



CUMBERLAND
CITY COUNCIL

Council Meeting

Wednesday, 21 July 2021 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 Joseph Rahme	0418 995 471	Joseph.Rahme@cumberland.nsw.gov.au
Clr Ola Hamed	0405 070 007	Ola.Hamed@cumberland.nsw.gov.au

Greystanes Ward

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

Regents Park Ward

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

South Granville Ward

Clr Paul Garrard	0414 504 504	Paul.Garrard@cumberland.nsw.gov.au
Clr Tom Zreika	0400 805 303	Tom.Zreika@cumberland.nsw.gov.au
Clr Glenn Elmore	0418 459 527	Glenn.Elmore@cumberland.nsw.gov.au

Wentworthville Ward

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

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

ORDER OF BUSINESS

- 1 Opening Prayer / Acknowledgement of Country / National Anthem**
- 2 Notice of Live Streaming of Council meeting**
- 3 Apologies / Requests for Leave of Absence**
- 4 Declarations of Pecuniary & Non Pecuniary Conflicts of Interest**
- 5 Confirmation of Previous Minutes**
C07/21-805 Minutes of the Ordinary Meeting of Council - 07 July 20215
- 6 Mayoral Minutes**
Nil
- 7 Public Forum / Presentation of Petitions**
- 8 Items Resolved by Exception**
- 9 Reports to Council**
General Manager
Nil
Director Community and Organisation Development
Nil
Director Finance & Governance
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- 11 Motions Pursuant to Notice**
Nil

12 Notices of Rescission

Nil

13 Questions on Notice

Nil

14 Closed Session Reports

C07/21-813 Outcome of Education and Care Services Tender Review

Note: Included in Closed Council in accordance with Section 10A(2)(d)(i) of the Local Government Act as the information involves commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

C07/21-814 Security Services Tender Outcome

Note: Included in Closed Council in accordance with Section 10A(2)(d)(i) of the Local Government Act as the information involves commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

C07/21-815 Tender Evaluation Report - Granville Pool Amenities Upgrade

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.

C07/21-816 Outcome of Expressions of Interest Process - Proposed New Council Administration Building

Note: Included in Closed Council in accordance with Section 10A(2)(c) of the Local Government Act as the information involves information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

C07/21-817 Outcome of Expression of Interest for Merrylands Civic Square

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: C07/21-805

MINUTES OF THE ORDINARY MEETING OF COUNCIL - 07 JULY 2021

Responsible Division:

Finance & Governance

Officer:

Director Finance & Governance

RECOMMENDATION

That Council confirm the minutes of the Ordinary Meeting of Council held on 07 July 2021.

ATTACHMENTS

1. Draft Minutes - 7 July 2021 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-805

Attachment 1
Draft Minutes - 7 July 2021

Minutes of the Council Meeting 7 July 2021

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
Peter Fitzgerald	Acting General Manager
Melissa Attia	Director Community & Organisation Development
Daniel Cavallo	Director Environment & Planning
Brendan Govers	Acting Director Works & Infrastructure
Richard Sheridan	Director Finance & Governance

Also Present:

Charlie Ayoub	Executive Manager Corporate Services
Colin McFadzean	General Counsel (via web conferencing)
Carol Karaki	Senior Coordinator Governance & Civic Events
Olivia Shields	Senior Governance & Civic Events Officer

The Mayor, Councillor Christou declared the meeting open at 6:35pm.

Note: The Mayor, Councillor Christou advised the Chamber that following the previous Council meeting and in accordance with S.226 of the Local Government Act 1993, he has suspended Council's Procedures regarding Councillors requesting Audio Visual Attendance at Council Meetings whilst the current NSW Public Health Order with additional restrictions was in place due to Covid-19. The Mayor, Councillor Christou encouraged all Councillors to wear face masks when not addressing the Chamber.

Opening Prayer

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

Acknowledgement of Country

The Mayor, Councillor Christou read the following Acknowledgement of Country:

"I would like to acknowledge the traditional owners of this land – the Darug People, and pay my respects to their elders past, present and emerging."

National Anthem

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

Notice of Live Streaming of Council Meeting

The Mayor, Councillor Christou advised that the Council meeting was being streamed live on Council's website and the recording of the proceedings of the Council Meeting were not permitted without the prior approval of Council.

Apologies/Leave of Absence

Nil.

Declarations of Pecuniary & Non Pecuniary Conflicts of Interest

Councillor Elmore declared a non-significant, non-pecuniary interest in Item C07/21-803 as one of the Senior Officers of one of the tenderers is a friend of his. As such, he would not be taking part in the consideration of this item.

Councillors Attie and Sarkis declared a less than significant, non-pecuniary interest in Items C07/21-797 and C07/21-798 as they are both members of the Sydney Central City Planning Panel. As such, they exited the Chamber during the consideration of these items.

The Acting General Manager, Peter Fitzgerald declared an interest in Item C07/21-804 as this item relates directly to his employment. As such, he exited the Chamber during the consideration of this item.

Confirmation of Minutes

Min.1206 C07/21-793 Minutes of the Ordinary Meeting of Council - 16 June 2021

Resolved (Sarkis/Cummings)

That Council confirm the minutes of the Ordinary Meeting of Council held on 16 June 2021.

Min.1207 MM07/21-64 – Mayoral Minute – Saving the Western Sydney Two Blues

Note: Councillor Cummings declared a significant, non-pecuniary interest in this item as he is a Director on the Board of Directors for the Western Sydney Two Blues. As such, he exited the Chamber at 6:42pm and returned to the Chamber at 6:45pm following the consideration of this item.

Resolved (Christou)

That Council:

1. Support the Mayoral Minute;
2. Write to Rugby Australia, urging them to reconsider a proposal to merge the Western Sydney Two Blues with West Harbour and Penrith Shute Shield Clubs;
3. Write to the NSW Shadow Minister for Sport and Minister for Sport requesting their full support in advocating for the Western Sydney Two Blues as a club in their own right in the Shute Shield competition; and
4. Write to other local State Members of Parliament, also requesting their full support and advocacy in relation to this matter.

Carried Unanimously

Min.1208 MM07/21-65 – Mayoral Minute – Advocacy for Overhead Bridge on Lower Prospect Canal Walkway

Resolved (Christou)

That Council:

1. Support the Mayoral Minute; and
2. Write to the Premier of NSW, advocating for the approval of funding to deliver this important infrastructure project as a matter of public safety.
3. Write to local State and Federal Members of Parliament and the Mayor of Blacktown City Council seeking their urgent support on this key local issue.

Carried Unanimously

Min.1209 MM07/21-66 – Mayoral Minute - Additional Covid-19 Support for Local Businesses and Community

Resolved (Christou)

That Council:

1. Suspend all unpaid outdoor dining and goods on display application and licence fees until 31 December 2021.
2. Implement rent deferral and relief arrangements on a case by case basis for commercial lessees impacted by Covid-19 who operate out of a Council owned facility.
3. Refund all cancelled casual hire bookings for council sporting venues or facilities whereby the function or event cannot go ahead due to the NSW Public Health Order.
4. Write to the relevant State and Federal Ministers seeking financial and other hardship support for local businesses.
5. Delegate to the Mayor and General Manager to implement the above and to revoke or amend these changes as restrictions are relaxed in accordance with Government directives.

Carried Unanimously

Min.1210 Items by Exception**Resolved (Sarkis/Cummings)**

That Council adopt items C07/21-794, C07/21-796, C07/21-800, C07/21-801 and C07/21-803 on the Council Agenda in bulk as per the recommendations in the reports.

Min.1211 C07/21-794 Cumberland Affordable Housing Policy - Post-Exhibition Report**Resolved (Sarkis/Cummings)**

That Council adopt the *Cumberland Affordable Housing Policy*, as provided in Attachment 2.

Min.1212 C07/21-796 Ibis Management Plan 2021: Post-Exhibition Report**Resolved (Sarkis/Cummings)**

That Council adopt the *Ibis Plan of Management 2021* as outlined in Attachment 1 of this report.

Min.1213 C07/21-800 Lidcombe Oval Grandstand Naming**Resolved (Sarkis/Cummings)**

That Council name the Lidcombe Oval grandstand, The Tommy Raudonikis Grandstand and install a signage as outlined in this report, subject to DA approval.

Min.1214 C07/21-801 Cumberland Heritage Committee - Minutes of Meeting Held 25 May 2021, Cumberland Local Heritage Rebate Program 2021 and Cumberland Local Heritage Awards 2021**Resolved (Sarkis/Cummings)**

That Council:

1. Receive the minutes of the Cumberland Heritage Committee meeting held on 25 May 2021 (Attachment 1).
2. Adopt the recommendations of the Cumberland Heritage Committee for the Cumberland Heritage Rebate Program 2021, as outlined in Table 1 of this report, and note that funds totalling \$29,288 will be allocated from the Cumberland Local Heritage Rebate Program 2021/22 budget.
3. Note the Cumberland Local Heritage Awards Program winners and highly commended prize recipients.
4. Note the Heritage Committee's decision to defer to the next Committee meeting the matter relating to a resident's request for Council's support for a proposed

nomination for the listing of the Lower Prospect Canal Reserve on the National Heritage Register.

Min.1215 C07/21-803 Tender Evaluation Report - Auburn Civic Centre Mechanical (Air Conditioning) Upgrade

Resolved (Sarkis/Cummings)

That Council:

1. Accept the Tender Evaluation Panel's recommendation to award the contract to Ryan Wilks Pty Ltd (ABN 82 056 662 938) in accordance with Clause 178(1)(a) of the *Local Government (General) Regulation 2005*, for \$861,148.71 (ex GST).
2. Delegate to the General Manager the authority to execute the contract and any associated documents.

Min.1216 Closed Session

Resolved (Attie/Garrard)

At this stage of the meeting being 6:58pm, the Mayor advised that in accordance with Section 10a of the *Local Government Act 1993*, the meeting would move into Closed Session, with access to the correspondence and reports relating to the items considered during the course of the closed session being withheld. This action was taken as the items listed were within the following provisions under Section 10a of the *Local Government Act*:-

(2) The matters and information are the following:

- (a) personnel matters concerning particular individuals (other than councillors),*
- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business,*
- (d) commercial information of a confidential nature that would, if disclosed*
- (i) prejudice the commercial position of the person who supplied it.*

Min.1217 Open Session

Resolved (Elmore/Cummings)

Council returned to Open Session at 7:32pm to resolve the below Confidential Items:

C07/21-804 Appointment of the General Manager

C07/21-797 Fresh Hope Care, Dunmore Street, Pendle Hill - Planning Proposal, Site-Specific Development Control Plan and Revised Public Benefit Offer

Min.1218 C07/21-804 Appointment of the General Manager

Resolved (Attie/Garrard)

That Council:

1. Following consideration of the recommendations in the Selection Report presented by Capstone Recruitment, appoint Mr Peter Fitzgerald to the role of General Manager for a term of five (5) years commencing from 30 August 2021; and
2. Authorise the Mayor to make a formal written offer of employment for the role of General Manager to Mr Peter Fitzgerald for a term of 5 (five) years and that the terms of this employment contract be consistent with the provisions of the Office of Local Government (OLG) Standard Contract for General Managers of Local Councils in New South Wales; and
3. Authorise the Mayor to work with Mr Gareth Broadrick of Capstone Recruitment in negotiating a suitable remuneration package in the range from \$400,000 per annum to \$430,000 per annum (Total Remuneration Package) to be offered to Mr Peter Fitzgerald under the terms of the employment contract referred to in (2) above; and
4. Pursuant to the requirements of the OLG Standard Contract for General Managers of Local Councils in New South Wales, affix the seal of Cumberland Council to the Employment Contract upon its execution.

Carried Unanimously

Min.1219 C07/21-797 Fresh Hope Care, Dunmore Street, Pendle Hill - Planning Proposal, Site-Specific Development Control Plan and Revised Public Benefit Offer

Note: Councillors Attie and Sarkis exited the Chamber at 7:04pm prior to the consideration of this item as they had declared a less than significant non-pecuniary interest in relation to this item.

Resolved (Zaiter/Rahme)

That Council not proceed with the planning proposal at this stage and seek to renegotiate the monetary component of the public benefit offer.

The Motion moved by Councillor Zaiter seconded by Councillor Rahme on being Put was declared CARRIED 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:	Christou, Cummings, Garrard, Rahme, Zaiter and Zreika.
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Councillor(s) Against the Motion:	Campbell, Elmore, Hamed, Huang, Lake and Saha.
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Min.1220 C07/21-798 Voluntary Planning Agreement - 4-12 Railway Street, Lidcombe

Note: Councillors Attie and Sarkis remained out of the Chamber and returned to the Chamber at 7:37pm following the consideration of this item as they had declared a less than significant non-pecuniary interest in relation to this item.

Resolved (Cummings/Garrard)

That Council:

1. Prepare and notify for 28 days a draft amended planning agreement and explanatory note for 4-12 Railway Street, Lidcombe, extending the timeframe for the dedication of the Designated Land by 12 months.
2. Delegate authority to the Mayor and Acting General Manager to execute the amended planning agreement on behalf of Council for 4-12 Railway Street, Lidcombe, subject to no significant objections on the draft agreement arising from exhibition.

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

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

Councillor(s) Against the Motion: Nil.

Min.1221 C07/21-799 Voluntary Planning Agreement - 1A and 1B Queen Street, Auburn**Resolved (Garrard/Cummings)**

That Council:

1. Prepare and notify for 28 days a draft amended planning agreement and explanatory note for 1A and 1B Queen Street, Auburn, extending the timeframe for the land dedication and intersection works by three years.
2. Delegate authority to the Mayor and Acting General Manager to execute the amended planning agreement on behalf of Council for 1A and 1B Queen Street, Auburn, subject to no significant objections on the draft agreement arising from exhibition.

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

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

Councillor(s) Against the Motion: Attie and Elmore.

Min.1222 C07/21-795 Submission on Proposed Employment Zones Reform

Motion (Lake/Saha)

That Council:

1. Endorse the draft submission at Attachment 3 and forward to the Department of Planning, Industry and Environment with the following amendment:
That the section of the submission relating to "Places of public worship" be amended so that it refers only to Council's concern with the draft Standard Instrument amendment not including places of public worship as a land use permitted with consent in the E4 General Industrial zone.
2. Delegate authority to the Acting General Manager to finalise the draft submission, including any minor typographical or editorial changes.

Amendment (Attie/Zaiter)

That Council:

1. Endorse the draft submission at Attachment 3 and forward to the Department of Planning, Industry and Environment with the following amendment:
That the section of the submission relating to "Places of public worship" be amended to include places of public worship as a land use permitted with consent in the E4 General Industrial zone.
2. Delegate authority to the Acting General Manager to finalise the draft submission, including any minor typographical or editorial changes.

The Amendment moved by Councillor Attie seconded by Councillor Zaiter 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 Amendment: Attie, Christou, Cummings, Garrard, Rahme, Sarkis, Zaiter and Zreika.

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

The Amendment moved by Councillor Attie seconded by Councillor Zaiter then became the motion.

The motion moved by Councillor Attie seconded by Councillor Zaiter on being Put was declared CARRIED to become the resolution of Council (as shown in the amendment).

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

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

C07/21-802 Questions on Notice - Submitted by Councillor Campbell

Note: Council received the answers to these questions as published in the Business Paper for this Ordinary Council Meeting (7 July 2021). Councillor Campbell requested further clarification from General Manager regarding the response provided.

Min.1223 Matter of Urgency – Councillor Attie

Resolved (Sarkis/Cummings)

That in accordance with Clause 3.27 of the adopted Code of Meeting Practice, the Matter of Urgency of Councillor Attie in relation to the review of the organisational structure be heard by Council.

Min.1224 Matter of Urgency – Review of Organisational Structure

Resolved (Attie/Zaiter)

That a report regarding the General Manager's review of the organisational structure be provided to the next Council Meeting.

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.

The Mayor, Councillor Christou closed the meeting at 8:04pm.

Chairperson_____ General Manager_____

Item No: C07/21-806

MONTHLY MANAGEMENT ACCOUNTS - MAY 2021

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 to provide an update to Council regarding Council's financial performance.

RECOMMENDATION

That Council receive the report.

REPORT

The following is the year-to-date (YTD) May 2021 report for Council and attached are the directorate reports. The following table provides a summary of the YTD actual against the approved budget. The YTD actual is favourable to the approved Q3 revised budget by \$2.2 million as at 31 May 2021. This is an improvement of \$0.6m in the variance since the April report.

With a 15% favourable budget result in May 2021, the Executive remains confident that Council can meet and most likely exceed the \$2.0m surplus for 30 June 2021.

EXECUTIVE SUMMARY - PROFIT AND LOSS

The following table provides a summary of YTD Actual against Forecast and reflects a YTD surplus of \$2.1 million as at 31 May 2021.

OPERATING	ORIGINAL BUDGET '\$000	APPROVED BUDGET '\$000	YTD ACTUAL \$000	YTD FORECAST \$000	YTD VARIANCE \$000	VARIANCE %
Operating Income	204,887	207,988	195,598	196,931	(\$1,333)	-0.7%
Capital Income	18,812	24,373	29,727	22,057	\$7,669	34.8%
Operating Expenses	204,322	202,194	179,568	183,061	\$3,493	1.9%
Surplus/-Deficit	19,377	30,166	45,756	35,927	\$9,829	27.4%
Surplus/-Deficit (Excl. Capital Inc.)	565	5,794	16,030	13,870	\$2,160	15.6%

Discussion May Year-to-date***Operating Income YTD \$195.6m, \$1.3m lower than budget.***

Income is lower than the Q3 revised budget as at May 2021. These variances are mainly due to:

- \$+(0.2) m Rates and Charges – Relating to expected income from supplementary.
- \$(0.9) m Other Revenue – Due to fines \$0.6m and low income from leases \$0.2m.
- \$(0.6) m Operating Grants – The timing of RMS grants is different to previous years and, as at the date of this report, the money has still not been received.
- +0.3 m Interest earned – There is a favourable trend in interest due to stock market increases.

Operating Expenses YTD \$179.6m, \$3.4m better than budget.

The expenses are \$3.4m (1.9% reduction) lower than the Q3 revised budget due to the following:

- Employee Costs \$0.9m – There are vacancies of \$0.1m in Community and Organisation Development, \$0.4m in the General Manager's budget and \$0.2m in Works and Infrastructure.
- Other Expenses \$1.4m – There was a timing difference for Electricity/Street Lighting \$0.3m, General Expenses \$0.1m, Function Expenses \$0.2m and Postage \$0.1m and other minor variances totalling \$0.6m (10 different categories).
- Material and Contracts \$1.5m – This is due to lower than expected expenditure of \$0.6m in contractors for the Works and Infrastructure directorate and \$0.9m in waste tipping fees.

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. The revenue and expenses will remain closely monitored.

CONCLUSION

The May year-to-date recurring budget position is 6.1% favourable to the budget. There is an expectation that 3.5% of this is related to timing differences, which means the savings are still around 2.3%.

ATTACHMENTS

1. Financial Summary by Directorate [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-806

Attachment 1
Financial Summary by Directorate

DIRECTORATE FINANCIAL PERFORMANCE

Works & Infrastructure	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE Better/ (Worse) \$m	ORIGINAL BUDGET \$m	APPROVED Q2 Revised BUDGET \$m	VARIANCE Better/ (Worse) \$m
Rates & Annual	41.55	41.56	(0.01)	40.10	41.59	1.49
User charges	9.62	9.25	0.37	10.99	9.95	(1.04)
Interest	0.00	0.01	(0.01)	0.05	0.02	(0.03)
Other revenue	7.13	7.66	(0.53)	7.89	8.56	0.67
Operating Grants	2.67	3.50	(0.83)	4.69	4.72	0.03
Capital Grants	18.24	10.63	7.61	0.72	12.26	11.54
Total Operating Income	79.22	72.61	6.61	64.44	77.10	12.66
Employee costs	29.28	29.44	0.16	33.42	32.01	1.42
Borrowing Costs	0.10	0.08	(0.02)	0.00	0.08	(0.08)
Materials	47.06	47.65	0.59	53.07	52.24	0.83
Other expenses	5.81	6.25	0.43	7.04	6.93	0.11
Depreciation	30.91	30.83	(0.08)	30.83	33.62	(2.79)
Internal charges	8.86	8.83	(0.04)	9.40	9.63	(0.23)
Total Operating Expenses	122.03	123.07	1.05	133.76	134.51	(0.75)
Surplus/(Deficit)	(42.81)	(50.46)	7.65	(69.32)	(57.41)	11.91
Surplus/(Deficit (Excl. Capital Inc.))	(61.05)	(61.09)	0.04	(70.04)	(69.67)	0.37

Community Development	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE Better/ (Worse) \$m	ORIGINAL BUDGET \$m	APPROVED Q2 Revised BUDGET \$m	VARIANCE Better/ (Worse) \$m
User charges	11.11	11.32	(0.21)	14.41	12.63	(1.78)
Other revenue	0.21	0.22	(0.01)	0.31	0.25	(0.06)
Operating Grants	5.43	5.25	0.18	2.28	5.67	3.39
Capital Grants	0.21	0.19	0.01	0.00	0.21	0.21
Total Operating Income	16.95	16.98	(0.03)	17.00	18.75	1.76
Employee costs	22.91	22.99	0.09	26.16	25.02	1.14
Materials	1.65	1.81	0.16	1.44	2.19	(0.75)
Other expenses	1.81	2.38	0.56	4.79	3.42	1.36
Depreciation	0.42	0.41	(0.01)	0.45	0.45	0.00
Internal charges	4.51	4.55	0.03	5.19	4.98	0.21
Total Operating Expenses	31.30	32.14	0.84	38.02	36.06	1.96
Surplus/(Deficit)	(14.35)	(15.16)	0.81	(21.03)	(17.31)	3.72
Surplus/(Deficit (Excl. Capital Inc.))	(14.55)	(15.35)	0.80	(21.03)	(17.51)	3.51

Finance & Governance	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE Better/ (Worse) \$m	ORIGINAL BUDGET \$m	APPROVED Q2 Revised BUDGET \$m	VARIANCE Better/ (Worse) \$m
Rates & Annual	100.67	100.88	(0.20)	100.59	100.93	0.34
User charges	1.23	1.24	(0.01)	1.62	1.48	(0.14)
Interest	2.47	2.18	0.28	3.01	2.35	(0.66)
Other revenue	1.65	1.89	(0.24)	3.23	7.39	4.16
Operating Grants	6.39	6.38	0.02	10.77	6.41	(4.36)
Capital Grants	1.04	1.04	0.00	0.00	1.04	1.04
Total Operating Income	113.46	113.60	(0.14)	119.22	119.60	0.39
Employee costs	9.25	9.33	0.08	10.53	10.15	0.38
Borrowing costs	1.02	1.02	(0.00)	1.03	1.09	(0.06)
Materials	1.30	1.76	0.46	2.14	2.16	(0.03)
Other expenses	9.98	10.28	0.30	12.64	11.93	0.71
Depreciation	2.79	2.68	(0.11)	2.30	2.93	(0.63)
Internal charges	(16.72)	(16.74)	(0.02)	(18.38)	(18.26)	(0.12)
Total Operating Expenses	7.62	8.34	0.72	10.25	10.01	0.24
Surplus/(Deficit)	105.84	105.26	0.58	108.97	109.59	0.62
Surplus/(Deficit (Excl. Capital Inc.))	104.80	104.22	0.58	108.97	108.55	(0.42)

Environment & Planning	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE Better/ (Worse) \$m	ORIGINAL BUDGET \$m	APPROVED Q2 Revised BUDGET \$m	VARIANCE Better/ (Worse) \$m
User charges	3.28	3.38	(0.11)	3.62	3.65	0.03
Other revenue	0.23	0.24	(0.01)	0.26	0.26	(0.00)
Operating Grants	1.23	1.20	0.03	0.28	1.35	1.07
Capital Grants	10.23	10.19	0.05	18.09	10.86	(7.23)
Total Operating Income	14.97	15.01	(0.04)	22.24	16.12	(6.13)
Employee costs	8.51	8.64	0.13	9.66	9.38	0.28
Materials	1.06	1.46	0.40	1.35	2.06	(0.72)
Other expenses	0.35	0.39	0.03	0.40	0.41	(0.01)
Internal charges	4.85	4.85	(0.00)	5.40	5.29	0.11
Total Operating Expenses	14.77	15.33	0.56	16.80	17.15	(0.34)
Surplus/(Deficit)	0.20	(0.32)	0.52	5.44	(1.03)	(6.47)
Surplus/(Deficit (Excl. Capital Inc.))	(10.03)	(10.51)	0.47	(12.65)	(11.89)	0.76

General Manager	YTD ACTUAL \$m	YTD FORECAST \$m	VARIANCE Better/ (Worse) \$m	ORIGINAL BUDGET \$m	APPROVED Q2 Revised BUDGET \$m	VARIANCE Better/ (Worse) \$m
Other revenue	0.03	0.09	(0.06)	0.10	0.09	(0.01)
Operating Grants	0.69	0.69	0.00	0.69	0.69	0.00
Total Operating Income	0.73	0.78	(0.06)	0.79	0.78	(0.01)
Employee costs	3.58	4.03	0.45	5.68	4.26	1.42
Materials	1.08	0.93	(0.16)	0.43	1.02	(0.59)
Other expenses	0.69	0.73	0.04	0.97	0.82	0.15
Depreciation	0.00	0.00	(0.00)	0.01	0.00	0.01
Internal charges	(1.50)	(1.50)	(0.00)	(1.60)	(1.64)	0.03
Total Operating Expenses	3.86	4.18	0.33	5.48	4.47	1.02
Surplus/(Deficit)	(3.13)	(3.40)	0.27	(4.69)	(3.68)	1.02
Surplus/(Deficit (Excl. Capital Inc.))	(3.13)	(3.40)	0.27	(4.69)	(3.68)	1.02

Item No: C07/21-807

INVESTMENT REPORT - JUNE 2021

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 June 2021.

RECOMMENDATION

That Council receive the 30 June 2021 Investment Report.

REPORT

Council's investment portfolio has a current market value of \$159,749,722. This represents a premium of \$1,032,009 above the face value of the portfolio being \$158,717,713 and generates a 2.10% average purchase yield. The following table reflects Council's holding in various investment categories.

Categories	Face Value (\$)	Current Value (\$)	Current Yield (%)
Bonds	7,750,000	8,103,691	2.1387
Cash	30,298,081	30,298,081	0.3122
Floating Rate Note	32,650,000	33,074,708	1.0057
Managed Funds	14,019,633	14,019,633	14.9378
Term Deposit	74,000,000	74,253,610	0.8584
	158,717,713	159,749,722	2.0971

Investment Portfolio Performance

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

Council's bonds and floating rate notes had an increase of \$225,701 in their Fair Value during the 2020/21 Financial Year.

Performance – Current Month 30 June 2021

For the month of June, Council's portfolio generated interest earnings of \$249,060. This is \$134,041 higher than the budget of \$115,019 and outperformed against the AusBond Bank Bill Index by 0.15%, as detailed below:-

Monthly Results	Income	Budget	Variance	Portfolio Performance	AusBond BB Index	Outperformance
Total Portfolio	249,060	115,019	134,041	0.15%	0.00%	0.15%

Performance – Year-to-date 30 June 2021

For the year-to-date, Council's portfolio generated interest earnings of \$2,414,789. This is \$506,789 higher than the budget of \$1,908,000 and outperformed the AusBond Bank Bill Index by 1.78%, as per below:-

FYTD Results	Income	Budget	Variance	Portfolio Performance	AusBond BB Index	Outperformance
Total Portfolio	2,414,789	1,908,000	506,789	1.84%	0.06%	1.78%

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 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

This report seeks to certify 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 Report June 2021 [↓](#)
2. Investment Commentary June 2021 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-807

Attachment 1
Investment Report June 2021



**Investment Summary Report
June 2021**

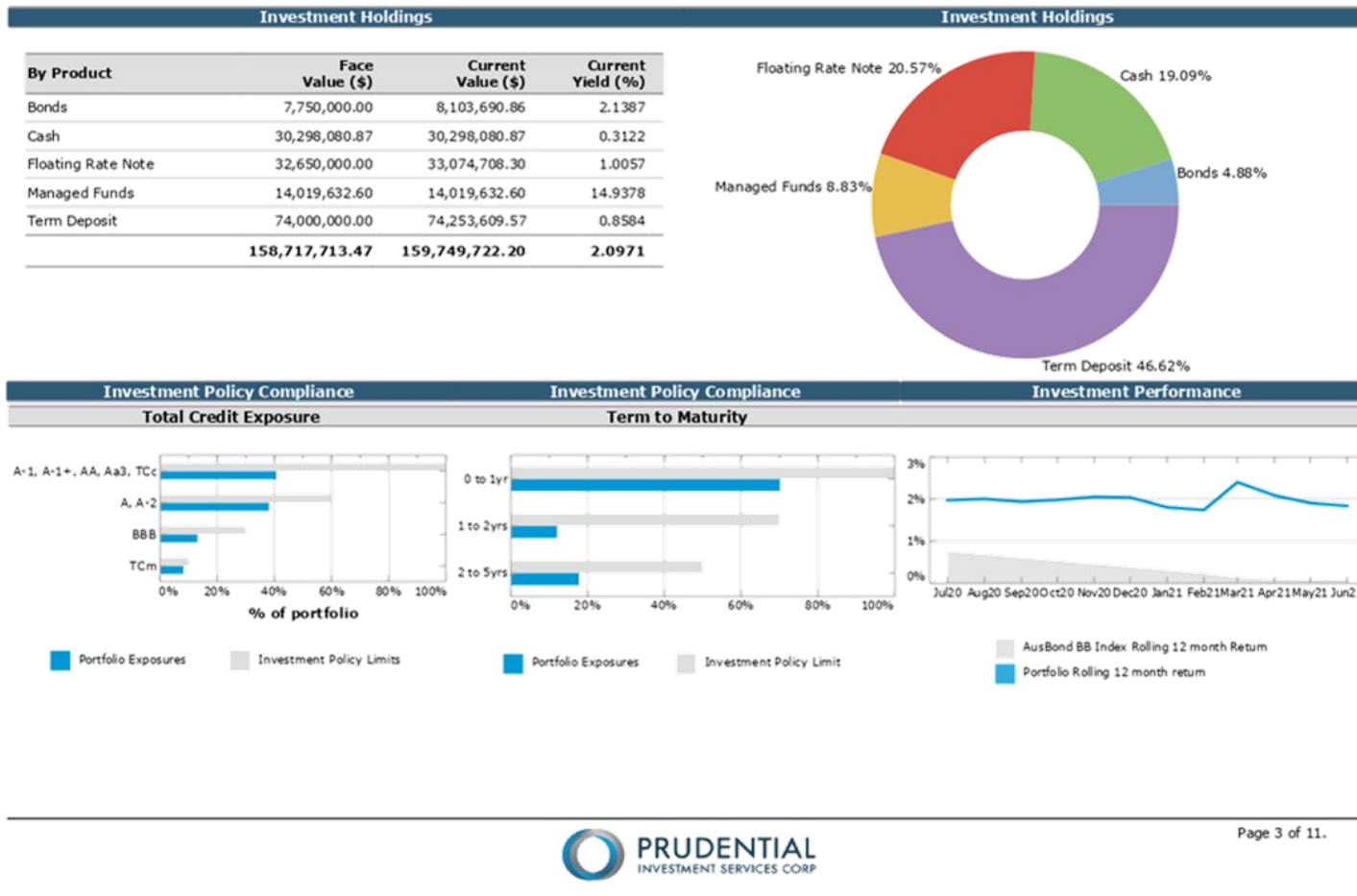


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Cumberland Council
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Cumberland Council
Executive Summary - June 2021



Cumberland Council
Investment Summary Report - June 2021



Cash Accounts

Face Value (\$)	Rate (%pa)	Institution	Credit Rating	Current Value (\$)	Deal No.
8,368,930.23	0.0000%	Commonwealth Bank of Australia	A-1+	8,368,930.23	250385
4,750,000.00	0.1000%	Commonwealth Bank of Australia	A-1+	4,750,000.00	533672
3,100,207.78	0.4000%	ME Bank	A-2	3,100,207.78	539882
14,078,942.86	0.5500%	AMP Bank	A-2	14,078,942.86	540125
30,298,080.87	0.3122%			30,298,080.87	

Managed Funds

Face Value (\$)	Monthly Return (%)	Institution	Credit Rating	Capital Base (\$)	Current Value (\$)	Deal No.	Fund Name
1,451,446.49	0.0072%	NSW T-Corp (Cash)	TCc	985,661.91	1,451,446.49	204877	Cash Fund
12,568,186.11	1.2741%	NSW T-Corp (MT)	TCm	12,000,000.00	12,568,186.11	538647	Medium Term Growth Fund
14,019,632.60					14,019,632.60		

Term Deposits

Purchase Date	Maturity Date	Term Days	Face Value (\$)	Rate (%pa)	Institution	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency
2-Sep-20	12-Jul-21	313	4,000,000.00	0.8000%	National Australia Bank	A-1+	4,000,000.00	4,026,476.71	540180	26,476.71	At Maturity
2-Mar-21	9-Aug-21	160	4,000,000.00	0.4500%	ME Bank	A-2	4,000,000.00	4,005,967.12	540993	5,967.12	At Maturity
14-Sep-20	27-Sep-21	378	4,000,000.00	0.7600%	National Australia Bank	A-1+	4,000,000.00	4,024,153.42	540238	24,153.42	At Maturity
4-Sep-19	4-Oct-21	761	3,000,000.00	1.7000%	Bank of Queensland	A-2	3,000,000.00	3,041,917.81	538486	41,917.81	Annually
4-Sep-19	11-Oct-21	768	3,000,000.00	1.7000%	Bank of Queensland	A-2	3,000,000.00	3,041,917.81	538488	41,917.81	Annually
19-Nov-20	19-Nov-21	365	3,000,000.00	0.6000%	Westpac Group	A-1+	3,000,000.00	3,011,046.58	540583	11,046.58	At Maturity
15-Dec-20	15-Dec-21	365	4,000,000.00	0.7500%	AMP Bank	A-2	4,000,000.00	4,016,273.97	540706	16,273.97	At Maturity
23-Mar-21	20-Dec-21	272	3,000,000.00	0.4500%	ME Bank	A-2	3,000,000.00	3,003,698.63	541212	3,698.63	At Maturity
21-Dec-20	21-Dec-21	365	1,000,000.00	0.7500%	Macquarie Bank	A-1	1,000,000.00	1,003,945.21	540719	3,945.21	At Maturity



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Cumberland Council
Investment Summary Report - June 2021



Term Deposits

Purchase Date	Maturity Date	Term Days	Face Value (\$)	Rate (%pa)	Institution	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency
19-Apr-21	24-Jan-22	280	4,000,000.00	0.3700%	Commonwealth Bank of Australia	A-1+	4,000,000.00	4,002,960.00	541268	2,960.00	At Maturity
8-Mar-21	7-Mar-22	364	4,000,000.00	0.4300%	Commonwealth Bank of Australia	A-1+	4,000,000.00	4,005,419.18	541094	5,419.18	At Maturity
23-Mar-21	21-Mar-22	363	4,000,000.00	0.4100%	Commonwealth Bank of Australia	A-1+	4,000,000.00	4,004,493.15	541213	4,493.15	At Maturity
1-Apr-21	28-Mar-22	361	4,000,000.00	0.5000%	ME Bank	A-2	4,000,000.00	4,004,986.30	541237	4,986.30	At Maturity
1-Jun-21	11-Apr-22	314	3,000,000.00	0.3700%	Commonwealth Bank of Australia	A-1+	3,000,000.00	3,000,912.33	541449	912.33	At Maturity
24-May-19	23-May-22	1095	2,000,000.00	2.4000%	Bank of Queensland	A-2	2,000,000.00	2,004,997.26	537973	4,997.26	Annually
30-May-19	30-May-22	1096	2,000,000.00	2.4000%	Bank of Queensland	A-2	2,000,000.00	2,004,076.71	537991	4,076.71	Annually
7-Jun-21	6-Jun-22	364	2,000,000.00	0.5000%	ME Bank	A-2	2,000,000.00	2,000,657.53	541497	657.53	At Maturity
11-Jun-19	14-Jun-22	1099	2,000,000.00	2.2500%	Bank of Queensland	A-2	2,000,000.00	2,002,465.75	538030	2,465.75	Annually
1-Jun-21	14-Jun-22	378	4,000,000.00	0.3900%	Commonwealth Bank of Australia	A-1+	4,000,000.00	4,001,282.19	541448	1,282.19	SemiAnnually
28-Jun-21	4-Jul-22	371	3,000,000.00	0.4400%	Commonwealth Bank of Australia	AA-	3,000,000.00	3,000,108.49	541593	108.49	SemiAnnually
24-Aug-20	24-Aug-22	730	5,000,000.00	0.9500%	Bank of Queensland	BBB+	5,000,000.00	5,040,472.60	540138	40,472.60	Annually
24-May-19	22-May-23	1459	2,000,000.00	2.5500%	Bank of Queensland	BBB+	2,000,000.00	2,005,309.59	537974	5,309.59	Annually
30-Jun-21	3-Jul-23	733	4,000,000.00	0.6500%	National Australia Bank	AA-	4,000,000.00	4,000,071.23	541603	71.23	Annually
			74,000,000.00	0.8584%			74,000,000.00	74,253,609.57			253,609.57

Floating Rate Notes

Purchase Date	Maturity Date	Term Days	Face Value (\$)	Rate (%pa)	Security Name	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Next Coupon Date
30-Aug-18	30-Aug-21	1096	1,000,000.00	1.3360%	BOZ "SRI" Snr FRN (Aug21) BBSW+1.30%	A-2	1,000,000.00	1,002,804.68	536987	1,134.68	30-Aug-21
6-Sep-18	6-Sep-21	1096	1,000,000.00	1.2750%	GSB Snr FRN (Sep21) BBSW+1.25%	A-2	1,000,000.00	1,002,838.36	537050	838.36	6-Sep-21
10-Sep-18	10-Sep-21	1096	2,000,000.00	1.1045%	AMP Snr FRN (Sep21) BBSW+1.08%	A-2	2,000,000.00	2,002,650.93	537065	1,270.93	10-Sep-21



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Cumberland Council
Investment Summary Report - June 2021



Floating Rate Notes

Purchase Date	Maturity Date	Term Days	Face Value (\$)	Rate (%pa)	Security Name	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Next Coupon Date
31-May-19	10-Sep-21	833	3,000,000.00	1.1045%	AMP Snr FRN (Sep21) BBSW+1.08%	A-2	3,021,240.00	3,003,976.40	537992	1,906.40	10-Sep-21
18-Jul-19	18-Jul-22	1096	1,650,000.00	1.0241%	ME Bank Snr FRN (Jul22) BBSW+0.98%	BBB	1,650,000.00	1,666,975.53	538175	3,379.53	19-Jul-21
25-Jan-18	25-Jan-23	1826	1,000,000.00	1.0917%	BEN Snr FRN (Jan23) BBSW+1.05%	BBB+	1,000,000.00	1,014,614.12	536142	1,944.12	26-Jul-21
21-Mar-18	6-Feb-23	1783	500,000.00	1.4400%	NPBS Snr FRN (Feb23) BBSW+1.40%	BBB	501,370.00	508,274.66	536444	1,104.66	6-Aug-21
9-May-18	9-May-23	1826	3,000,000.00	0.9438%	ANZ Snr FRN (May23) BBSW+0.90%	AA-	3,000,000.00	3,045,643.78	536582	4,033.78	9-Aug-21
19-Jun-19	19-Jun-24	1827	2,000,000.00	0.9481%	NAB Snr FRN (Jun24) BBSW+0.92%	AA-	2,000,000.00	2,040,679.51	538035	519.51	20-Sep-21
29-Aug-19	18-Jul-24	1785	4,000,000.00	1.0741%	BoQ Snr FRN (Jul24) BBSW+1.03%	BBB+	4,021,640.00	4,086,072.80	538417	8,592.80	19-Jul-21
12-Aug-19	30-Jul-24	1814	2,500,000.00	0.8200%	SUN Snr FRN (Jul24) BBSW+0.78%	A+	2,495,800.00	2,536,407.19	538383	3,482.19	30-Jul-21
7-Aug-19	7-Aug-24	1827	3,000,000.00	0.8421%	MAC Snr FRN (Aug24) BBSW+0.80%	A+	3,000,000.00	3,039,868.37	538349	3,806.75	9-Aug-21
29-Aug-19	29-Aug-24	1827	2,000,000.00	0.8060%	ANZ Snr FRN (Aug24) BBSW+0.77%	AA-	2,000,000.00	2,034,120.22	538412	1,369.10	30-Aug-21
4-Feb-20	4-Feb-25	1827	4,000,000.00	1.1620%	NPBS Snr FRN (Feb25) BBSW+1.12%	BBB	4,000,000.00	4,088,665.86	539180	7,385.86	4-Aug-21
6-May-21	6-May-26	1826	2,000,000.00	0.6700%	BoQ Snr FRN (May26) BBSW+0.63%	BBB+	2,000,000.00	2,001,115.89	541296	2,055.89	6-Aug-21
			32,650,000.00	1.0057%			32,690,050.00	33,074,708.30			42,824.56

Fixed Rate Bonds

Purchase Date	Maturity Date	Term Days	Face Value (\$)	Rate (%pa)	Security Name	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Purchase Yield
10-Mar-21	15-Jun-23	827	3,000,000.00	0.7000%	NT T-Corp Bond (Jun23) 0.70%	Aa3	3,000,000.00	3,000,920.55	541095	920.55	0.7000%
11-Jan-19	11-Jan-24	1826	2,500,000.00	3.0000%	CBA Snr Bond (Jan24) 3.00%	AA-	2,500,000.00	2,683,483.52	537455	35,233.52	3.1850%
8-Feb-19	8-Feb-24	1826	2,250,000.00	3.1000%	ANZ Snr Bond (Feb24) 3.10%	AA-	2,250,000.00	2,419,286.79	537488	27,401.79	3.1125%
			7,750,000.00	2.1387%			7,750,000.00	8,103,690.85			63,555.85
											2.2020%



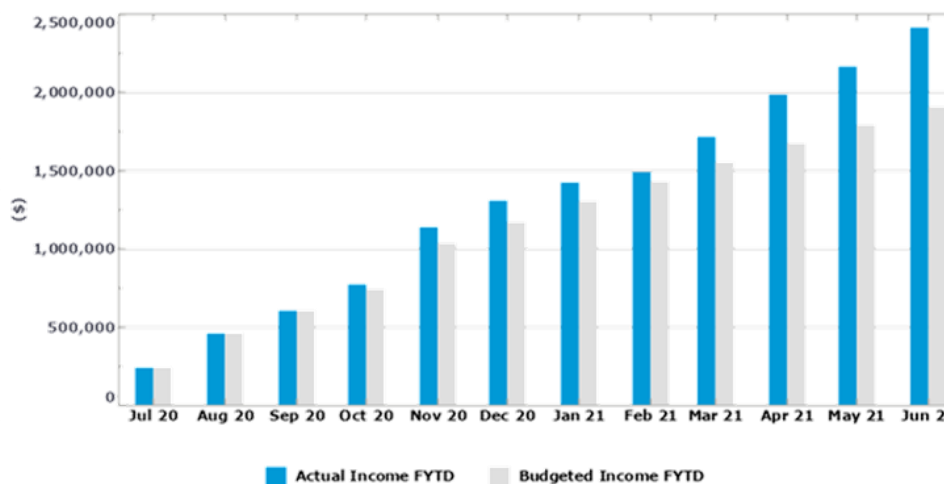
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Cumberland Council
Actual Interest Report - June 2021

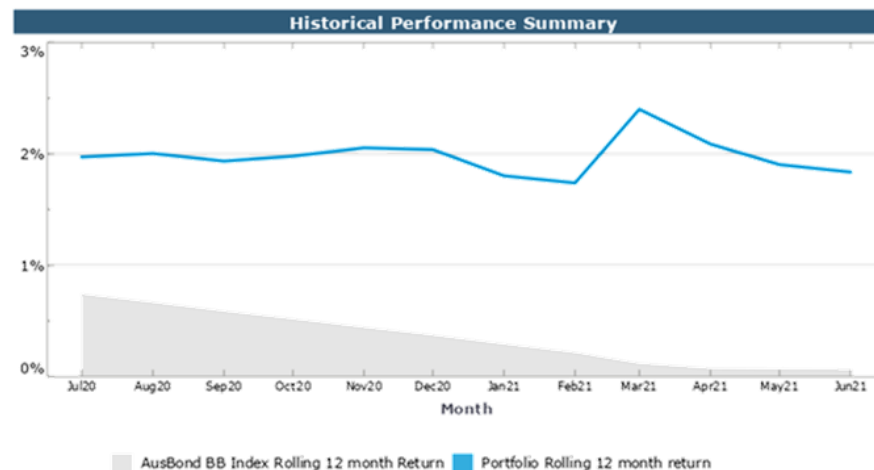


Budgeted vs Actual Returns

	Monthly Income (\$)	YTD Actual (\$)	YTD Budgeted (\$)
July 2020	241,669	241,669	241,669
August 2020	218,847	460,516	460,516
September 2020	145,297	605,813	605,813
October 2020	167,867	773,680	744,146
November 2020	366,043	1,139,723	1,037,980
December 2020	169,484	1,309,208	1,171,313
January 2021	115,531	1,424,738	1,304,646
February 2021	66,614	1,491,353	1,430,480
March 2021	225,306	1,716,659	1,553,813
April 2021	269,444	1,986,103	1,674,646
May 2021	179,627	2,165,730	1,792,981
June 2021	249,060	2,414,789	1,908,000



Cumberland Council
Investment Performance Report - June 2021



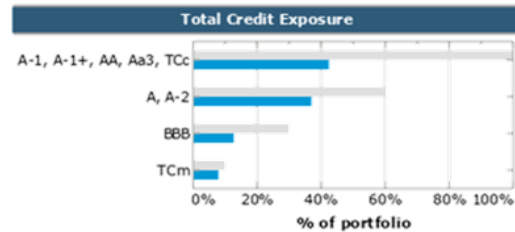
Historical Performance Summary (Annualised)					
	1 Month	3 Months	6 Months	FYTD	12 months
Portfolio Return (1)	1.81%	1.75%	1.30%	1.84%	1.84%
Index Return (2)	0.03%	0.04%	0.02%	0.06%	0.06%
Outperformance (3)	1.78%	1.71%	1.28%	1.78%	1.78%

- (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)	0.15%	0.43%	0.64%	1.84%	1.84%
Index Return (2)	0.00%	0.01%	0.01%	0.06%	0.06%
Outperformance (3)	0.15%	0.42%	0.63%	1.78%	1.78%

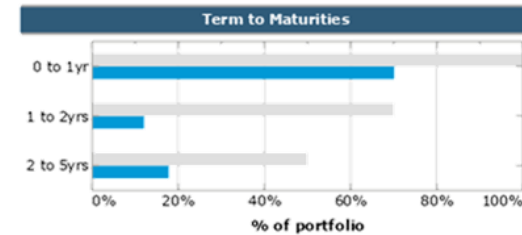
- (1) Portfolio Return is the annualised rate of return for the portfolio for the specified period
 (2) The Index Return is the Bloomberg AusBond Bank Bill Index
 (3) Outperformance is the excess of the Portfolio Return over the Index Return

Cumberland Council
Investment Policy Compliance Report - June 2021



■ Portfolio Exposure ■ Investment Policy Limit

Credit Rating		Exposures		Policy Max	
		(\$)	(%)		
Long Term	AA	18,750,000			
Long Term	Aa3	3,000,000			
Short Term	A-1	1,000,000			
Short Term	A-1+	43,118,930			
Short Term	TCc	1,451,446			
		67,320,377	42%	100%	□
Long Term	A	5,500,000			
Short Term	A-2	53,179,151			
		58,679,151	37%	60%	□
Long Term	BBB	20,150,000			
		20,150,000	13%	30%	□
Short Term	TCm	12,568,186			
		12,568,186	8%	10%	□
		158,717,713	100%		

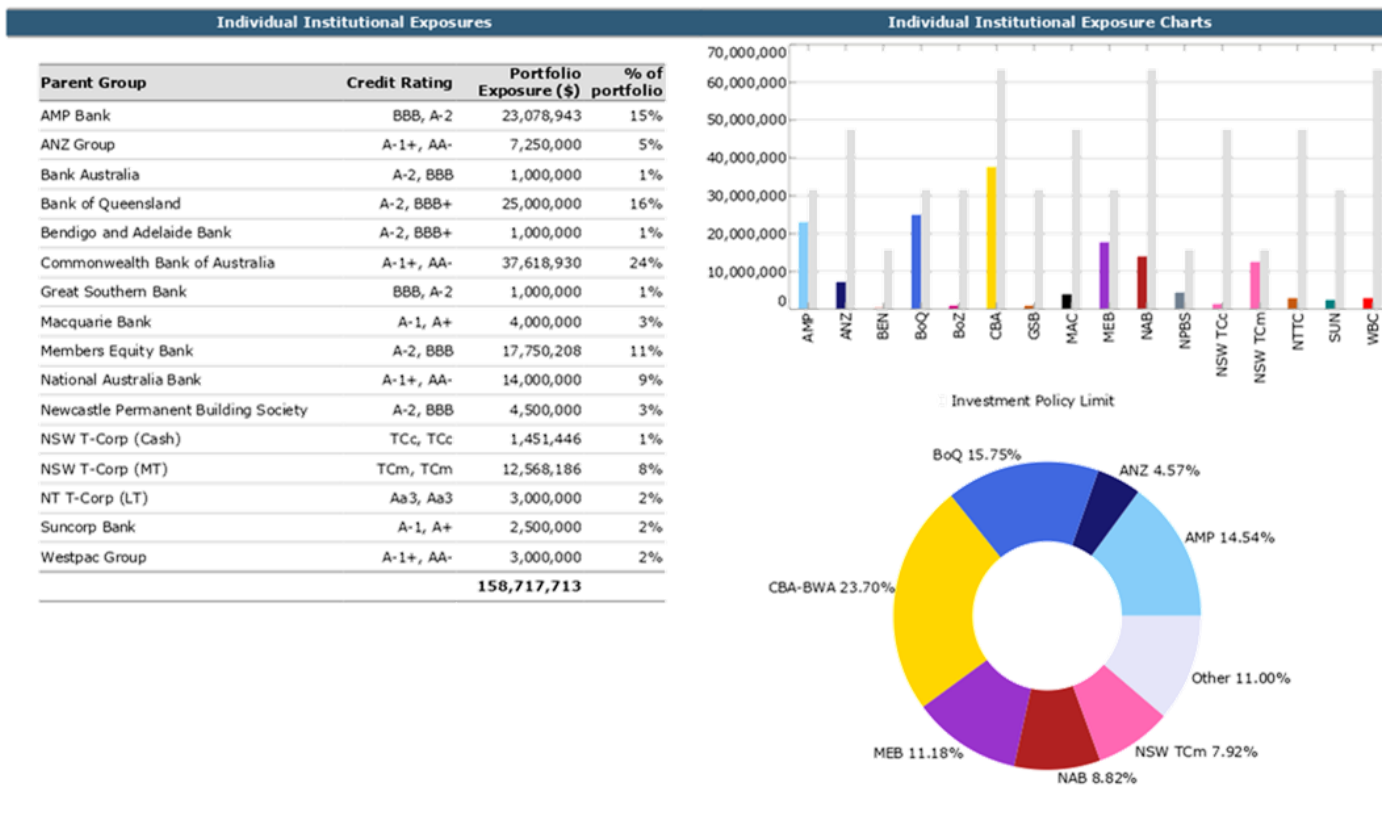


■ Portfolio Exposure ■ Investment Policy Limit

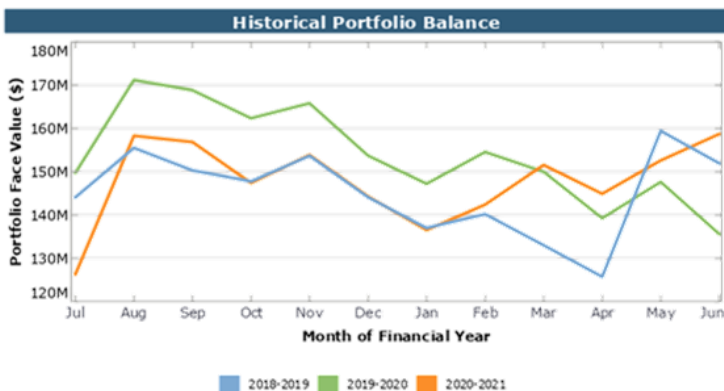
Policy Minimum	Exposures		Min
	(\$)	(%)	(%)
Less than 3 months	63,317,713	40%	10% □
Between 3 months and 1 year	48,000,000	30%	20% □
Policy Maximum			
	(\$)	(%)	(%)
Between 1 and 2 years	19,150,000	12%	70% □
Between 2 and 5 years	28,250,000	18%	50% □
	158,717,713		

□ = compliant
□ = non compliant

Cumberland Council
Individual Institutional Exposures Report - June 2021



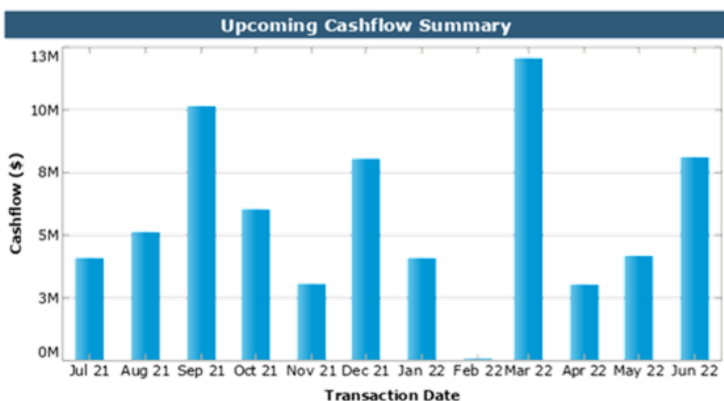
Cumberland Council
Investment Cashflows - June 2021



Historical Portfolio Balance

	2020-2021	2019-2020	2018-2019
July	\$126,316,815	\$149,746,425	\$144,080,941
August	\$158,305,957	\$171,194,994	\$155,505,088
September	\$156,863,144	\$168,825,526	\$150,313,187
October	\$147,404,163	\$162,351,811	\$147,766,470
November	\$153,875,260	\$165,813,514	\$153,672,885
December	\$144,298,002	\$153,714,732	\$144,091,226
January	\$136,521,059	\$147,208,089	\$137,015,520
February	\$142,399,060	\$154,552,547	\$140,191,555
March	\$151,553,467	\$149,988,069	\$133,016,214
April	\$144,900,008	\$139,269,346	\$125,735,228
May	\$152,601,778	\$147,636,618	\$159,429,160
June	\$158,717,713	\$135,604,806	\$151,946,000

Average 12 month Portfolio Balance 147,813,036



Upcoming Cashflow Summary

	Amount
July 21	\$4,089,059
August 21	\$5,128,088
September 21	\$10,155,868
October 21	\$6,031,700
November 21	\$3,052,475
December 21	\$8,052,288
January 22	\$4,086,491
February 22	\$69,180
March 22	\$12,057,971
April 22	\$3,032,138
May 22	\$4,180,258
June 22	\$8,114,079

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-807

Attachment 2
Investment Commentary June
2021



Cumberland City Council Economic and Investment Portfolio Commentary June 2021

Global issues:

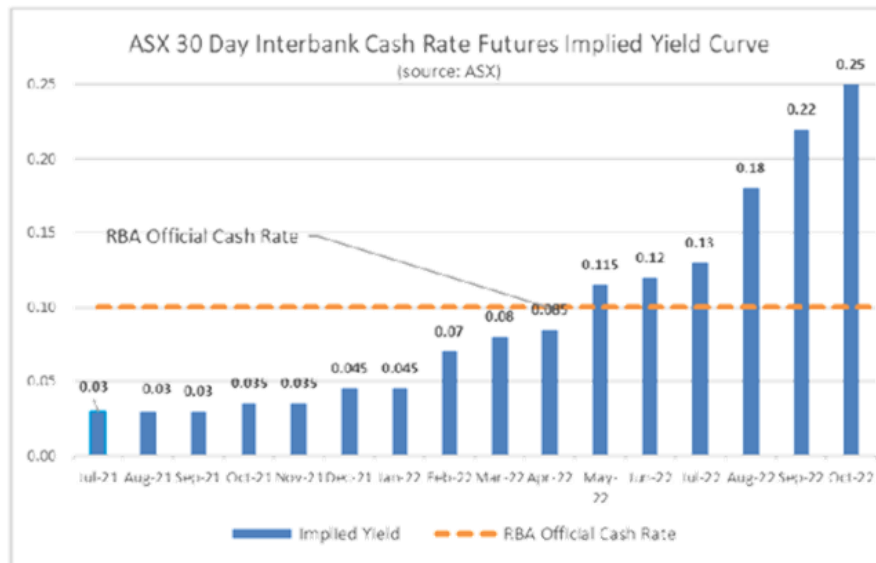
- In the US, another sharp rise in consumer price inflation, for the second month in a row, gave the financial markets another fright. But a deeper dive into the numbers revealed the rise was mainly driven by a small group of industries impacted by bottlenecks and the reopening of the US economy: new and used cars, airfares and rental cars.
- Economists widely expect the inflationary environment in the US will be temporary as production ramps up, stimulus measures are pared back and consumer spending on goods declines. Consequently, it is expected that the US Federal Reserve will not be raising interest rates until 2023.
- Global business conditions surveys are showing strong readings from the US, UK and particularly Europe which is benefiting from re-openings across the continent.

Domestic issues:

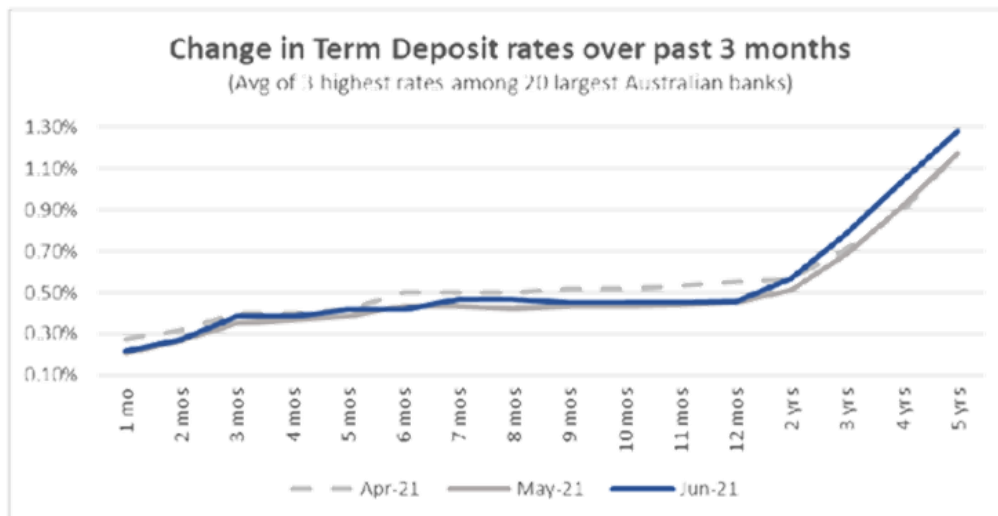
- Latest Gross Domestic Product (GDP) data surprised the market on the upside with economic growth in the March quarter up 1.80% resulting in year over year growth of 1.10% versus estimates of + 0.70%.
- The strong March Qtr result has taken Australian GDP above its pre-pandemic levels, one of only a handful of countries to achieve this. However, the widescale virus related lockdowns at the end of June have many economists adjusting their June Qtr estimates lower.
- The Covid related stimulus measure which has been providing very cheap funding to Australian ADIs, the Term Funding Facility, came to an end in June. While other measures are in place to help keep market rates low, it is anticipated that yields on long term bank investment products will start to increase modestly.

Interest rates

- Providing the economy recovers quickly from the current round of lockdowns, it is widely expected that the RBA will shorten its timeframe for a rate rise from 2024 to sometime in 2023. Many economists, and the market, are projecting a rise in the official cash rate to 0.25% in late 2022.



- In June, short dated term deposit rates remained in line with their May averages. Average rates in the 2-5 year area started to increase aided by inflation expectations and the impending end of the RBA's Term Funding Facility. Floating rate options in the 3-5 year range are recommended for consideration vs fixed rate alternatives.





Investment Portfolio Commentary

Council's investment portfolio posted a return of 1.81%pa for the month of June versus the bank bill index benchmark return of 0.03%pa. For the past 12 months, the investment portfolio returned 1.84%pa, exceeding the bank bill index benchmark's 0.06%pa by 1.78%pa.

During June, Council's investment portfolio had \$12m across 10mos, 1yr, 2yr and 3yr TDs mature at an average yield of 1.32%pa. Council invested \$19m across a series of 10mos, 1yr and 2yr deposits at an average rate of 0.47%pa, indicative of the drop in interest rates over the past several years.

The TCorpIM MT Growth Fund had gained 1.27% in June. The Australian share market rose 2.6% for the month with the IT sector rebounding from a down month in May to be the best performing sector in June (+6.8%). After strong results in May, the Financial sector gave back some of its gains to be worst performer in June (-1.2%). Overseas markets were mostly stronger with the US S&P 500 (+2.3%), European S&P350 (+1.7%), and Japanese S&P 500 (+1.1%) all recording advances while the Chinese S&P 300 slipped backward slightly (-0.9%).

Council has a well-diversified portfolio invested among a range of term deposits, fixed and floating rate bonds from government issuers and highly rated Australian ADIs as well as growth assets via holdings in the NSW TCorp Medium Term Growth Fund. Council remains within its investment policy credit limits and term to maturity limits while generating sound returns above benchmark in the current low interest environment.

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.

Item No: C07/21-808

REPORT ON VARIATIONS FOR DEVELOPMENT STANDARDS APPROVED UNDER DELEGATION - APRIL TO JUNE 2021 QUARTER

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PS20/002
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

The purpose of this report is to provide details of the development applications where a variation to a development standard has been approved under delegation in accordance with the reporting requirements of the Planning circular PS 20-002 issued by the Department of Planning, Industry and Environment on 5 May 2020.

RECOMMENDATION

That Council receive and note this report.

REPORT

On 5 May 2020 the Department of Planning, Industry and Environment issued Planning Circular PS 20-002 *Variations to Development Standards*. The purpose of the circular is as follows:

“to advise consent authorities of arrangements for when the Secretary’s concurrence to vary development standards may be assumed (including when council or its Independent Hearing and Assessment Panel are to determine applications when development standards are varied) and clarify requirements around reporting and record keeping where that concurrence has been assumed.”

By way of background, the objective of clause 4.6 of a Local Environmental Plan (LEP) is to provide an appropriate degree of flexibility in applying certain development standards so as to achieve better outcomes for and from development. The clause is a mechanism by which a development standard within a planning instrument can be varied provided that particular requirements are satisfied. A Planning instrument includes an LEP, State Environmental Planning Policy or Regional Environmental Plan. In the case of Cumberland City Council, the relevant LEP’s are the Auburn LEP 2010, Holroyd LEP 2013 and Parramatta LEP 2011.

Clause 4.6 also requires that development consent must not be granted for development that contravenes a development standard unless the concurrence of the Planning Secretary has been obtained. The circular however, provides that consent

authorities can assume the concurrence of the Planning Secretary under clause 4.6 of an LEP (which adopts the *Standard Instrument (Local Environmental Plans) Order 2006*), or any other provision of an environment planning instrument to the same effect, in accordance with Clause 64 of the Environmental Planning and Assessment Regulations 2000 with the following exceptions of relevance to the purpose of this report:

- A delegate of Council cannot assume the Secretary's concurrence if the development contravenes a numerical standard by greater than 10%; or the variation is to a non-numerical standard.

This restriction does not apply to decisions made by the Cumberland Local Planning Panel and the Sydney Central City Planning Panel who are not legal delegates of Council.

Procedural and reporting requirements

In addition to maintaining a publicly available online register of all variations to development standards approved by a consent authority or its delegates and submitting a report of all approved variations (including those made under delegation) through the NSW Planning Portal, the Department is now also requiring that a report of variations approved under delegation from a council be provided to a meeting of the Council at least once each quarter.

