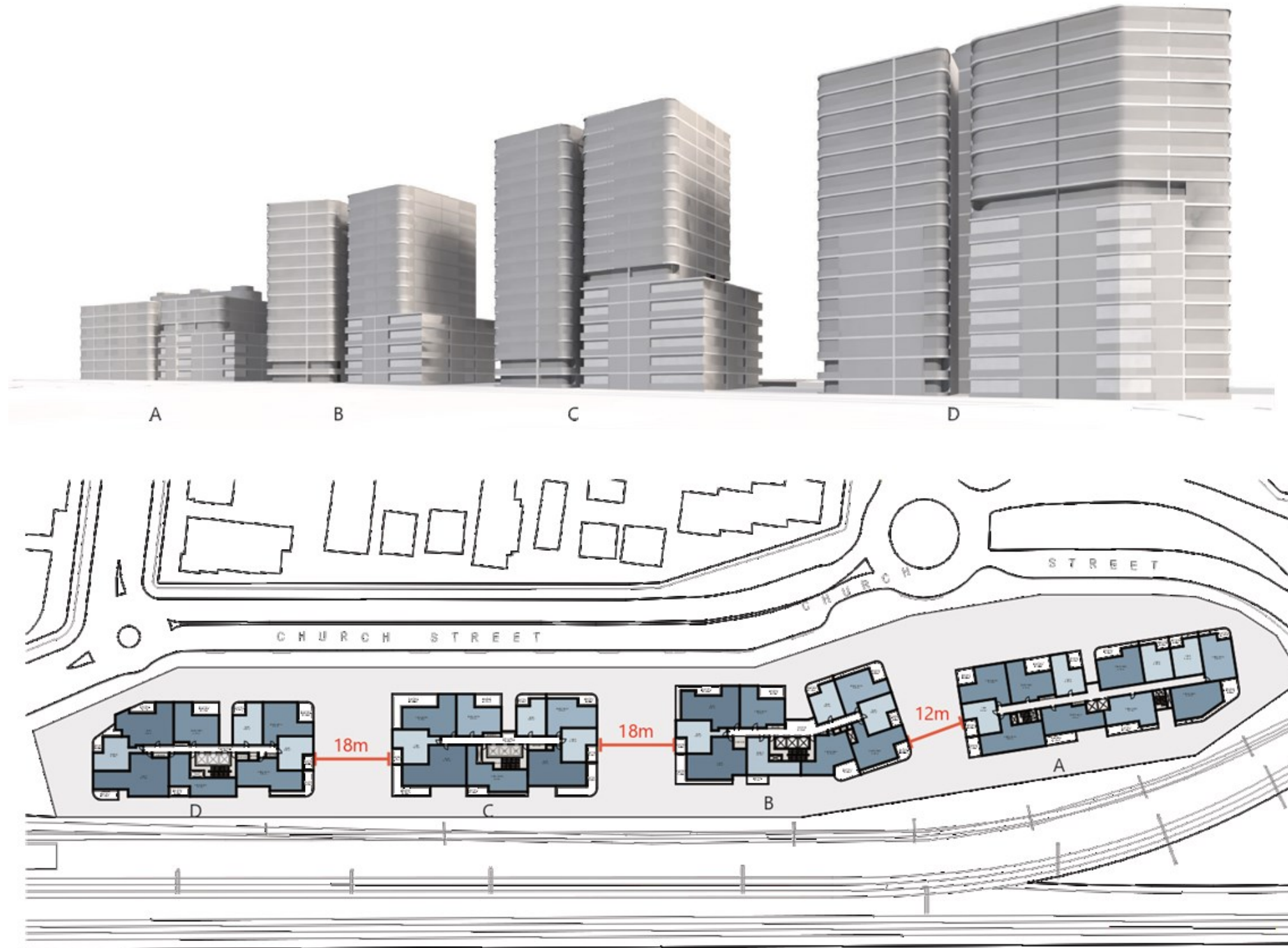


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03 PROPOSED DEVELOPMENT TYPICAL PODIUM PLAN

The lower levels will achieve setbacks as indicated in the ADG with planning to allow for a mixture of balconies and wintergardens. The balconies may be used more in the lower levels to help create recesses and breaks in the architecture



PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

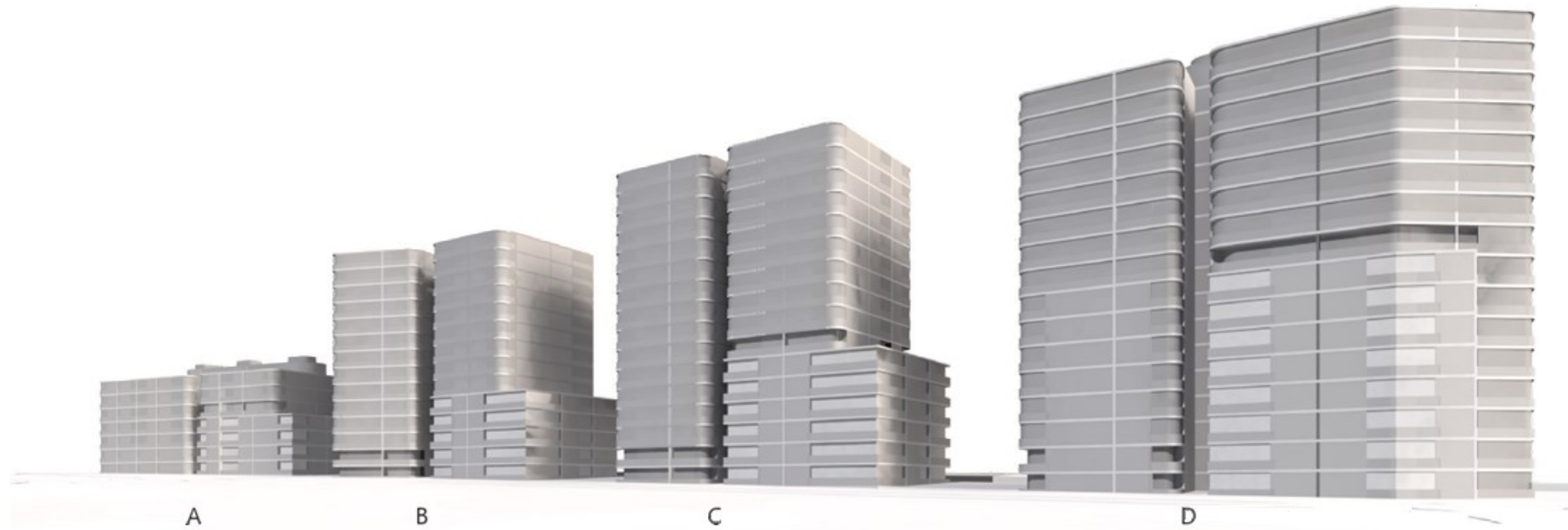
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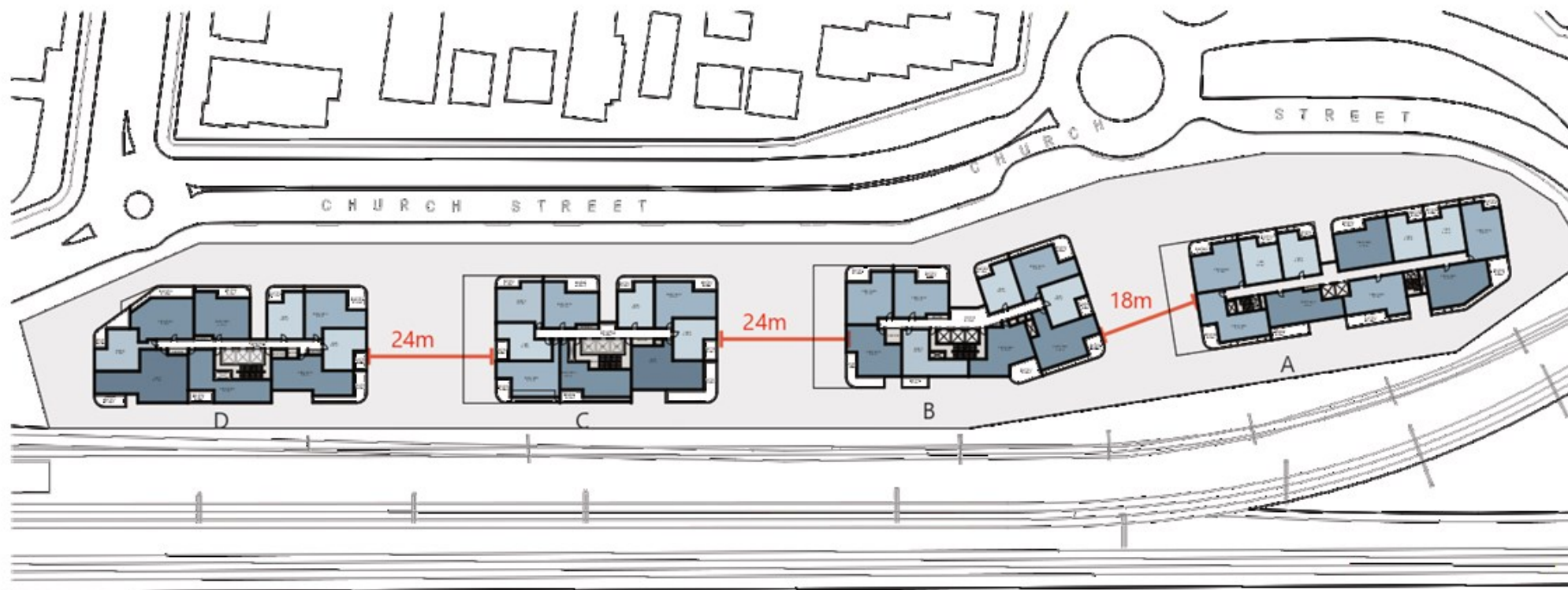
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03 PROPOSED DEVELOPMENT TYPICAL TOWER PLAN



The higher levels are setback further to ensure compliance, and to give each building adequate breathing space. Potentially the lower levels will transition more into wintergardens as the tower gets higher for protection from wind.



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2-36 CHURCH STREET, LIDCOMBE

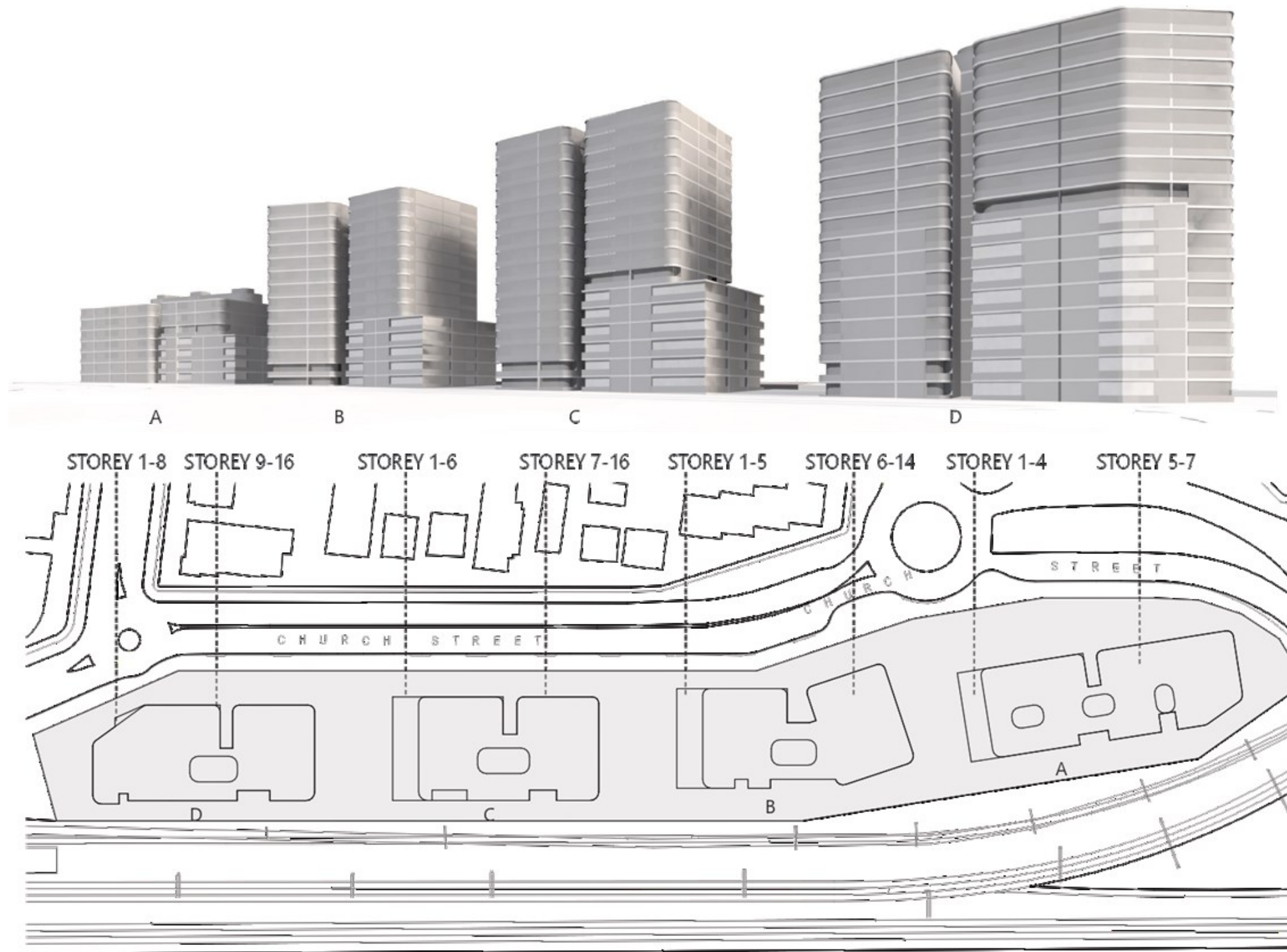
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03 PROPOSED DEVELOPMENT ROOF PLAN



SUMMARY OF HEIGHTS

BUILDING A (EASTERN BUILDING)
- 7 Storeys

BUILDING B
- 14 Storeys

BUILDING C
- 16 Storeys

BUILDING D (WESTERN BUILDING)
- 16 Storeys

PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

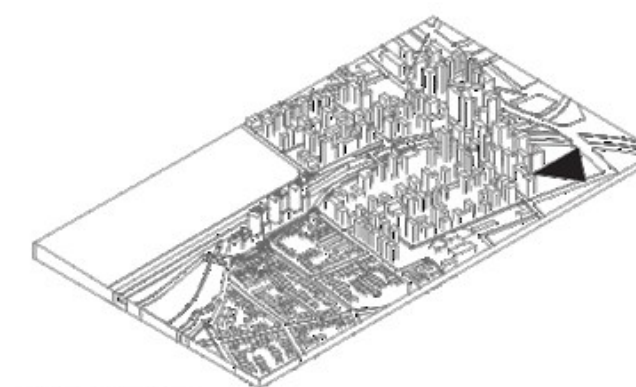
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03 PROPOSED DEVELOPMENT AERIAL VIEWS



VIEW FROM NW

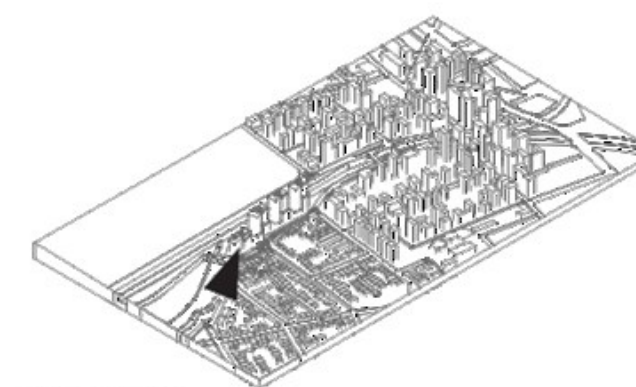
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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT AERIAL VIEWS



VIEW FROM NE

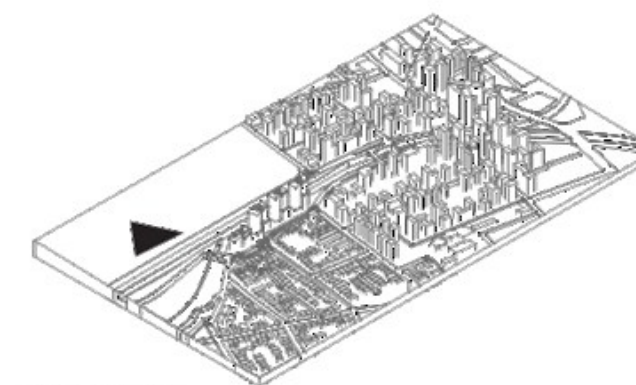
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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT AERIAL VIEWS



VIEW FROM SE

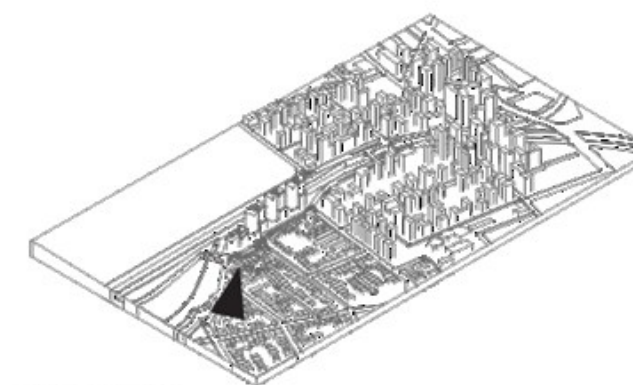
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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT STREET VIEWS



VIEW FROM NE

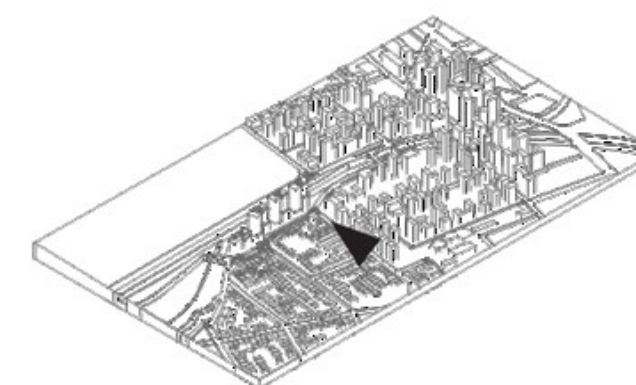
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PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT STREET VIEWS



VIEW FROM SWETE STREET

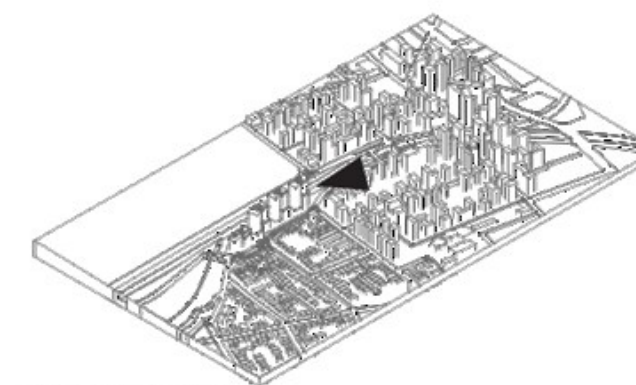
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2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT STREET VIEWS



VIEW FROM WEST

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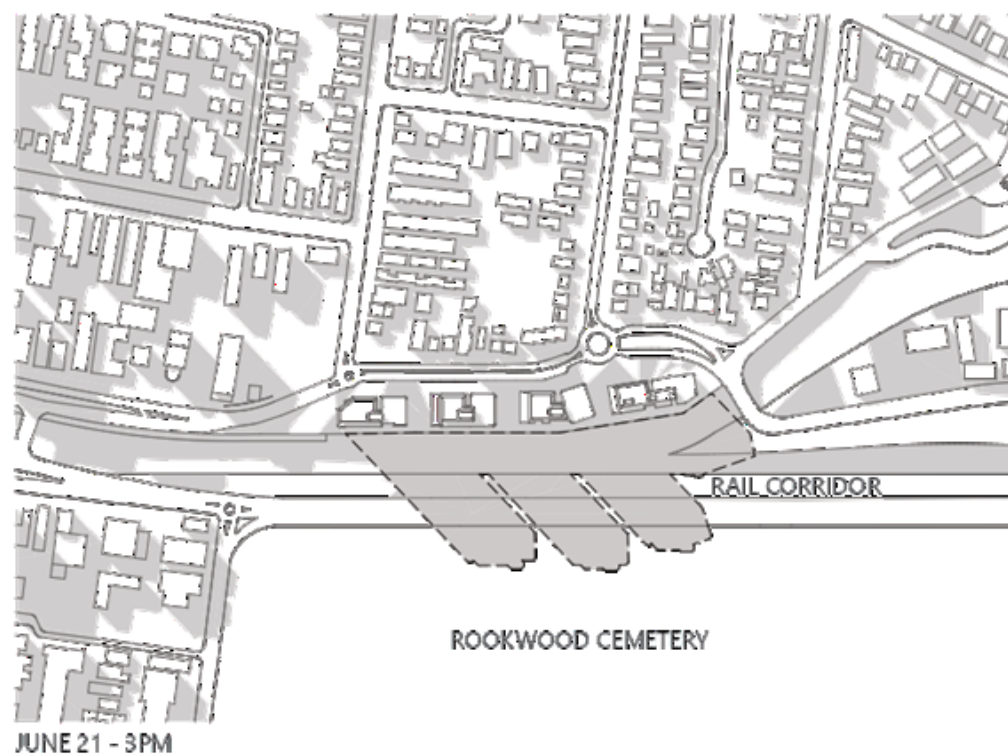
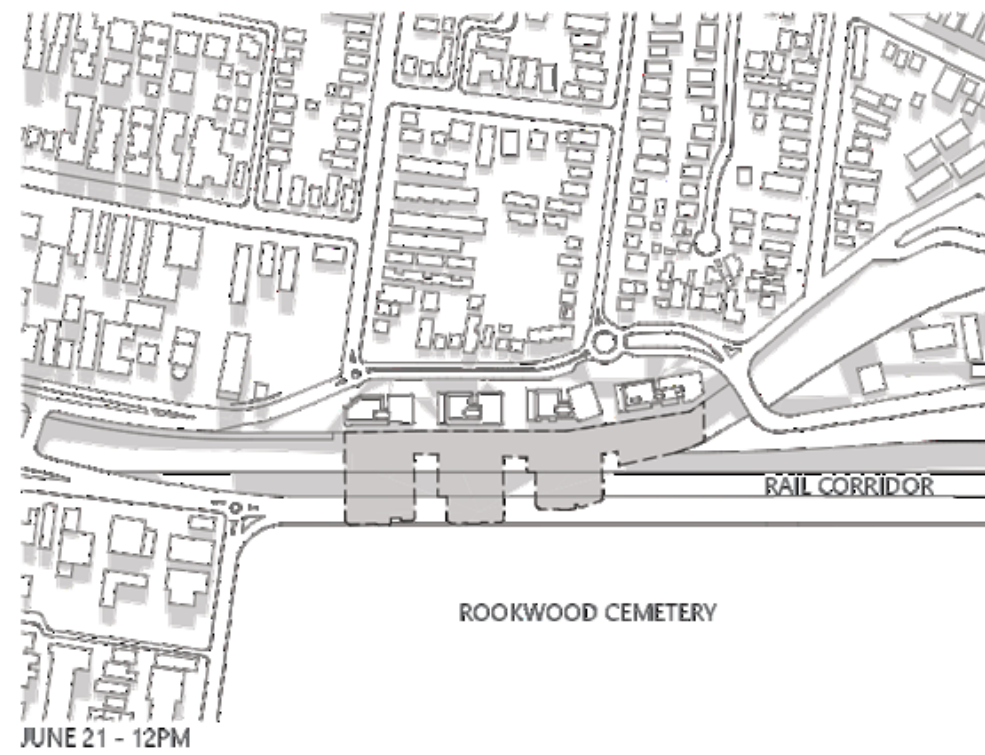
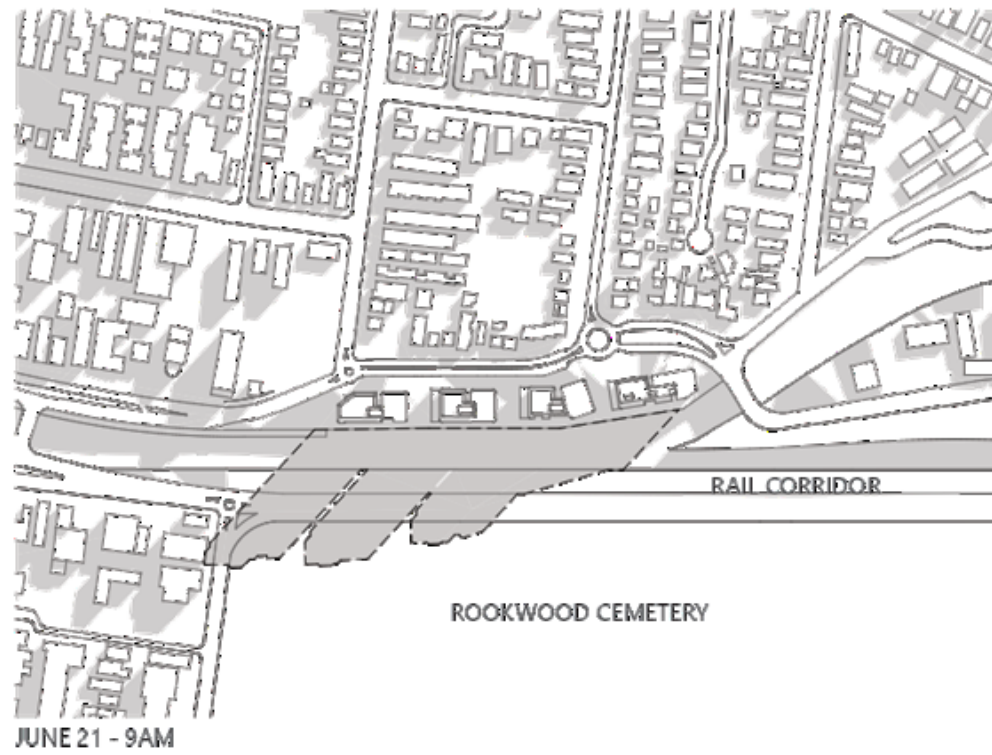
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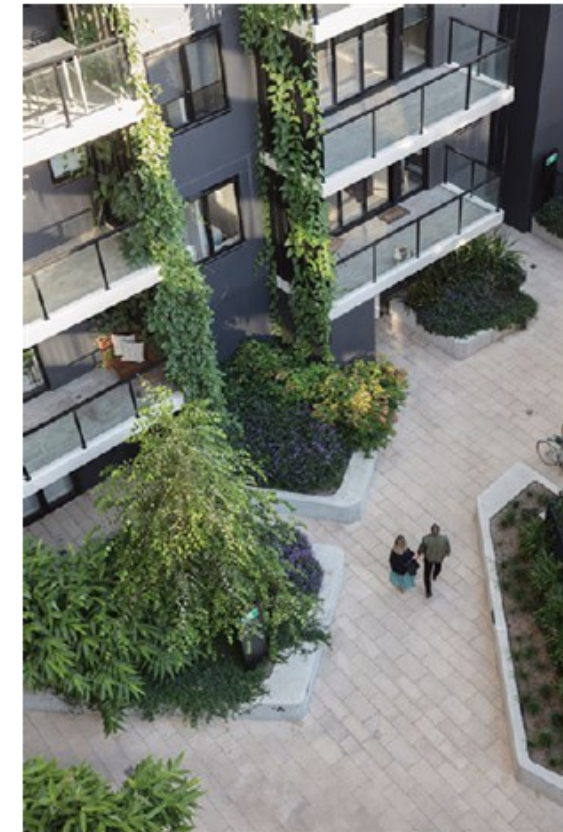
PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

03 PROPOSED DEVELOPMENT SHADOWS

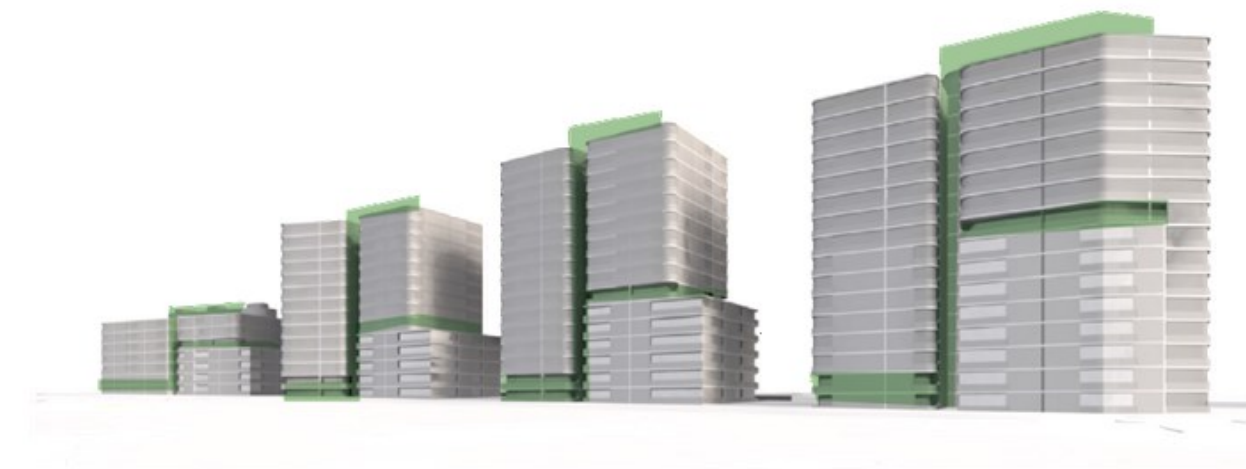
The rail corridor and parts of the northern boundary of Rookwood cemetery absorbs most of the shadows that are being cast on Jun 21 by the proposal.



03 PROPOSED DEVELOPMENT LANDSCAPE



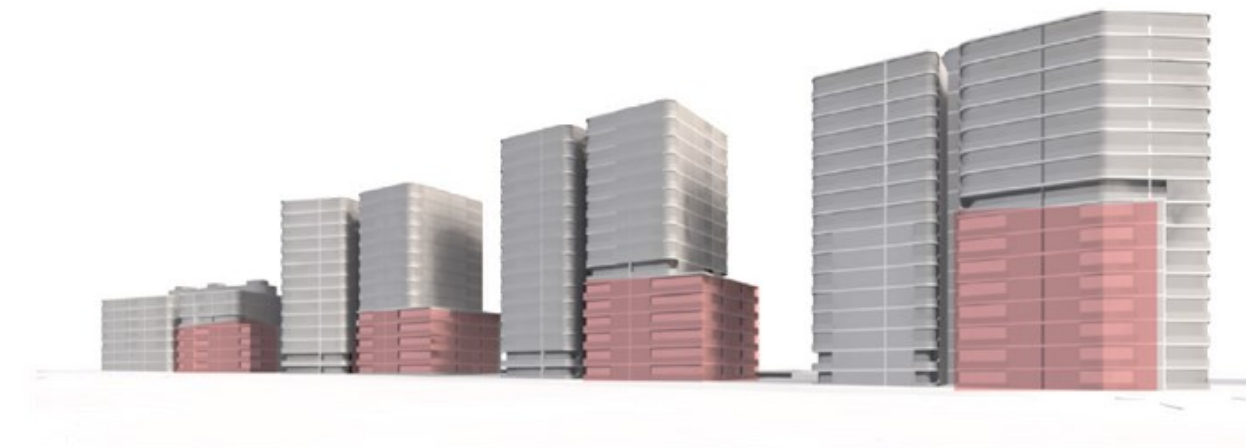
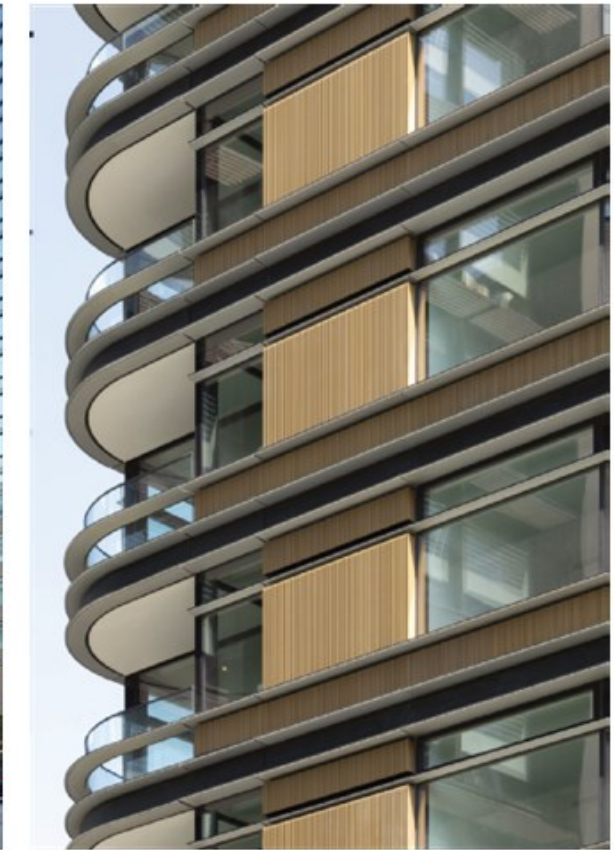
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2-36 CHURCH STREET, LIDCOMBE



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03 PROPOSED DEVELOPMENT
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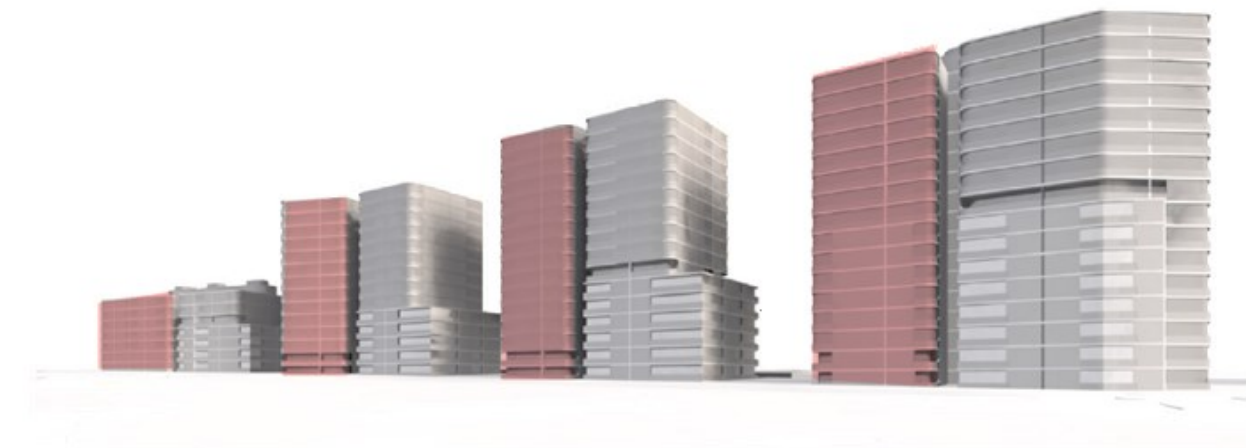


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DRAWN	18-04-2020
DATE	18-04-2020
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03 PROPOSED DEVELOPMENT
GLASS TOWERS - WINTERGARDENS

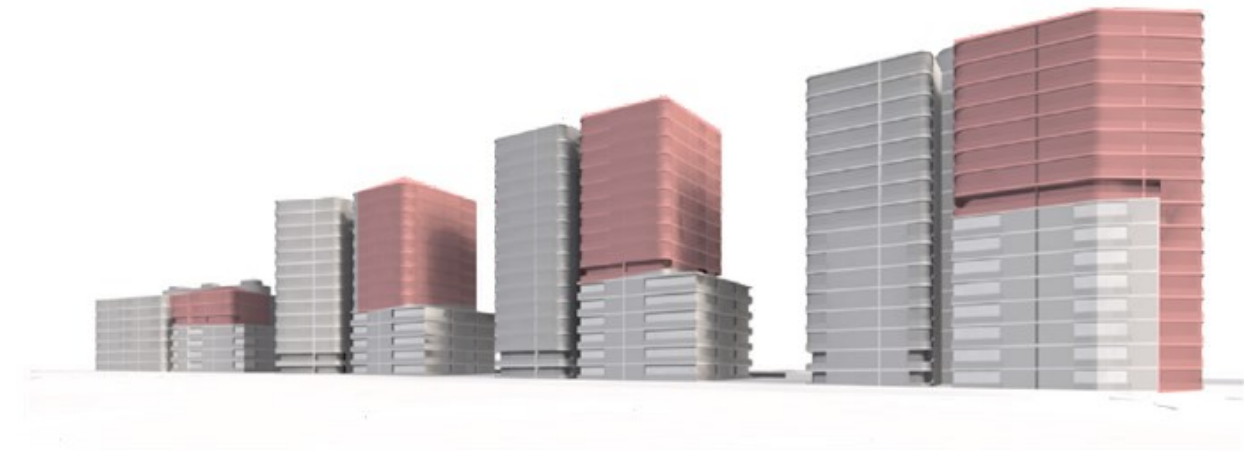


PLANNING PROPOSAL DESIGN REPORT
2-36 CHURCH STREET, LIDCOMBE

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03 PROPOSED DEVELOPMENT
GLASS TOWERS

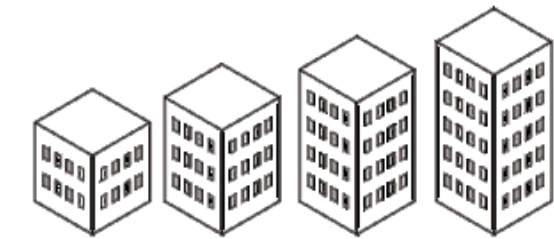
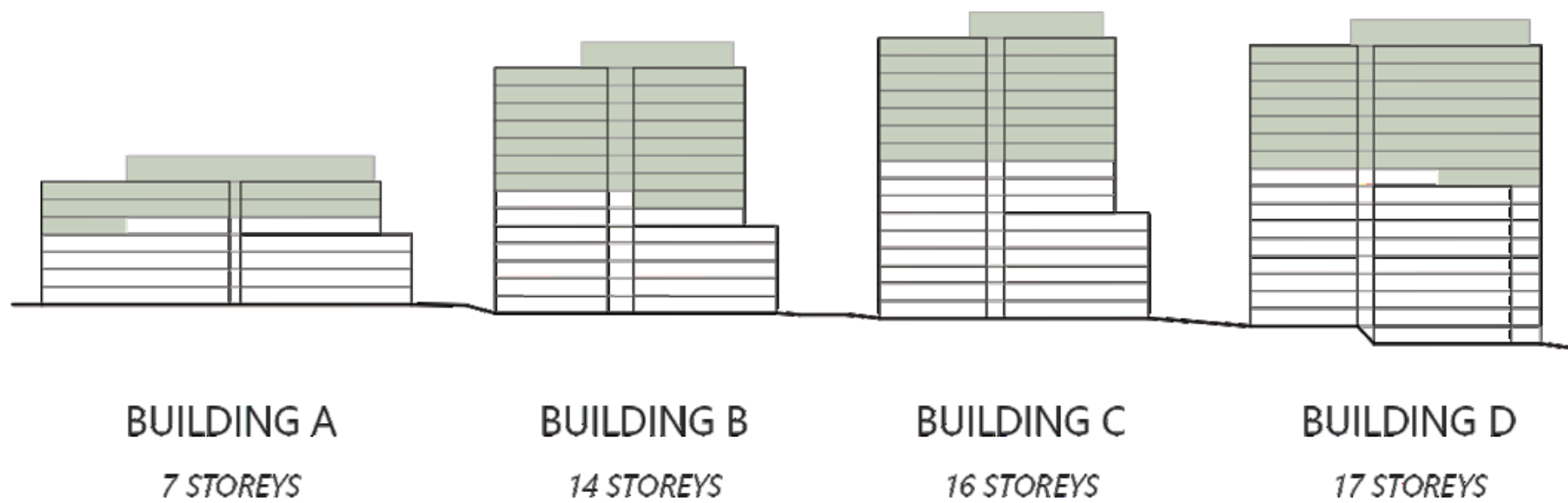


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2-36 CHURCH STREET, LIDCOMBE

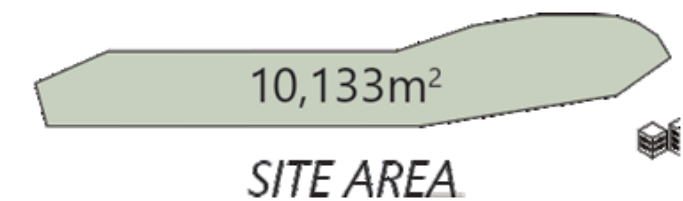
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03 PROPOSED DEVELOPMENT SUMMARY



480
HOMES



PROPOSED GFA - 42,690M²
PERMITTED GFA - 21,179M²

PROPOSED FSR - 4.21

CONCLUSION



2-36 Church St, Lidcombe is a significant yet under utilised site that is highly accessible to existing services, transport, infrastructure and amenities. This proposal aims to capture this potential and develop it in line with the future vision of the Lidcombe Town Centre and deliver much needed housing stock to Lidcombe, Sydney.

The site naturally reads as an extension of the town centre with the future proposal stepping down from the town centre skyline to the surrounding neighbourhoods.

The site is highly favourable in regards to orientation making it an ideal location for providing a high density of quality homes with excellent amenity. The proposal itself is also ideal to not cause significant overshadowing to the surrounding context. The proposal presents an opportunity to also improve the open spaces and landscaped areas enhancing connectivity, pedestrian movement while providing positive impact to the surrounding neighbourhood.

PLANNING PROPOSAL DESIGN REPORT

2-36 CHURCH STREET, LIDCOMBE

JOB NO	20479
DATE	18/03/2020
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DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-441

Attachment 4
Traffic Impact Assessment



STANBURY
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

UPDATED TRAFFIC IMPACT ASSESSMENT

PLANNING PROPOSAL
RESIDENTIAL APARTMENT DEVELOPMENT
2 – 36 CHURCH STREET, LIDCOMBE

PREPARED FOR BILLBERGIA PTY. LIMITED
OUR REF: 18-079-4



MARCH 2020

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APPENDICES

- 1. Traffic Survey Data**
- 2. SIDRA Output (Existing Conditions)**
- 3. SIDRA Output (Projected Conditions)**

1. INTRODUCTION

1.1 Scope of Assessment

Stanbury Traffic Planning has been commissioned by Billbergia Pty. Limited to prepare a Traffic Impact Assessment with respect to a Planning Proposal with respect to 2 – 36 Church Street, Lidcombe (hereafter referred to as the 'subject site'). The Planning Proposal seeks site specific modifications to the Auburn Local Environmental Plan 2010 to increase the maximum building height, increase the Floor Space Ratio and increase the gross floor area provisions.

This aim of this assessment is to investigate and report upon the potential traffic consequences of the Proposal and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 1 provides a summary of the site location, details, existing and surrounding land-uses;
- Section 2 describes the Planning Proposal;
- Section 3 assesses the existing traffic, parking and transport conditions surrounding and servicing the subject development site including a description of the surrounding road network, traffic demands, operational performance and available public transport infrastructure; and
- Section 4 estimates the traffic generating ability of the Planning Proposal and assesses the ability or otherwise of the surrounding road network to be capable of accommodating the altered demand in a safe and efficient manner.

The report has been prepared pursuant to State Environmental Planning Policy (Infrastructure) 2007.

1.2 Background

A Development Application (DA 94/2019) was recently approved with Cumberland Council with respect to the subject site, seeking approval for site preparation works, excavation, tree removal and the construction of four residential apartment buildings, collectively containing 262 dwellings.

The three western-most buildings (buildings B, C and D) were proposed to comprise 209 standard residential apartments, comprising:

- 58 one bedroom dwellings;
- 98 two bedroom dwellings; and
- 53 three bedroom dwellings.

These buildings were to be serviced by a shared basement parking area, provided over four levels, containing 239 parking spaces.

Vehicular access between this shared parking area and Church Street was proposed to be provided via a driveway situated approximately 50m to the east of the Swete Street. Access movements between this driveway and Church Street was proposed to be restricted to left in / left out only through the construction of a 600mm wide central median within Church Street, extending between Swete Street and Martin Street.

The eastern-most building (Building A) was proposed to comprise 53 social housing apartments in accordance with the Affordable Housing SEPP, comprising:

- 16 one bedroom dwellings; and
- 37 two bedroom dwellings.

The social housing dwellings were proposed to be serviced by a single basement car parking situated below the eastern building, accommodating 25 parking spaces. Vehicular access to this parking area was proposed via the creation of a fourth southern approach to the junction of Church Street and Martin Street, and the modification of this intersection to be control by a single lane circulating roundabout.

The abovementioned access roadway was also proposed to provide connectivity to a formalised off-street at-grade heavy vehicle loading area situated adjacent to the southern site boundary. This loading area was proposed to accommodate the refuse collection and removalist activities of all four buildings.

Stanbury Traffic Planning prepared a Parking & Traffic Impact Assessment dated September 2018 in support of DA 94/2019.

1.3 Reference Documents

Reference is made to the following documents throughout this report:

- Stanbury Traffic Planning's *Parking & Traffic Impact Assessment: Proposed Residential Apartment Development 2 – 36 Church Street, Lidcombe* dated September 2018 (herein referred to as "the DA Traffic Report");
- The Roads & Maritime Services' *Guide to Traffic Generating Developments*; and
- Auburn City Council's *Auburn Local Environmental Plan 2010* (ALEP 2010).

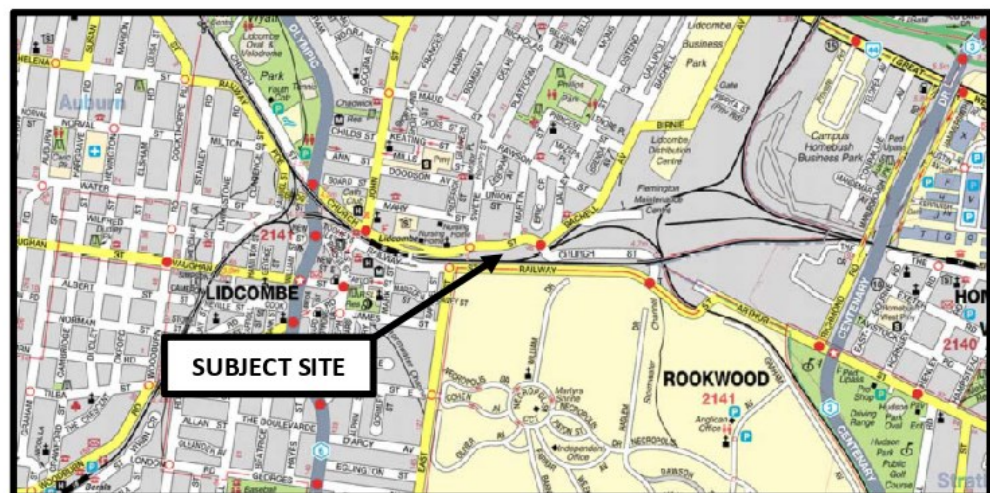
A Planning Proposal report has been prepared by Cox Architecture Pty. Ltd. and should be read in conjunction with this report.

1.3 Site Details

1.3.1 Site Location

The subject site is situated on the southern side of Church Street approximately between Swete Street and Bachell Avenue, Lidcombe. The site location is illustrated below and overleaf within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

**FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT**



Source: UBD's Australian City Streets – Version 4

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT



Source: Google Earth (accessed 13/08/18)

1.3.2 Site Details

The subject site comprises a number of allotments providing a street address of 2 – 36 Church Street, Lidcombe.

Collectively, the allotments form an irregularly shaped parcel of land providing an approximate frontage to Church Street of 310m.

The site extends to the south away from Church Street between 20 – 40m, resulting in an approximate total site area in the order of 1.1 hectares.

1.3.3 Existing Use

The subject site is largely vacant however previously accommodated a total of 18 detached residential dwellings, each with separate direct vehicular access to Church Street.

1.3.4 Surrounding Uses

The site is immediately adjoined to the south by the T1, T2, T3 and T7 Railway Lines. Rookwood Cemetery is located further to the south on the opposite side of Railway Street.

A combination of low, medium and high density residential development is located to the north on the opposite side of Church Street.

The Lidcombe town centre is situated to the west of the site.

An industrial precinct bounded by the railway line and Church Street is situated to the east.

2. PLANNING PROPOSAL

2.1 Built Form

The Planning Proposal seeks the following site specific modifications to the ALEP 2010:

- Increase the maximum building height of buildings within the site to 53m;
- Increase the Floor Space Ratio of development within the site to 4.21:1; and
- Increase the gross floor area permitted within the site to 42,690m².

The above alterations to existing ALEP 2010 controls are proposed to facilitate an uplift in the proposed residential yield over and above that recently proposed as part of DA 94/2019 and assessed within the DA Traffic Report. **Table 1** below provides a summary of the development yield subject to DA 94/2019 and the current Planning Proposal.

TABLE 1 SUMMARY OF DEVELOPMENT APPLICATION AND PLANNING PROPOSAL DEVELOPMENT YIELD			
	Development Application	Planning Proposal	Alteration
MARKET HOUSING			
One Bedroom Units	58	132	+74
Two Bedroom Units	98	197	+99
Three Bedroom Units	53	71	+18
Subtotal	209	400	+191
SOCIAL HOUSING			
One Bedroom Units	16	27	+11
Two Bedroom Units	37	53	+16
Three Bedroom Units	-	-	-
Subtotal	53	80	+27
TOTAL	262	480	+218

Table 1 indicates that the Planning Proposal involves an additional development yield of 218 dwellings over and above that proposed by DA 94/2019, comprising 191 market dwellings and 27 social housing dwellings.

The abovementioned additional development yield is proposed to be contained within four buildings as proposed by DA 94/2019, however additional building stores are to be provided.

The originally proposed site access arrangements are proposed to be retained, whereby:

- The market housing dwellings are proposed to be serviced by a driveway connecting with Church Street, situated approximately 50m to the east of the Swete Street. Access movements between this driveway and Church Street is proposed to be restricted to left in / left out only through the construction of

a 600mm wide central median within Church Street, extending between Swete Street and Martin Street.

- The social housing dwellings are proposed to be serviced through the creation of a fourth southern approach to the junction of Church Street and Martin Street, and modification of the intersection to be controlled by a single lane circulating roundabout.

3. EXISTING TRAFFIC CONDITIONS

3.1 Surrounding Road Network

The following provides a description of the local road network servicing the subject development site:

- **Church Street**, with Bachell Avenue and Birnie Avenue, performs a collector function connecting Olympic Drive in the west with Parramatta Road in the north-east, intersecting with both under traffic signal control. Adjacent to the subject site, Church Street primarily provides a 12m wide carriageway, providing one through lane of traffic in each direction in conjunction with unrestricted parallel parking along both kerb alignments. Notwithstanding this, a wide vegetated median separates directional travel lanes between Martin Place and Bachell Avenue.

Traffic flow within Church Street adjacent to the site is governed by a sign posted speed limit of 60km/h, however a 50km/h speed limit applies to the west of the site within the Lidcombe town centre.

Church Street forms a T-junction with Swete Street adjacent to the north-western corner of the site, operating under single lane circulating roundabout control.

Church Street forms a T-junction with Martin Street approximately central to the northern site frontage, operating under major / minor priority control with Church Street performing the priority route.

Church Street forms a T-junction with Bachell Avenue adjacent to the north-eastern corner of the site, operating under traffic signal control. Kerbside parking restrictions apply in the vicinity of this junction facilitating the provision of exclusive left and right turn lanes within Church Street on approach to Bachell Avenue.

Church Street extends to the south-east to form a T-junction with Railway Street, operating under traffic signal control.

Church Street provides connectivity to a railway overbridge to the west of Swete Street in the vicinity of the Lidcombe town centre, providing a local tow centre connection to Railway Street to the south of the railway line. Bypasses are provided to the north and south of the overbridge (within Church Street and Railway Street, respectively), via a series of junctions to actively separate conflicting movements as much as is practicable.

Further to the west, Church Street forms a T-junction with John Street, operating under traffic signal control.

- **Swete Street** performs a local access function, extending to the north from Church Street to link with Maud Street. Swete Street provides a 13m wide pavement providing one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments. Traffic flow is governed by a sign posted speed limit of 50km/h.

Swete Street forms T-junctions with a series of east-west local access streets in Mary Street, Union Street, Mills Street and Rawson Street, operating under major / minor priority or signage control with Swete Street performing the priority route in each instance. Further to the north, Swete Street curves to the west to form Maud Street, which in turn, connects with John Street and Yarram Street under an off-set roundabout control.

- **Martin Street** performs a lower order local access function, extending to the north from Church Street to link with Princess Street. Martin Street provides a 7m wide pavement providing one through lane of traffic in each direction and parallel parking along the western kerb alignment (parking along the eastern kerb alignment is prohibited). Traffic flow is governed by a sign posted speed limit of 50km/h.

Martin Street forms intersections with Union Street and Rawson Street operating under major / minor priority or signage control with Martin Street performing the priority route in both instances. Further to the north, Martin Street curves to the east to form Princess Street, which in turn, connects with Bachell Avenue.

- **Bachell Avenue** primarily continues to the previously presented collector road route between Olympic Drive and Parramatta Road, also comprising Church Street and Birnie Avenue. Bachell Avenue provides a 13m wide pavement primarily providing one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments. Parking restrictions apply in the vicinity of Church Street to facilitate two south-boundary travel lanes on approach to the signalised intersection control. Traffic flow within Bachell Avenue by a sign posted speed limit of 60km/h.

Bachell Avenue forms T-junctions with a series of lower order access roads in Dalley Street, Rawson Street and Princess Street under major / minor priority or signage control with Bachell Avenue performing the priority route in all instances. Further to the north, Bachell Avenue forms a T-junction with Birnie Avenue with the through route between the southern Bachell Avenue and the Birnie Avenue approaches forming the priority route. To the north of Birnie Avenue, Bachell Avenue continues to the north to connect with Parramatta Road, intersecting under major / minor priority control with the State Road performing the priority route.

3.2 Existing Traffic Volumes

This Practice has commissioned surveys of the following public road intersections in the immediate vicinity of the subject site during the preparation of the DA Traffic Report, in order to accurately ascertain the traffic demands:

- The junction of Church Street and Bachell Avenue;
- The junction of Church Street and Martin Street;
- The junction of Church Street and Swete Street;
- The series of junctions associated with the connection of Church Street with the railway overbridge; and
- The series of junctions associated with the connection of Railway Street with the railway overbridge.

Surveys were undertaken between 7:00am – 9:00am and 4:00pm – 6:00pm on Thursday the 26th of July 2018.

Table 2 below provides a summary of the surveyed commuter peak hour (8:00am – 9:00am and 4:30pm – 5:30pm) traffic flows at the intersections whilst full details are contained within **Appendix 1** for reference.

TABLE 2 EXISTING PEAK HOUR TRAFFIC VOLUMES 8:00AM – 9:00AM & 4:30PM – 5:30PM						
Road	AM Peak			PM Peak		
	EB/NB	WB/SB	Total	EB/NB	WB/SB	Total
Church Street						
West of Railway Overbridge	345	465	810	382	633	1015
East of Railway Overbridge	827	451	1278	494	991	1485
East of Swete Street	598	307	905	375	720	1095
East of Martin Street	604	303	907	382	779	1161
East of Bachell Avenue	299	255	554	408	333	741
Railway Overbridge						
B/n Church St & Railway St	932	434	1336	686	901	1587
Railway Street						
West of Mark Street	214	-	214	153	-	153
East of Railway Overbridge	259	314	573	550	452	1002
Mark Street						
South of Railway Street	512	274	786	273	560	833
Swete Street						
North of Church Street	456	357	813	313	476	789
Martin Street						
North of Church Street	16	34	50	66	21	87
Bachell Avenue						
North of Church Street	504	248	752	270	740	1010

Note: EB = Eastbound NB = Northbound
WB = Westbound SB = Southbound

3.3 Existing Road Network Operation

3.3.1 Local Intersection Operation

The surveyed intersections were analysed as part of the DA Traffic Report assessment utilising the SIDRA computer intersection analysis program in order to objectively assess the operation of the nearby public road network.

SIDRA is a computerised traffic arrangement program which, when volume and geometrical configurations of an intersection are imputed, provides an objective assessment of the operation efficiency under varying types of control (i.e. signs, signal and roundabouts). Key indicators of SIDRA include level of service where results are placed on a continuum from A to F, with A providing the greatest intersection efficiency and therefore being the most desirable by the Roads and Maritime Services.

SIDRA uses detailed analytical traffic models coupled with an iterative approximation method to provide estimates of the abovementioned key indicators of capacity and performance statistics. Other key indicators provided by SIDRA are average vehicle delay, the number of stops per hour and the degree of saturation. Degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Degree of saturation is a useful and professionally accepted measure of intersection performance.

SIDRA provides analysis of the operating conditions that can be compared to the performance criteria set out in **Table 3** below (being the RMS NSW method of calculation of Level of Service).

TABLE 3		
LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS		
PRIORITY CONTROLLED INTERSECTIONS		
Level of Service	Average Delay per Vehicle (secs/veh)	Expected Delay
SIGNAGE / PRIORITY CONTROLLED INTERSECTIONS		
A	Less than 14	Good
B	15 to 28	Acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Near capacity
E	57 to 70	At capacity and requires other control mode
F	> 70	Unsatisfactory and requires other control mode
SIGNALISED INTERSECTIONS AND ROUNDABOUTS		
A	Less than 14	Little or no delay
B	15 to 28	Minimal delay and spare capacity
C	29 to 42	Satisfactory delays with spare capacity
D	43 to 56	Satisfactory but near capacity
E	57 to 70	At capacity, incidents will cause excessive delays
F	> 70	Extreme delay, unsatisfactory

The existing conditions have been modelled utilising the peak hour traffic volumes presented within **Appendix 1**.

Table 3 provides a summary of the SIDRA output data whilst more detailed summaries are included as **Appendix 2**.

TABLE 3		
SIDRA OUTPUT – EXISTING WEEKDAY PEAK HOUR PERFORMANCE		
	AM	PM
Church Street & Western Overbridge Ramp		
Delay	9.6	10.3
Degree of Saturation	0.21	0.34
Level of Service	A	A
Church St & Overbridge		
Delay	16.5	21.5
Degree of Saturation	0.52	0.61
Level of Service	B	B
Church Street & Eastern Overbridge Ramp		
Delay	8.8	6.2
Degree of Saturation	0.36	0.39
Level of Service	A	A
Railway Street & Mark Street		
Delay	12.4	12.6
Degree of Saturation	0.27	0.21
Level of Service	A	A
Railway Street & Overbridge		
Delay	20.0	27.8
Degree of Saturation	0.68	0.84
Level of Service	B	B
Railway Street & Eastern Overbridge Ramp		
Delay	7.9	11.3
Degree of Saturation	0.14	0.27
Level of Service	A	A
Church Street & Swete Street		
Delay	7.5	11.0
Degree of Saturation	0.65	0.81
Level of Service	A	A
Church Street & Martin Street		
Delay	7.5	12.6
Degree of Saturation	0.15	0.422
Level of Service	A	A
Church Street & Bachell Avenue		
Delay	16.4	21.4
Degree of Saturation	0.36	0.61
Level of Service	B	B

Table 3 indicates that the immediate precinct and adjoining public road intersections provide a level of service of A or B during peak commuter periods, representing acceptable operation with spare capacity.

3.3.2 Regional Road Network Access Conditions

The previously presented SIDRA assessment indicates that motorists are provided with a good level of serviced when Church Street in the immediate vicinity of the subject site. Further to this, the following discussion is provided with respect to access to the greater surrounding regional road network:

- John Street provides signalised connectivity to / from Parramatta Road to the north-west, with all movements facilitated;
- Birnie Avenue provides signalised connectivity to / from Parramatta road to the north-east, with all movements facilitated;
- Arthur Street provides signalised connectivity to / from Centenary Drive to the south-east, with all movements facilitated;
- Weeroona Road provides signalised connectivity to / from Joseph Street to the south, with all movements facilitated;
- Joseph Street provides signalised connectivity to / from Olympic Drive to the south-west (although right turn movements from Joseph Street are prohibited);
- Church Street provides signalised connectivity to / from Olympic Drive to the west (although right turn movements to Church Street are prohibited); and
- Boorea Street provides signalised connectivity to Olympic Drive to the north-west, with all movements facilitated.

3.4 Public Transport

3.4.1 Heavy Rail

The centre of the site is located approximately 500m walking distance to the east of Lidcombe Railway Station. Lidcombe Railway Station performs an important interchange within the Sydney train network facilitating access to train services which operate along the following lines:

- The T1 (Western) Line;
- The T2 (Inner West) Line;
- The T3 (Bankstown) Line; and
- The T7 (Olympic Park) Line.

3.4.2 Buses

The following bus services operate in the vicinity of the site:

- Route 401 between Lidcombe and Sydney Olympic Park operates along Swete Street, with the closest stops being within 200m walking distance of the site;
- Route m92 between Sutherland and Parramatta operates along Church Street, with the closest stops being within 350m walking distance of the site; and

- Route 925 between Lidcombe and East Hills via Bankstown operates along Railway Street, with the closest stops being within 550m walking distance of the site.

Route 401 provides a service frequency of 20 minutes during weekday commuter peaks, extending to 40 minutes during other weekday periods and Saturdays.

Route m92 provides a service frequency of 10 minutes during weekday commuter peaks, extending to 15 minutes during other weekday business periods and 20 minutes during other times.

Route 925 provides a service frequency of 30 minutes during weekday commuter peaks, extending to 60 minutes during other periods.

3.4.3 Pedestrians

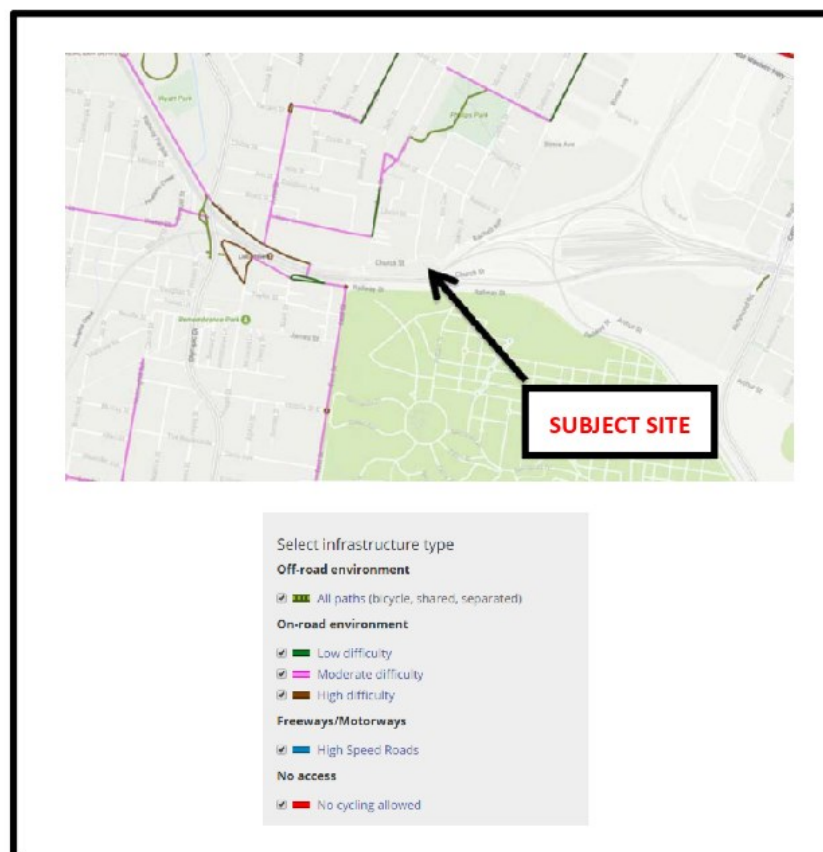
Pedestrians are provided with the following access and mobility infrastructure within the immediate vicinity of the subject site:

- Footpaths are provided along both sides of Church Street in the immediate vicinity of the site;
- A signalised pedestrian crossing is provided over the eastern Church Street approach at its junction with Bachell Avenue;
- A footpath is provided along the western side of Bachell Avenue;
- Footpaths are provided along both sides of Martin Street and Swete Street;
- A pedestrian refuge is provided over Swete Street at its junction with Church Street within the roundabout intersection control splitter island;
- A footpath is provided along the northern side of Church Street to the west of Swete Street;
- Signalised pedestrian crossings are provided over all approaches at the junction of Church Street and John Street;
- A grade separated pedestrian bridge is provided over the railway line connecting Church Street and Railway Street at Lidcombe Railway Station;
- A pedestrian crossing is provided over Railway Street adjacent to Lidcombe Railway Station;
- A footpath is provided along the southern side of Railway Street; and
- A pedestrian crossing is provided over Mark Street at its intersection with Railway Street.

3.4.4 Cyclists

Figure 5 below illustrates the bicycle routes established in the Lidcombe region.

**FIGURE 5
BICYCLE PATHS**



Source: Transport Roads and Maritime Services

The routes in the immediate vicinity of the subject site include:

- On-road routes to the north via Swete Street and John Street;
- An on-road route to the west via Church Street; and
- An on-road route to the south via East Street.

4. PROJECTED TRAFFIC CONDITIONS

4.1 Traffic Generation

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within their *Guide to Traffic Generating Developments* and the more recently released *Technical Direction TDT 203/04a*. The following sub-sections provide a summary of the traffic generating potential of the previous and proposed site uses with respect to those rates established by the Roads & Maritime Services.

4.1.1 Development Application

DA 94/2019 involves the provision of four high density residential apartment buildings, accommodating 262 dwellings.

The Roads & Maritime Services' *Technical Direction TDT 203/04a* provides trip generation advice for high-density residential developments, specifying average weekday morning and evening peak hour trip generation of 0.19 and 0.15 trips per unit respectively.

DA 94/2019 was therefore projected to be capable of generating in the order of 50 and 39 vehicular trips during weekday morning and evening peak hours.

4.1.2 Planning Proposal

The Planning Proposal involves the provision of four high density residential apartment buildings, accommodating 480 dwellings.

Application of the previously presented Roads & Maritime Services average traffic generation rates to the increased Planning Proposal development yield therefore results in the site being capable of generating 92 and 72 vehicular trips during weekday morning and evening peak hours.

4.2 Trip Assignment

Residential traffic generation typically comprises egress movements during the morning peak period and ingress movements during the evening peak period, associated with normal journey to and from work patterns. For the purposes of this assessment, an 80% outbound / 20% inbound split has been applied to traffic generated by the residential development during the morning peak period. The reverse condition has been applied during the evening peak.

Traffic has been assigned to / from the development block as follows, being derived from existing distribution patterns recently surveyed and illustrated within **Appendix 1**:

- 20% of trips travel to and from the west via Church Street;
- 20% of trips travel to and from the north via Swete Street;

- 5% of trips travel to and from the north via Martin Street;
- 20% of trips travel to and from the north-east via Bachell Avenue;
- 15% of trips travel to and from the east via Church Street; and
- 20% of trips travel to and from the south-west via the railway overbridge.

4.3 Traffic Impacts

4.3.1 Projected Intersection Performance

The nearby surrounding public road intersections have been modelled in order to estimate that likely impact on traffic safety and efficiency incorporating the additional traffic generation associated with the proposed development, under the following scenarios:

- The development yield of 262 dwellings and site access arrangements proposed under DA 94/2019; and
- The development yield of 480 dwellings and the site access arrangements proposed under the current Planning Proposal.

A summary of the most pertinent results are indicated within **Table 4** overleaf whilst more detailed summaries are provided within **Appendix 3**.

TABLE 4 SIDRA OUTPUT – WEEKDAY PEAK HOUR PERFORMANCE						
	Existing Conditions		Projected Conditions			
	AM	PM	Devel'ment Application		Planning Proposal	
			AM	PM	AM	PM
Church St & Western Overbridge Ramp						
Delay	9.6	10.3	9.6	10.4	9.6	10.5
Degree of Saturation	0.21	0.34	0.22	0.35	0.22	0.35
Level of Service	A	A	A	A	A	A
Church St & Overbridge						
Delay	16.5	21.5	16.7	21.8	16.9	22.1
Degree of Saturation	0.52	0.61	0.52	0.61	0.52	0.62
Level of Service	B	B	B	B	B	B
Church St & Eastern Overbridge Ramp						
Delay	8.8	6.2	8.9	6.2	9.0	6.3
Degree of Saturation	0.36	0.39	0.36	0.39	0.36	0.39
Level of Service	A	A	A	A	A	A
Railway St & Mark St						
Delay	12.4	12.6	12.4	12.7	12.5	12.7
Degree of Saturation	0.27	0.21	0.27	0.21	0.27	0.21
Level of Service	A	A	A	A	A	A
Railway St & Overbridge						
Delay	20.0	27.8	20.2	28.8	23.3	30.1
Degree of Saturation	0.68	0.84	0.68	0.85	0.74	0.86
Level of Service	B	B	B	C	B	C
Railway St & Eastern Overbridge Ramp						
Delay	7.9	11.3	7.9	11.3	8.0	11.3
Degree of Saturation	0.14	0.27	0.14	0.27	0.14	0.27
Level of Service	A	A	A	A	A	A
Church St & Swete St						
Delay	7.5	11.0	7.8	11.3	8.1	11.5
Degree of Saturation	0.65	0.81	0.68	0.82	0.70	0.83
Level of Service	A	A	A	A	A	A
Church St & Martin St						
Delay	7.5	12.6	5.0	5.3	5.2	5.5
Degree of Saturation	0.15	0.42	0.20	0.51	0.19	0.55
Level of Service	A	A	A	A	A	A
Church St & Bachell Ave						
Delay	16.4	21.4	15.6	21.4	15.8	21.4
Degree of Saturation	0.36	0.61	0.31	0.62	0.31	0.63
Level of Service	B	B	B	B	B	B

Table 4 indicates the following:

- The additional development yield associated with the Planning Proposal is not projected to result in any unreasonable impacts on the surrounding road network over and above that associated with DA 94/2019;
- In regard to the above, the additional traffic generated by the Planning Proposal is not projected to have unreasonable impacts on operation of the surrounding surveyed public road intersections, with only minor alterations projected with respect to delay and degree of saturation;

- The current intersection levels of service are projected to remain unaltered, with the exception of the junction of Railway Street and the railway over bridge, which is projected to reduce from 'B' to 'C' during the evening peak hour, with such a level of service still represents satisfactory performance; and
- The modification of the existing priority controlled junction of Church Street and Martin Street to accommodate roundabout control (including a new fourth southern approach to service the development) is projected to result in a reduction in the average vehicular delays at the junction, whilst also facilitating safe and efficient development access.

4.3.2 Surrounding Regional Road Network

The previous assessment indicates that the Planning Proposal is projected generate up to 92 peak hour vehicles movements to and from the site during peak periods. This equates to 42 additional peak hour vehicle movements over and above that approved by DA 94/2019.

The abovementioned Planning Proposal traffic generation equates to approximately three vehicle movements every two minutes over and above current demands during commuter peaks. These additional trips are envisaged to be distributed to various surrounding regional roads including Olympic Drive, Parramatta Road and Centenary Drive, thereby not all being accommodated at any one particular access intersection. Such a level of additional traffic, given this distribution, is not projected to in itself, result in any unreasonable impacts on the existing operational performance of the surrounding regional road network.

Whilst it is acknowledged that traffic demands within the surrounding arterial road network are considerable, the presence of traffic signal intersection operation at major junctions provide motorists with safe means with which to access and exit the subject precinct.

4.3.3 Site Access Assessment

It has previously been presented that the Planning Proposal involves the following access arrangements:

- An access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in / left out by virtue of a central median; and
- The creation of a fourth southern approach to the existing junction of Church Street and Martin Street and the modification of the intersection control to operate under traffic signal control.

Whilst turning movements to / from the western access driveway are proposed to be limited to left in / left out, unrestricted access movements are to be facilitated by the proposed roundabout control at Martin Street. This roundabout control, in conjunction with the existing roundabout control at Swete Street allows motorists to undertake necessary turnaround movements thereby being

capable of accessing the site from the west along Church Street and also to egress the site to the east along Church Street. The same turnaround movements will also be afforded to properties along the northern side of Church Street whose access movements will also be limited to left in / left out.

The proposed restricted access movements will ensure that site access movements will have minimal impact on the efficiency of through vehicle movements along Church Street. Similarly, egress movements from the western site driveway are envisaged to be able to occur with regular and extended gaps in westbound Church Street traffic flow afforded by the traffic signal control at Bachell Avenue.

Further to the above with respect to the subject development, the introduction of the median removes existing undesirable right turn movements between abutting development (to the north) and Church Street, thereby removing prevailing existing traffic conflicts.

The existing 12m wide Church Street pavement is capable of maintaining one 3.6m wide through traffic lane and one 2.1m wide parking lane in each direction in conjunction with the proposed 600mm wide median.

Further to the above, the proposed implementation of roundabout control at the eastern site access driveway is expected to afford motorists accessing and exiting the site with an efficient control mechanism. It has been previously presented that the variable alignment of Church Street to the east of Martin Street somewhat limits sight distance from the proposed eastern driveway to the east. The extent of sight distance is considered to be appropriate, particularly considered the desirable frictional effect of the roundabout control on through Church Street traffic speeds, thereby affording motorists entering and exiting the site appropriate viewing time of approaching public road traffic prior to entering a conflict situation. The proposed roundabout control at the eastern site access driveway and the junction of Church Street and Martin Street is therefore projected to provide motorists with safe and efficient means of site access / egress.

4.4 Public Transport Considerations

The subject site is ideally situated within close walking distance to a number of bus services and Lidcombe Railway Station. It is accordingly expected that a proportion of the future residents within the subject development will utilise the surrounding public transport infrastructure to access destinations throughout the Sydney metropolitan area. The provision of high development density in this location is accordingly justified and in accordance with the current land use planning principle of providing high density residential development in close proximity of good public transport infrastructure.

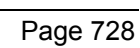
5. CONCLUSION

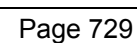
This report assesses the potential traffic implications associated with a Planning Proposal which seeks modifications to the ALEP 2010 to increase the maximum building height, increase the Floor Space Ratio and increase the gross floor area provisions of residential development within 2 – 36 Church Street, Lidcombe. Based on this assessment, the following conclusions are now made:

- The Planning Proposal seeks modifications to ALEP 2010 which will allow a residential apartment yield of 480 dwellings;
- The Planning Proposal involves the following access arrangements:
 - An access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in / left out by virtue of a central median; and
 - The creation of a fourth southern approach to the existing junction of Church Street and Martin Street and the modification of the intersection control to operate under traffic signal control.
- The surrounding road network operates with a reasonable level of service during peak periods;
- The Planning Proposal development yield has been projected to generate up to 92 peak hour vehicle trips to and from the subject site;
- The adjoining road network is capable of accommodating the traffic projected to be generated by the subject development; and
- The proposed site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner, whilst also provided a series of benefits to surrounding road users.

It is considered, based on the contents of this report and the conclusions contained herein, there are no traffic related issues that should prevent approval of Proposal.