CLAUSE 4.6 VARIATIONS TO DEVELOPMENT STANDARDS APPROVED UNDER DELEGATION				
DA No. & Determination date	Address	Description of Development	Development Standard	Extent of Variation
<i>April – June Quarter</i>				
DA2020/0677 approved on 6 May 2021	61 Kiama Street, Greystanes	Demolition of existing structures and construction of an attached two storey dual occupancy with associated Torrens-title subdivision into two (2) lots	4.1B - Minimum lot sizes for dual occupancies	0.83% (4.9m ²)

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 reporting obligations required by Planning Circular PS 20-002 issued by the Department of Planning, Industry and Environment on 5 May 2020, with regards to variations to development standards approved under delegation have been satisfied. It is recommended that Council receive and note this report.

ATTACHMENTS

1. Planning Circular – Variations to Development Standards [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-808

Attachment 1

Planning Circular – Variations to
Development Standards



Planning circular

PLANNING SYSTEM

Varying Development Standards

Circular	PS 20-002
Issued	5 May 2020
Related	Revokes PS 17-006 (December 2017), PS 19-005

Variations to development standards

This circular is to advise consent authorities of arrangements for when the Secretary's concurrence to vary development standards may be assumed (including when council or its Independent Hearing and Assessment Panel are to determine applications when development standards are varied) and clarify requirements around reporting and record keeping where that concurrence has been assumed.

Overview of assumed concurrence

This circular replaces Planning Circular PS 18-003 and issues assumed concurrence, governance and reporting requirements for consent authorities. It also advises that council reports are to come through the Planning Portal, and of the repeal of SEPP 1.

All consent authorities may assume the Secretary's concurrence under:

- clause 4.6 of a local environmental plan that adopts the *Standard Instrument (Local Environmental Plans) Order 2006* or any other provision of an environmental planning instrument to the same effector
- *State Environmental Planning Policy No 1 – Development Standards* for land included in an old Interim Development Order (IDO) or Planning Scheme Ordinance (PSO).

However, the assumed concurrence is subject to conditions (see below).

The assumed concurrence notice takes effect immediately and applies to pending development applications.

Any existing variation agreed to by the Secretary of Planning, Industry and Environment to a previous notice will continue to have effect under the attached notice.

Assumed concurrence conditions

Lot size standards for dwellings in rural areas

The Secretary's concurrence may not be assumed for a development standard relating to the minimum lot size required for erection of a dwelling on land in one of the following land use zones, if the lot is less than 90% of the required minimum lot size:

- Zone RU1 Primary Production, Zone RU2 Rural Landscape, Zone RU3 Forestry, Zone

RU4 Primary Production Small Lots, Zone RU6 Transition

- Zone R5 Large Lot Residential
- Zone E2 Environmental Conservation, Zone E3 Environmental Management, Zone E4 Environmental Living
- a land use zone that is equivalent to one of the above land use zones

This condition will only apply to local and regionally significant development.

Numerical and non-numerical development standards

The Secretary's concurrence may not be assumed by a delegate of council if:

- the development contravenes a numerical standard by greater than 10%; or
- the variation is to a non-numerical standard.

This restriction does not apply to decisions made by independent hearing and assessment panels, formally known as local planning panels, who exercise consent authority functions on behalf of councils, but are not legally delegates of the council (see section 231).

The purpose of the restriction on assumed concurrence for variations of numerical and non-numerical standards applying to delegates is to ensure that variations of this nature are considered by the council or its independent hearing and assessment panel and that they are subject to greater public scrutiny than decisions made by council staff under delegation.

In all other circumstances, delegates of a consent authority may assume the Secretary's concurrence in accordance with the attached written notice.

Independent hearing and assessment panels

From 1 March 2018, councils in Sydney and Wollongong were required to have independent hearing and assessment panels that will determine development applications on behalf of councils (see section 231).

The attached notice allows independent hearing and assessment panels to assume the Secretary's concurrence because they are exercising the council's functions as a consent authority.

Independent hearing and assessment panels established by councils before 1 March 2018 also make decisions on behalf of councils. The attached notice applies to existing panels in the same way as it applies to panels established after 1 March 2018.

Regionally significant development

Sydney district and regional planning panels may also assume the Secretary's concurrence where development standards will be contravened.

The restriction on delegates determining applications involving numerical or non-numerical standards does not apply to all regionally significant development. This is because all regionally significant development is determined by a panel and is not delegated to council staff.

However, the restriction on assuming concurrence to vary lot size standards for dwellings in rural areas will continue to apply to regionally significant development. The Secretary's concurrence will need to be obtained for these proposals in the same way as it would for local development.

State significant development and development where a Minister is the consent authority

Consent authorities for State significant development (SSD) may also assume the Secretary's concurrence where development standards will be contravened. This arrangement also applies to other development for which a Minister is the consent authority for the same reasons.

Any matters arising from contravening development standards will be dealt with in Departmental assessment reports.

The restriction on assuming concurrence to vary lot size standards for dwellings in rural areas will not apply to SSD or where a Minister is the consent authority for the same reasons.

Notification of assumed concurrence

Under clause 64 of the *Environmental Planning and Assessment Regulation 2000*, consent authorities are notified that they may assume the Secretary's concurrence for exceptions to development standards for applications made under clause 4.6 of the SILEP (or any other provision of an environmental planning instrument to the same effect).

The notice takes effect on the day that it is published on the Department of Planning, Industry and Environment's website (i.e. the date of issue of this circular) and applies to pending development applications.

Procedural and reporting requirements

In order to ensure transparency and integrity in the planning framework the below Departmental monitoring and reporting measures must be followed when development standards are being varied:

- Proposed variations to development standards cannot be considered without a written application objecting to the development standard and dealing with the matters required to be addressed by the relevant instrument.
- A publicly available online register of all variations to development standards approved by the consent authority or its delegates is to be established and maintained. This register must include the development application number and description, the property address, the standard to be varied and the extent of the variation.
- A report of all variations approved (including under delegation) must be submitted through the NSW Planning Portal at <https://www.planningportal.nsw.gov.au/reporting/online-submission-planning-data> within four weeks of the end of each quarter (i.e. March, June, September and December) in the form provided by the Department.
- A report of all variations approved under delegation from a council must be provided to a meeting of the council meeting at least once each quarter.

Councils are to ensure these procedures and reporting requirements are carried out on behalf of Independent Hearing and Assessment Panels and Sydney district or regional planning panels.

Audit

The Department will continue to carry out random audits to ensure the monitoring and reporting measures are complied with. The Department and the NSW Independent Commission Against Corruption will continue to review and refine the audit strategy.

Should ongoing non-compliance be identified with one or more consent authorities, the Secretary will consider revoking the notice allowing concurrence to be assumed, either generally for a consent authority or for a specific type of development.

Repeal of State Environmental Planning Policy No 1 – Development Standards (SEPP 1)

The repeal of SEPP 1 came into effect from 1 February 2020 as part of the SEPP Review Program to update and simplify the NSW Planning system.

SEPP 1 is repealed in circumstances where a standard instrument LEP applies in a local council

area. The amendments included the insertion of two clauses into the *SEPP (Concurrences and Consents) 2018*. Clause 6 provides for the continued operation of SEPP 1 where an Interim Development Order (IDO) or a Planning Scheme Ordinance (PSO) is in effect. Clause 7 is a savings provision which continues to apply SEPP 1 for applications that were made prior to the repeal but are yet to be determined.

Further information

A Guide on Varying Development Standards 2011 is available to assist applicants and councils on the procedures for managing SEPP 1 and clause 4.6 applications to vary standards.

Links to the Standard Instrument can be found on the NSW Legislation website at: www.legislation.nsw.gov.au

For further information please contact the Department of Planning, Industry and Environment's information centre on 1300 305 695.

Department of Planning, Industry and Environment circulars are available at: planning.nsw.gov.au/circulars

Authorised by:

Marcus Ray
Group Deputy Secretary,
Planning and Assessment
Department of Planning, Industry and Environment

Important note: This circular does not constitute legal advice. Users are advised to seek professional advice and refer to the relevant legislation, as necessary, before taking action in relation to any matters covered by this circular.

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Item No: C07/21-809

PLANNING PROPOSAL - 233, 249-259 MERRYLANDS ROAD AND 52-54 MCFARLANE STREET, MERRYLANDS

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PP2021/0001
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This planning proposal applies to land at 233, 249-259 Merrylands Road and 52-54 McFarlane Street, Merrylands, which is approved for a mixed-use precinct with five buildings (Buildings A, B, C, D and E) containing 776 apartment buildings, retail and commercial tenancies, childcare facility and basement parking.

The primary purpose of the planning proposal is to facilitate the delivery of additional residential apartments on approved Buildings D and E and to regularise the approved height control for Building A.

The Planning Proposal Request was placed on early consultation in April 2021 and reported to the Cumberland Local Planning Panel in June 2021. In response to preliminary public feedback and the Panel's advice, it is recommended that Council prepares an amended planning proposal to include additional information regarding the strategic merit of the proposal, and alternate planning controls to limit potential amenity impacts on surrounding sites and protect the supply of commercial floor space in the Merrylands town centre.

It is recommended that the amended planning proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Should a Gateway Determination be received, Council officers will enter into discussions with the Proponent to negotiate and prepare a Voluntary Planning Agreement consistent with legislative and policy requirements.

RECOMMENDATION

That Council:

- 1. Endorse a planning proposal for 233, 249-259 Merrylands Road and 52-54 McFarlane Street, Merrylands, that seeks to amend the *Holroyd Local Environmental Plan 2013*, to:**
 - a. Increase Height of Buildings (HOB) controls for:**
 - i. Building D from 55m (16 storeys) to 64m (19 storeys)**

- ii. **Building E from 77m (23 storeys) to 84m (25 storeys)**
- iii. **Building A from 55m (16 storeys) to 77m (23 storeys).**
- b. **increase the Floor Space Ratio control for Buildings D and E from 5.5:1 to 7.5:1.**
- 2. **Endorse that the planning proposal for 233, 249-259 Merrylands Road and 52-54 McFarlane 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.**

REPORT

Background

In April 2021, Merrylands Investment Co Pty Ltd (the Proponent) lodged a Planning Proposal Request with Council for land at 233 Merrylands Road, 249-259 Merrylands Road, and 52-54 McFarlane Street, Merrylands (the site).

The site is approved for a mixed-use precinct with five buildings (Buildings A, B, C, D and E) containing 776 apartment buildings, retail and commercial tenancies, childcare facility, and basement parking.

The Proponent's Planning Proposal Request seeks to increase the height of Buildings D and E by five storeys to accommodate an additional 90 residential apartments, which would increase the total number of apartments to 866.

The Proponent seeks to achieve the intended outcome via the following amendments to the *Holroyd Local Environmental Plan 2013*:

- Increase the height of buildings controls for:
 - Building D from 55m (16 storeys) to 71m (21 storeys)
 - Building E from 77m (23 storeys) to 93m (28 storeys)
 - Building A from 55m (16 storeys) to 77m (23 storeys) to regularise the height already approved for that building
- Increase the floor space ratio control for Buildings D and E from 5.5:1 to 7.5:1
- Remove the application of Clause 4.4(2B) from Buildings D and E, noting that the purpose of this clause is to 'cap' residential floor space to a maximum FSR of 1.7:1 for developments in the Merrylands town centre.

It is noted that, if Council was to proceed with the Proponent's requested controls, a further 10 per cent in height could potentially be achieved under design excellence provisions which would likely accommodate an additional 30 residential apartments.

The Request included a public benefit offer for the Proponent to enter into a Voluntary Planning Agreement with Council post-Gateway for construction and embellishment of a laneway and provision of storage space/community facilities to be leased to Council at a nominal rate.

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

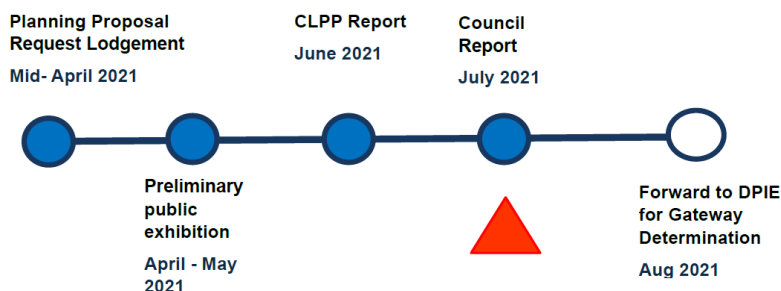


Figure 1 Planning Proposal Status

The site and its context

The site is approximately 12,418m² in area and comprises 15 lots, as shown in Figure 2 and legally described as follows:

- 233 Merrylands Road, Merrylands (Lots 22, 25 and 26 Section A of DP 7916 and Lot 10 DP 814298, Lot 5 DP 17401)
- 249-259 Merrylands Road, Merrylands (Lot 27, 28 and 29 Section A DP 7916, Lots 5, 6, 7, 8, 9 and 10 DP 244047)
- 52-54 McFarlane Street, Merrylands (Lot 1 DP 1178575).

The Planning Proposal Request relates primarily to Buildings D and E. It also seeks a minor housekeeping amendment to Building A. The location of these buildings is shown in Figure 3.



Figure 2: The site (outlined in red)

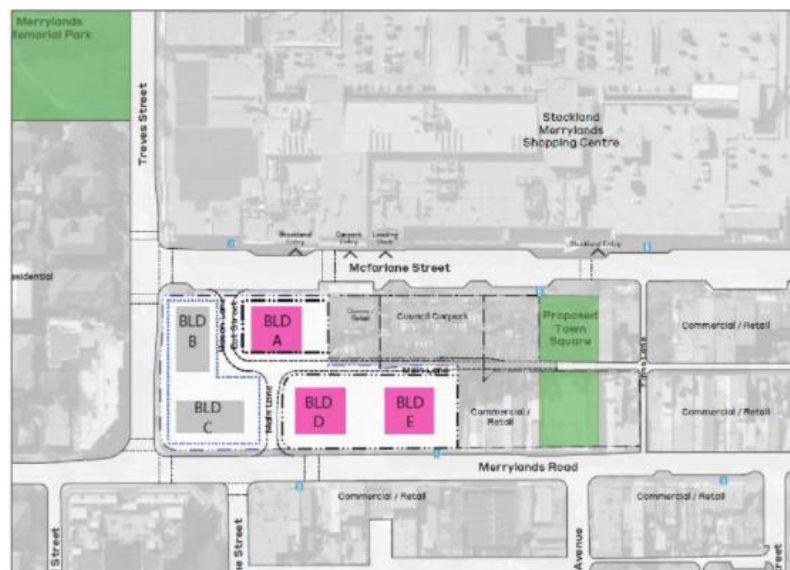


Figure 3: Location of Buildings A, D and E (shown in pink)

Regional context

The site is in Merrylands Town Centre, approximately 25 kilometres west of the Sydney CBD and 3.5 kilometres south of Parramatta CBD.

Merrylands Town Centre is Cumberland City's proposed strategic centre, providing a diverse range of higher order services and facilities, retail/commercial and residential opportunities.

The site is highly accessible to services and facilities within Merrylands Town Centre itself and other key centres and corridors in Cumberland and beyond, with Merrylands Train Station within 400 metres (to the east) and public bus services along both Merrylands Road and McFarlane Street. Major arterial roads servicing the region include Woodville Road, M4 Motorway, and the Cumberland Highway.

Local context

The site is on the western side of the Merrylands Station and McFarlane Precinct, bounded by McFarlane Street from the north, Treves Street from the west and Merrylands Road from the south.

Currently, the Merrylands Station and McFarlane Precinct is characterised by a mix of retail/commercial uses, including Stockland Shopping Centre (to the north), a small-scale strip retail (along Pitt Street, Merrylands Road, Treves Street and McFarlane Street), near new mixed-use high-density residential developments, coupled with older style (circa 1970s to 1990s) three level walk-up apartment complexes. The site itself has been cleared and is undergoing site remediation work and construction.

The local area is well-served by a range of active and passive recreational facilities of various scales, including Central Gardens, Memorial and King Parks, Ted Burge Reserve, Merrylands Park, Merrylands Swimming Centre, and Granville Park. The proposed new Merrylands Civic Square is located 50m east of the site (coloured green in Figure 3).

Approved development scheme

The site is approved for a mixed-use precinct with five buildings (Buildings A, B, C, D and E) containing 776 apartment buildings, retail and commercial tenancies, childcare facility, basement parking (DA2016/127, DA2020/0220, MOD2021/0123). The number of approved residential apartments and commercial and retail tenancies are shown in Table 1 below.

It is noted that the development scheme was modified to satisfy conditions of a Design Excellence Certificate issued by Council on 6 August 2020. Notably, Condition (a) required the Proponent to amend the architectural plans to demonstrate greater variety in utility, size, and character of communal open spaces throughout the development.

The modified scheme is based on a review of the scheme by Project Architect, Woods Bagot, which resulted in a reduction in the amount of gross floor area (GFA) allocated to residential uses and an increase in GFA for all other uses (Table 2). The loss of GFA for residential uses, equates to approximately 14 apartments.

Building	Description
A	25 storey building containing 229 residential apartments with six ground floor and six first floor commercial tenancies.
B	17 storey building containing 105 residential apartments with one ground floor retail tenancy and first floor childcare centre for 60 children with outdoor play area.
C	13 storey building containing 100 residential apartments with three ground floor retail premises, one ground floor

	commercial tenancy and four first floor commercial tenancies.
D	17 storey building containing 135 residential apartments with four ground floor retail tenancies including a supermarket.
E	25 storey building containing 207 residential units and two ground floor retail tenancies.

Table 1: Approved development scheme

Use	Gross Floor Area (m2)		
	Approved DA	Approved MOD	Difference
Residential	60,554	59,460.30	-1,093.70
Commercial	3,724	3,797.90	73.90
Retail/supermarket	4,687	5,067.30	380.30
Child Care Centre	752	789.8	37.80
Communal	685	952.9	267.90
Total GFA	70,402	70,068.30	-333.70

Table 2: Modified GFAs

Planning Controls

Existing Planning Controls

The site is subject to planning controls contained in *Holroyd LEP 2013*. The following key controls apply to the site:

- Land Zone: B4 Mixed Use and SP2 Local Road
- Height of Buildings: 55m (Z), 77m (AA3)
- Floor Space Ratio: 5.5:1 (Z2).

The site is also identified on Land Reservation Acquisition and Design Excellence mapping. Figure 4 to Figure 8 contain LEP mapping extracts for the above controls.

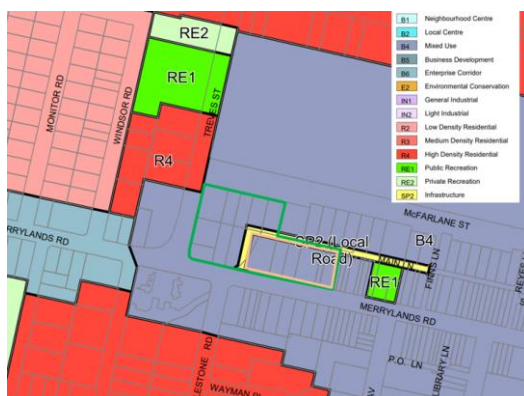


Figure 4: Land Zoning

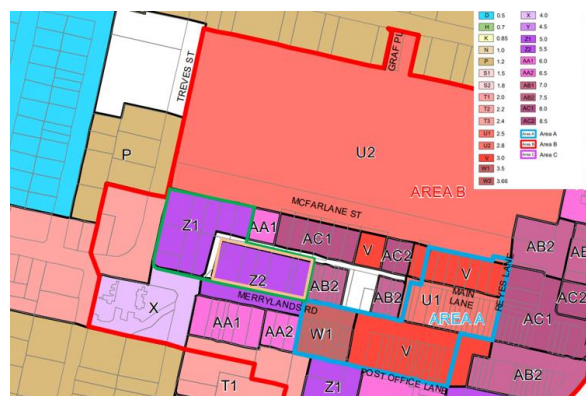


Figure 5: Floor Space Ratio

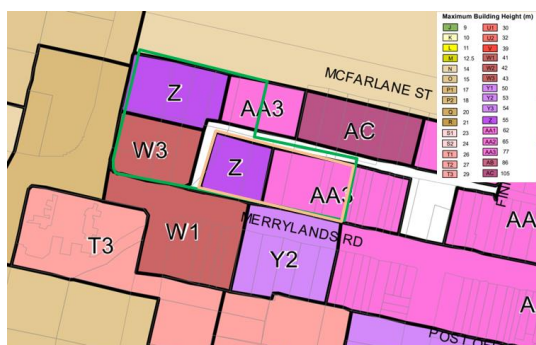


Figure 6: Height of Buildings

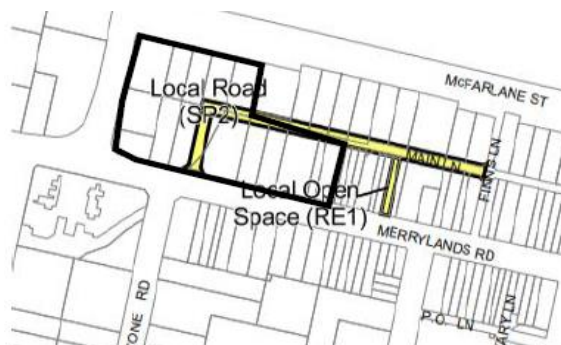


Figure 7: Land Reservation Acquisition



Figure 8: Design Excellence

Requested Planning Controls

The Proponent's requested amendments to *Holroyd Local Environmental Plan 2013* include:

- Height of Building increases, as shown in Figure 9 and summarised below.
 - Building D: increase from 55m (16 storeys) to 71m (21 storeys)
 - Building E: increase from 77m (23 storeys) to 93m (28 storeys)
 - Building A: increase from 55m (16 storeys) to 77m (23 storeys) – this is a minor housekeeping amendment to regularise the building height approved under DA 2020/0220.
- Floor space ratio increases for Buildings D and E (5.5:1 to 7.5:1), as shown in Figure 10.
- Removal of Buildings D and E from 'Area B' on Floor Space Ratio mapping (see Figure 5), thus removing the application of Clause 4.4(2)(B) to those buildings. It is noted that the purpose of the clause is to limit residential accommodation in the Merrylands town centre to the maximum FSR (1.7:1). The clause was introduced to increase the supply of non-residential uses in the town centre, promoting economic development and employment opportunities.

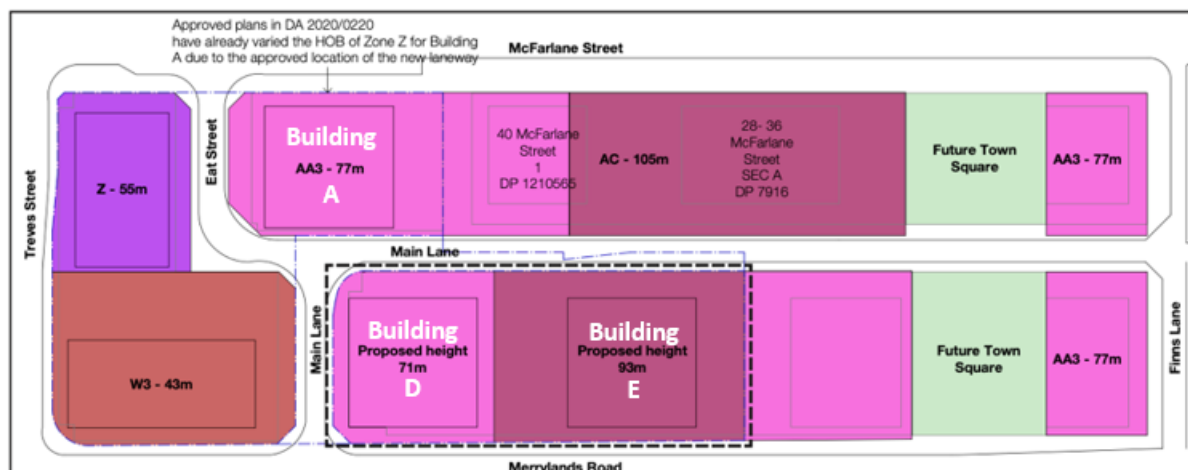


Figure 9: Proposed height of buildings controls

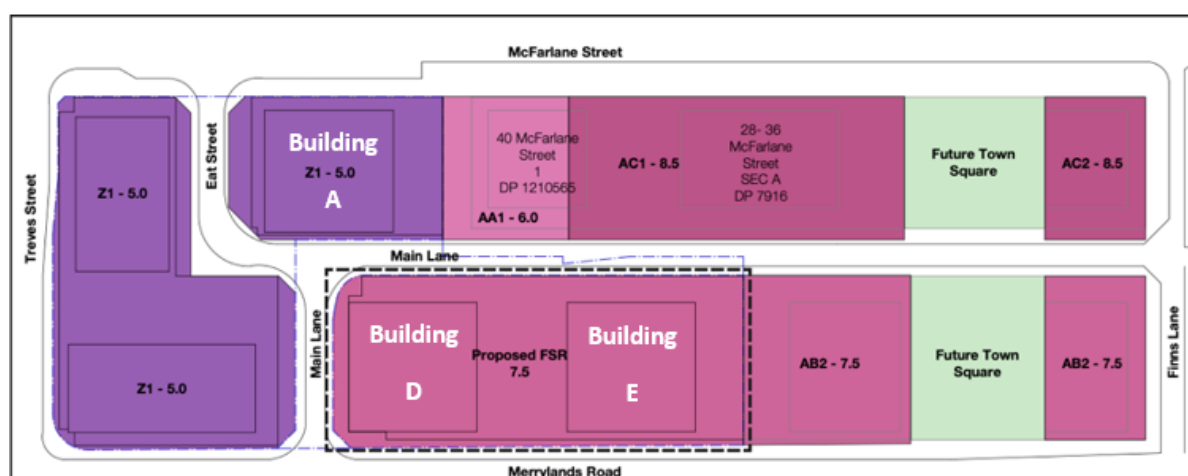


Figure 10: Proposed floor space ratio control

Recommended Planning Controls

It is recommended that Council proceeds to Gateway with an amended planning proposal containing alternate planning controls, as outlined in Table 3. Compared with the requested planning controls, the recommended planning controls would deliver an additional 60 residential apartments (down from 90), increasing the total number of apartments to 856 (down from 886). It is noted that, if the recommended controls are endorsed, the Proponent could potentially achieve a further 10 per cent in height at development application stage, under design excellence provisions, which would likely accommodate an additional 30 residential apartments.

Planning control	Building	Existing	Requested	Recommended
Height of buildings	D	55m	71m	64m
	E	55m	93m	84m
	A	55m & 77m	77m	77m
Floor space ratio	D & E	5.5:1	7.5:1	7.5:1
Clause 4.4(2)(B)	D & E	Applies	Remove	Applies

Table 3: Recommended planning controls

Cumberland Local Planning Panel Advice

The Cumberland Local Planning Panel considered a report on the Planning Proposal Request and the outcomes of the preliminary community consultation on 9 June 2021. The Panel's advice is reproduced below:

- 1. ...the Cumberland Local Planning Panel (CLPP) are not convinced that the Planning Proposal has sufficient strategic merit to proceed.*
- 2. The Cumberland Local Planning Panel (CLPP) is of the opinion that the removal of Clause 4.4(2B) should not be removed without detailed consideration of the implications of such a removal.*
- 3. If the proponent desires to proceed with the Planning Proposal the issue of strategic merit needs to be clearly demonstrated.*
- 4. The Panel notes that the proponent accepts the Council officer's proposal to modify the planning proposal to reduce the recommended height of the building controls by 10 percent from those sought by the proponent.*

The following sections of this report respond to the concerns raised by the Panel.

Strategic Merit Assessment

Following the Panel meeting, the Proponent submitted a Strategic Merit Assessment, further demonstrating the proposal's consistency with the strategic planning framework and policy context.

Council officers are satisfied that the proposal has sufficient strategic and site-based merit to proceed to Gateway, subject to certain amendments as recommended in this report. If endorsed, the recommended planning controls will facilitate the delivery of additional housing supply on one of the largest sites in the Merrylands Station and McFarlane Street Precinct; an area that is highly accessible to a wide range of existing services and facilitates and is identified in Cumberland City's Local Strategic Planning Statement as a key location for future growth.

Building Heights and Built Form

The recommended controls for Buildings D and E will allow for some uplift (up to 2-3 storeys instead of the requested 5), while protecting local amenity and promoting good

urban design outcomes. The requested height control for Building A is supported as it will regularise the height limit that is already approved, with no further impacts on surrounding properties.

The Urban Design Analysis submitted with the Planning Proposal Request states that the requested height and floor space ratio controls for Buildings D and E would result in a more desirable urban design outcome and would not result in an unacceptable level of overshadowing or other impacts on surrounding sites. However, the analysis does not take into consideration the additional height and floor space ratio increases achievable by the Proponent as part of any future DA for the uplift. The site is affected by clause 6.11 'Area 2' design excellence provisions of the *Holroyd LEP 2013*. This enables the Proponent to apply for an additional 0.5:1 floor space ratio and 10 per cent maximum building height, which would likely result in an additional 30 apartments.

To better determine the potential impacts of the proposal, Council officers carried out built form testing on the requested controls, including additional height and floor space ratio controls achievable under design excellence provisions. This analysis concluded that the requested controls would most likely result in an unacceptable level of overshadowing for properties to the south along Merrylands Road, particularly during mid-winter. In terms of urban design outcomes, the requested controls are also likely to result in an undesirable height transition between the site and properties to the south, especially when viewed from the east.

Heritage

The site is not a heritage item or is located within a heritage conservation area. The heritage impact statement provided in support of the approved DA confirms that the overall development is unlikely to impact on nearby heritage items. No further heritage impacts are likely to occur as a result of the proposal.

Social and Economic Benefits

The additional housing supply will be delivered in the immediate future, in an approved development that has achieved Design Excellence certification from Council. It is likely that the overall development will help to further establish Merrylands town centre as a desirable place to live, work, dine and shop. The development is likely to serve as a catalyst for other large-scale redevelopments that will help to revitalise the town centre, contributing to economic development and jobs creation, and a more liveable and attractive built environment. The construction phase will create temporary employment opportunities and economic stimulus.

The overall development contains a mix of dwelling types, including smaller studio and one-bedroom apartments, to meet the needs various market segments including students, couples, singles and first home buyers. In addition to adding to the stock of owner-occupied dwellings, the proposal will help to satisfy the high and sustained demand for rental properties in Merrylands. It is note that many of the apartments in the approved development are proposed to be retained by the Proponent, leased out and professionally managed. Build-to-rent models such as this provide a secure and desirable alternative to home ownership for long-term renters.

Traffic and Transport

The Planning Proposal Request is supported by a traffic analysis which concludes that traffic and parking impacts associated with the requested 90 additional dwellings are likely to be only minor in nature. The recommended controls would result in a reduction of dwellings and therefore reduced traffic and parking impacts.

The broader traffic and transport impacts and mitigation measures were addressed as part of Council's Planning Proposal for the McFarlane Street, and Council further considered these issues as part of its assessment of the approved DA for the subject site. If Council resolves to prepare a planning proposal for the site, the matter will be referred to relevant public agencies for their consideration and comments as part of the Gateway process. The matter will also be considered as part of any future DA for the proposal.

Consistency with the Greater Sydney Region Plan and Central City District Plan

The planning proposal is consistent with the directions of the *Greater Sydney Region Plan: A Metropolis of Three Cities*, namely:

- 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 Merrylands Station and McFarlane Street Precinct Planning Proposal which has since been gazetted.
- 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 and proposed strategic centre.
- Housing in the City – the proposal will provide new affordable private housing options within walking distance for students, couples, smaller families from 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 and proposed strategic centre.

The proposal is also consistent with the priorities and actions in the Central City District Plan, particularly:

- C2 Planning for a city supported by infrastructure – the proposal seeks to increase principal development controls close to key public open space, existing infrastructure such as the Merrylands Transport Interchange.
- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C6 A city of great places – The planning proposal will assist with renewing proposed Merrylands Strategic Centre by facilitating urban renewal and re-development at the given site acting as a catalyst for the broader precinct.

- 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.
- C10 Jobs and skills for the community – The planning proposal will facilitate and contribute to the redevelopment of site 9 within the McFarlane Street precinct and proposed Merrylands Strategic Centre, increasing housing and generate small amount of temporary job opportunities in the area in addition to what has been approved by the DA.

Consistency with Cumberland 2030: Our Local Strategic Planning Statement

The proposal delivers in a key strategic area for housing identified in the structure plan for Cumberland City. The proposal is also consistent with the priorities and actions in *Cumberland 2030: Our Local Strategic Planning Statement*, namely:

- Local Planning Priority 5 - Deliver housing diversity to suit changing needs.
- Local Planning Priority 6 – Deliver affordable housing suitable for the needs of all people at various stages of their lives, as the future redevelopment will incorporate a number of accommodation options to enable people from a variety of backgrounds and socio-economic status to age in place.
- Local Planning Priority 11 - Promote access to local jobs, education opportunities and care services.

Consistency with Cumberland Local Housing Strategy

The planning proposal is generally consistent with the Cumberland Local Housing Strategy recently adopted by Council. The Merrylands Town Centre is Cumberland City's 'proposed strategic centre'. The area is identified as a prime location for housing in the Strategy, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036. The proposal request is likely to provide between 60 and 90 additional dwellings as a result of this uplift.

Consistency with Cumberland Employment Lands and Innovation Strategy

The planning proposal is generally consistent with the above Strategy, which has been adopted by Council. The Merrylands Town Centre is Cumberland City's 'proposed strategic centre'. The area to which the site is located is identified as one of the largest commercial/retail precincts for jobs in the Strategy, which is likely to contribute to Cumberland's job target of 20,500 jobs between 2016-2041. The subject proposal is likely to generate a small amount of employment/jobs temporarily through construction of the proposed additional floors for proposed buildings D and E. This is in addition to retail/commercial uses and job opportunities approved for the broader site.

Consistency with the Merrylands Station and McFarlane Street Precinct vision and objectives

Council introduced new planning controls for the Merrylands Station and McFarlane Precinct in 2019, based on a strategic urban design and planning study prepared by SJB Architects. The recommended planning controls are consistent with the overall vision and objectives for the Precinct. In particular, the recommended height controls for Buildings D and E are appropriate as these buildings are in one of two locations in the Precinct identified as suitable for taller buildings (see areas circled in red in Figure 13).



Figure 13: Area for height (red circles)

Removal of LEP Clause 4.4(2B)

Based on the Panel's advice and further consideration of the issue by Council officers in consultation with the Proponent, it is recommended that Council does not proceed with the Proponent's request to remove the application of clause 4.4(2)(B) from Buildings D and E. The clause was introduced to increase the supply of non-residential uses in the town centre, promoting economic development and employment opportunities. Given the strong and sustained demand for commercial/office space in Merrylands town centre, it is not appropriate to remove this clause from the site. Removal of the clause could set an undesirable precedent for other developments in the Merrylands town centre and could potentially also result in further modifications to the approved development to reduce the commercial/retail components on the site.

Public Benefit Offer

As part of their Planning Proposal Request, the Proponent submitted a Public Benefit Offer indicating that they may enter into a Voluntary Planning Agreement with Council which may include the following public benefits:

- Construction of the east/west Main Lane, including both physical works and embellishments
- Provision of storage space and/or community facilities within the development site, to be leased to Council at a nominal rate.

Should the proposal proceed to a Gateway Determination, Council officers will further negotiate with the Proponent to ensure the public benefit offer is consistent with Council's Planning Agreements Policy and Guideline.

It is noted that, as a condition of development consent (DA2020/0220), the Proponent must dedicate Main Lane to Council free of charge for the purpose of a laneway. The land is zoned SP2 and marked for acquisition on the Holroyd LEP 2013 Land Reservation Acquisition map. In addition, Council's Manager Engineering Services confirmed that Main Lane is to act as service lane for vehicles only, with embellishments anticipated to be consistent with a standard road treatment.

COMMUNITY ENGAGEMENT

The proposal and supporting documentation were exhibited for a period of 29 days, from 21 April 2021 to 20 May 2021, as required by the Cumberland Planning Proposal Notification Policy. A total of five community submissions were received, including one in support and four objections. A summary of submissions is attached to this report.

Key issues raised in objections were taken into consideration by Council officers as part of their assessment and resulted in the formulation of alternate controls, which address many of the concerns raised and minimise the impact of the proposal on surrounding sites.

POLICY IMPLICATIONS

Policy implications for Council are outlined in this report.

RISK IMPLICATIONS

There are minimal risk implications for Council on the proposal outlined in this report.

FINANCIAL IMPLICATIONS

Should the proposal proceed to Gateway Determination, Council officers will further negotiate with the Proponent to ensure the public benefit offer is consistent with Council's Planning Agreements Policy and Guideline.

CONCLUSION

This report recommends that Council proceeds to Gateway with an alternate planning proposal that addresses concerns raised by the Cumberland Local Planning Panel and community in relation to the strategic merit of the proposal and potential impact on surrounding sites. The alternate controls will provide increased housing supply in the immediate future, close to a wide range of higher order services and facilities, including public transport.

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 and Guideline.

ATTACHMENTS

1. Planning Proposal Request [↓](#)
2. Letter of Offer (confidential)
3. Panel Report and Advice [↓](#)
4. Proponent's Strategic Merit Assessment [↓](#)
5. Urban Design Report [↓](#)
6. Economic Impact Assessment [↓](#)
7. Traffic Analysis [↓](#)
8. Overview of Shadow Models [↓](#)
9. Building Height Transition [↓](#)
10. Summary of Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

Attachment 1
Planning Proposal Request

Planning Proposal

233, 249-259 Merrylands Road & 52-54
McFarlane Street, Merrylands



Prepared by [Think Planners](#) on behalf of [Coronation Property Co.](#)

March 2021

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Figures 3-12: Photographs of the existing site.

Figure 13-16: Photographs of the surround development.

Figure 17: Existing Land zoning map (LZN-009).

Figure 18: Existing Floor Space Ratio map (FSR-009)

Figure 19: Existing Floor Space Ratio map (HOB-009)

Figure 20: Extract from concept/masterplan

Table 1: Site description

Table 2: Proposed mapping changes

Introduction

Think Planners have prepared this Planning Proposal on behalf of Coronation Property Co. for 233, 249-259 Merrylands Road & 52-54 McFarlane Street, Merrylands (Coronation Site).

The purpose of the planning proposal is to amend the maximum building height limit and FSR to allow for an additional 5 storeys to buildings D & E, to create a better transition of building heights within this part of the street block and represent a better urban design outcome.

It also seeks to alter the residential/commercial FSR split control, as it relates to Building D & E, contained within the Holroyd LEP 2013, cls. 4.4(2B).

It is noted that the primary changes associated with the planning proposal only seeks to amend the land containing buildings D & E, legally known as Lot 5 DP 17401, Lot 10 DP814298 and Lots 22, 25-27 in DP7916.

A housekeeping change is also sought in relation to the Building Height associated with Building A to rectify the building height as it relates to the realignment of the lane connecting to McFarlane Street by adopting a 77m height limit to this land which reflects the approved outcome to Building A.

In order to achieve the intended outcome, the Planning Proposal proposes to amend Holroyd Local Environmental Plan 2013 as follows:

- Increase the maximum building height from 55m (16 storeys) to 71m (21 storeys) for building D,
- Increase the maximum building height from 77m (23 storeys) to 93m (28 storeys) for building E,
- Amend the location of the height transition through change to the maximum building height from 55m to 77m to Building A to reflect the approved development application,
- Increase the existing mapped maximum FSR control from 5.5:1 to 7.5:1 for Buildings D & E (note that this is not inclusive of the potential design competition FSR bonus of 10%),
- Remove the provision and application of Clause 4.4 2B from Building D and E.

The Planning Proposal was prepared in accordance with:

- Section 3.33 of the *Environmental Planning and Assessment Act 1979*
- NSW Department of Planning and Environment's *A Guide to Preparing Planning Proposals* (2016).

Background and Prior DA Consents

The Coronation site has been subject to a number of recent development proposals, including a prior development application by Stockland that has not been taken up. Of most relevance is the recent approval of DA2020/0220 on the site which was granted consent by the Sydney Central Planning Panel in September 2020. That consent approved the following:

Construction of mixed use development comprising 5 mixed use buildings, including retail and commercial tenancies, childcare facility and 790 residential apartments, over 4 levels of basement parking, associated stormwater, public domain and landscaping works.

A recent modification (MOD2021/0123) has been submitted with Woods Bagot as the project architects, who were engaged to provide further design evolution over the prior approved scheme and to improve the design outcome for the broader site.

Design Excellence has recently been issued for that amendment with the Cumberland Design Excellence Panel noting the improvement in the scheme as compared to the original DA and that Coronation are committed to delivery of a high quality outcome consistent with their brand.

An extract of the site layout plan that shows Building A, B, C, D and E is provided below.



Urban Design

Woods Bagot were engaged to review the approved DA scheme, and the broader planning framework, from an Urban Design perspective.

The analysis of the street block modelling indicated that a better height and density transition could be achieved relative to the 'landmark' tower planned for the land to the north east of the site, providing a smoother transition to the west. The modelling indicates that a change to the height and FSR limits of Buildings D and E would result in the a more desirable urban design outcome.

Massing, envelope, and shadow studies undertaken by Woods Baggot have arrived at a height increase of 5 levels to each of Building D and E- resulting in an increase in height from 55m-71m for Building D and 77m-93m for Building E. This provides a more suitable transition in height within the context of the Town Centre and provides a better urban design outcome.

Exploration of density arising from this increase in height was modelled relative to the newly established 'D and E' lot size of 4448m² and the modelled outcome matches the 7.5:1 FSR of the site to the east. Accordingly, an increase in the FSR on this site from 5.5:1 to 7.5:1 is sought for the Block D and E land with no change sought to the FSR of the remaining lots.

The site and context

Regional context

The subject site is located within Merrylands Town Centre, which is classified as a local centre within the Central City District Plan under The Greater Sydney Region Plan – A Metropolis of Three Cities.

Merrylands, which is within close proximity to a major regional centre (Parramatta City Centre) has been identified by The Greater Sydney Region Plan as a local centre.

The district plan provides planning principles for local centres, as per below,

"protect or expand retail and/or commercial floor space"(Greater Sydney Commission 2018, pg 49), and

"increase residential development in, or within a walkable distance of, the centre" (Greater Sydney Commission 2018, pg 50).



Figure 1: The site in its regional context

Local context

Comprising of 15 separate land parcels, the development site is located within the Merrylands Town Centre, opposite Stockland's Shopping Centre. The site itself can be described as a large irregular shaped corner land parcel and once consolidated will have a frontage to Merrylands Street to its southern boundary, Treves Street to its western boundary and McFarlane Street to the north with a total site area of 12,418m² (11,365m² after land dedication to facilitate future laneways).

It is noted that the Building D and E site is 4448m² facilitated by a procedural subdivision.

The site has undergone initial remediation works and this is illustrated by an aerial map extract below noting demolition works have been completed and the construction of the display suite and sales office.

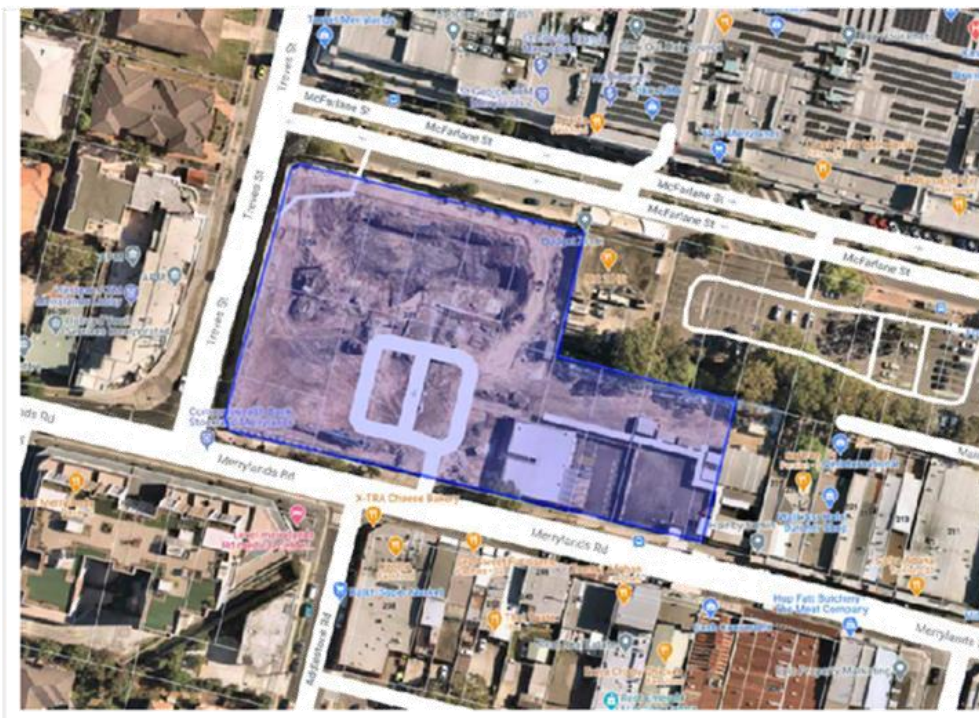


Figure 2: The site in its local context

Site Description

The table below provides a description of the subject site.

Table 1: Site description	
Item	Description
Legal description (parent lot)	<ul style="list-style-type: none"> • Lot 12 in DP1178575 – 52-54 McFarlane Street, Merrylands • Lot 5 in DP 244047 – 249-259 Merrylands Road, Merrylands • Lot 6 in DP 244047 – 249-259 Merrylands Road, Merrylands • Lot 7 in DP 244047 – 249-259 Merrylands Road, Merrylands • Lot 8 in DP 244047 – 249-259 Merrylands Road, Merrylands • Lot 9 in DP244047 – 249-259 Merrylands Road, Merrylands • Lot 10 in DP244047 – 249-259 Merrylands Road, Merrylands • Lot 22 Section A in DP7916 – 233 Merrylands Road, Merrylands • Lot 25 Section A in DP7916 – 233 Merrylands Road, Merrylands • Lot 26 Section A in DP7916 – 233 Merrylands Road, Merrylands • Lot 27 Section A in DP7916 – 249-259 Merrylands Road, Merrylands • Lot 28 Section A in DP7916 – 249-259 Merrylands Road, Merrylands • Lot 29 Section A in DP7916 – 249-259 Merrylands Road, Merrylands • Lot 10 in DP814298 – 233 Merrylands Road, Merrylands • Lot 5 in DP17401 – 233 Merrylands Road, Merrylands
Total area	12,418m ² (11,365m ² after land dedication).
Shape	L shaped allotment

Table 1: Site description

Frontage/s	<ul style="list-style-type: none"> • 95.835m to McFarlane Street • 78.79m to Treves Street • 165.94m to Merrylands Road • Splay of 12.985 between Merrylands Road and Treves Street.
Access and connectivity	<p>Vehicular access to the basement level servicing Building D & E is via a vehicular cross-over, driveway and graded ramp also from the planned internal laneway, however the entry point is located towards the eastern portion of the site from the south.</p> <p>Direct access to supermarket and retail tenancies oriented to the northern and western portion of the building is via a pedestrian pathway from Main Lane. The laneway also provides access to an arcade with secondary access to the supermarket.</p>
Public transport	<p>Development site is within walking distance to Merrylands Train Station that is 400m east of the site. A bus stop with services to Parramatta, Liverpool is located opposite the development site's frontage to Merrylands Road.</p>
Topography	<p>The site is relatively flat.</p>
Existing/historical uses	<p>The site contains a high number of vacant and abandoned tenancies, with the existing buildings in a poor condition, near the end of their life cycle and requiring substantial renovation and other works.</p>

Table 1: Site description

Significant trees / vegetation	The subject site is within a well-established town centre, having historically been used for urban purposes. The site is void of any significant trees.
Flooding	The site has been identified as being flood prone.
Heritage	<p>The site is not identified as a heritage item nor is it located within a heritage conservation area. Treves Street separates the site from two (2) local heritage items as identified on Schedule 5: - Electrical Substation situated within 285 Merrylands Road, Merrylands (Heritage Item No.168) - Merrylands School of Arts Building, 2989 Merrylands Road, Merrylands (Heritage Item No.169).</p> <p>The other heritage items within the broader area are visually and physically separated from the site by existing development and roadways.</p>

Refer to Figure 3 to Figure 12 below for images of the site.

Figure 3 – Shows the vehicular egress and pedestrian link to McFarlane St as viewed from McFarlane St looking southwards.



Figure 4 – Shows existing streetscape along Merrylands Rd looking eastwards.



Figure 5 – Shows existing streetscape along Merrylands Rd looking westwards.



Figure 6 – Shows existing streetscape along Traves St looking southwards.



Figure 7 – Shows existing streetscape along Traves St looking northwards.



Figure 8 – Shows existing streetscape along McFarlane St looking eastwards.



Surrounding development

The development immediately surrounding the site includes:

To the north	The site is separated from Stockland's Shopping Centre by McFarlane Street to the north. Refer Figure 9 below.
To the south	The site is separated by Merrylands Road from 1-2 commercial/shop top housing buildings, as well as a large recently constructed mixed use building to the south. Refer Figure 10 below.
To the east	The site bounds an open car parking area and single-storey shops to its eastern boundary, which is fenced off for redevelopment. Refer Figure 11 below.
To the west	The site is separated by Treves Street from 4 storey mixed use buildings to the west. Refer Figure 12 below.

Refer to Figure 9 to Figure 12 for images of surrounding development.



Figure 9 – Shows entrance point to Stockland Merrylands, located opposite the site's frontage to McFarlane St looking northwards



Figure 10 – Shows the recently constructed mixed use building to the south, separated by Merrylands Road



Figure 11 – An open car parking area and single-storey shops to its eastern boundary, which is fenced off for redevelopment



Figure 12 – Shows the 4 storey mixed use buildings to the west of the site, separated by Treves Street

Existing planning controls

The site is subject to planning controls contained in Holroyd LEP 2013.

The following key controls apply to the site:

- Land zoning: B4
- Height of buildings, varying from 43m-77m, and
- Floor space ratio, being 5.5:1.

Existing LEP mapping extracts are shown in Figure 13 to Figure 15 below.

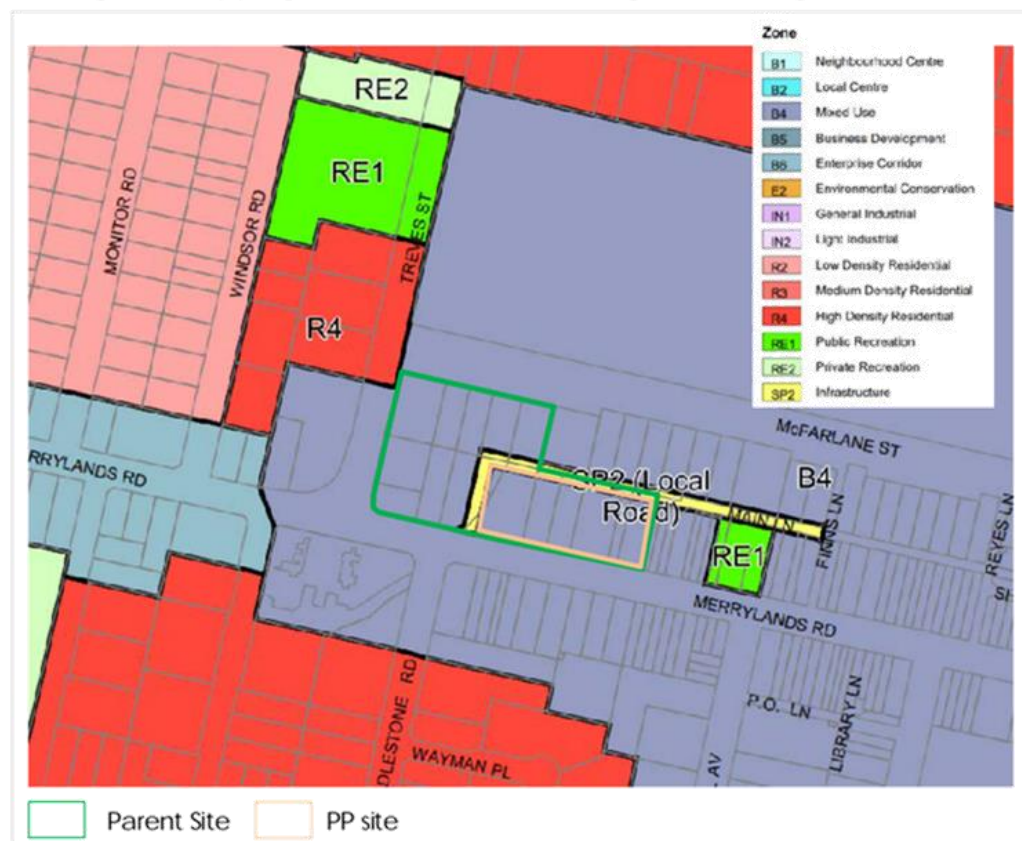


Figure 13 – Existing Land zoning map (LZN-009)

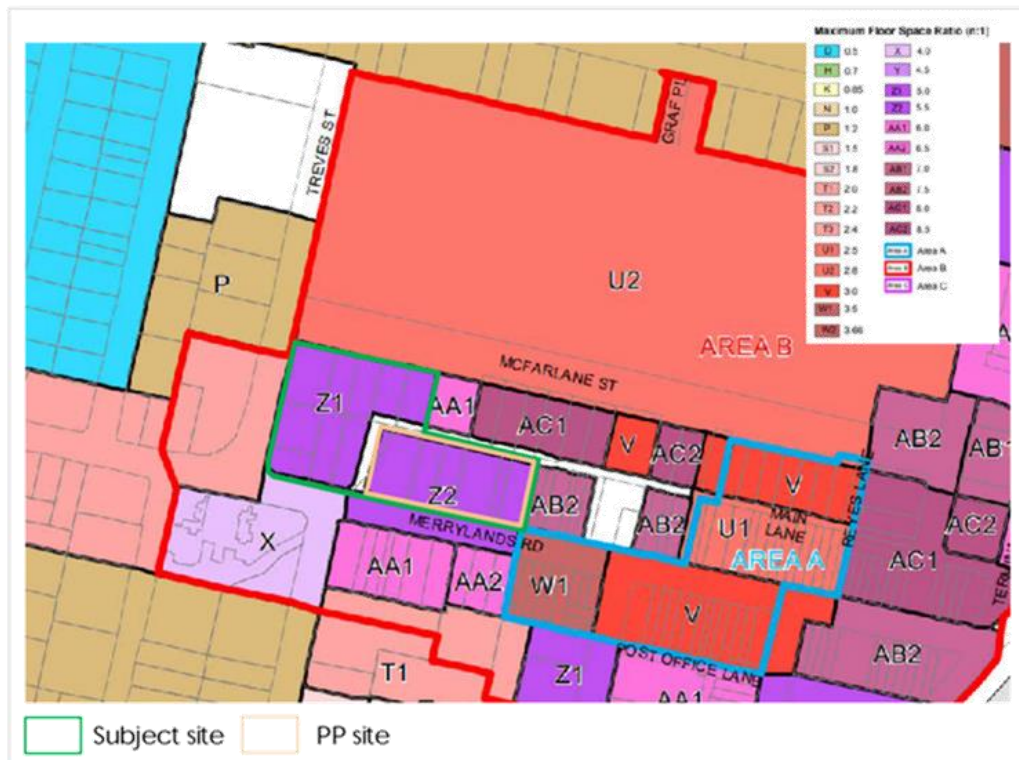


Figure 14 - Existing Floor Space Ratio map (FSR-009)

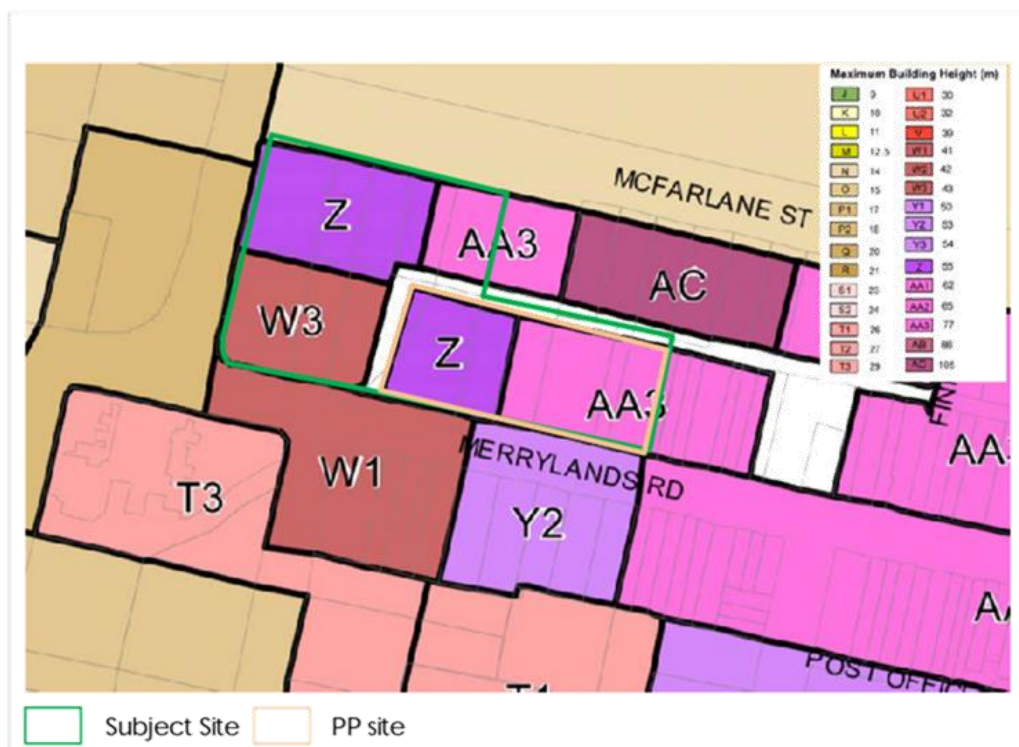


Figure 15 - Existing Floor Space Ratio map (HOB-009)

Part 1 – Objectives and intended outcomes

The purpose of the planning proposal is to amend the maximum building height limit and FSR to allow for an additional 5 storeys to buildings D & E, to create a better transition of building heights within the subject street block. A housekeeping change is also sought in relation to the Building Height associated with Building A to reflect the approved Building Height and resolve the anomaly in the height transition location.

The land adjacent to the sites northern and eastern boundaries at present have higher Floor Space Ratios (8:1 north and 7.5:1 east) and higher maximum building heights (105m north and 77m east). This proposal seeks to increase the sites FSR and height, in order to create a more gradual transition between the higher density sites to the north/east and the lower density sites to the south/west. Therefore, decreasing the dominance of the larger scale developments to the north/east and creating a more visually attractive skyline and a better urban design response in the gradation of height and densities from the centre of Merrylands. This is addressed in detail in the Urban Design Report prepared by Wood Bagot.

A housekeeping change is also sought in relation to the Building Height associated with Building A to rectify the building height as it relates to the realignment of the lane connecting to McFarlane Street by adopting a 77m height limit to this land which reflects the approved outcome to Building A. This is logical to resolve the mis-match between the DCP laneway layout, and the approved development, and the LEP-noting there is no change to the development outcome on that part of the site.

The proposal also seeks to remove the residential commercial FSR split contained within the Holroyd LEP 2013, cls. 4.4(2B) as it applies to the Building D and E site. It is noted that Building D and E contains the supermarket and associated speciality retail at the ground floor and a non-residential FSR of 0.5:1. Further given the site is situated adjacent to Stocklands shopping centre Merrylands, it is considered that the provision of additional commercial space to the degree of clause 4.4(2B) would result in an oversupply of commercial space within the locality, which would have a negative economic impact on the existing commercial area within Stocklands shopping centre. Therefore, it is considered that making the clause not applicable to the site and allowing the site to provide additional residential accommodation would result in a better outcome for this site and this location. The proposed amendments will also bring the LEP controls closer in terms of consistency to the approved DA2020/0220.

The changes of the planning proposal will result in an increased GFA of 8896m², relative to the mapped FSR of 5.5:1 and the shift to a 7.5:1 FSR which is likely to generate a further 90 residential apartments within Building D & E based on the current S4.55 scheme floor plates.

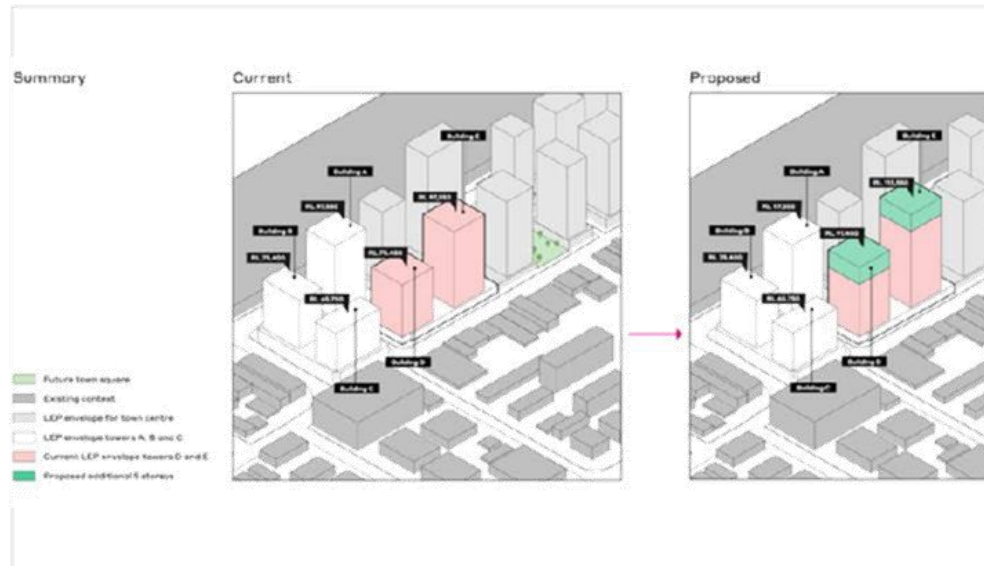


Figure 16: Extract from 3D Massing

If approved the Planning Proposal will:

- Provide a more contextually approved urban design response and transition in height and densities on the western edge of the Merrylands Town Centre;
- Provide a more suitable 'step down' in height relative to the landmark building to the north-east of the subject site;
- Provide additional housing supply in the Merrylands Town Centre on a site that is 400m walking distance to the railway station.

Part 2 - Explanation of Provisions

The Planning Proposal seeks to achieve the objectives and intended outcomes described in Part 1 by amending Holroyd LEP 2013 as follows:

- Increase the maximum building height from 55m (16 storeys) to 71m (21 storeys) for building D,
- Increase the maximum building height from 77m (23 storeys) to 93m (28 storeys) for building E,
- Increase the existing mapped maximum FSR control from 5.5:1 to 7.5:1 for Buildings D & E (note that this is not inclusive of the potential design competition FSR bonus of 10%),
- Increase the maximum building height to from 55m to 77m to Building A to reflect the approved development application
- Removal of the residential/commercial FSR 'split' contained in CI4.4 2B through removal of the Building D and E site identification as being within Area B.

Part 4 of this Planning Proposal contains thumbnail images of the proposed mapping amendments.

Part 3 – Justification

Section A – Need for the Proposal

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

Yes, the site has been earmarked for future growth by the Cumberland Local Strategic Planning Statement (LSPS) 2020, which supports additional housing supply and job growth within Merrylands town centre in the McFarlane Street Precinct (more information regarding the LSPS is provided under Q4).

The planning proposal is also supported by the Greater Sydney Region Central District Plan, as detailed further in Q3.

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

Yes. It is considered that the amendment of the Height of Buildings map and Floor Space Ratio map is the most efficient and time effective approach to delivering the desired outcome.

The proposed modifications to the approved development scheme for Building D and E are not permitted under the current planning controls that apply to the development site and cannot be considered as an exception to development standards under Clause 4.6 of Holroyd Local Environmental Plan (LEP) 2013.

Further given the development timing, with construction underway, means that a site specific amendment is the most appropriate means of facilitating an outcome on the site.

Section B – Relationship to strategic planning framework

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)?

Yes, the development is consistent with the Greater Sydney Region Plan: A Metropolis of Three Cities.

The Greater Sydney Region Plan has split the wider metropolitan into 5 districts, with Merrylands located within the Central District.

Merrylands, which is within close proximity to a major regional centre (Parramatta City Centre) has been identified by The Greater Sydney Region Plan (Central District) as a local centre.

The principles provided for local centres are in line with the proposal, as per below:

- Planning Priority N1: Planning for a city supported by infrastructure
- Planning Priority N5: Providing housing supply, choice, and affordability, with access to jobs, services and public transport.