APPENDIX 1





APPENDIX 2

MOVEMENT SUMMARY

 **Site: [Church Street & Western Railway Overbridge Ramp]**

Existing AM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	283	5.0	0.158	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		283	5.0	0.158	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	182	5.0	0.206	9.6	LOS A	0.8	6.1	0.40	0.97	0.40	51.0
Approach		182	5.0	0.206	9.6	LOS A	0.8	6.1	0.40	0.97	0.40	51.0
West: Church Street West												
11	T1	179	5.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	166	5.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		345	5.0	0.095	2.7	NA	0.0	0.0	0.00	0.28	0.00	56.5
All Vehicles		810	5.0	0.206	5.3	NA	0.8	6.1	0.09	0.52	0.09	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: [Church Street & Western Railway Overbridge Ramp]**

Existing PM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	375	5.0	0.209	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		375	5.0	0.209	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	288	5.0	0.343	10.3	LOS A	1.7	12.1	0.48	1.00	0.51	50.6
Approach		288	5.0	0.343	10.3	LOS A	1.7	12.1	0.48	1.00	0.51	50.6
West: Church Street West												
11	T1	174	5.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	208	5.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		382	5.0	0.116	3.0	NA	0.0	0.0	0.00	0.32	0.00	56.1
All Vehicles		1045	5.0	0.343	6.0	NA	1.7	12.1	0.13	0.58	0.14	54.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Existing AM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	282	5.0	0.520	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
3	R2	650	5.0	0.520	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		932	5.0	0.520	5.6	NA	0.0	0.0	0.00	0.59	0.00	52.9
East: Eastern Church Street Ramp												
4	L2	272	5.0	0.152	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		272	5.0	0.152	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
West: Western Church Street Ramp												
12	R2	163	5.0	0.424	16.5	LOS B	1.8	12.8	0.80	1.00	1.09	45.6
Approach		163	5.0	0.424	16.5	LOS B	1.8	12.8	0.80	1.00	1.09	45.6
All Vehicles		1367	5.0	0.520	6.9	NA	1.8	12.8	0.10	0.64	0.13	52.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Existing PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	367	5.0	0.383	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
3	R2	319	5.0	0.383	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		686	5.0	0.383	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Eastern Church Street Ramp												
4	L2	700	5.0	0.390	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		700	5.0	0.390	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
West: Western Church Street Ramp												
12	R2	204	5.0	0.607	21.5	LOS B	2.9	21.1	0.87	1.11	1.47	42.9
Approach		204	5.0	0.607	21.5	LOS B	2.9	21.1	0.87	1.11	1.47	42.9
All Vehicles		1590	5.0	0.607	7.7	NA	2.9	21.1	0.11	0.65	0.19	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Existing AM Peak
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	637	5.0	0.355	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.1
Approach		637	5.0	0.355	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Church Street East												
4	L2	270	5.0	0.151	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	181	5.0	0.272	8.8	LOS A	1.1	7.9	0.62	0.85	0.70	51.2
Approach		451	5.0	0.272	6.9	LOS A	1.1	7.9	0.25	0.65	0.28	53.3
West: Church Street West												
11	T1	190	5.0	0.260	8.0	LOS A	1.0	7.4	0.58	0.82	0.63	51.7
Approach		190	5.0	0.260	8.0	LOS A	1.0	7.4	0.58	0.82	0.63	51.7
All Vehicles		1278	5.0	0.355	6.4	NA	1.1	7.9	0.17	0.64	0.19	53.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Existing PM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	321	5.0	0.179	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		321	5.0	0.179	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.2
East: Church Street East												
4	L2	703	5.0	0.392	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	288	5.0	0.288	6.2	LOS A	1.2	8.8	0.48	0.70	0.48	53.1
Approach		991	5.0	0.392	5.8	LOS A	1.2	8.8	0.14	0.58	0.14	54.2
West: Church Street West												
11	T1	173	5.0	0.160	5.5	LOS A	0.6	4.4	0.39	0.62	0.39	53.5
Approach		173	5.0	0.160	5.5	LOS A	0.6	4.4	0.39	0.62	0.39	53.5
All Vehicles		1485	5.0	0.392	5.7	NA	1.2	8.8	0.14	0.58	0.14	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Existing AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	504	5.0	0.273	0.0	LOS A	0.1	0.5	0.01	0.01	0.01	59.9
3	R2	8	5.0	0.273	6.5	LOS A	0.1	0.5	0.01	0.01	0.01	57.3
Approach		512	5.0	0.273	0.1	NA	0.1	0.5	0.01	0.01	0.01	59.8
East: Railway Street East												
4	L2	47	5.0	0.035	6.3	LOS A	0.1	1.0	0.29	0.56	0.29	52.5
Approach		47	5.0	0.035	6.3	LOS A	0.1	1.0	0.29	0.56	0.29	52.5
North: Western Overbridge Ramp												
7	L2	1	5.0	0.108	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.1
8	T1	202	5.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		203	5.0	0.108	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	160	5.0	0.170	8.0	LOS A	0.7	4.9	0.52	0.74	0.52	51.6
11	T1	28	5.0	0.112	8.9	LOS A	0.4	2.7	0.62	0.84	0.62	49.9
12	R2	26	5.0	0.112	12.4	LOS A	0.4	2.7	0.62	0.84	0.62	49.1
Approach		214	5.0	0.170	8.7	LOS A	0.7	4.9	0.54	0.77	0.54	51.1
All Vehicles		976	5.0	0.273	2.3	NA	0.7	4.9	0.14	0.20	0.14	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Existing PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	265	5.0	0.147	0.1	LOSA	0.1	0.6	0.04	0.02	0.04	59.7
3	R2	8	5.0	0.147	7.3	LOSA	0.1	0.6	0.04	0.02	0.04	57.2
Approach		273	5.0	0.147	0.3	NA	0.1	0.6	0.04	0.02	0.04	59.6
East: Railway Street East												
4	L2	139	5.0	0.129	7.3	LOSA	0.5	3.8	0.45	0.67	0.45	52.0
Approach		139	5.0	0.129	7.3	LOSA	0.5	3.8	0.45	0.67	0.45	52.0
North: Western Overbridge Ramp												
7	L2	2	5.0	0.210	5.6	LOSA	0.0	0.0	0.00	0.00	0.00	58.0
8	T1	394	5.0	0.210	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	59.9
Approach		396	5.0	0.210	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	103	5.0	0.083	6.6	LOSA	0.3	2.4	0.35	0.60	0.35	52.3
11	T1	23	5.0	0.104	8.3	LOSA	0.3	2.5	0.61	0.83	0.61	49.9
12	R2	27	5.0	0.104	12.6	LOSA	0.3	2.5	0.61	0.83	0.61	49.1
Approach		153	5.0	0.104	7.9	LOSA	0.3	2.5	0.44	0.68	0.44	51.3
All Vehicles		961	5.0	0.210	2.4	NA	0.5	3.8	0.15	0.21	0.15	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Existing AM Peak
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	279	5.0	0.678	20.0	LOS B	3.9	28.5	0.86	1.17	1.67	43.7
Approach		279	5.0	0.678	20.0	LOS B	3.9	28.5	0.86	1.17	1.67	43.7
North: Overbridge												
7	L2	241	5.0	0.255	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
9	R2	216	5.0	0.255	5.5	LOS A	0.0	0.0	0.00	0.59	0.00	52.9
Approach		457	5.0	0.255	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	701	5.0	0.391	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		701	5.0	0.391	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
All Vehicles		1437	5.0	0.678	8.4	NA	3.9	28.5	0.17	0.69	0.32	51.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Existing PM Peak
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	329	5.0	0.836	27.8	LOS B	6.6	48.4	0.93	1.44	2.61	39.9
Approach		329	5.0	0.836	27.8	LOS B	6.6	48.4	0.93	1.44	2.61	39.9
North: Overbridge												
7	L2	540	5.0	0.532	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
9	R2	415	5.0	0.532	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		955	5.0	0.532	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	394	5.0	0.220	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		394	5.0	0.220	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		1678	5.0	0.836	10.0	NA	6.6	48.4	0.18	0.75	0.51	49.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Existing AM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	35	5.0	0.046	7.9	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
Approach		35	5.0	0.046	7.9	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
East: Railway Street East												
4	L2	46	5.0	0.026	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	268	5.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		314	5.0	0.142	0.8	NA	0.0	0.0	0.00	0.08	0.00	59.1
West: Eastern Overbridge Ramp												
11	T1	225	5.0	0.119	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		225	5.0	0.119	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		574	5.0	0.142	0.9	NA	0.1	1.1	0.03	0.08	0.03	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Existing PM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
Approach		33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
East: Railway Street East												
4	L2	141	5.0	0.079	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	311	5.0	0.165	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		452	5.0	0.165	1.8	NA	0.0	0.0	0.00	0.16	0.00	58.2
West: Eastern Overbridge Ramp												
11	T1	517	5.0	0.274	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		517	5.0	0.274	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1002	5.0	0.274	1.2	NA	0.2	1.6	0.02	0.10	0.02	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: [Church Street & Swete Street]

Existing AM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	216	5.0	0.316	6.6	LOSA	2.1	15.2	0.55	0.65	0.55	52.1
6	R2	90	5.0	0.316	9.5	LOSA	2.1	15.2	0.55	0.65	0.55	51.7
6u	U	1	5.0	0.316	11.0	LOSA	2.1	15.2	0.55	0.65	0.55	52.1
Approach		307	5.0	0.316	7.5	LOSA	2.1	15.2	0.55	0.65	0.55	52.0
North: Swete Street												
7	L2	130	5.0	0.459	9.4	LOSA	3.3	24.2	0.76	0.86	0.80	49.2
9	R2	222	5.0	0.459	12.1	LOSA	3.3	24.2	0.76	0.86	0.80	49.5
9u	U	5	5.0	0.459	13.6	LOSA	3.3	24.2	0.76	0.86	0.80	49.9
Approach		357	5.0	0.459	11.1	LOSA	3.3	24.2	0.76	0.86	0.80	49.4
West: Church Street West												
10	L2	361	5.0	0.653	6.1	LOSA	7.2	52.5	0.53	0.54	0.53	51.8
11	T1	467	5.0	0.653	5.9	LOSA	7.2	52.5	0.53	0.54	0.53	52.7
12u	U	11	5.0	0.653	10.3	LOSA	7.2	52.5	0.53	0.54	0.53	52.7
Approach		839	5.0	0.653	6.0	LOSA	7.2	52.5	0.53	0.54	0.53	52.3
All Vehicles		1503	5.0	0.653	7.5	LOSA	7.2	52.5	0.59	0.64	0.60	51.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: [Church Street & Swete Street]**

Existing PM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	617	5.0	0.813	15.1	LOS B	13.2	96.1	1.00	1.08	1.41	47.1
6	R2	103	5.0	0.813	18.0	LOS B	13.2	96.1	1.00	1.08	1.41	46.7
6u	U	1	5.0	0.813	19.5	LOS B	13.2	96.1	1.00	1.08	1.41	47.1
Approach		721	5.0	0.813	15.5	LOS B	13.2	96.1	1.00	1.08	1.41	47.0
North: Swete Street												
7	L2	124	5.0	0.487	7.4	LOS A	3.6	26.1	0.64	0.73	0.64	50.3
9	R2	350	5.0	0.487	10.1	LOS A	3.6	26.1	0.64	0.73	0.64	50.7
9u	U	2	5.0	0.487	11.6	LOS A	3.6	26.1	0.64	0.73	0.64	51.1
Approach		476	5.0	0.487	9.4	LOS A	3.6	26.1	0.64	0.73	0.64	50.6
West: Church Street West												
10	L2	208	5.0	0.400	5.8	LOS A	3.3	24.0	0.43	0.55	0.43	52.1
11	T1	251	5.0	0.400	5.6	LOS A	3.3	24.0	0.43	0.55	0.43	52.9
12u	U	22	5.0	0.400	10.1	LOS A	3.3	24.0	0.43	0.55	0.43	52.9
Approach		481	5.0	0.400	5.9	LOS A	3.3	24.0	0.43	0.55	0.43	52.5
All Vehicles		1678	5.0	0.813	11.0	LOS A	13.2	96.1	0.73	0.83	0.91	49.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Martin Street]

Existing AM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	267	5.0	0.146	0.0	LOS A	0.0	0.4	0.02	0.01	0.02	59.8
6	R2	6	5.0	0.146	6.3	LOS A	0.0	0.4	0.02	0.01	0.02	57.9
Approach		273	5.0	0.146	0.2	NA	0.0	0.4	0.02	0.01	0.02	59.8
North: Martin Street												
7	L2	26	5.0	0.019	6.2	LOS A	0.1	0.5	0.27	0.55	0.27	52.6
9	R2	8	5.0	0.010	7.5	LOS A	0.0	0.2	0.42	0.64	0.42	51.4
Approach		34	5.0	0.019	6.5	LOS A	0.1	0.5	0.31	0.57	0.31	52.3
West: Church Street West												
10	L2	10	5.0	0.102	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.8
11	T1	183	5.0	0.102	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		193	5.0	0.102	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.6
All Vehicles		500	5.0	0.146	0.6	NA	0.1	0.5	0.03	0.06	0.03	59.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Martin Street]

Existing PM

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	722	5.0	0.422	0.1	LOS A	0.6	4.5	0.08	0.04	0.08	59.3
6	R2	57	5.0	0.422	6.7	LOS A	0.6	4.5	0.08	0.04	0.08	57.4
Approach		779	5.0	0.422	0.6	NA	0.6	4.5	0.08	0.04	0.08	59.1
North: Martin Street												
7	L2	16	5.0	0.012	6.1	LOS A	0.0	0.3	0.26	0.54	0.26	52.6
9	R2	5	5.0	0.013	12.6	LOS A	0.0	0.3	0.70	0.83	0.70	48.0
Approach		21	5.0	0.013	7.7	LOS A	0.0	0.3	0.37	0.61	0.37	51.4
West: Church Street West												
10	L2	11	5.0	0.098	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.8
11	T1	174	5.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.7
Approach		185	5.0	0.098	0.3	NA	0.0	0.0	0.00	0.04	0.00	59.5
All Vehicles		985	5.0	0.422	0.7	NA	0.6	4.5	0.07	0.05	0.07	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site:** [Church Street & Bachel Avenue]

Existing AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	132	5.0	0.116	8.2	LOS A	2.4	17.9	0.45	0.37	0.45	52.9
6	R2	123	5.0	0.183	15.2	LOS B	2.4	17.3	0.62	0.72	0.62	46.6
Approach		255	5.0	0.183	11.6	LOS A	2.4	17.9	0.53	0.54	0.53	49.7
North: Bachel Avenue												
7	L2	77	5.0	0.081	16.5	LOS B	1.6	11.8	0.51	0.69	0.51	46.1
9	R2	171	5.0	0.358	34.8	LOS C	6.2	45.1	0.86	0.79	0.86	37.3
Approach		248	5.0	0.358	29.1	LOS C	6.2	45.1	0.75	0.76	0.75	39.7
West: Church Street West												
10	L2	381	5.0	0.299	6.6	LOS A	2.1	15.1	0.24	0.62	0.24	53.3
11	T1	222	5.0	0.353	24.5	LOS B	7.4	54.0	0.80	0.67	0.80	42.8
Approach		603	5.0	0.353	13.2	LOS A	7.4	54.0	0.44	0.64	0.44	48.9
All Vehicles		1106	5.0	0.358	16.4	LOS B	7.4	54.0	0.53	0.64	0.53	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site:** [Church Street & Bachel Avenue]

Existing PM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	237	5.0	0.478	25.6	LOS B	8.1	59.3	0.82	0.69	0.82	42.2
6	R2	96	5.0	0.363	32.7	LOS C	3.3	24.0	0.93	0.76	0.93	38.1
Approach		333	5.0	0.478	27.7	LOS B	8.1	59.3	0.85	0.71	0.85	40.9
North: Bachel Avenue												
7	L2	197	5.0	0.162	11.2	LOS A	3.1	22.5	0.38	0.68	0.38	49.4
9	R2	543	5.0	0.613	19.9	LOS B	15.5	113.3	0.70	0.80	0.70	44.0
Approach		740	5.0	0.613	17.6	LOS B	15.5	113.3	0.62	0.77	0.62	45.3
West: Church Street West												
10	L2	174	5.0	0.132	6.5	LOS A	0.9	6.6	0.19	0.60	0.19	53.4
11	T1	211	5.0	0.591	36.9	LOS C	8.7	63.6	0.96	0.80	0.96	37.3
Approach		385	5.0	0.591	23.2	LOS B	8.7	63.6	0.62	0.71	0.62	43.2
All Vehicles		1458	5.0	0.613	21.4	LOS B	15.5	113.3	0.67	0.74	0.67	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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APPENDIX 3

MOVEMENT SUMMARY

 **Site: [Church Street & Bachell Avenue]**

Projected AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	134	5.0	0.128	10.1	LOS A	2.8	20.2	0.51	0.41	0.51	51.4
6	R2	123	5.0	0.224	17.7	LOS B	2.8	20.2	0.67	0.73	0.67	45.2
Approach		257	5.0	0.224	13.8	LOS A	2.8	20.2	0.58	0.56	0.58	48.2
North: Bachell Avenue												
7	L2	77	5.0	0.092	19.8	LOS B	1.9	13.6	0.59	0.70	0.59	44.2
9	R2	171	5.0	0.307	31.2	LOS C	5.8	42.1	0.80	0.78	0.80	38.7
Approach		248	5.0	0.307	27.6	LOS B	5.8	42.1	0.74	0.75	0.74	40.3
West: Church Street West												
10	L2	389	5.0	0.305	6.6	LOS A	2.1	15.4	0.23	0.62	0.23	53.3
11	T1	229	5.0	0.303	19.8	LOS B	6.9	50.0	0.72	0.61	0.72	45.3
Approach		618	5.0	0.305	11.5	LOS A	6.9	50.0	0.41	0.62	0.41	50.0
All Vehicles		1123	5.0	0.307	15.6	LOS B	6.9	50.0	0.52	0.63	0.52	47.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: [Church Street & Bachell Avenue]**

Projected PM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	243	5.0	0.500	25.7	LOS B	8.4	61.0	0.83	0.69	0.83	42.2
6	R2	96	5.0	0.364	32.7	LOS C	3.3	24.0	0.93	0.76	0.93	38.1
Approach		339	5.0	0.500	27.7	LOS B	8.4	61.0	0.86	0.71	0.86	40.9
North: Bachell Avenue												
7	L2	197	5.0	0.162	11.2	LOS A	3.1	22.5	0.38	0.68	0.38	49.4
9	R2	549	5.0	0.622	20.0	LOS B	15.8	115.1	0.71	0.80	0.71	43.9
Approach		746	5.0	0.622	17.7	LOS B	15.8	115.1	0.62	0.77	0.62	45.3
West: Church Street West												
10	L2	177	5.0	0.134	6.5	LOS A	0.9	6.8	0.19	0.60	0.19	53.4
11	T1	212	5.0	0.594	36.9	LOS C	8.8	63.9	0.97	0.80	0.97	37.3
Approach		389	5.0	0.594	23.1	LOS B	8.8	63.9	0.61	0.71	0.61	43.3
All Vehicles		1474	5.0	0.622	21.4	LOS B	15.8	115.1	0.67	0.74	0.67	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: [Church Street & Bachell Avenue]**

Projected PP AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 91 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	134	5.0	0.129	10.5	LOS A	2.8	20.7	0.51	0.42	0.51	51.1
6	R2	123	5.0	0.229	18.1	LOS B	2.8	20.7	0.67	0.73	0.67	44.9
Approach		257	5.0	0.229	14.2	LOS A	2.8	20.7	0.59	0.57	0.59	48.0
North: Bachell Avenue												
7	L2	77	5.0	0.091	19.7	LOS B	1.9	13.6	0.58	0.70	0.58	44.3
9	R2	175	5.0	0.306	30.9	LOS C	5.9	43.1	0.80	0.78	0.80	38.8
Approach		252	5.0	0.306	27.5	LOS B	5.9	43.1	0.73	0.75	0.73	40.4
West: Church Street West												
10	L2	396	5.0	0.310	6.7	LOS A	2.3	16.9	0.24	0.62	0.24	53.2
11	T1	233	5.0	0.312	20.4	LOS B	7.1	52.0	0.73	0.62	0.73	44.9
Approach		629	5.0	0.312	11.8	LOS A	7.1	52.0	0.42	0.62	0.42	49.8
All Vehicles		1138	5.0	0.312	15.8	LOS B	7.1	52.0	0.53	0.64	0.53	47.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.8	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.8	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 **Site: [Church Street & Bachel Avenue]**

Projected PP PM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	246	5.0	0.507	25.8	LOS B	8.5	61.9	0.83	0.69	0.83	42.1
6	R2	96	5.0	0.365	32.7	LOS C	3.3	24.0	0.93	0.76	0.93	38.1
Approach		342	5.0	0.507	27.7	LOS B	8.5	61.9	0.86	0.71	0.86	40.9
North: Bachel Avenue												
7	L2	197	5.0	0.162	11.2	LOS A	3.1	22.5	0.38	0.68	0.38	49.4
9	R2	555	5.0	0.631	20.1	LOS B	16.0	116.9	0.71	0.80	0.71	43.9
Approach		752	5.0	0.631	17.7	LOS B	16.0	116.9	0.62	0.77	0.62	45.2
West: Church Street West												
10	L2	177	5.0	0.134	6.5	LOS A	0.9	6.8	0.19	0.60	0.19	53.4
11	T1	213	5.0	0.597	37.0	LOS C	8.8	64.2	0.97	0.80	0.97	37.3
Approach		390	5.0	0.597	23.1	LOS B	8.8	64.2	0.61	0.71	0.61	43.2
All Vehicles		1484	5.0	0.631	21.4	LOS B	16.0	116.9	0.68	0.74	0.68	43.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		53	39.3	LOS D			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Projected AM Peak
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	638	5.0	0.356	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.1
Approach		638	5.0	0.356	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Church Street East												
4	L2	277	5.0	0.154	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	190	5.0	0.286	8.9	LOS A	1.2	8.5	0.63	0.86	0.73	51.1
Approach		467	5.0	0.286	7.0	LOS A	1.2	8.5	0.26	0.66	0.30	53.2
West: Church Street West												
11	T1	193	5.0	0.265	8.0	LOS A	1.0	7.6	0.58	0.82	0.64	51.7
Approach		193	5.0	0.265	8.0	LOS A	1.0	7.6	0.58	0.82	0.64	51.7
All Vehicles		1298	5.0	0.356	6.5	NA	1.2	8.5	0.18	0.65	0.20	52.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Projected PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	327	5.0	0.182	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		327	5.0	0.182	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.2
East: Church Street East												
4	L2	704	5.0	0.393	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	290	5.0	0.293	6.2	LOS A	1.2	9.1	0.48	0.71	0.50	53.1
Approach		994	5.0	0.393	5.9	LOS A	1.2	9.1	0.14	0.58	0.15	54.2
West: Church Street West												
11	T1	179	5.0	0.166	5.5	LOS A	0.6	4.6	0.40	0.62	0.40	53.5
Approach		179	5.0	0.166	5.5	LOS A	0.6	4.6	0.40	0.62	0.40	53.5
All Vehicles		1500	5.0	0.393	5.8	NA	1.2	9.1	0.14	0.59	0.14	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Projected PP AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	640	5.0	0.357	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.1
Approach		640	5.0	0.357	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Church Street East												
4	L2	284	5.0	0.158	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	195	5.0	0.295	9.0	LOS A	1.2	8.8	0.63	0.86	0.74	51.0
Approach		479	5.0	0.295	7.0	LOS A	1.2	8.8	0.26	0.66	0.30	53.2
West: Church Street West												
11	T1	194	5.0	0.267	8.1	LOS A	1.0	7.6	0.58	0.82	0.64	51.7
Approach		194	5.0	0.267	8.1	LOS A	1.0	7.6	0.58	0.82	0.64	51.7
All Vehicles		1313	5.0	0.357	6.5	NA	1.2	8.8	0.18	0.65	0.20	52.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Eastern Overbridge Ramp]

Projected PP PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Overbridge Ramp												
3	R2	333	5.0	0.186	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		333	5.0	0.186	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.2
East: Church Street East												
4	L2	705	5.0	0.393	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
5	T1	292	5.0	0.298	6.3	LOS A	1.3	9.4	0.49	0.72	0.51	53.0
Approach		997	5.0	0.393	5.9	LOS A	1.3	9.4	0.14	0.58	0.15	54.2
West: Church Street West												
11	T1	185	5.0	0.173	5.6	LOS A	0.7	4.8	0.40	0.63	0.40	53.5
Approach		185	5.0	0.173	5.6	LOS A	0.7	4.8	0.40	0.63	0.40	53.5
All Vehicles		1515	5.0	0.393	5.8	NA	1.3	9.4	0.14	0.59	0.15	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street, Martin Street & Site Access]**

Projected AM Peak
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1	L2	5	5.0	0.009	6.2	LOSA	0.0	0.3	0.44	0.57	0.44	52.0
2	T1	1	5.0	0.009	6.4	LOSA	0.0	0.3	0.44	0.57	0.44	52.9
3	R2	3	5.0	0.009	9.7	LOSA	0.0	0.3	0.44	0.57	0.44	52.5
Approach		9	5.0	0.009	7.4	LOSA	0.0	0.3	0.44	0.57	0.44	52.2
East: Church Street East												
4	L2	1	5.0	0.203	4.7	LOSA	1.2	8.5	0.09	0.46	0.09	53.6
5	T1	297	5.0	0.203	4.8	LOSA	1.2	8.5	0.09	0.46	0.09	54.6
6	R2	6	5.0	0.203	8.1	LOSA	1.2	8.5	0.09	0.46	0.09	54.2
Approach		304	5.0	0.203	4.9	LOSA	1.2	8.5	0.09	0.46	0.09	54.6
North: Martin Street												
7	L2	26	5.0	0.033	5.6	LOSA	0.2	1.1	0.34	0.57	0.34	52.5
8	T1	1	5.0	0.033	5.7	LOSA	0.2	1.1	0.34	0.57	0.34	53.5
9	R2	8	5.0	0.033	9.0	LOSA	0.2	1.1	0.34	0.57	0.34	53.1
Approach		35	5.0	0.033	6.4	LOSA	0.2	1.1	0.34	0.57	0.34	52.7
West: Church Street West												
10	L2	10	5.0	0.130	4.6	LOSA	0.7	5.0	0.07	0.47	0.07	53.7
11	T1	179	5.0	0.130	4.8	LOSA	0.7	5.0	0.07	0.47	0.07	54.7
12	R2	1	5.0	0.130	8.1	LOSA	0.7	5.0	0.07	0.47	0.07	54.3
12u	U	5	5.0	0.130	9.8	LOSA	0.7	5.0	0.07	0.47	0.07	54.8
Approach		195	5.0	0.130	4.9	LOSA	0.7	5.0	0.07	0.47	0.07	54.6
All Vehicles		543	5.0	0.203	5.0	LOSA	1.2	8.5	0.11	0.48	0.11	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street, Martin Street & Site Access]**

Projected PM Peak
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1	L2	1	5.0	0.005	9.9	LOS A	0.0	0.2	0.70	0.62	0.70	49.4
2	T1	1	5.0	0.005	10.0	LOS A	0.0	0.2	0.70	0.62	0.70	50.3
3	R2	1	5.0	0.005	13.3	LOS A	0.0	0.2	0.70	0.62	0.70	49.9
Approach		3	5.0	0.005	11.1	LOS A	0.0	0.2	0.70	0.62	0.70	49.9
East: Church Street East												
4	L2	2	5.0	0.513	4.8	LOS A	4.3	31.6	0.18	0.47	0.18	53.2
5	T1	722	5.0	0.513	4.9	LOS A	4.3	31.6	0.18	0.47	0.18	54.2
6	R2	57	5.0	0.513	8.2	LOS A	4.3	31.6	0.18	0.47	0.18	53.8
Approach		781	5.0	0.513	5.2	LOS A	4.3	31.6	0.18	0.47	0.18	54.1
North: Martin Street												
7	L2	16	5.0	0.021	5.6	LOS A	0.1	0.7	0.35	0.56	0.35	52.5
8	T1	1	5.0	0.021	5.7	LOS A	0.1	0.7	0.35	0.56	0.35	53.5
9	R2	5	5.0	0.021	9.0	LOS A	0.1	0.7	0.35	0.56	0.35	53.1
Approach		22	5.0	0.021	6.4	LOS A	0.1	0.7	0.35	0.56	0.35	52.7
West: Church Street West												
10	L2	11	5.0	0.158	4.9	LOS A	0.8	6.1	0.21	0.49	0.21	53.0
11	T1	174	5.0	0.158	5.1	LOS A	0.8	6.1	0.21	0.49	0.21	54.0
12	R2	3	5.0	0.158	8.4	LOS A	0.8	6.1	0.21	0.49	0.21	53.5
12u	U	15	5.0	0.158	10.0	LOS A	0.8	6.1	0.21	0.49	0.21	54.1
Approach		203	5.0	0.158	5.5	LOS A	0.8	6.1	0.21	0.49	0.21	53.9
All Vehicles		1009	5.0	0.513	5.3	LOS A	4.3	31.6	0.19	0.47	0.19	54.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street, Martin Street & Site Access]**

Projected PP AM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1	L2	8	5.0	0.014	6.1	LOS A	0.1	0.5	0.43	0.58	0.43	52.0
2	T1	1	5.0	0.014	6.3	LOS A	0.1	0.5	0.43	0.58	0.43	52.9
3	R2	5	5.0	0.014	9.6	LOS A	0.1	0.5	0.43	0.58	0.43	52.5
Approach		14	5.0	0.014	7.4	LOS A	0.1	0.5	0.43	0.58	0.43	52.2
East: Church Street East												
4	L2	1	5.0	0.193	4.7	LOS A	1.1	7.9	0.11	0.46	0.11	53.5
5	T1	272	5.0	0.193	4.9	LOS A	1.1	7.9	0.11	0.46	0.11	54.5
6	R2	6	5.0	0.193	8.2	LOS A	1.1	7.9	0.11	0.46	0.11	54.1
6u	U	1	5.0	0.193	9.8	LOS A	1.1	7.9	0.11	0.46	0.11	54.7
Approach		280	5.0	0.193	5.0	LOS A	1.1	7.9	0.11	0.46	0.11	54.5
North: Martin Street												
7	L2	26	5.0	0.035	5.8	LOS A	0.2	1.2	0.37	0.58	0.37	52.4
8	T1	1	5.0	0.035	5.9	LOS A	0.2	1.2	0.37	0.58	0.37	53.4
9	R2	9	5.0	0.035	9.2	LOS A	0.2	1.2	0.37	0.58	0.37	53.0
Approach		36	5.0	0.035	6.6	LOS A	0.2	1.2	0.37	0.58	0.37	52.6
West: Church Street West												
10	L2	13	5.0	0.153	4.7	LOS A	0.8	6.1	0.08	0.48	0.08	53.5
11	T1	204	5.0	0.153	4.8	LOS A	0.8	6.1	0.08	0.48	0.08	54.6
12	R2	2	5.0	0.153	8.1	LOS A	0.8	6.1	0.08	0.48	0.08	54.1
12u	U	9	5.0	0.153	9.8	LOS A	0.8	6.1	0.08	0.48	0.08	54.7
Approach		228	5.0	0.153	5.0	LOS A	0.8	6.1	0.08	0.48	0.08	54.5
All Vehicles		558	5.0	0.193	5.2	LOS A	1.1	7.9	0.12	0.48	0.12	54.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street, Martin Street & Site Access]**

Projected PP PM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1	L2	2	5.0	0.007	10.3	LOS A	0.0	0.3	0.73	0.64	0.73	49.3
2	T1	1	5.0	0.007	10.5	LOS A	0.0	0.3	0.73	0.64	0.73	50.2
3	R2	1	5.0	0.007	13.8	LOS A	0.0	0.3	0.73	0.64	0.73	49.8
Approach		4	5.0	0.007	11.2	LOS A	0.0	0.3	0.73	0.64	0.73	49.7
East: Church Street East												
4	L2	4	5.0	0.554	5.0	LOS A	5.0	36.3	0.27	0.47	0.27	52.8
5	T1	739	5.0	0.554	5.1	LOS A	5.0	36.3	0.27	0.47	0.27	53.8
6	R2	57	5.0	0.554	8.4	LOS A	5.0	36.3	0.27	0.47	0.27	53.4
6u	U	2	5.0	0.554	10.1	LOS A	5.0	36.3	0.27	0.47	0.27	54.0
Approach		802	5.0	0.554	5.4	LOS A	5.0	36.3	0.27	0.47	0.27	53.8
North: Martin Street												
7	L2	16	5.0	0.022	5.7	LOS A	0.1	0.8	0.38	0.57	0.38	52.4
8	T1	1	5.0	0.022	5.9	LOS A	0.1	0.8	0.38	0.57	0.38	53.4
9	R2	6	5.0	0.022	9.2	LOS A	0.1	0.8	0.38	0.57	0.38	52.9
Approach		23	5.0	0.022	6.6	LOS A	0.1	0.8	0.38	0.57	0.38	52.6
West: Church Street West												
10	L2	12	5.0	0.176	4.9	LOS A	1.0	7.1	0.22	0.51	0.22	52.7
11	T1	178	5.0	0.176	5.1	LOS A	1.0	7.1	0.22	0.51	0.22	53.7
12	R2	6	5.0	0.176	8.4	LOS A	1.0	7.1	0.22	0.51	0.22	53.3
12u	U	30	5.0	0.176	10.1	LOS A	1.0	7.1	0.22	0.51	0.22	53.9
Approach		226	5.0	0.176	5.8	LOS A	1.0	7.1	0.22	0.51	0.22	53.7
All Vehicles		1055	5.0	0.554	5.5	LOS A	5.0	36.3	0.26	0.48	0.26	53.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Projected AM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	282	5.0	0.520	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
3	R2	651	5.0	0.520	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		933	5.0	0.520	5.6	NA	0.0	0.0	0.00	0.59	0.00	52.9
East: Eastern Church Street Ramp												
4	L2	279	5.0	0.156	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		279	5.0	0.156	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
West: Western Church Street Ramp												
12	R2	163	5.0	0.429	16.7	LOS B	1.8	13.0	0.80	1.00	1.10	45.5
Approach		163	5.0	0.429	16.7	LOS B	1.8	13.0	0.80	1.00	1.10	45.5
All Vehicles		1375	5.0	0.520	6.9	NA	1.8	13.0	0.09	0.64	0.13	52.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Projected PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	367	5.0	0.386	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
3	R2	325	5.0	0.386	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		692	5.0	0.386	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Eastern Church Street Ramp												
4	L2	701	5.0	0.391	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		701	5.0	0.391	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
West: Western Church Street Ramp												
12	R2	204	5.0	0.613	21.8	LOS B	2.9	21.4	0.88	1.11	1.48	42.8
Approach		204	5.0	0.613	21.8	LOS B	2.9	21.4	0.88	1.11	1.48	42.8
All Vehicles		1597	5.0	0.613	7.7	NA	2.9	21.4	0.11	0.65	0.19	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Friday, 24 August 2018 3:32:54 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUOVE04.sip8

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Projected PP AM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	282	5.0	0.521	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
3	R2	653	5.0	0.521	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		935	5.0	0.521	5.6	NA	0.0	0.0	0.00	0.59	0.00	52.9
East: Eastern Church Street Ramp												
4	L2	286	5.0	0.159	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		286	5.0	0.159	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
West: Western Church Street Ramp												
12	R2	163	5.0	0.434	16.9	LOS B	1.8	13.2	0.81	1.01	1.11	45.4
Approach		163	5.0	0.434	16.9	LOS B	1.8	13.2	0.81	1.01	1.11	45.4
All Vehicles		1384	5.0	0.521	6.9	NA	1.8	13.2	0.09	0.64	0.13	52.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Church Street & Railway Overbridge]

Projected PP PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Overbridge												
1	L2	367	5.0	0.389	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
3	R2	331	5.0	0.389	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		698	5.0	0.389	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
East: Eastern Church Street Ramp												
4	L2	702	5.0	0.391	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		702	5.0	0.391	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
West: Western Church Street Ramp												
12	R2	204	5.0	0.619	22.1	LOS B	3.0	21.6	0.88	1.12	1.50	42.6
Approach		204	5.0	0.619	22.1	LOS B	3.0	21.6	0.88	1.12	1.50	42.6
All Vehicles		1604	5.0	0.619	7.7	NA	3.0	21.6	0.11	0.65	0.19	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: [Church Street & Swete Street]

Projected AM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	232	5.0	0.352	6.7	LOSA	2.4	17.6	0.56	0.66	0.56	52.0
6	R2	98	5.0	0.352	9.6	LOSA	2.4	17.6	0.56	0.66	0.56	51.5
6u	U	14	5.0	0.352	11.1	LOSA	2.4	17.6	0.56	0.66	0.56	52.0
Approach		344	5.0	0.352	7.7	LOSA	2.4	17.6	0.56	0.66	0.56	51.8
North: Swete Street												
7	L2	132	5.0	0.473	9.8	LOSA	3.6	26.0	0.78	0.88	0.84	48.9
9	R2	222	5.0	0.473	12.5	LOSA	3.6	26.0	0.78	0.88	0.84	49.3
9u	U	5	5.0	0.473	14.0	LOSA	3.6	26.0	0.78	0.88	0.84	49.7
Approach		359	5.0	0.473	11.5	LOSA	3.6	26.0	0.78	0.88	0.84	49.2
West: Church Street West												
10	L2	361	5.0	0.680	6.4	LOSA	7.7	55.9	0.61	0.57	0.61	51.6
11	T1	471	5.0	0.680	6.2	LOSA	7.7	55.9	0.61	0.57	0.61	52.4
12u	U	11	5.0	0.680	10.6	LOSA	7.7	55.9	0.61	0.57	0.61	52.4
Approach		843	5.0	0.680	6.3	LOSA	7.7	55.9	0.61	0.57	0.61	52.1
All Vehicles		1546	5.0	0.680	7.8	LOSA	7.7	55.9	0.64	0.66	0.65	51.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: [Church Street & Swete Street]**

Projected PM
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	620	5.0	0.822	15.5	LOS B	13.7	100.1	1.00	1.09	1.44	46.8
6	R2	104	5.0	0.822	18.4	LOS B	13.7	100.1	1.00	1.09	1.44	46.5
6u	U	4	5.0	0.822	19.9	LOS B	13.7	100.1	1.00	1.09	1.44	46.8
Approach		728	5.0	0.822	16.0	LOS B	13.7	100.1	1.00	1.09	1.44	46.8
North: Swete Street												
7	L2	130	5.0	0.501	7.6	LOS A	3.7	27.2	0.66	0.75	0.66	50.2
9	R2	350	5.0	0.501	10.3	LOS A	3.7	27.2	0.66	0.75	0.66	50.6
9u	U	2	5.0	0.501	11.8	LOS A	3.7	27.2	0.66	0.75	0.66	51.0
Approach		482	5.0	0.501	9.6	LOS A	3.7	27.2	0.66	0.75	0.66	50.5
West: Church Street West												
10	L2	208	5.0	0.412	5.9	LOS A	3.4	25.0	0.45	0.55	0.45	52.0
11	T1	263	5.0	0.412	5.7	LOS A	3.4	25.0	0.45	0.55	0.45	52.9
12u	U	22	5.0	0.412	10.1	LOS A	3.4	25.0	0.45	0.55	0.45	52.9
Approach		493	5.0	0.412	6.0	LOS A	3.4	25.0	0.45	0.55	0.45	52.5
All Vehicles		1703	5.0	0.822	11.3	LOS A	13.7	100.1	0.74	0.84	0.93	49.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: [Church Street & Swete Street]**

PPAM

Site Category: (None)

Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	244	5.0	0.383	6.7	LOS A	2.7	19.8	0.58	0.67	0.58	51.8
6	R2	107	5.0	0.383	9.6	LOS A	2.7	19.8	0.58	0.67	0.58	51.4
6u	U	25	5.0	0.383	11.1	LOS A	2.7	19.8	0.58	0.67	0.58	51.9
Approach		376	5.0	0.383	7.8	LOS A	2.7	19.8	0.58	0.67	0.58	51.7
North: Swete Street												
7	L2	134	5.0	0.486	10.1	LOS A	3.8	27.6	0.80	0.89	0.88	48.7
9	R2	222	5.0	0.486	12.8	LOS A	3.8	27.6	0.80	0.89	0.88	49.1
9u	U	5	5.0	0.486	14.4	LOS A	3.8	27.6	0.80	0.89	0.88	49.5
Approach		361	5.0	0.486	11.8	LOS A	3.8	27.6	0.80	0.89	0.88	48.9
West: Church Street West												
10	L2	361	5.0	0.704	6.7	LOS A	8.1	58.9	0.67	0.60	0.67	51.4
11	T1	474	5.0	0.704	6.5	LOS A	8.1	58.9	0.67	0.60	0.67	52.2
12u	U	11	5.0	0.704	10.9	LOS A	8.1	58.9	0.67	0.60	0.67	52.2
Approach		846	5.0	0.704	6.6	LOS A	8.1	58.9	0.67	0.60	0.67	51.8
All Vehicles		1583	5.0	0.704	8.1	LOS A	8.1	58.9	0.68	0.68	0.70	51.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: [Church Street & Swete Street]

PP PM

Site Category: (None)

Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Church Street East												
5	T1	623	5.0	0.832	16.0	LOS B	14.4	104.9	1.00	1.11	1.47	46.5
6	R2	107	5.0	0.832	18.9	LOS B	14.4	104.9	1.00	1.11	1.47	46.2
6u	U	6	5.0	0.832	20.5	LOS B	14.4	104.9	1.00	1.11	1.47	46.5
Approach		736	5.0	0.832	16.5	LOS B	14.4	104.9	1.00	1.11	1.47	46.5
North: Swete Street												
7	L2	136	5.0	0.516	7.8	LOS A	3.9	28.5	0.68	0.76	0.68	50.1
9	R2	350	5.0	0.516	10.5	LOS A	3.9	28.5	0.68	0.76	0.68	50.5
9u	U	2	5.0	0.516	12.0	LOS A	3.9	28.5	0.68	0.76	0.68	50.9
Approach		488	5.0	0.516	9.8	LOS A	3.9	28.5	0.68	0.76	0.68	50.4
West: Church Street West												
10	L2	208	5.0	0.425	5.9	LOS A	3.6	26.1	0.46	0.55	0.46	52.0
11	T1	275	5.0	0.425	5.7	LOS A	3.6	26.1	0.46	0.55	0.46	52.8
12u	U	22	5.0	0.425	10.2	LOS A	3.6	26.1	0.46	0.55	0.46	52.8
Approach		505	5.0	0.425	6.0	LOS A	3.6	26.1	0.46	0.55	0.46	52.5
All Vehicles		1729	5.0	0.832	11.5	LOS A	14.4	104.9	0.75	0.85	0.95	49.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: [Church Street & Western Railway Overbridge Ramp]**

Projected AM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	283	5.0	0.158	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		283	5.0	0.158	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	191	5.0	0.217	9.6	LOS A	0.9	6.4	0.40	0.97	0.40	51.0
Approach		191	5.0	0.217	9.6	LOS A	0.9	6.4	0.40	0.97	0.40	51.0
West: Church Street West												
11	T1	182	5.0	0.096	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	166	5.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		348	5.0	0.096	2.7	NA	0.0	0.0	0.00	0.28	0.00	56.5
All Vehicles		822	5.0	0.217	5.3	NA	0.9	6.4	0.09	0.53	0.09	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Friday, 24 August 2018 3:38:26 PM

Project: C:\Stanbury Traffic Planning\SIDRA\2018\18-079\CHUWES03.sip8

MOVEMENT SUMMARY

 **Site: [Church Street & Western Railway Overbridge Ramp]**

Projected PM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	375	5.0	0.209	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		375	5.0	0.209	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	290	5.0	0.347	10.4	LOS A	1.7	12.3	0.48	1.00	0.52	50.5
Approach		290	5.0	0.347	10.4	LOS A	1.7	12.3	0.48	1.00	0.52	50.5
West: Church Street West												
11	T1	180	5.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	208	5.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		388	5.0	0.116	3.0	NA	0.0	0.0	0.00	0.31	0.00	56.1
All Vehicles		1053	5.0	0.347	6.0	NA	1.7	12.3	0.13	0.58	0.14	54.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: STANBURY TRAFFIC PLANNING | Processed: Friday, 24 August 2018 3:39:38 PM

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MOVEMENT SUMMARY

STOP Site: [Church Street & Western Railway Overbridge Ramp]

Projected PPAM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	283	5.0	0.158	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		283	5.0	0.158	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	196	5.0	0.223	9.6	LOS A	0.9	6.6	0.41	0.97	0.41	51.0
Approach		196	5.0	0.223	9.6	LOS A	0.9	6.6	0.41	0.97	0.41	51.0
West: Church Street West												
11	T1	183	5.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	166	5.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		349	5.0	0.097	2.7	NA	0.0	0.0	0.00	0.28	0.00	56.5
All Vehicles		828	5.0	0.223	5.3	NA	0.9	6.6	0.10	0.53	0.10	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