The development seeks to provide additional residential floor space within walking distance of Merrylands Train Station (400m) and Town Centre and therefore, is consistent with the principles provided for local centres within the Central City District Plan. Further the proposal will expand housing choice through an increase in the number and variety of apartments on the site within the Merrylands Town Centre- a location that offers a range of existing jobs, service and public transport options.

Q4. Will the planning proposal give effect to Cumberland City Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Yes. The planning proposal is consistent with the Cumberland LSPS 2020, by providing additional housing supply and job growth within Merrylands town centre in the McFarlane Street Precinct. A quote from the LSPS provided below:

"Council has progressed planning for a number of centres and strategic corridors to facilitate additional housing supply and jobs growth. The Merrylands and Wentworthville Centres and Parramatta Road Corridor are the focus of much of this planning for growth. Approximately 4,200 additional dwellings are proposed for Merrylands (McFarlane and Neil Street Precincts)" (Cumberland Council Local Strategic Planning Statement 2020, pg. 16).

The proposal is consistent with the following strategic aspects of that strategy:

- 5. 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 within the western portion 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.
- 6. 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 Coronation site will facilitate a modern development that will provide a high level of amenity for people living in and around the development, providing many opportunities for recreation and social connection.
- 7. 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 within Merrylands Town centre. It will promote access to local jobs, education opportunities and care facilities.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. The planning proposal is consistent with the State Environmental Planning Policies applicable to the site, as confirmed by the approved DA 2020/0220 for 'the construction of mixed use development comprising 5 mixed use buildings, including retail and commercial tenancies, childcare facility and 790 residential apartments, over 4 levels of basement parking, associated stormwater, public domain and landscaping works – Integrated Development (Water Management Act 2000)', noting that a planning proposal is unlikely to affect the existing compliance with the SEPPs. The following table provides a brief assessment of consistency against each State Environmental Planning Policy (SEPP) relevant to the planning proposal.

Table 2: Consideration of SEPPs		
Consideration of SEPPs	Relevance	Comment
SEPP 14 – Coastal Wetlands	-	Not relevant to the proposal.
SEPP 19 – Bushland in Urban Areas	-	The site does not contain any significant vegetation.
SEPP 21 – Caravan Parks	-	Not relevant to the proposal.
SEPP 26 – Littoral Rainforests	-	Not relevant to the proposal.
SEPP 30 – Intensive Agriculture	-	Not relevant to the proposal.
SEPP 33 – Hazardous or Offensive Development	-	Not relevant to the proposal.
SEPP 36 – Manufactured Home Estates	-	Not relevant to the proposal.
SEPP – Koala Habitat Protection 2021	-	Not relevant to the proposal.
SEPP 47 – Moore Park Showground	-	Not relevant to the proposal.

SEPP 50 – Canal Estate Development	-	Not relevant to the proposal.
SEPP 52 – Farm Dams	-	Not relevant to the proposal.
SEPP No. 55 – Remediation of Land	-	Not relevant to the proposal.
SEPP 62 – Sustainable Aquaculture	-	Not relevant to the proposal.
SEPP No. 64 – Advertising and Signage	-	The planning proposal is consistent with the aims or provisions of this SEPP. Where future development incorporates signage, the provisions of this SEPP will need to be considered.
SEPP No. 65 – Design Quality of Residential Apartment Development	-	The planning proposal is consistent with the aims or provisions of this SEPP. Future development will incorporate housing delivered under this SEPP and relevant provisions will be given detailed consideration during the assessment of a development application.
SEPP 70 – Affordable Housing Schemes	-	This SEPP does not apply to this land.
SEPP (Affordable Rental Housing) 2009	-	The planning proposal is consistent with the aims or provisions of this SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	✓	The planning proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a BASIX affected buildings will be subject to the provisions of this SEPP.

SEPP (Educational Establishments and Child Care Facilities) 2017	✓	The planning proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a childcare centre, or the like will be subject to the provisions of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	-	The planning proposal is consistent with the aims or provisions of this SEPP. This SEPP is not relevant in the context of the planning proposal.
SEPP (Infrastructure) 2007	✓	Future development will constitute traffic generating development and trigger an assessment under this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	-	This planning proposal is consistent with this SEPP.
SEPP (Integration and Repeals) 2016	-	Not relevant to this planning proposal.
SEPP (Kosciusko National Park) 2007	-	This SEPP does not apply to this land.
SEPP (Kurnell Peninsular) 1989	-	This SEPP does not apply to this land.
SEPP (Mining and Extractive Industries) 2007	-	Not relevant to this planning proposal.
SEPP (Miscellaneous Consent Provisions) 2007	-	Not relevant to this planning proposal.
SEPP (Penrith Lakes Scheme) 1989	-	Not relevant to this planning proposal.
SEPP (Rural Lands) 2008	-	Not relevant to this planning proposal.

SEPP (State and Regional Development) 2011	✓	It is likely that future development of the site will constitute Regional Development and be determined by the Sydney West Planning Panel.
SEPP (State Significant Precincts) 2005	-	This SEPP does not apply to this land.
SEPP (Sydney Drinking Water Catchment) 2011	-	This SEPP does not apply to this land.
SEPP (Sydney Region Growth Centres) 2006	-	This SEPP does not apply to this land.
SEPP (Three Ports) 2013	-	This SEPP does not apply to this land.
SEPP (Urban Renewal) 2010	-	This SEPP does not apply to this land.
SEPP (Western Sydney Employment Area) 2009	-	This SEPP does not apply to this land.
SEPP (Western Sydney Parklands) 2009	-	This SEPP does not apply to this land.

Q6. Is the planning proposal consistent with applicable Ministerial Directions under 9.1 of the Act?

The Planning Proposal is consistent with all relevant Ministerial Directions under Section 9.1.

Consideration of s. 9.1 Directions	Relevance	Comment
1. Employment and Resources		
1.1 Business and Industrial Zones	-	The planning proposal does not change the zoning.
1.2 Rural Zones	-	The planning proposal does not relate to rural zoned land.
1.3 Mining, Petroleum Production and Extractive Industries	-	The planning proposal does not relate to land that is likely to be useful for extractive industries.
1.4 Oyster Aquaculture	-	The proposal will not impact on any priority oyster aquaculture areas.
1.5 Rural Lands	-	The planning proposal does not relate to rural land.
2. Environment and Heritage		
2.1 Environment Protection Zones	-	The site is not currently zoned for environmental protection purposes.
2.2 Coastal Protection	-	The land is not within a coastal zone.
2.3 Heritage Conservation	✓	The proposal does not seek any changes to the existing heritage conservation provisions of the LEP and DCP and there are no heritage items on the site.

2.4 Recreation Vehicle Areas	-	The planning proposal does not relate to recreation vehicles or land with a high conservation value.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs This direction applies to the local government areas of Ballina, Byron, Kyogle, Lismore and Tweed.	-	This direction does not apply in the Cumberland LGA.
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	-	The proposal does not seek to alter the zoning.
3.2 Caravan Parks and Manufactured Home Estates	-	Not applicable.
3.3 Home Occupations	-	Not applicable.
3.4 Integrating Land Use and Transport	✓	The planning proposal is consistent with the direction. The subject site is well serviced by public transportation with the land parcel being within walking distance to Merrylands Train Station. The T2 Inner West and Leppington Line provides access to the Sydney CBD, Parramatta, Liverpool, and other key centres such as Bankstown, Strathfield, and the future Leppington town centre.

		The subject site is also well serviced by bus routes including Route 809, 810, and 810X.
3.5 Development Near Licensed Aerodromes	-	The proposal is consistent with this direction.
4. Hazard and Risk		
4.1 Acid Sulfate Soils	-	The site is not identified as containing Acid Sulfate Soils.
4.2 Mine Subsidence and Unstable Land	-	The site is not within a mine subsidence district.
4.3 Flood Prone Land	✓	<p>Councils Flood Study identifies parts of the Merrylands Town Centre are affected by low to medium overland flood risk.</p> <p>The proposal will be addressed in accordance with the Floodplain Development Manual 2005 at DA stage.</p> <p>It is therefore considered appropriate that development of the subject site be subject to Council's Flood Management Controls as outlined in the Fairfield City Wide DCP.</p>
4.4 Planning for Bushfire Protection	-	The site is not affected by bushfire planning provisions.

5. Regional Planning		
5.1 Implementation of Regional Strategies	-	The site is not located within an area affected by a regional strategy.
5.2 Sydney Drinking Water Catchments	-	This direction does not apply to land within Cumberland LGA.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	-	This direction does not apply to land within Fairfield local government area.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	-	This direction does not apply to land within Cumberland LGA.
5.8 Second Sydney Airport: Badgerys Creek	-	The site is not near the Second Sydney Airport: Badgerys Creek.
5.9 North West Rail Link Corridor Strategy	-	This direction only applies to land within Hornsby, the Hills and Blacktown.
5.10 Implementation of Regional Plans This direction applies when a relevant planning authority prepares a planning proposal.	-	Not applicable to the current planning proposal.

6. Local Plan Making		
6.1 Approval and Referral Requirements	-	The planning proposal is considered to be consistent with the direction. The planning proposal does not trigger the need for any additional concurrence, consultation or referral to a Minister or Public Authority.
6.2 Reserving Land for Public Purposes	-	This direction is not relevant to the proposal.
6.3 Site Specific Provisions	-	The proposal changes the height and FSR with no change to the permitted uses on the land.
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	-	<p>The planning proposal is consistent with this direction, in addition to the most recent regional (A Metropolis of Three Cities) and district plans (Western City District Plan)</p> <p>The Planning Proposal achieves the overall intent of the Plan and seeks to implement the achievement of its vision, land use strategy, policies, outcomes or actions.</p>
7.2 Implementation of Greater Macarthur Land Release Investigation	-	This direction does not apply to land within the Cumberland Council area.

7.3 Parramatta Road Corridor Urban Transformation Strategy	-	The site is not located on land subject to the Parramatta Road Corridor Urban Transformation Strategy.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	-	The site is not located within the North West Priority Growth Area.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure	-	The site is not located in the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	-	The site is not located in the Wilton Priority Growth Area.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	-	This direction does not apply to land within the Cumberland Local Government Area.
This direction applies to Campbelltown City Council.		

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?

No, given the site has previously been used for commercial use and the urban environment that is within the Merrylands Town Centre. This has been addressed via the approved DA 2020/0220 and the planning proposal will have no impact on.

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

It is noted that the site has previously been used for commercial use and that an approval for a large mixed used development was recently approved on the site DA 2020/0220, addressing the existing environmental issues. It is noted that any environmental, social and economic impacts arising from the increase in the height and FSR will be considered by Council as part of a merit assessment.

Urban Design

The Planning Proposal is supported by an Urban Design Report by Woods Bagot. This sets out the Urban Design rationale of the additional height and FSR and demonstrates that the outcome is one of high quality noting that the amended scheme currently under assessment by Council has been awarded Design Excellence by the Cumberland Design Excellence Panel and the Planning Proposal will enable 5 additional levels to Building D and E only.

Shadow Impacts

The planning proposal seeks to increase the maximum building height and FSR of the site, which is likely to impact the overshadowing created by a future development on the site.

A detailed shadow analysis is provided in the Urban Design report prepared by Woods Bagot Architects, which demonstrates that the proposal will not result in an unreasonable loss of solar access to the surrounding properties and critically will not impact the future City Park to the east of the site.

Pedestrian and Vehicle Traffic

A traffic report has been prepared for the planning proposal, which assesses the proposals impact on the surrounding road networks. This report concludes that the additional floor space will have no discernible impact on the traffic network.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The site is devoid of any heritage and therefore, will not have an impact on any European or Aboriginal cultural heritage.

The planning proposal will result in additional housing supply and jobs growth around the Merrylands town centre and within close proximity to Merrylands train station, as per the recommendations of the Cumberland Local Strategic Planning Statement.

The proposal seeks to remove the residential commercial FSR split contained within the Holroyd LEP 2013, cls. 4.4(2B) as the development outcome for Building D and E is already 'locked in' by DA2020/0220 through the supermarket and speciality retail tenancies.

Given the site is situated adjacent to Stocklands shopping centre Merrylands, it is considered that the provision of additional commercial space to the degree of clause 4.4(2B) would result in an oversupply of commercial space within the locality, which would have a negative economic impact on the existing commercial area within Stocklands shopping centre. Therefore, it is considered that making the clause not applicable to the site and allowing the site to provide additional residential accommodation would result in a better social and economic outcome.

Section D – State and Commonwealth Interests**Q10. Is there adequate public infrastructure for the Planning Proposal?**

There is considered to be adequate public infrastructure for the planning proposal. The site is located within walking distance to Merrylands train station, which is likely to alleviate the impacts of the proposal on the existing road networks. A traffic impact report has been prepared for the proposal which concludes that the traffic impact is acceptable.

The site is located in a master planned 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.

Part 4 – Mapping

Table 2 below outlines the proposed mapping amendments, noting that Cumberland Council will prepare the mapping to accord with the Standard Instrument mapping layouts prior to the planning proposal being reported to Council for consideration.

Table 2 – Proposed mapping changes		
Item	Existing	Proposed
Land Zone	B4	No changes
Height	55m / 77m	71m / 93m (D & E Site and part of Building A)
FSR	5.5	7.5 (D & E Site)
FSR Split	'Area B'	Remove Area B from D & E site.

The proposed maps are reflected in the Wood Bagot report and extracts are provided below.

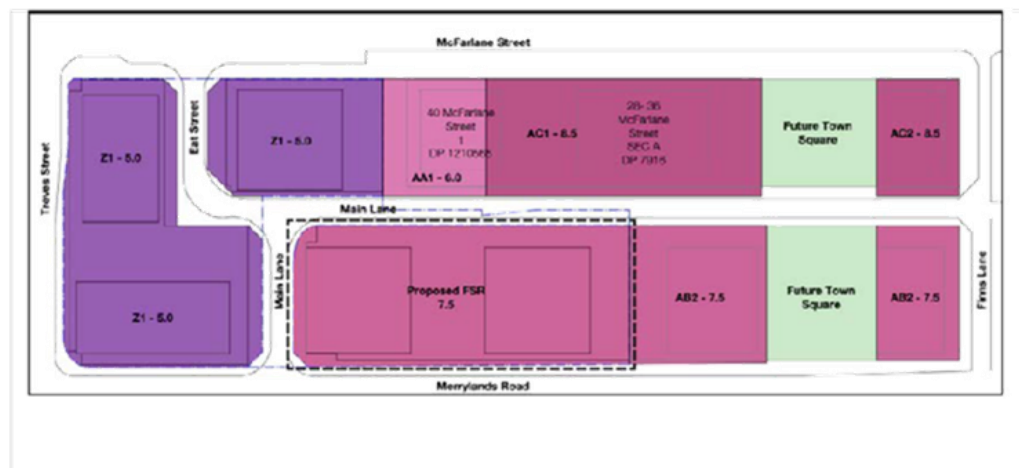


Figure 17 – Proposed FSR

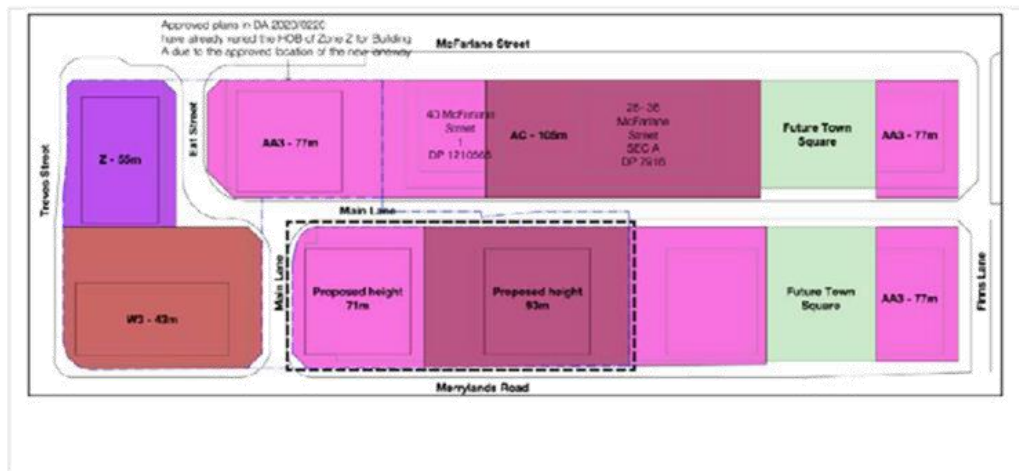


Figure 18 – Proposed Building Height Map

Part 5 – Community Consultation

The proposal will be publicly exhibited as required by Cumberland Council's Planning Proposal Notification Policy.

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

The project timeline will be formulated by Cumberland Council and will be assessed by the Department and may be amended following Gateway.

Milestone	Anticipated date/s
Gateway Request	August 2021
Gateway Determination	December 2021
Government agency consultation	February 2022
Statutory exhibition – start / finish	February 2022
Consideration of submissions	March 2022
Submit to Department for finalisation	April 2022

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

Attachment 3
Panel Report and Advice

ITEM LPP027/21 - PLANNING PROPOSAL FOR CORONATION SITE, 233-259 MERRYLANDS ROAD AND 54-59 MCFARLANE STREET, MERRYLANDS

PANEL DECISION:

1. That the Cumberland Local Planning Panel (CLPP) are not convinced that the Planning Proposal has sufficient strategic merit to proceed.
2. The Cumberland Local Planning Panel (CLPP) is of the opinion that the removal of Clause 4.4(2B) should not be removed without detailed consideration of the implications of such a removal.
3. If the proponent desires to proceed with the Planning Proposal the issue of strategic merit needs to be clearly demonstrated.
4. The Panel notes that the proponent accepts the Council officer's proposal to modify the planning proposal to reduce the recommended height of the building controls by 10 percent from those sought by the proponent.

For: The Hon. Paul Stein AM QC (Chairperson), Brian Kirk, John Brunton and Milorad Rosic.

Against: Nil.



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Item No: LPP027/21

**PLANNING PROPOSAL FOR CORONATION SITE, 233-259 MERRYLANDS ROAD
AND 54-59 MCFARLANE STREET, MERRYLANDS**

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PP2021/0001

Lodged	15 April 2021	
Proponent	Merrylands Investment Co Pty Ltd (Landowner and Developer)	
Description of Land	233, 249-259 Merrylands Road and 52-54 McFarlane Street, Merrylands. The Planning Proposal Request primarily relates to Buildings D and E (Lot 5 DP 17401, Lot 10 DP 814298, and Lots 22, 25-27, DP 7916). It also seeks a minor housekeeping amendment for Building A.	
Site Area	The site comprises 15 lots with a total area of approximately 12,418m ² (or 11,365m ² after land dedication to facilitate future laneways).	
Site Description and Existing Use	The site is located in the Merrylands Town Centre, 350m west of Merrylands Train Station, opposite the Stocklands Shopping Centre. The site is a large L shaped corner land parcel that, once consolidated, will have frontages to Merrylands Road (to the south), Treves Street (to the west) and McFarlane Street (to the north). Demolition works are complete and the site is undergoing site remediation work and construction.	
Existing Planning Controls	Zoning	B4 Mixed Use SP2 Infrastructure (Local Road)
	Height of Buildings	55 metres (Building A & D) 77 metres (Building E)
	Floor Space Ratio	5.5:1 (Buildings D & E)
Requested Planning Controls	Zoning	No change
	Height of Buildings	71 metres (Building D) 93 metres (Building E) 77 metres (Building A)
	Floor Space Ratio	7.5:1 (Buildings D & E)
Recommended Planning Controls	Zoning	No change
	Height of Buildings	64 metres (Building D) 84 metres (Building E) 77 metres (Building A)
	Floor Space Ratio	7.5:1 (Buildings D and E)

It is noted that the recommended Height of Buildings controls are 10 per cent lower than those requested by the Proponent. This is to account for the additional heights achievable under design excellence provisions.

Residential/ commercial FSR split	The Planning Proposal Request seeks to remove the application of clause 4.4(2B) of Holroyd LEP 2013 from the site. The building is shown on FSR mapping as being part of 'Area B' which means that the maximum FSR for residential accommodation or tourist and visitor accommodation, or a combination of such uses, is to be reduced by 1.7:1. It is recommended that this be supported.
Heritage	The site is not a heritage item and is not located within a heritage conservation area. Nearby local heritage items listed in Schedule 5 of Holroyd LEP 2013 include: Electrical Substation, 285 Merrylands Road, Merrylands (I68); Merrylands School of Arts Building, 2989 Merrylands Road, Merrylands (I69). The above heritage listed items located in the area are visually and physically separated from the site by intervening development and roadways.
Design excellence provisions	Yes, the site is subject to design excellence provisions contained in clause 6.11 of Holroyd LEP 2013.
Disclosure of political donations and gifts	Nil.
Previous Considerations	Nil.

REPORT:

Background

This report provides an overview of a Planning Proposal Request submitted to Council on 15 April 2021 for the Coronation site at 233, 249-259 Merrylands Road and 52-54 McFarlane Street, Merrylands.

In September 2020, the Sydney Central Planning Panel granted development consent for the construction of five mixed-use buildings on the site. The Planning Proposal Request seeks to allow an additional five storeys on approved Buildings D and E; to remove current restrictions on residential FSRs for Buildings D and E; and to regularise building height controls for Building A.

To achieve the intended outcome, the Planning Proposal Request seeks to amend the *Holroyd Local Environmental Plan (LEP) 2013* as follows:

- Increase the Height of Buildings control for Building D from 55m (16 storeys) to 71m (21 storeys)
- Increase the Height of Buildings control for Building E from 77m (23 storeys) to 93m (28 storeys)
- Increase the Height of Buildings control for Building A from 55m (16 storeys) to 77m (23 storeys) to regularise the height approved under DA2020/0220
- Increase the Floor Space Ratio control for Buildings D and E from 5.5:1 to 7.5:1 noting that this does not include potential FSR bonus for design excellence



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- Remove the provision and application of Clause 4.4(2B) from Building D and E which reduces the maximum FSR for residential accommodation or tourist and visitor accommodation, or a combination of such uses, by 1.7:1.

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

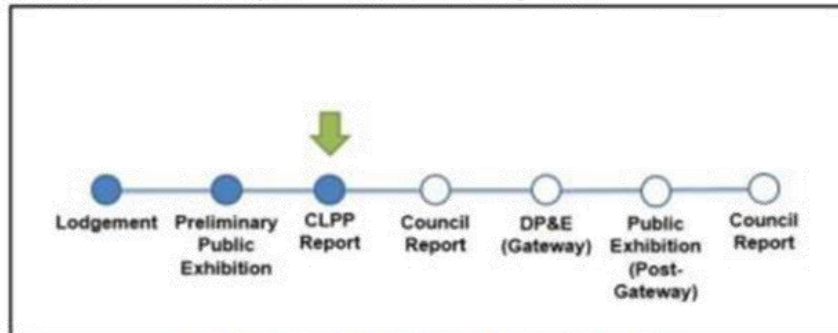


Figure 1: Status of the Planning Proposal Request

The site and its context

The broader development site, shown in Figure 2, is a large (12,418m²) L shaped site comprising 15 lots, including:

- 233 Merrylands Road, Merrylands (Lots 22, 25 and 26 Section A of DP 7916 and Lot 10 DP 814298, Lot 5 DP 17401)
- 249-259 Merrylands Road, Merrylands (Lot 27, 28 and 29 Section A DP 7916, Lots 5, 6, 7, 8, 9 and 10 DP 244047)
- 52-54 McFarlane Street, Merrylands (Lot 1 DP 1178575).



Figure 2: The broader development site (outlined in red)



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The Planning Proposal Request relates primarily to Buildings D and E. It also seeks a minor housekeeping amendment to Building A. Figure 3 shows the location of these buildings within the broader development site.



Figure 3: Location of Buildings A, D and E (shown in pink)

Regional context

The site is located in the Merrylands Town Centre, approximately 3.5 kilometres south of Parramatta CBD and 25 kilometres west of the Sydney CBD.

Merrylands Town Centre is Cumberland City's proposed strategic centre, with good access to a diverse range of higher order services and facilities, retail/commercial and residential opportunities.

The site is also well-served by transportation and infrastructure, with Merrylands Train Station within 400 metres of the site (to the east) and public bus services along both Merrylands Road and McFarlane Street. Major arterial roads servicing the region include Woodville Road, M4 Motorway, and the Cumberland Highway.

Local context

The site is located in the Merrylands Station and McFarlane Precinct. Council introduced new planning controls for the Precinct in 2019 and has planned for the delivery of 4,200 additional dwellings in the McFarlane and Neil Street Precincts combined.

Currently the Precinct is characterised by a mix of retail uses, including Stocklands Shopping Centre (to the north), a small-scale strip retail (along Pitt Street, Merrylands Road, Treves Street and McFarlane Street), near new mixed-use high-density residential developments, coupled with older style (circa 1970s to 1990s), three level walk-up apartment complexes. The site itself has undergone demolition works and is undergoing site remediation work and construction.



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The local area is well-served by a range of active and passive recreational facilities of various scales, including Central Gardens, Memorial and King Parks, Ted Burge Reserve, Merrylands Park, Merrylands Swimming Centre, and Granville Park. Figure 3 shows the location of a proposed new Town Square to the east of the site.

Approved Development Scheme

In September 2020, the Central Sydney Planning Panel issued development consent for construction of five mixed-use buildings to be constructed on the site, including approximately 790 residential apartments, retail and commercial tenancies, childcare facility, basement parking, and associated stormwater, public domain and landscaping works (DA 2020/0220).

As part of the DA approval, the Proponent must also construct and dedicate to Council an access road linking Main Lane, McFarlane Street and Merrylands Road, and extend Main Lane to provide access to the site.

In March 2021, following a review of the approved scheme by Project Architect, Woods Bagot, the Proponent lodged a modification to alter the proposed apartment mix, the retail /commercial mix and configuration, associated pedestrian access and communal area, and overall design changes (MOD2021/0123).

In August 2020, Cumberland's Design Excellence Panel issued a conditional Design Excellence Certificate for the development with further changes required prior to the issue of a construction certificate.

Table 1 provides a summary of the approved scheme.

Building	No of storeys	Description
A	25	229 residential apartments with six ground floor and six first floor commercial tenancies.
B	17	120 residential apartments with four ground floor retail tenancies, one ground floor co-share commercial tenancy and first floor childcare centre with outdoor play area.
C	13	80 residential apartments with four ground floor retail premises, one ground floor and four first floor commercial tenancies.
D	17	140 residential apartments with eight ground floor retail tenancies including a supermarket.
E	25	221 residential units with single ground floor retail tenancy.

Table 1: Approved development scheme

Current Planning Controls

The site is subject to planning controls contained in *Holroyd LEP 2013*. The following key controls apply to the site:

- Land Zone: B4 Mixed Use and SP2 Local Road
- Height of Buildings: 55m (Z), 77m (AA3)
- Floor Space Ratio: 5.5:1 (Z2).

The site is also identified on Land Reservation Acquisition and Design Excellence mapping. Figure 4 to Figure 8 contain LEP mapping extracts for the above controls.



Figure 4: Land Zoning

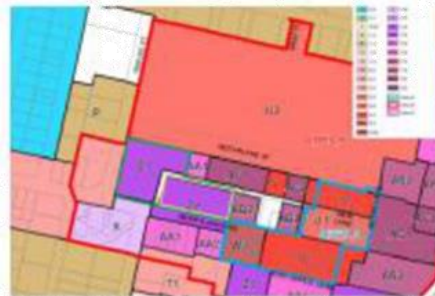


Figure 5: Floor Space Ratio



Figure 6: Height of Buildings



Figure 7: Land Reservation Acquisition

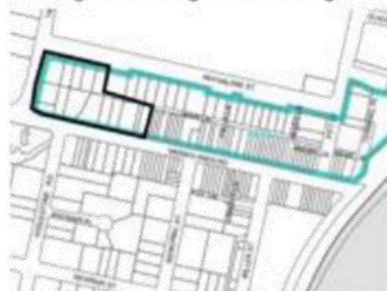


Figure 8: Design Excellence



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Planning Proposal Request

The Planning Proposal Request seeks to allow an additional five storeys on approved Buildings D and E; remove current restrictions on residential FSRs for Buildings D and E; and regularise building height controls for Building A.

To achieve the intended outcome, the Planning Proposal Request seeks to amend the *Holroyd Local Environmental Plan (LEP) 2013* as follows:

- Increase the Height of Buildings control for Building D from 55m (16 storeys) to 71m (21 storeys)
- Increase the Height of Buildings control for Building E from 77m (23 storeys) to 93m (28 storeys)
- Increase the Height of Buildings control for Building A from 55m (16 storeys) to 77m (23 storeys) to regularise the height already approved as part of the DA consent for the broader development
- Increase the Floor Space Ratio control for Buildings D and E from 5.5:1 to 7.5:1 noting that this does not include potential FSR bonus for design excellence
- Remove the provision and application of Clause 4.4(2B) from Building D and E which reduces the maximum Floor Space Ratio for residential accommodation or tourist and visitor accommodation, or a combination of such uses, by 1.7:1.

Figures 9 and 10 below contain extracts from the Woods Bagot Urban Design Report, showing the proposed Height of Buildings and Floor Space Ratio controls.

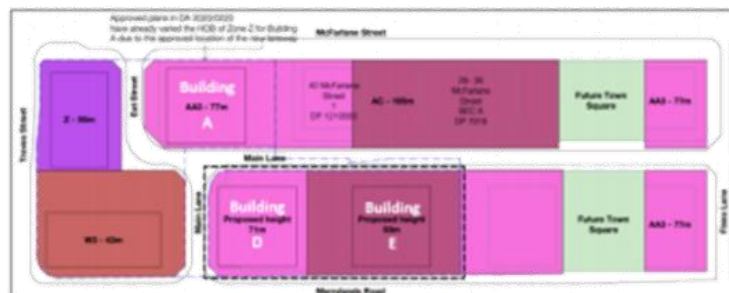


Figure 9: Proposed Height of Building controls



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Figure 10: Proposed Floor Space Ratio control

Justification

The Planning Proposal Request states that the proposal is likely to:

- Result in an improved urban design outcome, consistent with surrounding built form and density, the McFarlane Precinct Masterplan, and the approved DA for the site
- Create a suitable 'step down' in building height relative to the landmark building approved to the north east of the subject site and responding to the surrounds
- Provide a gradual transition in building heights within the town centre (from the higher scale mixed use development in the core of the Centre to the lower-medium scale residential development to the west of Treves Street and south of Merrylands Road) and within the development site itself
- Create a strong urban edge to Treves Street (east), identifying and reinforcing the gateway to the Merrylands Town Centre when approaching from Merrylands West
- Contribute to local economic growth without threatening the commercial viability of the existing Merrylands Town Centre
- Deliver increased housing within proximity to public transport, contributing to the NSW Government's 30-minute city policy objective.

Public Benefit Offer

As part of their Planning Proposal Request, the Proponent submitted a Public Benefit Offer indicating that they may enter into a Voluntary Planning Agreement with Council to deliver the following public benefits:

- Construction of the east/west Main Lane, including both physical works and embellishments (Note: Council considers this as a service lane and the scope of works and embellishments needs to be confirmed between the parties).
- Provision of storage space and/or community facilities within the development site, to be leased to Council at a nominal rate.

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It is noted that a condition of DA consent is for the Proponent to dedicate land to Council free of charge for the purpose of a laneway and the SP2 portion of the site is identified on the Holroyd LEP 2013 Land Reservation Acquisition map

Following the Panel's consideration, should Council endorse that the proposal proceed to a Gateway Determination, Council officers will negotiate a Voluntary Planning Agreement with the proponent to ensure that any public offer for the site maximises outcomes for the wider community and is consistent with the Cumberland Planning Agreements Policy.

Strategic Merit Assessment

There is merit in progressing the proposal to the next phase of assessment, subject to the proposed Height of Buildings controls being reduced by 10 per cent. This is to account for the additional heights achievable under design excellence provisions and to reduce the impact of the development on surrounding sites. This impact is based on maximum heights that could occur should the design excellence bonus also be applied on the proposed controls under the Planning Proposal Request. Further information is outlined below.

Built form

The Planning Proposal Request is supported by an Urban Design Analysis by Woods Bagot Architects which, through the analysis of street block modelling, indicates that the requested increases in height and FSR limits for Buildings D and E would result in a more desirable urban design outcome and would not result in an unacceptable level of overshadowing or other impacts on surrounding sites.

It is noted that the Woods Bagot analysis did not take into consideration the additional height and FSR increases achievable by the Proponent as part of a future DA for the uplift. The site is affected by clause 6.11 'Area 2' design excellence provisions of the *Holroyd LEP 2013*. This enables the Proponent to apply for design excellence provisions to seek an additional 0.5:1 Floor Space Ratio and 10 per cent maximum building height bonus on top of the proposed principal development controls.

To better determine the potential impacts of the proposal, including the potential additional FSR and height limits achievable under design excellence provisions, Council officers undertook further analysis of the requested built form controls (see attachments 5 to 7). Based on this analysis, it is recommended that the height controls for Buildings D and E are reduced by at least 10 per cent. The approved buildings are likely to cast significant shadows, particularly for properties to the south along Merrylands Road during mid-winter, and the uplift will further reduce solar access to these properties to the extent that they may not receive the minimum of 2 hours of sunlight. In terms of urban design outcomes, a better height transition is likely to be achieved with the recommended decrease in heights, particularly when viewed from the east (see Building Height Transition Diagrams contained in attachment 5, page 3).

The requested height control for Building A is supported as it will regularise the height limit that is already approved, with no further impacts on surrounding properties.



Traffic and parking

The Planning Proposal Request is supported by a traffic analysis (GTA, March 2021) which concludes that traffic and parking impacts associated with the additional 90 dwellings are likely to be only minor in nature.

It is noted that the broader traffic and transport impacts and mitigation measures were addressed as part of Council's Planning Proposal for the McFarlane Street, and Council further considered these issues as part of its assessment of the approved DA for the subject site. If Council prepares a Planning Proposal for the site, the matter will be referred to relevant public agencies for their consideration and comments. The matter will also be considered as part of any future DA for the proposal. The proposal also acknowledges that no additional basement parking is required for the proposed increase in dwellings but does not indicate how that additional parking would be provided.

Flooding and stormwater

Flooding and stormwater issues were identified and addressed as part of Council's McFarlane Street Planning Proposal and are being implemented through approved DAs for the site.

Economic and social benefits

The proposal involves increases to Height of Buildings and Floor Space Ratio controls and the removal of clause 4.4(2B) of Holroyd LEP 2013 (residential/commercial FSR split) from Building D and E site.

The proposal will deliver additional residential apartments in Merrylands Station and McFarlane Precinct, which is identified in Council's strategic plans as a key area for future growth and renewal. The site is already approved for a mix of retail/commercial and residential uses and it is considered economically and socially beneficial to deliver additional housing in this location as it is well served by a wide range of existing a wide range of higher order services and facilities, including public transport, recreational areas, employment and educational opportunities. Increased residential densities on the site will also help to ensure the ongoing viability of local businesses and the additional uplift will provide a temporary increase in construction jobs.

In relation to the proposed removal of clause 4.4(2B), the Planning Proposal Request notes that Building D and E contains the supermarket and associated speciality retail at the ground floor and a non-residential FSR of 0.5:1. It is also noted that the site is situated adjacent to the Stocklands shopping centre at Merrylands. It is considered that making clause 4.4(2B) not applicable to the site and allowing the site to provide additional residential accommodation would result in a better outcome for this site and this location. The proposed amendments will also bring the LEP controls closer in terms of consistency to the approved DA2020/0220.

Heritage

Based on the Heritage Impact Assessment submitted by the Proponent in support of

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their DA for the broader development and the built form analysis discussed in previous sections of this report, the Proposal is unlikely to impact on nearby heritage items.

Consistency with A Metropolis of Three Cities - Greater Sydney Region Plan

The proposal is broadly consistent with Greater Sydney Region Plan, particularly the following Planning Directions:

- *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 Merrylands Station and McFarlane Street Precinct Planning Proposal which is notified.
- *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 and proposed strategic 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 and proposed strategic centre.

Consistency with the Central City District Plan

The proposal is broadly consistent with Central City District Plan, particularly the following Planning Priorities:

- *Planning Priority C2* Planning for a city supported by infrastructure – the proposal seeks to increase principal development controls close to key public open space, existing infrastructure such as the Merrylands Transport Interchange.
- *Planning Priority C5* Providing housing supply, choice, and affordability with access to jobs, services, and public transport - the planning proposal request seeks to deliver additional jobs and housing in Merrylands Town Centre, Cumberland's key Commercial Centre. The site is accessible to all the jobs, service, and public transport of the Parramatta CBD.

Consistency with Cumberland 2030: Our Local Strategic Planning Statement

The proposal is broadly consistent with the Cumberland 2030: Our Local Strategic Planning Statement, particularly the following Local Planning Priorities:

- Local Planning Priority 5 – Delivering housing diversity to suit changing needs, as the proposal will supply increase housing options for an ageing population.
- Local Planning Priority 6 – Deliver affordable housing suitable for the needs of all people at various stages of their lives, as the future redevelopment will

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incorporate a number of accommodation options to enable people from a variety of backgrounds and socio-economic status to age in place.

CONCLUSION:

The Planning Proposal Request for the Coronation site in Merrylands is reported to the Panel for advice prior to Council's consideration. Based on a preliminary review of the proposal and consideration of preliminary feedback received from the community, this report recommends that the proposal be reported to Council with a recommendation to proceed with the proposal, subject to a reduction in proposed building heights for Buildings D and E to mitigate potential amenity impacts and improve urban design outcomes.

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.

CONSULTATION:

The Planning Proposal Request placed on preliminary exhibition for a period of 29 days from 21 April 2021 to 20 May 2021 as required by Cumberland Council's Planning Proposal Notification Policy. All owners and occupiers were also notified within 200 metre distance of the site. The exhibition material was made available online on Council's website and in hardcopy form in Council's administration buildings and selected libraries.

Council received five community submissions, including one submission in support and four objections. Key concerns raised in submissions are summarised below and tabled in Attachment 8.

- Objections to proposed building height and FSR for Buildings D and E
- 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 and not including additional retail and commercial uses
- No acknowledgment in planning proposal request to overshadowing impacts anticipated south of Merrylands Road and the analysis does not show the building heights proposed along the south of Merrylands Road
- Traffic and overflow car parking effects to the surrounds
- Objections to the proposed apartment mix
- Objections to deletion of clause 4.4(2B) from proposed Buildings D and E
- Amenity impacts such as increased traffic and parking, and overshadowing on nearby residential properties to the south of Merrylands Road
- Concerns about the draft Voluntary Planning Agreement, how the money would be used for public benefit.

FINANCIAL IMPLICATIONS:

The Proponent made a Public Benefit Offer as part of their Planning Proposal Request which will be further negotiated and progressed if the proposal progresses beyond the Gateway Determination stage.

POLICY IMPLICATIONS:

This report recommends that this matter be reported to Council for further consideration. Should Council resolves to forward this planning proposal to the Department of Planning and Industry for a Gateway Determination, there will be policy implications associated with the subsequent stages of the planning proposal process. These will be outlined in subsequent Council reports.

COMMUNICATION / PUBLICATIONS:

There are no communication/publication implications for Council associated with this report.

REPORT RECOMMENDATION:

1. That the Cumberland Local Planning Panel (CLPP) consider the recommended controls for the site, being:
 - A. Increase the Floor Space Ratio control for Buildings D and E from 5.5:1 to 7.5:1, as requested by the Proponent
 - B. For Building D, increase the Height of Buildings control from 55m to 64m (instead of the requested 71m), noting that the maximum height control does not include the design excellence bonus
 - C. For Building E, increase the Height of Buildings control from 77m to 84m building height (instead of the requested 93m), noting that the maximum height control does not include the design excellence bonus
 - D. For Building A, increase the Height of Buildings control from 55m to 77m, as already approved under DA2020/0220
 - E. Remove the application of clause 4.4(2B) of the Holroyd LEP 2013 from the site
2. That Cumberland Local Planning Panel (CLPP) recommend that the Planning Proposal Request with the above recommended changes be reported to Council, seeking a resolution to forward a Planning Proposal to the Department of Planning and Industry for a Gateway Determination.

ATTACHMENTS

1. Planning Proposal Request [1](#)

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2. Traffic Analysis [📄](#)
3. Letter of Offer [📄](#)
4. Urban Design Report [📄](#)
5. Building Height Transition Diagrams [📄](#)
6. Overview of Shadow Models [📄](#)
7. Detailed Shadow Analysis (all year) [📄](#)
8. Community Submissions (summarised) [📄](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

Attachment 4
Proponent's Strategic Merit
Assessment



Strategic Merit Assessment

233, 249-259 MERRYLANDS ROAD
AND 52-54 MCFARLANE STREET
MERRYLANDS

21 JUNE 2021





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INTRODUCTION

The Cumberland Local Planning Panel when considering the above Planning Proposal sought additional detail regarding the site specific and strategic merit for the proposal. This submission sets out how the Planning Proposal meets the established Strategic Merit Tests and therefore warrants approval.

CATALYTIC DEVELOPMENT AND EXCELLENCE IN DESIGN

We note that the proponent is currently conducting necessary basement excavation works on part of the site to progress the broader development and the Planning Proposal, if endorsed, will provide for the delivery of additional housing supply (circa 90 apartments) in the Merrylands Town Centre on a site that is 450m from Merrylands Railway Station.

These will be delivered in the immediate future and the broader development on the site is the largest commitment to renewal in the Merrylands Town Centre by a private developer and will be a landmark development that will also ideally serve as a catalyst to other large scale redevelopment in the Town Centre, noting limited development has occurred in the Town Centre despite the planning controls being in place for several years.

The development proposal is setting the standard for high quality urban design and detailing of the scheme which will substantially 'lift the bar' beyond existing development within the Merrylands area.

THE STRATEGIC MERIT TEST

The strategic merit test is demonstrated through a series of established questions as follows:

Is the proposal consistent with the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment?

YES

The relevant strategic plans for consideration include the Metropolis of Three Cities – Greater Sydney Region Plan 2018 and the Central City District Plan 2018.

METROPOLIS OF THREE CITIES

The Planning Proposal is aligned with these key themes, directions, metrics and objectives by:



1. Infrastructure and collaboration. The subject land is located within 400m of Merrylands train station and the existing strategic centre. The site is located within easy access of exiting health services infrastructure as well as existing schools including St Marys Primary School, Fowler Road School and Holroyd School. The site is located just 3.3km to the south of Parramatta, the Central River City and an easy bus ride that is less than 20 minutes to Parramatta Station which is well within the 30-minute city scenario.
2. Liveability. The architectural design drawings provided with this Planning Proposal and the urban design study show that liveability for the future residents is a primary consideration for the future building design. Solar access and cross ventilation have been maximised along with general compliance with the requirements of the Apartment Design Guide. The pedestrian environment will be activated and improved because of this Planning Proposal connecting the residents in and around the Merrylands strategic centre.
3. Productivity. The proposal capitalises on the existing Merrylands strategic centre and will ensure there with sustainable future growth within this existing centre. The proposal creates a more accessible and walkable city with enhanced activation to pedestrian links and opportunity for bicycle riding as well as promoting additional local jobs through the placement of additional residents within Merrylands.
4. Sustainability. The Planning Proposal facilitates building capacity based on existing and committed infrastructure. This seeks to shape a strong and connected community by delivery catalytic development and creating resilience within this revitalised precinct.

The Greater Sydney Region Plan presents polycentric approach to Sydney which reinforces the significant role of Parramatta sitting at the heart of Sydney with Merrylands being an important precinct that supports the continued vitality and growth within the Central City. As Greater Sydney experiences a housing shortage and ever increasing property prices, the future generations will rely on housing being provided in centres such as Merrylands. The proposal will assist with delivery of new housing that can lessen the pressure on housing affordability housing by delivering supply in this key location of Merrylands.

The proposal aligns specifically with Planning Priority N1 and N5 of the Metropolis of Three Cities through provision of additional housing in a location serviced by infrastructure, expanding housing supply choice and affordability in a location with access to jobs, service and public transport.

- *Planning Priority N1: Planning for a city supported by infrastructure*
- *Planning Priority N5: Providing housing supply, choice, and affordability, with access to jobs, services and public transport.*



Urban renewal is a key priority particularly with the focus of new housing in existing centres with frequent public transport that can carry large number of passengers and in locations that have already the community infrastructure in place such as medical services, social services, educational facilities, recreational opportunities and employment. This clearly places emphasis on the revitalisation of Merrylands as an ideal location to deliver this accelerated housing, more affordable housing typologies and a greater variety of housing choice. This housing can be brought forward only if the planning controls represented in this Planning Proposal are endorsed.

CENTRAL CITY DISTRICT PLAN

The Central City District Plan sets out the priorities and actions for this District and these are structured around the same key themes as presented in the Greater Sydney Region Plan. As relevant to the subject site the importance of the growth within strategic centres in terms of both jobs and housing are continually emphasised in the District Plan. The Planning Proposal seeks to deliver both additional housing but also jobs within a 30-minute city scenario.

Expediting the delivery of housing brings more dwellings to the market which in turn drives prices down. Delivering more dwellings and within shorter timeframes aims to respond to the current housing crisis in Sydney where scarcity has resulted in an affordable priced housing shortage. The Planning Proposal seeks to deliver housing to the market quickly and in a highly liveable location which is within the 30-minute city scenario.

In summary, this Planning Proposal seeks to deliver on the vision set forward in the Central City District Plan by:

1. Increasing diversity of housing choice.
2. Delivering housing to meet strategic housing supply targets.
3. Expediting the delivery of new housing stock to ease the pressure of demand resulting in a generally more affordable priced housing product.
4. Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.
5. Reduced emissions through both building environmental performance but also through reduction in reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.



6. Enhancing the role of Merrylands as the economic anchor with the vision to deliver both jobs and housing.

The objectives of the Planning Proposal are incontestably aligned with the documented priorities for the Central City District.

Is the proposal consistent with a relevant local strategy that has been endorsed by the Department?

YES

The proposal gives effect to the relevant local strategy which is the Cumberland Local Strategic Planning Statement by supporting additional housing supply and job growth within Merrylands in the McFarlane Street Precinct. The Planning Proposal:

- Gives effect to a local strategic planning statement insofar as the Cumberland LSPS seeks to support additional housing supply and job growth within Merrylands town centre in the McFarlane Street Precinct and aligns with the Merrylands Station and McFarlane Street Precinct Planning Objectives to:
 - Develop a strong identity for the Merrylands Centre through a vibrant mix of retail, commercial and residential development.
 - Achieve urban design strategies that acknowledge the role of Merrylands within the Cumberland subregion.
 - Renew and revitalise the Merrylands Centre catering for a diverse community.
 - Ensuring buildings are designed to maximise appropriate amenity outcomes for the Precinct.
- In addition to the above the proposal is further consistent with the following aspects of the Cumberland LSPS:
 - 5. *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 within the western portion 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.
 - 6. *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 site will facilitate a modern development that will provide a high level of amenity for people living in and around the development, providing many opportunities for recreation and social connection.



- 7. *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 within Merrylands Town centre. It will promote access to local jobs, education opportunities and care facilities.

The Planning Proposal will encourage diversity and liveability of places and will enhance the status of Homebush as a village in which people want to reside, work and visit.

Is the proposal 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?

YES

Merrylands Town Centre will play a key control in the supply of housing and the site sits within the McFarlane Precinct where the current planning controls were endorsed in 2016. Since that time, the Cumberland Local Strategic Planning Statement has been adopted which outlines there is planning underway for a number of centres and strategic corridors to facilitate additional housing supply and jobs growth. Specifically, the LSPS contains the following statement: "The Merrylands and Wentworthville Centres and Parramatta Road Corridor are the focus of much of this planning for growth. Approximately 4,200 additional dwellings are proposed for Merrylands (McFarlane and Neil Street Precincts)" (Cumberland Council Local Strategic Planning Statement 2020, pg. 16).

This Planning Proposal responds to a change in circumstances whereby changing trends have seen more people wanting to live in highly accessible centres where they can rely less on the need to use a private motor vehicle as their primary means of transport. Since the global pandemic of 2021, people are wanting to live in strategic centres such as Merrylands where they can work remotely but also be part of a vibrant community lifestyle that will be delivered through this Planning Proposal.

In relation to concerns regarding the proposed planned yield within the Precinct it is noted that the 90 additional dwellings equate to approximately 2% of the planned additional dwellings in the Precinct- which is largely inconsequential in the context of 4200 planned dwellings desired over the next 5-10 years.

We further note that the proposal does not seek to 'take' yield from other sites, but simply expand housing supply across the Precinct as a whole and enable delivery in the short term. Demand for housing is increasing at the present time and increases in house prices are also pushing up pricing for units at the same time and over time it would be anticipated that demand will lift relative to supply.



The Merrylands housing supply targets are targets- and this scheme will enable contribution to those targets and the addition 90 dwellings, equating to 2% of the planned density, has no discernible impact on the desired supply and should not impact on the ability of other sites in the Precinct to deliver and provide apartments to the market.

SITE SPECIFIC MERIT TEST

**Does the proposal have site-specific merit, having regard to:
The natural environment (including known significant environmental values, resources or hazards)?**

BUILT FORM OUTCOME

Council staff have recommended that the height be reduced by 10% to “deduct” the bonus that can be achieved via the Design Excellence process.

The Planning Proposal as submitted, proposing a maximum height + 10% is preferred and has urban design merit for the reasons set out below.

- The 10% bonus is a bonus for Design Excellence- which the proposal must demonstrate and it is not ‘as of right’;
- The height limit is a maximum;
- The urban design form proposed results in an appropriate height transition between the northern side of Merrylands Road to the southern side of Merrylands Road. The massing diagrams below demonstrate this, which show:
 - Pink - the existing approved height in pink,
 - Green - additional height sought in the Planning Proposal, and
 - Yellow – the 10% design excellence bonus
- The overshadowing from the additional height is not significant and will not unreasonably impact on adjoining properties to the south.

The images overleaf demonstrate that the transition is appropriate and are imperceptible to the pedestrian experience at street level, particularly when set against the planned building heights in the Merrylands Town Centre and the taller height on the site immediately to the north of the subject site (Council carpark site).

Image 1: Viewing West along Merrylands Road from City Park.



Image 2: View East along Merrylands Rd from Treves St and Merrylands Rd intersection.



Accordingly, the proponents view is the height as sought in the original Planning Proposal request remains appropriate.

However, the proponent does not take an “all or nothing” position in relation to height and appreciates that the Council officers do recommend a quantum of additional height, which our client views as a “fall-back position”.



**Does the proposal have site-specific merit, having regard to:
The existing uses, approved uses and likely future uses of land in the vicinity of
the land subject to a proposal?**

YES

The Planning Proposal does not seek to change the permitted uses on this site. The Planning Proposal seeks to amend the controls relating to building height and floor space ratio which will permit a better strategic outcome for this ideally located land. The proposed density responds to more recent policies of Cumberland Council where high density development is to be delivered in existing urban centres.

The Planning Proposal also seeks to remove the commercial and residential floor space ratio split. There is approval on the site for 5 buildings – A, B, C, D and E. The Planning Proposal relates only to buildings D and E and seeks to exclude Buildings D and E from the provisions of clause 4.4(2B) of the Cumberland LEP.

The purpose of Clause 4.4(2B) is to place a cap on the amount of residential floor space on particular mapped land parcels, in order to guarantee a minimum delivery of non-residential floor space. The effective outcome of the clause is that it delivers a ratio of residential to commercial floor space.

Appropriately the active consent on the site delivers a suitable ratio of residential and commercial floor space as intended by the clause which was confirmed by an Economic Impact Assessment by AEC that supported the Development Application.

The planning proposal proposes:

- To continue to deliver the approved GFA of commercial floor space; and
- Permit additional residential floor space at the top of the building.

However, the ongoing application of clause 4.4(2B) prevents the simple addition of the increased residential floor space without triggering the need for additional commercial floor space. The removal of the application of clause 4.4(2B) will ensure that –

- The approved non residential floor space is unchanged and will continue to be delivered;
- In granting the additional residential floor space at the top of the approved building, nothing is triggered that would necessitate a redesign of the approved and agreed lower commercial and retail areas; and
- Council does not unintentionally make a planning decision that forces an applicant to lodge a Clause 4.6 variation request to achieve an outcome that has been the subject of a very recent planning proposal.



The applicants view is that there are no implications of removal of this provision from Building D and E as there is to be no change to the non-residential floor space to be delivered.

**Does the proposal have site-specific merit, having regard to:
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?**

YES.

The site located within the existing Merrylands strategic centre and is therefore ideally positioned to act as a focus for significant urban transformation. The area is well serviced by schools, tertiary institutions, childcare centres, community services, recreational and sporting facilities and an established commercial centre. Furthermore, the locality has excellent connectivity with access to several key arterial road networks including the Great Western Highway and the M4 Motorway as well as regular public transport services.

The proposed amendments are driven by a desire to deliver a superior urban design outcome for the site, ensure the maximum building height control and maximum floor space ratio control are aligned to facilitate development that is consistent with the desired future character of Merrylands. The proposed amendments to planning controls will facilitate the delivery of catalytic development contributing to much needed housing supply and public domain improvements at the street within this strategic precinct.

In relation to the issue of Public Benefit the landowner is keen to commence discussions with Council about entering into a Voluntary Planning Agreement as set out in the initial VPA Letter of Offer which can include infrastructure (roadworks) and potential Council facilities.

The specific details of this agreement can be formalised during the Gateway process for this Planning Proposal.



CONCLUSION

This letter confirms that the Planning Proposal meets the Strategic Merit Tests applied in these circumstances; exhibits urban design merit; and does not result in unacceptable impacts in the streetscape or surrounding environment.

Should you require any further information, I can be contacted on 9687 8899.

Adam Byrnes
Director
Think Planners Pty Ltd

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

Attachment 5
Urban Design Report

233-259 Merrylands Rd & 54-59 McFarlane St, Merrylands Planning Proposal Request Urban Design Analysis



Contents

01 Background	03
02 Proposed Changes to LEP Height	10
03 Shadow Analysis	23

01

Background

1 Introduction

2 Project Background and DA History

3 Precinct Location

4 Site Plan

5 LEP Overlay

6 DCP - Merrylands Town Square

01.1 Introduction

This Urban Design Analysis has been prepared in support of a Planning Proposal Request seeking to increase the maximum permitted height and FSR at 233-259 Merrylands Rd and 54-59 McFarlane St, Merrylands, known as the 'Merrylands Investment Co Pty Ltd Site'. A recent development consent (DA2020/0220) has been issued for the site which created the 3 street block elements making up the broader site which were established through the laneway connections established.

Woods Bagot were engaged to review the approved DA scheme, and the broader planning framework, from an Urban Design perspective.

The analysis of the street block modelling indicated that a better height and density transition could be achieved relative to the 'landmark' tower planned for the land to the north east of the site, providing a smoother transition to the west. The modelling indicates that a change to the height and FSR limits of Buildings D and E would result in the a more desirable urban design outcome.

Massing, envelope, and shadow studies undertaken by Woods Bagot have arrived at a height increase of 5 levels to each of Building D and E- resulting in an increase in height from 55m-71m for Building D and 77m-93m for Building E. This provides a more suitable transition in height within the context of the Town Centre and provides a better urban design outcome.

Exploration of density arising from this increase in height was modelled relative to the newly established 'D and E' lot size of 4,448m² and the modelled outcome matches the 7.5:1 FSR of the site to the east. Accordingly, an increase in the FSR on this site from 5.5:1 to 7.5:1 is sought for the Block D and E land with no change sought to the FSR of the remaining lots.

01.2 Project Background & DA History

The 'Merrylands Investment Co Pty Ltd site' has been subject to a number of recent development proposals, including a prior development application by Stockland that has not been taken up. Of most relevance is the recent approval of DA2020/0220 on the site which was granted consent by the Sydney Central Planning Panel in September 2020. That consent approved the following:

- Construction of mixed use development comprising 5 mixed use buildings, including retail and commercial tenancies, childcare facility and 790 residential apartments, over 4 levels of basement parking, associated stormwater, public domain and landscaping works.

A recent modification (MOD2021/0123) has been submitted with Woods Bagot as the project architects, who were engaged to provide further design evolution over the prior approved scheme and to improve the design outcome for the broader site.

Design Excellence has recently been issued for that amendment with the Cumberland Design Excellence Panel noting the improvement in the scheme as compared to the original DA and that Merrylands Investment Co Pty Ltd are committed to delivery of a high quality outcome consistent with their brand.

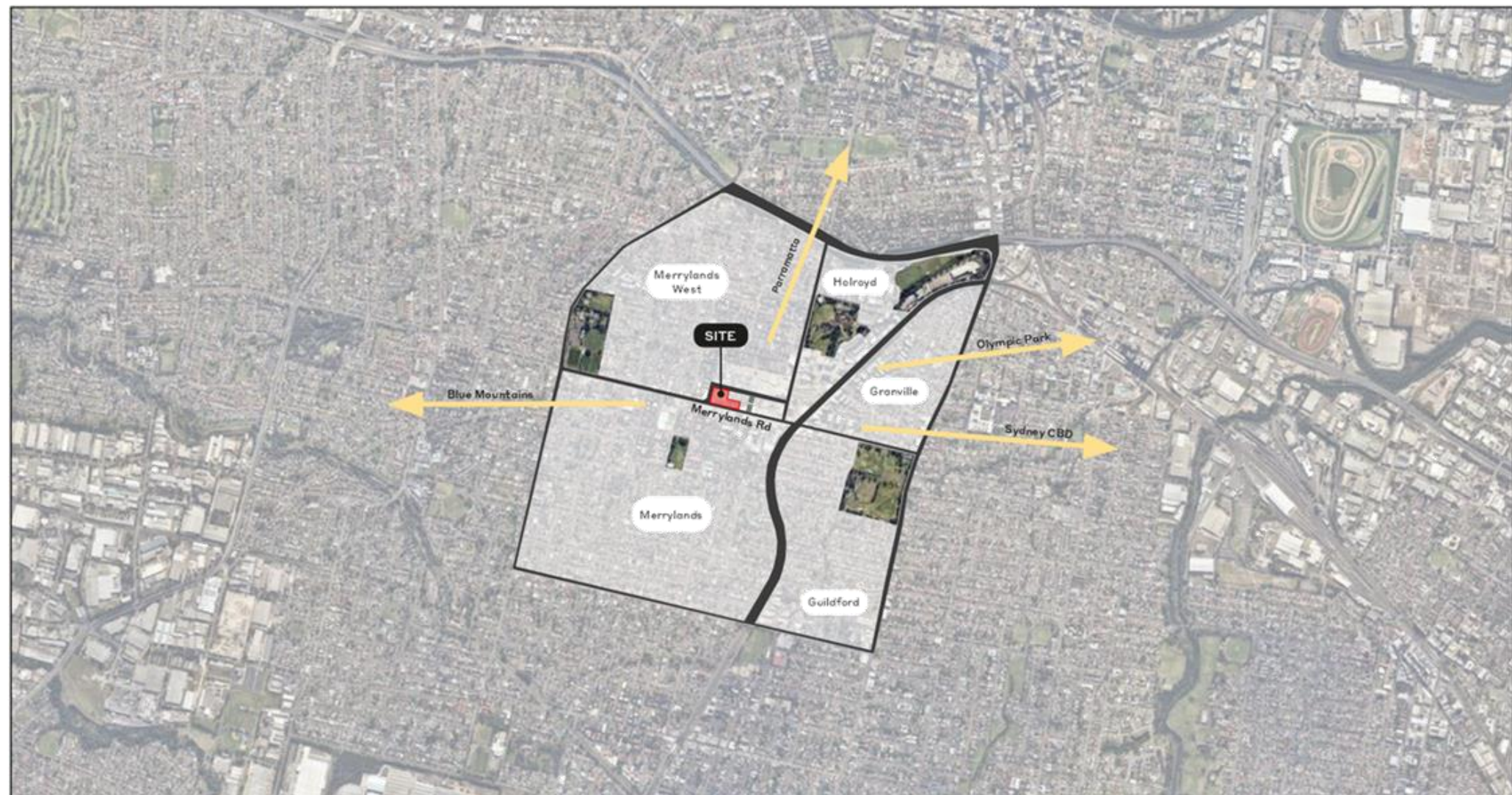
An extract of the site layout plan that shows Building A, B, C, D and E is provided below. It is noted that this cannot be sought as part of the Section 4.55 or DA process owing to the increase in the height and FSR- which must be progressed as a Planning Proposal Request.

01.3 Precinct Location

Merrylands Town Centre

The subject site is located within the Merrylands Town Centre as illustrated by the location plan

Location Plan



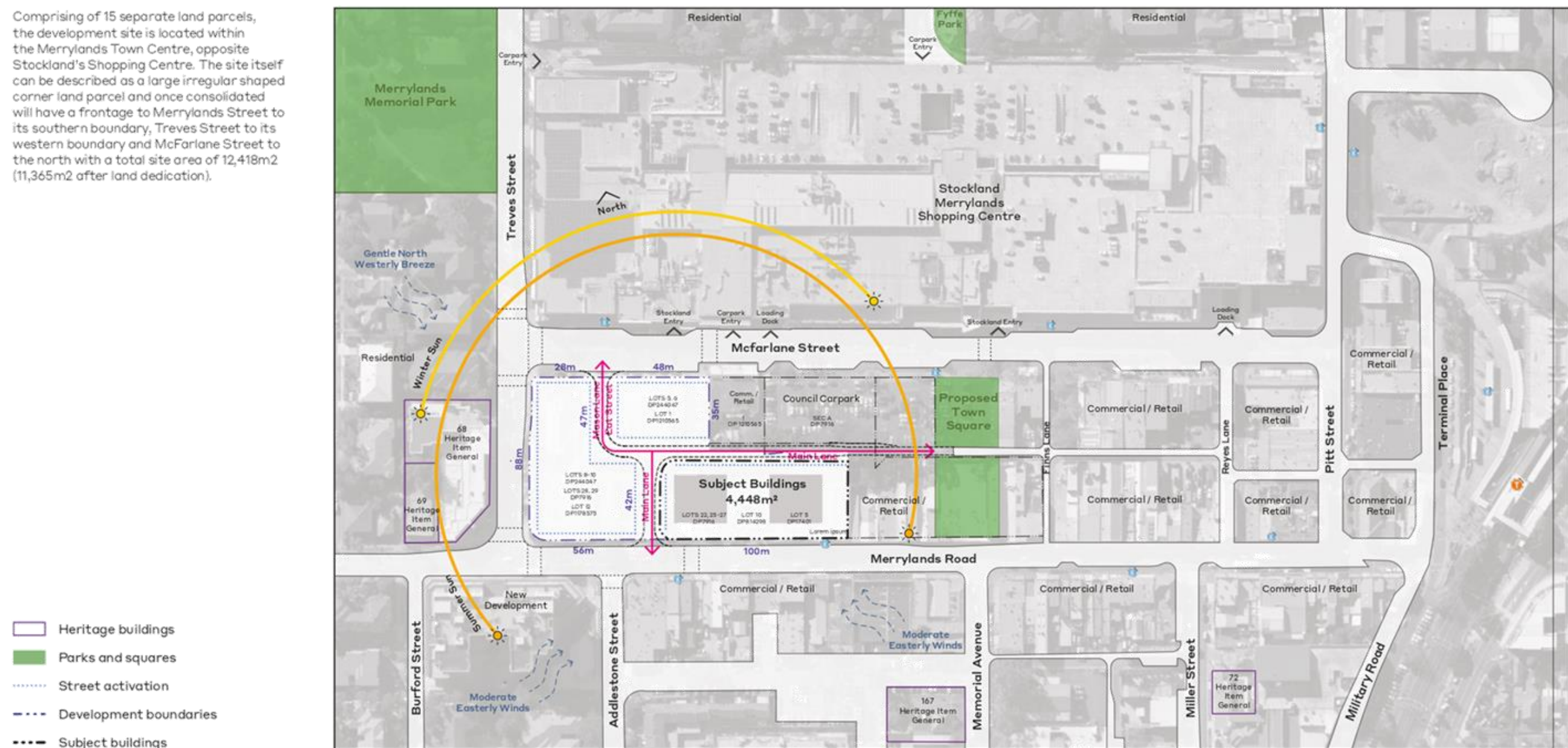
Context	
Locality	Cumberland LGA, previously Holroyd LGA
Suburb	Merrylands
Greater Sydney Commission District	Central City District
Distance to Parramatta CBD	4 KM

01.4 Site Plan

Parent Site

Comprising of 15 separate land parcels, the development site is located within the Merrylands Town Centre, opposite Stockland's Shopping Centre. The site itself can be described as a large irregular shaped corner land parcel and once consolidated will have a frontage to Merrylands Street to its southern boundary, Treves Street to its western boundary and McFarlane Street to the north with a total site area of 12,418m² (11,365m² after land dedication).

Immediate Context



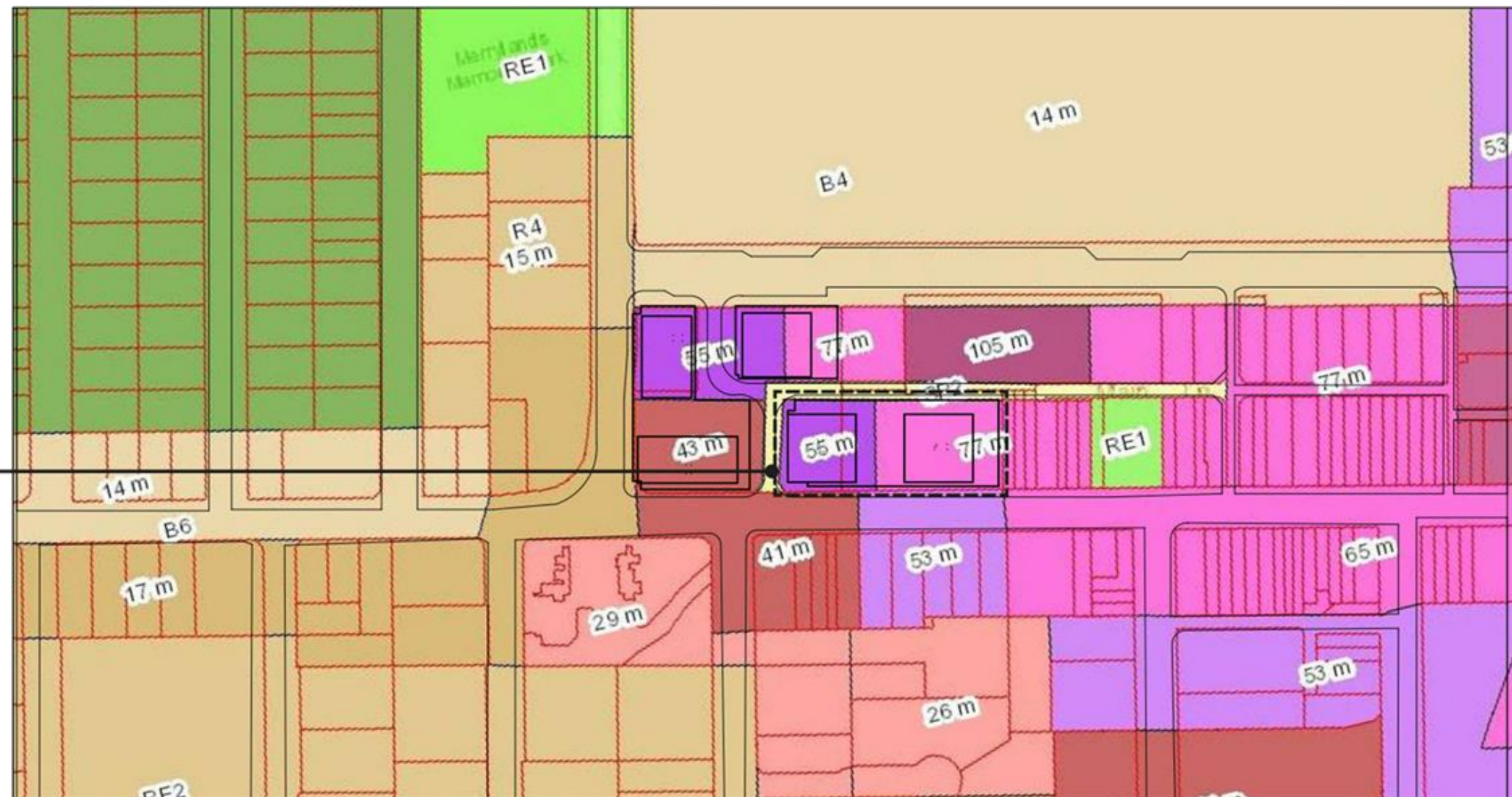
01.5 LEP Overlay

Height of Buildings

The development site affected is this Planning Proposal Request is the south Eastern portion of the site. It is subject to a split maximum building height control of between 55m-77m under the Holroyd Local Environmental Plan 2013 Height of Building amendment 20.

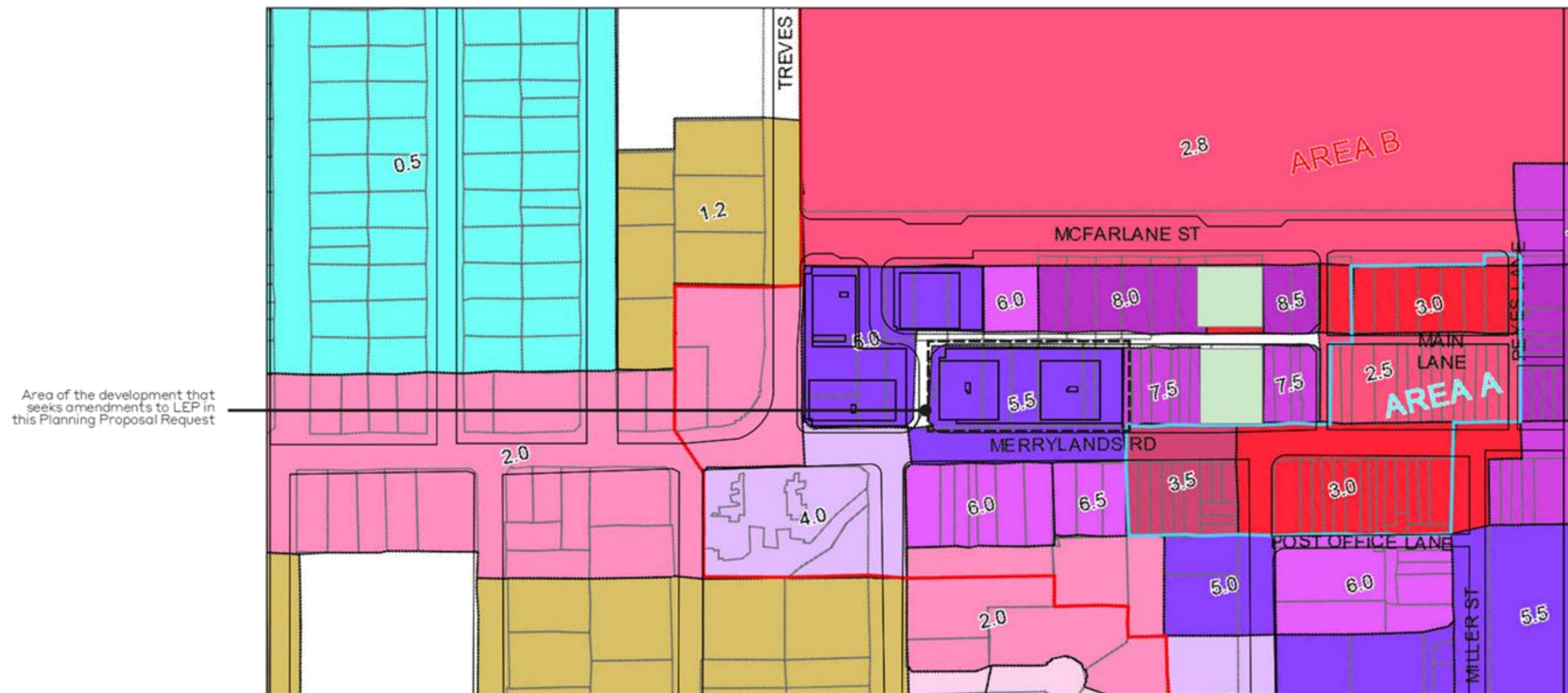
Map Sheet_009, as illustrated overleaf.

Area of the development that seeks amendments to LEP in this Planning Proposal Request



01.5 LEP Overlay

FSR



01.6 DCP - Merrylands Town Square

Future Town Square



Holroyd DCP, Part M - Landscape and Open Space Locations

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Planning Proposal Request Urban Design Analysis / 10

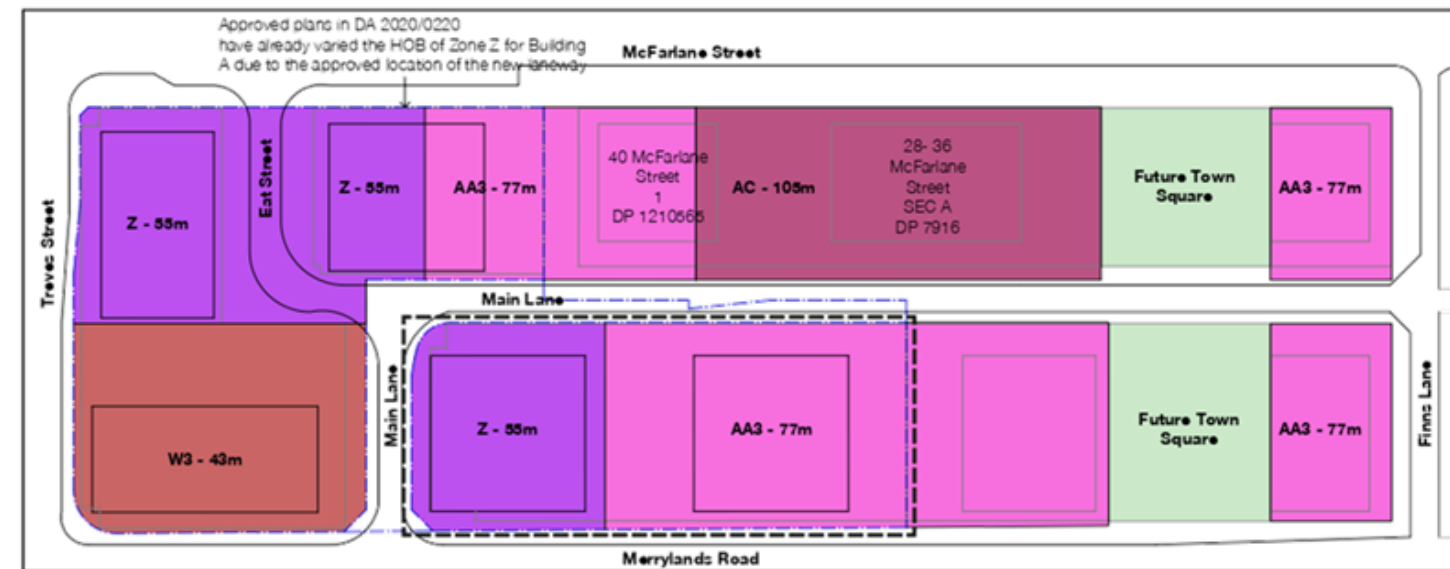
02

Proposed Changes to LEP Height

-
- 1 Amendments to LEP
 - 2 Summary of Proposed Changes to LEP
 - 3 Current Massing vs Proposed Massing Axo's
 - 4 LEP Height Progression - Current vs Proposed
 - 5 Street View - Proposed LEP Height Changes
 - 6 Street View
-

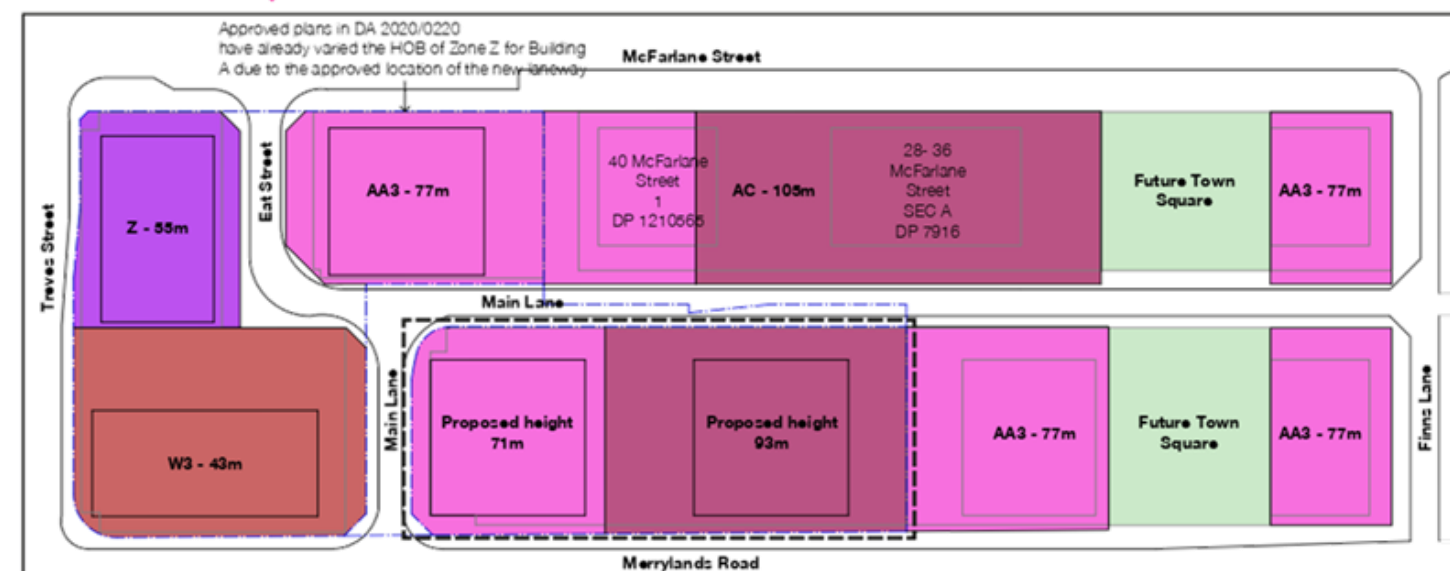
02.1 Amendments to LEP

Existing LEP Height Plan



Proposed height = Existing LEP + 5 storeys @ 3200mm each

Proposed LEP Height Plan



Maximum Building Height (m)

J	9	U1	30
K	10	U2	32
L	11	V	39
M	12.5	W1	41
N	14	W2	42
O	15	W3	43
P1	17	Y1	50
P2	18	Y2	53
Q	20	Y3	54
R	21	Z	55
S1	23	AA1	62
S2	24	AA2	65
T1	26	AA3	77
T2	27	AB	86
T3	29	AC	105

Future town square

Development boundaries

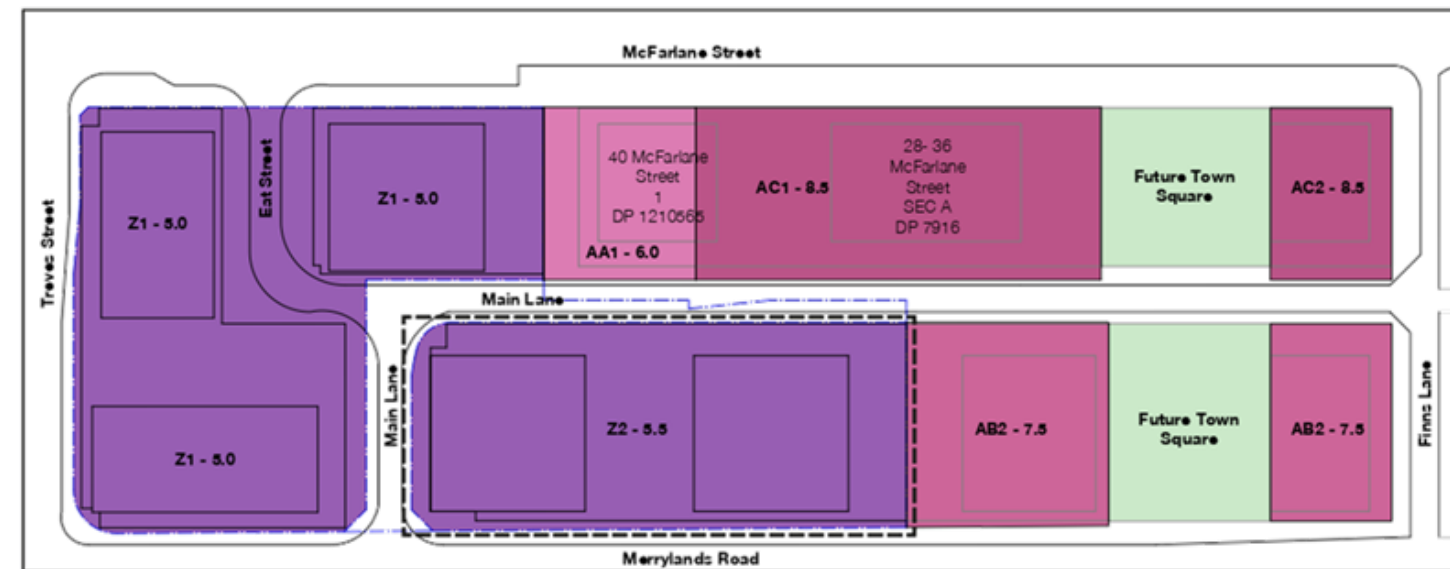
Subject buildings

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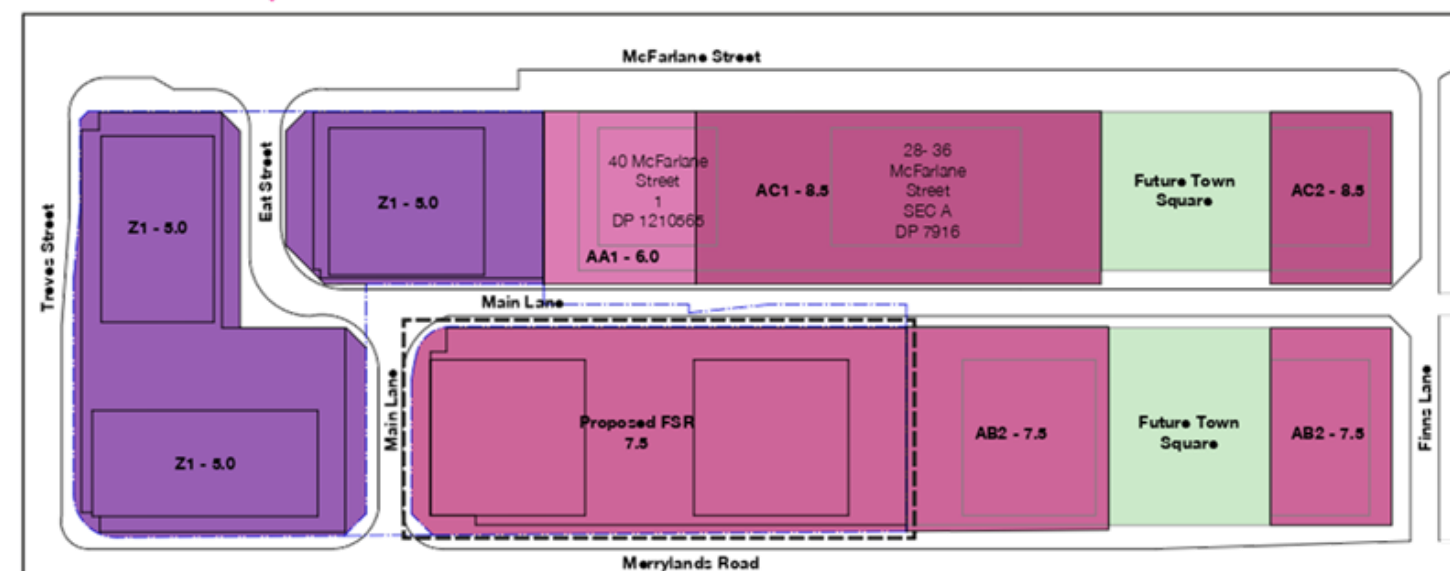
02.1 Amendments to LEP

Existing LEP FSR Plan



Proposed FSR = 7.5:1

Proposed LEP FSR Plan



Maximum Floor Space Ratio (n:1)

D 0.5	X 4.0
H 0.7	Y 4.5
K 0.85	Z1 5.0
N 1.0	Z2 5.5
P 1.2	AA1 6.0
S1 1.5	AA2 6.5
S2 1.8	AB1 7.0
T1 2.0	AB2 7.5
T2 2.2	AC1 8.0
T3 2.4	AC2 8.5
U1 2.5	Area A Area A
U2 2.8	Area B Area B
V 3.0	Area C Area C
W1 3.5	
W2 3.66	

Future town square

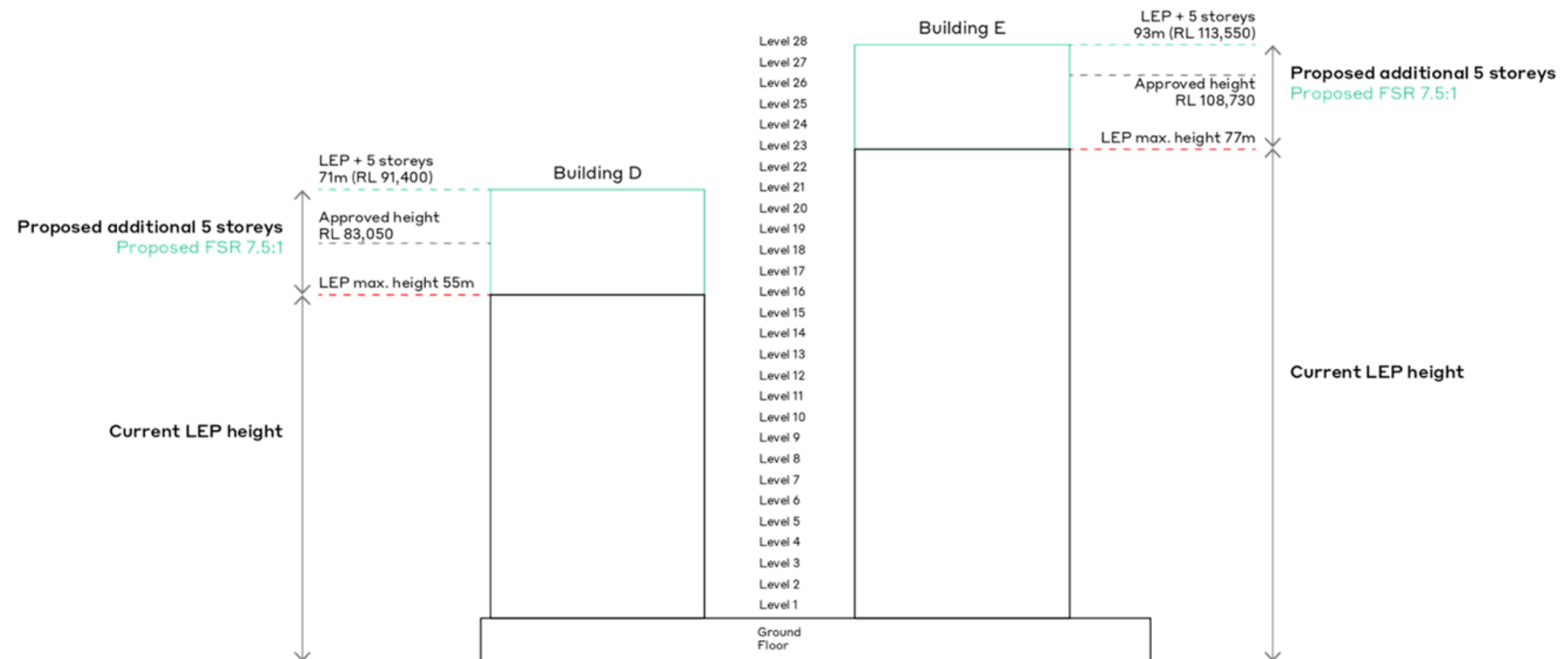
Development boundaries

Subject buildings

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Planning Proposal Request Urban Design Analysis / 13

02.2 V of Proposed Changes to LEP

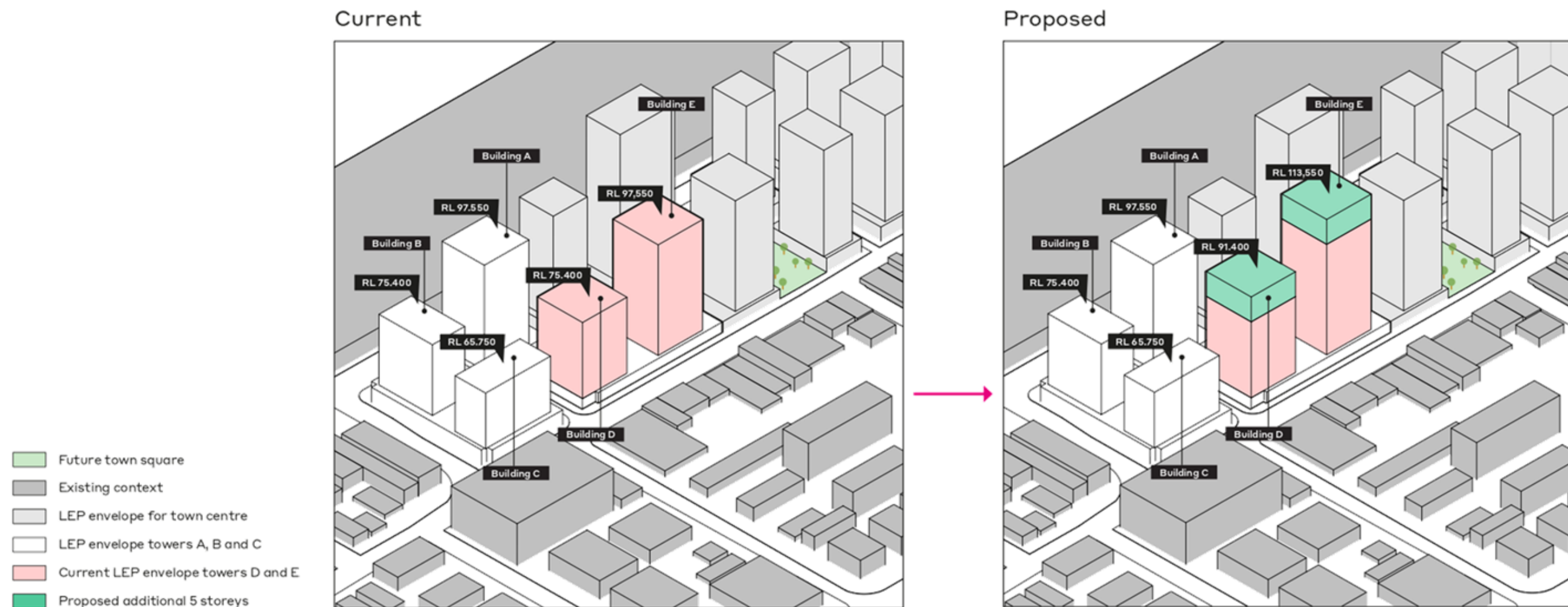


02.2 Summary of Proposed Changes to LEP

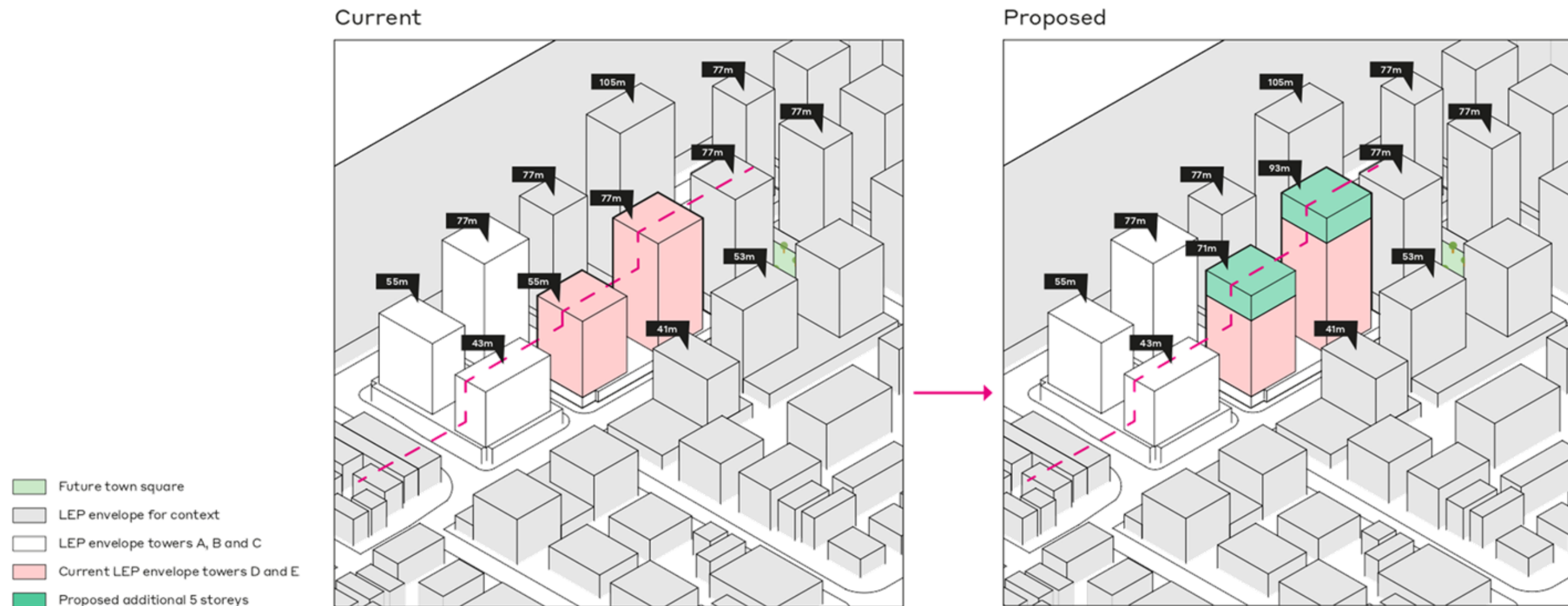
Buildings	Site Area	Current LEP		Proposed		Difference	
		Max GFA	FSR	Max GFA	FSR	GFA Difference	FSR Difference
A, B & C	6,760m ²	37,180m ²	5.5	37,180m ²	5.5	0m ²	0
D & E	4,448m ²	24,464m ²	5.5	33,360m ²	7.5	8,896m ²	2
Combined Site Total	11,208m²	61,644m²	5.5	70,540m²	6.3	8,896m²	0.8

Apartments	Current	Proposed
Building D	135	180
Building E	207	252
Total	342	432
Additional Apartments		90

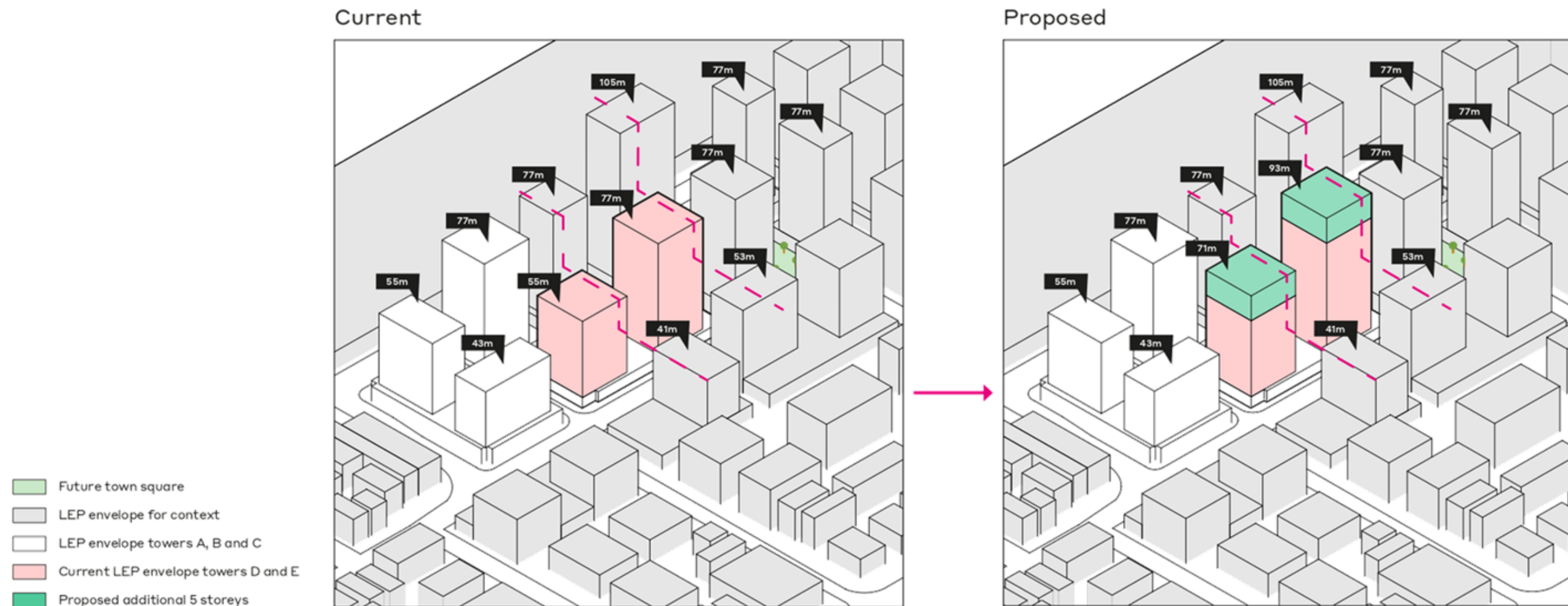
02.3 Current Massing vs Proposed Massing Axo's



02.4 LEP Height Progression - Current vs Proposed

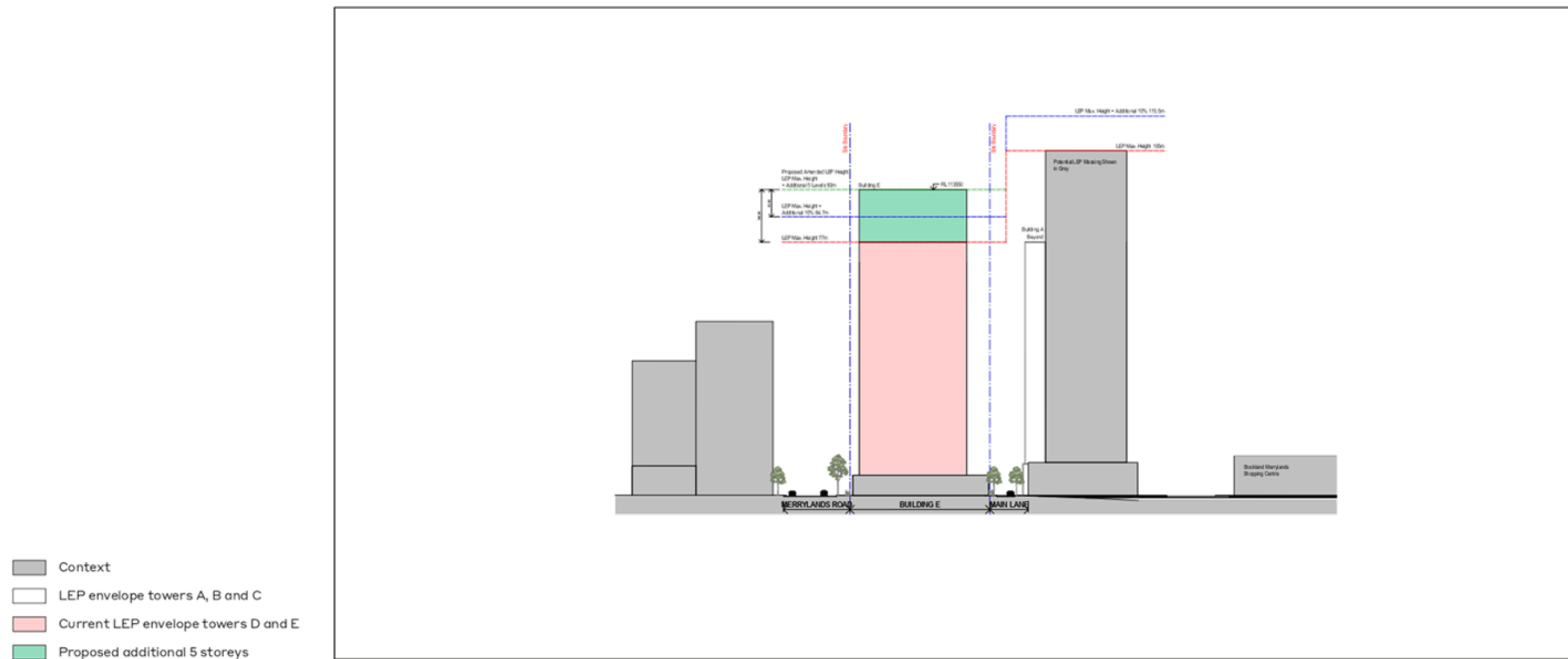


02.4 LEP Height Progression - Current vs Proposed

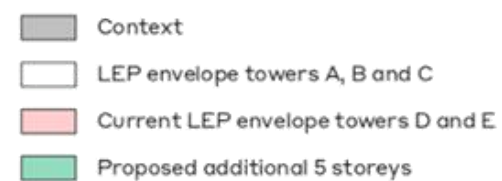


02.5 Street View - Proposed LEP Height Changes

East Elevation

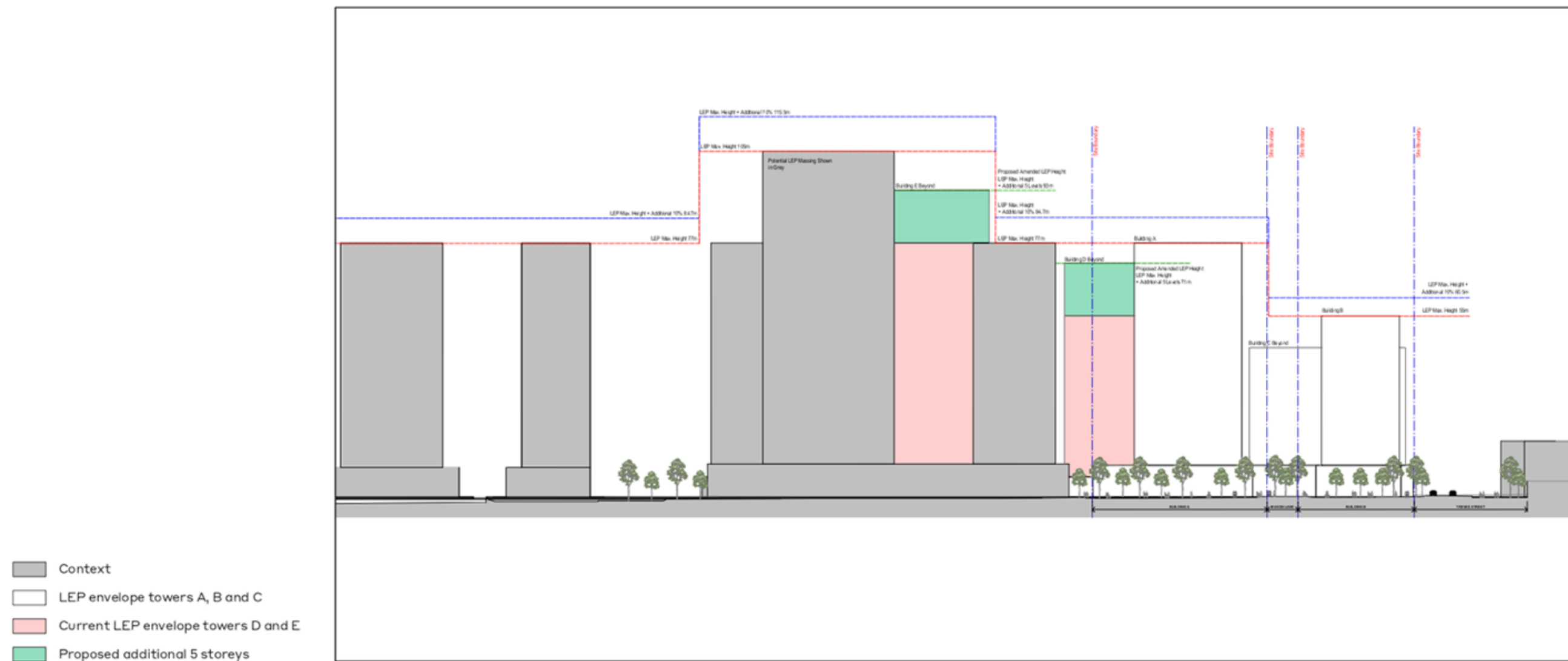


Streetscape Elevation Merrylands Road



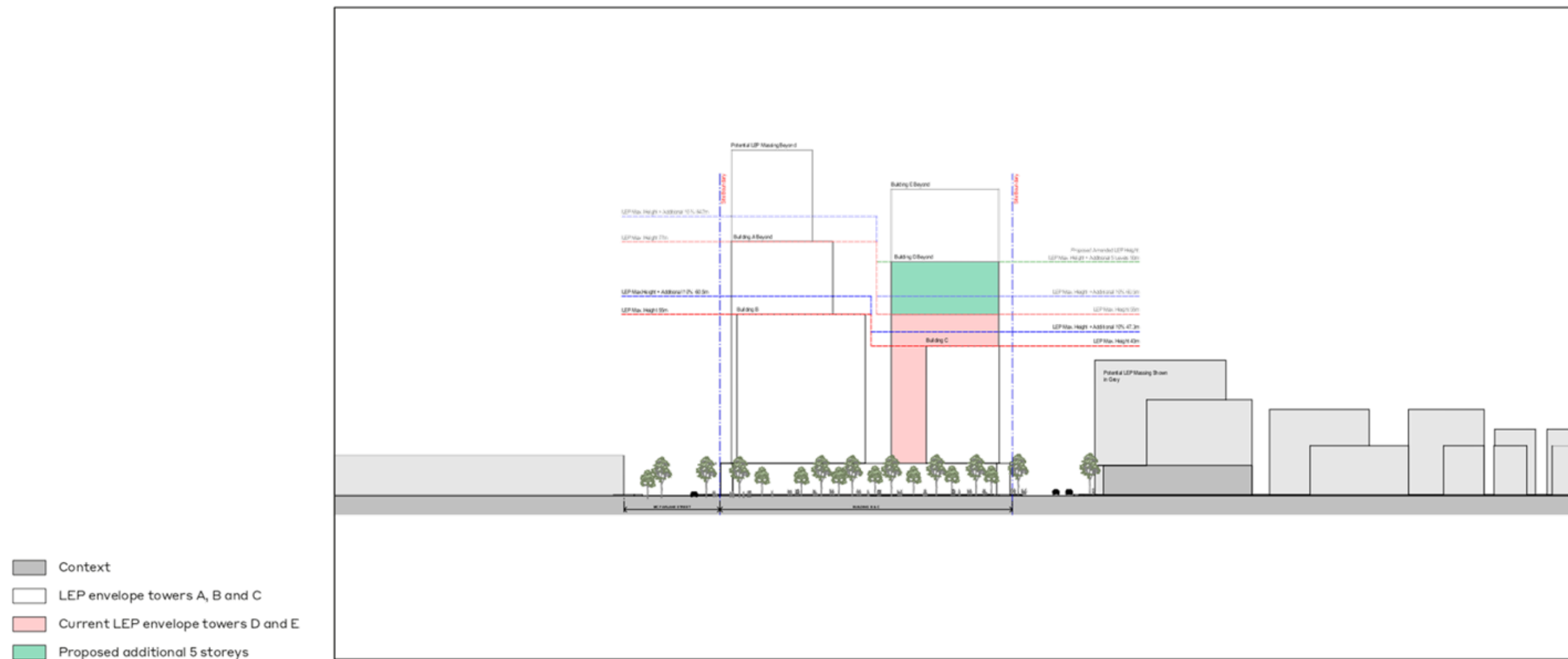
02.5 Street View - Proposed LEP Height Changes

Streetscape Elevation McFarlane Street



02.5 Street View - Proposed LEP Height Changes

Streetscape Elevation Treves Street

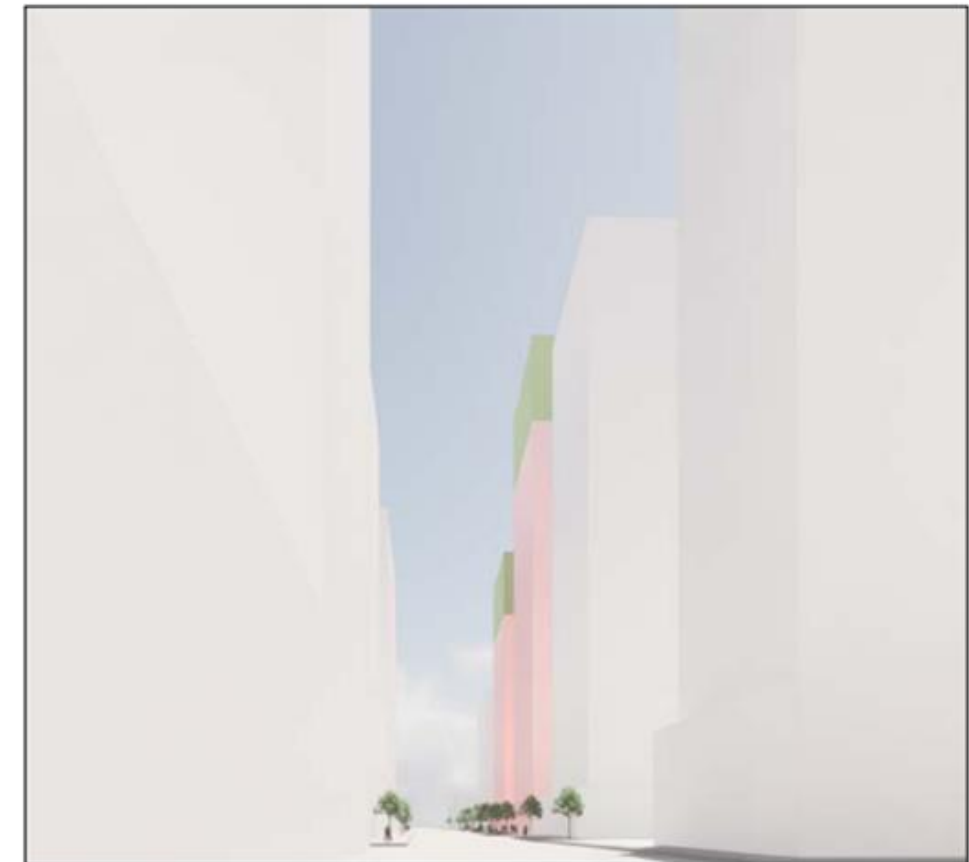






02.6 Street View

Merrylands Road Current



Merrylands Road Proposed



-  Context
-  LEP envelope towers A, B and C
-  Current LEP envelope towers D and E
-  Proposed additional 5 storeys





02.6 Street View

Merrylands Road Current



Merrylands Road Proposed



-  Context
-  LEP envelope towers A, B and C
-  Current LEP envelope towers D and E
-  Proposed additional 5 storeys

03

Shadow Analysis

1 Shadow Analysis - Current vs Proposed

2 Sun's Eye Views - Current vs Proposed

03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram December 21 - 9am (Summer Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram December 21 - 10am (Summer Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram December 21 - 11am (Summer Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram December 21 - 12pm (Summer Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram December 21 - 1pm (Summer Solstice)



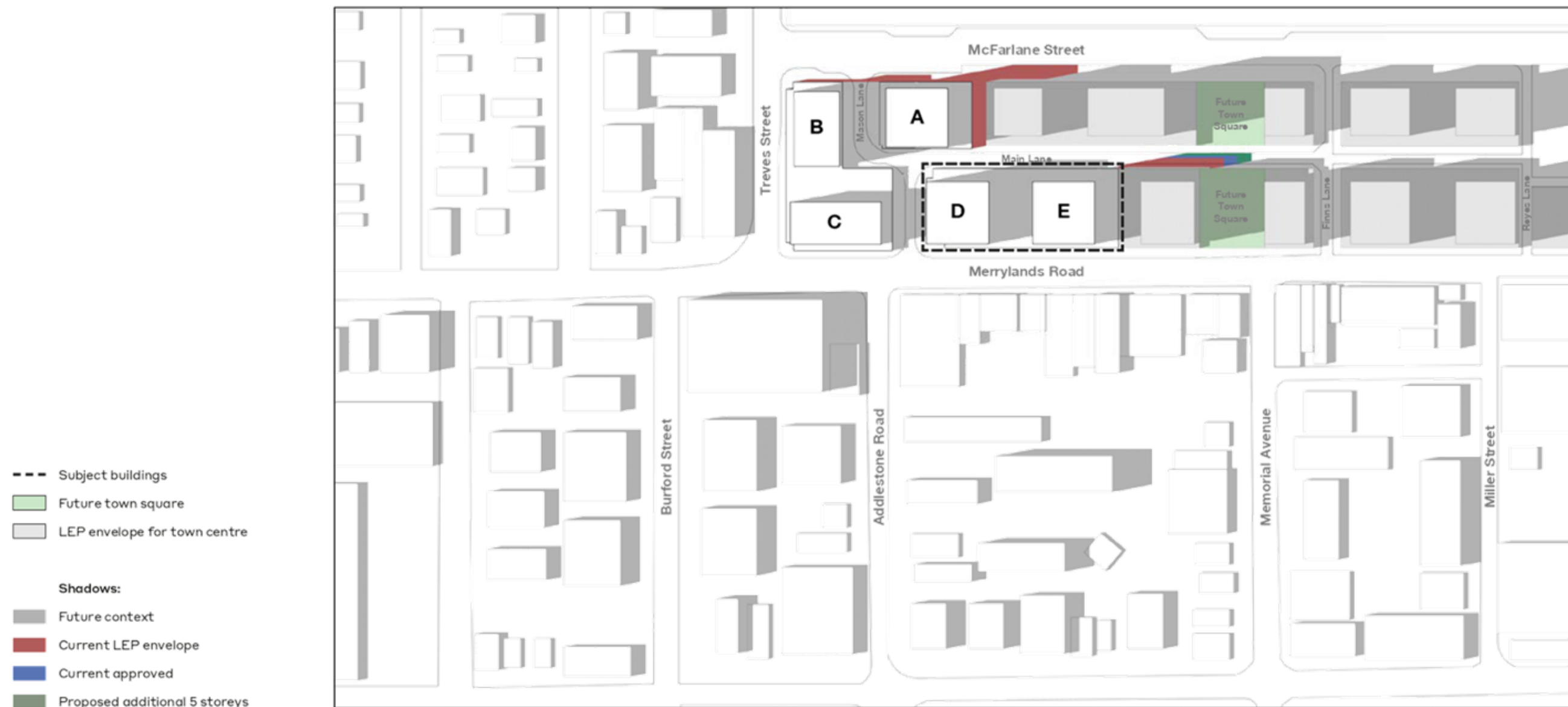
03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram December 21 - 2pm (Summer Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram December 21 - 3pm (Summer Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram March 21 - 9am (Equinox)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram March 21 - 10am (Equinox)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram March 21 - 11am (Equinox)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram March 21 - 12pm (Equinox)



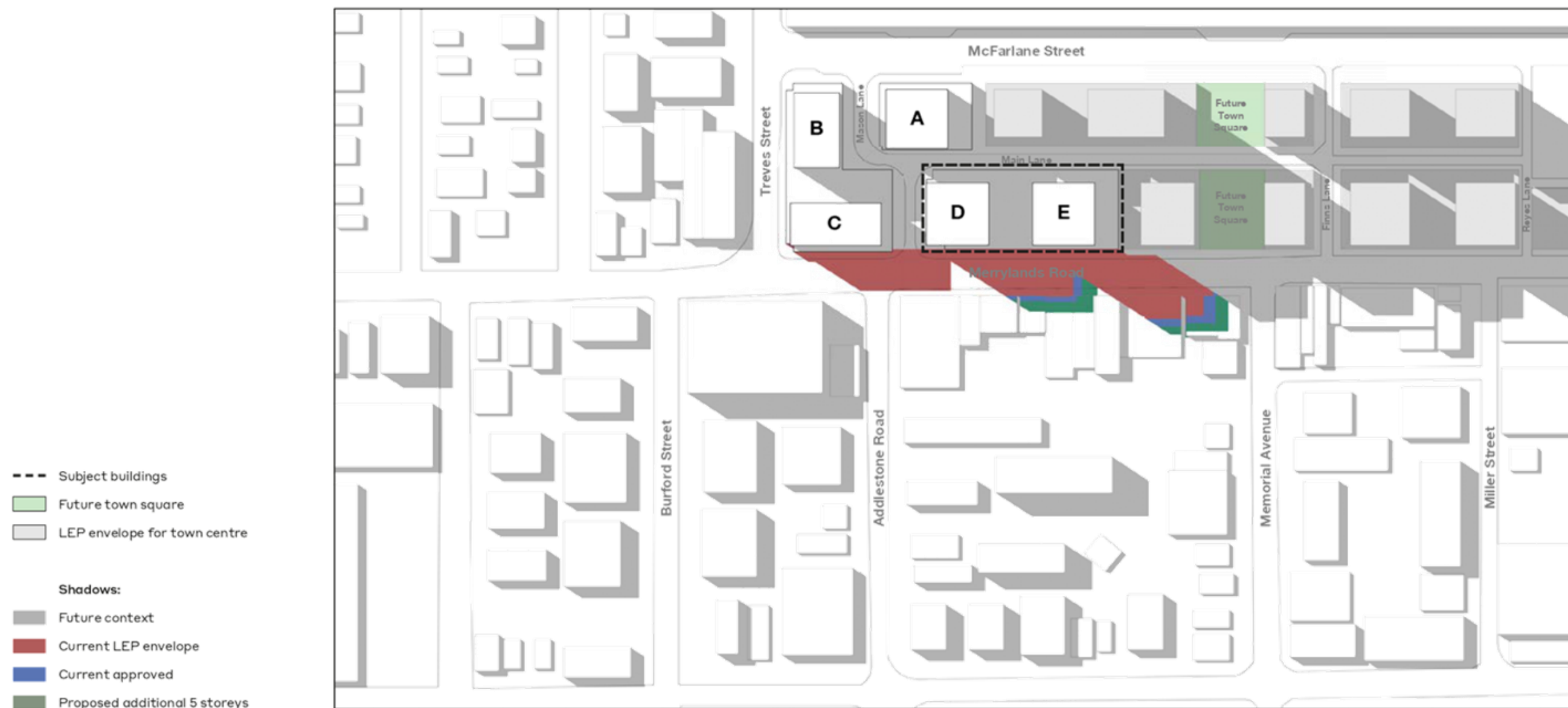
03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram March 21 - 1pm (Equinox)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram March 21 - 2pm (Equinox)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram March 21 - 3pm (Equinox)



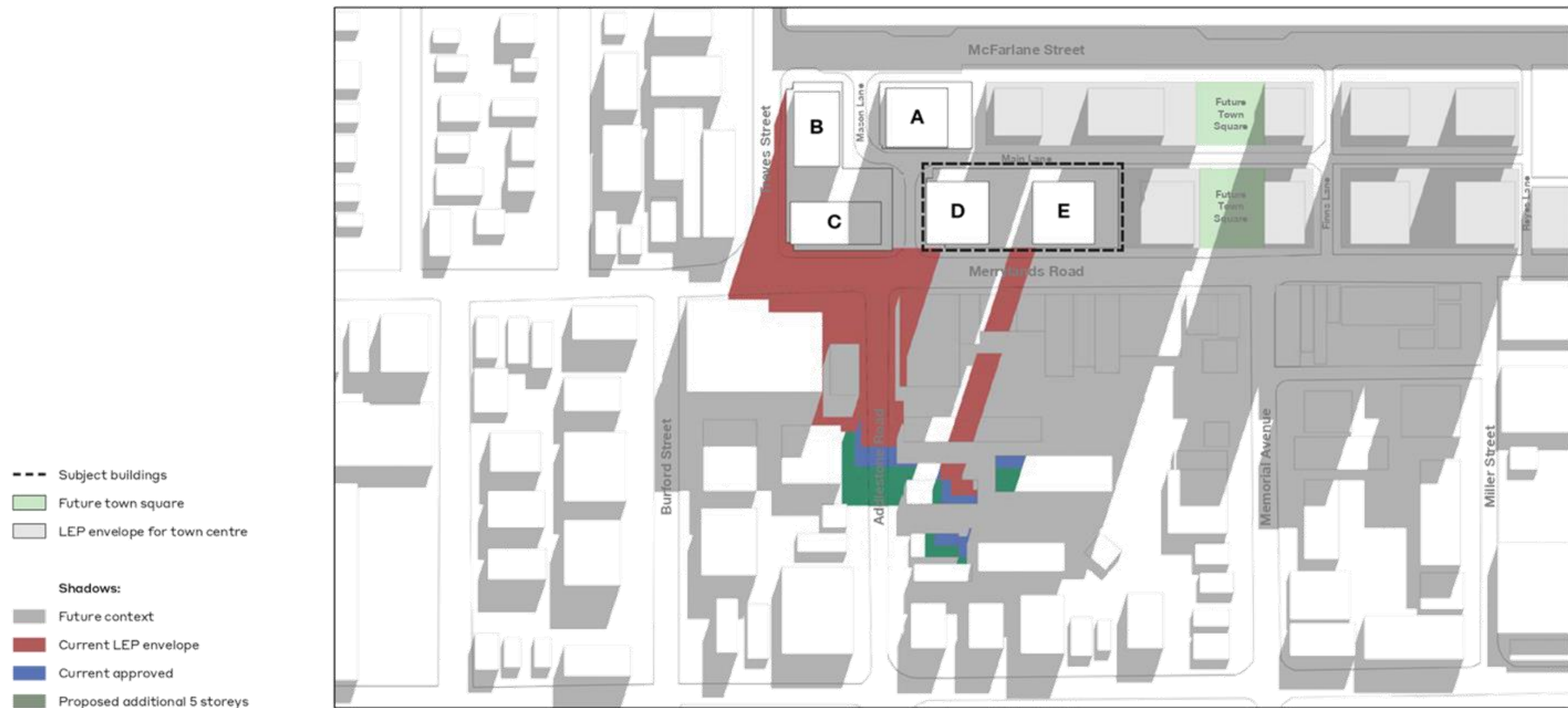
03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram June 21 - 9am (Winter Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram June 21 - 10am (Winter Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram June 21 - 11am (Winter Solstice)



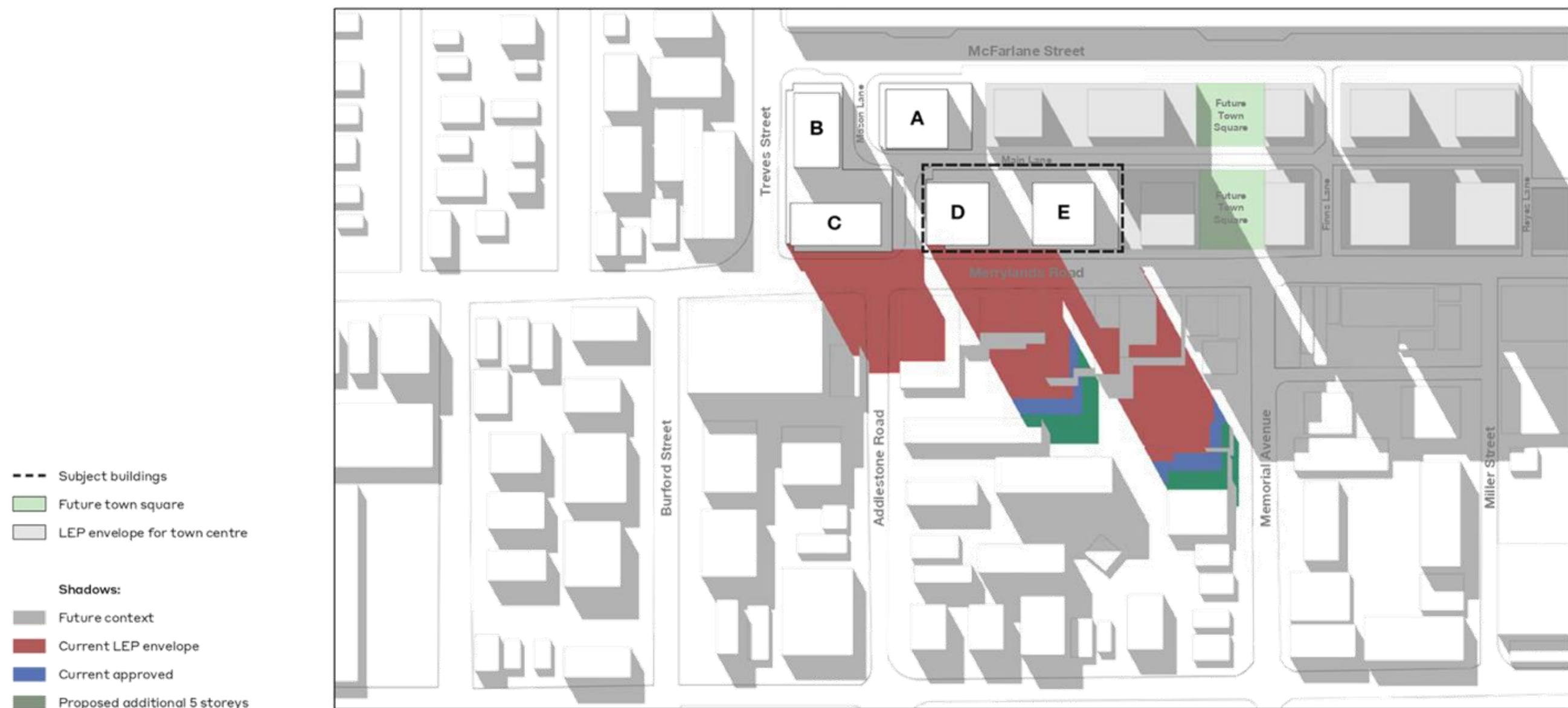
03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram June 21 - 12pm (Winter Solstice)



03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram June 21 - 1pm (Winter Solstice)



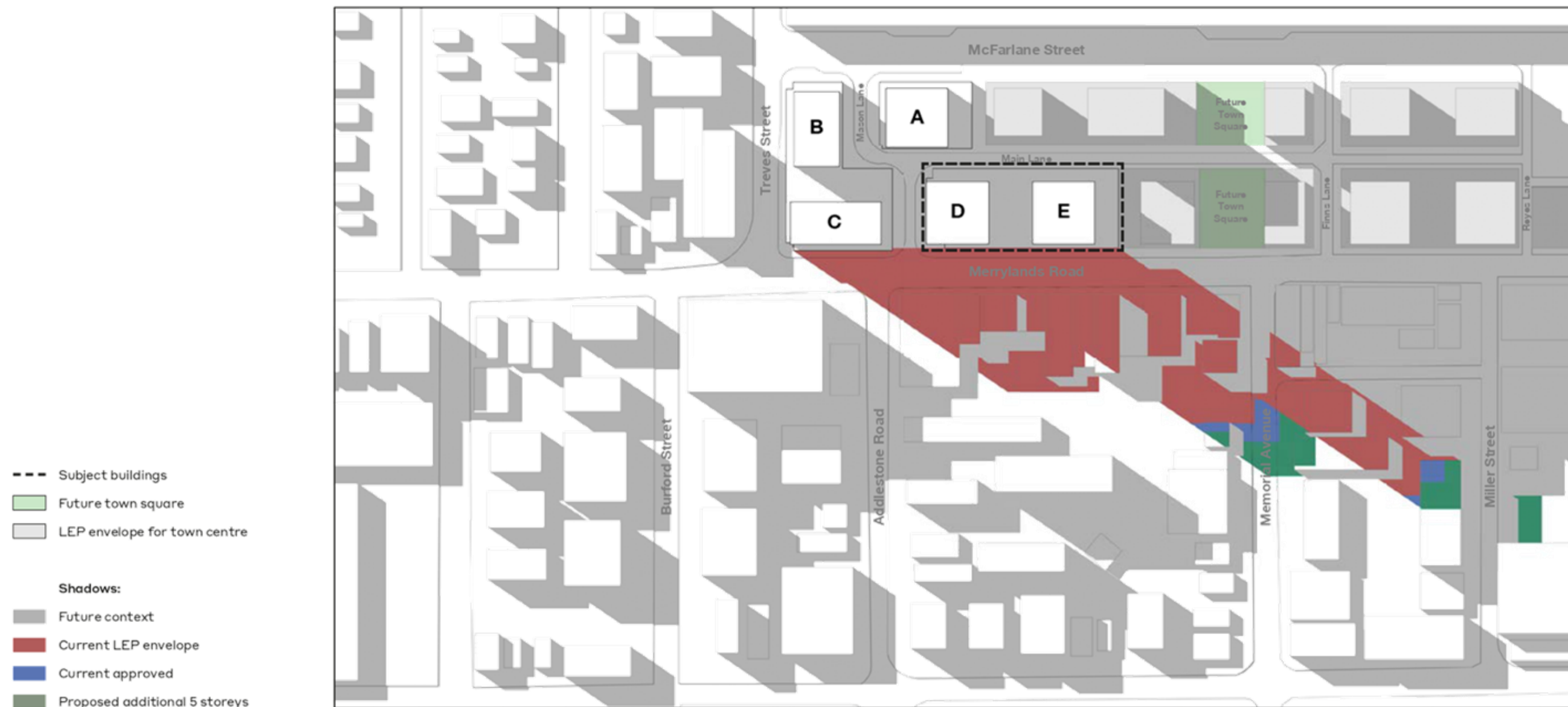
03.1 Shadow Analysis - Current vs Proposed