STOP Site: [Church Street & Western Railway Overbridge Ramp]

Projected PP PM
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Western Railway Bridge Ramp												
1	L2	375	5.0	0.209	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.7
Approach		375	5.0	0.209	5.7	NA	0.0	0.0	0.00	0.53	0.00	54.7
East: Church Street East												
5	T1	292	5.0	0.350	10.5	LOS A	1.7	12.6	0.48	1.00	0.53	50.5
Approach		292	5.0	0.350	10.5	LOS A	1.7	12.6	0.48	1.00	0.53	50.5
West: Church Street West												
11	T1	186	5.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	208	5.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		394	5.0	0.116	2.9	NA	0.0	0.0	0.00	0.31	0.00	56.2
All Vehicles		1061	5.0	0.350	6.0	NA	1.7	12.6	0.13	0.58	0.15	54.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Projected AM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	35	5.0	0.046	7.9	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
Approach		35	5.0	0.046	7.9	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
East: Railway Street East												
4	L2	46	5.0	0.026	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	268	5.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		314	5.0	0.142	0.8	NA	0.0	0.0	0.00	0.08	0.00	59.1
West: Eastern Overbridge Ramp												
11	T1	228	5.0	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		228	5.0	0.121	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		577	5.0	0.142	0.9	NA	0.1	1.1	0.03	0.08	0.03	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Projected PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
Approach		33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
East: Railway Street East												
4	L2	141	5.0	0.079	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	313	5.0	0.166	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		454	5.0	0.166	1.8	NA	0.0	0.0	0.00	0.16	0.00	58.2
West: Eastern Overbridge Ramp												
11	T1	517	5.0	0.274	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		517	5.0	0.274	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1004	5.0	0.274	1.2	NA	0.2	1.6	0.02	0.10	0.02	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Projected PP AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	35	5.0	0.046	8.0	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
Approach		35	5.0	0.046	8.0	LOS A	0.1	1.1	0.45	0.69	0.45	51.4
East: Railway Street East												
4	L2	46	5.0	0.026	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	269	5.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		315	5.0	0.142	0.8	NA	0.0	0.0	0.00	0.08	0.00	59.1
West: Eastern Overbridge Ramp												
11	T1	232	5.0	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		232	5.0	0.123	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		582	5.0	0.142	0.9	NA	0.1	1.1	0.03	0.08	0.03	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Eastern Overbridge Ramp]

Projected PP PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Railway Street West												
3	R2	33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
Approach		33	5.0	0.070	11.3	LOS A	0.2	1.6	0.64	0.85	0.64	49.1
East: Railway Street East												
4	L2	141	5.0	0.079	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	317	5.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		458	5.0	0.168	1.8	NA	0.0	0.0	0.00	0.16	0.00	58.2
West: Eastern Overbridge Ramp												
11	T1	517	5.0	0.274	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		517	5.0	0.274	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1008	5.0	0.274	1.2	NA	0.2	1.6	0.02	0.10	0.02	58.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Projected AM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	505	5.0	0.273	0.0	LOS A	0.1	0.5	0.01	0.01	0.01	59.9
3	R2	8	5.0	0.273	6.5	LOS A	0.1	0.5	0.01	0.01	0.01	57.3
Approach		513	5.0	0.273	0.1	NA	0.1	0.5	0.01	0.01	0.01	59.8
East: Railway Street East												
4	L2	47	5.0	0.036	6.3	LOS A	0.1	1.0	0.29	0.56	0.29	52.5
Approach		47	5.0	0.036	6.3	LOS A	0.1	1.0	0.29	0.56	0.29	52.5
North: Western Overbridge Ramp												
7	L2	1	5.0	0.109	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.1
8	T1	205	5.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		206	5.0	0.109	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	160	5.0	0.170	8.0	LOS A	0.7	4.9	0.52	0.74	0.52	51.6
11	T1	28	5.0	0.112	9.0	LOS A	0.4	2.7	0.62	0.84	0.62	49.9
12	R2	26	5.0	0.112	12.4	LOS A	0.4	2.7	0.62	0.84	0.62	49.1
Approach		214	5.0	0.170	8.7	LOS A	0.7	4.9	0.55	0.77	0.55	51.1
All Vehicles		980	5.0	0.273	2.3	NA	0.7	4.9	0.14	0.20	0.14	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Projected PM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	269	5.0	0.150	0.1	LOSA	0.1	0.6	0.04	0.02	0.04	59.7
3	R2	8	5.0	0.150	7.3	LOSA	0.1	0.6	0.04	0.02	0.04	57.2
Approach		277	5.0	0.150	0.3	NA	0.1	0.6	0.04	0.02	0.04	59.6
East: Railway Street East												
4	L2	139	5.0	0.129	7.3	LOSA	0.5	3.8	0.45	0.67	0.45	52.0
Approach		139	5.0	0.129	7.3	LOSA	0.5	3.8	0.45	0.67	0.45	52.0
North: Western Overbridge Ramp												
7	L2	2	5.0	0.210	5.6	LOSA	0.0	0.0	0.00	0.00	0.00	58.0
8	T1	395	5.0	0.210	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	59.9
Approach		397	5.0	0.210	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	103	5.0	0.083	6.6	LOSA	0.3	2.4	0.36	0.60	0.36	52.3
11	T1	23	5.0	0.104	8.3	LOSA	0.3	2.5	0.62	0.84	0.62	49.8
12	R2	27	5.0	0.104	12.7	LOSA	0.3	2.5	0.62	0.84	0.62	49.0
Approach		153	5.0	0.104	7.9	LOSA	0.3	2.5	0.44	0.68	0.44	51.3
All Vehicles		966	5.0	0.210	2.4	NA	0.5	3.8	0.15	0.21	0.15	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Projected PP AM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	506	5.0	0.274	0.0	LOS A	0.1	0.6	0.02	0.01	0.02	59.8
3	R2	8	5.0	0.274	6.5	LOS A	0.1	0.6	0.02	0.01	0.02	57.3
Approach		514	5.0	0.274	0.1	NA	0.1	0.6	0.02	0.01	0.02	59.8
East: Railway Street East												
4	L2	47	5.0	0.036	6.3	LOS A	0.1	1.0	0.30	0.56	0.30	52.5
Approach		47	5.0	0.036	6.3	LOS A	0.1	1.0	0.30	0.56	0.30	52.5
North: Western Overbridge Ramp												
7	L2	1	5.0	0.111	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.1
8	T1	209	5.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		210	5.0	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	160	5.0	0.171	8.0	LOS A	0.7	4.9	0.52	0.74	0.52	51.6
11	T1	28	5.0	0.113	9.0	LOS A	0.4	2.7	0.63	0.85	0.63	49.8
12	R2	26	5.0	0.113	12.5	LOS A	0.4	2.7	0.63	0.85	0.63	49.0
Approach		214	5.0	0.171	8.7	LOS A	0.7	4.9	0.55	0.77	0.55	51.0
All Vehicles		985	5.0	0.274	2.3	NA	0.7	4.9	0.14	0.20	0.14	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Mark Street]

Projected PP PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mark Street												
2	T1	271	5.0	0.151	0.1	LOS A	0.1	0.6	0.04	0.02	0.04	59.7
3	R2	8	5.0	0.151	7.3	LOS A	0.1	0.6	0.04	0.02	0.04	57.2
Approach		279	5.0	0.151	0.3	NA	0.1	0.6	0.04	0.02	0.04	59.6
East: Railway Street East												
4	L2	139	5.0	0.129	7.3	LOS A	0.5	3.8	0.45	0.67	0.45	52.0
Approach		139	5.0	0.129	7.3	LOS A	0.5	3.8	0.45	0.67	0.45	52.0
North: Western Overbridge Ramp												
7	L2	2	5.0	0.210	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.0
8	T1	395	5.0	0.210	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		397	5.0	0.210	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Railway Street West												
10	L2	103	5.0	0.083	6.6	LOS A	0.3	2.4	0.36	0.60	0.36	52.3
11	T1	23	5.0	0.105	8.4	LOS A	0.3	2.5	0.62	0.84	0.62	49.8
12	R2	27	5.0	0.105	12.7	LOS A	0.3	2.5	0.62	0.84	0.62	49.0
Approach		153	5.0	0.105	7.9	LOS A	0.3	2.5	0.44	0.68	0.44	51.3
All Vehicles		968	5.0	0.210	2.4	NA	0.5	3.8	0.15	0.21	0.15	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Projected AM Peak
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	279	5.0	0.683	20.2	LOS B	4.0	28.9	0.87	1.18	1.69	43.6
Approach		279	5.0	0.683	20.2	LOS B	4.0	28.9	0.87	1.18	1.69	43.6
North: Overbridge												
7	L2	244	5.0	0.258	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
9	R2	219	5.0	0.258	5.5	LOS A	0.0	0.0	0.00	0.59	0.00	52.9
Approach		463	5.0	0.258	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	702	5.0	0.392	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		702	5.0	0.392	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
All Vehicles		1444	5.0	0.683	8.4	NA	4.0	28.9	0.17	0.69	0.33	51.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Projected PM Peak
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	332	5.0	0.846	28.8	LOS C	6.9	50.4	0.93	1.46	2.71	39.5
Approach		332	5.0	0.846	28.8	LOS C	6.9	50.4	0.93	1.46	2.71	39.5
North: Overbridge												
7	L2	541	5.0	0.533	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
9	R2	415	5.0	0.533	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		956	5.0	0.533	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	398	5.0	0.222	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		398	5.0	0.222	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		1685	5.0	0.846	10.2	NA	6.9	50.4	0.18	0.76	0.53	49.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Projected PP AM
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	280	5.0	0.738	23.3	LOS B	4.5	33.0	0.90	1.24	1.93	42.1
Approach		280	5.0	0.738	23.3	LOS B	4.5	33.0	0.90	1.24	1.93	42.1
North: Overbridge												
7	L2	354	5.0	0.322	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.4
9	R2	223	5.0	0.322	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
Approach		577	5.0	0.322	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.2
West: Western Railway Street Ramp												
10	L2	703	5.0	0.392	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.3
Approach		703	5.0	0.392	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.3
All Vehicles		1560	5.0	0.738	8.8	NA	4.5	33.0	0.16	0.70	0.35	50.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: [Railway Street & Overbridge]

Projected PP PM

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Eastern Railway Street Ramp												
6	R2	336	5.0	0.860	30.1	LOS C	7.3	53.6	0.94	1.51	2.86	39.0
Approach		336	5.0	0.860	30.1	LOS C	7.3	53.6	0.94	1.51	2.86	39.0
North: Overbridge												
7	L2	540	5.0	0.533	5.7	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
9	R2	416	5.0	0.533	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	52.8
Approach		956	5.0	0.533	5.6	NA	0.0	0.0	0.00	0.59	0.00	53.1
West: Western Railway Street Ramp												
10	L2	400	5.0	0.223	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
Approach		400	5.0	0.223	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		1692	5.0	0.860	10.5	NA	7.3	53.6	0.19	0.77	0.57	49.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-441

Attachment 5
Social Impact Assessment



SOCIAL IMPACT ASSESSMENT

2 - 36 Church Street Lidcombe

Prepared for
BILLBERGIA
14 January 2020



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Rachel Trigg
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Project Code	P0009500
Report Number	Final

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EXECUTIVE SUMMARY

This Social Impact Assessment (SIA) has been prepared for Billbergia to inform the planning proposal for 2 – 36 Church Street (the site). The planning proposal (the proposal) seeks to amend the existing height standards and floor space ratio on site to construct a new integrated residential neighbourhood. The proposal will consist of four new buildings, ranging from 53 to 22 meters, and will include social and private housing, a childcare centre, public open space and a flexible community hub space.

Assessing social impacts

An SIA is a specialist study undertaken to identify and analyse the potential positive and negative social impacts associated with a development proposal. Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations.

The potential impacts of the proposal are assessed by comparing the consequence of the impact (minimal – extreme) against the likelihood of the impact occurring (rare to very likely). This risk assessment methodology has been used from the International Association for Impact Assessment (IAIA) and the Department of Planning, Industry and Environment (DPI&E) and is outlined below.

Limitations

The risk assessment methodology is a useful tool to assess impacts in a language that can be easily understood. However, this methodology does not reflect the lower level of impact typically associated with urban developments. The risk assessment matrix used by the IAIA and DPI&E is weighted towards a high to extreme rating. This is likely due to its use in high risk environments where the threat to human health is great, such as mining proposals.

For urban development proposals, the likelihood of an impact is typically very likely or almost certain. This results in an impact level that will always be moderate or higher. As such, it is difficult for any positive or negative impacts associated with this proposal to be assessed as a low level impact. Anyone utilising this SIA for the purposes of assessing the proposal should recognise these limitations and not take the assessed impact levels out of context.

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Low		Moderate		High		Very high	
-----	--	----------	--	------	--	-----------	--

Potential Social Impacts

Based on the assessment in this report, the key social impacts of this proposal are considered to be:

- Availability of social housing: the provision of social housing units on site will generate a very high positive impact by increasing supply in an area of identified need. This positive impact is expected to directly change people's lives, given the service social housing provides for the most vulnerable people in communities.
- Access to facilities and open space: the increased provision and access to community facilities, child care and open space is expected to have a high positive impact in the local community by providing needed social infrastructure in an area of undersupply.
- Change in visual character: it is expected the proposal will initially have a high negative impact on a small group of resident's visual amenity. This proposal represents a change to the existing height on Church Street and residents in the single story houses opposite will experience a considerable change to their regular outlook which could be met with high concern. However, this is expected to occur in other sites around Lidcombe as the suburb transits to a high density centre in line with strategic directions.

Longer term it is expected the broader community can adapt to this change and will have a low impact on the visual character of the town centre. This is largely influenced by the location of the site in an area highly suitable for density, the design of the buildings to avoid overshadowing residential properties and the inclusion of community uses on site. This will help integrate the proposal with the long term vision for the centre of Lidcombe and is consistent with strategic growth principles.

- Activation of the site: the redevelopment of the currently vacant site is expected to have a high positive impact on the local area by activating the site for a range of community uses and broadening passive surveillance opportunities.

Recommendations are provided below to help further manage and improve the potential impacts arising from the proposal. Based on this assessment and the recommendations provided, it is likely the proposal will generate a positive impact to the local community and the potential changes to the existing visual character can be managed over time.

Recommendations

The following recommendations are provided to further manage the potential impacts from the proposal:

- Prepare an Operational Plan of Management (OPM) as part of the future development application (DA) for the site. The OPM should be undertaken by the social housing provider and document their protocols relating to the social housing residential cohort, support services and building management.
- Consider a flexible residential floor plan or dual key apartments to enable a diverse social housing provision that could include one to three bedroom units in the future. This would be the responsibility of the NSW Land and Housing Corporation to undertake.
- Design the open space to provide considerable shade to combat the urban heat impact.
- Ensure the child care centre and public playground is secure from the road to maintain the safety of all users on site. This level of detail can be provided during the detailed DA stage for the site.
- Continue to consult with Council regarding the size, layouts and uses of the proposed facilities to reduce potential duplication of provision and ensure local needs are met.
- Allocate a provision of affordable child care spaces to at-need households within the local area.
- Consider an inclusive playground design to accommodate people from a range of ages and abilities.
- Undertake a Landscape and Visual Impact Assessment as part of the future planning for the site.
- Undertake consultation with the community to provide feedback on the proposal and input to the final design.
- Investigate the need for screening to reduce potential sensitive view receivers and to add to the site amenity.
- Undertake a Crime Prevention Through Environmental Design (CPTED) Assessment during the detailed DA stage to assess and minimise any safety risks. This should consider the facilitation of direct

pedestrian access from Building D across Church Street and access movements to and from the proposed child care centre.

1. INTRODUCTION

Urbis Pty Ltd (Urbis) was engaged by Billbergia to prepare a Social Impact Assessment (SIA) for 2 – 36 Church Street, Lidcombe (the site). The SIA is to inform a planning proposal on site to provide an integrated residential neighbourhood including social and private housing, a childcare centre, public open space and flexible community hub space.

1.1. LEGISLATIVE REQUIREMENT

Section 4.15 of the *Environmental and Planning Assessment Act 1979* (EP&A Act) requires the likely impacts of a development, including social impacts in the locality, to be considered and addressed as part of the planning process.

Cumberland Council currently does not have a policy to guide the preparation of a SIA. This SIA has been informed by best practice guidelines outlined by the International Association for Impact Assessment (IAIA) and the Department of Planning, Industry and Environment (DPIE).

1.2. DEFINING SOCIAL IMPACTS

An SIA is a specialist study undertaken to identify and analyse the potential positive and negative social impacts associated with a development proposal. It involves a detailed and independent study to outline social impacts, identify mitigation measures, and provide recommendations in accordance with professional standards and statutory obligations.

Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations. In line with international best practice guidelines, social impacts can involve changes to people's:

- Health and wellbeing
- Economic livelihood
- Safety and security
- Community and belonging
- Environment and surrounds
- Fears and aspirations
- Social equity¹.

1.3. METHODOLOGY

Background review	Impact Scoping	Assessment and reporting
<ul style="list-style-type: none"> ▪ Review of surrounding land uses ▪ Review of relevant state and local policies to understand potential implications of the proposal ▪ Analysis of relevant data to understand the existing community. 	<ul style="list-style-type: none"> ▪ Review of site plans ▪ Stakeholder mapping ▪ Consultation with Council to identify potential impacts. 	<ul style="list-style-type: none"> ▪ Assessment of significant impacts considering management measures ▪ Provision of recommendations to enhance positive impacts, reduce negative impacts and monitor ongoing impacts.

¹ Adapted from the International Association for Impact Assessment (IAIA)

2. ASSESSING SOCIAL IMPACTS

The assessment of social impacts can be approached in several ways. The IAIA highlights a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the consequence of an impact against the likelihood of the impact occurring. This approach is also used in the DPI&E *Social Impact Assessment Guidelines for State Significant mining, petroleum production and extractive industry development (2017)*.

This risk assessment methodology is outlined below and has been used in this SIA.

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Low		Moderate		High		Very high	
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Consequence level

The consequence level of impact considers:

- Who is expected to be impacted, including the volume of people affected and the level of concern they feel about the matter
- When the potential impact will occur and the frequency of potential impacts
- The scale or degree of change from the existing condition as a result of the impact
- The extent to which people or an environment can adapt to or mitigate the impact².

Management measures

Social impacts are assessed before and after the implementation of management measures. Management measures are designed to reduce negative impacts and enhance positive impacts. These measures can take different forms and may be incorporated in the planning, construction or operational stage of the proposal.

Section 7 of this report assess potential impacts prior to management measures as part of the impact scoping phase. Impacts which are assessed as moderate or higher are considered significant and included for further assessment in Section 8. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level.

² Adapted from DPI&E SIA Guidelines 2017

Limitations

The risk assessment methodology is a useful tool to assess impacts in a language that can be easily understood. However, this methodology does not reflect the lower level of impact typically associated with urban developments.

The risk assessment matrix used by the IAIA and DPI&E is weighted towards a high to extreme rating. This is likely due to its use in high risk environments where the threat to human health is great, such as mining proposals.

For urban development proposals, the likelihood of an impact is typically very likely or almost certain. This results in an impact level that will always be moderate or higher.

As such, it is difficult for any positive or negative impacts associated with this proposal to be assessed as a low level impact. Anyone utilising this SIA for the purposes of assessing the proposal should recognise these limitations and not take the assessed impact levels out of context.

3. THE PROPOSAL

The Planning Proposal seeks to amend the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) to allow the redevelopment of the site for an integrated residential neighbourhood. The development would comprise:

- Four residential buildings containing 80 social housing units and 400 privately owned units. The social housing units are intended to be integrated in Building A only.
- Childcare centre (minimum 60 places).
- Community hub space (approximately 150 sqm) which could facilitate a variety of uses including meeting rooms, arts and cultural facilities or co-working spaces.
- Basement carparking with approximately 600 spaces.
- Road reconfiguration and site contribution to create a new public "Gateway Park" accessible to all local residents.
- Public domain upgrades of footpaths, street trees and landscaping along part of Church Street.

The site masterplan is shown in Figure 1 to Figure 4 overleaf. The development is part of the Communities Plus Program, which seeks to redevelop Land and Housing Corporation sites throughout NSW into sustainable mixed-use communities. Further information on this program is contained in Section 5.

The Planning Proposal also seeks to amend the height of building standards under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Auburn LEP 2010 as per Table 1.

Table 1 Proposed amendments to Auburn LEP 2010

Development control	Existing max.	Proposed max.
Height of Buildings (HOB)		
Building A	14.9 metres	22 metres
Building B	16.9 metres	44 metres
Building C	22.9 metres	53 metres
Building D	27 metres	53 metres
Floor Space Ratio (FSR)	2.6:1 2.49:1 1.49:1 1.29:1	4.21:1

Voluntary Planning Agreement

A Voluntary Planning Agreement (VPA) is also proposed as part of the Planning Proposal. It is proposed the following social infrastructure on site will be provided under this VPA:

- public open space embellishments and dedication
- public domain upgrades to Church Street
- childcare centre
- community hub space.

Figure 1 Proposed massing elevation



Source: COX Architecture

Figure 2 Landscape Plan, ground floor



Source: COX Architecture

Figure 3 Proposed community hub



Source: COX Architecture

Figure 4 View from the north east, with proposed open space in the forefront



Source: COX Architecture

4. SITE CONTEXT

The site is positioned within the Lidcombe Town Centre, 400m from Lidcombe train station. Lidcombe is identified as a principle town centre and a growing employment node. It has an 'eat street' and night time economy presence, due to the concentration of various food and beverage outlets along the town centre. Aside from food outlets, most facilities in the town centre are local level civic, medical or community services.

The site is currently unoccupied and is located opposite single storey houses and walk up apartments. This dwelling mix is typical of the existing context, where newer, high density housing supply has increased to help meet population growth. St Andrew's Ukrainian School is also located near the site, however this is a language school and is only open on Saturday's from 9am – 1:30pm.

The mix of single storey and high density dwellings also represents the changing nature of the suburb. Lidcombe is currently transitioning from a low-density railway suburb to a transit-oriented development centre in response to growth. This change has resulted in an increase in residential flat buildings and density within the town centre. It is expected this growth and density will continue if strategic directions to increase building heights and change planning controls within Lidcombe are realised.

Figure 5 Site context



Source: Urbis

Figure 6 Site photos



Picture 1 Single storey houses opposite the site on Church Street

Source: Urbis



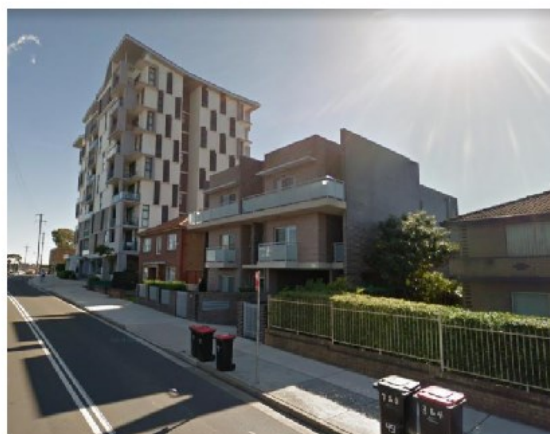
Picture 2 Current site and split median strip on Church Street

Source: Urbis



Picture 3 High density uses on Church Street

Source: Urbis



Picture 4 Increase in density towards the town centre

Source: Google Earth]



Picture 5 Pedestrian paths on Swete Street

Source: Urbis



Picture 6 Townhouses opposite the site

Source: Google Earth

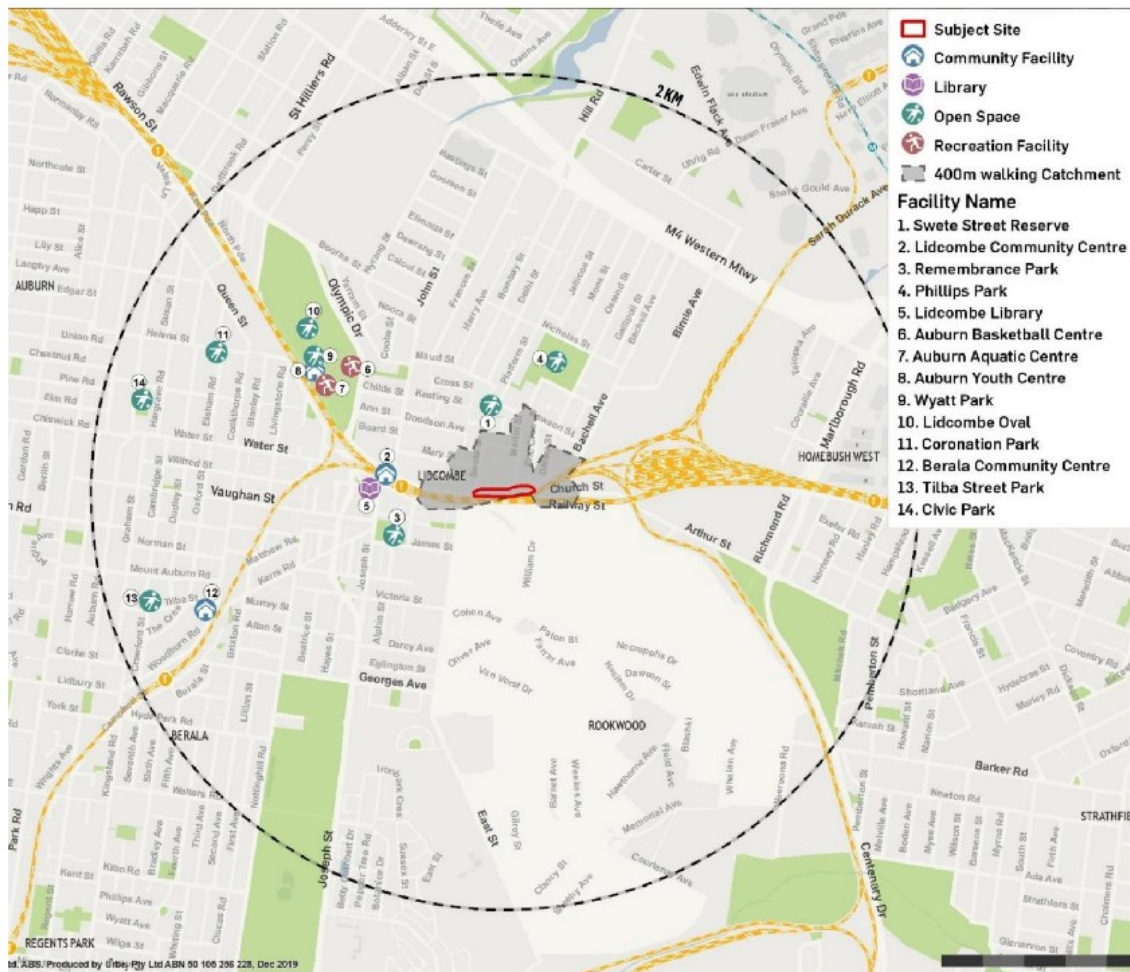
4.1. SURROUNDING SOCIAL INFRASTRUCTURE

Figure 7 overleaf maps the existing social infrastructure within walking distance (400m) and a 2km radius to the site. Table 1 summarises the facilities within this catchment area as well as key findings from relevant local strategic documents.

Table 2 Social infrastructure review

Category	Findings
Community facility	<p>Cumberland's <i>Community Facility Strategy</i> identifies a deficit of community facilities within Lidcombe. Currently, there are no community facilities north of the railway line (where the site is located) and only three within the catchment area.</p> <p>The Lidcombe Community Centre is co-located with the library and has a maximum capacity for 80 people. The centre is a single hall and is primarily used for events, dances and concerts. The other identified facility - Berala Community Centre – is a newer facility with multi-purpose functionality. The centre is located further from the site and contains a main hall and meeting rooms which can be reconfigured to cater for different capacities.</p>
Library	<p>Lidcombe Library is the only library in the catchment area and is located within walking distance of the site, to the southern side of the station. At 360 sqm, it is the second smallest library in Cumberland LGA and is significantly below the recommended floor space provision. Cumberland's <i>Library Strategy</i> identifies an additional 1,051 sqm of floor space is needed to meet standards.</p>
Open space	<p>Lidcombe generally lacks a network of local level parks and open space, with no open space within walking distance of the site. Most of the open space identified is isolated for sports fields.</p> <p>Remembrance Park, to the south of the station, provides the only formalised seating area and play area near the town centre. There are no playgrounds to the north of the station, near the site. This environment is consistent with the findings of Cumberland's <i>Draft Open Space and Recreation Strategy</i> which identifies a deficit of local parks and playgrounds in Lidcombe.</p>
Recreational facility	<p>The site generally has good access to formalised recreational space. Wyatt Park, to the east of the site, is a significant recreational corridor for the Lidcombe and Auburn communities. The corridor co-locates a range of recreational facilities including Auburn Aquatic Centre, Auburn Basketball Centre, a youth centre, sports fields and several outdoor courts. Phillips Park is also near the site and contains soccer fields and cricket pitches.</p>

Figure 7 Social infrastructure map



Source: Urbis

5. POLICY CONTEXT

A review of relevant state and local policies was undertaken to understand the strategic context of the proposed development and any potential impacts. The complete policy review is contained in Appendix A.

A summary of the key findings from the policy review, as it relates to the proposal, are outlined below:

Table 3 Policy review impact scoping

Theme	Summary of findings
Shortage of social housing	<p>NSW is facing an increasing demand for social and affordable rental housing, with approximately 60,000 households on the waiting list. This demand has largely been driven by an unaffordable private rental market and fewer social housing vacancies. Research also indicates the length of social housing stays are becoming longer, with more than half of all social housing tenants holding a lease for over 10 years.</p> <p>To help increase supply, the NSW Government has partnered with the Land and Housing Corporation to deliver new social housing sites via the Communities Plus program. The proposal is part of this program.</p>
Social housing as integrated developments	<p>Historically, social housing in NSW was concentrated in housing estates. Concentrating social housing largely resulted in poor health and liveability outcomes, with many estates experiencing an increase in crime and unemployment rates.</p> <p>The NSW Government now seeks to integrate social housing with private and affordable housing to help reduce concentrations of disadvantage. Under this model, social housing will look the same as private dwellings and be located close to transport, employment and community services. This model has considerably improved the quality of social housing supply and renewed social housing experiences.</p>
Suitability of Lidcombe town centre for density	<p>As the population grows, new housing supply must be integrated with local services and public transport infrastructure to create more liveable and walkable cities. Town centres provide a key opportunity to increase housing and commercial space in highly connected areas.</p> <p>Lidcombe is identified as a principle town centre in Cumberland's <i>Local Strategic Planning Statement</i>. Its connection to existing public transport provides a key opportunity to increase housing density in an area well connected to NSW city centres (Parramatta and Sydney). This will be critical in achieving the Greater Sydney Commission vision for a 30 minute city. The <i>Draft Auburn and Lidcombe Town Centres Strategy</i> also considers Lidcombe is suitable for increased density, provided higher quality design standards are met.</p>
Increased pressure on local services and infrastructure	<p>The centre of Lidcombe is changing with increases in housing densities and migration rates expected to drive population growth. This is placing pressure on the existing supply of social infrastructure which is already low in the following areas:</p> <p>Open space</p>

Lidcombe currently has a deficit of open space (parks over 0.5 ha) and local level playgrounds. To help address this, Council aims to create a network of smaller spaces that provide a diversity of recreational activities and improved pedestrian connectivity.

Childcare and arts services

There are currently no Council-run education and care services in Lidcombe, which represents a lack of equitable provision to Council services. There is also an identified need for additional arts and creatives spaces, particularly considering Lidcombe's strategic location and highly diverse demographic profile.

Community facilities

There is an existing shortfall of community facility space in the suburb, which will continue to increase with population growth. Council aims to develop a new community hub (incorporating a library, multipurpose community centre and other functions) in the town centre to help meet demand. The existing Lidcombe library site could be considered as a location option.

6. SOCIAL BASELINE

A social baseline identifies the demographic and social characteristics of the existing community. It is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

6.1. COMMUNITY PROFILE

A community profile has been developed for Lidcombe suburb based on demographic data from the Australian Bureau of Statistics (ABS Census 2016), DPI&E and the Department of Family and Community Services (FACS). The demographic characteristics of Cumberland LGA and Greater Sydney have been used for comparison purposes. The complete demographic table is contained in Appendix B.



High proportion of young adults

A third of the population is aged 20 – 34 years.



Culturally and linguistically diverse

Most of the population were born overseas (60%) and speak a language other than English (80%).



Family households are dominant

Close to 80% of the population live in family households, with 14% living in lone person households.



Mix of dwellings and densities

Half of all dwellings are separate houses, however high to medium density living is also common, representing 28% of all dwellings.



Regular public transport use

Lidcombe has considerably higher rates of people travelling to work by public transport (37%) compared to the LGA (26%) and Greater Sydney (23%).



High rates of homelessness in the LGA

Cumberland LGA has the second highest rate of homelessness across all NSW LGA's, accounting for 8% of the population.



Long waiting times for social housing

There is a five to ten year wait for studio/one bedroom social housing properties in the Auburn – Granville Allocation Zone. Waiting times increase to over ten years for two to four bedroom properties.



Strong population growth

Population projections indicate the LGA will increase by 23% by 2036. Growth will be experienced across all age groups, with the strongest growth in people over 70 years (80%).

6.2. CRIME AND SAFETY

Crime data from the Bureau of Crime Statistics Research (BOCSAR) indicates Lidcombe generally has a similar or lower rate of crime compared to NSW. The exceptions to this are rates of non-domestic assault and motor vehicle crimes, which are higher than the Cumberland LGA and NSW average.

Most crimes in Lidcombe are concentrated around the train station. This concentration is typical of most stations, due to high volume of people (both residents and visitors) passing through the area at all times of the week.

7. IMPACT SCOPING

A proposal may cause a range of direct and indirect social impacts which can have a positive, negative or neutral impact on the existing environment and community. A SIA should assess the impacts which are considered to have the most significant impacts on the community and identified stakeholder groups.

The following section outlines the impact scoping considerations which were used to inform the determination of significant social impacts. The assessment process used to determine each impact level is described in Section 2

7.1. IMPACTED COMMUNITIES

Based on the local context and community profile, the following individuals and communities are likely to be impacted by the proposal:

- Lidcombe residents
- Residences on Church Street
- Western Sydney community, particularly:
 - Households on the NSW social housing waitlist
 - Lower socio-economic families.

7.2. STAKEHOLDER CONSULTATION

As part of the SIA process, a phone call was held with Council's Engagement office to understand the local context and potential impacts of the proposal. High level, key findings are summarised below.

Table 4 Summary of consultation

Key area	Detail
Lidcombe community	<ul style="list-style-type: none"> ▪ The suburb has a high rate of homelessness which has largely been driven by overcrowding. ▪ The community is also highly diverse and is fairly young. Students have been attracted to the area given the suburb's location to tertiary education providers (e.g. TAFE, WSU Parramatta).
Suitability of site	<ul style="list-style-type: none"> ▪ Density of the site is considered appropriate, given the site's proximity to the train station and town centre. ▪ The location of the site next to the railway corridor provides a greater separation buffer to existing land uses. ▪ Some tenants may not want to have views to Rookwood Cemetery, depending on personal preference. ▪ Activation of the broader town centre area could be enhanced. There is limited lighting and pedestrian amenity late at night.
The proposal	<ul style="list-style-type: none"> ▪ Affordable and social housing is a key need in the area, particularly given the current waiting lists and homelessness rates. ▪ The inclusion of community uses on site would be beneficial to the area, considering that they are open to both the public and incoming residents. ▪ Future planning may need to include an assessment of school capacity in the area, depending on the size of apartments chosen.

	<ul style="list-style-type: none"> It's recognised that there may be some stigma attached to social housing. However, supply is a key need for the area.
Social infrastructure needs	<ul style="list-style-type: none"> Council's <i>Children's and Family Strategy</i> identified a lack of Council-run child care centres in Lidcombe. Affordable and quality child care places are much needed in the area. Historic community facility provision in Cumberland LGA has resulted in many smaller halls which lack flexibility and are costly to maintain. Council is moving towards the construction of larger, multipurpose facilities. There are plans to construct a new multipurpose community facility in the CBD. The applicant should continue to consult with Council to consider if a monetary contribution may be more appropriate to this facility, given Council's current provision model. The inclusion of a community hub on site which supports flexible uses (e.g. arts and cultural, makerspace, music rooms) would help meet current undersupply. Open space should be shaded to allow for cooler areas and greater use.
Pedestrian amenity	<ul style="list-style-type: none"> Church Street is a major road and can be challenging for pedestrians to cross given the roundabouts and split median strips. The proposal should consider how pedestrians will be able to safely navigate this road, without relying on median strips/safety islands. Consideration should also be given to how access to the child care centre will be managed.

7.3. PRELIMINARY ASSESSMENT

Table 5 outlines the social impacts which were considered as part of this SIA. These social impacts have been informed by the contextual information presented in Section 2 to Section 7 of this report.

The social impacts in Table 5 were assessed against the SIA criteria contained in Section 2, without considering management measures.

Any impacts which were assessed as having a moderate or higher impact are considered significant and included for further assessment in Section 8. Social impacts which were assessed as having a low or neutral impact are described below and are not included for further assessment.

Table 5 Impact scoping

Potential impacts	Potentially impacted communities	Preliminary assessment
Neutral to low impacts: not included for further assessment		
Traffic generation from the proposal	Lidcombe residents St Andrews Ukrainian School	<p>The proposal will involve the construction of a new roundabout at Church and Martin Street, as well as new access driveways. The proposal also seeks to provide 600 basement carparking spaces to accommodate the incoming residents.</p> <p>The Traffic Impact Assessment prepared by Stanbury Traffic Planning considers the surrounding road network can accommodate the proposal with reasonable levels of services. The changes to Church</p>

		<p>Street are also considered to provide a safer and more efficient road and traffic environment for all users.</p> <p>As the Traffic Impact Assessment considers there are no traffic issues to prevent approval, the traffic generation from the proposal is considered to have a low to neutral impact on the community.</p>
Moderate to very high impacts: significant impacts, assessed further in Section 8		
Availability of social housing	<p>Western Sydney community</p> <p>Households on the NSW social housing wait list</p>	<p>Evidence indicates that NSW is facing a shortage of social housing which is impacted on the most vulnerable members of our communities. The proposal will increase the supply of social housing and is likely to have a significant positive impact.</p> <p>This impact has been included for further assessment in Section 9.</p>
Access to facilities and open space	Lidcombe residents	<p>Population growth is placing pressure on the existing supply of social infrastructure, with Council identifying gaps in community facility, child care and open space provision in Lidcombe. The proposal seeks to introduce new community uses and open space on site to help meet this gap.</p> <p>This impact has been included for further assessment in Section 9</p>
Change in visual character	<p>Lidcombe residents</p> <p>Residents on Church Street</p>	<p>The proposal will introduce a new height limit to the Lidcombe town centre and represents a relatively large land area. The proposed density increase is in line with the strategic directions of the city but will represent a visual change which will be most pronounced on residents immediately opposite the site.</p> <p>This impact has been included for further assessment in Section 9</p>
Activation and connectivity	<p>Lidcombe residents</p> <p>Residents on Church Street</p>	<p>The proposal will redevelop a site which is currently vacant, offering new opportunities to contribute to the broader activation and connectivity of the town centre.</p> <p>This impact has been included for further assessment in Section 9</p>

8. ASSESSMENT OF SIGNIFICANT IMPACTS

The following section provides a detailed assessment of the significant social impacts to the proposal, as identified in Table 5. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level. The assessment process used to determine each impact level (low to very high) is described in Section 2.