Overshadow Diagram June 21 - 2pm (Winter Solstice)

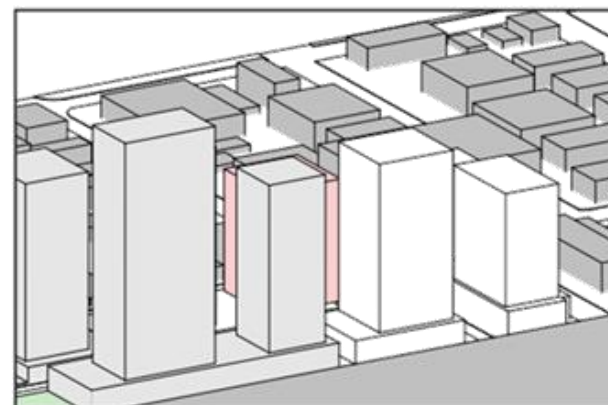


03.1 Shadow Analysis - Current vs Proposed

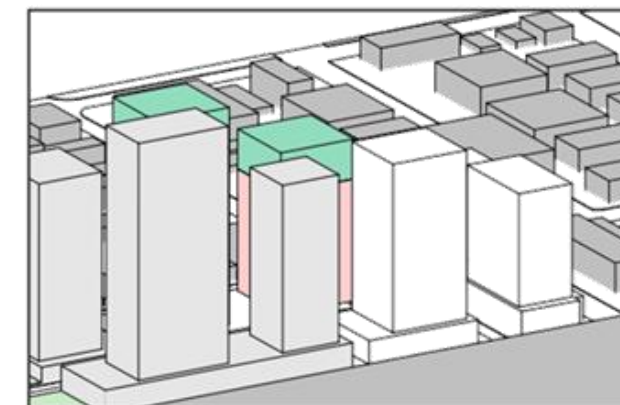
Overshadow Diagram June 21 - 3pm (Winter Solstice)



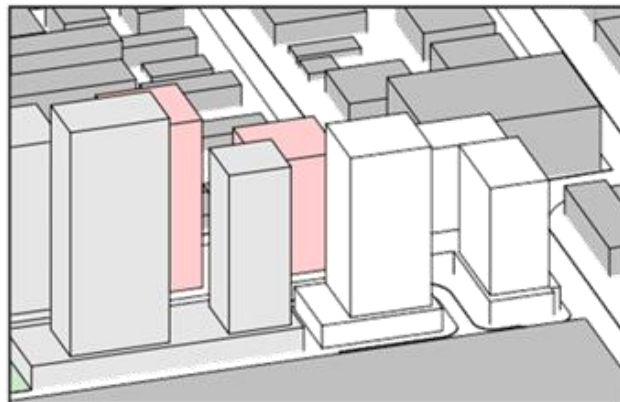
03.2 Sun's Eye Views - Current vs Proposed



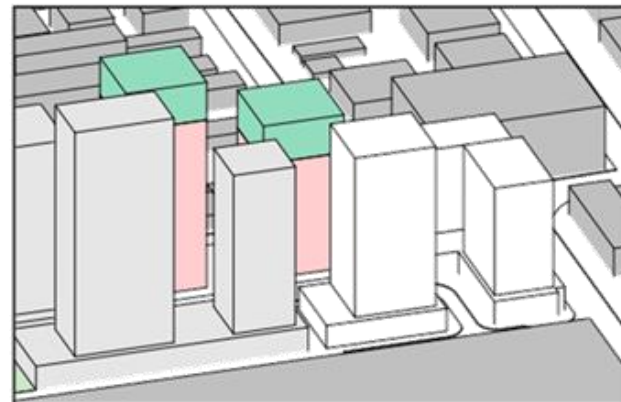
21 Jun 09am
Current



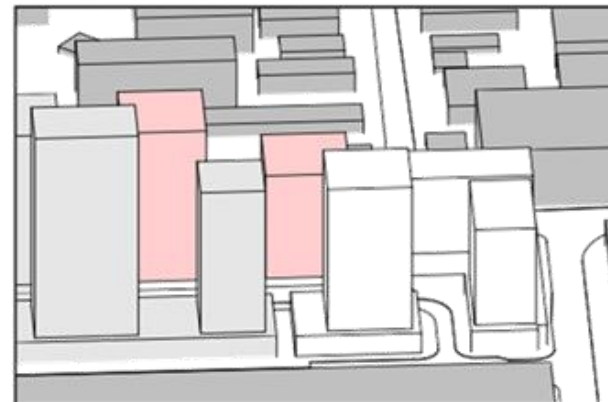
21 Jun 09am
Additional Height



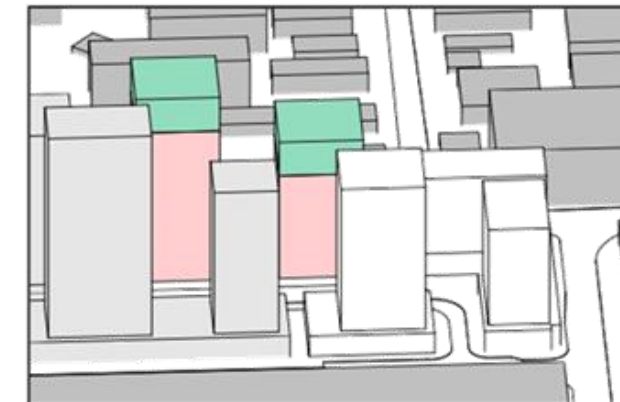
21 Jun 10am
Current



21 Jun 10am
Additional Height



21 Jun 11am
Current

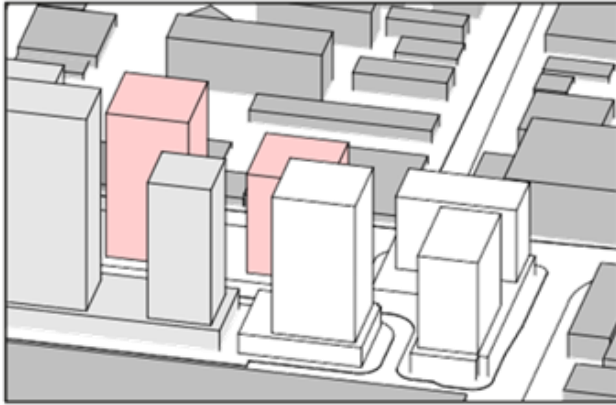


21 Jun 11am
Additional Height

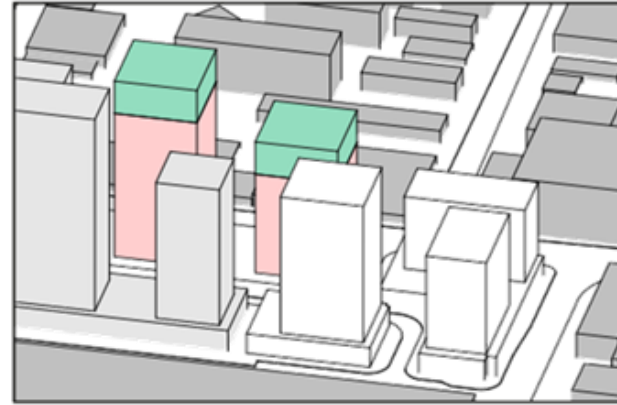
- Future town square
- Existing context
- LEP envelope for town centre
- LEP envelope towers A, B and C
- Current LEP envelope towers D and E
- Proposed additional 5 storeys

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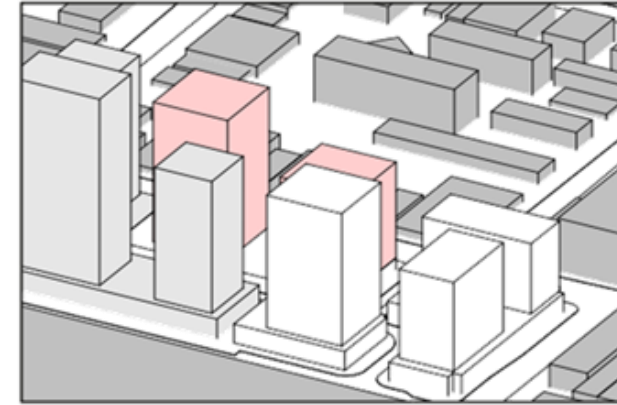
Planning Proposal Request Urban Design Analysis / 47



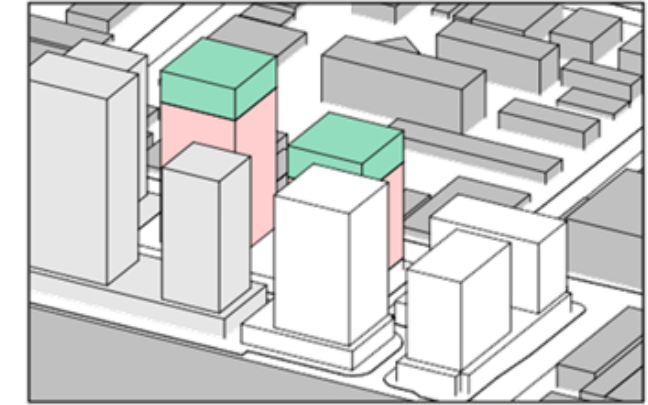
21 Jun 12pm
Current



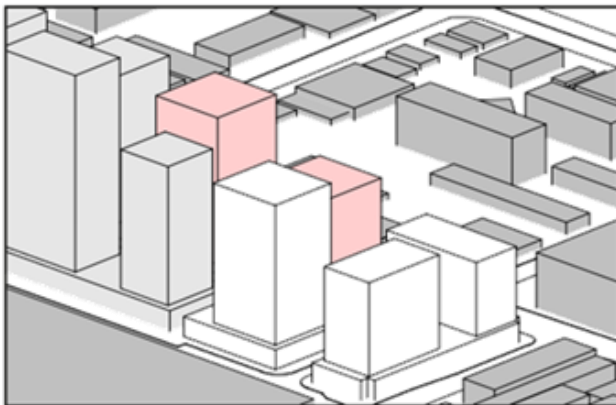
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Additional Height



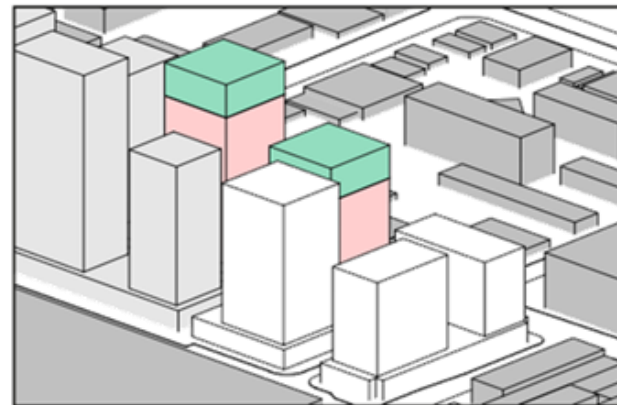
21 Jun 01pm
Current



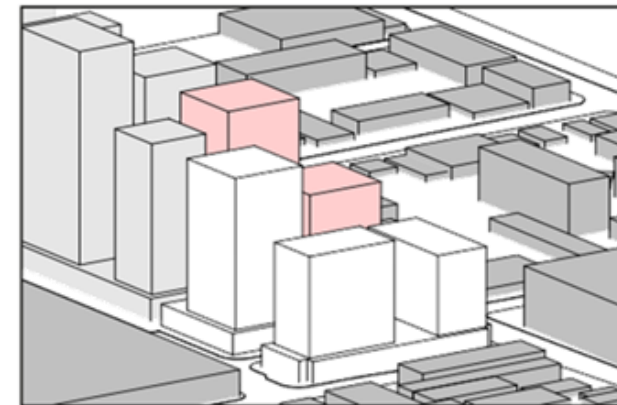
21 Jun 01pm
Additional Height



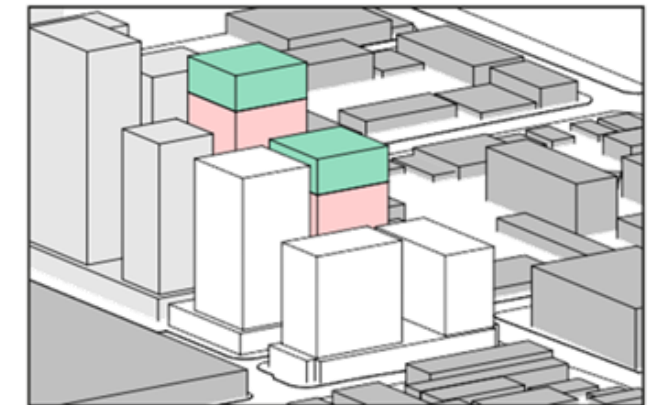
21 Jun 02pm
Current



21 Jun 02pm
Additional Height



21 Jun 03pm
Current



21 Jun 03pm
Additional Height

- Future town square
- Existing context
- LEP envelope for town centre
- LEP envelope towers A, B and C
- Current LEP envelope towers D and E
- Proposed additional 5 storeys

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DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

Attachment 6
Economic Impact Assessment

MERRYLANDS DEVELOPMENT PROPOSAL

ECONOMIC IMPACT ASSESSMENT

CORONATION PROPERTY PTY LTD
MARCH 2020

aecgroup ltd.com



Merrylands Development Proposal - Economic Impact Assessment



DOCUMENT CONTROL

Job ID: J001737
Job Name: Merrylands Development Proposal - Economic Impact Assessment
Client: Coronation Property Pty Ltd
Client Contacts: Chris Gordon
Dominic Vertoudakis
Project Manager: Bass Salah
Email: bass.salah@aecgrouppltd.com
Telephone: 02 9283 8400
Document Name: Merrylands Development Proposal - Economic Impact Assessment draft
Last Saved: 20/3/2020 3:16 PM

Version	Date	Reviewed	Approved
Draft	19/3/20	JP	BS
Final	20/3/20	JP	BS

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EXECUTIVE SUMMARY

BACKGROUND AND OVERVIEW

Coronation Property Pty Ltd (Merrylands Investment Co Pty Ltd) intend to redevelop a site situated at 233 and 249-259 Merrylands Road and 52-54 McFarlane Street, Merrylands (hereafter referred to as 'The Site'). Extending to approximately 12,418 sqm in total site area, The Site is currently improved with a mix of low-density retail/commercial buildings (most of which are vacant and require capital expenditure) occupied by a range of tenants. The Site is currently zoned B4 - Mixed Use and part SP2 - Infrastructure as administered under the Holroyd Local Environmental Plan 2013 (as amended).

Coronation Property Pty Ltd currently own The Site and are seeking to progress a planning proposal (the Proposal) for its redevelopment into a new mixed-use precinct comprising residential, commercial and retail uses. AEC Group (AEC) has been engaged by Coronation Property Pty Ltd to prepare an Economic Impact Assessment to analyse the economic impacts likely to result from implementation of the Proposal.

LOCATION

Merrylands is a suburb situated in Greater Western Sydney and is located approximately 25 kilometres west of the Sydney Central Business District and approximately 3.7 kilometres south of Parramatta Central Business District. It is administered under the Local Government Area of Cumberland Council. Amenities within the region include Central Gardens, Ted Burge Reserve, Merrylands Park, Merrylands Swimming Centre and Granville Park.

The Site is situated at the junction of Merrylands Road, Treves Street and McFarlane Street directly opposite Stockland Merrylands Shopping Centre. The precinct in which The Site is located, is primarily characterised by strip retail (along Pitt Street, Merrylands Road, Treves Street and McFarlane Street). Additional surrounding development further comprises a range of near new to current mixed-use high-density residential developments coupled with older style (circa 1970s to 1990s), three level walk-up apartment complexes.

Merrylands is well supported by transportation services and infrastructure. Merrylands Train Station is situated approximately 350 metres east of The Site whilst public bus services are available along both Merrylands Road and McFarlane Street. Major arterial roads servicing the region include Woodville Road, M4 Motorway and the Cumberland Highway.



Source: Coronation Property Pty Ltd

THE PROPOSAL

Coronation Property Pty Ltd has prepared a concept plan for The Site which envisages a mixed-use development comprising retail and commercial uses, a new childcare centre and a total of approximately 790 residential units. The concept plan proposes an apartment composition consisting of 129 x studios (16%), 264 x 1-bedroom units (33%), 379 x 2-bedroom units (48%) and 18 x 3-bedroom (2%) units.

Cumberland Council have raised concern about the suitability of the proposed apartment composition, in particular, the comparatively high allocation towards studio and 1-bedroom units (equating to approximately 50%) planned for the subject site.

STRATEGIC PLANNING CONTEXT

The Greater Sydney Region Plan (the Region Plan) sets the strategic framework to guide the growth and development of Greater Sydney over the coming decades to 2036. The key principle of the Region Plan is to accommodate this growth across the Metropolis of Three Cities which comprises:

- Western Parkland City (based around the Western Sydney Badgerys Creek Aerotropolis);
- Central River City (Parramatta CBD); and
- Eastern Harbour City (Sydney CBD).

Coinciding with the Region Plan, the Central City District Plan is a 20-year plan dictating the planning priorities and intended actions of the Central City District to escalate the quality of life for occupants as Greater Sydney expands in the future.

Building upon the principles of the Region Plan and District Plan, The Cumberland 2030: Our Local Strategic Planning Statement (the LSPS) provides the local strategic planning framework to guide the economic, social and environmental planning across the Cumberland LGA over the decade to 2030.

ECONOMIC IMPACTS

To estimate the economic impacts arising from the Proposal, a Base Case and Proposal Case are defined:

- **Base Case:** The Base Case assumes a 'Do-Nothing' scenario; i.e. existing uses remain in place (retail and commercial) comprising approximately 6,292.30m² of GLA (across 13 suites/shops). We have been advised by Coronation, approximately 71.6% of GLA is currently vacant and requires significant capital expenditure. The Base Case assumes that, without the Project, capital expenditure will occur to reinvigorate the existing vacant tenancies in order to attract new tenants.
- **Proposal Case:** The Proposal Case assumes the demolition of the existing improvements to facilitate a mixed-use development comprising 3,735m² of GFA of commercial floorspace, 4,659m² of GFA of retail floorspace and 790 apartments (61,218m² of GFA).

The assessment of economic impacts is carried out at the Cumberland LGA level and distinguishes between the operational and construction phases of the Proposal.

Construction Phase

Base Case

Under the Base Case, construction is required to reinvigorate the existing vacant tenancies to attract new tenants. This construction will generate economic activity in the order of:

- \$2.2 million in output (including \$0.9 million in direct activity).
- \$1.0 million contribution to GRP (including \$0.4 million in direct activity).
- \$0.5 million in incomes and salaries paid to households (including \$0.2 million in direct activity).
- 9 FTE jobs (including 5 directly employed in construction activity).

Merrylands Development Proposal - Economic Impact Assessment

**Proposal Case**

During construction, the Proposal is estimated to result in a net increase in economic activity in the order of:

- \$340.3 million in output (including \$141.9 million in direct activity).
- \$161.6 million contribution to GRP (including \$54.3 million in direct activity).
- \$84.6 million in incomes and salaries paid to households (including \$28.0 million in direct activity).
- 1,111 FTE jobs (including 495 directly employed in construction activity).

Operational Phase

Economic activity in the Base Case assumes the Site remains 'As Is' (subject to the required capital expenditure). During the operational phase of the Proposal, the Site is expected to accommodate ongoing economic/operational activity through:

- **Business operations:** Direct turnover generated by the retail/commercial operational activities on-site.
- **Dispersed Jobs:** Economic activity that would not otherwise occur in the Cumberland LGA as a result of employment activity from 'dispersed jobs', i.e. residents who work from home.
- **Household impacts:** Economic activity that would not otherwise occur in the Cumberland LGA as a result of direct expenditure of new households, i.e. households who live in the new dwellings (only in the Proposal Case). It must be noted that household expenditure activity supported should not be combined with the operational impacts as some of these impacts are likely to have already been captured in the assessment (e.g. some expenditure on retail and food and beverage by households is likely to be spent at the retail and food/beverage outlets locating to the Site).

Compared to the Base Case, the Proposal Case is expected to result in a **net increase** in annual economic activity through the direct and flow-on impacts (per annum) generated by additional business operations and dispersed jobs:

- **\$204.6 million additional** in output (including \$95.7 million in direct activity).
- **\$116.5 million additional** in contribution to GRP (including \$54.5 million in direct activity).
- **\$56.8 million additional** in incomes and salaries paid to households (including \$28.3 million directly).
- **646 additional** FTE jobs (including 294 additional jobs directly related to activity and dispersed jobs on the Site).

Household expenditure associated the new dwellings is estimated to support the economic activity through initial household spending and flow-on impacts via a lift in supply chain activity and household consumption (per annum):

- \$47.0 million in output (including \$23.2 million in direct activity).
- \$27.4 million in contribution to GRP (including \$14.1 million in direct activity).
- \$13.0 million in incomes and salaries paid to households (including \$7.1 million in direct activity).
- 197 FTE jobs (including 122 additional jobs directly related to household expenditure activity).

The economic impacts estimated demonstrate the Proposal has economic merit, having the ability to contribute to the Cumberland local economy, as well as supporting growth in the local centre of Merrylands.

Impacts on the Greater Sydney and NSW economies are beyond the scope of this EIA. When included, the Proposal will undoubtedly demonstrate an even more compelling proposition for consideration.

CONCLUSION

The Proposal responds to the Greater Sydney Region Plan, The Central City District Plan and Cumberland 2030: Our Local Strategic Planning Statement in a number of key areas:

- **Renewal of Local Centres**

Merrylands is identified as a 'local centre'. 18% of Greater Sydney's jobs are provided within these local centres. The development proposal includes provision for approximately 9,153m² of GFA across retail, commercial and childcare floorspace which could deliver numerous jobs and economic benefit to the region.

- **Greater Housing Supply**

According to The Greater Sydney Region Plan NSW Government has identified that an additional 725,000 homes will be needed by 2036 to meet demand (based on current population projections). The report also notes that between 2000 and 2010 there was a substantial decline in dwelling completions which combined with a strong population growth preceded one of the strongest property cycles to date suggesting an imbalance of supply and demand fundamentals.

Other elements of importance covered within the report include housing affordability, urban renewal and local infill development. The subject site represents a significant underdevelopment/underutilisation and would be a prime beneficiary of a redevelopment proposal. Given the subject sites proximity to rail, bus, shopping centre, Westmead education/health precinct and The Central River City, it would appear well positioned to support the proposed development particularly when noting Merrylands more competitive price point as compared with surrounding regions.

- **More Diverse Housing and Affordability**

Outside of social and affordable housing, in order to assist many potential first home buyers into the market, affordability needs to be addressed. The report further identifies that smaller dwellings could be a potential avenue to address affordability. Merrylands has a comparatively high proportion of renters (45%) which could be reduced should more affordable options be presented. The subject development proposal partly addresses the affordability gap with the inclusion of a higher proportion of studio and 1-bedroom apartments.

- **Investment and Business Activity in Centres**

Merrylands is identified as a strategic centre of the Granville Ward and is also the largest centre within the Cumberland LGA. The report goes on to note Merrylands has been, and will continue to be, the focus of planning for growth and development. The centre plays a key supporting role for surrounding areas and this will grow in importance with the continued growth and investment in Greater Parramatta. Council believes that Merrylands has the potential to be defined as a strategic centre in the District hierarchy, based on the range of services and potential to expand to provide additional housing.

New residents on the Site are estimated to support economic activity (not just on-site but in the Merrylands local centre and in the Cumberland LGA), indicated by additional output generation and contribution to GRP, additional incomes and salaries to households and total employment supported. The Proposal facilitates new residential, retail and commercial development revitalizing the precinct and improves connectivity to the Merrylands town centre and train station through provision of a new public spaces and improved pedestrian links.

The economic impacts estimated in this study demonstrate the Proposal has economic merit, having the ability to contribute significantly to the Cumberland local economy by adding \$204.6 million in output, \$116.5 million in contribution to GRP, \$56.8 million in incomes and 646 FTE jobs. Given the subject sites proximity to rail, bus, shopping centre, Westmead education/health precinct and The Central River City, it would appear well positioned to support the proposed development particularly when noting Merrylands more competitive price point as compared with surrounding regions.

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1. INTRODUCTION

1.1 BACKGROUND

Coronation Property Pty Ltd (Merrylands Investment Co Pty Ltd) intend to redevelop a site situated at 233 and 249-259 Merrylands Road and 52-54 McFarlane Street, Merrylands (hereafter referred to as 'The Site'). Extending to approximately 12,418 sqm in total site area, The Site is currently improved with a mix of low-density retail/commercial buildings (which are predominantly vacant and require capital expenditure to make lettable) occupied by a range of tenants. The Site is currently zoned B4 - Mixed Use and part SP2 – Infrastructure as administered under the Holroyd Local Environmental Plan 2013 (as amended).

Coronation Property Pty Ltd currently own the site and are seeking to progress a planning proposal (the Proposal) for its redevelopment into a new mixed-use precinct comprising residential, commercial and retail uses. AEC Group (AEC) has been engaged by Coronation Property Pty Ltd to prepare an Economic Impact Assessment to analyse the economic impacts likely to result from implementation of the Proposal.

1.2 THE PROPOSAL

Coronation Property Pty Ltd has prepared a concept plan for The Site which envisages a mixed-use development comprising retail and commercial uses, a new childcare centre and a total of approximately 790 residential units. The concept plan proposes an apartment composition consisting of 129 x studios (16%), 264 x 1-bedroom units (33%), 379 x 2-bedroom units (48%) and 18 x 3-bedroom (2%) units. Cumberland Council have raised concern about the suitability of the proposed apartment composition, in particular, the comparatively high allocation towards studio and 1-bedroom units (equating to approximately 50%) planned for the subject site.

Indicative diagrams of the Proposal are illustrated in Figure 1.1.

Figure 1.1: Illustrative Diagrams, The Proposal



Merrylands Development Proposal - Economic Impact Assessment



Source: Coronation

Permissible uses in the **B4 - Mixed Use** zone include boarding houses, child care centres, commercial premises, community facilities, education establishments, entertainment facilities, function centres, hostels, hotels or motel accommodation, information and education facilities, medical centres, passenger transport facilities, recreation facilities (indoor), registered clubs, respite day care centres, restricted premises, roads, seniors housing, shop top housing or any other development not outlined as being prohibited or permitted without consent.

Under this zoning categorisation, a maximum permissible FSR of 5.5:1 and maximum permissible building height range of between 43-77 metres applies.

1.3 SCOPE AND PURPOSE

AEC Group (AEC) is engaged by Coronation Property Pty Ltd to prepare an Economic Impact Assessment (EIA) to analyse the economic impacts likely to result from the proposed development. A Base Case and Proposal Case have been developed to consider the cumulative impacts of the Proposal.

- **Base Case:** The Base Case assumes a 'Do-Nothing' scenario; i.e. existing uses remain in place (retail and commercial) comprising approximately 6,292.30m² of GLA (across 13 suites/shops). We have been advised by Coronation approximately 71.6% of GLA is currently vacant and requires significant capital expenditure. The Base Case assumes that, without the Project, capital expenditure will occur to reinvigorate the existing vacant tenancies in order to attract new tenants.
- **Proposal Case:** The Proposal Case assumes the demolition of the existing improvements to facilitate a mixed-use development comprising 3,735m² of GFA of commercial floorspace, 4,659m² of GFA of retail floorspace and 790 apartments (61,218m² of GFA).

The purpose of the EIA is two-fold:

- 1 To consider the merits of the Proposal from a strategic planning and market perspective, specifically the role of the site to provide for housing opportunities, employment and local services. The appropriateness of the Proposal in assisting to support and strengthen the role of Merrylands as a local centre proximate existing transport infrastructure, existing shopping centre, Parramatta CBD and Westmead Health and Education precinct are also important for consideration.
- 2 To carry out economic modelling to assess the economic impacts of the Proposal and to understand the opportunity cost of the Base Case.

1.4 STRUCTURE OF STUDY

The Economic Impact Assessment is structured in the following manner:

- **Chapter 1: Introduction**
This chapter provides an overview of the site, including its location, surrounding uses, strategic planning context and the proposed amendments to planning controls.
- **Chapter 2: Location and Planning Context**
This chapter provides an overview of the site including its location and strategic planning context.

- **Chapter 3: Socio-Economic Profile**

This chapter examines the socio-demographic profile and employment profile of Merrylands, noting historical trends, the nature and characteristics of residents and business activity and potential for future growth as espoused in key strategic planning objectives. The socio-demographic analysis provides insight into the profile of current residential demand, growth prospects and respective implications for the Site.

- **Chapter 4: Property Market Appraisal**

This chapter briefly investigates demand and supply of residential, retail and commercial property uses in Merrylands and other surrounding centres.

- **Chapter 5: Economic Impact Assessment**

This chapter assesses the economic impacts of future development on the Site by investigating two scenarios:

- Base Case: the economic impacts should the site remain 'As Is' (subject to required capital expenditure).
- Proposal Case: the economic impacts following implementation of the proposed redevelopment concept.

- **Chapter 6: Policy Assessment**

This chapter reviews and translates the key findings from Chapters 2 to 5 and applies them in the assessment of the Proposal against policy considerations.

1.5 ASSUMPTIONS AND LIMITATIONS

Input-Output modelling has been used in assessing the economic impacts of The Proposal, and this methodology is subject to a range of assumptions and limitations. An overview of the broad assumptions and limitations of Input-Output modelling is presented in Appendix A.

In addition to the general assumptions and limitations inherent in Input-Output modelling, assumptions have been made regarding where goods and services are likely to be sourced during construction of The Proposal. The accuracy of the estimated economic impacts is limited by the accuracy of the assumptions used for construction and ongoing enabled activity.

This Study does not review potential retail impacts of the Proposal which could be investigated if required.

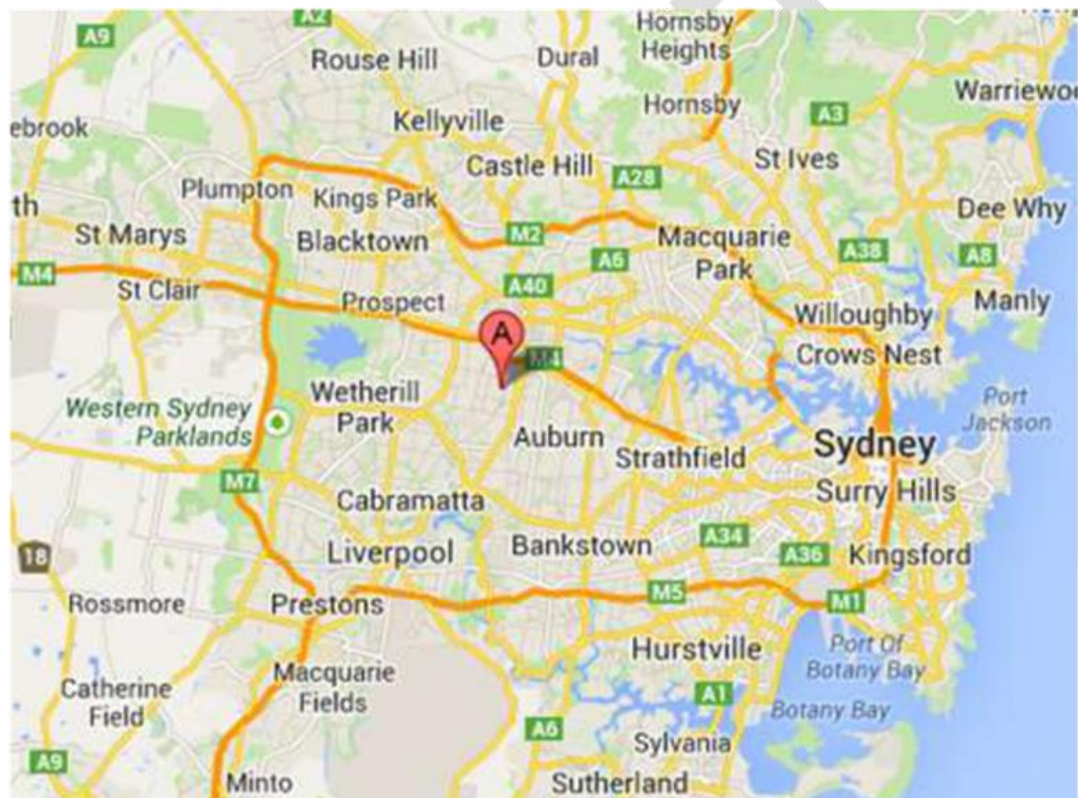
2. LOCATION AND PLANNING CONTEXT

2.1 LOCATION CONTEXT

Merrylands is a suburb situated in Greater Western Sydney and is located approximately 25 kilometres west of the Sydney Central Business District and approximately 3.7 kilometres south of Parramatta Central Business District. It is administered under the Local Government Area of Cumberland Council. Amenities within the region include Central Gardens, Ted Burge Reserve, Merrylands Park, Merrylands Swimming Centre and Granville Park.

Merrylands is well supported by transportation services and infrastructure. Merrylands Train Station is situated approximately 350 metres east of The Site whilst public bus services are available along both Merrylands Road and McFarlane Street. Major arterial roads servicing the region include Woodville Road, M4 Motorway and the Cumberland Highway.

Figure 2.1: Location Map



Source: Coronation

The Site is situated at the junction of Merrylands Road, Treves Street and McFarlane Street directly opposite Stockland Merrylands Shopping Centre. The precinct in which The Site is located, is primarily characterised by strip retail along Pitt Street, Merrylands Road, Treves Street and McFarlane Street. Additional surrounding development further comprises a range of near new to current mixed-use high-density residential developments coupled with older style (circa 1970s to 1990s), three level walk-up apartment complexes.

Figure 2.2: Site Map



Source: Coronation

Stockland Merrylands Shopping Centre

The subject site is situated directly opposite Stockland Merrylands Shopping Centre which extends to a GLA of 59,499m². The centre includes six major retailers including ALDI, Coles, Woolworths, Big W, Kmart and Target. There are also five mini-majors and over 200 specialty stores including a childcare centre.

Figure 2.3: Stockland Merrylands Shopping Centre



Source: Stockland

2.2 PLANNING CONTEXT

Planning frameworks act as Legislation and/or guides issued by Government to create a broad strategy. They generally state the future vision of the area over a certain time and provide structure as the vision progresses. Strategic plans like The Greater Sydney Region Plan, The Central City District Plan and Cumberland 2030 model the future of Sydney and the Central District and Cumberland. Local planning instruments such as Local Environmental Plans (LEPs) and Development Control Plans allow Councils to regulate the use of land. We note that LEPs are legally binding policies, whilst the others acting merely as guidelines only (i.e. DCPs).

2.2.1 The Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan (the Region Plan) sets the strategic framework to guide the growth and development of Greater Sydney over the coming decades to 2036. The population of Greater Sydney is estimated to increase by an additional 1.7 million people by 2036, with much of this growth expected in Western Sydney. To meet this surge in population growth, an additional 725,000 dwellings have been forecast to be required by 2036. The key principle of the Region Plan is to accommodate this growth across the Metropolis of Three Cities which comprises:

- Western Parkland City (based around the Western Sydney Badgerys Creek Aerotropolis);
- Central River City (Parramatta CBD); and
- Eastern Harbour City (Sydney CBD).

The Region Plan envisages a '30-minute city' where residents can live within 30 minutes of a range of employment opportunities, education facilities, health care and other services as well as retail amenity. The Region Plan was developed in conjunction with the *Future Transport Strategy 2056* to assimilate land use, transport and infrastructure needed to support future growth. The Region Plan also focuses on encouraging housing diversity and promoting housing affordability, acknowledging the role different housing typologies have in accommodating a range of households, life stages and price points.

Objective 10: Greater Housing Supply

Of particular relevance to this study is Objective 10: *Greater Housing Supply*. According to The Greater Sydney Region Plan NSW Government has identified that an additional 725,000 homes will be needed by 2036 to meet demand (based on current population projections). The report also notes that between 2000 and 2010 there was a substantial decline in dwelling completions which combined with a strong population growth preceded one of the strongest property cycles to date suggesting an imbalance of supply and demand fundamentals. Other elements of importance covered within the report include housing affordability, urban renewal and local infill development. The subject site represents a significant underdevelopment/underutilisation and would be a prime beneficiary of a redevelopment proposal.

Given the subject sites proximity to rail, bus, shopping centre, Westmead education/health precinct and The Central River City, it would appear well positioned to support the proposed development particularly when noting Merrylands more competitive price point as compared with surrounding regions (such as Parramatta).

Objective 11: Housing is More Diverse and Affordable

This section of the report highlights the growing need to address housing affordability. Outside of social and affordable housing, in order to assist many potential first home buyers into the market, affordability needs to be addressed. The report further identifies that smaller dwellings could be a potential alternative to assist with more affordable housing. Merrylands has a comparatively high proportion of renters (45%) which could be reduced should more affordable options be presented.

The subject development proposal partly addresses the affordability gap with the inclusion of a higher proportion of studio and 1-bedroom apartments (take-up of which would primarily be driven by first home buyers, young professionals key workers).

2.2.2 The Central City District Plan

Coinciding with the Region Plan, the Central City District Plan is a 20-year plan dictating the planning priorities and intended actions of the Central City District to escalate the quality of life for occupants as Greater Sydney expands in the future. Informing the local strategic planning statements of the LGA within its boundary, it seeks to bridge the gap between levels of Government to ensure that future aims and objectives outlined within these reports are able to come to fruition.

The Central City District Plan boosts the Parramatta CBD and its emergence as one of the three metropolises along with additional surrounding projects such as the Westmead and Blacktown health and education precincts, the increasing education facilities provided by the Western Sydney University and the Greater Parramatta and Olympic Peninsula (GPOP). In specific reference to this Market Assessment, the Central City District Plan identifies key areas in the Cumberland LGA such as Merrylands and Merrylands West as key local centres benefitting from the Central River City and acting as 400 metre and 800 metre walking catchments. With these local centres comes a plethora of additional intrinsic benefits to Merrylands, including increased transport and infrastructure options and projections acting as bus and railway interchanges for future links to surrounding strategic centres, employment bases, services and population.

Furthermore, outlined within this plan is the projection that the number of single person households is expected to increase by 81% within 20 years to 2036. This is also correlates with the number of single-parent and couple-only households which are also predicted to increase, highlighting the need for councils and developers to work together in meeting future demand for housing whilst noting housings ever increasingly changing tenure and composition. The plan also sets dwelling and employment targets for the district including the Cumberland LGA. The Central City District will need is forecast to deliver 53,500 new dwellings between 2016-2021 with 9,350 of those allocated to the Cumberland LGA. In addition, surrounding strategic centres such as Blacktown and Sydney Olympic Park are in close proximity to Merrylands, and are expected to create a baseline target of 17,000 and 45,000 new jobs by 2036.

Planning Priority C5

This section of the report highlights the growing need to provide housing supply, choice and affordability with access to jobs, services and public transport. Further, the report notes that approximately 207,500 homes will be needed in the Central City District between 2016 and 2036 and that *new housing must be in the right places to meet demand for different housing types, tenure and price points.*

The development proposal addresses the aforementioned key requirements in accordance with Planning Priority C5 of The Central City District Plan when taking into consideration proximity to services, transport, employment and education options as well as providing an affordable price point.

Planning Priority C6

This section of the report highlights the importance of creating and renewing local centres. Merrylands is identified as a local centre within this report, and it is further noted 18% of Greater Sydney's jobs are provided within these local centres.

The development proposal includes provision for approximately 9,153m² of GFA across retail, commercial and childcare floorspace which could deliver numerous jobs and economic benefit to the region.

Planning Priority C7

This section of the report highlights the importance of Parramatta CBD, noting it is the fifth largest office market in Greater Sydney providing more than 700,000m² of commercial floorspace. According to the report, City of Parramatta forecasts a near doubling in economic growth in Parramatta CBD in coming years. In addition, the Westmead Health and Education Precinct is noted as an integral contributor for the region (being the largest integrated health, research, education and training precinct in Australia).

The development proposal could potentially deliver a meaningful supply of housing typology to cater to the growth not only of the Westmead and Parramatta precincts but also within Merrylands itself.

2.2.3 Cumberland 2030: Our Local Strategic Planning Statement

Building upon the principles of the Region Plan and District Plan, the *Cumberland 2030: Our Local Strategic Planning Statement* (the LSPS) provides the local strategic planning framework to guide the economic, social and environmental planning across the Cumberland LGA over the decade to 2030.

Working in correlation with wider strategic planning strategies, four categories are outlined within this plan seeking to address:

- Getting around – access and movement;
- Place and spaces for everyone – housing and community;
- Local jobs and businesses – economy, employment and centres; and
- The great outdoors – environment and open space.

These categories are complimented with planning priorities to facilitate their creation and implementation within the Cumberland LGA, whilst also adhering to the wider scope aims and objectives of the Central City District Plans and The Greater Sydney Region Plan.

Strategic Land Use Framework (Section 4)

The report highlights that Merrylands is the strategic centre of the Granville Ward and is also the largest centre within the Cumberland LGA. The report goes on to note *Merrylands has been, and will continue to be, the focus of planning for growth and development. The centre plays a key supporting role for surrounding areas and this will grow in importance with the continued growth and investment in Greater Parramatta. Council believes that Merrylands has the potential to be defined as a strategic centre in the District hierarchy, based on the range of services and potential to expand to provide additional housing.* It is considered the Proposal is supportive of this strategy.

Local Planning Priority 6

The report highlights the need to providing affordable housing and the importance of housing affordability. Cumberland LGA is targeting 15% affordable housing within the region however this only addresses the issue by providing rental accommodation to very low to moderate income households. This only solves part of the problem, a greater resolve could be to potentially transition a larger proportion of the renter market into owner occupiers which can potentially assist them with achieving financial security by way of providing housing at a more affordable price point.

The proposed development is considered relevant to both Section 4 and Priority 6 of Cumberland 2030: Our Local Strategic Planning Statement noting its prime location within a strategic centre as well as its comparatively high allocation of studio and 1-bedroom apartments which offer a more affordable price point within the market.

2.2.4 Holroyd Local Environmental Plan 2013 (as amended)

The Holroyd Local Environmental Plan 2013 (Holroyd LEP) as amended, together with the Auburn Local Environmental Plan 2010 and the Parramatta Local Environmental Plan 2011 are the principle Legislative framework governing land use and development in the Cumberland LGA. The Site is administered under the provisions of the Holroyd LEP.

The Site is currently zoned B4 - Mixed Use (predominantly) and SP2 - Infrastructure. The objectives of these zones follows:

- **B4 - Mixed Use**
 - Provide a mixture of compatible land uses;
 - Integrate suitable business, office, residential, retail and other development in accessible locations as to maximise public transport patronage and encourage walking and cycling;
 - Facilitate a vibrant, mixed use centre with active retail, commercial and other non-residential uses at street level; and

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- o Encourage the development and expansion of business activities that will strengthen the economic and employment role of the Merrylands town centre.

Permissible uses in the B4 - Mixed Use zone include boarding houses, child care centres, commercial premises, community facilities, education establishments, entertainment facilities, function centres, hostels, hotels or motel accommodation, information and education facilities, medical centres, passenger transport facilities, recreation facilities (indoor), registered clubs, respite day care centres, restricted premises, roads, seniors housing, shop top housing or any other development not outlined as being prohibited or permitted without consent.

Under this zoning categorisation, a maximum permissible FSR of 5.5:1 and maximum permissible building height range of between 43-77 metres applies.

2.2.5 Holroyd Development Control Plan 2013

The Holroyd Development Control Plan 2013 (the Holroyd DCP) is a non-statutory framework which provides a detailed set of controls and standards for different development typologies, including residential development. Specific standards and controls relating to residential development include building design, setbacks, solar access, privacy, waste management, private open space and car parking and vehicular access.

Notably, the Holroyd DCP outlines a preferred apartment mix for mixed-use developments based on several core objectives:

- Ensure the design of apartments meet the broadest range of occupants needs possible;
- Promote buildings that can accommodate whole or partial changes of use;
- Provide diversity of apartment types, which cater for different household requirements now and in the future; and
- Maintain equitable access to new housing by cultural and socio-economic groups.

The prescribed apartment mix for development in mixed-use zones per the Holroyd DCP is outlined in **Table 2.1**.

Table 2.1: Prescribed Apartment Mix in Mixed-Use Zones, Holroyd DCP

Type	Prescribed Composition (Holroyd DCP)
Studio	Maximum 20%
1 bedroom	
2 bedroom	Minimum 10%
3 bedroom	Minimum 10%

Source: Holroyd Council (2013)

The proposed apartment mix for The Site comprises an approximate 50% mix of studio and one-bedroom apartments which does not conform with the current DCP. The following Chapters assess the appropriateness of the proposed apartment composition in contrast with the Holroyd DCP.

2.3 IMPLICATIONS FOR THE SITE

From a locational and strategic planning perspective, the Site is well-positioned to assist in delivering additional housing and employment opportunities in the Cumberland LGA. Key points of note include:

- The Site is located approximately 350m west of the Merrylands train station and circa 3.7km south of Parramatta CBD.
- Large land holding extending to approximately 12,418m² within a strategic centre of Western Sydney.
- The Site forms part of the broader Merrylands local centre which is identified as a Local Centre in Greater Sydney Region Plan and South District Plan. The Proposal responds to several objectives of the District Plan:
 - Contribution to short and medium-term dwelling targets for the LGA;
 - Improving accessibility to public transport and creation of new public realms;
 - Provision of additional retail and commercial floorspace to facilitate a broader range of employment.
- Shopping-centre based local centres such as Merrylands are identified in the Strategic and District Plans as candidates for additional housing and employment.
- The Merrylands local centre is identified in Cumberland 2030: Our Local Strategic Planning Statement as the largest centre in the LGA with additional housing and employment to be encouraged.

The next chapter examines the socio-demographic profile of Merrylands and the employment profile of the Merrylands local centre.

3. SOCIO-ECONOMIC PROFILE

3.1 SOCIO-DEMOGRAPHIC PROFILE

The basis of socio-economic analysis is the Australian Bureau of Statistics (ABS) Census. Census data can be extracted based on a range of statistical geographies (Statistical Areas, suburbs, local government areas) to understand the socio-demographic profile of different areas at various scales.

In order to understand the historical and future growth dynamics of an area, it is useful to consider both the current and historical socio-economic profile of residents. This is important as it provides insight into the current profile of residents and facilitates an understanding of how that profile has evolved over time.

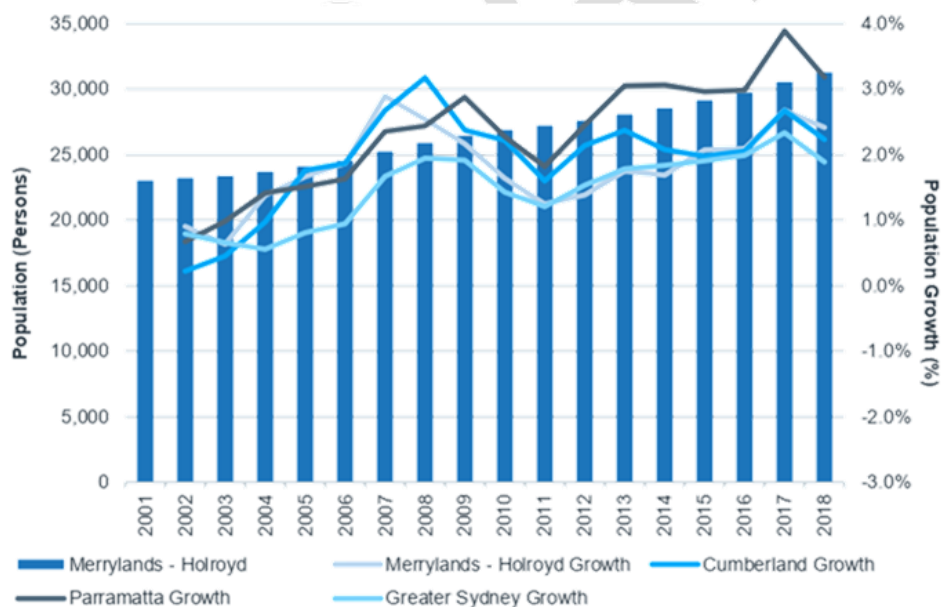
Socio-demographic analysis is undertaken using the formal suburb boundaries of Merrylands-Holroyd (Statistical Area Level 2 – SA2). For comparative purposes, the analysis is benchmarked against Cumberland and Parramatta LGAs.

3.1.1 Historic and Forecasted Population

Merrylands-Holroyd witnessed a steady increase in population growth between 2001-2018 with the population increasing by approximately 8,262 residents to reach a population of 31,273 (ABS) reflecting an average annual growth rate of 1.82% which exceeded annual growth for Greater Sydney at 1.48% over the same period. The rate of population growth during this period was strongest in Parramatta LGA averaging 2.32% per annum off the back of significant capital expenditure and development (particularly within and on the periphery of Parramatta CBD).

Further, Cumberland LGA recorded slightly higher growth during this period of 1.93% per annum (whilst noting this was primarily concentrated along the larger centres within LGA consisting of Granville, Auburn and Lidcombe).

Figure 3.1: Historic Population Growth (2001-2018), Merrylands and Other Regions



Source: ABS (2019c)

Merrylands Development Proposal - Economic Impact Assessment



Population forecasts carried out by ABS and TPA in consultation with Cumberland Council, estimate that Merrylands will accommodate an additional 8,291 residents over the coming years to 2036 (from 2018), equivalent to an average annual rate of growth of 1.32% as compared with Parramatta LGA at 2.72% per annum. This variance in projected population growth is largely due to Parramatta being subject to ongoing substantial capital investment and development with substantial capital expenditure on infrastructure (light rail extension and Sydney West Metro) proposed for the region.

In comparison with Cumberland LGA (average annual growth of 1.23% to 2036), Merrylands is anticipated to have slightly stronger population growth, most of which will be centred around Stockland Merrylands Shopping Centre and train station (town centre precinct) and primarily residing in high density dwellings.

Figure 3.4: Population Projections, 2018 to 2046

Region	2018	2021	2026	2031	2036	2041	2046
Merrylands - Holroyd	31,273	32,563	34,545	36,998	39,564	43,346	47,155
Change (5-yr)	-	1,290	1,981	2,453	2,566	3,782	3,809
Avg. Annual Growth	-	1.36%	1.19%	1.38%	1.35%	1.84%	1.70%
Cumberland LGA	236,893	247,416	262,046	278,209	295,457	314,718	336,109
Change (5-yr)	-	10,523	14,630	16,163	17,248	19,261	21,391
Avg. Annual Growth	-	1.46%	1.16%	1.20%	1.21%	1.27%	1.32%
Parramatta LGA	251,311	280,773	323,914	365,958	407,414	439,392	469,037
Change (5-yr)	-	29,462	43,141	42,043	41,456	31,978	29,645
Avg. Annual Growth	-	3.76%	2.90%	2.47%	2.17%	1.52%	1.31%
Greater Sydney	4,888,230	5,109,746	5,540,543	5,963,525	6,421,844	6,878,538	7,335,893
Change (5-yr)	-	221,516	430,797	422,982	458,319	456,694	457,355
Avg. Annual Growth	-	1.49%	1.63%	1.48%	1.49%	1.38%	1.30%

Source: ABS (2019c). Regional Population Growth, Australia, 2018. Cat no. 3218.0. Australian Bureau of Statistics, Canberra

Source: TPA (2019). Population (ERP POPD PNPD OPD) by Travel Zone 2016-2056. Transport Performance and Analytics, Sydney

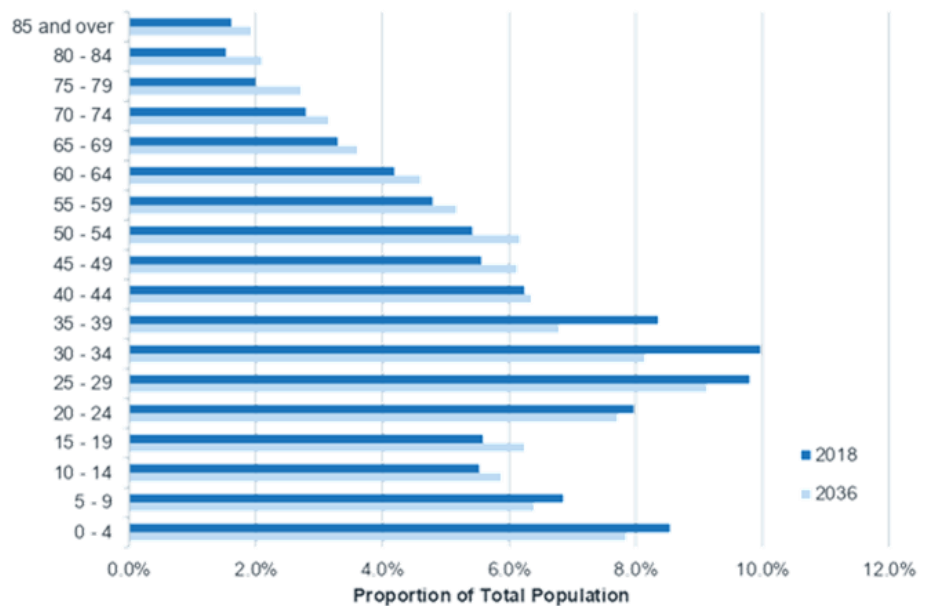
Source: TPA (2019). Population (POPD) by age-sex and travel zone 2016-2056. Transport Performance and Analytics, Sydney

Based upon the population projections as highlighted in the above table, Merrylands-Holroyd reflects a total projected growth rate between 2018-2046 of 1.48% as compared with Cumberland LGA at 1.26%, Parramatta LGA at 2.25% and the Greater Sydney region at 1.46%.

3.1.2 Historic and Forecasted Age Structure

As at the date of the 2016 Census, the median age of residents in Merrylands was 32 years of age, aligning with the broader Cumberland LGA. Both Merrylands and Cumberland LGA have a younger median age than Greater Sydney (36 years of age) and New South Wales (38 years of age). Historically, the age structure of Merrylands has closely aligned with the Cumberland LGA, with a large proportion of the population aged between 0 years and 39 years (representing approximately 62.5% of the population as at 2018).

Figure 3.4: Merrylands-Holroyd Age Proportion of Total, 2018 and 2036



Source: ABS (2019c) and TPA (2019)

Population forecasts suggest residents (between the ages of 20-29) will still remain one of the dominant age cohorts in Merrylands (representing some 17.8% as at 2018) over the coming decades to 2036. Whilst we note population forecasts are expected to decrease for this age cohort (projected at 17.5% in 2036), the increasing disposition of residents delaying having children or deciding altogether to not have children may also impact the next largest cohort (residents aged between 30-39) in terms of dwelling requirement (potentially leading to a preference for smaller more practical and affordable studio and 1 bedroom apartments for example).

Further, anecdotal evidence suggests the primary buyer category for studio and 1-bedroom apartments is typically younger/first home buyers between the ages of 20-29.

This would indicate the likely increasing demand for smaller, more affordable dwellings including studio/1-bedroom housing particularly within close proximity to amenities and transportation links.

The emergence of the Parramatta CBD and Westmead Health Precinct as major health and education hubs has implications for the future age profile of satellite suburbs such as Merrylands. Whilst many students and key workers will choose to reside in accommodation immediately proximate these centres, neighbouring suburbs can play an important role in accommodating any overflow demand or providing suitable accommodation, particularly if it can be provided at a more affordable price point.

3.1.3 Household Composition

According to the ABS (Census of Population and Housing 2016), Merrylands comprised some 9,975 households in 2016 (13.8%) of the 72,157 households recorded in the Cumberland LGA. Family households represent the largest proportion in Merrylands at 71.8%, comparatively similar as compared with Cumberland LGA at 73.3% and Parramatta LGA at 71.2%.

However, lone person households in Merrylands represent the second largest proportion of the population at 19.2%, which we note is higher than both Cumberland and Parramatta LGAs (albeit not by a significant margin).

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Of further note there has been a substantial increase in high density residential dwellings constructed within Merrylands over the last 4-year period (since the prior Census data was compiled), it is entirely likely the lone person household structure within Merrylands may have increased commensurably, however this remains speculative until updated Census data has been compiled.

Figure 3.5: Household Composition, 2016

Household Type	Merrylands - Holroyd	Cumberland	Parramatta
Family household	71.8%	73.3%	71.2%
Lone person household	19.2%	17.1%	19.0%
Group household	4.4%	4.7%	4.4%
Visitors only	0.6%	0.5%	0.8%
Other households	4.0%	4.4%	4.6%
Total	100.0%	100.0%	100.0%

Source: ABS (2017)

Education Levels

Merrylands and wider Cumberland LGA still reflect a higher proportion of people with no qualification (58.4% and 58.2% respectively) as compared with Parramatta LGA at 44.5%. Between 2011-2016, people holding a Bachelor Degree has only marginally increased in Merrylands from 12.9% to 13.8% whilst people possessing a Postgraduate Degree has increased from 3.0% to 4.9% across the same period.

Across the three precincts, residents possessing an Advanced Diploma or above has shown increases each Census date whilst those with no education is declining. Overall, the data shows us that the level of education is increasing gradually over time.

Table 3.1: Education Levels (2011-2016), Merrylands-Holroyd and Surrounds

Indicator	Merrylands-Holroyd	Cumberland	Parramatta
2006			
Postgraduate Degree	-	4.0%	5.3%
Graduate Diploma and Graduate Certificate	-	0.9%	1.4%
Bachelor Degree	-	13.8%	16.5%
Advanced Diploma and Diploma	-	7.9%	8.8%
Certificate Level	-	14.8%	14.6%
No Qualification	-	58.6%	53.5%
Total	0.0%	100.0%	100.0%
2011			
Postgraduate Degree	3.0%	5.9%	7.3%
Graduate Diploma and Graduate Certificate	0.8%	1.1%	1.5%
Bachelor Degree	12.9%	15.5%	18.1%
Advanced Diploma and Diploma	8.8%	8.7%	9.2%
Certificate Level	15.2%	13.1%	12.9%
No Qualification	59.3%	55.8%	50.9%
Total	100.0%	100.0%	100.0%
2016			
Postgraduate Degree	4.9%	5.8%	11.2%
Graduate Diploma and Graduate Certificate	0.9%	1.0%	1.9%
Bachelor Degree	13.8%	15.0%	22.8%
Advanced Diploma and Diploma	8.7%	8.2%	8.8%
Certificate Level	13.3%	11.8%	10.7%
No Qualification	58.4%	58.2%	44.5%
Total	100.0%	100.0%	100.0%

Source: ABS (2007), ABS (2012), ABS (2017).

Method of Travel to Work

The majority of residents in Merrylands travel to work via car with 57% of residents using this form of travel (in accordance with the 2016 Census). This is marginally higher than that observed in the broader Cumberland LGA, where 54% of working residents use a car as the primary method of travel to work. 19% of residents in Merrylands use the train to travel to work, which is also lower than the broader LGA (23.3%).

Active forms of travel (e.g. walking, bicycle) are not commonly used, with 2.4% of working residents using these forms of travel. Even lower rates of active travel are observed in the broader LGA (2.2%).

Table 3.2: Method of Travel to Work (2011-2016), Merrylands (Residents)

Travel Method	Merrylands		Cumberland LGA	
	2011	2016	2011	2016
Train	18.7%	19%	21.9%	23.3%
Bus	3.4%	4.0%	1.9%	2.3%
Taxi	0.2%	0.2%	0.3%	0.3%
Car	55.5%	57.0%	54.0%	54.0%
Car (as passenger)	6.8%	5.6%	5.9%	5.1%
Truck	1.5%	0.9%	1.5%	1.0%
Motorbike	0.1%	0.1%	0.2%	0.3%
Bicycle	0.2%	0.0%	0.2%	0.2%
Walked only	2.5%	2.4%	2.3%	2.0%
Other	0.5%	1.2%	0.7%	1.1%
Worked at home	1.2%	2.3%	1.7%	2.6%
Did not go to work	7.1%	6.1%	7.0%	6.3%
Not stated	2.2%	1.2%	2.6%	1.4%
Total	100.0%	100.0%	100.0%	100.0%

Source: .ID (2019)

3.1.4 Household Ownership

Compared to other areas across Greater Sydney, household ownership patterns across Merrylands and Parramatta are much more evenly split amongst owner occupiers and renters. Owner occupiers (including outright ownership, mortgaged and shared equity scheme), account for circa 53.5% of households in Merrylands. Households which are renting (both privately and in social housing) account for just under 45.0%. This high proportion of renters is greater than that observed in both the Cumberland and Parramatta LGAs.

Table 3.6: Household Ownership (2016), Merrylands-Holroyd and Surrounds

Tenure Type	Merrylands - Holroyd	Cumberland	Parramatta
Owned outright	25.4%	26.6%	25.2%
Owned with a mortgage	28.0%	30.9%	31.2%
Being purchased under a shared equity scheme	0.1%	0.2%	0.1%
Rented	45.0%	40.8%	41.7%
Being occupied rent-free	0.9%	0.9%	0.8%
Being occupied under a life tenure scheme	0.1%	0.3%	0.7%
Other tenure type	0.4%	0.4%	0.4%
Total	100.0%	100.0%	100.0%

Source: ABS (2017)

Rental rates in Parramatta have increased significantly in recent years as compared with Merrylands. Anecdotal evidence from local agents suggests the popularity of Merrylands as an alternative market has risen significantly in recent times, particularly to younger more price conscious households who still require proximity to the amenities and services offered by Parramatta CBD. When also taking into consideration key workers, we note that Parramatta has seen a decline of approximately 21.5% for this category between 2006 and 2016.

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Ultimately, the long term objective for most residents would be to transition away from renting and into home ownership (with the creation of equity and wealth creation).

By providing the market with a more affordable product (albeit smaller/lower bedroom count), it would appear that this would serve the community in terms of price point and make obtainable, for a larger cross section of the community, the prospect to their own home.

3.1.5 Gross Household Incomes and Housing Costs

Our analysis reveals the median proportion of Merrylands residents earn \$1,267 per week which is lower than the broader Cumberland LGA (\$1,379 p/w) and Parramatta LGA (\$1,759 p/w) based on 2016 Census data. Further, the average monthly mortgage payment for Merrylands is \$2,000 whilst the monthly repayments for Cumberland LGA and Parramatta LGA are \$2,000 and \$2,167 respectively. Interestingly, what this data demonstrates, is that the weekly income of Merrylands is 38.83% lower than that of Parramatta LGA whilst the average mortgage payment is only 8.35% higher in Parramatta. This highlights the need for more affordable housing options in Merrylands which can be provided by way of smaller dwellings such as those within the proposed development by Coronation Property Pty Ltd.

With rental costs circa 30.8% of gross income, it is relatively cheaper and more affordable for the residents to lease than own (reflecting a differential of 5.6%). This provides explanation for the strong renter base that is established within Merrylands. However, in order to make home ownership more accessible to a larger proportion of the community, more affordable options need to be considered. This is where justification for the proposed development appears to be warranted.

Table 3.7: Household Gross Income and Housing Costs

Income Ranges	Merrylands -		Cumberland		Parramatta		Greater Sydney	
	Holroyd	Aggregate	Aggregate	Aggregate	Aggregate	Aggregate	Aggregate	Aggregate
Negative income	0.4%	0.4%	0.4%	0.4%	0.3%	0.3%	0.3%	0.3%
Nil income	2.2%	2.6%	2.1%	2.5%	1.9%	2.2%	1.9%	2.2%
\$1-\$149 (\$1-\$7,799)	1.0%	3.6%	0.9%	3.5%	0.8%	3.0%	0.8%	3.0%
\$150-\$299 (\$7,800-\$15,599)	2.6%	6.2%	2.8%	6.2%	1.9%	5.0%	2.0%	4.9%
\$300-\$399 (\$15,600-\$20,799)	3.2%	9.4%	3.4%	9.6%	2.4%	7.4%	2.6%	7.5%
\$400-\$499 (\$20,800-\$25,999)	6.8%	16.2%	6.7%	16.4%	4.7%	12.1%	5.2%	12.7%
\$500-\$649 (\$26,000-\$33,799)	5.1%	21.3%	4.7%	21.0%	3.5%	15.7%	3.7%	16.4%
\$650-\$799 (\$33,800-\$41,599)	8.4%	29.7%	7.7%	28.7%	5.5%	21.2%	5.8%	22.1%
\$800-\$999 (\$41,600-\$51,999)	7.7%	37.4%	7.7%	36.4%	5.8%	27.0%	5.8%	28.0%
\$1,000-\$1,249 (\$52,000-\$64,999)	9.9%	47.4%	9.3%	45.7%	7.9%	34.9%	7.6%	35.5%
\$1,250-\$1,499 (\$65,000-\$77,999)	8.7%	56.1%	8.4%	54.1%	7.8%	42.7%	7.1%	42.6%
\$1,500-\$1,749 (\$78,000-\$90,999)	7.1%	63.2%	7.1%	61.2%	7.1%	49.8%	6.3%	48.9%
\$1,750-\$1,999 (\$91,000-\$103,999)	6.4%	69.6%	6.3%	67.5%	6.9%	56.7%	6.1%	55.0%
\$2,000-\$2,499 (\$104,000-\$129,999)	11.3%	80.8%	11.8%	79.3%	13.9%	70.7%	12.4%	67.5%
\$2,500-\$2,999 (\$130,000-\$155,999)	6.4%	87.2%	7.2%	86.5%	8.7%	79.4%	8.0%	75.5%
\$3,000-\$3,499 (\$156,000-\$181,999)	4.5%	91.8%	4.6%	91.2%	6.0%	85.4%	5.8%	81.3%
\$3,500-\$3,999 (\$182,000-\$207,999)	2.8%	94.6%	3.3%	94.5%	5.3%	90.7%	6.1%	87.3%
\$4,000-\$4,499 (\$208,000-\$233,999)	1.6%	96.2%	1.8%	96.3%	2.6%	93.3%	3.1%	90.4%
\$4,500-\$4,999 (\$234,000-\$259,999)	1.2%	97.5%	1.4%	97.7%	2.4%	95.8%	3.1%	93.5%
\$5,000-\$5,999 (\$260,000-\$311,999)	1.5%	98.9%	1.3%	99.0%	2.3%	98.0%	3.2%	96.6%
\$6,000-\$7,999 (\$312,000-\$415,999)	0.8%	99.7%	0.8%	99.8%	1.7%	99.7%	3.0%	99.6%
\$8,000 or more (\$416,000 or more)	0.3%	100.0%	0.2%	100.0%	0.3%	100.0%	0.4%	100.0%
Total	100.0%		100.0%		100.0%		100.0%	
Average Weekly Household Income	\$1,646		\$1,682		\$2,031		\$2,162	

Source: ABS (2017)

Further review of incomes across Merrylands shows the distribution of income is heavily skewed with 69.6% of households earning less than \$2,000 per week gross (compared to 67.5% in the Cumberland LGA and 56.7% in the Parramatta LGA).

The graph overleaf further demonstrates that the \$2,000 - \$2,499 gross income distribution for Merrylands residents represents the highest percentile band at 11.3% followed by the range between \$1,000 - \$1,249 at 9.9%. Residents earning above \$2,500 per week only equates to approximately 19.2% of the residents.

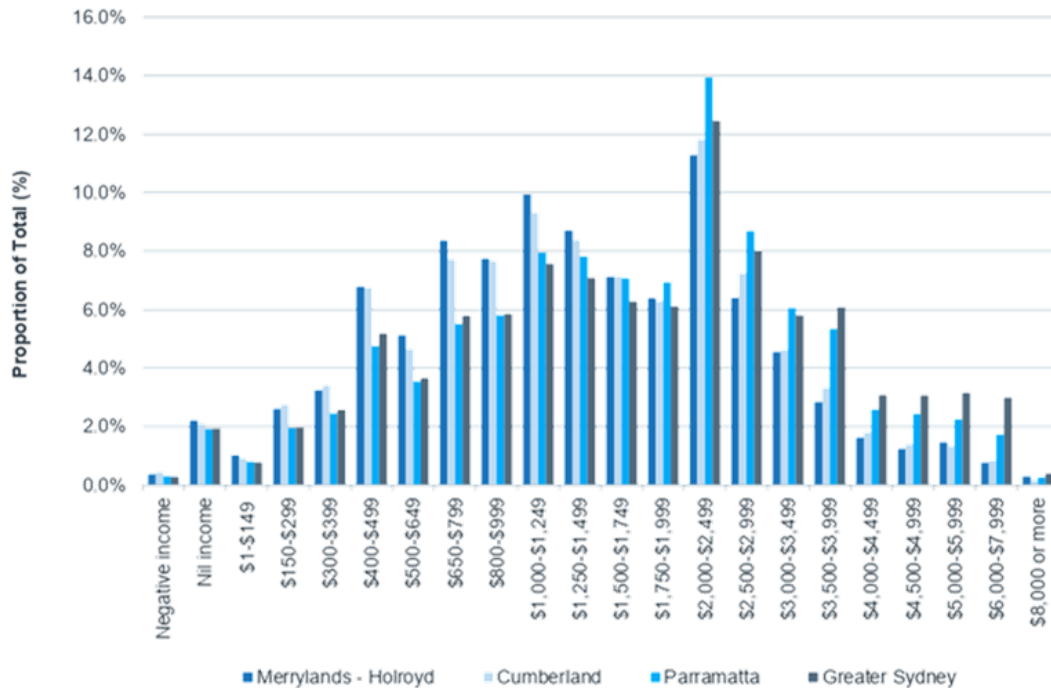
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Whilst the proportion of residents in Merrylands and Cumberland LGA earning over \$2,500 per week are closely aligned, the discrepancy increases substantially when contrasted with Parramatta LGA at 29.3% and Greater Sydney at 32.5%.

This is illustrated in Figure 3.8 (below).

Figure 3.8: Weekly Household Income (2016), Merrylands Comparison with other Regions



Source: ABS (2017)

This pattern of income distribution is arguably a driver behind the higher comparative number and proportion of households renting in Merrylands. The proportion of median household income which is paid on rent is marginally lower than that of mortgage repayments, however, should the advent of more affordable housing options be provided, a far greater proportion of the residents could potentially owner occupy.

3.1.6 Dwelling Structure

According to the 2016 Census, the Cumberland LGA recorded an estimated 72,157 private dwellings. Separate houses accounted for the majority of these at 55.7%, followed by apartments at 27.4%. Merrylands analysis demonstrates there was some 48.5% of the dwelling structures designated as separate housing whilst apartments accounted for some 30.9%.

Across the regions analysed, only Cumberland LGA demonstrated a minor increase in separate houses between 2011-2016 whilst Merrylands, Parramatta LGA and Greater Sydney all showed a reduction.

A similar set of trends have been observed in Merrylands. Whilst detached housing accounts for the majority of dwellings as at 2016, a marked increase in the number of apartments and units has been observed (746 additional dwellings).

Table 3.9 illustrates the change in dwelling structure observed as at 2016.

Table 3.9: Dwelling Structure (2016), Merrylands Comparison with other Regions

Dwelling Structure	Merrylands - Holroyd	Cumberland (A)	Parramatta (C)	Greater Sydney
Separate house	48.5%	55.7%	44.1%	53.4%
Semi-detached dwelling	19.8%	16.2%	15.2%	14.2%
Flat or apartment	30.9%	27.4%	40.4%	31.7%
Other	0.8%	0.7%	0.4%	0.7%
Total	100.0%	100.0%	100.0%	100.0%

Source: ABS (2017)

3.1.7 Dwelling Type Occupied by Multi-Persons Households

Our analysis of household bedroom by dwelling structure demonstrates there is an under-representation of 1 bedroom and studio apartments within Merrylands (representing some 5.8% in total under the flat or apartment category). Our findings further demonstrate the primary typology is for two-bedroom apartments at 83.6%.

Table 3.11: Total Households Bedrooms by Dwelling Structure (Merrylands-Holroyd), 2016

Total Households	Separate house	Semi-detached dwelling	Flat or apartment	Other	Total
None (includes bedsitters)	0.3%	0.6%	0.3%	0.0%	0.3%
One bedroom	1.1%	6.7%	5.5%	8.4%	3.6%
Two bedrooms	13.3%	25.7%	83.6%	56.0%	37.9%
Three bedrooms	46.3%	46.2%	10.3%	35.6%	35.1%
Four bedrooms	28.3%	18.8%	0.2%	0.0%	17.5%
Five bedrooms	8.8%	2.0%	0.0%	0.0%	4.7%
Six bedrooms or more	1.9%	0.0%	0.1%	0.0%	0.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Source: ABS (2017)

3.1.8 Future Housing Demand

Over the next 15 years (from 2021), the number of households in Merrylands is expected to increase by an average of 301 households each year to 14,492 households by 2036 (representing an increase of some 46.5%). Future, households are likely to be characterised by a declining household size particularly when noting the age structure of Merrylands (as at 2018) reflects 17.8% of the residents are aged between 20-29 and 18.3% are aged between 30-39.

In addition, there is the rising trend of an ageing population, declining family sizes and structure, this movement will likely result in increased demand for smaller, well-located dwellings. Declining average household sizes has implications for the provision of newer housing options as affordability will remain the key factor going forward and will likely see greater acceptance towards apartment and/or smaller apartment living.

Figure 3.12: Household Size Projections (avg person per household), Merrylands and other Regions (2016-2056)

Household Size Projections	2016	2021	2026	2031	2036	2041	2046	2051	2056
Merrylands - Holroyd	3.2	3.0	2.9	2.8	2.7	2.7	2.7	2.7	2.7
Cumberland	3.4	3.2	3.1	3.1	3.0	3.0	3.0	2.9	2.9
Parramatta	3.1	2.8	2.8	2.7	2.6	2.6	2.6	2.6	2.6
Greater Sydney	3.0	2.8	2.8	2.7	2.7	2.7	2.6	2.6	2.6

(Source: TPA (2019))

3.1.9 Housing Target

In accordance with the draft Cumberland 2030 Local Strategic Planning Statement, Merrylands is noted as the largest centre within the Cumberland LGA and that *Council believes that Merrylands has the potential to be defined as a strategic centre in the District hierarchy, based on the range of services and potential to expand to provide additional housing.*

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Analysis of Department of Planning, Industry and Environment (DPIE) household projections and implied dwelling requirements, it can be observed that Lone Person households are projected to show the largest increase at 2.4% from 2011 to 2036. Given the proposal by Coronation to substantially increase the amount of studio and 1 bedroom dwellings per their concept plan, it could be considered the project may be supplying a meaningful amount of stock towards the largest projected growing cohort (based on percentage increase) within the LGA.

Table 4.4: DPIE Household Projections and Implied Dwelling Requirements by % (Cumberland LGA)

Household Type	2,011	2,016	2,021	2,026	2,031	2,036	% Change
Couple only	19.4%	19.3%	18.9%	18.8%	19.1%	19.3%	1.9%
Couple with children	42.0%	42.4%	42.8%	42.2%	41.3%	40.4%	1.8%
Single parent	12.7%	12.8%	13.1%	13.3%	13.5%	13.6%	2.2%
Other family households	2.3%	2.1%	2.0%	1.9%	1.9%	1.9%	1.3%
Multiple-family households	2.6%	2.6%	2.5%	2.5%	2.5%	2.5%	1.9%
Lone person	17.6%	17.6%	17.7%	18.2%	18.9%	19.5%	2.4%
Group	3.4%	3.3%	3.0%	2.9%	2.9%	2.9%	1.2%
Total	100%	100%	100%	100%	100%	100%	1.90%

Source: DPIE

We note that given the multiple sources of data (i.e. TPA and DPIE), there are minor variations across household numbers and projections within the above table (as compared with other tables/charts within this report).

3.1.10 Dwellings

Recent residential development activity is monitored by DPIE through the Metropolitan Housing Monitor which records dwelling completions and approvals for each LGA from 2016. As at April 2019, 7,117 additional dwellings had been delivered in the Cumberland LGA from 2016. This equates to approximately 65.4% of the implied dwelling requirement needed to meet projected population growth over 2016-2021.

Table 4.5: Dwelling Approvals Versus Completions (2016-2019), Cumberland LGA

Type	2016	2017	2018	2019*	Total
Approvals	3,688	2,738	2,546	1,903	10,875
Completions	1,415	1,904	2,236	1,562	7,117
Completions (as %)	38.4%	69.5%	87.8%	82.1%	65.4%

Source: DPIE (2019)

* We note the completions data is yet to be released for Dec 2019 as at the date of preparing this report

3.2 EMPLOYMENT PROFILE

In order to better understand the employment and activity occurring around the Site, Australian Bureau of Statistics data was examined using statistical geographical boundaries of Destination Zones (DZ). These statistical areas are generally smaller than a suburb and are useful in understanding small area employment characteristics.

For the purposes of this report, analysis of employment activity is focused on DZs surrounding the Site and encompassing the broader Merrylands town centre (referred to as the 'Catchment Area'). For comparative purposes, employment activity in the Catchment Area is benchmarked against the Cumberland LGA.

Broad Industry Classifications

The ABS categorises employment activity into ANZSIC (Australian New Zealand Standard Industry Classification) 19 industry sectors. It is often more useful to consider employment composition in broader industry terms. Broad industry classifications (BICs) group the 19 ANZSIC sectors into four main categories - population-serving, knowledge-intensive, health and education and industrial.

The correspondence between the BIC and ANZSIC classifications is outlined in Table 3.3.

Table 3.3: Broad Industry Classifications (BICs) by ANZSIC

Population Serving	Knowledge-Intensive
<ul style="list-style-type: none"> Construction Retail Trade Accommodation and Food Services Arts and Recreation Services Other Services 	<ul style="list-style-type: none"> Information Media and Telecommunications Financial and Insurance Services Rental, Hiring and Real Estate Services Professional, Scientific and Technical Services Administrative and Support Services Public Administration and Safety
Health and Education	Industrial
<ul style="list-style-type: none"> Education and Training Health Care and Social Assistance 	<ul style="list-style-type: none"> Agriculture, Forestry and Fishing Mining Manufacturing Electricity, Gas, Water and Waste Services Wholesale Trade Transport, Postal and Warehousing

Source: ABS

3.2.1 Employment by Industry

The top five sectors of employment by industry in Merrylands-Holroyd, comprise retail trade (20.2%), health care and social assistance (14.1%), construction (11.8%), public administration and safety (10.5%) and accommodation and food services (10.1%). Given the bulk of retail premises are centred around Merrylands town centre (and train station), it is no surprise retail trade is the larger employment industry, whilst also noting Stockland Merrylands Shopping Centre also falls within this catchment precinct.

The wider Cumberland LGA reflects a substantially higher representation of manufacturing, transport, postal and warehousing industries which is largest commensurate with the concentrations of industrial property within suburbs including Yennora, Guildford West and Smithfield (along the southern peripheries of the LGA).

Table 3.4: Employment by Industry (2011-2016), Merrylands-Holroyd and Surrounds

Industry	Merrylands-Holroyd	Cumberland	Parramatta
Retail Trade	20.2%	11.3%	6.8%
Health Care and Social Assistance	14.1%	9.6%	15.5%
Construction	11.8%	11.7%	8.4%
Public Administration and Safety	10.5%	3.8%	12.2%
Accommodation and Food Services	10.1%	5.1%	4.2%
Education and Training	8.9%	7.7%	6.4%
Other Services	5.8%	4.4%	3.5%
Transport, Postal and Warehousing	3.6%	10.4%	3.6%
Administrative and Support Services	3.1%	3.5%	3.7%
Professional, Scientific and Technical Services	3.1%	3.9%	6.8%
Rental, Hiring and Real Estate Services	2.8%	1.4%	1.7%
Financial and Insurance Services	1.7%	2.4%	10.1%
Manufacturing	1.6%	14.5%	8.1%
Wholesale Trade	1.1%	7.1%	4.3%
Information Media and Telecommunications	0.9%	1.0%	1.1%
Arts and Recreation Services	0.4%	1.0%	1.9%
Electricity, Gas, Water and Waste Services	0.2%	0.9%	1.5%
Agriculture, Forestry and Fishing	0.0%	0.3%	0.1%
Mining	0.0%	0.1%	0.1%
Total	100.0%	100.0%	100.0%

Source: ABS (2017)

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Several observations can be drawn when comparing employment activity in Merrylands-Holroyd against Cumberland and Parramatta LGAs:

- Retail trade represents the largest proportion of employment by industry at 20.2% for Merrylands-Holroyd (as contrasted with Parramatta LGA at 6.8%).
- Parramatta LGA has a substantially higher representation of financial and insurance services at 10.1% as contrasted with Merrylands-Holroyd at 1.7%.
- The wider Cumberland LGA has a substantially higher representation of manufacturing at 14.5% (noting the large industrial precincts situated at the southern periphery of the LGA) as contrasted with Merrylands-Holroyd at 1.6%.

3.2.2 Employment by Occupation

Aligning with Merrylands-Holroyd's predominance of retail trade by employment by industry measure, sales workers represents the largest cohort of employment by occupation (2016) at 17.8%. Further aligning with the large concentration of industrial business operators in the southern peripheries of Cumberland LGA, the wider LGA reflects a proportion of machinery operators and drivers at 14.0% as contrasted against Merrylands-Holroyd at 5.0% (2016).

Interestingly, despite the amount of people with an Advanced Diploma or higher in Merrylands-Holroyd showing growth from between 2006-2016, the amount of professionals within the precinct between 2011-2016 declined, whilst noting managers, technicians and community/personal service workers increased. Not surprisingly, Parramatta (comprising the fifth largest CBD in Sydney by floor area) has the highest proportion of professionals at 26.8% (2016).

Table 3.5: Employment by Occupation (2011-2016), Merrylands-Holroyd and Surrounds

Occupation	Merrylands-Holroyd	Cumberland	Parramatta
2011			
Managers	9.9%	11.9%	12.6%
Professionals	17.5%	15.5%	26.4%
Technicians & Trades Workers	16.8%	16.4%	10.8%
Community & Personal Service Workers	13.5%	6.7%	8.2%
Clerical & Administrative Workers	13.4%	15.5%	23.0%
Sales Workers	16.4%	9.1%	7.2%
Machinery Operators & Drivers	4.3%	14.6%	5.3%
Labourers	8.2%	10.3%	6.5%
Total	100.0%	100.0%	100.0%
2016			
Managers	10.3%	11.7%	12.8%
Professionals	15.7%	15.5%	26.8%
Technicians & Trades Workers	14.3%	15.9%	10.6%
Community & Personal Service Workers	15.7%	8.4%	8.9%
Clerical & Administrative Workers	12.7%	14.2%	21.6%
Sales Workers	17.8%	9.1%	7.1%
Machinery Operators & Drivers	5.0%	14.0%	5.2%
Labourers	8.5%	11.1%	7.0%
Total	100.0%	100.0%	100.0%

Source: ABS (2012, 2017)

3.3 FUTURE EXPECTATIONS

Future expectations can be expressed as a 'projection' or 'forecast'.

A projection indicates a future value for the population (and dwellings) if a set of underlying assumptions occur. Projections indicate what future values for the population would be if the assumed patterns of change were to occur (e.g. at assumed rates of births, deaths and migration). They are not a prediction that the population will change in this manner.

Similarly, dwelling projections indicate the number of dwellings that would be required to accommodate the projected population assuming certain household sizes (for example an average of 2.3 persons per dwelling).

In a forecast, the assumptions represent expectations of actual future events based on current and past values as an expectation (prediction) of what will happen. For example, if a certain area has been growing at an average annual rate of 200 dwellings per annum and there have been no major changes to planning controls or market conditions, a forecast may expect similar growth of 200 dwellings per annum until dwelling capacity is exhausted.

'Forecasts' are commonly used when referring to future supply expectations, whereas future demand expectations are typically based on a series of underlying assumptions in demand projections.

3.3.1 Population and Dwelling Projections

The NSW Department of Planning, Industry and Environment (DPIE) publishes population projections based on demographic research and incorporates trends projected to drive population change. The drivers of population change include overseas migration, internal migration movements, fertility rates and ageing of the population.

DPIE highlight that future levels of births, deaths and migration are projected based on a best assessment of likely future trends. Projections of population change and growth is the basis from which households, household types, average household sizes and implied dwellings are then projected. The smallest level geographical at which DPIE's projections are made is the LGA.

Employment Population Projections

Overall employment population projections for Merrylands-Holroyd is projected to grow from 6,633 to 8,924 from 2016 to 2036 (1.5% p.a. increase) whilst it is expected to grow from 6,633 to 11,145 between 2016 to 2056 (1.4% p.a. increase).

As at 2016, the largest proportion of employment by occupation was retail trade which is projected to continue right through to 2056. The second largest being health care and social assistance, which is also projected to be the second largest as at 2056 (showing the strongest growth of any sector between 2011-2036 at 2.2% annual growth).

Public administration and safety (representing 9.1% as at 2016) is projected to show the largest growth rate between 2011 and 2036 at 2.7% p.a. and 2.0% p.a. between 2016 and 2056.

Table 3.6: Employment Population Projections (2016-2056)

Merrylands - Holroyd	2016	2021	2026	2031	2036	2041	2046	2051	2056	20 yr. Growth	40 yr. Growth
Agriculture, Forestry and Fishing	1	1	1	1	1	1	1	1	1	-0.9%	-0.5%
Mining	0	0	0	0	0	0	0	0	0	-0.8%	-0.8%
Manufacturing	93	98	93	99	101	102	105	110	117	0.4%	0.6%
Electricity, Gas, Water and Waste Services	12	12	12	13	14	15	15	16	17	0.9%	0.9%
Construction	822	837	898	953	1,015	1,081	1,145	1,207	1,261	1.1%	1.1%
Wholesale Trade	58	58	59	59	60	61	62	62	63	0.2%	0.2%
Retail Trade	1,355	1,399	1,488	1,548	1,615	1,686	1,761	1,827	1,898	0.9%	0.8%
Accommodation and Food Services	637	740	839	889	945	1,011	1,079	1,147	1,210	2.0%	1.6%
Transport, Postal and Warehousing	210	206	192	159	163	161	159	154	158	-1.3%	-0.7%
Information Media and Telecommunications	61	64	64	64	63	62	62	62	62	0.1%	0.0%
Financial and Insurance Services	135	155	165	176	187	199	209	218	226	1.6%	1.3%
Rental, Hiring and Real Estate Services	182	187	216	230	248	270	293	315	337	1.6%	1.5%
Professional, Scientific and Technical Services	224	256	286	307	328	351	373	393	413	1.9%	1.5%
Administrative and Support Services	235	193	196	201	206	213	220	225	231	-0.6%	0.0%
Public Administration and Safety	605	778	859	942	1,029	1,115	1,185	1,246	1,317	2.7%	2.0%
Education and Training	566	660	751	816	881	948	1,012	1,074	1,128	2.2%	1.7%
Health Care and Social Assistance	991	1,108	1,272	1,405	1,547	1,696	1,843	1,985	2,124	2.2%	1.9%
Arts and Recreation Services	40	43	47	50	54	58	63	67	70	1.5%	1.4%
Other Services	406	446	450	455	467	481	493	504	514	0.7%	0.6%
Total	6,633	7,241	7,886	8,367	8,924	9,512	10,079	10,612	11,145	1.5%	1.4%

Source: TPA (2019). Population (ERP POPD PNPD OPD) by Travel Zone 2016-2056. Transport Performance and Analytics, Sydney

Implied Dwelling Requirement

Based on projected population and household growth, the Cumberland LGA is expected to need an additional 28,288 dwellings over the 2016-2036 period (DPIE, 2019). To meet this implied dwelling requirement, the LGA will require the completion of an annual average of 2,763 dwellings at a rate of 1.72%.

Table 3.7: Implied Dwelling Projections and Average Household Sizes (2016-2036)

Indicator	2016	2021	2026	2031	2036	Growth (2016-2036)	
						Change	Avg. Annual
Dwellings	69,782	77,988	83,833	90,583	98,069		
Change in Dwellings		11,750	13,550	14,750	15,200	28,288	1.72%
5-yr Avg. Growth		2.25%	1.46%	1.56%	1.60%		
Avg. Household Size	3.39	3.17	3.13	3.07	3.01		

Source: DPIE (2019)

As observed from Table 3.7, the Cumberland LGA will require an additional 1,414 dwellings over the 2016-2021 period to meet expected population growth.

3.3.2 Small Area Forecasts

Small area forecasts (suburb level) are undertaken by ID on behalf of local councils. These forecasts are based on a number of key assumptions, notably the *capacity of small areas* to accommodate development under existing planning controls, population growth, household formation patterns and net migration. As detailed earlier, forecasts expectedly differ from projections.

Projections express expected future demand, whereas forecasts express the expected growth that may occur based on historical trends and capacity in the planning framework.

Population and Dwellings

Merrylands is expected to facilitate moderate population growth over the 20 years to 2036; an additional 8,291 residents are forecasted over this period with an average annual growth rate of 1.18%. This rate of population growth is slower than that projected by DPIE for the broader Cumberland LGA.

Table 3.8: Population and Dwelling Forecasts (2016-2036), Merrylands

	2016	2021	2026	2031	2036	Total Change	Av. Annual Change (%)
Population							
Population	31,273	32,563	34,545	36,998	39,564		
Change in Population	-	1,290	1,981	2,453	2,566	8,291	1.18%
5-yr Avg. Growth	-	1.36%	1.19%	1.38%	1.35%		
Dwellings							
Dwellings	9,715	10,938	11,941	13,168	14,492		
Change in Dwellings	-	1,223	1,003	1,227	1,325	4,778	2.02%
5-yr Avg. Growth	-	2.40%	1.77%	1.98%	1.94%		

Source: TPA (2019). Population (ERP POPD PNPD OPD) by Travel Zone 2016-2056. Transport Performance and Analytics, Sydney

3.4 SUMMARY OF FINDINGS AND IMPLICATIONS

Merrylands is identified as the largest centre within the Cumberland LGA. The suburb experienced good population and employment growth over the five years from 2016, illustrating its importance as a local centre. A number of key observations of relevance to the Proposal can be drawn from the socio-economic analysis:

Residents

- Population forecasts suggest residents (between the ages of 20-29) will still remain one of the dominant age cohorts in Merrylands (representing some 17.8% as at 2018) over the coming decades to 2036
- However, lone person households in Merrylands represent the second largest proportion of the population at 19.2%, which we note is higher than both Cumberland and Parramatta LGAs (albeit not by a significant margin).
- Across the three precincts, residents possessing an Advanced Diploma or above has shown increases each Census date whilst those with no education is declining. Overall, the data shows us that the level of education is increasing gradually over time.
- Owner occupiers (including outright ownership, mortgaged and shared equity scheme), account for circa 53.5% of households in Merrylands. Households which are renting (both privately and in social housing) account for just under 45.0%.

Workers

- Our analysis reveals the median proportion of Merrylands residents earn \$1,267 per week which is lower than the broader Cumberland LGA (\$1,379 p/w) and Parramatta LGA (\$1,759 p/w) based on 2016 Census data.
- Further review of incomes across Merrylands shows the distribution of income is heavily skewed with 69.6% of households earning less than \$2,000 per week gross (compared to 67.5% in the Cumberland LGA and 56.7% in the Parramatta LGA).
- Retail trade is the largest sector (20.2%) of employment by industry in Merrylands-Holroyd
- Aligning with Merrylands-Holroyd's predominance of retail trade by employment by industry measure, sales workers represents the largest cohort of employment by occupation (2016) at 17.8%.

Future Expectations

- Over the next 15 years (from 2021), the number of households in Merrylands is expected to increase by an average of 301 households each year to 14,492 households by 2036 (representing an increase of some 46.5%).

The Proposal has the opportunity to provide additional housing and employment to meet the growing needs of the LGA in a location proximate a transport interchange and local centre.

The next chapter investigates the potential for residential and commercial land uses on the Site.

4. PROPERTY MARKET APPRAISAL










4.1 KEY ECONOMIC INDICATORS

The performance of property markets is closely correlated to the level of economic activity across Australia. Business expansion drives demand for employment space during times of economic growth, whilst greater employment typically results in more household income and spending. Both in turn drive further development.

Whilst the Australian economy has generally performed particularly well since the Global Financial Crisis in 2007-2009 and has benefitted from a 28-year long period of economic growth, signs of contraction are beginning to appear. On the 3 March, the RBA conducted their monthly meeting and cut interest rates a by 0.25 basis bringing the official cash rate to 0.50%. Per the RBA media release, the cut was considered a necessary stimulatory measure to assist the economy as it responds to the global coronavirus outbreak, further noting that the education and travel sectors were some of the hardest hit.



The latest economic indicators and trends impacting the property markets across Sydney are outlined below.

Table 4.1: Key Economic Indicators

	Mar 2020 0.50%	In March, the Reserve Bank of Australia (RBA) reduced the cash rate 0.25 basis points to 0.50%. Low interest rates are aimed at supporting employment growth and progressing towards the medium-term inflation target.
	Dec 2019 Up 1.8%	National annual inflation increased by 1.8% in the year to December 2019, following a 1.7% rise in the year to September 2019.
	Dec 2019 Up 2.2%	The Australian economy expanded by 2.2% in the year to December 2019 and 0.5% in the quarter since September 2019.
	Jan 2019 5.2%	The national unemployment rate increased marginally in the year to January 2019, by 0.14 percentage points.
	Jan 2020 Up 2.0%	The number of employed persons increased by 2.0% in January 2020 compared to January 2019, however, growth in employment was slower than in the year to December 2019.
	Dec 2019 Up 2.6%	Growth in short-term visitor arrivals increased in the year to December 2019 by 2.6% to 797,200 movements.
	Dec 2019 Up 5.2%	Short-term visitor departures also increased in the year to December 2019 at a faster pace of 5.2% (at 871,200 movements).
	Jan 2020 Down 5pts	The NAB Business Confidence Index indicated that business confidence fell by 5 points in the year to January 2020, to a level of -1. Confidence remains the weakest in wholesale, whilst construction is the most optimistic.
	Mar 2020 Down 7.2pts	Consumer confidence fell by 7.2 points in March 2020 from March 2019, to 104.8. Economic (both current and future) conditions declined heavily over the period, weighing down overall sentiment, whilst financial conditions gained.

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	Feb 2020 Down 6.6%	Over the month of February 2020, in comparison to February 2019, the average value of the Australian Dollar (AUD) depreciated against the US dollar (down 6.6%), the British Pound (down 6.3%), the Japanese Yen (down 6.9%) and the Euro (down 2.8%).
	Dec 2019 Up 2.8%	Retail turnover increased by 2.8% in December 2019 from December 2018.

Source: AEC, various data sources (see References)

4.2 RESIDENTIAL LAND USES

4.2.1 General Market Conditions

Unit Prices

Merrylands has experienced significant growth in median residential property values in recent years in line with Greater Sydney's housing boom of 2012-2017. Demand for residential property in Merrylands has been driven by a number of key factors in recent years, namely its affordability compared to other neighbouring centres, strong accessibility via the Merrylands train station and proximity to retail amenity and employment areas.

Merrylands recorded a median unit price of \$494,000 in 2019 (placing it fourth highest out of the designated list below). Lidcombe reflected the highest median unit price of \$710,000 in 2019 largely reflective of its inner western Sydney locality and superior train services to/from city and Parramatta. The most affordable suburb was Granville at \$457,500 followed by Harris Park at \$465,000 in 2019 which is largely reflective of the majority of apartment stock within these suburbs being of older style.

A typical trend observed across most of the suburbs reflects a market peak in 2017 and subsequent reduction in prices thereafter, coinciding with general market conditions over the same period. Whilst noting Auburn bucked this trend between 2018-19.

Figure 4.1 illustrates the growth in median house prices across in Merrylands and other neighbouring centres.

Figure 4.1: Median Unit Prices (2016-2019), Merrylands and Surrounding Suburbs



Source: Pricefinder

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As observed from Figure 4.1, Merrylands has historically been one of the more affordable suburbs compared to other neighbouring centres. Notwithstanding price growth over the course of 2015-2019, this role has remained relatively unchanged with Merrylands amongst the more affordable suburbs in the Cumberland LGA.

Residential Rents

Historically, the Merrylands rental market has comprised primarily of detached single dwellings and older style, walk-up apartment blocks. Median rents for units grew steadily by 19% over the 5 years from 2010 to 2015 increasing from \$360 per week to \$430 per week (Residex, October 2019). This represents an average growth of about 4% annum. This growth has since plateaued with median rentals remaining relatively flat at around \$420 per week since 2016. Softening in the rental market has been observed across much of Western Sydney in recent times, although the rebound in market activity will likely transcend into higher asking (and achieved) rents in the short-term.

Informal discussions with agents suggest there is strong demand for studio and one-bedroom apartment stock. This is largely attributed to their affordability, many being available for rents from \$300 to \$400 per week. Demand is mostly seen from younger couples and singles desiring proximity to the Parramatta CBD and good transportation links. Demand for two-bedroom apartments is primarily driven by couples with a child or those with higher disposable income that place greater emphasis on proximity to amenities. Two and three bedroom units can achieve rents from \$350 to \$550+ per week, depending on their size, age, amenities and distance from transport links.

Whilst conducting our research, approximately 15% of the rentals advertised in Merrylands for lease were studio or one-bedroom apartments. This is indicative of a lack of rental supply and does not appear to match the age profile of the area.

4.2.2 Development Activity

There are 11 projects currently in various stages of planning across Merrylands at present with the potential to deliver over 1,800 apartments within the next 5 years to 2025. A large volume of supply of this is expected to be delivered between 2021 and 2023. It should be noted that not all of these apartments will be delivered given many projects have not yet been approved.

Table 4.3 depicts the type and mix of new residential units planned in Merrylands.

Table 4.3: Development Pipeline, Merrylands

Address	Status	Completion	Units	Apartment Mix			
				Studio	1 Bed	2 Bed	3 Bed
246-264 Woodville Rd	Early	2023	590	Undetermined			
327 Merrylands Rd	Possible	2022	10	0%	30%	70%	0%
293 Merrylands Rd	Firm	2021	10	0%	30%	70%	0%
10-15 Military Rd	Possible	2025	401	3%	64%	25%	8%
2-6 Gladstone St	Possible	2021	147	0%	18%	73%	9%
7-10 Wayman Pl & Memorial Ave	Possible	2021	52	Undetermined			
398-302 Merrylands Rd	Possible	2020	40	0%	10%	80%	10%
2-2A Cambridge St	Firm	2019	78	0%	49%	41%	10%
224-240 Pitt St	Commenced	2021	354	11%	19%	63%	7%
4 Terminal Pl	Firm	2020	101	0%	8%	83%	9%
13-15 Neil St	Commenced	2021	33	0%	9%	82%	9%
90-92 Railway Tce							

Source: Cordell Connect

It can be observed from Table 4.3 that new development is heavily weighted towards provision of two-bedroom units with most projects attributing over 70% of the overall composition to two-bedroom apartments. Only two developments have a high proportion of 1-bedroom units (10-15 Military Road and 11-19 Centenary Road), both attributing over 40% of total unit stock to one-bedroom apartments (whilst noting both are still awaiting approval).

4.3 COMMERCIAL LAND USES

4.3.1 General Market Conditions

Sydney's suburban office markets have performed strongly over the course of 2018-2019 as low vacancy levels in the Sydney and Parramatta CBDs has resulted in tenant overflow into many suburban office markets. Infrastructure investment and the relocation/expansion of several university campuses in large centres is also driving uptake of commercial floorspace (e.g. Liverpool City Centre, Parramatta CBD). In most suburban office markets, this has resulted in tightening vacancy rates and increases in rents.

The Merrylands local centre is not considered a suburban office market; it does not comprise any purpose-built office buildings with commercial users mostly located in the upper levels of aged, two storey mixed-use buildings (the ground floor being occupied for retail uses). There is also an overlap between commercial and retail floorspace as many service businesses (real estate agencies, financial advisors and accountants, legal firms) occupy traditional ground floor retail space.

The primary suburban office market proximate the Site is Parramatta CBD which serves as the principal commercial and civic hub for the broader western Sydney region.

The Proposal does not envisage the provision of traditional commercial office space to that provided in the Parramatta CBD (A, B or C grade, with NABERS or BEEC certification for example). Rather, commercial floorspace on the Site is intended to complement the proposed retail/residential uses and service the surrounding resident population. This 'mixed-use' format of commercial floorspace is discussed in detail next.

4.3.2 Commercial Co-Located with Retail/Mixed Uses

There is a range of commercial occupiers who do not require a 'corporate' location or building with a corporate identity (with naming/signage rights for example). Tenants such as child-care centres, small professional practices (accountants, lawyers and financial advisors amongst others) and medical practices typically seek out space that is highly accessible and proximate a large resident population. Co-location of these tenants with an established retail cluster or shopping centre is particularly appealing, enabling customers to 'link trips' and enhances the profile of the local centre.

There are numerous examples of medical-focused mixed-use precincts anchored by retail centres across Greater Sydney (e.g. Blacktown City Centre, Northmead Shopping Centre and Rosehill Woolworths mixed-use site). These precincts offer an array of medical services (GPs, dentistry, allied health services, fertility clinics, general surgery) and benefit from the pedestrian flows generated from their anchor retail centres.

Commercial Land Uses Summary

Overall, given the subjects non-core commercial office location and prevailing market conditions, we would envisage demand for office accommodation within the proposed development to be relatively subdued. Although the proposed commercial GFA represents approximately 5.3% of total GFA or 0.3:1 of FSR, we consider a suitable range for a proposal such as the subject (within this location) to be in the order of 2-5% of total GFA, the balance of which could be redirected towards additional residential dwellings (where primary demand is considered to lie).

4.4 RETAIL LAND USES

4.4.1 Existing Context

Merrylands is the largest centre within the Cumberland LGA with the prime retail strip positioned along Merrylands Road and is generally bound by Neil Street (to the north), Pitt Street (to the east), Newman Street (to the south) and Treves Street (to the west). Existing retail premises generally comprise lock-up shop with office or apartment(s) above and vary from modern premises (usually forming part of mixed-use retail/residential complexes) and older style premises.

A broad cross spectrum of retailers is situated within Merrylands from local business operators to large conglomerates (including KFC, Domino's Pizza and Oporto). Key shopping centre facilities located within Merrylands includes:

- **Stockland Merrylands Shopping Centre**

Stockland Merrylands Shopping Centre which extends to a GLA of 59,499m². The centre includes six major retailers including ALDI, Coles, Woolworths, Big W, Kmart and Target. There are also five mini-majors and over 200 specialty stores including a childcare centre.

Development Pipeline

In recent years, there has been significant development activity in Merrylands and a substantial amount either approved or proposed. However, the majority of this development entails mixed-use (shop top housing) and therefore the commercial/retail component generally represents a far smaller proportion (anywhere from 5% to 20% typically).

The majority of the Merrylands town centre precinct is zoned B4 – Mixed Use with varying permissible FSRs generally between 2.5:1 and 5.0:1 with a maximum building height up to 77 metres. Many of the properties situated along Merrylands Road comprise small freehold allotments held by multiple owners. This fragmented ownership structure may make further redevelopment more difficult in coming years without the amalgamation of sites.

Comparable Precincts

Similar precincts to the subject include Fairfield (6.3 kilometres to the south-west of Merrylands) and Bankstown (15.6 kilometre to the south-east of Merrylands).

Fairfield is considered similar as it is situated on the same train line (T5 and T2) and comprises a sub-regional shopping centre (Neeta City Shopping Centre) surrounded by lock-up shop retail premises. Fairfield in recent years, similar to Merrylands has seen a significant increase in high-density/mixed-use residential development around the town centre and Fairfield Train Station.

Bankstown by comparison, is considered similar as it too includes a sub-regional shopping centre (Bankstown Central) surrounded with various external retail uses/operators primarily centred around Bankstown Train Station (T3 line). Also similar to Merrylands and Fairfield, Bankstown has seen a substantial increase in high-density/mixed-use residential development in recent years.

Retail Land Uses Summary

Overall, given the subjects location directly opposite Stockland Merrylands Shopping Centre our analysis of the surrounding catchment (working off a benchmark of 2.2m² per capita of retail floorspace) would indicate a slight oversupply. Whilst noting the proposed retail tenancies would directly benefit from the proposed residential dwellings above and potential overflow synergies from Stockland Merrylands Shopping Centre, we consider vacancy and downtime would be protracted under prevailing market conditions.

The proposed retail GFA represents approximately 6.6% of total GFA or 0.38:1 of FSR, we consider a suitable range for a proposal such as the subject (within this location) to be in the order of 2-5% of total GFA, the balance of which could be redirected towards additional residential dwellings (where primary demand is considered to lie).

5. ECONOMIC IMPACT ASSESSMENT

5.1 INTRODUCTION

This chapter provides an overview of the economic impacts arising from the Base Case and Proposal Case. The Base Case and Proposal Case are described below:

- **Base Case:** The Base Case assumes a 'Do-Nothing' scenario; i.e. existing uses remain in place (retail and commercial) comprising approximately 6,292.30m² of GLA (across 13 suites/shops). We have been advised by Coronation approximately 71.6% of GLA is currently vacant and requires significant capital expenditure. The Base Case assumes that, without the Project, capital expenditure will occur to reinvigorate the existing vacant tenancies in order to attract new tenants.
- **Proposal Case:** The Proposal Case assumes the demolition of the existing improvements to facilitate a mixed-use development comprising 3,735m² of GFA of commercial floorspace, 4,659m² of GFA of retail floorspace and 790 apartments.

The economic impacts are assessed at the Cumberland LGA level using AEC's proprietary Input-Output (IO) model. Refer to Appendix A for details of the modelling methodology and key modelling assumptions).

5.2 DRIVERS OF ECONOMIC IMPACT

The following sections estimate the economic activity supported through the operations of businesses locating to the Site if it was redeveloped under the Proposal Case compared to if it remained in existing use (Base Case).

The economic impacts have been assessed at the Cumberland LGA level. An Input-Output model, including the development of specific regional Input-Output transaction tables, was developed to reflect the economic structure of the Cumberland LGA (refer to Appendix A). Input-Output modelling describes economic activity through the examination of four types of impacts which are defined and described in Table 5.1.

Table 5.1: Economic Indicators

Indicator	Description
Output	Refers to the gross value of goods and services transacted, including the costs of goods and services used in the development and provision of the final product. Output typically overstates the economic impacts as it counts all goods and services used in one stage of production as an input to later stages of production, hence counting their contribution more than once.
Gross Product	Refers to the value of output after deducting the cost of goods and services inputs in the production process. Gross product (e.g., Gross Regional Product) defines a true net economic contribution and is subsequently the preferred measure for assessing economic impacts.
Income	Measures the level of wages and salaries paid to employees of the industry under consideration and to other industries benefiting from the Project.
Employment	Refers to the part-time and full-time employment positions generated by the economic shock, both directly and indirectly through flow on activity, and is expressed in terms of Full-Time Equivalent (FTE) positions. One FTE job is defined as one person working full time for a period of one year.

Source: AEC

Input-Output multipliers can be derived from open (Type I) Input-Output models or closed (Type II) models. Open models show the direct effects of spending in a particular industry as well as the indirect or flow on (industrial support) effects of additional activities undertaken by industries increasing their activity in response to the direct spending. Closed models re-circulate the labour income earned as a result of the initial spending through other industry and commodity groups to estimate consumption induced effects (or impacts from increased household consumption).

The following estimates consider both Type I and Type II flow on impacts though it should be noted that Type II impacts are commonly considered to overstate economic activity.

Drivers of Economic Activity

In order to understand the economic impacts likely to result from the Proposal compared to the Base Case, it is necessary to distinguish economic impacts during the construction phase and those economic impacts that will be more permanent in nature following construction completion and operations commencement.

- **Construction Phase:** Construction activity will draw resources from and thereby generate economic activity in the Cumberland LGA as well as from outside the LGA. Assumptions are made on the proportion sourced from within and from outside the LGA.
- **Operations Phase:** During the operational phase, the Site is expected to generate ongoing economic/operational activity through the following:
 - Direct turnover generated by the retail/commercial operational activities on-site.
 - Economic activity that would not otherwise occur in the Cumberland LGA as a result of employment activity from 'dispersed jobs', i.e. residents who work from home (only in the Proposal Case).
 - Economic activity that would not otherwise occur in the Cumberland LGA as a result of direct expenditure of new households, i.e. households who live in the new dwellings (only in the Proposal Case).

Refer to Appendix A for a description of the drivers and assumptions that underpin the assessed economic impacts.

5.3 ECONOMIC ACTIVITY AND IMPACTS

The economic impacts/contribution can be traced through the economic system via:

- **Direct impacts**, which are first round of effects from direct operational expenditure on goods and services.
- **Indirect Impacts (Flow-on impacts)**, which comprise the second and subsequent round effects of increased purchases by suppliers in response to increased sales. Flow-on impacts can be disaggregated to:
 - **Indirect Impact (Type I)** represents production induced support activity a result of additional expenditure by the industry experiencing the stimulus on goods and services in the intermediate usage quadrant, and subsequent round effects of increased purchases by suppliers in response to increased sales.
 - **Indirect Impact (Type II)** represents the consumption induced activity from additional household expenditure on goods and services resulting from additional wages and salaries paid within the economic system.

The premise behind Type I and Type II indirect impacts applies across both the construction and operations phase, except the impacts on industry will be different. For example, Type I impacts during the construction phase may include professional services (e.g. architects, engineers) and manufacturing (steel, construction materials) while examples of Type I impacts during the operations phase may include manufacturing (food and beverage and related) and administrative and support services (e.g. building cleaning, employment services, etc).

5.3.1 Construction Phase

Base Case

Economic activity generated by businesses and workers in the Cumberland LGA is expected to be supported direct and flow-on impacts arising during construction:

- \$2.2 million in output (including \$0.9 million in direct activity).
- \$1.0 million contribution to GRP (including \$0.4 million in direct activity).
- \$0.5 million in incomes and salaries paid to households (including \$0.2 million in direct activity).
- 9 FTE jobs (including 5 directly employed in construction activity).

Table 5.2. Construction Impacts in Cumberland LGA, Base Case

Impact	Output	GRP	Incomes	Employment (FTEs)
Direct	\$0.9	\$0.4	\$0.2	5
Production Induced	\$0.7	\$0.3	\$0.2	2
Household Consumption	\$0.6	\$0.3	\$0.1	2
Total	\$2.2	\$1.0	\$0.5	9

Source: AEC.

Note: Totals may not sum due to rounding.

Major industry beneficiaries of the construction phase include:

- Construction (direct and flow on GRP of \$0.3 million).
- Manufacturing (direct and flow on GRP of \$0.2 million).
- Ownership of Dwellings (direct and flow on GRP of \$0.1 million).

Proposal Case

Economic activity generated by businesses and workers in the Cumberland LGA is expected to be supported direct and flow-on impacts arising during construction:

- \$340.3 million in output (including \$141.9 million in direct activity).
- \$161.6 million contribution to GRP (including \$54.3 million in direct activity).
- \$84.6 million in incomes and salaries paid to households (including \$28.0 million in direct activity).
- 1,111 FTE jobs (including 495 directly employed in construction activity).

Table 5.3: Construction Impacts in Cumberland LGA, Proposal Case

Impact	Output (\$M)	GRP (\$M)	Incomes (\$M)	Employment (FTEs)
Direct	\$141.9	\$54.3	\$28.0	495
Production Induced	\$110.9	\$55.9	\$35.4	331
Household Consumption	\$87.5	\$51.4	\$21.2	286
Total	\$340.3	\$161.6	\$84.6	1,111

Source: AEC.

*Note: Totals may not sum due to rounding.

Major industry beneficiaries of the construction phase include:

- Construction (direct and flow on GRP of \$62.6 million).
- Manufacturing (direct and flow on GRP of \$20.3 million).
- Ownership of Dwellings (direct and flow on GRP of \$14.5 million).

5.3.2 Operational Phase

Economic impacts in the Operational Phase are assessed separately for the Base Case and the Proposal Case.

Base Case

The Base Case is estimated to support the following annual economic activity through direct and flow-on impacts associated with the existing Site:

- \$60.1 million in output (including \$27.9 million in direct activity).
- \$33.8 million contribution to GRP (including \$16.1 million in direct activity).

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- \$18.5 million in incomes and salaries paid to households (including \$10.7 million in direct activity).
- 307 FTE jobs (including 206 directly related to activity on the Site).

Table 5.4: Operational Impacts, Base Case

Impact	Output (\$M)	GRP (\$M)	Incomes (\$M)	Employment (FTEs)
Direct	\$27.9	\$16.1	\$10.7	206
Production Induced	\$10.0	\$4.6	\$2.4	29
Household Consumption	\$22.2	\$13.1	\$5.4	73
Total	\$60.1	\$33.8	\$18.5	307

Source: AEC.

*Note: Totals may not sum due to rounding.

Major industry beneficiaries of the operational phase include:

- Retail trade (direct and flow on GRP of \$13.2 million).
- Accommodation and food services (direct and flow on GRP of \$4.9 million).
- Ownership of Dwellings (direct and flow on GRP of \$3.7 million).

Proposal Case

Following completion and operation of the Proposal, the activity associated with new business activity and additional dispersed jobs in new households is estimated to support the following economic impacts through direct and flow-on impacts (per annum):

- \$264.7 million in output (including \$123.6 million in direct activity).
- \$150.2 million contribution to GRP (including \$70.5 million in direct activity).
- \$75.3 million in incomes and salaries paid to households (including \$39.0 million in direct activity).
- 954 FTE jobs (including 500 directly related to activity and dispersed jobs on the Site).

Table 5.5: Operational Impacts, Proposal Case

Impact	Output (\$M)	GRP (\$M)	Incomes (\$M)	Employment (FTEs)
Direct	\$123.6	\$70.5	\$39.0	500
Production Induced	\$50.5	\$26.5	\$14.4	158
Household Consumption	\$90.5	\$53.2	\$22.0	296
Total	\$264.7	\$150.2	\$75.3	954

Source: AEC.

*Note: Totals may not sum due to rounding.

Major industry beneficiaries of the operational phase include:

- Financial and insurance services (direct and flow on GRP of \$30.9 million).
- Professional, scientific and technical services (direct and flow on GRP of \$24.2 million).
- Retail trade (direct and flow on GRP of \$20.1 million).

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5.3.3 Net Operational Impact on Economic Activity

Compared to the Base Case, the Proposal Case is expected to result in a net increase in annual economic activity through the direct and flow-on impacts (per annum):

- \$204.6 million *additional* in output (including \$95.7 million in direct activity).
- \$116.5 million *additional* in contribution to GRP (including \$54.5 million in direct activity).
- \$56.8 million *additional* in incomes and salaries paid to households (including \$28.3 million directly).
- 646 *additional* FTE jobs (including 294 additional jobs directly related to activity and dispersed jobs on the Site).

Table 5.6: Estimated Net Operational Impacts in Cumberland LGA

Impact	Output (\$M)	GRP (\$M)	Incomes (\$M)	Employment (FTEs)
Direct	\$95.7	\$54.5	\$28.3	294
Production Induced	\$40.6	\$21.8	\$11.9	129
Household Consumption	\$68.3	\$40.2	\$16.6	223
Total	\$204.6	\$116.5	\$56.8	646

Source: AEC.

*Note: Totals may not sum due to rounding.

5.4 HOUSING IMPACTS

5.4.1 New Household Expenditure Supported

This section outlines the household expenditure that would be associated with 790 new dwellings in the Proposal Case compared to no dwellings in the Base Case, and potential economic activity supported.

The household expenditure activity supported should not be combined with the impacts in section 5.3 as some of these impacts are likely to have already been captured in the assessment (e.g. some expenditure on retail and food and beverage by households is likely to be spent at the retail and food/beverage outlets locating to the Site). This section provides insight into the specific economic activity supported in the Cumberland LGA through household expenditure as its own separate analysis.

Increase to household expenditure levels can be expected due to the provision of new dwellings in the Proposal Case. Increased household expenditure will support additional economic activity, resulting in economic impacts for the Cumberland LGA.

Compared to the Base Case, household expenditure associated with the Proposal's 790 new occupied dwellings is estimated to support the following economic activity through direct and flow-on impacts (per annum):

- \$47.0 million in output (including \$23.2 million in direct activity).
- \$27.4 million in contribution to GRP (including \$14.1 million in direct activity).
- \$13.0 million in incomes and salaries paid to households (including \$7.1 million in direct activity).
- 197 FTE jobs (including 122 additional jobs directly related to household expenditure activity).

Table 5.7: Household Expenditure Impacts in Cumberland LGA

Impact	Output (\$M)	GRP (\$M)	Incomes (\$M)	Employment (FTEs)
Direct	\$23.2	\$14.1	\$7.1	122
Production Induced	\$8.2	\$4.1	\$2.1	24
Household Consumption	\$15.6	\$9.2	\$3.8	51
Total	\$47.0	\$27.4	\$13.0	197

Source: AEC.

*Note: Totals may not sum due to rounding.

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Refer to Appendix A for a detailed description of the assumptions and drivers that underpin the estimates of economic activity supported.

5.4.2 Contribution to Housing

The Proposal envisages in the order of 790 dwellings, compared to zero existing dwellings in the Base Case. The Sydney metropolitan area is experiencing significant housing affordability issues and as a response, State government is focused on ensuring that the planning system facilitates increased opportunities for housing.

The Greater Sydney Region Plan and Central City District Plan emphasise the importance of ensuring housing supply and choice, and housing affordability which is facilitated close to jobs, services and public transport.

According to The Greater Sydney Region Plan NSW Government has identified that an additional 725,000 homes will be needed by 2036 to meet demand (based on current population projections). The report also notes that between 2000 and 2010 there was a substantial decline in dwelling completions which combined with a strong population growth preceded one of the strongest property cycles to date suggesting an imbalance of supply and demand fundamentals.

Other elements of importance covered within the report include housing affordability, urban renewal and local infill development. The subject site represents a significant underdevelopment/underutilisation and would be a prime beneficiary of a redevelopment proposal. Given the subject sites proximity to rail, bus, shopping centre, Westmead education/health precinct and The Central River City, it would appear well positioned to support the proposed development particularly when noting Merrylands more competitive price point as compared with surrounding regions.

5.4.3 Other Impacts

By enabling a more economically efficient use of the Site to be achieved and by delivering much needed residential development in close proximity to important transport nodes, the Proposal would maximise the development potential of this infill site.

The Greater Sydney Region Plan and Central City District Plan identify the need to co-locate housing and employment opportunities, particularly in locations such as Merrylands where this is strong existing transport infrastructure.

The Proposal would assist to achieve planning policy principles by concentrating new development away from locations less suitable for such uses, such as outer suburbs or greenfield sites not well connected to public transport infrastructure, services, jobs and retail amenity. The Proposal would ensure efficient and effective use of land.

The economic impacts estimated in this chapter demonstrate the Proposal has economic merit, having the ability to contribute significantly to the Cumberland LGA local economy.

6. POLICY ASSESSMENT

6.1 ECONOMIC AND HOUSING IMPACTS

To compare the outcome of the Base Case against the Proposal Case, each of the identified impacts compared to the Base Case are summarised and ranked based on the rating system outlined in Table 6.1.

- **Base Case:** The Base Case assumes a 'Do-Nothing' scenario; i.e. existing uses remain in place (retail and commercial) comprising approximately 6,292.30m² of GLA (which is predominantly vacant and requires capital expenditure). We have been advised by Coronation approximately 71.6% of GLA is currently vacant and requires significant capital expenditure.
- **Proposal Case:** The Proposal Case assumes the demolition of the existing improvements to facilitate a mixed-use development comprising 3,735m² of GFA of commercial floorspace, 4,659m² of GFA of retail floorspace and 790 apartments.

Table 6.1: Economic Impact Rating Matrix

Severity of Impact	Score	Explanation
Strong Positive Impact	+3	The scenario would make a strong positive contribution towards this impact compared to the Base Case
Slight Positive Impact	+1	The scenario would make a slight positive contribution towards this impact compared to the Base Case
Neutral Impact	0	The scenario would make neither positive or a negative contribution towards this impact compared to the Base Case
Slight Negative Impact	-1	The scenario would make a slight negative contribution towards this impact compared to the Base Case
Strong Negative Impact	-3	The scenario would make a strong negative contribution towards this impact compared to the Base Case

Source: AEC

Table 6.2 identifies the economic impacts and derives a total score for Proposal using the Base Case as the starting point of '0'. The higher the positive score the greater the net positive economic impact from a community perspective, the lower the score the greater the adverse economic impact.

Table 6.2: Economic Impact, Base Case v Proposal Case

Impact	Base Case	Rating	Proposal Case	Rating
Construction				
Output	\$2,200,000	+1	\$340,300,000	+3
GRP	\$1,000,000	+1	\$161,600,000	+3
Incomes	\$500,000	+1	\$84,600,000	+3
Direct Employment (FTE)	9	+1	1,111	+3
Operational				
Output	\$60,100,000	+1	\$264,700,000	+3
GRP	\$33,800,000	+1	\$150,200,000	+3
Incomes	\$18,500,000	+1	\$75,300,000	+3
Direct Employment (FTE)	307	+1	954	+3
Household Expenditure Impact				
Output (\$M)	N/A	0	\$47,000,000	+3
GRP (\$M)	N/A	0	\$27,400,000	+3
Incomes (\$M)	N/A	0	\$13,000,000	+3
Direct Employment (FTE)	N/A	0	197	+3
Total		+8		36

Source: AEC

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In comparison to the Base Case, the Proposal Case clearly exhibits a positive economic impact.

As the Site evolves with economic and demographic trends and needs, the net economic impacts identified in this Assessment would undoubtedly be realised.

6.2 ZONING OBJECTIVES

The Section 9.1 direction considered relevant in this Assessment is Section 2.2.4 (B4 – Mixed Use zone). The objectives are identified below together with their consideration in the context of the Proposal.

Table 6.3: Consistency with B4 – Mixed Use Zoning Objectives

No.	Objective	Proposal Case
Section 2.2.4 (B4 – Mixed Use)		
1	Provide a mixture of compatible land uses.	The B4 – Mixed Use zoning of the site is considered to be complimentary to Merrylands town centre, surrounding streetscape and character.
2	Integrate suitable business, office, residential, retail and other development in accessible locations as to maximise public transport patronage and encourage walking and cycling.	The Proposal includes 790 apartments, 4,659m ² of retail floor space, 3,735m ² of commercial floor space and 759m ² of child care floor space. Further, the Proposal includes 50 bicycle parking spaces for commercial/retail users and 258 bicycles parking spaces for the residents. The Proposal Case complies with this objective.
3	Facilitate a vibrant, mixed use centre with active retail, commercial and other non-residential uses at street level.	The Proposal would accommodate circa 790 new dwellings. Household expenditure from new households locating to the Site is expected to support not only the Merrylands local centre but strategic centres in the Cumberland LGA. The Proposal complies with this objective.
4	Encourage the development and expansion of business activities that will strengthen the economic and employment role of the Merrylands town centre	Noting Stockland Merrylands Shopping Centre is situated opposite the subject, we consider the proposal may create synergies between the two complexes and aligns with the objective by way of adding to the development of expansion. The Proposal complies with this objective.

Source: AEC

6.3 CONCLUSION

The Proposal responds to the Greater Sydney Region Plan, The Central City District Plan and Cumberland 2030: Our Local Strategic Planning Statement in a number of key areas:

- Renewal of Local Centres**

Merrylands is identified as a 'local centre'. 18% of Greater Sydney's jobs are provided within these local centres. The development proposal includes provision for approximately 9,153m² of GFA across retail, commercial and childcare floorspace which could deliver numerous jobs and economic benefit to the region.

- Greater Housing Supply**

According to The Greater Sydney Region Plan NSW Government has identified that an additional 725,000 homes will be needed by 2036 to meet demand (based on current population projections). The report also notes that between 2000 and 2010 there was a substantial decline in dwelling completions which combined with a strong population growth preceded one of the strongest property cycles to date suggesting an imbalance of supply and demand fundamentals.

Other elements of importance covered within the report include housing affordability, urban renewal and local infill development. The subject site represents a significant underdevelopment/underutilisation and would be a prime beneficiary of a redevelopment proposal. Given the subject sites proximity to rail, bus, shopping centre, Westmead education/health precinct and The Central River City, it would appear well positioned to support the proposed development particularly when noting Merrylands more competitive price point as compared with surrounding regions.

- More Diverse Housing and Affordability**

Outside of social and affordable housing, in order to assist many potential first home buyers into the market, affordability needs to be addressed. The report further identifies that smaller dwellings could be a potential avenue. Merrylands has a comparatively high proportion of renters (45%) which could be reduced should more

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affordable options be presented. The subject development proposal partly addresses the affordability gap with the inclusion of a higher proportion of studio and 1-bedroom apartments.

- **Investment and Business Activity in Centres**

Merrylands is identified as a strategic centre of the Granville Ward and is also the largest centre within the Cumberland LGA. The report goes on to note Merrylands has been, and will continue to be, the focus of planning for growth and development. The centre plays a key supporting role for surrounding areas and this will grow in importance with the continued growth and investment in Greater Parramatta. Council believes that Merrylands has the potential to be defined as a strategic centre in the District hierarchy, based on the range of services and potential to expand to provide additional housing.

New residents on the Site are estimated to support economic activity (not just on-site but in the Merrylands local centre and in the Cumberland LGA), indicated by additional output generation and contribution to GRP, additional incomes and salaries to households and total employment supported. The Proposal facilitates new residential, retail and commercial development revitalizing the precinct and improves connectivity to the Merrylands town centre and train station through provision of a new public spaces and improved pedestrian links.

The economic impacts estimated in this study demonstrate the Proposal has economic merit, having the ability to contribute significantly to the Cumberland local economy by adding \$204.6 million in output, \$116.5 million in contribution to GRP, \$56.8 million in incomes and 646 FTE jobs. Given the subject sites proximity to rail, bus, shopping centre, Westmead education/health precinct and The Central River City, it would appear well positioned to support the proposed development particularly when noting Merrylands more competitive price point as compared with surrounding regions.

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APPENDIX A: INPUT-OUTPUT METHODOLOGY

INPUT-OUTPUT MODEL OVERVIEW

Input-Output analysis demonstrates inter-industry relationships in an economy, depicting how the output of one industry is purchased by other industries, households, the government and external parties (i.e. exports), as well as expenditure on other factors of production such as labour, capital and imports. Input-Output analysis shows the direct and indirect (flow-on) effects of one sector on other sectors and the general economy. As such, Input-Output modelling can be used to demonstrate the economic contribution of a sector on the overall economy and how much the economy relies on this sector or to examine a change in final demand of any one sector and the resultant change in activity of its supporting sectors.

The economic contribution can be traced through the economic system via:

- **Initial stimulus (direct) impacts**, which represent the economic activity of the industry directly experiencing the stimulus.
- **Flow-on impacts**, which are disaggregated to:
 - **Production induced effects (type I flow-on)**, which comprise the effects from:
 - Direct expenditure on goods and services by the industry experiencing the stimulus (direct suppliers to the industry), known as the first round or direct requirements effects.¹
 - The second and subsequent round effects of increased purchases by suppliers in response to increased sales, known as the industry support effects.
 - **Household consumption effects (type II flow-on)**, which represent the consumption induced activity from additional household expenditure on goods and services resulting from additional wages and salaries being paid within the economic system.

These effects can be identified through the examination of four types of impacts:

- **Output:** Refers to the gross value of goods and services transacted, including the costs of goods and services used in the development and provision of the final product. Output typically overstates the economic impacts as it counts all goods and services used in one stage of production as an input to later stages of production, hence counting their contribution more than once.
- **Gross product:** Refers to the value of output after deducting the cost of goods and services inputs in the production process. Gross product (e.g., Gross Regional Product) defines a true net economic contribution and is subsequently the preferred measure for assessing economic impacts.
- **Income:** Measures the level of wages and salaries paid to employees of the industry under consideration and to other industries benefiting from the project.
- **Employment:** Refers to the part-time and full-time employment positions generated by the economic shock, both directly and indirectly through flow-on activity, and is expressed in terms of full time equivalent (FTE) positions.

Input-Output multipliers can be derived from open (Type I) Input-Output models or closed (Type II) models. Open models show the direct effects of spending in a particular industry as well as the indirect or flow-on (industrial support) effects of additional activities undertaken by industries increasing their activity in response to the direct spending.

Closed models re-circulate the labour income earned as a result of the initial spending through other industry and commodity groups to estimate consumption induced effects (or impacts from increased household consumption).

¹ Modelling note: In assessing construction phase impacts, AEC's modelling approach treats subcontractors in the construction services sector engaged through first round effects as part of the initial stimulus impact rather than as part of the production induced impact.