8.1. AVAILABILITY OF SOCIAL HOUSING

Description of impact	Impacted groups
Increased social housing supply in Western Sydney	<ul style="list-style-type: none"> Western Sydney community Households on the NSW social housing wait list
Current environment	
<p>Social housing is a critical form of infrastructure for the most vulnerable people in the community. It provides direct housing and social support to people from a range of demographics, including the elderly, carers, families and people with a disability.</p> <p>Evidence from the NSW Government (see Appendix A) indicates that NSW is facing an increasing shortage of social housing. There are currently 60,000 households on the NSW waiting list, with demand primarily driven by an unaffordable private rental market and fewer social housing vacancies. Social housing demand is also high in the local catchment area. Data from FACS indicates there is a five to ten year wait for studio/one bedroom rooms in the Auburn – Granville catchment and over ten years for two, three and four bedroom properties.</p> <p>Historically, social housing in NSW was concentrated in housing estates which resulted in poor health and liveability outcomes. Current planning seeks to integrate social housing with private and affordable housing to reduce concentrations of disadvantage.</p>	
Impact of the proposal	
<p>The proposal will provide approximately 80 social housing units in Building A to help meet the current housing shortage of one and two bedroom units in the local catchment area. The social housing units will be co-located with approximately 400 private residential units across Buildings B – D, in line with current integration models.</p> <p>The proposal will provide these new social housing units in a highly accessible location. Incoming tenants will be within walking distance (400m) to Lidcombe's major public transport hub, being within easy distance to Sydney and Parramatta's employment centres. Incoming tenants can also access the services within the Lidcombe town centre and benefit from the additional community facilities and open space provided on site.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> Management of the social housing units by the Department of Communities and Justice (formally FACS) or a Community Housing Provider to ensure provision is maintained equitably and to a high standard. Design of all buildings to be undertaken by Cox Architecture to ensure the exterior all social housing units are consistent with the private, 	<ul style="list-style-type: none"> Prepare an Operational Plan of Management (OPM) as part of the future development application (DA) for the site. The OPM should be undertaken by the social housing provider and document their protocols relating to the social housing residential cohort, support services and building management. Consider a flexible residential floor plan or dual key apartments to enable a diverse social

<p>residential units. The design is also proposed to be of a high quality built form.</p> <ul style="list-style-type: none"> Intended management of the proposed community uses on site by Council to provide access to both private residential tenants and social housing tenants, enabling equal provision to all. 	<p>housing provision that could include one to three bedroom units in the future. This would be the responsibility of the NSW Land and Housing Corporation to undertake.</p>
Residual impact (considering management measures)	
Likelihood: Very likely	Consequence: Major
<p>Based on the above assessment, it is expected the provision of social housing units on site will generate a very high positive impact by increasing supply in an area of identified need. This positive impact is expected to directly change people's lives, given the service social housing provides for the most vulnerable people in communities.</p>	

8.2. ACCESS TO FACILITIES AND OPEN SPACE

Description of impact	Impacted groups
Increased provision and access to local community facilities and open space	<ul style="list-style-type: none"> Lidcombe residents
Current environment	
<p>Lidcombe is a local centre and contains various levels of social infrastructure and facilities. As shown in Section 4.1, most of the community facilities and open space are contained to the south of the railway, away from the site. Accessibility to some of these facilities is therefore limited.</p> <p>Population growth is placing increasing pressure on the existing supply of social infrastructure and open space. Council has identified an existing shortfall of community and cultural facility space, open space (parks over 0.5 ha) and local level playgrounds. This deficit is expected to increase with population growth. There are also no Council-run education and care services in Lidcombe, which is identified as a lack of equitable provision by Council.</p>	
Impact of the proposal	
<p>The proposal will improve the provision and quality of social and recreational infrastructure in the area by providing a community hub, public park and child care centre. The location of these facilities within walking distance to Lidcombe train station and town centre will provide greater access opportunities to the broader community.</p> <p>These facilities are proposed to be delivered under a VPA with Council and have been designed to address a key social infrastructure need, as follows:</p> <ul style="list-style-type: none"> The community hub is proposed to be the only community facility space in the Lidcombe CBD, north of the railway line. This facility is approximately 175 sqm and would have one main space available for activities or community programs. The space could support a range of uses depending on the need of the suburb's highly diverse and growing population, including meeting rooms, arts and cultural space or a co-working/business incubator space. The public park will provide approximately 2,000 sqm of new public open space. This includes the provision of a new playground, to help reduce the current deficit in the suburb. The park will also 	

provide for a range of passive uses, with a BBQ area, seating and pedestrian paths proposed are part of the future design.

- The long day child care centre will provide a minimum of 60 places. The VPA anticipates Council will own and manage the facility once constructed, helping to address the current deficit of Council-run education services in the area.

Management measures	SIA recommendations
<ul style="list-style-type: none"> ▪ Intended management of the community hub and child care centre by Council to allow access to both incoming residents and the general public. ▪ Location of the proposed community uses on the lower floors to increase accessibility and visibility to the community. ▪ Design of the community hub as a flexible space to adapt to changing community needs over time. 	<ul style="list-style-type: none"> ▪ Design the open space to provide considerable shade to combat the urban heat impact. ▪ Ensure the child care centre and public playground is secure from the road to maintain the safety of all users on site. This level of detail can be provided during the detailed DA stage for the site. ▪ Continue to consult with Council regarding the size, layouts and uses of the proposed facilities to reduce potential duplication of provision and ensure local needs are met. ▪ Allocate a provision of affordable child care spaces to at-need households within the local area. ▪ Consider an inclusive playground design to accommodate people from a range of ages and abilities.
Residual impact (considering management measures)	
Likelihood: Likely	Consequence: Moderate
Based on the above assessment, the increased provision and access to community facilities, child care and open space is expected to have a high positive impact in the local community by providing needed social infrastructure in an area of undersupply.	

8.3. CHANGE IN VISUAL CHARACTER

Description of impact	Impacted groups
Potential change to the visual character of Lidcombe town centre.	<ul style="list-style-type: none"> ▪ Lidcombe residents ▪ Residents on Church Street
Current environment	
Lidcombe is an urban area and is identified as a principle local centre. The suburb has been developed around the train station, with most services concentrated in this CBD area. The CBD area is generally surrounded by low density residential and some walk up apartments. The site is located at the eastern end of the CBD and is currently vacant. It is located opposite single storey houses and medium density apartments, with density increasing moving west towards the city centre.	

Over the past years, the suburb has been developing in response to population growth. This has seen density in the CBD increase with the construction of multiple medium to high density apartments. However, the *Draft Auburn and Lidcombe Town Centres Strategy* notes some of these developments have a poor urban quality due to limiting planning controls. Some new developments have a bulky appearance, poor amenity and little usable outdoor space for residents and the public. To help overcome this and align with the strategic direction of the city, the strategy proposes a maximum height limit of 60 metres for the Lidcombe Town Centre. Currently, this strategy has not been adopted by Council.

Impact of the proposal

The proposal will introduce four new residential buildings on site, ranging from 53 meters to 22 meters. While residential uses are permitted on site, this will be a considerably higher built form than the existing surrounding uses. This height change will be most pronounced on residents living opposite the site on Church Street.

New developments with a higher built form can be a contested land use in any community given the change it represents to the skyline and the potential and/or perceived impacts on amenity and services. However, this tension can be ameliorated by ensuring height is concentrated in appropriate locations, bulk appearances are reduced, and community benefits are increased.

The proposal has been designed to maximise new housing supply in a highly connected area, supporting the Greater Sydney Commission's vision for a 30 minute city. In selecting this site, the proposal will integrate new housing in walking distance to public transport, shops and services. Lidcombe town centre has also been identified as suitable for increased density. The proposal aligns with the maximum 60 meter height limit which is proposed for the centre. The buildings on site will be stepped, ensuring the bulk of the height is located closest to the town centre.

Being located next to the railway line, many of the potential overshadow impacts to neighbouring properties have been reduced. Shadow diagrams indicate all shadows in mid-winter (at 9am, 12pm and 3pm) will be confined to the railway line and parts of Rookwood cemetery. No shadows are expected on the residential properties on Church Street. The Heritage Impact Statement considers the height of the buildings will have an acceptable impact on surrounding heritage items (including the cemetery) and will not change their outcome.

The proposal has also been designed to enhance connectivity with the surrounding area. The buildings are setback from the road and incorporate various public open space and greenery along Church Street. This helps to reduce overshadowing on Church Street and provides an enhanced pedestrian amenity.

Management measures	SIA recommendations
<ul style="list-style-type: none"> Location of the proposal next to the railway corridor, minimising potential overshadowing impacts on residences. Design of the site to incorporate a range of community uses to provide public benefit and invite people into the site. This reduces the potential for the site to become isolated from the community and helps to better integrate the site into the urban fabric. Reconfiguration of Church Street to provide a larger set back from the road and reduce the feeling of overshadowing on pedestrian users. 	<ul style="list-style-type: none"> Undertake a Landscape and Visual Impact Assessment as part of the future planning for the site. Undertake consultation with the community to provide feedback on the proposal and input to the final design. Investigate the need for screening to reduce potential sensitive view receivers and to add to the site amenity.

Residual impact (considering management measures)

Likelihood: Likely (initial short term) to Possible (long term)

Consequence: Moderate (short term) to Minimal (long term)

Based on the above assessment, it is expected the proposal will initially have a high negative impact on a small group of resident's visual amenity. This proposal represents a change to the existing height on Church Street and residents in the single story houses opposite will experience a considerable change to their regular outlook which could be met with high concern. However, this is expected to occur in other sites around Lidcombe as the suburb transits to a high density centre in line with strategic directions.

Longer term it is expected the broader community can adapt to this change and will have a low impact on the visual character of the town centre. This is largely influenced by the location of the site in an area highly suitable for density, the design of the buildings to avoid overshadowing residential properties and the inclusion of community uses on site. This will help integrate the proposal with the long term vision for the centre of Lidcombe and is consistent with strategic growth principles.

8.4. ACTIVATION OF THE SITE

Description of impact	Impacted groups
Potential for increased activation and connectivity of a vacant site.	<ul style="list-style-type: none"> Lidcombe residents Residents on Church Street
Current environment	
<p>The site is one of the largest land holdings in the town centre, stretching for approximately 270 meters. However, the site is vacant and does not provide activation to the broader area. The lack of activity and lighting on site provides limited pedestrian amenity, particularly at night.</p> <p>The site also borders Church Street which is one of the main vehicle and pedestrian corridors for Lidcombe. A pedestrian path is provided on both sides of Church Street to facilitate access from the station to the nearby residential areas. However, Church Street is a difficult road to cross for pedestrians. The roundabout at Swete/Church Street and the split median strip at Martin/Church Street creates a challenging and potentially unsafe crossing point.</p>	
Impact of the proposal	
<p>The proposal will activate a previously vacant site and provide opportunities to contribute to the overall safety of the town centre. Train stations are typically areas of heightened crime. The redevelopment of the site to cater for residents and non-residents will provide greater passive surveillance opportunities along the main pedestrian spine to the station. The inclusion of publicly accessible facilities on site will also encourage a diversity of people to use the site during the day, when residential sites are mostly vacant. Overall the proposal allows for broader community ownership and public activation of the site which are unlikely to be realised if the site was isolated for residential apartments only.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> Intended management of the proposed community hub and public park by Council to allow for public access, encouraging a greater diversity of users on site and longer periods of activation. 	<ul style="list-style-type: none"> Undertake a Crime Prevention Through Environmental Design (CPTED) Assessment during the detailed DA stage to assess and minimise any safety risks. This should consider the facilitation of direct pedestrian access from

<ul style="list-style-type: none"> ▪ Provision of new pedestrian paths throughout the site and tree planting on Church Street to help facilitate movement and walkability. This will encourage greater use of the space to and from the town centre. ▪ Location of the public park and community uses fronting Church Street to encourage activity at the public-facing side of the site, opposed to facing the rail corridor. ▪ Construction of a new roundabout and crossing at Martin/Church Street to provide for safer pedestrian and vehicle movements from the site, as described in the Traffic Impact Assessment. 	<p>Building D across Church Street and access movements to and from the proposed child care centre.</p>
Residual impact (considering management measures)	
<p>Likelihood: Likely</p>	<p>Consequence: Moderate</p>
<p>Based on the above assessment, the redevelopment of the currently vacant site is expected to have a high positive impact on the local area by activating the site for a range of community uses and broadening passive surveillance opportunities.</p>	

9. CONCLUSION

This SIA has been undertaken to assess the potential social impacts arising from the planning proposal at 2 - 36 Church Street. The planning proposal seeks to amend the existing height and floor space ratios to construct a new residential development with social and private housing, a childcare centre, public open space and community hub.

Based on the assessment in this report, the key social impacts of this proposal are considered to be:

- Availability of social housing: the provision of social housing units on site will generate a very high positive impact by increasing supply in an area of identified need. This positive impact is expected to directly change people's lives, given the service social housing provides for the most vulnerable people in communities.
- Access to facilities and open space: the increased provision and access to community facilities, child care and open space is expected to have a high positive impact in the local community by providing needed social infrastructure in an area of undersupply.
- Change in visual character: it is expected the proposal will initially have a high negative impact on a small group of resident's visual amenity. This proposal represents a change to the existing height on Church Street and residents in the single story houses opposite will experience a considerable change to their regular outlook which could be met with high concern. However, this is expected to occur in other sites around Lidcombe as the suburb transits to a high density centre in line with strategic directions.

Longer term it is expected the broader community can adapt to this change and will have a low impact on the visual character of the town centre. This is largely influenced by the location of the site in an area highly suitable for density, the design of the buildings to avoid overshadowing residential properties and the inclusion of community uses on site. This will help integrate the proposal with the long term vision for the centre of Lidcombe and is consistent with strategic growth principles.

- Activation of the site: the redevelopment of the currently vacant site is expected to have a high positive impact on the local area by activating the site for a range of community uses and broadening passive surveillance opportunities.

Section 9.1 below contains recommendations to help further manage and improve the potential impacts arising from the proposal. Based on this assessment and the recommendations provided, it is likely the proposal will generate a positive impact to the local community and the potential changes to the existing visual character can be managed over time.

9.1. RECOMMENDATIONS

The following recommendations are provided to further manage the potential impacts from the proposal:

- Prepare an Operational Plan of Management (OPM) as part of the future development application (DA) for the site. The OPM should be undertaken by the social housing provider and document their protocols relating to the social housing residential cohort, support services and building management.
- Consider a flexible residential floor plan or dual key apartments to enable a diverse social housing provision that could include one to three bedroom units in the future. This would be the responsibility of the NSW Land and Housing Corporation to undertake.
- Design the open space to provide considerable shade to combat the urban heat impact.
- Ensure the child care centre and public playground is secure from the road to maintain the safety of all users on site. This level of detail can be provided during the detailed DA stage for the site.
- Continue to consult with Council regarding the size, layouts and uses of the proposed facilities to reduce potential duplication of provision and ensure local needs are met.
- Allocate a provision of affordable child care spaces to at-need households within the local area.
- Consider an inclusive playground design to accommodate people from a range of ages and abilities.
- Undertake a Landscape and Visual Impact Assessment as part of the future planning for the site.
- Undertake consultation with the community to provide feedback on the proposal and input to the final design.

- Investigate the need for screening to reduce potential sensitive view receivers and to add to the site amenity.
- Undertake a Crime Prevention Through Environmental Design (CPTED) Assessment during the detailed DA stage to assess and minimise any safety risks. This should consider the facilitation of direct pedestrian access from Building D across Church Street and access movements to and from the proposed child care centre.

10. DISCLAIMER

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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 POLICY REVIEW

STATE GOVERNMENT

Greater Sydney Commission – Central District Plan 2018

The Greater Sydney Commission's District Plans divide Greater Sydney into five districts which represent their common locality and planning opportunities. The site is located within the Central District.

The Central District Plan (the District Plan) is a 20year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The District Plan is guided by four key themes that represent the planning priorities for each district, with ten directions to guide delivery. The planning priorities of relevance to this proposal are summarised below.

Key planning priorities	Relevance to proposal
C3: Providing services and social infrastructure to meet people's changing needs	<ul style="list-style-type: none"> A growing population is increasing the demand on existing services and infrastructure. There is a need to better integrate these facilities to help meet demand and contribute to healthier neighbourhoods. New facilities should be accessible with direct walking/cycling connections to encourage healthy lifestyles and facilitate social interaction. The development of shared use, multipurpose, flexible and intergenerational facilities will be essential in ensuring better access and usage of services. Publicly owned land, including social housing in renewal precincts, may provide opportunities to co-locate social infrastructure and mixed uses at the heart of neighbourhoods.
C4: Fostering healthy, creative, culturally rich and socially connected communities	<ul style="list-style-type: none"> Social housing should be integrated with private and affordable housing to help reduce concentrations of disadvantage. Social housing should also have good access to transport, employment, community facilities and open spaces to provide a better social housing experience.
C5: Providing housing supply, choice and affordability with access to jobs, services and public transport	<ul style="list-style-type: none"> The location, type and cost of housing directly influence a person's quality of life (e.g. commuting time). New housing supply must be coordinated with local infrastructure to create liveable, walkable and cycle-friendly neighbourhoods with direct access to shops, services and public transport.
C0: Delivering integrated land use and transport planning and a 30 – minute city	<ul style="list-style-type: none"> The District Plan sets a long-term vision for people to have public transport access to their closest metropolitan or strategic centre within 30 minutes. Integrating land use, transport and infrastructure is necessary to achieve this vision. Encouraging the growth of strategic and local centres will reduce the need for people to travel long distances to access jobs and services.

NSW Government - Future direction for Social Housing in NSW 2016

The Future Directions for Social Housing in NSW sets out the NSW Government's vision for social housing over the next 10 years. The strategy is intended to drive better outcomes for tenants and helping those who are able to transition out of social housing.

The strategy notes that:

- Demand for social and affordable rental housing is increasing. Fewer social housing vacancies and an unaffordable private rental market has driven the growth of the social housing waitlist to 60,000 households.
- The average length of housing stays are also becoming longer, with more than 50% of people in social housing holding a lease for more than 10 years.
- Approximately 40% of social housing in NSW are located in concentrated housing estates. Many estates experience high levels of crime, unemployment, domestic violence, poor educational outcomes and associated child protection issues. The strategy notes improving the physical environment, including access to infrastructure, parks and community facilities can help to address this, as well as providing better support to employment and training opportunities.

To help meet demand, the NSW Government has launched Communities Plus in collaboration with the Land and Housing Corporation to fast track social housing developments. The new social housing developments will be modern, look the same as neighbouring private dwellings and be close to transport, employment and other community services. It aims for large redevelopments to target a 70:30 ratio of private to social housing to enable more integrated communities.

LOCAL GOVERNMENT

Cumberland Council – Cumberland 2030: Our Local Strategic Planning Statement 2019

Cumberland's *Local Strategic Planning Statement (CLSPS)* set outs that LGA's economic, social and environmental land use needs over the next 10 years. It sets out clear planning priorities about what will be needed (such as jobs, homes, services and parks) and actions to deliver the priorities for the community's future vision.

As part of the CLSPS process, the community were asked to provide feedback on how they wanted the LGA to look like in the future. Key community feedback of relevance to this proposal include:

- Sense of community and liveability of the area
- Equality and access to infrastructure and services
- High quality and diverse range of green spaces
- Jobs close to home
- A strategic approach to planning and development that results in positive outcomes for the community.

The CLSPS recognises the importance of town centres in delivering a range of services and facilities to support future growth. Town centres provide community life, retailing and entertainment and provide a highly valued cultural atmosphere. Lidcombe is identified as a principle local centre, with "popular eat streets and vibrant night time economy". It's also growing as a key employment generating centre due to its strategic location.

Key planning priorities which support the vision of Cumberland and of relevance to this proposal include:

- Delivering housing diversity to suit changing needs
- Delivering affordable housing suitable for the needs of all people at various stages of their lives
- Designing vibrant and attractive town centres
- Providing high quality, fit-for purpose community and social infrastructure in line with growth and changing requirements.

Cumberland Council – Cumberland Community Strategic Plan 2017 – 27

Cumberland's *Community Strategic Plan* sets out 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. Cumberland community's vision for the future is to "Welcome, Belong, Succeed".

Key outcomes of relevance to this proposal to achieve this vision are:

- We have high quality community facilities and spaces that fit our purposes
- We feel safe in all areas of Cumberland at all times
- We have equal access to local services and facilities
- We have great natural and green spaces that suit a variety of uses
- We have access to jobs locally and in our region
- Our planning decisions and controls ensures the community benefits from development.

Cumberland Council – Draft Auburn and Lidcombe Town Centres Strategy 2016

The *Draft Auburn and Lidcombe Town Centre Strategy* will be used to inform the preparation of a planning proposal to amend the zoning, floor space and height controls for these town centres. It has been prepared in response to the current development which, while meeting minimum requirements, didn't provide the expected aesthetic or functional contribution to the centres. It became apparent that there is a disconnect between heights and floor space ratios (FSR), with heights often insufficient to encourage the quality of design anticipated.

The strategy makes the following observations for Lidcombe's built form:

- Shop top housing is the predominant form of housing in the town centre. Residential flat building and lower density housing surround the town centre. There is an opportunity to provide a greater variety of housing, including both affordable housing and live-work opportunities.
- Improving the connectivity for all users across the rail line and within the centre will be critical to achieving a cohesive functioning town centre in the future.
- There is an identified need to increase the retail convenience offerings for the local population, especially for a supermarket within the town centre.
- Across the Lidcombe and Auburn town centres, some developments have sought to maximise the floor space within the limited heights by filling as much of the site as possible. This has resulted in a bulk appearance, poor amenity and little useable outdoor space at the ground level for both residents and the public.

Cumberland Council – Draft Open Space and Recreation Strategy 2019 – 2029

Cumberland's *Open Space and Recreation Strategy* provides a 10 year direction for open space, sport and recreation services and facilities. The strategy's principles, strategic directions and actions focus on achieving social inclusion, connectivity, health and wellbeing, increased sport and recreation participation and social and environmental sustainability within Cumberland.

The strategy identifies Lidcombe has a deficit of open space, with poor access to parks over 0.5 ha in size. Phillips Park is the only identified open space which serves the population of Lidcombe North. To help minimise this deficit, the strategy provides the following priorities:

- Expanding the size of existing open space (e.g. through the acquisition of adjoining sites)
- Improving the pedestrian access to existing open space (e.g. through active street networks or connecting up parks)
- Creating a network of smaller spaces that provide a range of recreation functions with active street connections between.

The strategy also notes there is a current and future need for more local play spaces and additional off-leash areas in Lidcombe.

Cumberland Council – Community Facilities Strategy 2019 – 2029

Cumberland's *Community Facilities Strategy* provides direction for Council's programming, management, planning and provision of community facilities over the next 10 years.

Key findings of relevance to Lidcombe include:

- There is an existing shortfall of community facility space, which will increase with population growth. To overcome this, Council have implemented a key action to investigate the opportunity to develop a community hub (incorporating library, multipurpose community centre and other functions) within the Lidcombe Town Centre. As an option, this could be considered through the redevelopment of Lidcombe's existing Library and Community Centre site.
- There is a need for additional arts and creative spaces across the LGA, with particular need in Lidcombe. Industry benchmarks also indicate the need for a multipurpose performing arts or cultural centre in Cumberland.
- There are no Council-run education and care services in Lidcombe. This represents a lack of equitable access to Council's services for the community. The majority of Council's education and care services are focused in the western and central sections of the LGA.
- All of Council's libraries (except Granville library) will be undersized in the future. Local infrastructure contributions can contribute to the expansion or redevelopment of libraries in high growth areas (e.g. Lidcombe).

Cumberland Council – Children and Families Strategy 2019 – 2023

Cumberland's Children and Families Strategy provides a four year direction for the provision of education and care services. The strategy aims to ensure Council is collaboratively planning for the growing and changing needs, interests and aspirations of children and families in Cumberland.

Key findings of relevance to the proposal include:

- Lidcombe North will have the fourth highest growth of children (0 – 4 years) and primary school children (5 – 12 years) in the LGA.
- Based on benchmarks there is a current gap of 1,014 places for children aged 0 – 5 years for centre-based care. By 2036, this gap will extend to 2,864 places.
- Council will investigate opportunities to provide additional Council operated education and care services in the eastern section of the Cumberland area.

APPENDIX B DEMOGRAPHIC DATA

Table 6 Demographic table

Data item	Lidcombe	Cumberland LGA	Greater Sydney (GCCSA)
Population	19,627	216,079	4,823,991
Median age	33	32	36
Average people per household	3.2	3.2	2.8
Age distribution (%)			
Aged 0-4	6.0%	7.8%	6.4%
Aged 5-9	4.7%	7.0%	6.4%
Aged 10-14	4.0%	5.7%	5.8%
Aged 15-19	5.5%	5.8%	6.0%
Aged 20-24	9.6%	7.9%	7.1%
Aged 25-29	12.5%	9.9%	7.9%
Aged 30-34	10.5%	9.6%	8.1%
Aged 35-39	7.6%	7.8%	7.4%
Aged 40-44	5.9%	6.3%	7.1%
Aged 45-49	6.0%	5.8%	6.7%
Aged 50-54	6.3%	5.6%	6.3%
Aged 55-59	6.6%	5.2%	5.8%
Aged 60-64	5.0%	4.3%	5.0%
Aged 65-69	3.3%	3.6%	4.4%
Aged 70-74	2.3%	2.6%	3.3%
Aged 75-79	1.7%	2.0%	2.4%
Aged 80-84	1.2%	1.4%	1.8%
Aged 85+	1.3%	1.5%	2.0%
Country of birth and Indigenous identification (%)			
Australia	30.0%	41.7%	57.1%
Born overseas country #1	South Korea: 15.4%	India: 6.6%	China: 4.7%
Born overseas country #2	China: 11.2%	China: 6.5%	England: 3.1%

Data item	Lidcombe	Cumberland LGA	Greater Sydney (GCCSA)
Born overseas country #3	Vietnam: 6.0%	Lebanon: 4.9%	India: 2.7%
Aboriginal or Torres Strait Islander	0.2%	0.6%	1.5%
Language spoken at home (%)			
English only	19.0%	28.9%	58.4%
Language other than English #1	Korean: 17.9%	Arabic: 15.2%	Mandarin: 4.7%
Language other than English #2	Mandarin: 11.1%	Mandarin: 6.3%	Arabic: 4.0%
Language other than English #3	Cantonese: 10.3%	Cantonese: 4.5%	Cantonese: 2.9%
Family composition (%)			
Couple family without children	31.4%	26.8%	33.4%
Couple family with children	50.8%	54.5%	49.5%
One parent family	14.7%	16.2%	15.2%
Other family	3.2%	2.5%	1.8%
Household composition (%)			
Family households	78.7%	77.0%	73.6%
Lone person households	13.8%	18.0%	21.6%
Group households	7.6%	5.0%	4.7%
Dwelling structure (%)			
Separate house	49.9%	56.0%	56.9%
Semi-detached	21.1%	16.2%	14.0%
Flat or apartment	27.9%	26.8%	28.1%
Other dwelling	0.3%	0.6%	0.6%
Tenure (%)			
Owned outright	25.2%	25.6%	29.1%
Owned with mortgage	30.7%	29.9%	33.2%

Data item	Lidcombe	Cumberland LGA	Greater Sydney (GCCSA)
Rented	39.5%	40.2%	34.1%
Other tenure type	0.6%	0.7%	0.9%
Employment (%)			
Unemployed	8.5%	9.5%	6.0%
Occupation (%)			
Professionals	21.8%	18.9%	26.3%
Technicians and Trades Workers	12.7%	15.4%	11.7%
Clerical and Administrative Workers	12.3%	14.2%	14.6%
Managers	9.0%	8.9%	13.7%
Sales Workers	9.0%	9.3%	9.0%
Labourers	13.2%	12.1%	7.5%
Community and Personal Service Workers	9.3%	9.7%	9.6%
Machinery Operators and Drivers	6.1%	8.4%	5.6%
Income (\$)			
Median personal weekly income	\$524	\$501	\$719
Median family weekly income	\$1,495	\$1,436	\$1,988
Median household weekly income	\$1,571	\$1,379	\$1,750
Level of highest educational attainment (%)			
Year 9 or below	6.9%	9.7%	7.1%
Year 10	6.5%	10.0%	9.4%
Year 11	2.7%	3.3%	3.1%
Year 12	26.3%	21.2%	17.3%
Certificate level I-IV	7.1%	9.9%	12.2%

Data item	Lidcombe	Cumberland LGA	Greater Sydney (GCCSA)
Advanced Diploma and Diploma level	9.1%	8.5%	9.3%
Bachelor Degree level and above	27.4%	22.2%	28.3%
Motor vehicles (%)			
None	11.9%	11.7%	11.1%
1 motor vehicle	39.7%	37.8%	37.1%
2 motor vehicle	30.7%	30.7%	32.8%
3 or more vehicles	13.3%	15.4%	15.7%
Method of travel to work (%)			
People who travel to work by public transport	36.6%	25.7%	22.8%
People who travel to work by car as driver or passenger	52.1%	62.4%	59.8%
Rates of homelessness (%)			
Number of homeless persons*	Not calculated	3,129	NSW total: 37,692

Source: ABS Census 2016 * Homeless rates take from the ABS 2016 Census of Population and Housing: Estimating homelessness per LGA

Socio Economic Indexes for Areas (SEIFA)

The Socio-Economic Indexes for Areas (SEIFA) has been developed by the Australian Bureau of Statistics (ABS) to provide an overview of social and economic wellbeing and welfare of communities across a range of spatial scales. Four indices have been developed. The Index of Relative Socio-Economic Advantage and Disadvantage is a continuum of advantage (high values) to disadvantage (low values) and is derived from Census variables related to both advantage and disadvantage.

The area with the lowest score is given a decile of 1, the area with the second lowest score is given a decile of 2 and so on, up to the area with the highest score is given the highest decile.

Table 7 SEIFA Index

Advantage and Disadvantage		
	Score	Decile
Lidcombe (suburb)	1011	7
Cumberland LGA	959	5

APPENDIX C POPULATION PROJECTIONS

Cumberland LGA	Year						
	2016	2021	2026	2031	2036	% of 2036 population	% change 2016 - 2036
Aged 0 to 4	17,750	19,150	20,400	21,000	21,900	7.5%	23.4%
Aged 5 to 9	14,900	16,800	17,750	19,200	19,700	6.7%	32.2%
Aged 10 to 14	13,000	14,800	16,350	17,550	18,800	6.4%	44.6%
Aged 15 to 19	13,300	14,300	15,800	17,500	18,600	6.4%	39.8%
Aged 20 to 24	16,750	17,500	18,050	19,700	21,300	7.3%	27.2%
Aged 25 to 29	20,050	20,700	20,700	21,650	23,250	8.0%	16.0%
Aged 30 to 34	19,400	20,750	20,450	20,900	21,900	7.5%	12.9%
Aged 35 to 39	16,400	18,750	19,350	19,400	19,900	6.8%	21.3%
Aged 40 to 44	14,300	16,350	18,250	19,100	19,200	6.6%	34.3%
Aged 45 to 49	13,200	14,650	16,300	18,450	19,250	6.6%	45.8%
Aged 50 to 54	12,550	13,200	14,400	16,200	18,100	6.2%	44.2%
Aged 55 to 59	11,300	12,050	12,650	13,900	15,500	5.3%	37.2%
Aged 60 to 64	9,350	10,550	11,200	11,950	13,100	4.5%	40.1%
Aged 65 to 69	7,850	8,350	9,450	10,200	10,850	3.7%	38.2%
Aged 70 to 74	6,000	7,200	7,700	8,900	9,600	3.3%	60.0%
Aged 75 to 79	4,650	5,400	6,600	7,200	8,350	2.9%	79.6%
Aged 80 to 84	3,300	3,900	4,600	5,750	6,350	2.2%	92.4%
Aged 85 +	3,400	3,750	4,350	5,400	6,850	2.3%	101.5%
Total persons	217,450	238,200	254,350	273,900	292,450	-	34.5%
Change	14,450	20,700	16,200	19,550	18,500	-	-
Growth rate (%)	1.4%	1.8%	1.3%	1.5%	1.3%	-	-

Source: Department of Planning, Industry and Environment (DPIE)

APPENDIX D CRIME STATISTICS

Table 8 Crime rates per 100,000 people, June 2018 – June 2019

Crime type	Lidcombe	Cumberland LGA	NSW
Non-domestic assault	594.1	358.6	402.1
Break and enter (non-dwelling)	74.9	67.8	127.1
Malicious damage to property	421.0	512.9	732.2
Motor vehicle theft	205.8	179.3	168.5
Steal from motor vehicle	538.0	467.1	484.2
Steal from persons	46.8	28.5	49.5
Break and enter dwelling	201.2	295.5	325.1

Source: BOCSAR

The following table contains the two-year crime trends for Lidcombe, Cumberland LGA and NSW. Some crime trends for Lidcombe are not calculated (n.c.) by BOCSAR due to limited sample sizes.

Table 9 Two year crime trends, June 2017 – June 2019

Crime type	Lidcombe	Cumberland LGA	NSW
Non-domestic assault	Stable	Stable	Stable
Break and enter (non-dwelling)	n.c.	-22.7%	Stable
Malicious damage to property	Stable	Stable	Stable
Motor vehicle theft	Stable	Stable	Stable
Steal from motor vehicle	Stable	Stable	Stable
Steal from persons	Stable	Stable	-12.3%
Break and enter dwelling	Stable	Stable	Down 6.1% per year

Source: BOCSAR. N.C = not calculated



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DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-441

Attachment 6
Heritage Impact Statement

HERITAGE IMPACT STATEMENT



2-36 Church Street, Lidcombe
November 2019 | J4002

**Weir
Phillips**
Heritage
and Planning

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1 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) has been prepared in conjunction with a Planning Proposal Submission for a new residential flat development at Nos. 2-36 Church Street, Lidcombe, New South Wales. A Development Application (DA-94/2019) was submitted to Cumberland Council in 2019, however, has not yet been determined. This Planning Proposal submission seeks to increase the height of the proposed buildings to bring it in line with the proposed 60m height limit as outlined in the *Draft Auburn and Lidcombe Town Centres Strategy (T109873/2016)*. The site is adjacent to the Lidcombe town centre.

The site is located within the Cumberland Council area. The principal planning control for the site is the *Auburn Local Environment Plan 2010 (LEP 2010)*. The site is not listed but is located within the vicinity of local items under Schedule 5, Part 1 of the *LEP 2011* and State items under the *NSW Heritage Act 1977*.

Under Part 5.10 of the *LEP 2010*, Council must consider:

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The appropriate heritage management document in this instance is a Heritage Impact Statement (HIS).

This statement has been prepared at the request of the owner of the site and accompanies plans prepared by Cox Architecture.

1.2 Authorship and Acknowledgements

This HIS was prepared by Elliot Nolan, B.A. (Anc.Hist.Hons), M. Mus.Herit.Stud., M.Herit.Cons. (cand.), and James Phillips, B.Sc. (Arch.), B.Arch., M.Herit.Cons. (Hons), of Weir Phillips Heritage and Planning.

1.3 Limitations

Given that the site is not heritage listed, a site history and assessment were not provided for. The histories contained in this statement for heritage items were prepared using readily available resources.

No Aboriginal or historical archaeology was carried out on the site.

1.4 Methodology

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the Council planning controls listed under Section 1.6.

1.5 Physical Evidence

A site visit was carried out in November 2019. Unless otherwise stated, the photographs contained in this statement were taken by the authors on this occasion.

1.6 Documentary Evidence

1.6.1 Heritage Listing Sheets

- Office of Environment & Heritage, 'Lidcombe Fire Station',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030010>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Lidcombe Railway Station Group',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800244>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Lidcombe Signal Box',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030054>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Rookwood Cemetery and Necropolis',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045470>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Royal Oak Hotel',
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030053>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'St Joachim's Catholic Church, Parish Hall and School',
[environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030027](https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030027), accessed 20 November, 2019.

1.6.2 Planning Documents

- *Auburn Development Control Plan 2010.*
- *Auburn Local Environmental Plan 2010.*

1.7 Site Location

Nos. 2-36 Church Street is located on the southern side of Church Street between Swete Street and Dalley Street (Figure 1). The site is identified as Lots 1-18 (inclusive) of D.P. 217589.

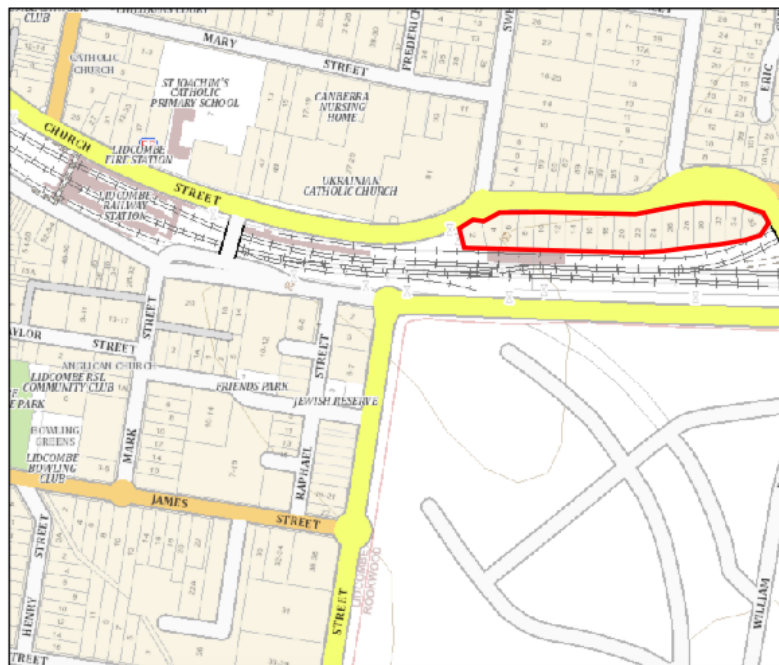


Figure 1: Map of Nos. 2-36 Church Street. The subject site is outlined in red.
SIX Maps, 2019

2 ASSESSMENT OF SIGNIFICANCE

2.1 Summary of Statutory Heritage Listings

Nos. 2-36 Church Street, Lidcombe:

- Are not listed as local heritage items by Schedule 5, Part 1 of the *LEP 2010*.
- Are not listed as State heritage items under the auspices of the *NSW Heritage Act 1977*.
- Are not located within a Heritage Conservation Area by Schedule 5, Part 2 of the *LEP 2010*.

2.2 Heritage Items Within the Vicinity of the Site

Refer to Figure 2, which shows heritage items within the vicinity of the site. In this plan, heritage items are coloured brown and yellow and numbered and Conservation Areas are hatched red. The red arrow points to the subject site.



2.3.1.1 History

The following is an abbreviated history provided by the State Heritage Register for this item. For a full account, see the heritage listing sheet:

Prior to European settlement, the traditional owners of the area now occupied by Rookwood were the Wangal people, a Darug language-speaking 'clan' group. The Wangal group original extended from Sydney Cove westerly to Parramatta (POM, 23). Aboriginal occupation of this region dates back well into the Pleistocene period (over 10,000 years ago)(Jacquet, 2015, 27).

The Haslem Creek Cemetery, as Rookwood was originally known, was the result of urban encroachment. By the 1840s, only half a century after the arrival of the First Fleet, Sydney's third cemetery at Devonshire Street (now the site of Central Station and railway yards) was facing the same fate as its predecessors: it was running out of space and suffering from urbanisation. Land values were increasing, and for a young city there were better uses for the space it occupied (POM, 23).

By the mid 1850s the need for a new cemetery was becoming urgent. In response the NSW Government embarked on a great Victorian enterprise - mirrored only 10 years earlier at Brookwood outside London - the search for a large-enough parcel of land to bury Sydney's dead in perpetuity (POM, 23). In 1860 the Government advertised that it wanted to purchase land along the railway for a cemetery. After a number of site inspections the Government had narrowed its choice to two possible sites, the Wentworth's Homebush Estate and the Hyde Park Estate.

On the 18th September 1862 the Government of New South Wales purchased 200 acres of the Hyde Park Estate owned by Mr Edward Cohen. During the same month Surveyor Heady sketched the site for the cemetery. By November 1862 Charles Moore, Director of the Botanical Gardens had begun supervising the fencing of the land. In 1863 the Lands Department invited the major denominations to nominate trustees for portions of the cemetery. The area was divided among the denominations according to their proportion in the population in the 1861 census. Roman Catholic, Church of England, Independent (Congregational), Wesleyan, Presbyterian and Jews were invited to name their trustees. Within the area allocated, preparation of the cemetery grounds was to be at the expense of each denomination. At this time the area was known as Haslem's Creek Necropolis.