MODEL DEVELOPMENT

Multipliers used in this assessment are derived from sub-regional transaction tables developed specifically for this project. The process of developing a sub-regional transaction table involves developing regional estimates of gross production and purchasing patterns based on a parent table, in this case, the 2016-17 Australian transaction table (ABS, 2019a).

Estimates of gross production (by industry) in the study areas were developed based on the percent contribution to employment (by place of work) of the study areas to the Australian economy (ABS, 2012; ABS, 2017; ABS, 2019b; DoESSFB, 2019), and applied to Australian gross output identified in the 2016-17 Australian table.

Industry purchasing patterns within the study area were estimated using a process of cross industry location quotients and demand-supply pool production functions as described in West (1993).

Where appropriate, values were rebased from 2016-17 (as used in the Australian national IO transaction tables) to 2018 values using the Consumer Price Index (ABS, 2019c).

MODELLING ASSUMPTIONS

The key assumptions and limitations of Input-Output analysis include:

- **Lack of supply-side constraints:** The most significant limitation of economic impact analysis using Input-Output multipliers is the implicit assumption that the economy has no supply-side constraints so the supply of each good is perfectly elastic. That is, it is assumed that extra output can be produced in one area without taking resources away from other activities, thus overstating economic impacts. The actual impact is likely to be dependent on the extent to which the economy is operating at or near capacity.
- **Fixed prices:** Constraints on the availability of inputs, such as skilled labour, require prices to act as a rationing device. In assessments using Input-Output multipliers, where factors of production are assumed to be limitless, this rationing response is assumed not to occur. The system is in equilibrium at given prices, and prices are assumed to be unaffected by policy and any crowding out effects are not captured. This is not the case in an economic system subject to external influences.
- **Fixed ratios for intermediate inputs and production (linear production function):** Economic impact analysis using Input-Output multipliers implicitly assumes that there is a fixed input structure in each industry and fixed ratios for production. That is, the input function is generally assumed linear and homogenous of degree one (which implies constant returns to scale and no substitution between inputs). As such, impact analysis using Input-Output multipliers can be seen to describe average effects, not marginal effects. For example, increased demand for a product is assumed to imply an equal increase in production for that product. In reality, however, it may be more efficient to increase imports or divert some exports to local consumption rather than increasing local production by the full amount. Further, it is assumed each commodity (or group of commodities) is supplied by a single industry or sector of production. This implies there is only one method used to produce each commodity and that each sector has only one primary output.
- **No allowance for economies of scope:** The total effect of carrying on several types of production is the sum of the separate effects. This rules out external economies and diseconomies and is known simply as the "additivity assumption". This generally does not reflect real world operations.
- **No allowance for purchasers' marginal responses to change:** Economic impact analysis using multipliers assumes that households consume goods and services in exact proportions to their initial budget shares. For example, the household budget share of some goods might increase as household income increases. This equally applies to industrial consumption of intermediate inputs and factors of production.
- **Absence of budget constraints:** Assessments of economic impacts using multipliers that consider consumption induced effects (type two multipliers) implicitly assume that household and government consumption is not subject to budget constraints.

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Despite these limitations, Input-Output techniques provide a solid approach for taking account of the inter-relationships between the various sectors of the economy in the short-term and provide useful insight into the quantum of final demand for goods and services, both directly and indirectly, likely to be generated by a project.

In addition to the general limitations of Input-Output analysis, there are two other factors that need to be considered when assessing the outputs of sub-regional transaction table developed using this approach, namely:

- It is assumed the sub-region has similar technology and demand/ consumption patterns as the parent (Australia) table (e.g. the ratio of employee compensation to employees for each industry is held constant).
- Intra-regional cross-industry purchasing patterns for a given sector vary from the national tables depending on the prominence of the sector in the regional economy compared to its input sectors. Typically, sectors that are more prominent in the region (compared to the national economy) will be assessed as purchasing a higher proportion of imports from input sectors than at the national level, and vice versa.

DRIVERS OF ECONOMIC IMPACT

The following sections examine the estimated economic activity supported through the operations of businesses locating to the Site if it was redeveloped under proposal compared to if it remained in its existing use.

- **Base Case:** The Base Case assumes a 'Do-Nothing' scenario; i.e. existing uses remain in place (retail and commercial) comprising approximately 6,292.30m² of GLA (across 13 tenancies). We have been advised by Coronation approximately 71.6% of GLA is currently vacant and requires significant capital expenditure. The Base Case assumes that, without the Project, capital expenditure will occur to reinvigorate the existing vacant tenancies in order to attract new tenants.
- **Proposal Case:** The Proposal Case assumes the demolition of the existing improvements to facilitate a mixed-use development comprising 3,735m² of GFA of commercial floorspace, 4,659m² of GFA of retail floorspace and 790 apartments.

The economic impacts have been assessed at the Cumberland LGA level. An Input-Output model, including the development of specific regional Input-Output transaction tables, was developed to reflect the economic structure of the Cumberland LGA (refer to Appendix A). Input-Output modelling describes economic activity through the examination of four types of impacts which are defined and described in Table A.1.

Table A.1: Economic Indicators

Indicator	Description
Output	Refers to the gross value of goods and services transacted, including the costs of goods and services used in the development and provision of the final product. Output typically overstates the economic impacts as it counts all goods and services used in one stage of production as an input to later stages of production, hence counting their contribution more than once.
Gross Product	Refers to the value of output after deducting the cost of goods and services inputs in the production process. Gross product (e.g., Gross Regional Product) defines a true net economic contribution and is subsequently the preferred measure for assessing economic impacts.
Income	Measures the level of wages and salaries paid to employees of the industry under consideration and to other industries benefiting from the Project.
Employment	Refers to the part-time and full-time employment positions generated by the economic shock, both directly and indirectly through flow on activity, and is expressed in terms of Full-Time Equivalent (FTE) positions. One FTE job is defined as one person working full time for a period of one year.

Source: AEC

Input-Output multipliers can be derived from open (Type I) Input-Output models or closed (Type II) models. Open models show the direct effects of spending in a particular industry as well as the indirect or flow on (industrial support) effects of additional activities undertaken by industries increasing their activity in response to the direct spending. Closed models re-circulate the labour income earned as a result of the initial spending through other

Merrylands Development Proposal - Economic Impact Assessment



industry and commodity groups to estimate consumption induced effects (or impacts from increased household consumption).

The following estimates consider both Type I and Type II flow on impacts though it should be noted that Type II impacts are commonly considered to overstate economic activity.

Drivers of Economic Activity

In order to understand the economic impacts likely to result from the Proposal compared to the Base Case, it is necessary to distinguish economic impacts during the construction phase and those economic impacts that will be more permanent in nature following construction completion.

- **Construction Phase:** Construction activity will draw resources from and thereby generate economic activity in the Cumberland LGA as well as from outside the LGA. Assumptions are made on the proportion sourced from within and from outside the LGA.
- **Operational Phase:** Following construction completion, the Site is expected to generate additional ongoing economic/ operational activity through the new employment floorspace as well as from dispersed jobs and increased household expenditure in the Proposal Case:
 - Business operations: Additional economic activity occurring as a result of employment floorspace on the Site.
 - Dispersed jobs: Additional economic activity occurring as a result of employment activity from net new 'dispersed jobs', i.e. residents who work from home.
 - Household impacts: Additional economic activity would occur in the Campbelltown LGA as a result of direct expenditure of net new households, i.e. the households who live in the new dwellings.

Base Case Construction Phase

Whilst the Base Case assumes the existing buildings will be retained, there will be construction activity in renovating areas to attract tenants to the building. The table below highlights the required repair costs for the Site under the Base Case scenario.

Table A.2: Construction Costs, Base Case

Trading Name	Condition	Area (m ²)	Capex Cost (m ²)	Capex Cost
Vacant	Repairs Required	315.90	\$120	\$37,908
Vacant	Significant Repairs Required	1,214.40	\$150	\$182,160
Vacant	Repairs Required	232.00	\$120	\$27,840
Vacant	Repairs Required	165.80	\$120	\$19,896
Rashay's Pizza Pasta Grill	Reasonable	555.80	-	-
Vacant	Reasonable	50.00	-	-
Vacant	Reasonable	125.90	-	-
Vacant	Repairs Required	161.80	\$120	\$19,416
Vacant	Repairs Required	254.50	\$120	\$30,540
Vacant	Repairs Required	294.20	\$120	\$35,304
Sparkle Carwash	Reasonable	1,232.00	-	-
Vacant	Significant Repairs Required	1,688.00	\$150	\$253,200
RediATM	Reasonable	2.00	-	-
Total		6,292.30		\$606,264

Source: AEC

Note: Totals may not sum due to rounding.

Merrylands Development Proposal - Economic Impact Assessment



The development of the retail component does not include internal fit-out and finishes. AEC have developed assumptions regarding tenant expenditure for fit-out costs based on Rawlinsons Australia Construction Handbook (2019). The following rates were applied to the sqm area of retail shops:

- Suburban neighbourhood shops (\$320/sqm of GLA).

As a result, in addition to the direct construction costs, it has been assumed that the Proposal Case will induce additional \$1.29 million in construction activity with business fit-outs in the retail component.

The construction costs were allocated to Input-Output industries based on the assumed splits listed in the table below.

Table A.3: Construction Cost Allocation, Base Case

IO Industry	\$M
Non-Residential Building Construction ¹	\$0.9
Construction Services	\$0.3
Furniture Manufacturing	\$1.3
Professional, Scientific and Technical Services	\$0.0
Total	\$2.5

Source: AEC

Note: Totals may not sum due to rounding.

Note¹: An additional \$150/sqm has been allocated as additional capital works costs (Rawlinsons, 2019).

Only the construction activity expected to be undertaken within the Cumberland LGA has been included in the economic impact assessment. For the purposes of this assessment it was assumed:

- 100% of the construction activity related (i.e. residential building construction and construction services) will occur locally, but only 50% of this is assumed to be sourced from local businesses and labour inside the region (i.e. 50% of construction will be imported to the region). For businesses/labour sourced from outside the region:
 - Approximately 25% of purchases on goods and services (supply chain related activity) made by construction-related businesses sourced from outside the Cumberland LGA would be spent within the local economy (i.e., 25% of the Type I flow on activity associated with non-local construction companies is assumed to represent additional local activity in Cumberland LGA).
 - Approximately 5% of wages and salaries paid to construction-related workers sourced from outside the region would be spent on local goods and services, such as food and beverages (i.e., 5% of the Type II flow on activity associated with non-local workers is assumed to represent additional local activity in Cumberland LGA).
- Approximately 25% of the direct expenditure on professional, scientific and technical services activity would be sourced from local businesses and labour.

Proposal Case Construction Phase

The construction activity in the Proposal Case will deliver 790 new residential dwelling and employment floorspace of approximately 9,150m². This additional employment floorspace is an increase of approximately 2,800m² from the Proposal Case.

Construction costs for each item of work are provided in Table A.4 below. For the purposes of this assessment, profit and overhead costs have been redistributed across the other cost components based on the weighted share of the component.

Merrylands Development Proposal - Economic Impact Assessment



Table A.4: Construction Costs by item of work

Item	Basement	Retail	Commercial	Childcare	Residential	Communal/ Gym	Terrace	Plant	Public Domain Works	Main Lane Works	External Works
Substructure	\$11.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Superstructure	\$22.7	\$8.7 ¹	\$5.2	\$1.9	\$75.6	\$0.9	\$5.4	\$0.9	\$0.0	\$0.0	\$0.0
Finishes	\$0.4	\$0.2	\$1.0	\$0.3	\$28.0	\$0.2	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0
Fittings	\$0.5	\$0.0	\$0.1	\$0.2	\$12.4	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0
Services	\$9.3	\$1.1	\$3.6	\$1.2	\$41.0	\$0.5	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0
Preliminaries	\$7.5	\$1.6	\$1.7	\$0.6	\$26.7	\$0.3	\$1.3	\$0.2	\$0.0	\$0.0	\$0.0
Unmeasured Works Allowance	\$0.8	\$0.2	\$0.2	\$0.1	\$2.8	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0
External Works	\$0.0	\$0.2	\$0.7	\$0.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.5	\$1.0	\$3.3
Profit & Overheads	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Professional Fees	\$1.6	\$0.3	\$0.4	\$0.1	\$5.8	\$0.1	\$0.3	\$0.0	\$0.0	\$0.0	\$0.1
Total (\$mil)	\$54.3	\$12.2	\$12.8	\$4.6	\$192.5	\$2.0	\$9.7	\$1.2	\$0.5	\$1.0	\$3.4

Source: AEC

Note: Totals may not sum due to rounding.

Note¹: An additional \$150/sqm has been allocated as additional capital works costs (Rawlinsons, 2019).

Merrylands Development Proposal - Economic Impact Assessment



The development of the retail component does not include internal fit-out and finishes. AEC have developed assumptions regarding tenant expenditure for fit-out costs based on Rawlinsons Australia Construction Handbook (2010). The following rates were applied to the sqm area of retail shops:

- Suburban neighbourhood shops (\$320/sqm of GLA).

As a result, in addition to the direct construction costs, it has been assumed that the Proposal Case will induce additional \$1.49 million in construction activity with business fit-outs in the retail component.

For modelling purposes, construction costs for the Proposal Case were broken down into their respective Input-Output industries.

Only the construction activity expected to be undertaken within the Cumberland LGA has been included in the economic impact assessment. For the purposes of this assessment it was assumed:

- 100% of the construction activity related (i.e. residential building construction, non-residential building construction, construction services, and heavy and civil engineering construction) will occur locally, but only 50% of this is assumed to be sourced from local businesses and labour inside the region (i.e. 50% of construction will be imported to the region). For businesses/labour sourced from outside the region:
 - Approximately 25% of purchases on goods and services (supply chain related activity) made by construction-related businesses sourced from outside the Cumberland LGA would be spent within the local economy (i.e., 25% of the Type I flow on activity associated with non-local construction companies is assumed to represent additional local activity in Cumberland LGA).
 - Approximately 5% of wages and salaries paid to construction-related workers sourced from outside the region would be spent on local goods and services, such as food and beverages (i.e., 5% of the Type II flow on activity associated with non-local workers is assumed to represent additional local activity in Cumberland LGA).
- Approximately 25% of the direct expenditure on professional, scientific and technical services activity as well as on furniture manufacturing would be sourced from local businesses and labour. It is not anticipated any non-locally sourced businesses and labour will incur any expenditure in Cumberland LGA.

Table A.5: Construction Cost Allocation, Proposal Case

Item of Work	IO Industry
Substructure	Non-Residential Building Construction (75%), Construction Services (25%)
Superstructure	Non-Residential Building Construction (100%) for all components except the residential components, which are allocated to Residential Building Construction (100%)
Finishes	Construction Services (100%)
Fittings	Furniture Manufacturing (100%)
Services	Construction Services (100%)
Preliminaries	Non-Residential Building Construction (75%), for all components except the residential components, which are allocated to Residential Building Construction (75%), Construction Services (25%)
Unmeasured Works Allowance	Non-Residential Building Construction (75%), for all components except the residential components, which are allocated to Residential Building Construction (75%), Construction Services (25%)
External Works	Heavy & Civil Engineering (10%), Construction Services (90%)
Profit & Overheads	Redistributed
Professional Fees	Professional, Scientific and Technical Services (100%)

Source: AEC

Table A.6: Input-Output Industry Allocation and Construction Costs, Proposal Case

IO Industry	\$M
Non-Residential Building Construction	\$65.2
Construction Services	\$108.5
Residential Building Construction	\$97.7
Heavy & Civil Engineering	\$0.6
Furniture Manufacturing	\$14.8
Professional, Scientific and Technical Services	\$8.9
Total	\$295.6

Source: AEC

Note: Totals may not sum due to rounding.

Base Case Operational Phase

The Base Case is assumed to generate economic activity from the existing jobs sustained by the current businesses on the Site, whilst the Proposal Case is assumed to generate economic activity from the new employment space, household expenditure from residential dwellings and dispersed jobs on the Site i.e. people working from home.

In order to model the economic impacts, operational employment levels for the economic activity occurring in the Base Case scenario were categorised into the Input-Output industries. Employment by industry estimates were converted to an output value using a multiplier based on the national transaction table (ABS, 2019a).

The operational output estimates for the Base Case scenario are outlined in Table A.7.

Table A.7: Operational Output Drivers, Base Case

IO Industry	\$M
Retail Trade	\$19.1
Food and Beverage Services	\$8.5
Automotive Repair and Maintenance	\$0.3
Total	\$27.9

Source: AEC

Note: Totals may not sum due to rounding.

Proposal Case Operational Phase

The mix land uses as envisaged under the Proposal Case would generate economic activity consisting of the various aspects which make up the operational activity associated with the proposed construction:

- **Operational Activity:** Additional economic activity occurring as a result of employment floorspace on the Site.
- **Dispersed jobs:** Additional economic activity occurring as a result of employment activity from net new 'dispersed jobs', i.e. residents who work from home.
- **Household impacts:** Additional economic activity would occur in the Cumberland LGA as a result of direct expenditure of net new households, i.e. the households who live in the new dwellings.

Operational Activity

Output estimates for the operational employment of the Site were developed by allocating the proposed employment uses into relevant Input-Output industries and converting the employment by industry estimates to an output value.

Table A.6: Operational FTE Allocation, Proposal Case

Activity	IO Industry	GFA (sqm)	Estimated FTE
Ground floor retail shops (ranging in size from 31-754sqm)	Retail Trade (65%), Food and Beverage Services (30%), Personal Services (5%)	3,155	210
Suitable for IGA or Asian supermarket	Retail Trade	1,504	27
Office suites varying in size from 60-300sqm	Professional, Scientific and Technical Services (60%), Employment, Travel Agency and Other Administrative Services (10%), Non-Residential Property Operators and Real Estate Services (10%), Finance (10%) Health Care Services (5%), Insurance (5%)	3,735	208
Standard centre	Residential Care and Social Assistance Services	759	10
Total		9,153	455

Source: AEC

Note: Totals may not sum due to rounding.

Table A.7: Operational Output Based on FTE Allocation, Proposal Case

IO Industry	FTE	\$M
Retail Trade	164	\$22.9
Food and Beverage Services	63	\$8.0
Employment, Travel Agency and Other Administrative Services	21	\$7.8
Health Care Services	10	\$1.6
Professional, Scientific and Technical Services	125	\$29.7
Non-Residential Property Operators and Real Estate Services	21	\$10.7
Personal Services	11	\$1.2
Finance	21	\$17.3
Insurance and Superannuation Funds	10	\$9.0
Residential Care and Social Assistance Services	10	\$1.4
Total	455	\$109.5

Source: AEC

Note: Totals may not sum due to rounding.

Dispersed Jobs

The residential uses as envisaged under the Proposal Case would generate a larger quantum of economic activity from dispersed jobs, i.e. people working from home.

The new dwellings are anticipated to accommodate more people that choose to work from home (and thereby increase total jobs in the LGA). The development indicates that the Proposal Case could accommodate approximately 790 new dwellings. Based on the average number of people usually residents and number of bedrooms in Cumberland LGA dwellings, it is assumed that there are 2,172 new residents. It is assumed that 2.1% of these new residents, or 45 people, will work from home (based on Greater Sydney's average of proportion of people working from home). This is derived from a count of employed persons who worked from in the Cumberland LGA in 2016.

These 45 dispersed jobs are allocated into the Input-Output industries proportions in the Cumberland LGA to calculate estimated output drivers and are outlined in Table A.8 below.

Table A.8: Dispersed Jobs, Proposal Case

Input-Output Sector	Output (\$M) Dispersed Jobs
Agriculture, Forestry and Fishing	\$0.3
Mining	\$0.1
Manufacturing	\$0.6
Electricity, Gas, Water and Waste services	\$0.1
Construction	\$1.6
Wholesale Trade	\$0.6
Retail Trade	\$0.3
Accommodation and Food Services	\$0.1
Transport, Postal and Warehousing	\$0.4
Information Media and Telecommunications	\$1.0
Financial and Insurance Services	\$2.5
Rental, Hiring and Real Estate Services	\$0.8
Ownership of Dwellings	\$0.0
Professional, Scientific and Technical Services	\$3.2
Administrative and Support Services	\$0.8
Public Administration and Safety	\$0.1
Education and Training	\$0.4
Health Care and Social Assistance	\$0.6
Arts and Recreation Services	\$0.3
Other Services	\$0.3
Total	\$14.1

Source: AEC

Note: Totals may not sum due to rounding.

HOUSEHOLD EXPENDITURE SUPPORTED

This section outlines the household expenditure that would be associated with the new dwellings in the Proposal Case, and the potential economic activity supported.

The household expenditure activity supported should not be combined with the impacts of the Proposal Case in the section above, as some of these impacts are likely to have already been captured in the assessment (e.g. some household expenditure is expected to be spent on the dispersed jobs locating on-site in the Proposal Case).

This section is to understand specific economic activity supported in Cumberland LGA through household expenditure as its own separate analysis.

Household Expenditure

The ABS Household Expenditure Survey (ASB, 2017c) was used to identify the proportion of weekly household incomes that is spent across expenditure items. The breakdown to Input-Output industries was developed based on assumptions by AEC regarding the most appropriate Input-Output industries for each activity, based on the expenditure items outlined in the Household Expenditure Survey.

Table A.9 shows the additional household expenditure estimated to be generated in the Cumberland LGA as a result of the new household in the Proposal Case.

Table A.9: Additional Household Expenditure by Industry, Proposal Case

Industry	Expenditure Estimates	Proportion Spent in the Cumberland LGA	Cumberland LGA Estimate
Retail trade	\$15.18	75%	\$11.39
Ownership of Dwellings	\$3.83	100%	\$3.83
Food and Beverage Services	\$3.42	50%	\$1.71
Finance	\$3.36	25%	\$0.84
Primary and Secondary Education Services (incl Pre-Schools and Special Schools)	\$1.67	50%	\$0.83
Construction Services	\$1.36	50%	\$0.68
Public Administration and Regulatory Services	\$2.57	25%	\$0.64
Insurance and Superannuation Funds	\$0.98	50%	\$0.49
Health Care Services	\$0.56	75%	\$0.42
Personal Services	\$0.51	80%	\$0.41
Rental and Hiring Services (except Real Estate)	\$0.45	75%	\$0.34
Residential Care and Social Assistance Services	\$0.58	50%	\$0.29
Automotive Repair and Maintenance	\$0.41	50%	\$0.21
Sports and Recreation	\$0.40	50%	\$0.20
Road Transport	\$0.25	75%	\$0.19
Non-residential Property Operators and Real Estate Services	\$0.32	50%	\$0.16
Technical, Vocational and Tertiary Education Services (incl undergraduate and postgraduate)	\$0.18	50%	\$0.09
Heritage, Creative and Performing Arts	\$0.14	50%	\$0.07
Building Cleaning, Pest Control and Other Support Services	\$0.14	50%	\$0.07
Gambling	\$0.22	25%	\$0.05
Professional, Scientific and Technical Services	\$0.09	50%	\$0.05
Other Services	\$0.06	75%	\$0.05
Motion Picture and Sound Recording	\$0.23	20%	\$0.05
Other Repair and Maintenance	\$0.07	50%	\$0.03
Arts, Sports, Adult and Other Education Services (incl community education)	\$0.11	25%	\$0.03
Rail Transport	\$0.04	50%	\$0.02
Postal and Courier Pick-up and Delivery Service	\$0.02	50%	\$0.01
Auxiliary Finance and Insurance Services	\$0.02	25%	\$0.00
Accommodation	\$0.01	10%	\$0.00
Electricity Transmission, Distribution, On Selling and Electricity Market Operation	\$1.03	0%	\$0.00
Gas Supply	\$0.3	0%	\$0.0
Water Supply, Sewerage and Drainage Services	\$0.0	0%	\$0.0
Telecommunication Services	\$1.1	0%	\$0.0
Internet Service Providers, Internet Publishing and Broadcasting, Websearch Portals and Data Processing	\$0.2	0%	\$0.0
Broadcasting (except Internet)	\$0.1	0%	\$0.0
Water, Pipeline and Other Transport	\$0.0	0%	\$0.0
Air and Space Transport	\$0.2	0%	\$0.0
Total	\$40.23		\$23.16

Source: ABS (2017c), AEC.
Note: Totals may not sum due to rounding.

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OUTCOME DRIVEN



DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

Attachment 7
Traffic Analysis

LETTER

Transport Engineering

REF: N194920

DATE: 2 March 2021

Coronation Property Co Pty Ltd
Level 2, 66 Wentworth Avenue
SURRY HILLS NSW 2010

Attention: Dominic Vertoudakis (Assistant Development Manager)

Dear Dominic

RE: 233-249 MERRYLANDS ROAD, MERRYLANDS - PLANNING PROPOSAL
TRANSPORT ASSESSMENT

Background

It is understood that a Planning Proposal application is to be lodged with Cumberland City Council (Council) for proposed uplift to the approved mixed-use development at 233-249 Merrylands Road, Merrylands.

GTA Consultants (GTA) was commissioned by Coronation Property Co Pty Ltd to prepare a transport statement to support the Planning Proposal application.

Proposal

The Planning Proposal includes an additional 5 levels on Buildings D & E, equivalent to a 90 apartment increase. A summary of the changes between the approved scheme and the proposed scheme is provided in Table 1.

Table 1: Revised development schedule and comparison

Use	Description	Size		
		Approved	Proposed	Difference
Residential	Studios	120 apartments	130 apartments	+10 apartments
	1-bedroom apartments	234 apartments	264 apartments	+30 apartments
	2-bedroom apartments	397 apartments	447 apartments	+50 apartments
	3-bedroom apartments	25 apartments	25 apartments	-
	<i>Sub-Total</i>	776 apartments	866 apartments	+90 apartments
Childcare centre	-	60-place childcare	60-place childcare	-
Commercial	-	3,798m ² GFA	3,798m ² GFA	-
Retail	-	5,067m ² GFA	5,067m ² GFA	-

The approved DA included 935 on-site car parking spaces comprising:

- 670 residential spaces
- 157 visitor spaces
- 55 retail spaces
- 38 commercial spaces
- 15 childcare spaces.
- 37 motorcycle spaces
- Three loading bays suitable for 8.8-metre medium rigid vehicles
- Four car wash bays.

No changes to the basement are proposed as part of this Planning Proposal application and any requirements can be addressed in a subsequent application.

Parking Assessment

DCP Parking Requirements

The car parking requirements for different development types are set out in Holroyd DCP 2013. The parking requirements for the development based on the revised development schedule is summarised in Table 2. This includes consideration of Clause C2 and C3 of DCP 2013, whereby the on-site parking rate for commercial and other non-residential land uses can be reduced to a minimum parking rate of 20 per cent and maximum of 70 per cent.

Table 2: DCP 2013 car parking requirements for the site

Use	Description	Size	Parking rate	Parking requirement	
				Min	Max
Residential	Studios	130 apartments	Min: 0.8 per dwelling Max: 1 per dwelling	104	130
	1-bedroom apartments	264 apartments	Min: 0.8 per dwelling Max: 1 per dwelling	211	264
	2-bedroom apartments	447 apartments	Min: 1 per dwelling Max: 1.2 per dwelling	447	536
	3-bedroom apartments	25 apartments	Min: 1 per dwelling Max: 1.2 per dwelling	25	30
	Visitor	866 apartments	0.2 per dwelling	173	173
Childcare centre	-	60 children	1 per 4 children	15	15
Commercial	-	3,269m ² GLFA	Min: 1 per 50m ² (20% min) Max: 1 per 15m ² (70% max)	13	46
Retail	General	3,029m ² GLFA	Min: 1 per 8m ² (20% min – 70% max)	12	42
	Supermarket	1,333m ² GLFA	4.2 per 100m ² (RMS Guide) (20% min – 70% max)	11	39
Total				1,011	1,275

Table 2 indicates that the DCP 2013 presents a requirement of between 1,011 and 1,275 car parking spaces for the development with consideration to the proposed modifications. This presents a lesser total (maximum) requirement compared with the previous scheme which resulted in a requirement of 975 -1,492 car parking spaces as referenced in the original Transport Assessment (Ason, March 2020).

Proposed Parking Rates

The same parking rates proposed as part of the original Transport Assessment (Ason, March 2020) have been applied to the proposed scheme, with a summary of the associated parking requirements provided Table 3. These parking rates and overall provision were accepted by Council.

Table 3: Proposed car parking rates for the site

Use	Description	Size	Parking rate	Parking requirement	
				Min	Max
Residential	Studios	130 apartments	Min: 0.8 per dwelling Max: 1 per dwelling	104	130
	1-bedroom apartments	264 apartments	Min: 0.8 per dwelling Max: 1 per dwelling	211	264
	2-bedroom apartments	447 apartments	Min: 1 per dwelling Max: 1.2 per dwelling	447	536
	3-bedroom apartments	25 apartments	Min: 1 per dwelling Max: 1.2 per dwelling	25	30
	Visitor	866 apartments	0.2 per dwelling	173	173
Childcare centre	-	60 children	1 per 4 children	15	15
Commercial	-	3,269m ² GLFA	Min: 1 per 50m ² (20% min) Max: 1 per 15m ² (70% max)	13	46
Retail	General	3,029m ² GLFA	Min: 1 per 50m ² (20% min) Max: 1 per 15m ² (70% max)	27	95
	Supermarket	1,333m ² GLFA	4.2 per 100m ² (RMS Guide) (20% min – 70% max)	11	39
Total				1,026	1,328

Table 3 indicates that the parking rates proposed as part of the Development Application (DA) result in a recommended parking provision of between 1,026 and 1,328 parking spaces for the proposed uplift in the Planning Proposal.

Compared to the 935 parking spaces provisioned in the approved DA, there is an increase to the minimum parking requirement of 91 parking spaces. This requirement can be addressed in a subsequent application.

Bicycle Parking

The DCP 2013 bicycle parking requirements for the proposed scheme are presented in Table 4.

Table 4: DCP 2013 bicycle parking requirements for the site

Use	Description	Size	Bicycle parking rate	Bicycle parking requirements
Residential	Resident	886 apartments	0.5 per dwelling	443
	Visitor		0.1 per dwelling	89
Commercial/ retail/ supermarket	Ground floor	5,632m² GFA	1 employee space per 300m² GFA	19
			1 visitor space per 2500m² GFA	2
	All other floors	3,233m² GFA	1 employee space per 200m² GFA	16
			1 visitor space per 750m² GFA	4
Total				573

Table 4 indicates a bicycle parking requirement of 573 spaces. The approved DA consists of 525 bicycle parking spaces. There is an increase of 48 bicycle parking spaces that can be addressed in a subsequent application.

Traffic Impact Assessment

Traffic generation estimates for the development taking into consideration the proposed modifications have been calculated based on the rates adopted in the Transport Assessment (Ason, March 2020). A summary of the traffic generation estimates for the site is provided in Table 5.

Table 5: Traffic generation estimates

Use		Size	Traffic generation rate (vehicle trips per hour)		Traffic generation estimate (vehicle trips per hour)	
			AM	PM	AM	PM
Existing	Shopping Centre	-	Survey data	Survey data	122	186
Proposed	Residential	787 car parking spaces	0.25 per car space	0.20 per car space	197	157
	Childcare centre	60 children	0.8 per child	0.7 per child	48	42
	Commercial	3,798m ² GFA	1.6 per 100m ² GFA	1.2 per 100m ² GFA	61	46
	Retail	3,029m ² GLFA	2 per 100m ² GLFA	5 per 100m ² GLFA	61	151
	Supermarket	1,333m ² GLFA	4 per 100m ² GLFA	10 per 100m ² GLFA	53	133
Net change from existing					+29	+23

Table 5 indicates the development is anticipated to generate 542 vehicle trips in the AM peak hour and 715 vehicle trips in the PM peak hour. This equates to an increase of twenty-nine (0.05%) vehicle trips

in the AM peak hour and twenty-three (0.03%) vehicle trips in the PM peak hour compared to the approved DA. Overall, the anticipated overall traffic generation for the site with the planning proposal is negligible.

Traffic modelling completed as part of the Transport Assessment (Ason, March 2020) assessed the traffic impact of the development on the surrounding key intersections near the site based on the 2029 future design year. The assessment found that against base 2029 intersection operation, the development traffic volumes would not have a significant impact on the surrounding road network and therefore the development was supportable on traffic generation grounds. On this basis, the traffic modelling prepared for the approved DA remains valid and therefore the proposed modifications can be supported on traffic generation grounds.

Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. A Planning Proposal application is sought to modify the approved development at 233-249 Merrylands Road, Merrylands. The proposal results in an additional 90 apartments.
2. Based on the site-specific parking rates developed for the approved DA, the proposed uplift generates a parking requirement of between 1,026 and 1,328 parking spaces, which is 91 parking spaces more (minimum) than the 935 parking spaces provisioned under the approved DA. This can be addressed in a subsequent application.
3. The proposed scheme is expected to generate an additional 29 and 23 vehicle trips in the AM and PM peak hours respectively. This represents a minor increase from the approved DA.
4. Given the minor change in traffic generation, the traffic modelling prepared for the approved DA remains valid and therefore the proposed modifications can be supported on traffic generation grounds. The likely traffic impact on the surrounding road network would therefore be consistent with the approved DA.
5. In summary, the uplift proposed as part of the Planning Proposal can be supported from a traffic and parking perspective.

I trust the above provides the information you require. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

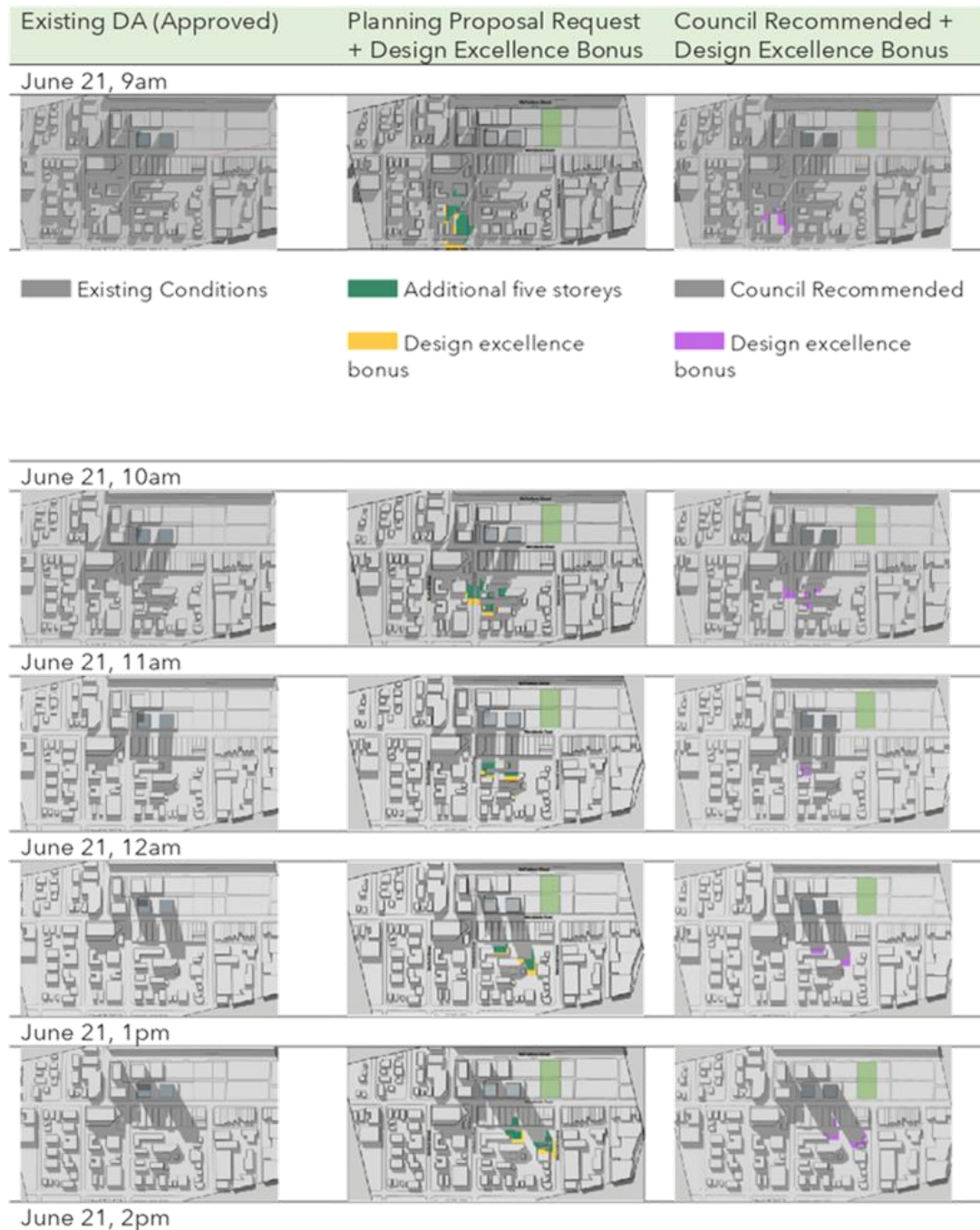
GTA CONSULTANTS

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

Attachment 8
Overview of Shadow Models

Overview of Shadow Models

SHADOW DIAGRAM WINTER SOLSTICE





June 21, 3pm



OVERSHADOW DIAGRAM EQUINOX

Existing DA (Approved)

Planning Proposal Request
+ Design Excellence Bonus

Council Recommended +
Design Excellence Bonus

March 21, 9am



Existing Conditions

Additional five storeys

Council Recommended

Design excellence
bonus

Design excellence
bonus

March 21, 10am



March 21, 11am



March 21, 12am



March 21, 1pm



March 21, 2pm



March 21, 3pm



OVERSHADOW DIAGRAM SUMMER SOLSTICE

Existing DA (Approved)	Planning Proposal Request + Design Excellence Bonus	Council Recommended + Design Excellence Bonus
------------------------	--	--

December 21, 9am



Existing Conditions	Additional five storeys	Council Recommended
Design excellence bonus	Design excellence bonus	

December 21, 10am



December 21, 11am



December 21, 12am



December 21, 1pm



December 21, 2pm



December 21, 3pm



DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

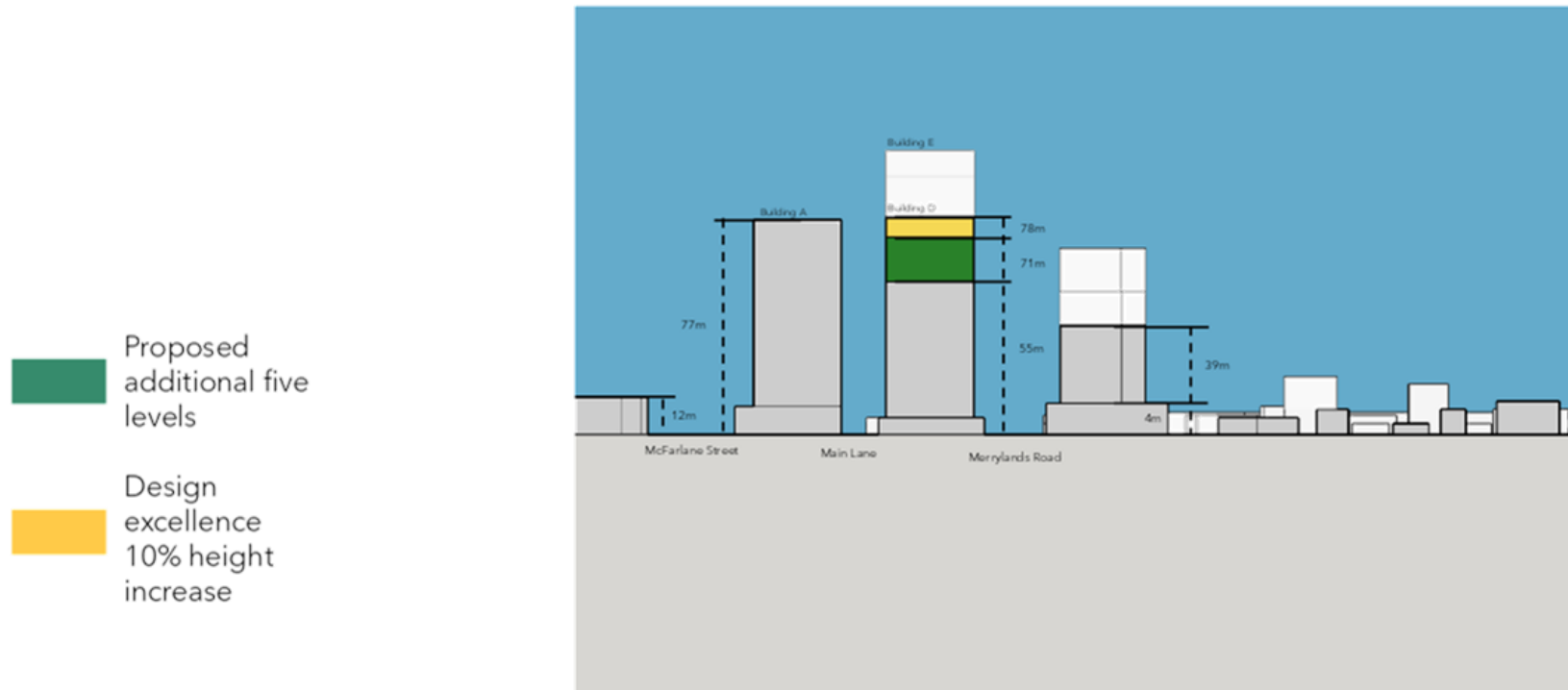
Attachment 9
Building Height Transition

EXISTING HOLROYD LEP CONTROLS

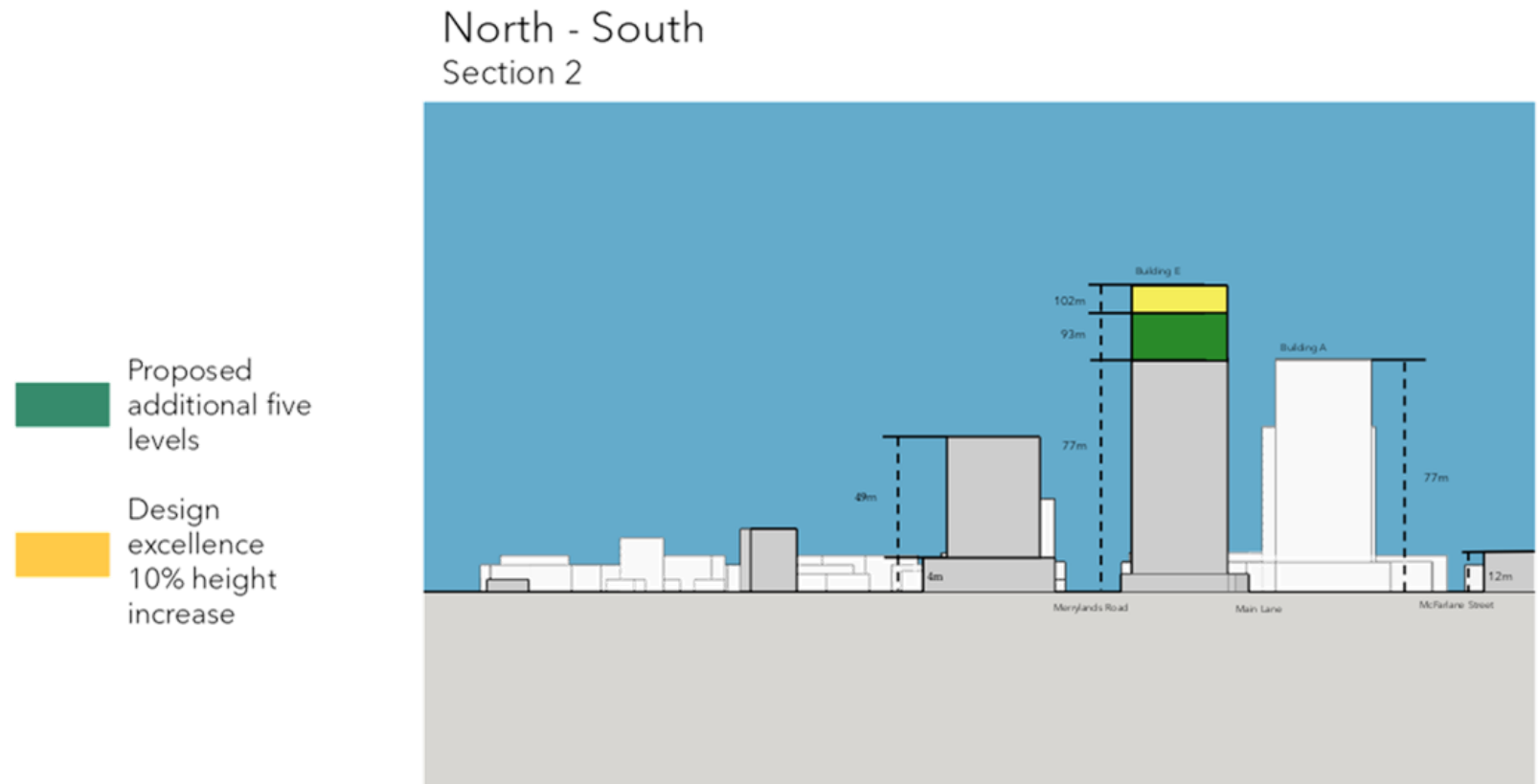


EXISTING HOLROYD LEP CONTROLS

North - South
Section 1



EXISTING HOLROYD LEP CONTROLS



DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-809

Attachment 10
Summary of Submissions

Summary of submissions

A total of five (5) community submissions were received during early consultation including one (1) submission in support and four (4) submissions objecting to the proposal.

Key issues raised in submissions are identified and responded to below.

Issue	Response
The site is highly accessible and is likely to result in positive social and economic outcomes	The site is in Merrylands town centre, close to a wide range of existing higher order service and facilities, including public transport. Increasing residential yield on the site is consistent with the prevailing strategic planning and policy framework, including the '30-minute city' policy objective. The proposal is likely to have a positive impact on the local economy during the construction phase and beyond.
Potential for the proposal to contribute to an oversupply of apartments in Merrylands / high vacancy rates.	Many of the apartments are proposed to be retained by the developer, rented out and professionally managed. This will help to satisfy high and sustained demand for permanent rentals in Merrylands.
Impact on local character and amenity, particularly sites to the south along Merrylands Road	Following independent built form testing by Council, it is proposed to reduce building heights by 10 percent to address community concerns about potential amenity impacts such as overshadowing and to improve urban design outcomes, including height transitions. In terms of character, the Merrylands Station and McFarland Precinct is considered suitable for high density residential development. The proposed apartments will be constructed on an approved mixed-use building.
Traffic and parking impacts	The Planning Proposal Request was supported by a traffic analysis that indicates that the proposed increase in apartments to have only a minor impact on traffic and parking. This matter will be further considered if the proposal proceeds and a development application is lodged for the additional apartments.
Objection to the proposed apartment mix	This is a matter for consideration at development application stage.
Objection to the removal of clause 4.4(2)(B) from Buildings D and E	It is recommended that the clause remains applicable to Buildings D and E to protect economic development and employment opportunities in Merrylands town centre.
Objection to the Public Benefit Offer	It is council's intention to negotiate a Voluntary Planning Agreement if the Proposal proceeds past Gateway. Any future VPA for the site must be consistent with the planning agreements framework and demonstrate value for money and wide public benefit.

Item No: C07/21-810

PROPOSED NEW ERIC TWEEDALE STADIUM FEES AND CHARGES

Responsible Division: Works & Infrastructure
Officer: Acting Director Works & Infrastructure
File Number: 8928696
Community Strategic Plan Goal: *A great place to live*

SUMMARY

This report provides Council with the proposed Eric Tweedale Stadium fees and charges for advertisement following the completion of the new stadium at Granville Park.

RECOMMENDATION

That Council place the new Fees and Charges on public exhibition for 28 days and report back to Council on the outcomes.

REPORT

The construction of the new stadium at Granville Park is nearing completion and operations are proposed to commence in August 2021. The new stadium incorporates state of the art features including an international standard sports field with lighting and LED scoreboard, grandstand for 750 spectators, amenities including canteen, male/female home and away change rooms, public toilets, administration office, 155 people function room with commercial kitchen, bar and covered viewing deck, gym and carpark upgrade.

At the time of developing the Operations Plan and Budget the fees and charges for the Eric Tweedale Stadium were not set for the proposed operations.

Revised Fees & Charges

The below are the proposed fees and charges recommended for public exhibition for the gym and function room.

Gym Membership Options (per month)	
Gym Only	\$48.00
Gym + Pool	\$89.50
20 Visit Pass	\$98.50

* A seasonal membership for sportsground seasonal hirers can be negotiated with the Executive Manager Recreation and Facilities or delegate.

Function Room	
Monday – Thursday	\$120 per hour
Friday – Sunday	\$160 per hour

* When services or facilities are requested which are not covered in this document, or reduced rental rates during off peak, the Manager Recreational Assets or delegate will determine an appropriate price.

COMMUNITY ENGAGEMENT

This report recommends the revised fees and charges will be placed on public exhibition for 28 days with a report back to Council on the outcomes.

POLICY IMPLICATIONS

This report proposes to update the fees and charges to accommodate the premium facility including gym and function room hire.

RISK IMPLICATIONS

The proposed fees and charges will manage the financial risk to deliver the services within the existing 2021-22 budget.

FINANCIAL IMPLICATIONS

There are no financial implications with this report.

CONCLUSION

This report recommends that Council endorse the new fees and charges for the Eric Tweeddale Stadium to be placed on public exhibition with a report back to Council on the outcome.

ATTACHMENTS

Nil

Item No: C07/21-811

QUARTERLY PROGRESS REPORT ON COUNCIL CONSULTATIVE AND ADVISORY COMMITTEES

Responsible Division: Community and Organisation Development
Officer: Director Community and Organisation Development
File Number: 8689135
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This report presents the Draft Minutes of the Consultative and Advisory Committee meetings held since February 2021.

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 6 of this report.

REPORT

Progress Report on Council Committee Meetings

The following six Committee meetings were held since February 2021:

Committee	Meeting Date	Number of Attendees (exc. Council Staff)
Aboriginal and Torres Strait Islander Consultative Committee	9 February 2021	11
Events Advisory Committee	25 February 2021	4
Access and Safety Committee	4 March 2021	10
Aboriginal and Torres Strait Islander Consultative Committee	11 May 2021	6
Events Advisory Committee	27 May 2021	3
Access and Safety Committee	3 June 2021	14

The Draft Minutes of each of the above Committee meetings are included under Attachments 1 to 6 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 February 2021.

ATTACHMENTS

1. Aboriginal and Torres Strait Islander Consultative Committee - 9 February 2021 [↓](#)
2. Events Advisory Committee - 25 February 2021 [↓](#)
3. Access and Safety Committee - 4 March 2021 [↓](#)
4. Aboriginal and Torres Strait Islander Consultative Committee - 11 May 2021 [↓](#)
5. Events Advisory Committee - 27 May 2021 [↓](#)
6. Access and Safety Committee - 3 June 2021 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-811

Attachment 1

Aboriginal and Torres Strait
Islander Consultative Committee
- 9 February 2021

Cumberland City Council

CUMBERLAND CITY COUNCIL ABORIGINAL AND TORRES STRAIT ISLANDER CONSULTATIVE COMMITTEE (ATSICC)

Draft Minutes of Meeting held on Tuesday, 9 February 2021 at 6.00pm in the Council Chambers, Council Administration Building, Merrylands.

1. Open of Meeting

Uncle Dave Williams 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.

2. Record of Attendance, Introductions and Apologies

Aboriginal and Torres Strait Islander Consultative Committee Community Members

Name	In Attendance (Yes/No)
Ashlee Kearney	No
Bel Dixon	No (Resignation received)
Christopher Haberecht	Yes
Aunty Cleonie Quayle	No (Resignation received)
Corina Marlow	Yes
Uncle David Williams (<i>Chairperson</i>)	Yes
Emma Chapman	No
Julie Nixon	No
Kerrie Kenton	No
Leanne Unie Day	No
Lyn Leerson	No
Margaret Gong	Yes
Raelene Billedo (<i>Deputy Chairperson</i>)	Yes
Uncle Rex Sorby	No
Trudy Healey	No
Wayne Trindall	No (Apology provided)

Councillors

Name	In Attendance (Yes/No)
Councillor Greg Cummings (delegate for Councillor Steve Christou, Mayor)	Yes
Councillor Ned Attie	No (Apology provided)

Council Staff

Name	In Attendance (Yes/No)
Adam Ford, Landscape Architect	Yes
Marika Kahle, Acting Community Development Coordinator (<i>Minutes</i>)	Yes
Michael Brown, Acting Senior Coordinator Events and Culture	Yes
Nicole Byrn, Manager Community and Culture	Yes

Cumberland City Council

Guests

Name	In Attendance (Yes/No)
Athlene Kyle (ISPT)	Yes
Dawn Hardy	Yes
David Lousick (Aliro Group)	Yes
Julie Jones	Yes
Fiona Hardy	Yes

3. Conflicts of Interest

No conflicts of interest were declared.

ITEMS CONSIDERED AND DISCUSSED BY THE COMMITTEE:

4. Minutes of Previous Meeting

Amendments to the Minutes of the previous meeting held on Tuesday, 10 November 2020 were requested as detailed below:

- Change the final meeting date for 2021 to 9 November 2021.
- MoU with Gandangara Local Aboriginal Land Council:
 - Raelene Billedo advised invitations were not received by Darug peak bodies, nor by Julie Jones, Corina Marlow and Raelene Billedo.
 - It was advised that usually peak bodies/organisations would receive the information, not individuals.
 - Darug Ngurra requested to be sent copies of the emails.

5. Business Arising

Elders and Representatives List

Council shared its pre-existing list of Elders and representatives including two additions; Stacy Jane Etal and Aunty Sandra Lee.

All proposed individuals were approved by the Committee to be added to the list.

Feedback from Committee:

- Committee Members requested added detailed information to be added to the list such as transportation needs, availabilities and specialities.

Darug Language Protocol

Amelia Corr thanked Corina Marlow, Julie Jones and Raelene Billedo for providing feedback on the Darug Language Protocol document and shared the comments with the Committee.

Cumberland City Council

Feedback from Committee:

- Committee Members advised that consultation with peak Darug bodies and schools should also occur, with a view of creating a larger resource.
- The Protocol is a working document.

MoU Gandangara Local Aboriginal Land Council

Corina Marlow advised that she sent Amelia Corr a list of individuals with whom consultation in relation to the MoU with Gandangara Land Council should occur.

Actions or Recommendations Arising:

- 5.1 Amelia Corr to ring all people on the Elders and Representatives list, as approved by Committee, to confirm availability and other detailed information.
- 5.2 Amelia Corr to initiate consultations on school and community needs to identify the purpose of the Darug Language Protocols. Consultation will occur with Darug peak bodies to develop the document.
- 5.3 Amelia Corr to provide a list of contacts to Gandangara Land Council, to be invited for consultation.

6. Prospect Logistics Estate

ISPT Super Property and Aliro Group have lodged a State Significant Development Application (SSD-10399) under assessment with the NSW Department of Planning, Industry and Environment for a high-quality warehouse and logistics estate on Clunies Ross Street, Prospect; which adjoins Prospect Hill.

ISPT and Aliro Group are working collaboratively with Council in support of the vision for Prospect Hill.

Feedback from Committee:

- Cllr Greg Cummings thanked ISPT and Aliro for being considerate of Council's plans for Prospect Hill and for facilitating the digital recording of the Mural at the soon to be demolished Boral House. The Mural depicts the stories of Prospect Hill and Pemulwuy, painted by Danny and Jamie Eastwood, enabling Pemulwuy's information and 'story' to be turned into wallpaper to reuse. It is suggested that the digital record of the Mural be featured in the proposed Community Centre at Prospect Hill.
- Corina Marlow asked whether ISPT could consider artwork on the wall of the building.

7. Committee Membership

Council advised that there have been two resignations from the Committee, Bel Dixon and Cleonie Quayle.

The Committee still has above minimum numbers, as stated in the Terms of Reference.

Cumberland City Council

Feedback from Committee:

- Corina Marlow advised that Julie Jones should be given preference to become a Member.

8. Recreation and Facilities UpdateProspect Hill Access and Lookout

An update was provided on the Prospect Hill Access and Lookout Project, which follows Council's adopted Prospect Hill Plan of Management and Landscape Masterplan in 2019. Council sought heritage approval for the project and is given the opportunity to present to Heritage NSW on 2 March 2021 with three presenters. Council's Executive Manager, Recreation and Facilities requested Committee representative David Williams and Cllr Greg Cummings, who are existing project delegates and Council's Adam Ford to present the project to the Heritage Council Approvals Committee.

Prospect Hill Integrated Interpretation Plan

Adam Ford advised that the Prospect Hill Integrated Interpretation Plan has been scheduled for recommencement from July 2021 with an extension of the Heritage NSW funding agreement for completion by 30 June 2023.

Prospect Water Pipeline Corridor Landscape Masterplan

Work is undertaken to develop a continuous publicly accessible open space corridor with shared pedestrian and cycleway between Prospect Reservoir and Potts Hill. Cultural design and research are provided by Djinjama Indigenous Corporation.

Wyatt Park Plan of Management

Council has prepared a draft Plan of Management for Wyatt Park in Auburn which includes Ministerial approval in relation to the management of Crown Land, and community comments are invited until Monday 22 February 2021. The draft Plan and feedback details are currently available on Council's 'Have Your Say Page' under <https://haveyoursay.cumberland.nsw.gov.au/wyatt-park>.

Feedback from the Committee:

- Corina Melow enquired why a traditional custodian wouldn't be appropriate to provide Aboriginal representation at the presentation to Heritage NSW and suggested Julie Jones to attend.

Actions or Recommendations Arising:

- 8.1 Resolved that the selected project delegates were in the best position to present Council's case.
- 8.2 Cllr Greg Cummings suggest letters of support be invited by Ministers, local schools and from ISPT.

Cumberland City Council

8.3 Adam Ford confirmed an invitation email will be prepared for forwarding.

9. *First Nations Arts and Cultural Program*

Cumberland City Council is working with NSW Government on the Parramatta Road Urban Amenity Improvement Program, which includes public art projects along the Parramatta Road corridor. Council is working on one such public art project at Parramatta Road, Auburn. The project involves creation of artwork to be printed onto street flag banners to be displayed on new street poles being installed on Parramatta Road, between Braemar Ave and Station Road. Approximate budget for this project is \$15,000 inclusive of fees for workshops with local community. Artists will be engaged through a competitive Expression of Interest process which will give preference for a Darug artist and/or Darug culture to be reflected in the final artwork. However, applications are welcomed from all First Nations Australian artists.

Michael Brown indicated previous engagement with a working party of Corina Marlow, Julie Jones and Raelene Billedo for the Darug exhibition at The Granville Centre and expressed his appreciation. Michael indicated that subject to the interest and availability of this working party, the public art project will consult with this working party on this Parramatta Road public art project.

10. *2021 Events Program*

Budget allocations for Reconciliation Day, NAIDOC and Reconciliation Week are set and work will start shortly. For NAIDOC Week Council would like to host music performances, as this worked well in 2020.

Feedback from Committee:

- Committee advised to replicate/resemble the Reconciliation Day event held in 2019 and previous NAIDOC and Reconciliation Week events.

11. *Reconciliation Action Plan (RAP) Implementation*

Despite a six-month extension granted by Reconciliation Australia for the Reconciliation Action Plan (RAP), there will be some outstanding items on the RAP. The key priority is to re-establish the RAP working group. Expressions of Interest (EOI) for work group members will be distributed among the Committee.

Actions or Recommendations Arising:

11.1 Amelia Corr to share the RAP Working Group EOI with the Committee.

12. *Engagement Plan*

An outstanding action of the RAP is the development of a Community Engagement Plan, with work to develop this plan commencing later in 2021.

Cumberland City Council

Feedback from Committee:

- Committee advised that school students should be a priority in the Plan, with the suggestion of intergenerational programs in which students are paired with community members and taught how to write their own Acknowledgements to Country.

13. Welcome to Country and Acknowledgement of Country Protocol

Amelia Corr requested guidance regarding Welcome to Country and Acknowledgment to Country Protocols.

Feedback from Committee:

- The Committee endorses the [Cumberland Aboriginal and Torres Strait Islander Protocols and Guidelines](#) and its instructions on Welcome to Country and Acknowledgement to Country protocols. Moved by Margaret Gong, seconded by Chris Haberecht.
- Committee advised that the Darug community would like to also view the Protocols to ensure all information is up to date and whether changes are necessary.

Actions or Recommendations Arising:

- 13.1 Amelia Corr to send the Protocols to Darug Members on the Committee for further review.

14. General Business

Clr Greg Cummings brought an SBS Documentary on Pemulwuy to the Committees' attention and expressed his disappointment on how little Council was consulted by SBS.

Nicole Byrn advised that if filming occurs on Council land, permissions would need to be sought and processed prior to filming.

15. Close of Meeting

Meeting closed at 8.50pm.

Next Meeting: Tuesday, 11 May 2021 in Council Chambers, Council Administration Building, Merrylands.

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-811

Attachment 2
Events Advisory Committee - 25
February 2021

Cumberland City Council

CUMBERLAND CITY COUNCIL EVENTS ADVISORY COMMITTEE

Draft Minutes of Meeting held on Thursday, 25 February 2021 at 6.00pm in the Committee Rooms, Council Administration Building, Merrylands.

1. Open of Meeting

Michael Brown opened the meeting with an Acknowledgement of Country and welcomed all attendees to the Events Advisory Committee of Cumberland City Council.

Michael Brown reported the apology of Councillor Ned Attie (Chairperson). Committee Members in attendance elected Michael Brown the Chairperson for the duration of the meeting.

2. Record of Attendance, Introductions and Apologies

Events Advisory Committee Community Members

Name	In Attendance (Yes/No)
Aparna Vats	Yes
Assad Cina	No (Forfeiture of Committee Membership noted)
Carly Lewis	No (Resignation received)
Mohammed Al-Zoubi	Yes
Renga Rajan	Yes
Sanjeev Goyal	No (Apology received)
Yin Lan Ge	Yes

Councillors

Name	In Attendance (Yes/No)
Councillor Joseph Rahme	No (Apology received)
Councillor Ned Attie (Chairperson)	No (Apology received)

Council Staff

Name	In Attendance (Yes/No)
Michael Brown, Acting Senior Coordinator Events and Culture (Chair/Minutes)	Yes
Nicole Byrn, Manager Community and Culture	Yes

3. Conflicts of Interest

No conflicts of interest were declared.

ITEMS CONSIDERED AND DISCUSSED BY COMMITTEE:

4. Minutes of Previous Meeting

The Draft Minutes of the previous meeting held on Thursday 26 November 2020, were accepted as a true and accurate record. Moved by Aparna Vats, seconded by Renga Rajan.

Cumberland City Council

5. Business Arising

Michael Brown reported that actions and recommendations arising from the previous meeting, recorded as Actions 7.1 to 7.3 of Minutes of that Meeting, were completed.

Recommendation / Action	Status
7.1 Confirm COVIDSafe event delivery requirements to allow maximum possible capacity at Christmas in the Gardens.	Completed. Event delivered to compliant COVIDSafe capacity.
7.2 Michael Brown to send the Cumberland Events Strategy 2017 – 2019 Event Evaluation Framework to the Committee.	Completed. Email sent to Committee on 20 November 2020.
7.3 Michael Brown to send the Sponsorship Policy and example Prospectus to the Committee.	Completed. Email sent to Committee on 20 November 2020.

6. Updates

Granville Activation Program March 2021

Michael Brown provided an update on the development of an activation program titled *Come Together Granville*.

- Supported by NSW Government Summer Fund funding program which aims to present free activations or events that enliven local public spaces.
- Target activation sites in Granville including Granville Memorial Park, The Granville Centre and Scout Park.
- Program dates are from Thursday, 25 March to Sunday, 28 March 2021.
- Program aims to drive visitation to, and promotion of, places and spaces in and around the Granville Precinct.
- Program includes Gallery public programs on Thursday, 25 March; an artisan and food market with some entertainment at Granville Memorial Park on Saturday, 27 March; and a Bush School program at Scout Park on Sunday, 28 March 2021.

Feedback from Committee:

- Committee recommends engaging with the community in the program including opportunities for performance at Markets activation, storytelling, and involvement of children and families.

Cultural Events Program, and Cumberland Events Strategy

Michael Brown presented an update on the purpose and planned methodology of the planned Cumberland Events Strategy to set the strategic direction for Council's future Events Program based on an evidence base of research and community consultation.