In June 1864 Colonial Architect, James Barnet, submitted plans for the construction of a lodge for a manager and this was constructed by mid 1865. In December 1865 the Government surveyor, John Armstrong, surveyed the route for the railway into the cemetery and it was opened in April 1867. Rookwood was unusual internationally in having two specially designed 'necropolis' railway stations to cater for funerals and visitors - one at Sydney (Regent Street), which still survives and one in the cemetery, since dismantled and re-erected as a church in Ainslie, Canberra.

Management of the Haslem's Creek Necropolis was resolved by the passing of the Necropolis Act of 1867, which specified that the internal arrangements and ornamentation of each section of the

cemetery were to be managed by the nominated trusts. Burials commenced in January 1867 under the authority of this Act.

Figure 3 provides an aerial photograph over the Cemetery from 1943. In this photograph, the subject site is outlined in red and the Cemetery is marked '1'. Vegetation within the Cemetery and along Station Road has grown since this date, as has the number of monuments within the Cemetery. The Cemetery would have been more visible from the subject site and vice versa that it is today.



Figure 3: Aerial photograph over Cemetery (1943) also showing its location relative to the subject site and other nearby items.
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2.3.1.2 Description

The State Heritage Register provides the following description for this item:

Rookwood Necropolis is the largest cemetery in Australia, the Southern Hemisphere (Jacquet, 2015, 8) and one of the largest in the world, having an area of 288 hectares and approximately 1,000,000 epitaphs recorded on 600,000 graves and 200,000 crematoria niches. It is a multi-denominational cemetery dating from 1867 onwards, with landscaped layout with a focus of a circular hub or roadway.

It is a suburb in its own right, perched on ridges 15km west of the Sydney CBD (ibid, 2015, 8).

Early Design:

The original 200 acre layout is located in the north-western corner of the site. The road pattern radiates from a central hub and two different approaches to design are exemplified. The Wesleyan, Presbyterian, Independent, General and Catholic Cemeteries uses a curvilinear layout whereas the Anglican Cemetery uses a grid layout. The original designers followed a garden design, which was continued in the layout of individual sections.

Located in the Church of England No.1 Cemetery is an extensive system of serpentine drains and ponds. The open drain is brick-lined and approximately 1800mm deep. Extensive shelters, urns, bridges, fountains, and gardens ornament the serpentine drains. The paths, gardens and carriageways throughout the older sections are formed between finely detailed brick gutters which remain largely intact.

The Crematorium:

The grounds are dominated by the Spanish Mission style building which is laid out in cruciform pattern to accommodate three separate chapels. The earlier parts of the garden are enclosed by a rendered brick wall with tiles capping that gives it an attractive unified appearance as viewed from the rest of the cemetery. Within the wall, formal gardens are laid out in an axial pattern using brick and stone to negotiate changes of levels. Ponds mark the intersection of the main pathways. The major axes terminate in wrought iron gates which afford attractive views over the rest of the cemetery.

Plants and Design:

What remains on the site is an accretion of introduced and remnant native plants. Some of the introduced planting dates from the original layout of the cemetery. These include *Araucaria* pines (*A.cunninghamii* - hoop pine; *A.bidwillii* - Bunya pine; *A.columnaris* - Cook's pine; *A.heterophylla* - Norfolk Island pine), *Magnolia grandiflora* - evergreen magnolia / bull bay and *Pinus* spp. trees and Phoenix (*P.canariensis* - Canary Island date palms); *P.dactylifera* - date palm); *P.senegalensis* - clumping date) palms and *Washingtonia robusta* (Californian desert fan) palms. These have been planted in an ordered geometric grid which is transected by gardenesque curvilinear roads in turn bordered by avenue planting. Within this layout are pavilions, fountains and shelters that are important elements in the landscape.

The more recent cemetery areas in the south and eastern portions of the site revert to informal arrangements of native trees and shrubs. The cemetery provides a habitat for two rare and endangered plant (shrub) species, *Acacia pubescens* and *Dillwynia parvifolia*. It also contains an unusual ecotone where a pocket of Sydney sandstone associated vegetation occurs in the midst of predominantly Wianamatta shale associated vegetation. It also supports populations of 19 species of frogs and reptiles and a large number of bird species.

Figure 4 below provides a current aerial photograph of the site. Figure 5 is a view into the Cemetery from East Street showing its general character.



Figure 4: Aerial photograph over the northern part of the Cemetery, showing its location relative to the subject site and other heritage items discussed below.
SIX Maps, 2019

Key: Nos. 2-36 Church Street is outlined in red; '1': Rookwood Cemetery; '2' Lidcombe Station; '3' Lidcombe Signal Box.



Figure 5: View into the Cemetery from East Street.

2.3.1.3 Setting and View Corridors

The northern end of Rookwood Cemetery is located within a low-scale light industrial setting, with the railway corridor and infrastructure to the north and Post-World War II light industrial buildings along the northern end of East Street to the west.

There are significant views into Rookwood Cemetery from East Street and Station Street and from roads that lead into these streets at right angles. There are no significant view corridors towards the Cemetery from the northern side of the railway corridor, including across the subject site from Church Street. The views are blocked by fencing. The tree canopy is generally visible. Refer to Figure 6.



Figure 6: View across the site towards the Cemetery. A number of monuments are just visible above the fence and through the trees. From other parts of the site and from Church Street, the fence and trees block all views. These are not significant views.

There are significant view corridors within Rookwood Cemetery, including those that were deliberately established when the Cemetery was laid out and those that have arisen as a result of the change in vegetation patterns or the construction of chapels and monuments.

The Cemetery was not planned with regards to view corridors out into the surrounding area. View corridors out of the Cemetery towards the north and the subject site and interrupted by Railway Street and the rail corridor and are screened by existing vegetation on the northern side of Railway Street. Refer to Figures 7 to 9.



Figure 7: View towards the subject site from within the Cemetery. As noted above, views are screened by existing vegetation.



Figure 8: View towards the eastern part of the subject site from within the Cemetery.



Figure 9: View looking northwest towards Lidcombe Town Centre from within the Cemetery.

2.3.1.4 Curtilage

The curtilage under the SHR listing is defined as Lot 7, D.P. 46563, Lot 490, D.P. 48319 and Lot 492, D.P. 48441.

The curtilage under the local listing is bound by East and Railway Streets. Refer to Figure 10. The subject site is coloured red and marked by the red arrow.

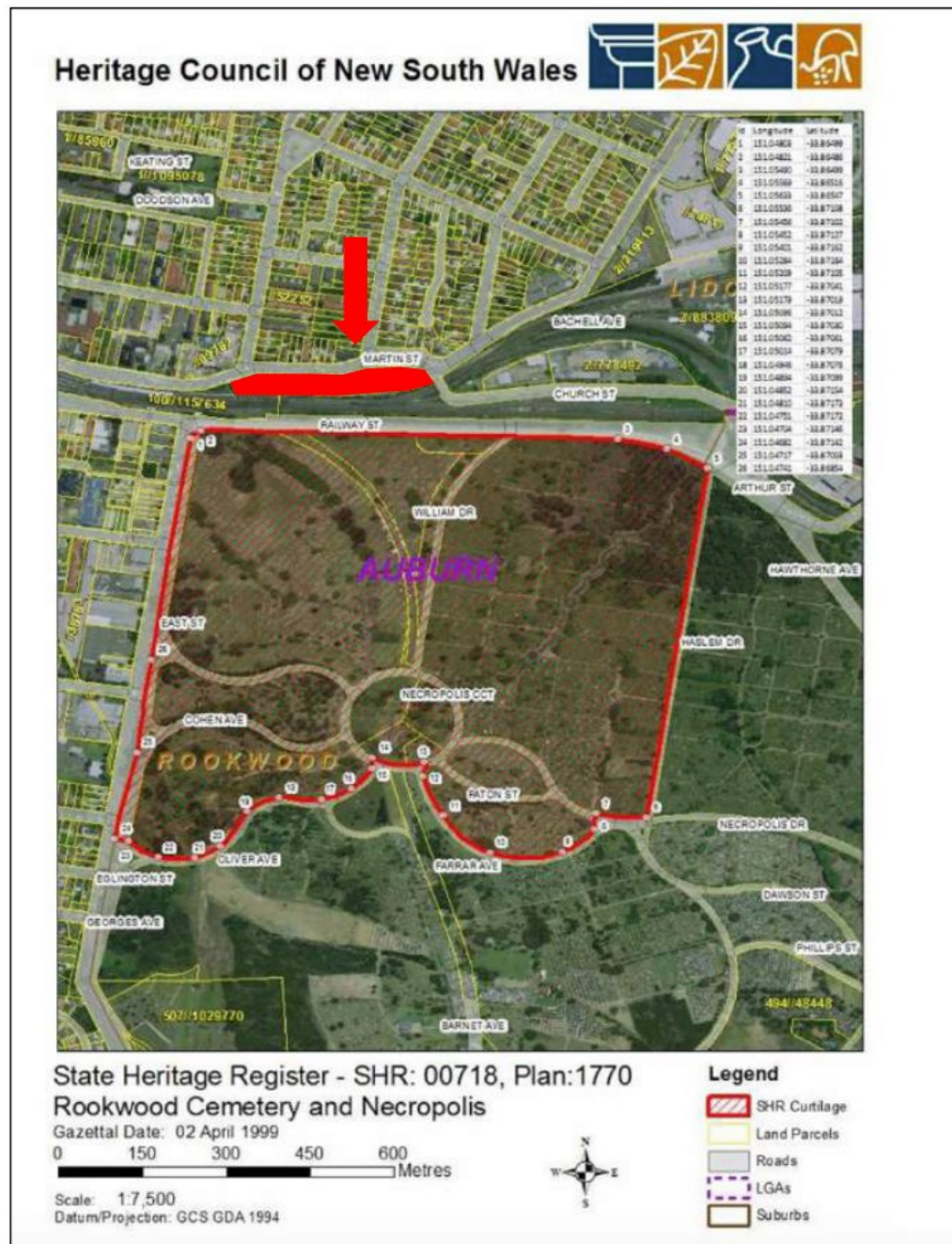


Figure 10: SHR Curtilage.
 State Heritage Inventory

2.3.1.5 Statement of Significance

The State Heritage Register provides the following Statement of Significance for this item:

The points are ranked in order of priority:

- Rookwood Necropolis is one of the largest burial grounds in the world and contains the largest 19th century cemetery in Australia;

- b) the scale of design, design features, use of plants, gardenesque layout, high quality and diversity of structures, monuments and details of Rookwood Necropolis represent a rare surviving example of mid-late 19th century ideals for a major public cemetery. The choices of plants in these sections also demonstrate 19th century funerary etiquette and fashion by way of plant symbolism;
- c) the views and expertise of a number of prominent individuals are manifest in the historic fabric and design of Rookwood Necropolis;
- d) the Necropolis memorials form a set of monumental masonry without parallel in Australia. They include examples that are unique in themselves or display a high degree of technical accomplishment, and others which represent changes in social burial customs since 1867;
- e) as a social document and genealogical resource, Rookwood Necropolis is unique in its scale and comprehensiveness. The Necropolis is the burial place of a large number of noteworthy individuals;
- f) Rookwood Necropolis is of significance in providing habitats for two rare and endangered plant species: downy wattle (*Acacia pubescens*) (Status: vulnerable) and the small leaved Dillwynia (*D. parvifolia*) (Status: vulnerable and uncommon). It also contains an unusual ecotone where a pocket of Sydney sandstone associated vegetation occurs in the midst of predominantly Wianamatta shale associated vegetation. (NSW DPWS, 1988), with additions on plant conservation statii from Fairley, 2004)

This statement is adopted for the purposes of this assessment.

2.3.2 Lidcombe Railway Station Group

This item lies directly adjacent to the south and southwest of the subject site. It is identified as SHI No. 4800244. It is also identified as a local heritage item under Schedule 5, Part 1 of the *LEP 2010*. It is marked 'A52' in Figure 2 above.

2.3.2.1 History

The State Heritage Inventory provides the following history for this item:

The Main Western line to Parramatta Junction (Granville) was originally completed in 1855. The line opened on 26 September 1855 and was double track from Sydney to Newtown and then single track to Parramatta Junction (but duplicated in 1856). The line was built as a direct connection to Parramatta Junction and, subsequently, for the purpose of connecting Sydney with the major rural railways that were constructed across the Blue Mountains to Bathurst and across the Southern Highlands to Goulburn via Liverpool. There were few stops along the line between Sydney and Parramatta and it was not the original intention of the line to serve suburban development. Changes to the line were more often related to the line's long distance purpose than to the communities along it. In 1892 the line was quadrupled from Homebush to Flemington, with the quadruplication being extended to Lidcombe in 1924.

Lidcombe is a major junction location with buildings from three significant periods: the 1881 major upgrade of the site with wayside buildings (converted to island platform structures in the 1924 upgrade); the 1924 upgrade with the addition of tracks and the overhead booking office and steps; and 1997/8 modifications for the Olympic Park line.

A station was opened at Lidcombe (then called Haslams Creek) on 1 November 1858 and featured a combined residence and booking office on a timber platform. The initial stimuli of development at Lidcombe were the establishment of the cemetery at Rookwood (to the south-east) from 1867 and the 140 acre works of the Sydney Meat Preserving Company (to the north) in 1871. The station was renamed Rookwood in 1878.

In 1881 the station was significantly upgraded, including demolition of the original building and construction of the present Platforms 2/3 and 4 and their buildings. There were also branch lines into the cemetery and meat works. In 1896 a footbridge was constructed linking the two platforms at the western end.

In 1913, the name of the suburb and station was changed to Lidcombe to remove associations with the nearby cemetery. In 1912, a new railway line was opened between Lidcombe and Regents Park, thus making Lidcombe a significant railway junction. In 1924, quadruplication of the main railway line from Sydney brought an extra platform (Platform 1), signal box and bridge and overhead booking office to Lidcombe.

The two underbridges spanning Olympic Drive are believed to date from 1924 when the above upgrades occurred and the Regents Park line was reconstructed.

In 1945 a parcels office was built to handle items being sent to those serving in the armed services during WWII. In 1965 a milk bar was built and in 1979 an overhead canopy was constructed on Platform 2/3.

The 1924 upgrade which included alterations to 1881 buildings, a new overhead booking office and steps were all replaced in 1997/8 when Lidcombe underwent major alterations with a new footbridge and overhead booking office and a new platform for the Olympic Park line.

The booking office was demolished, but much of the rest of the station remains in its 1881-1924 condition. The 1924 signal box still remains, but was closed in 1983.

Further construction including an extension to the overbridge and a new platform (No. 5) is being undertaken in 2008/2009 as part of a turnback service which will be in operation from 2010. The parcels office which was constructed in 1945 was removed as part of the turnback platform works.

2.3.2.2 Description

The State Heritage Inventory provides a detailed site description. The Station comprises the following structures:

BUILDINGS

Platform Building, Platform 2/3 (Type 4) (1881, 1924)

Former toilet block, Platform 2/3 (1880)

Platform Building, Platform 4/5- Type 4 (1881, 1924)

Overhead Booking Office & Station Concourse, (1998)

Signal Box, (1924)

STRUCTURES

Canopies: on Platform 0-4, (1998) - Platform 5, (2008)

Platforms: Platform 0, (1998) - Platform 1, (1924) - Platform 2/3,
(1881) - Platform 4, (1881) - Platform 5, (2008)

Pedestrian footbridge, (1998)

Overbridge- Church Street and Railway Street, (1923)

Refer to the listing sheet for detailed descriptions of each element. The closest of the above structures to the site is Platform 0, which lies to the southwest of the subject site (Figure 11).



Figure 11: Platform 0, looking east towards the subject site.

2.3.2.3 Setting and View Corridors

The areas to the immediate north and south of Lidcombe Railway Station Group are commercial in character. To the north, along Church Street and directly outside the main station entrance, there are one to three storey buildings of varying ages and styles. Further east, heading towards the subject site at Nos. 2-36 Church Street, are residential flat buildings, including a recent 9-storey building. The character of the immediate setting of the Station to the north is likely to change as sites are redeveloped to meet the desired future character as expressed by Cumberland Council controls. South of the Station Group are low rise commercial and light industrial buildings.

The principal view corridors towards the Station Group are obtained from the immediately adjacent streets. Views from Church Street towards the Station Group begin when standing to the west of the subject site. There are no significant view corridors towards the Station Group across the site.

It is noted that views towards the platform buildings and platforms from the surrounding streetscapes are obscured by the later awnings over the platforms so that only the roof tops are generally visible. The overbridge and footbridge are visible from Railway Street and Church Street. The Signal Box on Railway Street is visible from Railway Street.

View corridors out of the Station towards surrounding streets are generally blocked by canopies or walls. The most significant view corridors out of the Station are contained within the railway corridor. Refer to Figures 12 and 13.



Figure 12: View south towards Lidcombe Station from subject site.



Figure 13: View west from station towards Lidcombe town centre along Church Street.

2.3.2.4 Curtilage

The State Heritage Inventory provides the following curtilage for this item:

North: Property boundary to Church Street. South: Property boundary to Railway Street. East: 5 metres from end of the sprint platform to Olympic Park (including the Signal Box located

approximately 100m to the east of Platform 4-5, and the Overbridge between Church Street and Railway Street located approximately 10m to the east of Platform 2-3). West: 5 metres from end of platform.

Refer to Figure 14.



Figure 14: SHR Curtilage.
State Heritage Inventory

2.3.2.5 Statement of Significance

The State Heritage Inventory provides the following Statement of Significance for this item:

Lidcombe Railway Station is historically significant at a local level as a station established during the first phase of NSW railway construction in the 1850s, with the station opening in 1858 as part of the Main South Line. The station is also associated historically with Rookwood Cemetery from 1867 (with the station being named 'Rookwood' for a period between 1878 and 1914) and the Sydney Meat Preserving Company (from 1871), which stimulated an increased need for transport to the area. Significant upgrade works followed in 1888 and the main building complex still present at the station is historically significant in its ability to demonstrate this phase of development, with the platform station buildings being representative of standard design 'third class' station buildings typical of the late 1880s period of railway design.

The station is aesthetically significant at a local level in

demonstrating architectural features of the 1880s period of railway architecture, as well as the subsequent 1924 additions associated with the quadruplication of the line. The 1881 station buildings and 1924 additions are generally intact externally, though the station group has been impacted on by modern developments that have resulted in the loss of some historical station components and the addition of modern structures.

The station is also important historically as a major railway junction, with a new line to Regents Park constructed in 1912, and it continues in this role, with a new platform constructed during the 1997 upgrade for provision of services for the new Olympic Park line.

The extant signal box dates from the 1924 phase of development and contributes to the understanding of the requirements for safe working and railway signalling required at this time and is representative of a standard 1920s signal box design. However the box is no longer operational and has been refurbished internally with signalling equipment removed, reducing its ability to demonstrate its previous function.

This statement is adopted for the purposes of this assessment.

2.4 Local Heritage Listings

There are two items (note: one of these items is listed under two parts) by Schedule 5, Part 1 of the *Auburn LEP 2010* within the vicinity of the site:

- 'No. 1 Section buildings, relic and place', East and Railway Streets, Lidcombe
- 'Rookwood Cemetery or Necropolis', East and Railway Streets, Lidcombe
- 'Lidcombe Signal Box', Railway Street, between Mark and East Streets, Lidcombe

2.4.1 No. 1 Section Buildings, Relic and Place/Rookwood Cemetery

See under Section 2.3.1 above. It is identified as I00718 by Schedule 5, Part 1 of the *LEP 2010*.

2.4.2 Lidcombe Signal Box

2.4.2.1 History

Refer to Section 2.3.2 for a general history of the Station. The State Heritage inventory listing sheet does not provide a separate history for this item.

2.4.2.2 Description

The State Heritage Inventory listing sheet provides the following description of this item:

External Materials: Brick and concrete, Marseilles tile roof.

Lidcombe Signal Box, a two storey brick and concrete building, with hipped roof, clad in terracotta or Marseilles tiles. The building houses railway signalling equipment, but was not available for inspection.

Refer to Figure 15 below.



Figure 15: Lidcombe Signal Box viewed from Railway Street.

2.4.2.3 Setting and View Corridors

Lidcombe Signal Box lies on Railway Street, the opposite side of which is lined with two and three-storey Post-World War II light industrial and commercial buildings. To the north lies the railway corridor.

The principal view corridors towards this item are obtained from directly outside of it on Railway Street. There are angled view corridors towards it on approach along Railway Street in either direction. There are view corridors towards it from within the railway corridor and from the overhead bridge nearby. View corridors towards and from the Signal Box from Lidcombe Station are of high significance.

This item is not visible from the subject site. The site is not currently visible from this item.

2.4.2.4 Curtilage

This item has a lot boundary curtilage.

2.4.2.5 Statement of Significance

The State Heritage Inventory provides the following Statement of Significance for this item:

The signal box demonstrates the continuing importance of manual signalling on the busy suburban railway lines near the Flemington car yards and other rail junctions.¹

2.4.3 Other Items

The following items listed by Schedule 5, Part 1 of the *LEP 2010* are physically removed from the setting of the subject site and have no existing view corridors towards and from

¹ Office of Environment & Heritage, 'Lidcombe Signal Box', <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030054>, accessed 19 November, 2019.

the subject site. It is acknowledged, however, that the proposed works may be visible from these items and thus form part of their wider setting:

- 'St Joachims Catholic Church, Parish Hall and School', John and Mary Streets, Lidcombe (Item No. I39)
- 'Lidcombe Fire Station', No. 37 Church Street, Lidcombe (Item No. I32)
- 'Royal Oak Hotel', Nos. 46-50 Railway Street, Lidcombe (Item No. I38)

Refer back to Figures 1 for their location with respect to the subject site.

3 NOS. 2-36 CHURCH STREET

3.1 The Site

Nos. 2-36, Lidcombe, is located on the southern side of Church Street to the east of Lidcombe Station. The southern boundary is formed by the railway corridor. The site is identified as Lots 1-18 (inclusive) of D.P. 217589. The total site area is 10,132.7m².

The site is long and narrow. It is raised above Church Street. There is a solid Colorbond fence along the southern boundary with the railway corridor and a wire fence along the Church Street boundary. There are no buildings on the site. There are a number of trees on the site including a variety of native and non-native species. The majority of these trees are located along the railway corridor boundary; others are scattered across the site. Refer to Figures 16 and 17.



Figure 16: The site.



Figure 17: The site.

3.2 The Setting

To the south of site lies the railway corridor, with Railway Street and Rookwood Cemetery beyond. These elements are described above.

To the north of the site, Church Street is mixed in character. Immediately opposite the site and extending west are one and two-storey dwellings varying in style in period. Under the *LEP 2010*, this area has a maximum height limit of 9m. West of Swete Street are recently erected residential flat complexes up to eight-storeys in height. The height limit under the *LEP 2010* rises from 25m and over as the Station is approached. The *Draft Auburn and Lidcombe Town Centres Strategy* is proposing new height limits. The character of the area will change if sites are developed in line with these controls.



Figure 18: Church Street, opposite the site, east of Swete Street.



Figure 19: Church Street, opposite the site, west of Swete Street.

4 THE PROPOSAL

The following should be read in conjunction with the Planning Proposal Submission prepared by Billbergia which seeks to:

- Increase the height of proposed buildings to align with the proposed 60m height of the Lidcombe town centre, comprising the following:
 - Building A from 17.7m to 22m.
 - Building B from 21.9m to 44m.
 - Building C from 31.9m to 53m.
 - Building D from 28.1m to 53m.

It is also proposed to increase the number of dwellings from 262 to 480 and the number of car spaces from 272 to 600.

The form and character of the will remain the same. It is only proposed to increase their height via the additional storeys.

5 EFFECT OF WORK

5.1 Methods of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with Council's numerical controls except where non-compliance would result in a heritage impact. Refer to the Statement of Environmental Effects that accompanies this application. The following assessment is made with an understanding of the objectives and controls provided by the *Auburn LEP 2010* and the *Auburn DCP 2010* as well the *Draft Auburn and Lidcombe Town Centres Strategy*.

5.2 Effect of Work on Heritage Items Within the Vicinity

Rookwood Cemetery

The increase in height will have an acceptable impact on the ability to understand the heritage significance of Rookwood Cemetery for the following reasons:

- The Cemetery will be slightly overshadowed for part of the day by the increase in height. This is confined to the northern extremity comprising the street boundary and not the monuments and memorials which are the main contributors to the site's significance.
- The existing vegetation and railway corridor will continue to partially screen the site from the Cemetery.
- The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact as they diminish in scale to the east.
- The proposed works will not block or reduce significant view corridors towards or from the Cemetery. As set out above, these views are mainly obtained from the southern side of the railway corridor.
- The wider setting of Rookwood Cemetery is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.
- The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Lidcombe Railway Station Group

The proposed increase in height will have an acceptable impact on the ability to understand the heritage significance of the Lidcombe Railway Station Group for the following reasons:

- The most significant elements of the Station Group are sufficiently separated from the subject site so as to have no impact. The increase in height will not change this outcome.
- The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact on the Station Group's wider setting as they diminish in scale to the east. Building D is closest to the Station Group; however, the building will not overshadow it at any time of day.
- The proposed height increase will not block significant view corridors out of the Station. Existing views to the east are restricted to within the railway corridor. There are no significant views from the east towards the Station Group.
- The wider setting of the Station Group is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.
- The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Lidcombe Signal Box

The proposed increase in height will have a minimal but acceptable impact on the ability to understand the heritage significance of the Lidcombe Signal Box for the following reasons:

- The Signal Box is sufficiently separated from the immediate setting of the subject site for the proposed works to have no impact. The increase in height will not change this outcome.
- The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact on the Signal Box as they diminish in scale to the east. Building D is closest to the Signal Box; however, the building will not overshadow it at any time of day.
- The proposed height increase will not block significant view corridors towards the Signal Box, which are primarily from the Station Group.
- The wider setting of the Signal Box is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.

- The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Other Items

The proposed increase to the height of the buildings will increase their visibility within the wider setting of the three local heritage items identified in Section 2.4.3 above. The physical separation, however, is sufficient for there to be no additional impact on the character of their immediate setting or on view corridors towards and from these items. The items lie within the town centre which means that the character and scale of the surrounding area will change as it is developed in line with Cumberland Council's desired future character. The proposed buildings as lying adjacent to the town centre will sit comfortably within their wider setting.

6 CONCLUSION

This Heritage Impact Statement has been prepared in conjunction with a Planning Proposal Submission to Council to increase the height of the buildings at Nos. 2-36 Church Street, Lidcombe, in conjunction with a submitted Development Application (DA-94/2019). The subject site is not listed but lies within the vicinity of local and State heritage listed items. It is proposed to increase the height of the buildings to align with the proposed 60m height limit to the Lidcombe town centre, which the subject site adjoins. The buildings will vary in height from 22m to 53m compared to the existing 17.7m to 28.1m.

The proposal will have an acceptable impact on heritage items within the vicinity as they are sufficiently separated from the subject site and the height increase will not change this outcome. The building heights will continue to vary and diminish in scale to the east. As a result, the massing of the group will vary, reducing their visual impact from all angles. The increase in height will not block any significant view corridors towards or from these items, but it will slightly overshadow the northern extremity of the Rookwood Cemetery. The increase in height, however, will ensure the buildings become a characteristic element in the future character of the Lidcombe town centre which forms the wider setting of these items.

The proposed works fulfil the aims and objectives of the *LEP 2010* and the *DCP 2010* by improving the quality and diversity of housing options while respecting the significance of heritage items in Lidcombe.

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-441

Attachment 7
Summary of Submissions

Summary of Submissions

No	Support or objection	Key Issues
01	Objection	Traffic and parking
02.	Agency Submission	Not relevant to the change in planning controls.
03.	Did not state	Built form
04.	Objection	Proposed Building Height
05.	Objection	Proposed Building Height, FSR and traffic and parking, privacy, direct solar access, overshadowing and security.
06.	Objection	Proposed Building Height, FSR, traffic and parking, noise pollution and disturbance and privacy and security.
07.	objection	Proposed Building Height, FSR, traffic and parking, noise pollution and disturbance and privacy and security.
08.	objection	Proposed Building Height, FSR, traffic and parking, noise pollution and disturbance and privacy and security.
09.	Objection	Privacy and overlooking, the proposal site's location in town centre and proposed draft town centre controls and vision, noise pollution and disturbance, Building Height and development feasibility and provision of affordable housing units, parking and traffic congestion, wind, dwelling mix, wild life concerns, security issues
10.	-	Errors in drawings and incorrect street notations
11.	Objection	Building Height and built form, FSR, privacy and overlooking, noise pollution and disturbances, location of site within Town Centre, traffic congestion and compliance issues
12.	Objection	Building Height, built form issues, FSR, direct solar access, shadows, privacy and overlooking, built form compliance and appeal, littering, traffic
13.	Objection	Building Height, FSR, Privacy, Solar Access, shadows, overlooking, traffic and parking, compliance with existing planning controls, scale of built form.
14.	Objection	Building Height, FSR, Privacy, Solar Access, Shadows, Privacy and overlooking, traffic and parking, non-compliance with existing and proposed planning controls and proposed Lidcombe Town Centre vision, built form height transition from within Town Centre, no community benefit
15	Support	Traffic and public domain improvements.

Item No: C05/20-442

PROPOSED QUANNE DIEC PLAYGROUND IN NEW GLASGOW PARK

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: HC-17-01-10/03
Community Strategic Plan Goal: *A great place to live*

SUMMARY

This report provides a response to the Notice of Motion – New Glasgow Park resolved at the Ordinary Meeting of Council on 20 November 2019 (Min.798).

RECOMMENDATION

That Council:

- 1. Name the children's playground in New Glasgow Park, Quanne's Playground; and**
- 2. Install a small plinth with a plaque acknowledging the new name of the playground.**

REPORT

At the Ordinary Meeting of Council held on 20 November 2019, Council considered the Notice of Motion – New Glasgow Park and resolved (Min 798):

“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.”*

The Geographical Names Board (GNB) administers place names for parks and reserves within Local Government Areas. The naming of playgrounds within a park does not require approval from the Geographical Names Board and as such a Council resolution is sufficient to name this playground.

New Glasgow Park is located in Factory Street, Granville and provides recreational open space and playground facilities for the local community. Council staff consulted with the Diec family on the naming of the playground and the construction of a small plinth with a plaque reflecting the new name of the playground. It is proposed to install

this plinth at the entry to the playground with wording provided from the Diec family. Attachment 1 shows the location of the playground and proposed location of the sandstone plinth.

The installation of the plinth will be coordinated in consultation with the Diec family and in consideration of the current Covid-19 regulations.

COMMUNITY ENGAGEMENT

Council Officers have undertaken consultation with the Diec family in regards to naming the playground in New Glasgow Park. It is proposed to rename the playground “Quanne’s Playground” and install a plinth with a plaque reflecting the new name. Council staff will continue to liaise with the Diec family to coordinate the installation of the plinth.

POLICY IMPLICATIONS

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

RISK IMPLICATIONS

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

FINANCIAL IMPLICATIONS

The cost of constructing and installing the plinth is \$2,500, which will be funded from Council’s operating budget.

CONCLUSION

Following consultation with the Diec’s family, Council Officers recommend the naming of the playground at New Glasgow Park, “Quanne’s Playground” and a small sandstone plinth be installed to reflect this new name.

ATTACHMENTS

1. New Glasgow Park Playground [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-442

Attachment 1
New Glasgow Park Playground



New Glasgow Park Quanne Diec Playground



Item No: C05/20-443

RESPONSE TO MATTER OF URGENCY - CUMBERLAND LOCAL TRAFFIC COMMITTEE TERMS OF REFERENCE

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: SC450
Community Strategic Plan Goal: *A safe accessible community*

SUMMARY

This report responds to Council's matter of urgency (Min.954) considered at the Ordinary Meeting of Council on 4 March, 2020. Contained within this report are key recommendations which seek to improve the efficiency of the Cumberland City Council Local Traffic Committee.

RECOMMENDATION

That Council:

- 1. Adopt the Draft Cumberland City Council Local Traffic Committee Terms of Reference as attached.**
- 2. Confirm the appointments of voting member and alternate voting member on the Cumberland City Council Traffic Committee, in accordance with the Terms of Reference.**

REPORT

Background

The Cumberland Local Traffic Committee was formed in 2016 during the administration period of Council and operated under an adopted Terms of Reference (ToR) implemented during this period. In late 2017 the Terms of Reference adopted by the Administrator in 2016 were placed under review and subsequently reported to Council on 13 December 2017, Council resolved the following (ITEM 218/17 Min.343):

"1. Endorse the proposed Terms of Reference of the Cumberland Council Local Traffic Committee subject to the items listed in the part 1 of the Draft Terms of Reference as matters to be determined by the Traffic Committee by delegated authority (with the exception of work zones), instead being listed as items to be considered by the Traffic Committee as matters to be recommended for Council approval.

2. Nominate Councillor Hamed as an alternate voting member to the Cumberland Council Local Traffic Committee."

Since that time, Council Officers have followed the adopted Terms of Reference by presenting all items for consideration by the Cumberland Traffic Committee (CTC), prior to seeking Council approval with the exception of Work Zones. This has resulted in a large number of matters being considered by the CTC at 'face to face' meetings, with the Committee realising that their time (and technical input) may be better spent in addressing the road related matters that have a more significant impact on traffic movements throughout the Cumberland Local Government Area.

This issue was subsequently raised as a Matter of Urgency at Council's Ordinary Meeting of 4 March 2020, where the following was resolved (Min.954):

"That the General Manager report to Council recommending changes to the terms of reference for the Cumberland Traffic Committee to enable the expedient processing of minor traffic matters to enable a more rapid resolution to community issues".

Operation of a Local Traffic Committee

The Roads and Maritime Services (RMS) is legislated as the organisation responsible for the control of traffic on all roads in New South Wales. Traffic is controlled by the installation of prescribed traffic control devices and regulatory signs. The RMS may however delegate certain aspects of the control of traffic on local roads to a Local Council, although the delegation of this power does not remove the ability of the RMS to exercise those delegated functions, should circumstances warrant such action.

The Local Traffic Committee is therefore a technical review committee of Council, that advises Council on traffic control matters. These matters must be related to prescribed traffic control devices or traffic control facilities, for which Council has delegated authority.

The Local Traffic Committee is made up of the following four formal (voting) members:

- Council representative.
- RMS representative.
- NSW Police representative.
- The local State Members of Parliament or their nominees for the area falling under their state electorate.

The Council representative may be any Councillor, or a Council Officer as nominated by elected Council. This voting representative may only be appointed by resolution of Council, with an alternate representative also required to be appointed. Council's alternate representative may attend CTC meetings in the absence of Council's voting representative and will have the same voting entitlement in that instance.

For the purpose of clarity, it should also be noted that from 1 December 2019, the RMS and Transport for New South Wales (TfNSW) joined together to create one integrated organisation, known as TfNSW. All functions and responsibilities of RMS are now performed by TfNSW and any references to RMS will be legally taken to mean TfNSW automatically.

Following receipt of Council's resolution on 4 March 2020, Council staff have concluded their review of the Cumberland City Council Local Traffic Committee Terms of Reference (ToR), and recommend the draft ToR (Attachment 1) be adopted by Council. For ease of Council's reference the most significant change proposed surrounds the delegated authority provisions in the ToR. This is summarised below:

Part 1 - Delegated Authority to a Council delegate

All items defined within Part 1, are delegated to Council's General Manager or nominee for approval, subject to the technical concurrence of the Traffic Committee;

1. *All regulatory signs contained in RMS document "Regulatory Signs".*
 - a) *Movement series such as STOP, GIVE WAY etc.*
 - b) *Direction series such as One Way, Keep Left / Keep Right, No Entry / Left Turn / Right Turn etc.*
 - c) *Pedestrian Series.*
 - d) *Parking Series such as Period Parking or User limitation, No Parking, No Stopping, Bus / Mail / Taxi / Loading / Truck / Works Zone etc.*
2. *Pavement markings such as centre lines / edge lines / lane lines and transverse lines.*
3. *Signs and Line marking Plans for traffic facilities such as roundabouts/ intersection treatments and Local Area Traffic Management schemes previously notified and approved by Council.*
4. *Temporary road closures related to events organised by Council.*

Part 2- Items Requiring Council Approval

All items defined within Part 2 require formal Council approval. These are:

1. *Traffic facilities such as roundabouts, traffic islands, speed humps/raised thresholds, median islands, and intersection treatments etc involving Capital works expenditure.*
2. *All permanent road closures.*
3. *All temporary full road closures for events / activities not organised by Council.*

The separation of delegated authority as identified in Part 1 and Part 2 of the ToR, is envisaged to allow the prompt response to minor matters for the benefit of the local community whilst allowing the Cumberland Local Traffic Committee to still play a prominent role in being able to more thoroughly consider technical matters that involve the expenditure of capital funds.

COMMUNITY ENGAGEMENT

At present, all community consultation is undertaken in accordance with the recommendations contained within the reports to the Cumberland City Council Traffic Committee.

Should Council adopt the proposed terms of reference, all matters approved under delegated authority will still be subject to the technical concurrence of the Traffic Committee and any subsequent consultation recommendations contained within the reports submitted to the Traffic Committee.

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

Amendments to the current Terms of Reference as provided within this report will benefit the Cumberland community by way of having minor items resolved in a more efficient manner, with the focus of traffic committee members then able to be more appropriately aligned to road and traffic related matters that may significantly affect traffic movements throughout the Cumberland Local Government Area.

ATTACHMENTS

1. Draft Terms of Reference - Cumberland City Council Local Traffic Committee [↓](#)



DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-443

Attachment 1

Draft Terms of Reference -
Cumberland City Council Local
Traffic Committee



CUMBERLAND
CITY COUNCIL

Terms of Reference

Cumberland City Council Local Traffic Committee

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160
T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au
ABN 22 798 563 329

Welcome *Belong* Succeed





Aim of the Committee

The aim of the Cumberland City Council Local Traffic Committee (referred as Cumberland Traffic Committee – CTC) is to improve traffic planning, management and coordination in Cumberland by being responsive to local needs and issues.

Purpose of the Committee

The CTC is a technical review committee. The purpose of the CTC is to make recommendations, and provide advice to Council on the technical aspects of proposals to regulate traffic on local roads within the Cumberland Local Government Area (LGA) prior to Council exercising its delegated authority. In making its recommendations and providing its advice the CTC is to consider only the technical merits of a proposal and ensure that the proposal meets current technical guidelines.

Committee Delegation

The CTC can make recommendations and provide advice to Council on only the following traffic related matters:

- The installation of traffic control devices – such as signs, markings, structures or other devices to direct or warn traffic on a road or road related area.
- The installation of regulatory parking – including truck zones, loading zones, taxi stands, bus zones and mobility parking spaces.
- The implementation of road closures, local area traffic management schemes and residential preferential parking schemes

The CTC can also make recommendations and provide advice to Council in relation to any road related matter in the Cumberland City Council Local Government Area.

Voting Members

The CTC is made up of the following voting members:

- One representative of Council
- One representative of the NSW Police
- One representative of the RMS
- The State Members of Parliament (MP) or their nominees

Where a Council's LGA is represented by more than one MP, or covered by more than one NSW Police Area Command (PAC), MPs or Police officers representing the relevant electorate or PAC are entitled to be voting members of the Traffic Committee. However, the MPs or their representative and Police officers may only vote on issues which effect their electorate or PAC. An organisation which is a voting member may choose to send more than one representative. However, that organisation is still limited to one vote only.



Council's Voting Representative

Council's voting representative on the CTC may be the Mayor, a Councillor, or an employee of Council. Council's voting representative may only be appointed by resolution of Council. Council must also appoint an alternate to attend CTC meetings in the absence of Council's voting representative. An alternate has the same voting entitlement as Council's voting representative.

Advisors

Council, in consultation with the voting members of the CTC, may decide to invite advisors (non- voting) to CTC meetings. These may consist of Councillors, Council officers and representatives from government agencies and other organisations.

Part 1 – Delegated Authority to Council Delegate:

All items defined within Part 1, are delegated to Council's General Manager or nominee for approval, subject to the technical concurrence of the Traffic Committee;

1. All regulatory signs contained in RMS document "Regulatory Signs"
 - a) Movement series such as STOP, GIVE WAY etc.
 - b) Direction series such as One Way, Keep Left / Keep Right, No Entry / Left Turn / Right Turn etc.
 - c) Pedestrian Series.
 - d) Parking Series such as Period Parking or User limitation, No Parking, No Stopping, Bus / Mail / Taxi / Loading / Truck / Works Zone etc.
2. Pavement markings such as centre lines / edge lines / lane lines and transverse lines.
3. Signs and Line marking Plans for traffic facilities such as roundabouts / intersection treatments and Local Area Traffic Management schemes previously notified and approved by Council.
4. Temporary road closures related to events organised by Council.

Part 2- Items Requiring Council Approval:

All items defined within Part 2 require formal Council approval. These are;

1. Traffic facilities such as roundabouts, traffic islands, speed humps / raised thresholds, median islands, and intersection treatments etc. involving Capital works expenditure.
2. All permanent road closures.
3. All temporary full road closures for events / activities not organised by Council.



Reporting to Council

The minutes of the Traffic Committee meeting will be reported to Council in the month following the meeting.

Meetings of the Committee

The CTC does not operate under the provisions of the Local Government Act. The CTC operates under delegation from the RMS, and in accordance with the provisions prescribed by the RMS in the Guide. However, Council may determine the conduct, frequency and format of CTC meetings. Meetings of the CTC are conducted informally without strict adherence to the rules of debate and other procedural requirements. Within the limits of this provision the conduct at meetings will be determined by the Chairperson who is Council's representative.

Any request related to traffic which requires consideration by the traffic committee will be assessed in Council's Works and Infrastructure Division and reported to the CTC. All matters that require traffic committee consideration will be included in the agenda for the traffic committee meeting and electronically sent to all members every month.

Meeting Formats

CTC meetings are organised in two formats recognised by the RMS; namely 'face to face' or electronic meetings. 'Face to Face' meetings are held at Council offices at 9:30am on the first Wednesday of the following months:

- February
- April
- June
- August
- November

Electronic meetings of the CTC can be organised when required if agenda items require consideration. The Agenda's for all meetings will be emailed to the members of the traffic committee and Councillors. All the matters that require discussion at a meeting are presented at a 'face to face' meeting.

Special Meetings

Special 'face to face' meetings of the CTC may be held outside the normal meeting schedule when deemed necessary for the conduct of any business. Special meetings may be called by the Council with the concurrence of all CTC voting members.

Chairperson

Meetings of the CTC must be chaired by Council's voting representative. However, if Council's voting representative is absent, the meeting will be chaired by the Council's alternate representative.

Item No: C05/20-444

QUARTERLY PROGRESS REPORT ON COUNCIL CONSULTATIVE AND ADVISORY COMMITTEES

Responsible Division: Community and Organisation Development
Officer: Acting Director Community and Organisation Development
File Number: 7963664
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This report presents the draft minutes of the Consultative and Advisory Committee meetings held since January 2020.

RECOMMENDATION

That Council receive the Draft Minutes of the Consultative and Advisory Committee meetings held as listed in the report and included under Attachments 1 to 3.

REPORT

Progress Report on Council Committee Meetings

The following two Committee meetings were held since January 2020:

Committee	Meeting Date	Number of Attendees (exc. Council Staff)
Aboriginal and Torres Strait Islander Consultative Committee	11 February 2020	15
Access and Safety Committee	5 March 2020	18

All other scheduled Committee meetings have been deferred indefinitely as a result of the COVID19 pandemic.

The Draft Minutes of each of the above Committee meetings are included in Attachments 1 and 2 of this report.

Council resolved at the Ordinary Meeting of Council on 18 March 2020 as follows:

“Receive the Draft Minutes of the Events Committee held in November 2019 (included in Attachment 2) and recommend the following amendment to the minutes to the Committee:

That the minutes be amended to reflect that Councillor Saha was not nominated and elected.”

The minutes of the Events Committee meeting held 7 November 2019 have been amended accordingly and are included in Attachment 3 of this report.

COMMUNITY ENGAGEMENT

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

POLICY IMPLICATIONS

Council's Consultative and Advisory Committees are recognised as one method for involving the community in Council's decision making processes in the *Community Engagement and Participation Strategy*.

All Consultative and Advisory Committees of Council and their members are expected to comply with the Code of Conduct and supporting policies.

RISK IMPLICATIONS

All new Committee members undertake an induction process to ensure they are aware of their obligations under the Code of Conduct and supporting policies.




FINANCIAL IMPLICATIONS

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

CONCLUSION

This report provides the draft minutes of the Consultative and Advisory Committee meetings held since January 2020. It also provides the amended minutes of the Events Committee held on 7 November 2019.

ATTACHMENTS

1. Draft Minutes of Meeting - Aboriginal Torres Strait Islander Consultative Committee - 11 February 2020 [↓](#) 
2. Draft Minutes of Meeting - Access and Safety Committee - 5 March 2020 [↓](#) 
3. Amended Minutes of Meeting - Events Committee - 7 November 2019 [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-444

Attachment 1

Draft Minutes of Meeting -
Aboriginal Torres Strait Islander
Consultative Committee - 11
February 2020

Cumberland City Council

CUMBERLAND CITY COUNCIL ABORIGINAL AND TORRES STRAIT ISLANDER CONSULTATIVE COMMITTEE (ATSICC)

Draft Minutes of Meeting held on Tuesday, 11 February 2020 at 6pm in Committee Rooms, Council Administration Building, Merrylands.

1. Open of Meeting

Wayne Trindall opened the meeting with an Acknowledgement of Country and welcomed all attendees to the Aboriginal and Torres Strait Islander Consultative Committee of Cumberland City Council. Julie Jones Webb responded with a Welcome to Country.

2. Record of Attendance, Introductions and Apologies

Aboriginal and Torres Strait Islander Consultative Committee Community Members

Name	In Attendance (Yes/No)
Ashlee Kearney	Yes
Bel Dixon	No
Christopher Haberecht	No - Apology provided
Cleonie Quayle	No
Corina Norman	Yes
David Williams (Chairperson)	Yes
Emma Chapman	Yes
Julie Nixon	Yes
Kerrie Kenton	No - Apology provided
Leanne Unie Day	No - Apology provided
Lyn Leerson	No
Margaret Gong	Yes
Raelene Billedo (Deputy Chairperson)	Yes
Rex Sorby	No - Apology provided
Trudy Healey	Yes
Wayne Trindall	Yes

Councillors

Name	In Attendance (Yes/No)
Councillor Greg Cummings (delegate for Councillor Steve Christou, Mayor)	Yes
Councillor Ned Attie	No

Council Staff

Name	In Attendance (Yes/No)
Adama Kamara, Senior Coordinator Capacity Building	Yes
Amelia Corr, Aboriginal Education and Programs Officer	Yes
Kristina Tito, Arts and Cultural Projects Producer	Yes
Merryn Howell, Executive Manager Community & Place (Minutes)	Yes
Michael Brown, Gallery Director and Cultural Services Coordinator	Yes

Cumberland City Council

Guests

Name	In Attendance (Yes/No)
Dawn Hardy	Yes
Dennis Golding, Curator and Educator	Yes
Fiona Hardy	Yes
Julie Jones Webb, Dharug Ngurra Aboriginal Corporation	Yes
Rebekah Raymond, Curator and Educator	Yes

3. Conflicts of Interest

Discussion about what constitutes a conflict of interest.

Non-pecuniary, non-significant conflicts of interest were declared in relation to Gandangara Local Aboriginal Land Council by Uncle David Williams, Julie Nixon, Dawn Hardy and Fiona Hardy.

Corina Norman declared a non-pecuniary, non-significant conflicts of interest in relation to Darug Strategic Management Group and Dharug Ngurra Aboriginal Corporation.

Raelene Biledo and Julie Jones Webb declared a non-pecuniary, non-significant conflicts of interest in relation to Dharug Ngurra Aboriginal Corporation.

ITEMS CONSIDERED AND DISCUSSED BY THE COMMITTEE:

4. Minutes of Previous Meeting

The draft minutes of the previous meeting held on 19 November 2019 were accepted as a true and accurate record. Moved by Margaret Gong, seconded by Wayne Trindall.

5. First Nations Arts and Cultural Programs Update

An update was provided on the following arts and cultural programs:

The Granville Centre Public Artwork

Foyer Ceiling Artwork - Council sought Expressions of Interest (EOI's) from Aboriginal and Torres Strait Islander artists to produce a public artwork on the ceiling panels in the entrance of the Centre. Artists Leanne Watson, Leanne Tobin and Shay Tobin have developed an artwork concept story of the six seasons. Interpretive signage will be installed in the foyer. Additional opportunities for stories to be shared will be explored.

Walkway Artwork - additional Aboriginal motif artwork based on the flora and fauna of the area and Darug words will also be incorporated as an inlay within the new concrete footpath leading from Memorial Drive.

Cumberland City Council

Feedback from Committee:

- Artwork needs to connect people to the roof and concept of earth and sky.
- Interpretive signage needs to be installed in the foyer and also directional signage to direct people's attention up to the ceiling panels.
- Committee liked the artwork and would like the artist to provide information on the concept.
- Opportunities to add additional artwork on the walls that connect the artwork to the roof, need to be explored.
- Committee would like more involvement with artists and artwork during the early phases of the planning in future.

First Nations Exhibition and Public Program at The Granville Centre Gallery

Two emerging curators Rebekah Raymond and Dennis Golding have been engaged to develop the First Nations Exhibition at The Granville Centre. Rebekah and Dennis shared exhibition aims, timelines, list of potential exhibition artists and exhibition themes.

Feedback was sought from the Committee on the selection of artists to work with, local history to incorporate and potential exhibition titles to produce the first exhibition at the Granville Centre Gallery.

The Committee agreed for a group of constituent members of the Committee comprising Julie Jones Webb, Corina Norman, and Raelene Billedo to engage with and support the curators in exhibition development and community engagement and consultation on behalf of the Committee.

Feedback from Committee:

- Duration of the Exhibition should extend over two school holiday periods if possible.
- Committee liked the diversity of artists and mix of art techniques (ceramic, weaving, painting, etc.) showing the diversity of styles, techniques and the dynamic nature of Aboriginal art.
- Would be good to have male and female Aboriginal perspectives as part of the public program.
- Committee requested priority be given to local artists first.
- Interactive activities to be provided as part of the Exhibition e.g. weaving.
- Clarification was sought on how Darug people and language groups/clan groups are represented given the diversity of ways in which individuals identify themselves and how consistency could be achieved.
- Ongoing advice, cultural knowledge and consultation was offered to the curators by Committee members.
- Committee requested exhibited artwork be sold at the Gallery.

Cumberland City Council

6. Business ArisingFirst Nations Languages Grant

The Languages Community Investments Program 2019/20 will provide one-off funding and resourcing to Aboriginal community organisations and groups to support them to reawaken, grow, nurture, promote and raise awareness of Aboriginal languages in communities across NSW consistent with the objectives of the *Aboriginal Languages Act 2017* (NSW).

Projects must be delivered during 2020 and up to 30 June 2021. Up to \$50,000 is available.

The proposed project would involve integrating spoken Darug language at significant sites such as the Warra Wali Walk. Consideration of cultural implications and intellectual property would need to be addressed. Delivery of Darug Language Workshops would be incorporated into the Grant.

Feedback from Committee:

- Dharug Ngurra Aboriginal Corporation will be submitting a grant to develop Darug resources.
- Project could incorporate walking tour of the Pemulwuy suburb with Darug street names.

Darug Language Workshops

Darug Languages Workshops will be included in the First Nations Languages Grant Application.

Memorandum of Understanding (MOU) Gandangarra Local Land Council

Further discussion was held in relation to the draft MOU following community consultation.

Feedback from Committee:

- The current Gandangarra Local Aboriginal Land Council Community Land and Business Plan 2016-2020 ends in 2020. The Board members have changed; suggestion that the Committee wait until new business plans are developed.
- Feedback from Darug members expressing concerns about establishing an MOU with an organisation without first having an MOU with the traditional custodians.
- Darug members of Dharug Ngurra Aboriginal Corporation feel disrespected.
- Concerns about the map on the draft MOU.
- A joint MOU was suggested that included traditional custodians – three Darug organisations - Darug Custodians, Dharug Ngurra Aboriginal Corporation and Darug Strategic Management Group.

Cumberland City Council

Actions or Recommendations Arising:

- 6.1 Darug Strategic Management Group to auspice the the Committee's Grant Application.
- 6.2 Consideration of the MOU will be on hold.
- 6.3 Representatives from Darug stakeholder groups and peak bodies together with ATSICC and Gandangara Local Aboriginal Land Council to meet and discuss.
- 6.4 Members to attend a field trip to the Gandangara Local Aboriginal Land Council.
- 6.5 Darug Languages workshops will be included in the Grant Application.

7. Representative for Heritage Committee

The 2020 Cumberland Heritage Committee has been formed to advise Council on matters related to the conservation, management and promotion of heritage within the Cumberland LGA. These include heritage items, conservation areas, archaeological sites, Aboriginal objects and Aboriginal places of heritage significance.

A new representative was sought from Council's ATSIC Committee for the 2020-2021 term.

Feedback from Committee:

- Most Aboriginal sites have been mapped and focus of meetings is mostly on built heritage. Meetings run well with information provided in advance.

Actions or Recommendations Arising:

- 7.1 Raelene Billedo and Corina Norman were nominated as alternate representatives from the Aboriginal and Torres Strait Consultative Committee.

8. Reconciliation Day at Prospect Hill

The Cumberland Reconciliation Day event with schools will be held on Friday 1 May 2020 at Prospect Hill, given that 3 May will falls on a Sunday.

Feedback was sought on the workshops.

Feedback from Committee:

- Event to be open to all school students in the area – not only Aboriginal and Torres Strait Islander students.
- Lex Dadd is engaging with kids and should be asked to facilitate a session.
- Sea of Hands will be hard to implement at the site. Plan is to utilise concept at different events.
- Bracelet weaving with feathers suggested.

9. Granville Centre Room Naming

To be discussed at future meetings.

Cumberland City Council

10. Reconciliation Week

Council will provide Aboriginal Cultural Awareness Training and Darug Language Workshops for the local community.

11. General Business

The Western Sydney Aboriginal Youth Leadership Group meets every three to four weeks and is open to anyone under 35 years.

12. Close of Meeting

Meeting closed at 8.49pm.

Next meeting: Tuesday, 12 May 2020 in Committee Rooms, Council Administration Building, Merrylands.

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-444

Attachment 2

Draft Minutes of Meeting - Access
and Safety Committee - 5 March
2020

Cumberland City Council

CUMBERLAND CITY COUNCIL ACCESS AND SAFETY COMMITTEE

Draft Minutes of Meeting held on Thursday, 5 March 2020 at 6pm in Committee Rooms, Council Administration Building, Merrylands.

1. Open of Meeting

Mayor Steve Christou opened the meeting with an Acknowledgement of Country and welcomed all attendees to the Access and Safety Committee of Cumberland City Council.

2. Record of Attendance, Introductions and Apologies

Access and Safety Community Members

Name	In Attendance
Amit Golwala	Yes
Flavia Del Zio	Yes
Joanne Steinwede	Yes
John Brodie	Yes
Kevin Horne	Yes
Lilly Velickovich	Yes
Margaret Chapman	Yes
Mark Kunach	Yes
Pamela Colman	Yes
Peter Simpson	Yes
Richard Silberer	Yes
Ron Gibson	No (Apology provided)
Sandra McDermott	Yes
Sanjeev Goyal	Yes
Sue Huxtable Jones	Yes
Zhila Hasanloo	Yes

Councillors

Name	In Attendance
Councillor Steve Christou, Mayor (<i>Chairperson</i>)	Yes
Councillor Tom Zreika OAM	No
Councillor George Campbell	Yes
Councillor Lisa Lake	Yes

Council Staff

Name	In Attendance
Ahmed Mehio, Landscape Architect	Yes
Carol Karaki, Governance Coordinator	Yes
Kylie Marsden, Manager Seniors and Disability Services	Yes
Louis Chen, Acting Coordinator Community Engagement	Yes
Merryn Howell, Executive Manager Community and Place	Yes
Nadine El-Hassan, Access and Inclusion Officer (<i>Minutes</i>)	Yes
Siva Sivakumar, Manager of Engineering and Traffic	Yes
Teresa Russo, Crime Prevention Officer	Yes

Cumberland City Council

3. Committee Induction (Conflicts of Interest etc.)

An Induction covering the role of the Committee, its Terms of Reference, Code of Meeting Practice, Code of Conduct, Conflicts of Interest, and use of Council information was provided to members by Council's Governance Coordinator, Carol Karaki.

The purpose of the Committee is to:

- Assist Council to consult and respond to access and safety issues that impact on communities across the Cumberland City Local Government Area.
- Provide advice on Council's community infrastructure projects relating to access and safety.
- Provide community representation, advice and input to Council on the implementation and evaluation of Council's *Disability Inclusion Action Plan 2017-2021*, including Council's policies, strategies, services, programs, community events and engagement practices.
- Participate in community inclusion audits of Council services, facilities and events to identify and discuss potential solutions to address access and safety issues.

ITEMS CONSIDERED AND DISCUSSED BY COMMITTEE:**4. Election of Chairperson**

The Committee unanimously elected Mayor Steve Christou as the Chairperson of the Access and Safety Committee. Dr John Brodie was nominated as the backup Chairperson in his absence.

5. Minutes of Previous Meeting

As this is the first formal meeting of the new Access and Safety Committee there were no minutes to adopt.

6. UpdatesInclusive Playgrounds Update*Central Gardens All Abilities Playground*

The Playground is now complete. An official unveiling of the Playground and photo shoot/media opportunity with relevant local State MPs, and Ministers who provided the funding is planned for Friday 3 April 2020 to officially acknowledge the completion of the All Abilities Playground.

Feedback from Committee:

- Members of the former Access Committee who provided input into the design of the Central Gardens All Abilities Playground should be invited to the Official Launch.

Cumberland City Council

Duck River All Abilities Playground

The Duck River Playground project stalled due the latent site conditions identified during the design finalisation phase. The cost to resolve site conditions were identified beyond the project budget. Council resolved not to pursue the finalisation of the playground as part of the Stronger Communities Fund Program due to funding requirement timeframes.

Feedback from Committee:

- Clarification was sought on the safety of the use of the current Duck River Playground area, which is in the same area as the proposed playground, in particular whether the current playground is contaminated. Advice from the Executive Manager City Services was relayed to the Committee that the current playground is not impacted. As with any capital works that disturb the grounds surface safety issues from contamination are anticipated to arise only if and when works are undertaken to the site by disturbing the underlying layers.

7. General BusinessCivic Park Masterplan and Pendle Hill Wetland Project

Council is developing a draft Masterplan for Civic Park including the adjacent Pendle Creek Wetland area. The design is intended to upgrade the park by improving spaces for passive recreation, play and social gathering, and to revitalise the creek area. The first phase of works will be undertaken on the rehabilitation of the creek, followed by a staged approach to the other park upgrades.

Items identified in the Community Safety and Access Audit of the area, conducted in 2018 have also been taken into consideration.

An initial draft design was presented to the Committee for feedback. Key aspects of the concept design include:

- Creek rehabilitation and restoration. This includes re-establishing vegetation, removing rubbish and moving rubbish traps towards the far end of the creek and widening the creek.
- The path through the carpark will be made more pedestrian friendly.
- Accessible parking will be made available in the carpark.
- The current footpath adjacent to the tennis courts will be relocated and a new walking path will be created around the Park.
- Upgrades to the main footpath on the overbridge and ensuring the gradients are accessible.
- Consideration of a potential second overbridge/lookout over the new wetland at the further north end of the creek.
- Accessible toilets near the creek will be relocated to a more central location.
- The current cricket pitches have not been included in the new concepts. They are popular but concerns expressed by community members who have been consulted. Feedback will be sought from the community on whether or not to include the pitches.
- Community consultation has identified that the multi-generational active space with

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fitness equipment is one of the most well used aspects of the park.

- An accessible BBQ and nature play area are included.
- Lighting to be upgraded throughout the Park.

Feedback from Committee:

- Consultation needs to be undertaken with the Maltese community given the significant history of their use of the Park. Council is undertaking consultations with the Maltese Community Council of NSW.
- The wetlands is the key feature of the Park.
- Clarification was sought on where the gross pollutant traps (GPTs) will be relocated.
- Consideration of where accessible toilets will be incorporated into the new design.
- When large events are held in the Park, additional toilets will need to be brought in.
- Consider a right and left access toilet instead of male and female toilets.
- The open area appears to be reduced in size which may impact on the ability for large community events being held at the Park.
- The cricket pitch is extremely popular. Enclosed cricket nets and wickets could be considered as a possible solution within the park like Lytton Street Park.
- People walking through the Park to the Station will want to take the shortest route through the Park and may make their own route through the centre.
- Safety concerns and CPTED considerations such as clear sight lines through the vegetation need to be considered as part of the design.
- Seating needs to be provided with consideration of accessible seating.

Feedback will be used to refine the design of the concept designs and Masterplan. Once prepared the design will be exhibited with opportunity to provide comments. The timeframe for exhibition is anticipated for April 2020.

Transport Disadvantage Research Project

Council is currently undertaking research on the transport needs in the Cumberland City LGA. Feedback was sought from Committee members to inform the research.

The aims of the Research Project is to:

- Gain an understanding of transport needs and barriers.
- Allow Council to better advocate to transport providers and other organisations.
- Inform Council's decision making.

The scope of the research includes the whole of the Cumberland City LGA and focuses on anyone who lives, works or plays in the area as well as public and community transport, walking and cycling.

An overview of other transport options that include, taxi transport subsidy scheme, community wheels, Uber (which also has wheelchair accessible vehicles) and BRIDJ, a Lidcombe specific 'on demand' bus service that gets people from "low capacity areas" in Lidcombe to the train station.

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Feedback from Committee:

- There are no buses that go all the way down Merrylands Road from Greystanes to Merrylands.
- There's a significant lack of accessible Ubers or Taxis which prevents timely travel.
- Most members travel by car as there is either no available public transport, no direct connection from their location to their destination, or a lack of frequent affordable transport services to allow for timely arrival.
- Getting on and off trains for people with disability isn't easy because the accessibility of train stations are inconsistent across the region and it's not easy to find out what accessibility features are available.
- Lifts at train stations are often broken down.
- Buses also pose barriers because they can sometimes arrive and be too full to fit a wheelchair on board. There is also the issue that not all buses allow wheelchair access.
- Buses pose barriers for people with vision impairments as it is hard to tell which bus has arrived unless there is someone who will verbally advise.
- Inconsistencies in the presence or quality of tactile ground surface indicators at train stations.
- The attitudes and behaviours of other passengers can make travelling an issue due to a lack of awareness around reducing barriers for people with disability.
- Street lighting around many transport hubs could be significantly improved to increase safety when travelling at night.
- Underpasses at Guildford and Merrylands train stations both flood when it rains and lack sufficient lighting.
- Police should be contacted to advise if there are ways to increase safety when travelling to and from transport hubs at night. Potentially look into visible CCTV around public transport and pathways leading from public transport hotspots.
- As new developments at Pendle Hill and Wentworth train stations arise, safety by design are considered by developers. Apartment lights are indirectly lighting pathways which makes it feel much safer.
- Opportunities for safety concerns to be addressed through safety by design imposed on developers.
- Committee members raised safety concerns around the Dellwood shops area in Granville.

International Day of People with Disability Video (IDPwD)

IDPwD is a United Nations sanctioned day that is celebrated internationally. It aims to increase public awareness, understanding and acceptance of people with disability and celebrate their achievements and contributions.

In December 2019, Council hosted an event to celebrate IDPwD which was filmed and developed into a video which reflected Council's stance on access and inclusion, and what people with disability want the community to know. A screening will be held with the participants and Council will use the video to promote inclusion, raise awareness with the aim of improving people's attitudes and behaviours toward people with disability.

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Feedback from Committee:

- The terms 'people with disability' and 'people without disability' are preferable to be used.
- Committee members offered to screen the video as part of the Colours Holi Event in Pendle Hill on 15 March 2020.

Review of Disability Inclusion Act

The NSW Government is currently reviewing the *Disability Inclusion Act* which commenced on 3 December 2014. People with disability, carers, service providers, peak bodies, and local councils are encouraged to contribute to the review. The review closes on 30 March 2020. Information is available at www.dcj.nsw.gov.au/dia-review including a discussion paper which is available in 11 languages, Easy English and Auslan. Feedback can be provided via the online survey and / or in writing.

The Act defines disability and promotes the inclusion and participation of people with disability in the community in a number of ways:

- Requires the development of a State Disability Plan.
- Requires government bodies to prepare disability inclusion action plans including local Council disability inclusion action plans.
- Helps the Disability Council NSW to advise the Minister on matters affecting people with disability.

Feedback from Committee:

- There are opportunities for improved governance of the implementation of DIAPs across all state and local government bodies including opportunities for improved coordination and sharing of ideas.

Safety Updates

The quarterly update on community safety and crime prevention initiatives undertaken by Council during the period November 2019 to January 2020 were distributed to Committee members.

To date, Council and the Police have delivered 17 Living Safely in Cumberland Workshops. The Program includes workshops about key crime and safety issues, educates community members on avoiding becoming victims of crime and encourage reporting to Police. The workshops are tailored to the varying interests and needs of community groups with six workshop 'modules' to choose from:

1. Protecting yourself against scams
2. Securing your home
3. Securing your vehicle
4. Safety out and about
5. Understanding Domestic and Family Violence
6. Reporting crime

The workshops are co-delivered by Council staff and Police Crime Prevention Officers

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from both the Cumberland and Auburn Police Area Commands, and can be delivered in the following languages: Arabic, Dari, Farsi, Hindi, Korean, Mandarin, Persian, Punjabi, Somali, Tamil and Urdu.

Actions or Recommendations Arising:

- 7.1 Council to provide feedback on the draft designs to consultants.
- 7.2 Council to inform the Committee when the refined concepts are on public exhibition.
- 7.3 Council to invite the Police to attend Committee meetings, where possible.

Access Updates

A letter was sent to Transport NSW regarding inconsistencies of tactile ground surface indicators at train stations in Cumberland. In response, Transport NSW notified Council that they are planning audits across train stations to investigate the issue and are currently conducting trials.

The development and delivery of the Accessible and Inclusive Programs Toolkit for internal staff has been finalised. The Toolkit provides an overview of access and inclusion, and examples of how access and inclusion can be considered in the design stage of programs as well as in delivery. A workshop will be organised to present this to staff to work through the best ways to apply this to their respective areas of work.

Pendle Hill and Wentworthville Access Audit Items:

- Kerb ramps were reviewed and longer term solutions as part of the Town Centre improvement works have been investigated.
- Incorrectly placed bollards, pole footing or sign posts either had reflective tape put on them to improve visibility or were removed/relocated as they were identified as barriers to access.
- All other issues identified have been flagged to be undertaken with future projects.
- Any items that posed a risk have been made safe until the works can be completed.

Access and Safety Concerns as raised by Committee

Nil requests received. Members were requested to send through any access or safety concerns prior to the meeting so that officers can attempt to investigate these concerns and report back before the next meeting.

8. *Close of Meeting*

Meeting closed at 7:33pm.

Next Meeting: Thursday, 4 June 2020 in Committee Rooms, Council Administration Building, Merrylands.

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-444

Attachment 3

Amended Minutes of Meeting -
Events Committee - 7 November
2019

CUMBERLAND COUNCIL EVENTS COMMITTEE

Minutes of Meeting held on Thursday, 7 November 2019 at 6.30pm in the Committee Rooms, Council Administration Building, Merrylands.

1. Open of Meeting

Councillor Suman Saha opened the meeting with an Acknowledgement of Country and welcomed all attendees to the Events Committee of Cumberland Council.

2. Record of Attendance, Introductions and Apologies

Attendance:

Events Committee Community Members

Name	In Attendance (Yes/No)
Aparna Vats	No – Apologies provided
Assad Cina	No
Carly Lewis	No
Diane Jogia	Yes
Ergun Genel	No – Apologies provided
Mohammed Al-Zoubi	Yes
Rajnish Kalra	No – Apologies provided
Renga Chidambaranathan	Yes
Taneem Mannan	No
William Ho	No
Yin Lan Ge	No

Councillors

Name	In Attendance (Yes/No)
Councillor Ned Attie	No
Councillor Suman Saha	Yes

Council Staff

Name	In Attendance (Yes/No)
Amanda Moran, Senior Coordinator Events	Yes
Brooke Endycott, Director Community Development	Yes

3. Conflicts of Interest

There were no conflicts of interest declared.

ITEMS CONSIDERED AND DISCUSSED BY COMMITTEE:

4. Minutes of Previous Meeting

Minutes of the last meeting held on 1 August 2019, were accepted as a true and accurate record. Moved by Renga Chidambaranathan and seconded by Diane Jogia.

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5. Business Arising

- Information being sent to the Committee via google groups is not being received by all Members. Brooke Endycott explained that Members are given dates for the year at the first meeting of that year. Emails are the preferred method of communication and Members suggested that a follow up phone call might assist.
- Feedback was provided on items in the Action Tracker.
- The Newsletter is in a new format and is coming out this week. The Newsletter now includes ward based information as well as common information across Cumberland and is translated into the top four languages.
- E-news is fortnightly.

Actions or Recommendations Arising:

- 5.1 No new tracker items were discussed. Current actions on the tracker can be closed off.

6. Debrief on Recent EventsCherry Blossom Festival (17 - 25 August, 2019)

- 87,000 attendees
- Weather effected Chery Blossoms blooming, they were a little late
- Due to the large crowd numbers, the program will need to be changed to ensure there is enough space in the gardens
- Raise ticket price entry to \$10.00
- Local community is free to attend
- Media very positive, including main stream media attention from Iraq TV, Sydney Weekender and Gardening Australia.

Feedback from Committee:

- The event should include a formalised component for VIP's and Committee Members to attend and share with each other as a community
- More signage is needed
- Use videos for promotion for next year via social media
- Members enjoyed that people came from outside the area and that the festival creates branding recognition.

Diwali Festival (26 October, 2019)

- 15,000 attendees
- Community tent was tested this year and was very successful. The community ran with the four parts of India in North, East, West, and South
- Community consultation was successful
- Feedback from the community was positive
- No Police or medical reports.

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Feedback from Committee:

- Members enjoyed receiving feedback and interaction at the community tent.
- Many different people from the community were involved and this provided a good opportunity for social cohesion.
- Udaya Supermarket sold 8000 cups of coffee/tea.
- Tamil Association requested Committee consider letting them trade later in the evening.
- Put Council tent closer to the middle.
- Black (Stage) is not a good Hindu colour, loved the one in 2018 and would prefer the one we used last year.
- The sound system needs to be louder.
- Food safety standards to be adhered to.

Actions or Recommendations Arising:

6.1 Explore the feasibility of other town centre locations in Wentworthville.

7. *Updates on Upcoming Events*Christmas in Cumberland 2019

- A summary flyer of what is happening for Christmas in Cumberland was handed out to Members.
- Christmas in the Gardens will be held on Saturday, 7 December 2019.
- Christmas lunches for seniors are in each ward and bookings can be made online.
- Council is exploring previous feedback about saying grace prior to the lunches.
- Libraries do Christmas activities for families and children.
- A total of 13 Christmas trees will be placed across Cumberland.
- The new Cumberland website will include details of some of the Christmas carol events held by churches in communities which will enable easy access to information for your own neighbourhood.

Actions or Recommendations Arising:

7.1 Council to send a link to Committee Members once the website is up.

7.2 Committee Members to give feedback on extra Christmas events they know of.

7.3 Council will send out a soft copy of the flyers to all Committee Members.

Feedback from Committee:

- Members enquired on whether halal food can be arranged. Council informed that this can be organised when booking under 'dietary requirements'.
- Committee Member raised concerns with the number of events that are being held in Auburn and suggested that the Christmas event may be alternated between locations each year.

Cumberland CouncilAustralia Day Awards and Australia Day Community Event 2020

- Introduced the new award for Community Pride to add to Local Citizen of the Year.
- This award is tagged onto the Australia Day Citizenship Ceremony.
- Australia Day is in planning, the times have changed for safety reasons during heat and weather.
- Main stage and activities are all underway being planned with multi-cultural stages looking at water activities.
- Rides and fireworks planned.
- The Committee was asked to help Council with nominations and to get the word out.

Feedback from Committee:

- It was suggested that the nomination form be translated into the top five languages, if the online form doesn't translate onto Council's site.

Lunar New Year 2020

- Community consultation has taken place and feedback has been taken from local community.
- Awaiting the Traffic Management Plan from Council's third party to provide to Council's Traffic Committee to be approved.
- Noted that the dates for Lunar New Year are difficult due to the Australia Day clash.

Actions or Recommendations Arising:

- 8.1 Council will send soft copies of the Australia Day Awards Nomination to Committee Members.
- 8.2 Council to investigate how more people can participate if language is a barrier, by creating an online option for the Australia Day Award Nominations.

8. General Business

- Councillor Suman Saha mentioned the Council motion to abolish some Council Committees, a rescission motion has been lost. Council abolished some committees including the Companion Animal, CALD and Library Advisory Committee.
- This Committee is at risk due to some Members not attending.
- Councillor Suman Saha advised that he has not been nominated or elected for the Events Committee and wishes the best of luck as this Committee is important.
- Mohammed Al-Zoubi feels that participation is important for representation and thinks we should encourage members to come and share.
- Committee noted that Councillor Suman Saha did a very good job at Chairing the Committee.

Cumberland Council**9. Committee Meeting Dates for 2019**

- There are no more Events Committee meetings scheduled for 2019.
- The Events Committee's current two year term is coming to completion.

Actions or Recommendations Arising:

9.1 Council to email Committee Members with information regarding how to apply for the next two year term.

10. Close of Meeting

Meeting closed at 8.17pm.

Item No: C05/20-445

**CUMBERLAND TRAFFIC COMMITTEE - MINUTES OF ELECTRONIC MEETING
HELD ON 1 APRIL 2020 AND EXTRAORDINARY ELECTRONIC MEETING HELD
ON 30 APRIL 2020**

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 electronic meeting held on 1 April 2020 and the extraordinary electronic meeting held on 30 April 2020.

RECOMMENDATION

That the minutes of the Cumberland Traffic Committee electronic meeting held on 1 April 2020 and the extraordinary electronic meeting held on 30 April 2020, be received and the recommendations contained therein be approved.

REPORT

An electronic meeting of the Cumberland Traffic Committee was held on 1 April 2020, with an extraordinary electronic meeting also held on 30 April 2020. 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 Traffic Committee Meeting 1 April 2020 [↓](#) 
2. Minutes of the Extraordinary Traffic Committee Meeting 30 April 2020 [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-445

Attachment 1

Minutes of the Traffic Committee
Meeting 1 April 2020

Minutes of the Electronic Traffic Committee meeting held on Wednesday 01 April 2020.

The Face to Face meeting was replaced with an electronic meeting due to the COVID-19 crisis.

REPRESENTATIVES:

Cumberland Council -	Clr Paul Garrard - Chairman
Roads & Maritime Services (RMS) -	Ms Nazli Tzannes - <i>Concurrence received for all items except CTC-20-073</i>
Local Member for Auburn -	Clr George Campbell - <i>Concurrence for all relevant items received.</i>
Local Member for Fairfied -	<i>No comments or objections received.</i>
Local Member for Granville -	Mr Chris Worthington - <i>Concurrence for all relevant items received.</i>
Local Member for Prospect -	Clr Suman Saha - <i>Concurrence for all relevant items received.</i>
Auburn Police Area Command -	Const. Bartolo - <i>Concurrence for all relevant items received.</i>
Cumberland Police Area Command -	S/Const. Greg Close – <i>Concurrence for all relevant items received.</i>
Transit Systems –	Ms Hanna Shilling - <i>Concurrence for all relevant items received with comments on some items.</i>
Transdev -	<i>No comments</i>
CDBus -	<i>No comments</i>

APOLOGIES:**DECLARATIONS OF INTEREST****CONFIRMATION OF MINUTES**

Summary of Reports

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-20-042	Guildford Road and Bangor Street, Guildford - Proposed 'No stopping' signs		x			x	
CTC-20-043	Hilltop Road, Merrylands – Request for the installation of 'Bus Zone' signs		x			x	
CTC-20-044	Sheffield Street, Auburn - Request for Heavy Vehicle Ban				x		x
CTC-20-045	Warin avenue, Pemulwuy – Proposed 'No Stopping' signs			x		x	
CTC-20-046	Toongabbie Road, Girraween - Proposed 'No Stopping' restrictions associated with the Waste Recycling Facility development in Girraween.			x		x	
CTC-20-047	Clyde Street and Nobbs Street, South Granville – Proposed 'No Stopping' signs				x	x	
CTC-20-048	Sheahan Avenue, Guildford – Request for Speed Humps		x			x	
CTC-20-074	Heath Street, Merrylands - Request for speed humps		x			x	
CTC-20-049	Ironbark Crescent, Sussex Street & Cobden Parkes Crescent, Lidcombe - Intersection treatments				x		x
CTC-20-050	Tilba Road & Dudley street, Berala - Proposed 'No Stopping' signs and line marking				x		x
CTC-20-051	Oakleigh Avenue, South Granville – Removal of Redundant Children Crossing & associated signs				x		x
CTC-20-052	Cumberland Road, Greystanes - Request for Speed Humps			x		x	
CTC-20-053	Roseberry Road, Guildford - proposed '30Min Parking Restriction.		x			x	
CTC-20-054	Frances Street, South Wentworthville - Request for Speed Humps		x			x	
CTC-20-055	Hickory Street, Gregory street and Ash Street, Greystanes - proposed 'No Stopping' signs			x		x	
CTC-20-056	Byron Road, Guildford - Road Safety Concerns		x			x	
CTC-20-057	Auburn Road, Auburn – Proposed 'Bus Zone' signage at the bus stop opposite Al-Faisal College				x		x
CTC-20-058	Morris Street, Merrylands - Request for Speed Humps		x			x	
CTC-20-059	Excelsior Street, Guildford - request for a Pedestrian crossing				x	x	
CTC-20-060	Georges Avenue and Hayes Street, Lidcombe – Proposed 'No Stopping' signs				x		x
CTC-20-061	Georges Avenue and Beatrice Street, Lidcombe – Proposed 'No Stopping' signs & Line Marking				x		x
CTC-20-062	Georges Avenue, Lidcombe – Proposed Changes to existing 'No Parking' Restrictions				x		x

CTC-20-063	Grassmere Street, Guildford - Request for Speed Humps		x			x	
CTC-20-064	Hibiscus street & Dahlia Street, Greystanes - Proposed 'No Stopping' Signs and 'Bus Zones' Signs			x		x	
CTC-20-065	Fairfield Road, Yennora - "Keep Clear" Pavement Marking outside Yennora Fire Station	x				x	
CTC-20-066	Morris Street and Holdsworth Street, Merrylands - Proposed 'No Stopping' signs		x			x	
CTC-20-067	Morris Street and Harris Street, Merrylands - Proposed 'No Stopping' signs and line marking		x			x	
CTC-20-068	Morris Street and Davies Street, Merrylands - Proposed		x			x	
CTC-20-069	Rowley Road, Guildford - Speeding Concerns		x			x	
CTC-20-070	Main Avenue Avenue, Andrews Road and Herdsmans Avenue, Lidcombe - Intersection Treatments				x		x
CTC-20-072	Laneway in Lidcombe - Proposed "No Parking" Restrictions				x		x
CTC-20-073	Smith Street, Wentworthville - Proposed "No Parking" Restrictions		x			x	
CTC-20-075	Raleigh Street and Vulcan Street, Guildford - Proposed Treatment at the bend		x			x	
CTC-20-076	Lane Street & Dunmore Street, Wentworthville - Request for Speed Humps		x			x	

REPORTS

ITEM CTC-20-042 - GUILDFORD ROAD AND BANGOR STREET, GUILDFORD - PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Cumberland Traffic Committee recommends that;

- i) The installation of 'No Stopping' signs and 'BB' line marking at the intersection of Guildford Road and Bangor Street, Guildford in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.

ITEM CTC-20-043 - HILLTOP ROAD, MERRYLANDS – REQUEST FOR THE INSTALLATION OF 'BUS ZONE' SIGNS

RECOMMENDATION

That the Traffic Committee recommends that:

- 1. The installation of 'Bus Zone' signs and modification of existing edge line marking on Hilltop Road, Merrylands in accordance with the attached plan be approved; and
- 2. The affected residents be notified of the outcome generally.

Discussion:

Transit systems has supported the proposed 'Bus zone' signs.

ITEM CTC-20-044 - SHEFFIELD STREET, AUBURN - REQUEST FOR HEAVY VEHICLE BAN

RECOMMENDATION

The Cumberland Traffic Committee recommends that the request for making Sheffield Street, Auburn between Cumberland Road and Chisholm Road a light thoroughfare not be supported.

ITEM CTC-20-045 - WARIN AVENUE, PEMULWUY – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

1. The installation of 'No Stopping' signs on Warin Avenue, Pemulwuy in accordance with the attached plan be approved.
2. Council notify adjacent properties of the resolution.

ITEM CTC-20-046 - TOONGABBIE ROAD, GIRRAWEEEN - PROPOSED 'NO STOPPING' RESTRICTIONS ASSOCIATED WITH THE WASTE RECYCLING FACILITY DEVELOPMENT IN GIRRAWEEEN.

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

1. The 'No Stopping' restrictions in front of the proposed development at 224-232 Toongabbie Road, Girraween in accordance with the attached plan be approved.
2. The applicant be notified of the outcome generally.

ITEM CTC-20-047 - CLYDE STREET AND NOBBS STREET, SOUTH GRANVILLE – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Cumberland Traffic Committee recommends that the installation of 'No Stopping' signs and 'BB' line at the intersection of Clyde Street and Nobbs Street, South Granville in accordance with the attached plan be approved.

ITEM CTC-20-048 - SHEAHAN AVENUE, GUILDFORD – REQUEST FOR SPEED HUMPS

RECOMMENDATION

The Cumberland Traffic Committee recommends that traffic calming devices not be provided in Sheahan Avenue, Guildford.

ITEM CTC-20-049 - IRONBARK CRESCENT, SUSSEX STREET & COBDEN PARKES CRESCENT, LIDCOMBE - INTERECTION TREATMENTS

RECOMMENDATION

The Cumberland Traffic Committee recommends that the installation of 'Give Way' signs and 'BB' line marking at the T- intersections of Sussex Street/Cobden Parkes Crescent & Sussex Street/Ironbark Crescent, Lidcombe in accordance with the Plan CTC-20-051 be approved.

ITEM CTC-20-050 - TILBA ROAD & DUDLEY STREET, BERALA - PROPOSED 'NO STOPPING' SIGNS AND LINE MARKING

RECOMMENDATION

That the Traffic Committee recommends that:

- 1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection of Tilba Road and Dudley Street, Berala in accordance with the attached plan be approved; and**
- 2. Council notify adjacent properties of the resolution.**

Discussion:

Action:

**ITEM CTC-20-051 - OAKLEIGH AVENUE, SOUTH GRANVILLE –
REMOVAL OF REDUNDANT CHILDREN CROSSING & ASSOCIATED
SIGNS**

RECOMMENDATION

That the Traffic Committee recommends that:

- 1. The removal of existing children crossing facility and associated signage on Oakleigh Avenue in accordance with the attached plan be approved.**
- 2. The extension of 'BB' centre line marking in accordance with the attached plan be approved; and**
- 3. The Roads and Maritime service be requested to relocate the School Zone signs in Blaxcell street and Oakleigh Avenue appropriately.**

ITEM CTC-20-052 - CUMBERLAND ROAD, GREYSTANES - REQUEST FOR SPEED HUMPS

RECOMMENDATION

That the Traffic Committee recommends that:

- 1. The installation of speed cushions on the approaches to the pedestrian refuges on Cumberland Road, Greystanes be approved.**
- 2. Final plan shall be forwarded to RMS for concurrence.**
- 3. Council notify adjacent properties of the proposed installation of the speed cushions; and**

4. **Council shall undertake traffic count and report back to traffic committee in April 2021 or 6 months after the installation of the speed cushions to assess the effectiveness of the speed cushions.**

Discussion:

Transit systems has indicated that the traffic calming devices be suitable for buses, as there are school and regular route services using Cumberland Rd.

Council officers comment: The speed cushions are 75mm high and are suitable on bus routes.

ITEM CTC-20-053 - ROSEBERRY ROAD, GUILDFORD - PROPOSED '30MIN PARKING RESTRICTION.

RECOMMENDATION

The Cumberland Traffic Committee recommends that the proposed modification to existing parking restrictions on Rosebery Street to '30min P, 8am – 6pm, Mon – Sat' in accordance with the attached plan be approved.

ITEM CTC-20-054 - FRANCES STREET, SOUTH WENTWORTHVILLE - REQUEST FOR SPEED HUMPS

RECOMMENDATION

The Cumberland Traffic Committee recommends that additional traffic calming devices not be provided in Frances Street, South Wentworthville.

ITEM CTC-20-055 - HICKORY STREET, GREGORY STREET AND ASH STREET, GREYSTANES - PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

That the Traffic Committee recommends that:

1. **The installation of 'No Stopping' signs at the intersections of Hickory Street / Gregory Street and Ash Street / Gregory Street, Greystanes in accordance with the plan CTC-20-57 be approved; and**
2. **The affected residents be notified of the outcome generally.**

ITEM CTC-20-056 - BYRON ROAD, GUILDFORD - ROAD SAFETY CONCERNS

RECOMMENDATION

That the Traffic Committee recommends that:

1. The proposed speed humps on Byron Road, Guildford in accordance with the attached plan be approved.

ITEM CTC-20-057 - AUBURN ROAD, AUBURN – PROPOSED 'BUS ZONE' SIGNAGE AT THE BUS STOP OPPOSITE AL-FAISAL COLLEGE

RECOMMENDATION

The Cumberland Traffic Committee recommends that the installation of 'Bus Zone' signs on Auburn Road opposite to Al-Faisal College in accordance with the plan CTC-20-059 be approved.

ITEM CTC-20-058 - MORRIS STREET, MERRYLANDS - REQUEST FOR SPEED HUMPS

RECOMMENDATION

The Cumberland Traffic Committee recommends that;

1. Council undertake consultation with the residents of Morris Street, Merrylands to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.
2. Council request assistance from Highway Patrol to monitor the street for illegal and dangerous driving.

ITEM CTC-20-059 - EXCELSIOR STREET, GUILDFORD - REQUEST FOR A PEDESTRIAN CROSSING

RECOMMENDATION

The Cumberland Traffic Committee recommends that a pedestrian crossing on Excelsior Street outside property 187 Excelsior Street not be provided.

ITEM CTC-20-060 - GEORGES AVENUE AND HAYES STREET, LIDCOMBE –
PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

- 1. The installation of 'No Stopping' signs and line marking at the intersection of Georges Avenue and Hayes Street, Lidcombe in accordance with the plan CTC-20-062 be approved.**
- 2. Council notify affected residents of the resolution.**

ITEM CTC-20-061 - GEORGES AVENUE AND BEATRICE STREET, LIDCOMBE –
PROPOSED 'NO STOPPING' SIGNS & LINE MARKING

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

- 1. The installation of 'No Stopping' signs and line marking at the intersection of Georges Avenue and Beatrice Street, Lidcombe in accordance with the attached plan be approved.**
- 2. Council notify affected residents of the resolution.**

ITEM CTC-20-062 - GEORGES AVENUE, LIDCOMBE – PROPOSED CHANGES TO
EXISTING 'NO PARKING' RESTRICTIONS

RECOMMENDATION

The Cumberland Traffic Committee recommends that the conversion of existing "No Parking; Mon-Fri" signage on the southern side of Georges Avenue outside Coleman Park to "No Parking; 6:00AM – 10:00Am; 2:30PM-7:00PM; Mon-Fri" in accordance with the attached plan be approved.

ITEM CTC-20-063 - GRASSMERE STREET, GUILDFORD - REQUEST FOR SPEED
HUMPS

RECOMMENDATION

The Cumberland Traffic Committee recommends that Council undertake consultation with the residents of Grassmere Street, Guildford to determine

support or otherwise for speed humps and report back to Cumberland Traffic Committee.

ITEM CTC-20-064 - HIBISCUS STREET & DAHLIA STREET, GREYSTANES - PROPOSED 'NO STOPPING' SIGNS AND 'BUS ZONES' SIGNS

RECOMMENDATION

The Cumberland Traffic Committee recommends that;

1. The installation of 'No Stopping' signs, 'Bus Zone' signs and 'BB' line marking at the intersection of Hibiscus Street and Dahlia Street, Greystanes in accordance with the attached plan be approved.
2. Council notify adjacent properties of the resolution.

Discussion:

Transit systems operating the bus route at this location have indicated that they support the proposed signage.

ITEM CTC-20-065 - FAIRFIELD ROAD, YENNORA - "KEEP CLEAR" PAVEMENT MARKING OUTSIDE YENNORA FIRE STATION

RECOMMENDATION

The Committee recommends that "Keep Clear" letters and transverse lines be painted on all lanes of Fairfield Road, Yennora in front of the Yennora Fire Station as per Plan CTC-20-067.

ITEM CTC-20-066 - MORRIS STREET AND HOLDSWORTH STREET, MERRYLANDS - PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

1. The installation of 'No Stopping' signs and line marking at the intersection of Morris Street and Holdsworth Street, Merrylands in accordance with the attached plan be approved; and
2. Council notify affected residents of the resolution.

ITEM CTC-20-067 - MORRIS STREET AND HARRIS STREET, MERRYLANDS - PROPOSED 'NO STOPPING' SIGNS AND LINE MARKING

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

- 1. The installation of 'No Stopping' signs and line marking at the intersection of Morris Street and Harris Street, Merrylands in accordance with the attached plan be approved.**
- 2. Council notify affected residents of the resolution.**

ITEM CTC-20-068 - MORRIS STREET AND DAVIES STREET, MERRYLANDS - PROPOSED

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

- 1. The installation of 'No Stopping' signs and line marking at the intersection of Morris Street and Davies Street, Merrylands in accordance with the attached plan be approved.**
- 2. Council notify affected residents of the resolution.**

ITEM CTC-20-069 - ROWLEY ROAD, GUILDFORD - SPEEDING CONCERNS

RECOMMENDATION

The Cumberland Traffic Committee recommends that Council undertake consultation with the residents of Rowley Road, Guildford to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

ITEM CTC-20-070 - MAIN AVENUE, ANDREWS ROAD AND HERDSMANS AVENUE, LIDCOMBE – INTERSECTION TREATMENTS

RECOMMENDATION

The Cumberland Traffic Committee recommends that the installation of 'BB' line marking at the intersections of Main Avenue, Andrews Road & Herdsmans Avenue, Lidcombe in accordance with the Plan CTC-20-072 be approved.

ITEM CTC-20-072 - LANEWAY IN LIDCOMBE - PROPOSED "NO PARKING" RESTRICTIONS

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

1. The proposed 'No Parking' & 'No Stopping' restrictions in the laneway in accordance with the attached plan be approved.
2. 'No Entry' signs be installed in the laneway in accordance with the attached plan be approved.
3. The No Parking signs on Taylor Street either side of the laneway be replaced with 'No Stopping' signs.
4. The existing 'No Stopping' sign on Mark Street south of the Laneway be extended by 6m.
5. Council notify adjacent properties of the Council resolution.

ITEM CTC-20-073 - SMITH STREET, WENTWORTHVILLE – PROPOSED 'NO PARKING' RESTRICTIONS

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

- i) *The installation of 'No Parking' signs in Smith Street in accordance with the plan CTC-20-074 (as amended) be approved.*
- ii) *The adjacent property be notified of Council's resolution.*

Discussion:

The RMS representative indicated that if sight distance is an issue, it's probably best to extend the No Stopping to avoid unsafe situation.

The plan has been amended accordingly.



CUMBERLAND
COUNCIL

<p>TITLE:</p> <p>SMITH STREET, WENTWORTHVILLE</p> <p>PROPOSED EXTENSION OF PARKING RESTRICTION</p>		
<p>DESIGNED: T.T.</p> <p>CHECKED: S.S.</p>	<p>SCALE: N.T.S.</p> <p>DATE: 21/03/2020</p>	
<p>DRAWING NO:</p> <p>CTC-20-074</p>		



AMENDED PLAN AFTER THE CTC COMMENTS



CUMBERLAND
COUNCIL

<p>TITLE: SMITH STREET, WENTWORTHVILLE PROPOSED EXTENSION OF PARKING RESTRICTION</p>		
<p>DESIGNED: J.T.</p>	<p>SCALE: N.T.S.</p>	
<p>CHECKED: J.B.</p>	<p>DATE: 27/03/2020</p>	
<p>DRAWN BY: CTC-20-074</p>		



ITEM CTC-20-074 - HEATH STREET, MERRYLANDS - REQUEST FOR SPEED HUMPS

RECOMMENDATION

The Cumberland Traffic Committee recommends that traffic calming devices not be provided in Heath Street, Merrylands.

ITEM CTC-20-075 - RALEIGH STREET AND VULCAN STREET, GUILDFORD – PROPOSED TREATMENT AT THE BEND

RECOMMENDATION

The Cumberland Traffic Committee recommends that;

- i) The installation of 'No Stopping' signs and 'BB' line marking at the intersection of Raleigh Street and Vulcan Street, Guildford in accordance with the attached plan be approved.**
- ii) Council notify adjacent properties of the resolution.**

ITEM CTC-20-076 - LANE STREET & DUNMORE STREET, WENTWORTHVILLE – REQUEST FOR SPEED HUMPS

RECOMMENDATION

The Cumberland Traffic Committee recommend that the report be received and no further action be taken at this stage.

GENERAL BUSINESS

Nil

NEXT MEETING

Next Meeting 3 June 2020 at 9:30am

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-445

Attachment 2

Minutes of the Extraordinary
Traffic Committee Meeting 30
April 2020

Minutes of the Extraordinary Traffic Committee meeting held as Electronic Meeting on Thursday 30 April 2020.

REPRESENTATIVES:

Cumberland Council -	Clr Paul Garrard - Chairman
Roads & Maritime Services (RMS) -	Ms Nazli Tzannes - <i>Concurrence for all items received</i>
Local Member for Auburn - <i>relevant items</i>	Clr George Campbell - <i>Concurrence for all relevant items received.</i>
Local Member for Granville -	Mr Chris Worthington - <i>Concurrence for all relevant items received.</i>
Local Member for Prospect -	No items in the State Electorate.
Local Member for Fairfield -	No items in the State Electorate.
Auburn Police Area Command -	Const. Bartolo - <i>Concurrence for all relevant items received.</i>
Cumberland Police Area Command -	S/Const. Greg Close – <i>Concurrence for all relevant items received.</i>
State Transit Authority -	Mr Egwin Herbert - <i>Concurrence for all items received</i>
Transit Systems –	<i>No comments</i>
Transdev -	Mr Steve Babbage - <i>Concurrence for all items received</i>
CDBus -	<i>No comments</i>

APOLOGIES:**DECLARATIONS OF INTEREST****CONFIRMATION OF MINUTES****SUMMARY OF REPORTS**

Summary of Reports

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
EECTC-20-077	Mary Street, Lidcombe – Request from Lidcombe Medical Centre at 28/1-3 Mary Street				×		×
EECTC-20-078	9-19 Mary Street, Auburn - Proposed "Works Zone" on Harrow Road				×		×
EECTC-20-079	Percy Street, Auburn - Proposed "No Stopping" restrictions at the corner of Rawson Street				×		×
EECTC-20-080	Soudan Street & William Street, Merrylands – Proposed 'No Stopping' Signs and Line Marking at the corner		×			×	
EECTC-20-081	Blaxcell Street, South Granville – Proposed improvements to the existing pedestrian refuge by NSW Land and Housing Corporation at the corner of Aubrey Street		×			×	

REPORTS

ITEM EECTC-20-077 - MARY STREET, LIDCOMBE – REQUEST FROM LIDCOMBE MEDICAL CENTRE AT 28/1-3 MARY STREET

RECOMMENDATION

That the Traffic Committee recommends that:

1. The three (3) existing “1P, 8:30am-6:00pm, Mon-Fri, 8:30am-12:30pm, Sat” be changed to “P15MIN, 8:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Sat, 8:00am-2:30pm Sun” adjacent to 1-3 Mary Street, Lidcombe; and
2. The existing “1P” signs be reinstated by the end of August 2020 or before as deemed necessary.

ITEM EECTC-20-078 - 9-19 MARY STREET, AUBURN - PROPOSED “WORKS ZONE” ON HARROW ROAD

RECOMMENDATION

That the Traffic Committee recommends that:

1. The 24m long ‘1/2 Hour Parking’ zone in Harrow Road outside the street frontage of the construction site at 9-19 Mary Street, Auburn be replaced by ‘Works Zone, 7:00AM – 6:00PM, Monday – Friday, 8:00AM – 4:00PM, Saturday’ restrictions subject to Council’s standard conditions for a period of 26 weeks and subsequent extension if required, as per the attached plan; and
2. The existing ‘1/2 Hour Parking’ zone be re-instated once ‘Works Zone’ is not required.

ITEM EECTC-20-079 - PERCY STREET, AUBURN - PROPOSED “NO STOPPING” RESTRICTIONS AT THE CORNER OF RAWSON STREET

RECOMMENDATION

That the Traffic Committee recommends that:

1. The installation of a ‘No Stopping’ sign on the western side of Percy Street approach to Rawson Street, Auburn in accordance with the attached plan be approved; and
2. The adjacent property be notified of Council’s resolution.

ITEM EECTC-20-080 - SOUDAN STREET & WILLIAM STREET, MERRYLANDS –
PROPOSED 'NO STOPPING' SIGNS AND LINE MARKING AT THE CORNER

RECOMMENDATION

That the Traffic Committee recommends that:

1. The installation of 'No Stopping' signs and line marking at the roundabout of Soudan Street (Mombri Street) and William street in accordance with the attached plan be approved; and
2. The adjacent property be notified of Council's resolution.

ITEM EECTC-20-081 - BLAXCELL STREET, SOUTH GRANVILLE – PROPOSED
IMPROVEMENTS TO THE EXISTING PEDESTRIAN REFUGE BY NSW LAND AND
HOUSING CORPORATION AT THE CORNER OF AUBREY STREET

RECOMMENDATION

That the Traffic Committee recommends that:

1. The proposed improvements to the existing pedestrian refuge and associated signs and line marking on Blaxcell Street at its intersection with Aubrey Street 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; and
3. The adjacent properties be notified by NSW Land & Housing Corporation of Council's resolution.

Discussion:

RMS representative indicated that the the refuge islands be designed to Australian Standards.

GENERAL BUSINESS

The following general business was raised:

NEXT MEETING

Next Meeting 3 June 2020 at 9:30am

Item No: C05/20-446

NOTICE OF MOTION - 'NOBODY LEFT BEHIND' CAMPAIGN

Councillor: Ola Hamed and George Campbell
File Number: SC483

SUMMARY

Pursuant to Notice, Councillors Hamed and Campbell submitted the following Motion.

NOTICE OF MOTION

That Council:

- 1. Council acknowledge the 'Nobody Left Behind' campaign.**
- 2. Council sign on to the Refugee Council of Australia's open letter to the Australian Government which asks that all people in Australia are protected from the health and economic impacts of COVID-19 by:**
 - a. ensuring all people have access to medical treatment and Medicare for people seeking asylum;**
 - b. ensuring all people have a financial safety net so they are not forced into destitution; and**
 - c. preventing people from losing legal status and access to support.**
- 3. The open letter be sent to Prime Minister Scott Morrison, Treasurer Josh Frydenberg, Minister for Social Services Anne Ruston and Minister for Finance Mathias Cormann, as well as local State and Federal MPs.**

RESOURCING IMPLICATIONS

If supported, Council can action this Notice of Motion utilising existing staff resourcing.

GENERAL MANAGER ADVICE

Nil

ATTACHMENTS

1. PSA COVID19 Joint letter Councils RCOA [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-446

Attachment 1
PSA COVID19 Joint letter
Councils RCOA

1st May 2020

Prime Minister Scott Morrison

Parliament House
PO BOX 6022, Canberra ACT 2600

Dear Prime Minister Scott Morrison,

Local governments around the country are gravely concerned about the unfolding COVID-19 pandemic, and the impact it is already having on the most vulnerable members of our community. Many councils included in this letter are home to people seeking asylum living in our communities, many of whom are receiving limited to no support by the Federal Government at this critical time.

This cohort of people, including those that are awaiting an appeal process or who have exhausted their review options, are in a uniquely vulnerable situation. Many have already been exited from the Status Resolution Support Services (SRSS) program, and those that were fortunate enough to find work now face long-term unemployment as the economy contracts with casual jobs already having been the first to go.

Without access to a liveable income, demand for emergency relief and housing support has already increased, placing a growing strain on already overstretched service providers, and subsequently leaving many community members destitute with zero income to survive on.

The Government has already flagged people who were on the pathway to citizenship would have welfare waiting periods waived so they could access the same benefits as Australian job seekers. Students and apprentices have also received increases of \$550 to their fortnightly payments in response to COVID-19. These are commendable actions taken by the Morrison Government.

In light of these vital support measures, we are calling on the Federal Government to provide similar provisions for people seeking asylum. We believe as a matter of principle, people seeking asylum should have:

- **Access to Medicare** – During this global pandemic, our world-leading health system must be available to everyone, to protect themselves and those around them.
- **Income support for those out of work** – Many people seeking asylum have lost their jobs as a result of the COVID-19 economic downturn. They cannot return home. Therefore the Government should look to ensure they have the support necessary to avoid becoming destitute at this time. This could include enabling people seeking asylum on Bridging Visas to have access to the JobSeeker Payment for the duration of the pandemic, or at the very least, changing the eligibility criteria for SRSS.
- **Valid visas** – Visa security is necessary not only for people to access vital services but also to ensure that visa status, or the lack thereof, is not a barrier to people seeking COVID-19 testing and treatment. The Government needs to ensure people's visas are renewed before their expiry and to ensure there are no gaps where people are left destitute.

Without an adequate safety-net in place, it is not possible for people to protect themselves from infection and self-isolate themselves. To prevent the spread of the COVID-19 virus, the Government needs to ensure basic support to all members of the community facing destitution, as we are all in this together. This in turn protects the wider community and public health.

In the past week, we have seen in Singapore what can happen when we leave people – especially migrants – behind. More than 70% of the skyrocketing infections in that country have come from

migrant workers who have limited access to medical services, income support if they cannot work and appropriate housing where they can practice physical distancing. You have highlighted this risk of complacency yourself.

Once again, I thank the Federal Government for their decisive work thus far in mitigating the impact of COVID-19 on our communities and ask that this positive work be expanded to include people seeking asylum.

Please contact Marek Krol on 0413 280 903 or at marek.krol@cqd.vic.gov.au if you have any further questions in relation to this request.

Yours sincerely,

Mayor, [Insert Name]
[Insert Council]

Mayor, [Insert Name]
[Insert Council]

Mayor, [Insert Name]
[Insert Council]

Mayor, [Insert Name]
[Insert Council]

Item No: C05/20-447

NOTICE OF MOTION - PROGRAM SUPPORTING INTERNATIONAL STUDENTS

Councillor: Suman Saha and Kun Huang
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Saha and Huang submitted the following Motion.

NOTICE OF MOTION

That:

1. Council write to the NSW Premier requesting that the NSW Government adopt a program to support international students who have lost their jobs because of Coronavirus (COVID-19).
2. Such a program be similar to the Victorian Government's "Working for Victoria" program which is creating job opportunities for the unemployed that are suitable for international students to accept.


RESOURCING IMPLICATIONS

If supported, Council can action this Notice of Motion utilising existing staff resourcing.

GENERAL MANAGER ADVICE

Nil

ATTACHMENTS

1. Working for Victoria - Information for international students [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C05/20-447

Attachment 1

Working for Victoria - Information
for international students

WORKING FOR VICTORIA

Information for international students



The \$500 million Working for Victoria initiative helps Victorians, including international students who have lost their jobs as a result of coronavirus (COVID-19), find paid work that supports the community.

The Working for Victoria initiative is part of the Victorian Government's \$1.7 billion Economic Survival Package. The Working for Victoria Fund is designed to connect workers with new opportunities that will help our community and contribute to Victoria's ability to respond to the pandemic.

Working for Victoria is working with the public, private and not-for-profit sectors to identify these jobs.

We have partnered with Sidekicker to allow you to quickly find and apply for jobs.

What kind of work is available?

There will be a range of roles available across the state, including positions that comply with the work hour requirements for student visa holders. This work will provide vital contributions to our state's response to the pandemic and afford Victorians work security when it's needed most.

We are also connecting people to jobs in industries where demand for workers remains high.

This is a state-wide initiative and, where possible, we are keen to place people in jobs close to where they live.

Working for Victoria positions are to be paid at the award rate, or the site rate, whichever is higher.

Am I eligible?

You are eligible to participate in Working for Victoria if you are:

- legally able to work in Victoria; and
- are unemployed or have recently lost most of your income.

International students in Victoria can find more information and free support services at studymelbourne.vic.gov.au/coronavirus

What if I need training or accreditation?

Working for Victoria can help you to complete training or get accreditation you may need to start work.

How can I get involved?

If you are interested, please sign up and provide information about your job preferences, skills and experience at www.vic.gov.au/workingforvictoria

You will then start receiving updates about employment opportunities that you can apply for relevant to your interests and experience.

Item No: C05/20-448

NOTICE OF MOTION - ADVERTISING

Councillor: Glenn Elmore and Lisa Lake
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Elmore and Lake submitted the following Motion.

Noting:

- i. The amendments to the *Local Government (General) Regulation 2005* on 17 April 2020 to remove the requirement on councils to publish certain notices and advertisements in newspapers;
- ii. The amendments to the *Environmental Planning and Assessment Regulation 2000* on 17 April 2020 to require various notices and other documents under the *Environmental Planning and Assessment Act 1979* to be published online instead of in a local newspaper;
- iii. The current suspension of the print publication of free local newspapers “Auburn Review” and “Parramatta Advertiser”;
- iv. The financial pressures on Council, particularly from the coronavirus (COVID-19) crisis; and
- v. The availability of Council’s website, Facebook page, e-newsletter, Community News brochure, phone, webchat and email service to provide Council information with translation and interpretation options.

NOTICE OF MOTION

That Council immediately cease the publication of its Weekly News Update and Mayoral Message in Sydney-wide metropolitan newspapers.

RESOURCING IMPLICATIONS

If this motion is successful, it can be undertaken with existing staff resources.

GENERAL MANAGER ADVICE

The Mayoral Column has been a longstanding tradition in most Councils as a means of providing information to residents about Council initiatives, services and programs.

During times of a pandemic, residents are seeking information about Council services and programs available.

Currently, advertising with News Corp gives Council an opportunity to make residents aware of projects and activities that are underway. News Corp has a depth and breadth of audience that is very relevant to Council's work.

The current approach ultimately ensures transparency around Council's work and helps engage residents and to maximise their participation.

The suggested approach would effectively limit Council's ability to reach an audience that choose to consume information and news in a print format, namely – print media and newspapers. This would largely apply to an older population.

Cumberland City Council is one of the largest Councils in NSW and has a number of Have Your Say campaigns underway or approaching, which require high levels of public engagement.

Large Have Your Say campaigns may include direct letters to residents or signage at an affected site. However, this approach doesn't always capture residents that are not in the immediate area or are considered 'affected'.

Relying on digital channels like Facebook or e-news, assumes that the audience is digitally savvy; owns a computer or smart phone equipment; and uses electronic or social media as their preferred method of receiving information.

The print newsletter currently produced by Council is distributed each quarter. It may include ward-relevant news but as noted, the frequency of distribution is limited to each quarter (four times a year).

The Customer Service team is available to answer public queries. However, residents are more incline to enquire about projects and initiatives, if they know they are happening and these projects and initiatives have been promoted effectively.

ATTACHMENTS

Nil

Item No: C05/20-449

NOTICE OF MOTION - COMMUNITY SERVICE CENTRE

Councillor: Glenn Elmore and Ola Hamed
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Elmore and Hamed submitted the following Motion.

NOTICE OF MOTION

That:

- 1. The Merrylands Community Service Centre at Shop 1/205 Merrylands Rd Merrylands be closed immediately.**
- 2. Upon relaxation of current relevant COVID19 restrictions, the customer service counter at the Merrylands Administration Building be opened and operate with appropriate protective screens and social distancing measures.**

RESOURCING IMPLICATIONS

If supported, it is anticipated that this motion can be actioned utilising existing staff resourcing.

GENERAL MANAGER ADVICE

At present, the two customer service centres located at Merrylands and Auburn administration buildings are currently closed to the public, and Council is currently reviewing the operational requirements of re-opening these centres once Government restrictions are relaxed.

As part of this review, Council is investigating the feasibility of implementing measures such as the installation of protective screens and other social distancing measures including the installation of social distancing markers on the ground to enable a safe environment for Council staff and the community upon reopening.

It is noted however that medical advice is that the Coronavirus is likely to be around for an extended period and it would only take one case in the customer service team at either centre for the centre to be shut down again.

ATTACHMENTS

Nil

Item No: C05/20-450

NOTICE OF MOTION - STIMULUS FUNDS

Councillor: Lisa Lake and Suman Saha
File Number: SC486

SUMMARY

Pursuant to notice, Councillors Lake and Saha submitted the following Motion.

Noting that Cumberland City Council can play a significant role in driving the economic recovery of our local area from COVID through its capacity to build much needed local infrastructure and engage employees and contractors in this task.

NOTICE OF MOTION

That Council the Mayor write to the Premier and Minister for Local Government imploring the NSW Government to look beyond its low-interest loans package to the provision of direct funding to Councils for shovel-ready projects as an effective economic stimulus measure.

RESOURCING IMPLICATIONS

If Council were to receive direct funding from the state government then all the projects on the draft capital works program could proceed with no further impact on Council available cash. In the absence of this funding it is uncertain if all projects will be able to proceed. A full assessment of Council's financial capacity will be undertaken in July following the resumption of all Council essential services.

GENERAL MANAGER ADVICE

If this resolution is approved, Council will write to the Premier and Minister of Local Government and include a list of the general funded projects in next year's budget. Council would request a grant be provided to ensure all project can proceed. If a grant cannot be provided then Council may not be in a position to fund all projects due to the financial impacts of the current crisis impacting available funds.

ATTACHMENTS

Nil

Item No: C05/20-451

NOTICE OF MOTION - PUBLIC FORUM

Councillor: Lisa Lake and Suman Saha
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Lake and Saha submitted the following Motion.

NOTICE OF MOTION

That during the COVID19 closure of Council's public gallery, Public Forum be extended to also permit the public to address Council through audio and audio-visual recordings of no longer than 3 minutes, as well as through written/email submissions.

RESOURCING IMPLICATIONS

If supported, it is anticipated that this motion can be actioned utilising existing staff resourcing.

GENERAL MANAGER ADVICE

If supported, Council staff will investigate the technical capabilities of the existing platform utilised for Council meetings during the Covid-19 period, to ensure that this motion can be actioned without compromising the meeting experience and/or security of the live streaming service. An alternative solution such as a pre-recording of the public forum address could also be considered. If supported, any technical constraints on delivering this motion would be reported back to Council.

ATTACHMENTS

Nil

Item No: C05/20-452

NOTICE OF MOTION - REVENUE GENERATION OPPORTUNITIES

Councillor: Paul Garrard and Michael Zaiter
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Garrard and Zaiter submitted the following Motion.

NOTICE OF MOTION

That Council be provided with a report which identifies additional revenue generation opportunities from existing Council owned and/or managed land holdings and property leasing portfolio.

RESOURCING IMPLICATIONS

If supported, this motion can be actioned utilising existing staff resourcing.

GENERAL MANAGER ADVICE

Council has been actively improving revenue generation from its property portfolio in the past 18 months, including unwinding a number of historic agreements on peppercorn rental arrangements. This report would identify key leasing opportunities for Council both within the existing property portfolio, as well as any strategic parcels of land that Council could lease for improved revenue outcomes.

ATTACHMENTS

Nil

Item No: C05/20-453

NOTICE OF MOTION - COUNCIL'S LAND IN LANE STREET AND VERON STREET, WENTWORTHVILLE

Councillor: Michael Zaiter and Ned Attie
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Zaiter and Attie submitted the following Motion.

NOTICE OF MOTION

That Council:

- 1. Undertake an Expression of Interest process for the future use of Council's Land in Lane Street and Veron Street Wentworthville which encompass the Wentworthville Library, Community Centre and the car park east of Finlaysons Creek.**
- 2. Be provided with a report of the outcomes to Council's meeting within 3 months.**

RESOURCING IMPLICATIONS

If supported, in addition to existing staff resourcing this motion will require identification of \$200,000 within the budget for detailed consultancy, in order to undertake a feasibility study to inform the Expressions of Interest process.

GENERAL MANAGER ADVICE

If supported, it is noted that a detailed and well informed Expression of Interest process on this site to deliver the best outcomes for Council will take longer than 3 months to prepare and finalise. Prior to calling an Expressions Of Interest process, a feasibility study and master planning exercise of the subject site will be undertaken in consultation with the community to ensure community needs are met. If this motion is supported, Council will commence with a high level feasibility assessment funded to the value \$100,000 from S7.11 funds, with a report to be returned to Council during key milestones.

ATTACHMENTS

Nil

Item No: C05/20-454

NOTICE OF MOTION - NEW COMMUTER CAR PARK

Councillor: Michael Zaiter and Ned Attie
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Zaiter and Attie submitted the following Motion.

NOTICE OF MOTION

That Council:

- 1. Support the NSW Government's Transport initiatives for the construction of a new commuter car park in the North West section of the Cumberland LGA.**
- 2. Write to the Minister of transport with Council's preference for Civic Avenue Pendle Hill existing car park for a new multi story car park as the preferred location.**
- 3. Continue negotiations with the Department of Transport for the implementation of the project.**
- 4. Write to the Local Member Dr (Hugh) Paul Joseph Hugh McDermott and inform him of Council's decision.**

RESOURCING IMPLICATIONS

This motion can be actioned utilising existing staff resourcing.

GENERAL MANAGER ADVICE

Nil.

ATTACHMENTS

Nil

Item No: C05/20-455

NOTICE OF MOTION - COVID-19 TESTING FACILITIES

Councillor: Michael Zaiter and Ned Attie
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Zaiter and Attie submitted the following Motion.

NOTICE OF MOTION

That Council:

- 1. Write to the Federal and State departments of Health requesting the implementation of drive through COVID-19 testing facilities within the Cumberland LGA.**
- 2. Provide the Health Department with possible Council owned locations free of charge for the testing facilities and also identify any State or Federally owned land for possible locations.**

RESOURCING IMPLICATIONS

The request can be accommodated within existing resourcing.

GENERAL MANAGER ADVICE

The provision of Council owned sites for a testing facility would depend on the extent to which social distancing restrictions are eased and Council's requirements for these sites for the delivery of services.

ATTACHMENTS

Nil

Item No: C05/20-456

NOTICE OF MOTION - AMENDMENTS TO CODE OF MEETING PRACTICE

Councillor: Ned Attie and Eddy Sarkis
File Number: SC486

SUMMARY

Pursuant to Notice, Councillors Attie and Sarkis submitted the following Motion.

NOTICE OF MOTION

That Council:

- 1. Make the following amendments to the Code of Meeting Practice:**
 - a) Clause 3.10 – Remove the words "on the Monday,"**
 - b) Clause 4.1 – remove “of policy, the delivery of services, regulatory functions or issues of community concern” and add to the end: “on the business paper at the meeting of Council or Committee”.**
 - c) Clause 4.2 – add the words to the end: “for all speakers combined”.**
 - d) Clause 4.3 –**
 - i. Delete “Accepting requests received after this time will be at the discretion of the Chairperson. Where”.**
 - ii. Amend the sentence following the above sentence to be as follows: “The application must relates to an item of business on the Council meeting agenda, and the application must identify the item of business the applicant wishes to speak on, and whether the applicant wishes to speak ‘for’ or ‘against’ the item”.**
 - iii. Change “day of” to “day before”.**
 - e) Clause 4.4 – Delete “An increase in this number may be granted at the discretion of the chairperson.”**
 - f) Clause 4.9 – 3 minutes to be changed to 2 minutes.**
 - g) Clause 10.21 – extension of 3 minutes to be changed to extension of 1 minute.**
 - h) Clause 14.13 –3 speakers to be changed to 2 speakers and add the following to the end: “being no more than 1 for and 1 against”.**
 - i) Clause 14.16 – 3 speakers to be changed to 2 speakers and add the following to the end: “and being no more than 1 for and 1 against”.**
 - j) Clause 14.17 - 3 minutes to be changed to 2 minutes and add the words “with no extensions” after “to make representations”.**
 - k) Clause 19.12 – Delete “Note: Unless resolved otherwise, it is Council’s practice not to implement decisions of the Council until 5pm on the Friday following the Council and/ or committee meeting.”**

2. **Place the Draft Code of Meeting Practice on public exhibition for a period of 28 days with a report to be returned to Council following the exhibition period.**

RESOURCING IMPLICATIONS

If supported, this motion can be actioned utilising existing staff resourcing.

GENERAL MANAGER ADVICE

The proposed changes are possible and are not inconsistent with the mandatory provisions of the *Model Code of Meeting Practice* which all NSW Councils must adopt. The impact of changing notice of business to 9 business days prior to the Council meeting will require Councillors to submit Motions Pursuant to Notice on the day after a Council meeting is held for the next scheduled meeting under a fortnightly meeting schedule. This is different to Council's existing practice which has been that motions are due on the Monday, 9 days prior to the meeting. This will have less potential impact currently due to Council scheduling one Council meeting per month during the Covid-19 pandemic, but should be considered by Council in anticipation of restrictions being lifted and fortnightly Council meetings potentially occurring again in the coming months.

ATTACHMENTS

Nil

Item No: C05/20-457

QUESTIONS ON NOTICE - SUBMITTED BY COUNCILLOR LAKE

Responsible Division: General Manager
File Number: SC486

QUESTION/S:

In relation to Council's new Community Service Centre at Shop 1/205 Merrylands Rd Merrylands:

1. On what date was the decision made to create this new service centre?
2. Who made this decision?
3. What was the delegation relied upon to make this decision?
4. What is the reason for not bringing this matter to Council for decision?
5. What were the costs of the fit-out for this new centre?
6. From where in the budget were these funds allocated?
7. What are the ongoing annual costs of administering this new centre (including staffing, utilities, security, insurance and maintenance)?
8. What monies have been allocated to this centre in the next financial year?
9. From where will these funds be sourced?
10. Have protective screens been incorporated into the fit-out?
11. What are the dimensions of the waiting/seating area?
12. How many people can be accommodated in the waiting/seating area given current COVID-19 restrictions?
13. What social distancing measures have been introduced in the waiting/seating area?

ANSWER/S:

1. At the Council Incident Management Team initiation meeting held on Friday 13th March, a discussion was held in relation to giving consideration to a business continuity location for a community service centre if the Council administration buildings were rendered non-operational due to Covid-19. Subsequently, on the 17th March the decision to proceed was made.
2. Council's Director Works and Infrastructure.
3. The financial and operational delegations of the officer, as delegated by the General Manager.
4. This was an operational business continuity matter.
5. Approximately \$28,000. The shop was in a state of disrepair following a tenant eviction, and required maintenance works to ensure it could be leased in future.
6. Council's existing Maintenance Works budget.
7. Approximately \$16,000 per annum, excluding staffing costs which vary in accordance with the operating hours of the centre.
8. As outlined above, \$16,000 plus CPI indexation.

9. Internally from within existing operational budget.
10. Not at this stage.
11. Approximately 5 metres by 3 metres
12. Approximately three.
13. All requirements of the NSW Public Health order are being complied with.

ATTACHMENTS

Nil