Feedback from Committee:

- Committee recommends that the future Cumberland Events Strategy reference the history of the past development of a Cultural Events Program under Cumberland City Council between 2017 and 2019.

Cumberland City Council**7. General Business**

Michael Brown informed the Committee that Expressions of Interest for Events Advisory Committee Membership are currently open, closing on 16 March 2021.

8. Close of Meeting

Meeting closed 7.40pm.

Next meeting: Thursday, 27 May 2021 in the Committee Rooms, Council Administration Building, Merrylands.

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-811

Attachment 3

Access and Safety Committee - 4
March 2021

Cumberland City Council

CUMBERLAND CITY COUNCIL ACCESS AND SAFETY COMMITTEE

Draft Minutes of Meeting held on Thursday, 4 March 2021 at 4.30pm via ZOOM.

1. Open of Meeting

Kylie Marsden opened the meeting with an Acknowledgement of Country and welcomed all attendees to the Access and Safety Committee of Cumberland City Council.

Kylie Marsden reported the apology of Mayor Steve Christou (Chairperson) and Dr John Brodie (Deputy Chair). Committee Members in attendance elected Kylie Marsden the Chairperson for the duration of the meeting.

Meeting protocols for the use of ZOOM were discussed.

2. Record of Attendance, Introductions and Apologies

Access and Safety Community Members

Name	In Attendance (Yes/No)
Amit Golwala	Yes
Flavia Del Zio	No (Apology provided)
Joanne Steinwede	Yes
Dr John Brodie (<i>Deputy Chair</i>)	No (Apology provided)
Kevin Home	Yes
Lilly Velickovich	Yes
Margaret Chapman	No (Apology provided)
Mark Kunach	Yes
Pamela Colman	Yes
Peter Simpson	Yes (left at 5.30pm)
Richard Silberer	Yes
Ron Gibson	No
Sandra McDermott	No (Resignation received)
Sanjeev Goyal	No (Apology provided)
Sue Huxtable Jones	Yes
Zhila Hasanloo	Yes

Councillors

Name	In Attendance (Yes/No)
Councillor Steve Christou, Mayor (<i>Chairperson</i>)	No (Apology provided)
Councillor Tom Zreika OAM	No

Council Staff

Name	In Attendance (Yes/No)
Kylie Marsden, Manager Seniors and Disability Services (<i>Chair/Minutes</i>)	Yes
Serbo Matic, Manager Customer Experience and Engagement	Yes
Siva Sivakumar, Manager Engineering and Traffic	Yes
Teresa Russo, Crime Prevention Officer	Yes

Cumberland City Council

3. Conflicts of Interest

No conflicts of interest were declared.

ITEMS CONSIDERED AND DISCUSSED BY COMMITTEE:**4. Minutes of Previous Meeting**

The Draft Minutes of the previous meeting held on 3 December 2020, were accepted as a true and accurate record. Moved by Pam Colman and seconded by Kevin Home.

5. Business Arising**Community and Small Business CCTV Funding:**

Groups that were eligible to apply for the Community and Small Business CCTV funding offered by the NSW Department of Community and Justice were:

- Shops
- Vets
- Churches
- Medical Centres
- Factories in industrial areas
- Sport groups
- Community groups

Domestic Violence in the New Structure:

In the new structure, Domestic Violence (DV) sits under the Community and Culture section, specifically with the Community Education Officer position.

It should be noted that whilst DV initially totally sat with the Crime Prevention Officer role but now sits with the Community Education Officer, there are components of the role and some of the strategies actions that still sit with the Crime Prevention Officer

There are seven strategies for this priority area and the (four) strategies that the Crime Prevention Officer is responsible for are: 5.4; 5.5; 5.6 and 5.7.

Community Grants - Small Participation:

- A total of 30 grant applications were received. Of those, ten were for projects that aim to address domestic violence.
- These projects were primarily focused on providing women with skills and resources to identify domestic violence and access support.
- Majority of the projects used the 'group information session' style of information delivery.
- While all applications targeted women, some specified subsets of women that would be the focus of their programs, i.e. seniors, new arrivals or specific religious/ethnic groups.

Cumberland City Council

School Patrols:

Key issues identified by school patrols were:

- Double parking
- Obstruction to other vehicles
- Stopping in a "No stopping" area
- Stopping on pedestrian crossings to pick up children

Year 3 Implementation – Community Safety and Crime Prevention Plan:

The 21 actions being addressed this year as part of Council's Community Safety and Crime Prevention, Year 3 Implementation Plan, include the following:

Focus Area 1: Fraud

- Research best practice design principles for safety and secure letterbox design and develop and promote a "letterbox design guidelines" document for residents.

Focus Area 2: Robbery

- Develop a program to undertake individual safety audits for local businesses in key locations.

Focus Area 3: Steal from Motor Vehicle

- Monitor crime statistics and focus Council parking rangers' patrols in identified hotspot areas.

Focus Area 4: Break and Enter Dwellings

- Develop and promote resources to encourage and guide all property owners to upgrade the security of their homes and properties.
- Deliver a targeted program to strata management agencies in hotspot break and enter areas, to encourage the improvement and upgrade of security at apartment complexes.
- Assist Police to raise awareness of, establish and support, Neighbourhood Watch activities in identified hotspot areas.

Focus Area 5: Domestic Violence

- Partner with local Police and schools to deliver a campaign to raise awareness and educate young people on cyber safety (e.g. online sexual exploitation).
- Partner with community leaders and domestic and family violence prevention advocates to co-design prevention programs which are tailored to engage culturally and linguistically diverse communities.
- Seek partnerships and funding, to pilot the delivery of evidenced based primary prevention programs to assist first-time parents to prepare for the transition to parenthood and promote equal and respectful relationships.

Focus Area 6: Reporting Crime Safety Issues

- Introduce a centralised reporting system/tool through which community members can report safety issues, and public places of concern, to Council.

Focus Area 7: Road and Pedestrian Safety

- Implement pedestrian safety improvements through the delivery of Town Centre public domain plans. This could include installing/improving kerb ramps, footpaths,

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pavements, landscaping, and street lighting etc.

- Support and actively encourage schools across Cumberland, to participate in 'National Walk Safely to School Day'. This was postponed due to Covid-19.

Focus Area 8: Safety at Train Stations

- In partnership with Transport NSW and the Police, audit specific issues of safety, crime and appearance at key train stations.
- Develop and implement a program of priority works to be undertaken by Council around key train stations, and advocate for improvement and upgrades to station areas to be made by transport NSW (e.g. lighting upgrades, signage, landscaping, better sightlines and path of travel).
- In partnership with transport NSW and the Police, conduct a post upgrade works evaluation of Merrylands Station and surrounds, to assess the impact of upgrade works on crime and safety.
- Advocate for greater Police and Transport Police presence, in and around key train stations at night.
- Seek partners and funding to pilot an outreach program with partner organisations to address antisocial behaviour at train stations experiencing issues.

Focus Area 9: Safety in Town Centres

- Evaluate the impact of Council's CCTV in Public Space Program post implementation.
- Review lighting across key town centres to inform the development and implementation of a priority Schedule of Lighting Upgrades and address problem 'dark areas' such as car parks and laneways.
- In partnership with service providers, research the current scope of service providers in the Cumberland area and identify gaps, to prevent and address drug and alcohol issues.

Focus Area 10: Safety at Facilities and Open Spaces

- Expand CCTV in open spaces and integrate Council's CCTV in Public Spaces Program across the Cumberland area.
- Review lighting in and around key Council facilities and open spaces to inform the development and implementation.

Illegal Fireworks:

- In the lead up to the times of year when the Police are aware that fireworks are used, they run social media posts to remind the community that personal use of fireworks are illegal.
- They are also proactive in attending areas once they receive a call advising that it is occurring.

Roundabout at Wentworthville:

Item raised about the new roundabout at Wentworthville, changes will be made to this location to comply and solve issue

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6. General Business**Council Contact Channels for Reporting and Logging Issues**

Council's Manager Customer Experience and Engagement, Serbo Matic, provided the Committee with information on how to report and log issues with Council. There are several methods by which a customer can raise an issue with Council. Any method used, will go into the Customer Request Management (CRM) System, for action.

Committee Members can raise a CRM at any time, and do not need to wait for an Access and Safety Committee meeting. A brief outline of the different contact methods was provided to the Committee, including the Snap, Send and Solve Application as listed below.

- **Council Contact Centres** - Council's main Customer Contact Centre is located at Auburn. Council receives an average of 45,000 calls per quarter. The most preferred method of contact is by phone call which is available 24 hours. Contact Centres operate from 8.00am to 4.30pm, however, Council provides an out-of-hours service which logs any non-urgent requests into the CRM system and if urgent, will notify a Council Officer to action the issue immediately. Customers are provided a request number when they log a request with Council. The National Relay Service is available for people who are deaf.
- **Council Website** - "Live Chat" on Council's webpage is offered between 8.00am and 4.30pm which puts you in contact with the Contact Centre via an online chat session. "Request a Service" which guides the customer to a page with categories that they can click on and will take them to a page to complete details online.
- **Snap, Send and Solve Application** - A third-party application which can be downloaded onto any smartphone and will identify where a person is located, allows them to take a photo of the hazard and sends it to Council, placing it into the system, for action.
- **Post / Fax or Email** - These traditional methods are still available.

Safety Updates

The following crime prevention and safety update covering the December 2020 to March 2021 period was provided to the Committee.

Site Assessments Completed:

- Norford Park, Chester Hill
- Kings Park, Merrylands
- Auburn Park, Auburn
- Clunes Ross, Pemulwuy
- Merrylands Trains Station Car Park, Merrylands
- Memorial Park, Auburn
- Phillips Park, Lidcombe
- Lawson Square, Merrylands
- Toongabbie Community Centre, Toongabbie
- Guildford Park, Guildford
- Campbell Hill Reserve, Guildford
- Wentworthville Public Toilets, Wentworthville

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Road and Pedestrian Safety at Schools:

Council Rangers continue to regularly patrol school areas across the LGA to identify unsafe parking practices and offences. Over this quarter, there were no specific new requests from schools to monitor areas.

The Highway Patrol will monitor areas where issues continue to persist.

There were 113 patrols completed since December 2020.

Annual Homelessness Street Count:

Council participated in this year's annual Homelessness Street Count which was organised by the Department of Community and Justice (DCJ) on 22/23 February 2021. Council's staff along with representatives from DCJ and Supported homeless services (SHS) from other services worked together to cover 33 sites in ten suburbs across the Cumberland LGA.

On the night a total of eight people were identified as sleeping rough across the LGA with five being in cars

Upcoming Club Grants 2021:

Applications open 9am, Thursday 1 April close 4pm, Friday 30 April 2021.

Community Safety Priority - 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).
- Address the significant lack of affordable housing and the shortage of crisis, short, medium- and long-term accommodation in our community.
- Support services to prevent and address homelessness (NEW)
- 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.

Feedback from the Committee

- Safety at Train Stations - concerns for elderly and people in wheelchairs who are vulnerable has been an issue at Merrylands and Guildford. Can we approach schools to be involved to provide information /feedback on how to solve?
 - Schools are at capacity and youth involved are disengaged, community needs an outreach team. Majority of youth caught are not from this LGA.
- Security Doors being left open at Unit Blocks - should be discussed with Strata Management to ensure it is communicated to residents not to leave the doors open as it is a security issue.

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- Letterbox Security - there is quite a few issues, the Complex changed the master key to a unique key for each resident to enhance security.
- CCTV - is Live Monitoring an option or being considered?
 - Live monitoring is not financially viable for Council, Teresa will speak with Council's Coordinator Technology Services, about the options available with cameras.
- Does Council connect with the universities to undertake projects?

Access Updates*Disability Inclusion Action Plan (DIAP) Update:*

- Council's Plan has been extended for 12 months. New DIAP will now be due by 1 July 2022.
- New DIAP guidelines from State Government have been released. The Focus Areas for the DIAP's remain the same.
- Key updates in the Guidelines address: a greater emphasis on consultation, governance, and lived experience.
- Arts and Culture Projects Updates:
 - Accessible Arts NSW - Will be funding two artists in residence who will be commencing shortly. Textile Exhibition called A Link, A Loop, A Circle. Opening will occur in approximately two to three months. Will involve deaf led tours.
 - Information, Linkages and Capacity Building Social and Community Participation Grant 2020 – 21 discussed at the December meeting was approved to submit. Applicants will be informed early April of the outcome.
 - 2022 Exhibitions - One exhibition will be led by Amy Claire Mills, Sound Music Project.

Western Sydney Dementia Alliance and Dementia and Vulnerable Elderly (DAVE) Group:

- The Alliance recently undertook Dementia Friend training with all Alliance Members. There is now a dedicated Alliance Member who can host information sessions.
- DAVE – Council also has a representative in the group. This group promotes and advocates for the needs of vulnerable and high-risk older persons of Western Sydney. Led by Western Sydney Health District. They are currently looking at holding a Community Dementia Forum.

Quality Mid Term Audit:

- Council's NDIS services will be undertaking a mid-term audit, against the NDIS Quality Standards and Indicators, on Friday 5 March 2021.

Access and Safety concerns as raised by the Committee

The following access and safety concerns were discussed:

- Peter Simpson raised concerns regarding trip hazards on footpaths, located as follows: Station Street, Wentworthville - various sections, south of the Medical Centre on both sides, and at Wentworthville Public School on the west side at the pedestrian crossing, and at the Highway end of Pritchard Street West.

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- Peter Simpson raised an issue regarding the roundabout at Dunmore and Jones Streets which needs to be investigated. There are kerb ramps for crossing but there are solid centre islands blocking access, so a person in a wheelchair (or such) has to make a detour, either onto the roundabout or 10 metres further up the road, around centre islands in order to cross.
- Peter Simpson raised the concern of the light not working along the passageway beside the old post office to the car park, in Wentworthville.
- Peter Simpson raised the following items in relation to bus stops:
 - The Bus Stop on Oatlands Street (705 bus going to Parramatta) near Mashman Avenue is very difficult to use as there is no kerb ramp to get off the road. He has had to jump the front wheels of his wheelchair up onto the driveway to crossover, and then there is no footpath. The bus ramp leads down onto grass and the wheelchair's wheelbase makes it hard to move on grass. Would need a footpath for that block (most of street north side does not have footpath) with a kerb and landing to rectify this issue.
 - The Bus Stop on the North side of Oatlands Street near Layton Street does not have a footpath from Layton Street to the Bus Stop/Shelter.
 - The Bus Stop on Station Street at Wentworthville Public School does not have pad.
- Discussion occurred on anti-social behaviour, for example, the incident at Wentworthville.
- Committee Member raised an issue with the NBN and free air WIFI from Telstra from residential connections, people gathering to access.
- Noise pollution raised as an item from cars.

Actions or Recommendations Arising:

- 7.1 Provide the Committee with information on the phone app "Snap, Send & Solve".
- 7.2 Investigate option to add as a customer Access and Safety Committee to Council system for when members report items, so that a report can be generated.
- 7.3 Future meetings - investigate introducing face to face as well as maintaining online option for members who still require access to an online option.

7. Close of Meeting

Meeting closed at 6.15pm.

Next Meeting: Thursday, 3 June 2021 in the Committee Rooms, Council Administration Building, Merrylands.

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-811

Attachment 4

Aboriginal and Torres Strait
Islander Consultative Committee -
11 May 2021

Cumberland City Council

CUMBERLAND CITY COUNCIL ABORIGINAL AND TORRES STRAIT ISLANDER CONSULTATIVE COMMITTEE (ATSICC)

Draft Minutes of Meeting held on Tuesday, 11 May 2021 at 6.12pm in Council Chambers, Council Administration Building, Merrylands.

1. Opening of Meeting

Acknowledgement to Country provided by Janice Dennis. Julie Nixon (acting chair) welcomed all attendees to the Aboriginal and Torres Strait Islander Consultative Committee of Cumberland City Council.

2. Record of Attendance, Introductions and Apologies

Aboriginal and Torres Strait Islander Consultative Committee Community Members

Name	In Attendance (Yes/No)
Ashlee Kearney	No (Apology provided)
Bel Dixon	No
Christopher Haberecht	No
Aunty Cleonie Quayle	No
Corina Marlow	No (Apology provided)
Uncle David Williams	No (Apology provided)
Emma Chapman	No (Apology provided)
Julie Nixon (<i>Chairperson</i>)	Yes
Leanne Unie Day	No
Margaret Gong	Yes
Raelene Billedo (<i>Deputy Chairperson</i>)	No (Apology provided)
Trudy Healey	No
Uncle Rex Sorby	No (Apology provided)
Wayne Trindall	No (Apology provided)

Councillors

Name	In Attendance (Yes/No)
Councillor Greg Cummings (delegate for Councillor Steve Christou, Mayor)	Yes
Councillor Ned Attie	No (Apology provided)

Council Staff

Name	In Attendance (Yes/No)
Adam Ford, Landscape Architect	Yes
Amelia Corr, Aboriginal Education and Programs Officer	Yes
Janice Dennis, Aboriginal Education and Programs Officer	Yes
Kristina Tito, Arts and Cultural Projects Producer	Yes
Marika Kahle, Acting Community Development Coordinator (<i>Minutes</i>)	Yes
Nicole Byrn, Manager Community and Culture	No (Apology provided)

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Guests

Name	In Attendance (Yes/No)
Dawn Hardy	Yes
Fiona Hardy	Yes
Rebekah Raymond	Yes

Committee members raised concern that Councillor Ned Attie has not attended any committee meetings in 2020 or 2021.

Feedback and Recommendations:

It be considered whether another Councillor should attend the Committee meetings.

3. Conflicts of Interest

No conflicts of interest were declared.

ITEMS CONSIDERED AND DISCUSSED BY THE COMMITTEE:

4. Minutes of Previous Meeting

The Minutes of the previous meeting held on Tuesday 9 February 2021, were accepted as a true and accurate record. Moved by Margaret Gong and seconded by Chris Haberecht.

5. Business Arising

Elders Representatives List

List has been updated based upon recommendations of additions at last meeting.

Darug Language Protocol

The Committee discussed the need for a Darug Language Protocol document to guide local schools and organisations in creating opportunities for the appropriate teaching and learning of Darug language on Darug country. The Committee agreed that the project would require extensive consultation and agreed that the project should be discussed by the RAP Working Group with view to include as an outcome in the next organisational RAP.

Gandangarra MoU

Amelia Corr discussed planned development of an Aboriginal Community Engagement Strategy, to guide Council engagement of Aboriginal Community stakeholders.

Action:

5.1 Amelia Corr to send details of Darug representatives to Gandangara LLC.

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Logistics Estate

Adam Ford provided a summary of the project near Prospect Hill with current contestation around an entry ramp intersecting the entry frontage of Prospect Hill from Clunies Ross Street raised for the Committees clarification.

Feedback and Recommendations:

The entry frontage to Prospect Hill from Clunies Ross Street should be unencumbered by the adjacent development, from boundary to boundary.

Wyatt Park Plan

The Wyatt Park Plan of Management and Landscape Masterplan was adopted at the Ordinary Meeting of Council held on 5 May 2021.

The Plan of Management is available on Council's website under:

<https://www.cumberland.nsw.gov.au/sites/default/files/inline-files/wyatt-park-pom-2021.pdf>

6. Committee Membership

Resignation received from Lyn Leerson. Total number of Aboriginal and/or Torres Strait Islander community committee members is 12, with 10 being the minimum requirement. Several committee members have not attended two consecutive meetings and not provided apologies which is a requirement for active membership.

Actions

- 6.1 Council will contact committee members to ask for a satisfactory explanation.
6.2 Council to provide Lyn Leerson with a certificate of appreciation for her work on the committee.

7. Pemulwuy Subdivision Naming

Council requested Aboriginal names for 3 new roads and small park in a new subdivision in Pemulwuy. A total of 6 names are required, with 3 first preferences and 3 reserves. Names to be provided by mid July 2021 and will undergo approval by the Geographic Name Board. There is a list of names originally provided by Aunty Sandra Lee and approved by the Committee for use. Committee members discussed words associated with fire, water, wind, blow, moon, snake, cockatoo. Amelia Corr discussed the importance of Darug involvement with this process and in double checking language to ensure appropriateness and accuracy.

Action:

- 7.1 Amelia Corr to contact Darug Committee members to ensure engagement of Darug community in Project.
7.2 Margaret Gong to speak to David Williams and Rex Sorby.
7.3 Committee members to email any suggestions for names to Amelia Corr.

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8. Update First Nations Arts and Culture Projects

Warali Wali Trail update project is currently underway with Rebekah Raymond engaged as a research consultant. The aim is to engage with the Darug community around the project and ensure Darug voices are present. Recommendation to hold 'walks on country' to help determine projects future and desired outcomes.

Parramatta Road Urban Amenity Improvement Program (PRUAIP) – First Nations Banner Public Artwork update provided. Plan to engage Aboriginal artists in the creation of a banner series, with priority given to Darug artists and themes. Invitation will be provided to Darug people to be on panel.

Feedback and Recommendations:

Concerns raised regarding signage to signify beginning of trail and lack of amenities such as toilets and seating.

Action:

8.1 Amelia Corr to distribute artist EOI to Committee.

9. Recreation UpdatesProspect Hill Access and Lookout

Council and NSW Heritage Approvals Committee delegates met on site on 30 April 2021 to workshop issues raised by the Committee following Council's earlier presentation. The outcome of the meeting resolved for Council to review the details of design, incorporating a revision of entry treatment and pathway from Reconciliation Rise.

Development Area Butu Wagan Dr

Adam Ford provided an update on a 2450sq m space at the bottom of Butu Wagan Dr, suggesting the creation of a 'Pemulwuy Park, with potential for a statue/representation/interpretation.

Feedback and Recommendations:

Attending Committee Members agree in principal to the idea. Important to involve Darug community in creation of space, recommendation of a working group if project proceeds.

Prospect Water Pipeline Corridor Landscape Masterplan

Council's Officer for the project sought to gauge member interest to establish a working party group (3), to review Aboriginal content and provide insight from a local perspective. Aboriginal content is facilitated by Djinjama Indigenous Corporation, who are engaged as sub consultants for the project. Chris Haberecht offered his availability to the project and other members are also welcome.

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Action:

9.1 Adam Ford to share documents with Chris Haberecht.

10. Reconciliation Day at Prospect Hill – 3 June 2021

Reconciliation Day event was postponed to 3 June 2021, due to the expansion of program. Approximately 450 school students anticipated to attend event, exceeding previous years totals of 200. Amelia Corr has engaged with Koomurri to provide educational workshops to students, as well as Darug man Chris Tobin to provide Welcome, Smoking and Darug perspectives workshop. Committee members are encouraged to attend, and invitations will be sent to Aboriginal community stakeholders.

Action:

10.1 Amelia Corr to resend invitation for event to Committee members.

11. Reconciliation Week and NAIDOCReconciliation Week

Schools Reconciliation Day event will be held 3 June 2021 during Reconciliation Week.

Gandangara LALC will be providing training to identified Council staff regarding Native Title and Land Rights Legislation including Notification of Assessments. Invitation to attend will be extended to ATSIC Committee

Action:

11.1 Amelia Corr to distribute invitation for LALC training to ATSIC Committee.

NAIDOC Week

Planning for NAIDOC week has begun, with goal to hold a music night for community, like last year's Granville Centre event. Staff also planning a virtual film screening event.

Action:

11.2 Amelia Corr to reach out to Auntie Cleonie to see if she is available to run any community workshops.

12. RAP Working Group

Amelia Corr is currently prioritising the reconvening of the RAP working group. Previous members from Council have now all left Council or those positions no longer exist. A Terms of Reference has been developed, a tracking tool to measure progress on current RAP outcomes and recommendations made on priority

Cumberland City Council

outcomes. Amelia Corr will be extending invitations to ATSIC and local Aboriginal community to be part of this committee.

Actions:

12.1 Amelia Corr to distribute EOI's to ATSIC committee when developed.

13. General Business

Nil

14. Close of Meeting

Meeting closed at 8.50pm.

Next Meeting: Tuesday 10 August 2021 in Council Chambers, Council Administration Building, Merrylands.

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-811

Attachment 5
Events Advisory Committee - 27
May 2021

Cumberland City Council

CUMBERLAND CITY COUNCIL EVENTS ADVISORY COMMITTEE

Draft Minutes of Meeting held on Thursday, 27 May 2021 at 6.00pm in the Committee Rooms, Council Administration Building, Merrylands.

1. Open of Meeting

Michael Brown opened the meeting with an Acknowledgement of Country and welcomed all attendees to the Events Advisory Committee of Cumberland City Council.

Michael Brown reported the apology of Councillor Ned Attie (Chairperson). Committee Members in attendance elected Michael Brown the Chairperson for the duration of the meeting.

2. Record of Attendance, Introductions and Apologies

Events Advisory Committee Community Members

Name	In Attendance (Yes/No)
Aparna Vats	No (Apology received)
Mohammed Al-Zoubi	No (Apology received)
Renga Rajan	No (Apology received)
Sanjeev Goyal	No (Apology received)
Yin Lan Ge	Yes
Carl Sciberras	Yes
Bimal Joshi	Yes

Councillors

Name	In Attendance (Yes/No)
Councillor Joseph Rahme	No (Apology received)
Councillor Ned Attie (<i>Chairperson</i>)	No (Apology received)

Council Staff

Name	In Attendance (Yes/No)
Michael Brown, Senior Coordinator Events and Culture (<i>Minutes</i>)	Yes

3. Conflicts of Interest

No conflicts of interest were declared.

ITEMS CONSIDERED AND DISCUSSED BY COMMITTEE:

4. Minutes of Previous Meeting

The Draft Minutes of the previous meeting held on Thursday 25 February 2021, were accepted as a true and accurate record. Moved by Yin Lan Ge, seconded by Carl Sciberras.

5. Business Arising

No business arising from previous meeting.

Cumberland City Council**6. Updates****Ramadan Food Activation Event****Background**

- Cumberland City Council delivered its inaugural Ramadan Street Food Festival in Auburn Town Centre on 18 May 2019.
- COVID-19 related impacts of 2020 prevented delivery of this event in 2020.
- In March 2021 it was proposed to deliver a food and community based activation in Auburn Town Centre to celebrate Ramadan in Cumberland, and this event was held on Friday, 7 May 2021 to Sunday, 9 May 2021.

Purpose of the activation:

- Celebrate Ramadan with the Cumberland community.
- Build community cohesion and celebrate Cumberland's diverse culture.
- Obtain communications and media benefits to promote a positive image of Council.

Outcomes

- Continued testing of Council's activation and events program in COVID Safe delivery mode.
- Seven culturally appropriate food vendors participating, without impacting existing local food businesses located in Auburn Central.
- Supported by Auburn Central through provision of in-kind marketing support.
- Delivered with support of events consultant and event contractors due to short turnaround time requiring resources in addition to Council staffing.

Key Outcomes

- Testing of the delivery mode of place activation.
- Around 1500 participants was positive considering the context of COVID-19, yet disappointing for a three night activation with participating food vendors.

7. Upcoming Cultural Events Program**Diwali 2021**

Michael Brown outlined the history of the Diwali event at Cumberland City Council, and considerations in the planning of Diwali 2021 outcomes, including:

- Council financial sustainability measures will influence the mode of delivery and outcomes of Council's Diwali celebrations in 2021. The 21/22 Financial Year budget is a reduction of \$20,000 in comparison to past years, which will impact the ability of delivering a street festival event.
- COVID Safe practices and their requirements may also impact the ability of delivering a street festival with a dense patron footprint. This factor presents an opportunity to test alternative modes of delivery such as neighbourhood level place activation. Such activation modes could include art installations, lighting, online engagement, and activation may better facilitate distribution of activity throughout multiple locations to a wider reach of residents in their own neighbourhoods.

Cumberland City Council**Feedback from Committee:**

- Support the opportunity for activations to reach locations in addition to Wentworthville if feasible. Locations could include Pendle Hill and Toongabbie.
- Proposed dates for consideration in 2021 are week of November 1 to 5 approximately, with Saturday November 6 suitable as a prospective weekend activation or event date.
- Themes and inclusions to consider include the diya, story of the Ramayana, professional contemporary dance, the goddess Lakshmi; and the coming together of friends, family and community which is represented in the observation of Diwali.

Christmas 2021

- Christmas event is traditionally delivered at Auburn Botanic Gardens due to the versatility of the site to host a range of activities and a high volume of patrons.
- Anticipated event dates are Saturday December 4 or Saturday December 11.
- This Committee has formerly had representatives of faith based organisations who have engaged and provided input on relevant faith based components of the event (e.g. Christmas Carols) as well as promotional messaging. This representation is presently absent on the Committee. As such Council Officers will engage with faith based organisations for input.
- Program anticipated to include Carols, family activities and food.

8. General Business

- Callout for Expressions of Interest (EOI) for Events Committee community representatives was recently undertaken. This EOI resulted in two eligible appointments, after which there remains four vacancies on the Committee. To ensure the opportunity for community participation and input, Council officers will continue to accept and assess ad hoc Expressions of Interest from community members to join the Events Committee, with new members invited to subsequent meetings.
- Cllr Attie advised via email for the information of the Committee, that he is working with the Korean community on a food based event for August 2021, which will be organised by the community and at their expense.

9. Close of Meeting

Meeting closed 7:17pm

Next meeting: Thursday, 26 August 2021 at 6pm in the Committee Rooms, Council Administration Building, Merrylands.

**DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-811**

Attachment 6

**Access and Safety Committee - 3
June 2021**

Cumberland City Council

CUMBERLAND CITY COUNCIL ACCESS AND SAFETY COMMITTEE

Draft Minutes of Meeting held on Thursday, 3 June 2021 at 4.30pm via ZOOM and Committee Rooms Merrylands Administration Building. Meeting opened at 4.39pm

1. Open of Meeting

Dr John Brodie opened the meeting with an Acknowledgement of Country and welcomed all attendees to the Access and Safety Committee of Cumberland City Council.

Kylie Marsden reported the apology of Mayor Steve Christou (Chairperson) and advised that Dr John Brodie (Deputy Chair) would chair the meeting.

Meeting protocols for the use of ZOOM were discussed.

2. Record of Attendance, Introductions and Apologies

Access and Safety Community Members

Name	In Attendance (Yes/No)
Amit Golwala	Yes
Flavia Del Zio	Yes
Joanne Steinwede	Yes
Dr John Brodie (<i>Deputy Chair</i>)	Yes
Kevin Home	Yes
Lilly Velickovich	Yes
Margaret Chapman	Yes
Mark Kunach	Yes
Pamela Colman	No
Peter Simpson	Yes
Richard Silberer	Yes
Ron Gibson	Yes
Sanjeev Goyal	Yes
Sue Huxtable Jones	Yes
Zhila Hasanloo	Yes

Councillors

Name	In Attendance (Yes/No)
Councillor Steve Christou, Mayor (<i>Chairperson</i>)	No (Apology provided)
Councillor Tom Zreika OAM	No

Council Staff

Name	In Attendance (Yes/No)
Kylie Marsden, Manager Seniors and Disability Services	Yes
Siva Sivakumar, Manager Engineering and Traffic	Yes
Teresa Russo, Crime Prevention Officer (<i>Minutes</i>)	Yes

3. Conflicts of Interest

Sue Huxtable Jones declared a conflict of interest for the item on the agenda being discussed under Access Updates called "Zero Barriers". Sue is the Chairperson on the

Cumberland City Council

Management Committee for The Multicultural Network and works for Disability Services Australia who was a partner for the project in 2018.

ITEMS CONSIDERED AND DISCUSSED BY COMMITTEE:**4. Minutes of Previous Meeting**

The Draft Minutes of the previous meeting held on 4 March 2021, were accepted as a true and accurate record. Moved by Kevin Horne and seconded by Joanne Steinwede.

5. General Business**Safety Updates**

The following crime prevention and safety updates were provided to the Committee.

Update on Living Safely in Cumberland Project Delivery

- The content of the Living Safely in Cumberland project that has been developed to deliver to the community in our top 5 languages has been adapted and is also going to be available in an Audio format of MP3.
- This adaptation is due to ensure the longevity of the project post grant and to also ensure it is accessible to more members of the community who can access it at any time and do not need to attend a workshop.
- The gap was identified following a preliminary evaluation of the program midway through the delivery of workshops.
- It will be on Council's website to freely access to the community.

Counter Terrorism Crowded Places Engagement Forum

This forum was aimed at key stakeholders such as large business owners / operators / ops managers / heads of Security of venues across the Cumberland LGA.

The forum was held on the 10 March 2021 at The Granville Centre and was an opportunity for the NSW Police Force, Counter Terrorism & Special Tactics Command to engage with the owners and operators of crowded places and provide a terrorism threat briefing and a review of terror attacks on crowded places and provide them with protective security advice to ensure safety at their venues.

35 attendees attended the forum with attendees from NSW police force, venue security managers and clubs' managers from Cumberland LGA.

The content of the forum also aligned with Cumberland Community Safety and Crime Prevention Plan 2018-2022 and in particular the below priority areas:

- Priority 9- Safety in town centres
- Priority 10 - Safety at facilities and open spaces

A tentative additional forum is being discussed for September which will be targeted towards places of worship.

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Site Assessments Completed:

- Kings Park, Merrylands
- Merrylands Train station car park
- Memorial Park, Auburn
- Phillips Park, Lidcombe
- Nemesis street park, Greystanes
- Guildford Park, Guildford
- Granville park, Granville
- Wentworthville public toilets
- Girraween park, Girraween
- Merrylands park, Merrylands
- Portico Park, Toongabbie
- Ray Marshall Reserve, Granville

Road and Pedestrian Safety

Council Rangers continue to regularly patrol school areas across the LGA to identify unsafe parking practices and offences.

Over this quarter period there were no specific request from schools to monitor.

The Highway Patrol will monitor areas where issues continue to persist.

There were 274 patrols completed since March.

Domestic Violence Update

On 1 April the federal parliamentary inquiry into family, domestic and sexual violence making a number of recommendations in line with Australian Local Government Association advocacy (with LGNSW and other state and territory association input).

The recommendations include direct involvement of local government in developing and implementing the next National Plan to Reduce Violence against Women and their Children, funding for a dedicated family and domestic violence officer to build capacity of councils and considering whether additional resources are required to assist individual local governments to have a more active role in prevention and response.

See link with the full report

https://www.aph.gov.au/Parliamentary_Business/Committees/House/Social_Policy_and_Legal_Affairs/Familyviolence/Report

Primary Prevention of Domestic Violence through Gender Equity

Our Watch has received federal funding for a project to develop the capacity of the Australian workforce to engage in domestic violence prevention activities.

LGNSW, with the other local government associations in the states and territories, is meeting with Our Watch regularly to discuss ways that the workforce development project might be implemented in the local government context.

Cumberland City Council

Feedback from the Committee

- No feedback on information received

Access Updates*Disability Inclusion Action Plan (DIAP) Update*Projects

- Council's DIAP under Focus Area 1 - Positive Attitudes and Behaviours has the below Strategy and Action.
- Strategy - 1.2 Continue to develop partnerships which promote and raise awareness of inclusive practices.
- Action - 1.2.3 Support businesses and community organisations to implement and promote inclusive practices.

To assist in meeting this Strategy and Action, Council is considering a project called Zero Barriers. Zero Barriers was a pilot project funded under the NDIS – Information, Linkages and Capacity Building delivered by The Multicultural Network. The pilot project worked with Canterbury Bankstown Council, Liverpool Council and Fairfield Council.

The Multicultural Network are now offering this project to other councils for an annual membership fee. For the membership fee they will work with councils to increase the level of understanding in businesses on access and inclusion, develop a directory of accessible businesses who have participated in the project and audit process, offer businesses the Zero Barriers Logo, host Zero Barriers awards, and train volunteers to assist.

The overview and outline of the project is attached to the minutes.

Other activities which are being undertaken at present include:

- Inclusive sports sessions
 - Officers have been running sessions with schools on inclusive sports and holding an activate inclusion day at Sydney Olympic Park
- LG universal design network
 - Kylie has joined this network; it has been set up for Council's to learn more about universal design and share between each other what is occurring in this area.

Feedback From Committee

Some communities have specific views on what disabilities are and it is either in a wheelchair or down syndrome and there was nothing in between. For many it is the visible disabilities.

Mark stated that 80% of people do not present with a disability and due to the very diverse community there is a need to educate the wider community.

Access and Safety Concerns as Raised by the Committee

Cumberland City Council

The following access and safety concerns were discussed:

- Flavia stated that the Pedestrian crossing at Guildford train station was reported via reporting channels and the committee member received a call however it was the wrong side of the station that staff were looking at. Siva stated this was also brought up at the MYM was stated it was Military Road and he will follow up next week.
- Peter Simpson stated he had logged a complaint regarding footpaths with Clr Lake and a member of Council's roads and infrastructure Mark Long who were following these issues up.
- Joanne Steinwede stated that she has observed a man in Oriel Park cutting trees and weeds, what should she do? Staff advised her to not approach any person with any type of implement that could hurt her, to instead report it to the police if any person that is not a Council employee is using an implement to cut trees.
- Ron Gibson raised concerns about the Lytton Street Park footpaths.

Actions or Recommendations Arising:

Follow up access items raised via the internal systems to Council. Both members to provide further information and clarity on details prior to following these up.

6. Close of Meeting

Meeting closed at 5.40pm.

Next Meeting: 2 September 2021

Item No: C07/21-812

CUMBERLAND TRAFFIC COMMITTEE - MINUTES OF ELECTRONIC MEETINGS HELD IN JUNE 2021

Responsible Division: Works & Infrastructure
Officer: Acting Director Works & Infrastructure
File Number: T-20-02-08
Community Strategic Plan Goal: *A safe accessible community*

SUMMARY

This report presents the minutes of the Cumberland Traffic Committee Electronic meetings of 2 and 16 June 2021.

RECOMMENDATION

That:

- 1. The minutes of Part 1 Items of the Cumberland Traffic Committee electronic meetings of 2 and 16 June 2021, be received and noted; and**
- 2. The minutes of Part 2 Items of the Cumberland Traffic Committee electronic meetings of 2 and 16 June 2021, be received and recommendations contained therein be approved.**

REPORT

Due to COVID-19 restrictions, electronic meetings of the Cumberland Traffic Committee were conducted on the 2nd and 16th of June 2021. The agendas for the electronic meetings were sent to all members, requesting feedback and concurrences to be returned to Council.

In accordance with the Cumberland Local Traffic Committee Terms of Reference, approved by Council on 20 May 2020 (Min. 694 - C05/20-443), the following Part 1 items have been approved under delegated authority.

The minutes of the electronic meetings are presented for Council's approval of Part 2 items.

The following table provides Part 1 and Part 2 items for each agenda:

Electronic Meeting Date	Part 1 items approved under delegated authority	Part 2 items for Council determination
2 June 2021	CTC-21-117 to 126 CTC-21-128 to 145	CTC-21-127 CTC-21-146 to 150
16 June 2021	CTC-21-151 to 159	CTC-21-160 to 167

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 not approved under delegated authority will be included in the Council's Traffic facility construction program.

ATTACHMENTS

1. Agenda of the Electronic meeting of Cumberland Traffic Committee of 2 June 2021 [↓](#)
2. Agenda of the Electronic meeting of Cumberland Traffic Committee of 16 June 2021 [↓](#)
3. Minutes of the Electronic meeting of Cumberland Traffic Committee of 2 June 2021 [↓](#)
4. Minutes of the Electronic meeting of Cumberland Traffic Committee of 16 June 2021 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-812

Attachment 1

Agenda of the Electronic meeting
of Cumberland Traffic Committee
of 2 June 2021

An electronic meeting of the Traffic Committee will be held on Wednesday, 2 June 2021.

ORDER OF BUSINESS

1. **Apologies**
2. **Declarations of Interest**
3. **Confirmation of Previous Minutes**
4. **Summary of Reports..... 4**
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– PROPOSED PARKING RESTRICTIONS 35
 - CTC-21-118 CAMPBELL STREET , BERALA – REMOVAL OF EXISTING
'1P' SIGNS 41
 - CTC-21-119 THOMAS STREET AND O'NEILL STREET, GRANVILLE –
PROPOSED PARKING RESTRICTIONS 47
 - CTC-21-120 FARNELL STREET AND GREGORY STREET, GRANVILLE
– PROPOSED PARKING RESTRICTIONS 53
 - CTC-21-121 FARNELL STREET AND STUART STREET, GRANVILLE –
PROPOSED PARKING RESTRICTIONS 59
 - CTC-21-122 LISGAR STREET AND O'NEILL STREET, GRANVILLE –
PROPOSED PARKING RESTRICTIONS 65
 - CTC-21-123 LISGAR STREET AND STUART STREET, GRANVILLE –
PROPOSED PARKING RESTRICTIONS 71
 - CTC-21-124 LISGAR STREET AND GREGORY STREET, GRANVILLE –
PROPOSED PARKING RESTRICTIONS 77
 - CTC-21-125 FARNELL STREET AND O'NEILL STREET, GRANVILLE –
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 - CTC-21-126 THOMAS STREET AND STUART STREET, GRANVILLE –
PROPOSED PARKING RESTRICTIONS 89
 - CTC-21-127 LOCKWOOD STREET, MERRYLANDS – ROAD SAFETY
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 - CTC-21-128 OLD PROSPECT ROAD, GREYSTANES – PROPOSED
PARKING RESTRICTIONS 101
 - CTC-21-129 CUMBERLAND ROAD AND UNION ROAD, AUBURN –
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CTC-21-137	SMITH STREET AND JEWELSFORD ROAD, WENTWORTHVILLE – PROPOSED PARKING RESTRICTIONS	155
CTC-21-138	BRIDGE ROAD AND AUSTRAL AVENUE, WESTMEAD – PROPOSED 'NO STOPPING' RESTRICTIONS.....	161
CTC-21-139	BRAESIDE ROAD, GREYSTANES – PROPOSED 'BUS ZONE'	167
CTC-21-140	BRAESIDE ROAD AND LANCE CRESCENT, GREYSTANES – PROPOSED 'BUS ZONE' AND INTERSECTION TREATMENT	171
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CTC-21-142	MILLER STREET, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE.....	183
CTC-21-143	MILITARY ROAD, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE.....	189
CTC-21-144	NICHOL LANE, BERALA – PROPOSED PARKING RESTRICTIONS	195
CTC-21-145	ERIE STREET, SOUTH GRANVILLE – PROPOSED 4 HOUR PARKING RESTRICTIONS.....	201
CTC-21-146	RUTH STREET, MERRYLANDS – REQUEST FOR ONE-WAY ARRANGEMENT	209
CTC-21-147	BEAUMONT STREET, AUBURN – REQUEST FOR ONE-WAY ARRANGEMENT	213

CTC-21-148 RICKARD STREET, AUBURN – ROAD SAFETY CONCERNS	217
CTC-21-149 TERRENE STREET, REGENTS PARK – PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULT	221
CTC-21-150 PAUL STREET, AUBURN – REQUEST FOR DISABLED PARKING	225

6. Other Business

7. Next Meeting

The next meeting of the Traffic Committee is to be held on Wednesday, 4 August 2021.

Summary of Reports

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-21-117	THOMAS STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-118	CAMPBELL STREET, BERALA – REMOVAL OF EXISTING '1P' SIGNS				x		x
CTC-21-119	THOMAS STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-120	FARNELL STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-121	FARNELL STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-122	LISGAR STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-123	LISGAR STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-124	LISGAR STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-125	FARNELL STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-126	THOMAS STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-127	LOCKWOOD STREET, MERRYLANDS – ROAD SAFETY CONCERNS		x			x	
CTC-21-128	OLD PROSPECT ROAD, GREYSTANES – PROPOSED PARKING RESTRICTIONS			x		x	
CTC-21-129	CUMBERLAND ROAD AND UNION ROAD, AUBURN – PROPOSED PARKING RESTRICTIONS				x		x
CTC-21-130	ERIE STREET, SOUTH GRANVILLE – PROPOSED 'NO STOPPING' SIGNS				x		x
CTC-21-131	MARKEY STREET AND BLAXCELL STREET, SOUTH GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS				x		x
CTC-21-132	MERRYLANDS ROAD AND SERPENTINE STREET, MERRYLANDS WEST – PROPOSED 'NO STOPPING' RESTRICTIONS		x			x	
CTC-21-133	AMY STREET, REGENTS PARK – PROPOSED 'BUS ZONE'				x		x
CTC-21-134	VERON STREET WEST OF BRIDGE ROAD, WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE SOUTHERN SIDE		x			x	
CTC-21-135	VERON STREET WEST OF BRIDGE ROAD, WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE NORTHERN SIDE		x			x	

CTC-21-136	FIONA STREET, WOODPARK – PROPOSED 'NO STOPPING' SIGN	x				x	
CTC-21-137	SMITH STREET AND JEWELSFORD ROAD, WENTWORTHVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-138	BRIDGE ROAD AND AUSTRAL AVENUE, WESTMEAD – PROPOSED 'NO STOPPING' RESTRICTIONS		x			x	
CTC-21-139	BRAESIDE ROAD, GREYSTANES – PROPOSED 'BUS ZONE'		x			x	
CTC-21-140	BRAESIDE ROAD AND LANCE CRESCENT, GREYSTANES – PROPOSED 'BUS ZONE' AND INTERSECTION TREATMENT		x			x	
CTC-21-141	BENNETT STREET, WENTWORTHVILLE – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-142	MILLER STREET, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-143	MILITARY ROAD, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-144	NICHOL LANE, BERALA – PROPOSED PARKING RESTRICTIONS				x		x
CTC-21-145	ERIE STREET, SOUTH GRANVILLE – PROPOSED 4 HOUR PARKING RESTRICTIONS				x		x
CTC-21-146	RUTH STREET, MERRYLANDS – REQUEST FOR ONE-WAY ARRANGEMENT		x			x	
CTC-21-147	BEAUMONT STREET, AUBURN – REQUEST FOR ONE-WAY ARRANGEMENT				x		x
CTC-21-148	RICKARD STREET, AUBURN – ROAD SAFETY CONCERNS				x	x	
CTC-21-149	TERRENE STREET, REGENTS PARK – PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULT				x		x
CTC-21-150	PAUL STREET, AUBURN – REQUEST FOR DISABLED PARKING				x		x

Minutes of the Traffic Committee meeting held as an Electronic Meeting on Wednesday 07 April 2021.

PRESENT:

Cumberland Council -

Clr Paul Garrard – Chairman

Clr Eddy Sarkis – Deputy Chair

Transport for NSW (TfNSW) -

Mr Ram Sritharan – *Concurrence or Non-concurrence received for selected items with comments on other items. Specific comments and changes to recommendations are noted with relevant items.*

Local Member for Auburn -

Clr George Campbell – *Concurrence /comments received for all relevant items.*

Local Member for Fairfield -

Mr George Barcha – *No items in the State electorate.*

Local Member for Granville -

Mr Chris Worthington - *Concurrence received for all relevant items.*

Local Member for Prospect -

Clr Suman Saha - *Concurrence received for all relevant items.*

Auburn Police Area Command -

Const. Bartolo – *Concurrence received for all relevant items.*

Cumberland Police Area Command -

S/Const. Close – *Concurrence received for all relevant items.*

State Transit Authority

No objections received.

Transdev -

No objections received.

CDBus -

No objections received.

Transit Systems -

No objections received.

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
CTC-21-054	EARL STREET, MERRYLANDS - PROPOSED PARKING CHANGES		x			x	
CTC-21-055	CHISWICK ROAD AND ETTALONG STREET, AUBURN - PROPOSED 'NO STOPPING' SIGNS				x		x
CTC-21-056	FULLAGAR ROAD, BRANS GROVE STREET AND GRIFFITHS STREET, WENTWORTHVILLE - PROPOSED 'NO STOPPING' SIGNS		x			x	
CTC-21-057	JOHN STREET AND FRAMPTON STREET, LIDCOMBE - PROPOSED 'NO STOPPING' SIGNS				x		x
CTC-21-058	MOMBRI STREET, MERRYLANDS - PROPOSED EXTENSION OF 'NO STOPPING' ZONE		x			x	
CTC-21-059	EXCELSIOR STREET, MERRYLANDS - ROAD SAFETY CONCERNS		x			x	
CTC-21-060	WELLINGTON ROAD AND BELGIUM STREET, AUBURN - PROPOSED 'NO STOPPING' PARKING RESTRICTIONS & LINEMARKING				x		x
CTC-21-061	ADDLESTONE ROAD, MERRYLANDS - PROPOSED 'NO PARKING' SIGNS		x			x	
CTC-21-062	BRAESIDE ROAD AND JONATHAN STREET, GREYSTANES - PROPOSED 'NO STOPPING' SIGNS		x			x	
CTC-21-063	STAPLETON STREET, PENDLE HILL - PROPOSED 'NO PARKING' SIGNS			x		x	
CTC-21-064	STRICKLAND ROAD AND RAWSON ROAD, GUILDFORD - PROPOSED 'NO STOPPING' SIGNS				x		x
CTC-21-065	STRICKLAND ROAD AND DAVIDSON ROAD, GUILDFORD - PROPOSED 'NO STOPPING' SIGNS				x		x
CTC-21-066	CHETWYND ROAD AND MATTHEW STREET, MERRYLANDS - PROPOSED 'NO STOPPING' SIGNS		x			x	
CTC-21-067	MATTHEW STREET, DAVIES STREET & ERIC AVENUE, MERRYLANDS - PROPOSED INTERSECTION TREATMENT		x			x	
CTC-21-068	STATION STREET AND SMITH STREET, WENTWORTHVILLE - PROPOSED 'NO STOPPING' PARKING RESTRICTIONS		x			x	
CTC-21-069	CHETWYND ROAD AND PRICE STREET, MERRYLANDS - PROPOSED 'NO STOPPING' SIGNS		x			x	
CTC-21-070	ALEXANDER STREET, AUBURN - REQUEST FOR ANGLE PARKING				x		x
CTC-21-071	RAWSON ROAD & BLAXCELL STREET, SOUTH GRANVILLE - PROPOSED PARKING CHANGES AT THE SIGNALISED INTERSECTION				x	x	

CTC-21-072	DRIFTWAY DRIVE & BUNDELUK AVENUE, PEMULWUY – PROPOSED SIGNS AT THE INTERSECTION WITH NEW PRIVATE ROAD			x		x	
CTC-21-073	RAWSON ROAD & BLAXCELL STREET, SOUTH GRANVILLE – PROPOSED 30 MINUTE PARKING AT THE SIGNALISED INTERSECTION				x	x	
CTC-21-074	ROSEBERRY STREET, MERRYLANDS – ROAD SAFETY CONCERNS		x			x	
CTC-21-075	CLARENCE STREET, MERRYLANDS – REQUEST FOR PEDESTRIAN CROSSING		x				x
CTC-21-076	STATION STREET, WENTWORTHVILLE – REQUEST FOR PEDESTRIAN CROSSING			x		x	
CTC-21-077	M4 CYCLEWAY DETOUR ROAD SAFETY AUDIT – COLEMAN STREET, MERRYLANDS – SIGNAGE REQUEST		x			x	
CTC-21-078	CUMBERLAND ROAD AND NORTHCOTE STREET, AUBURN – REVIEW OF PROPOSED ROUNDABOUT – BLACK SPOT PROGRAM				x		x
CTC-21-079	PALMER STREET, GUILDFORD WEST – ROAD SAFETY CONCERNS		x			x	
CTC-21-080	WISDOM STREET, GUILDFORD WEST – ROAD SAFETY CONCERNS		x			x	
CTC-21-081	ALEXANDRA AVENUE, WESTMEAD – PROPOSED GUARD RAILS		x			x	
CTC-21-082	JOYCE STREET & GOODALL STREET, PENDLE HILL – PROPOSED GUARD RAILS			x		x	
CTC-21-083	ALPHA ROAD, GREYSTANES – ROAD SAFETY CONCERNS			x		x	
CTC-21-084	CHELSEA STREET, MERRYLANDS – ROAD SAFETY CONCERNS		x			x	
CTC-21-085	EXCELSIOR STREET AND BRIGHT STREET, GUILDFORD – PROPOSED 'NO STOPPING' PARKING RESTRICTIONS & LINEMARKING				x	x	
CTC-21-086	KARRABAH ROAD, AUBURN – ROAD SAFETY CONCERNS				x		x
CTC-21-087	ORANGE STREET, GREYSTANES – ROAD SAFETY CONCERNS			x		x	
CTC-21-088	SEDGMAN STREET, GREYSTANES – ROAD SAFETY CONCERNS			x		x	
CTC-21-089	WISDOM STREET, GUILDFORD WEST – ROAD SAFETY CONCERNS		x			x	
CTC-21-090	MCFARLANE STREET, MERRYLANDS – PROPOSED 'WORKS ZONE' SIGNAGE			x		x	
CTC-21-091	TERRY STREET, GREYSTANES – PROPOSED SPEED HUMPS – CONSULTATION RESULT		x			x	
CTC-21-092	ETTALONG ROAD, GREYSTANES – ROAD SAFETY CONCERNS			x		x	
CTC-21-093	HARRIS STREET, GUILDFORD – ROAD SAFETY CONCERNS		x			x	
CTC-21-094	O'NEILL STREET, GUILDFORD – ROAD SAFETY CONCERNS		x			x	
CTC-21-095	BLAXCELL STREET, SOUTH GRANVILLE – ROAD SAFETY CONCERNS				x	x	
CTC-21-096	NORMANBY ROAD, AUBURN – ROAD SAFETY CONCERNS				x		x

CTC-21-097	KING STREET, GUILDFORD WEST – PROPOSED SPEED HUMPS – CONSULTATION RESULT		x			x	
CTC-21-098	RESPONSE TO NOTICE OF MOTION - LIDCOMBE TOWN CENTRE PARKING SUPPLY & RESIDENT PERMIT PARKING SCHEME ANALYSIS				x		x
CTC-21-099	108 STATION STREET, WENTWORTHVILLE – PROPOSED MEDIAN ISLAND, SIGNS AND LINEMARKING ASSOCIATED WITH A DEVELOPMENT APPLICATION		x			x	
CTC-21-100	CLYDE STREET, MONA STREET AND REDFERN STREET, GRANVILLE – PROPOSED INVESTIGATION OF THE INTERSECTIONS		x			x	
CTC-21-101	CLYDE STREET AND MYRTLE STREET, GRANVILLE – PROPOSED 'NO STOPPING' AND 'MAIL ZONE' SIGNS		x			x	

REPORTS**PART - 1**

ITEM CTC-21-054 - EARL STREET, MERRYLANDS - PROPOSED
PARKING CHANGES

RECOMMENDATION

The Traffic Committee recommended:

1. The proposed installation of '1P; 7AM-8 PM' and 'No Stopping' signs and 'BB' centre line marking on Earl Street, Merrylands in accordance with the attached plan be approved.
2. Council notify the adjacent properties of traffic committee recommendation.

ITEM CTC-21-055 - CHISWICK ROAD AND ETTALONG STREET,
AUBURN – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection of Chiswick Road and Ettalong Street, Auburn in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-056 - FULLAGAR ROAD, BRANS GROVE STREET
AND GRIFFITHS STREET, WENTWORTHVILLE – PROPOSED 'NO
STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs and 'BB' centre line marking at the intersection of Fullagar Road, Bransgrove Street and Griffiths Street, Wentworthville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-057 - JOHN STREET AND FRAMPTON STREET,
LIDCOMBE – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection of John Street and Frampton Street, Lidcombe in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-058 - MOMBRI STREET, MERRYLANDS – PROPOSED
EXTENSION OF 'NO STOPPING' ZONE

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs outside 17 Mombri Street, Merrylands in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-060 - WELLINGTON ROAD AND BELGIUM STREET,
AUBURN – PROPOSED 'NO STOPPING' PARKING RESTRICTIONS
& LINEMARKING

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs and 'BB' centre line at the intersection of Wellington Road and Belgium Street, Auburn in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-061 - ADDLESTONE ROAD, MERRYLANDS –
PROPOSED 'NO PARKING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

- 1. The installation of 'No Parking' signs on Addlestone Road, Merrylands in accordance with the attached plan be approved.**
- 2. The affected residents / businesses be notified of the outcome generally.**

ITEM CTC-21-062 - BRAESIDE ROAD AND JONATHAN STREET,
GREYSTANES – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

- 1. The installation of 'No Stopping' signs at the intersection of Braeside Road and Jonathan Street, Greystanes in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

ITEM CTC-21-063 - STAPLETON STREET, PENDLE HILL –
PROPOSED 'NO PARKING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

- 1. The installation of 'No Parking' signs at the cul-de-sac on Stapleton Street, Pendle Hill in accordance with the attached plan be approved.**
- 2. The affected properties be notified of the outcome generally.**

ITEM CTC-21-064 - STRICKLAND ROAD AND RAWSON ROAD,
GUILDFORD – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

- 1. The installation of 'No Stopping' signs and line marking at the intersection of Strickland Road and Rawson Road, Guildford in accordance with the attached plan be approved.**

2. The affected residents be notified of the outcome generally.

ITEM CTC-21-065 - STRICKLAND ROAD AND DAVIDSON ROAD,
GUILDFORD – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection of Strickland Road and Davidson Road, Guildford in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-066 - CHETWYND ROAD AND MATTHEW STREET,
MERRYLANDS – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

- 1.The installation of 'No Stopping' signs and 'BB' centre line marking at the intersection of Chetwynd Road and Matthew Street, Merrylands in accordance with the attached plan be approved.
- 2.The affected residents be notified of the outcome generally.

ITEM CTC-21-067 - MATTHEW STREET, DAVIES STREET & ERIC
AVENUE, MERRYLANDS – PROPOSED INTERSECTION
TREATMENT

RECOMMENDATION

The Traffic Committee recommended:

- 1.The installation of 'No Stopping' signs and 'BB' line marking at the intersection of Davies Street, Eric Avenue and Matthew Street, Merrylands in accordance with the attached plan be approved.
- 2.The affected residents be notified of the outcome generally.

ITEM CTC-21-068 - STATION STREET AND SMITH STREET,
WENTWORTHVILLE – PROPOSED 'NO STOPPING' PARKING
RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs at the intersection of Station Street and Smith Street, Wentworthville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-069 - CHETWYND ROAD AND PRICE STREET,
MERRYLANDS – PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs and line marking at the intersection of Chetwynd Road and Price Street, Merrylands in accordance with the attached plan be approved.
2. The adjacent residents be notified of the outcome generally.

ITEM CTC-21-085 - EXCELSIOR STREET AND BRIGHT STREET,
GUILDFORD – PROPOSED 'NO STOPPING' PARKING
RESTRICTIONS & LINEMARKING

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection of Excelsior Street and Bright Street, Guildford in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-090 - MCFARLANE STREET, MERRYLANDS –
PROPOSED 'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommended that the 64m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' restrictions be approved on McFarlane Street fronting the development at 233 Merrylands Road, Merrylands subject to Council's standard conditions for the period of 18 months and subsequent extension if required.

**ITEM CTC-21-101 - CLYDE STREET AND MYRTLE STREET,
GRANVILLE – PROPOSED 'NO STOPPING' AND 'MAIL ZONE' SIGNS****RECOMMENDATION**

The Traffic Committee recommended:

1. The installation of 'No Stopping' and 'Mail Zone' signs and line marking at the intersection of Clyde Street and Myrtle Street, Granville in accordance with the attached plan be approved.
2. The adjacent properties be notified of the outcome generally.

PART 2**ITEM CTC-21-059 - EXCELSIOR STREET, MERRYLANDS - ROAD
SAFETY CONCERNS****RECOMMENDATION**

The Traffic Committee Recommended:

1. The installation of speed humps in Excelsior Street in the vicinity of Excelsior Reserve, Merrylands not be supported.
2. Council review conditions in Excelsior Street between Adam Street and Lavinia Street, Merrylands and report to traffic committee in June 2022.

**ITEM CTC-21-070 - ALEXANDER STREET, AUBURN – REQUEST
FOR ANGLE PARKING****RECOMMENDATION**

The Traffic Committee recommended the request for 90-degree angle parking arrangement in Alexander Street, Auburn not be supported.

**ITEM CTC-21-071 - RAWSON ROAD & BLAXCELL STREET, SOUTH
GRANVILLE – PROPOSED PARKING CHANGES AT THE
SIGNALISED INTERSECTION****RECOMMENDATION**

The Traffic Committee recommended the request to change the existing parking restrictions in Blaxcell Street on the southern approach of Rawson Road at the signalised intersection not be approved.

ITEM CTC-21-072 - DRIFTWAY DRIVE & BUNDELUK AVENUE,
PEMULWUY – PROPOSED SIGNS AT THE INTERSECTION WITH
NEW PRIVATE ROAD

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of 'No Stopping; L&R' sign and 'Speed hump ahead warning sign at the intersection of Driftway Drive and Bundeluk Avenue, Pemulwuy in accordance with the attached plan be approved.
2. The speed advisory sign showing 20km/h be amended to 25km/h.
3. The signs be installed at no cost to Council.

ITEM CTC-21-073 - RAWSON ROAD & BLAXCELL STREET, SOUTH
GRANVILLE – PROPOSED 30 MINUTE PARKING AT THE
SIGNALISED INTERSECTION

RECOMMENDATION

The Traffic Committee recommended that the proposed "1/2P; 8.30AM-6PM, MON-FRI; 8.30AM-12:30PM, SAT" signs outside 44 Rawson Road, South Granville in accordance with the attached plan not be approved.

Discussion:

Transport for NSW representative objected to the proposal. TfNSW noted that the location of the proposed parking signs are within the merge lane – and is deemed as unsafe.

Action:

Council has amended the recommendation as per TfNSW objection

ITEM CTC-21-074 - ROSEBERRY STREET, MERRYLANDS – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommended that:

1. The installation of edge line marking in Roseberry Street, Merrylands in accordance with the attached plan be supported.
2. Council review conditions in Roseberry Street, Merrylands and report back to traffic committee in June 2022.

ITEM CTC-21-075 - CLARENCE STREET, MERRYLANDS –
REQUEST FOR PEDESTRIAN CROSSING

RECOMMENDATION

The Traffic Committee recommended that the installation of a pedestrian crossing facility on Clarence Street, Merrylands not be supported.

ITEM CTC-21-076 - STATION STREET, WENTWORTHVILLE –
REQUEST FOR PEDESTRIAN CROSSING

RECOMMENDATION

The Traffic Committee recommended that the installation of pedestrian crossing facility on Clarence Street, Merrylands not be approved.

ITEM CTC-21-077 - M4 CYCLEWAY DETOUR ROAD SAFETY AUDIT –
COLEMAN STREET, MERRYLANDS - SIGNAGE REQUEST

RECOMMENDATION

The Traffic Committee recommended:

1. The proposed 'Watch for Bicycles' signs at the splitter island opening on the southern approach of Coleman Street at its roundabout with the M4 Exit ramp not be approved.
2. The splitter island shall be modified suitably to comply with the required standards.
3. All works shall be undertaken at no cost to Council.

ITEM CTC-21-078 - CUMBERLAND ROAD AND NORTHCOTE
STREET, AUBURN – REVIEW OF PROPOSED ROUNDABOUT –
BLACK SPOT PROGRAM

RECOMMENDATION

The Traffic Committee recommended that Council proceed with the construction of the proposed roundabout at the intersection of Cumberland Road and Northcote Street as approved.

Discussion:

Two options were given in the agenda for selection to members.
These are:

Option 1: The Traffic Committee recommended that Council request Transport for NSW to revoke the funding to this project.

Option 2: The Traffic Committee recommended that Council proceed with the construction of the proposed roundabout at the intersection of Cumberland Road and Northcote Street as approved.

Transport for NSW representative opted for option 2 recommended that Council proceed with the construction of the proposed roundabout at the intersection of Cumberland Road and Northcote Street as approved- as it was supported through the Blackspot Program.

The local members representative indicated that he does not feel overwhelmingly in either direction about this as there are good reasons for and against. However, as non-transferable black-spot funding has been approved, he accepted that well-researched expert opinion favours it and, therefore, construction of the roundabout should proceed.

Other representatives did not advise which option is preferred by them.

Action:

The recommendation has been amended to reflect option 2 is the majority decision by the Traffic Committee members.

ITEM CTC-21-079 - PALMER STREET, GUILDFORD WEST – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommended:

- 1. The installation of traffic calming devices on Palmer Street, Guildford West not be approved.**
- 2. Council review conditions in Palmer Street, Guildford West in April 2022, and report back to traffic committee.**

ITEM CTC-21-080 - WISDOM STREET, GUILDFORD WEST – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommended that the installation of traffic calming devices on Wisdom Street, Guildford West not be supported.

ITEM CTC-21-081 - ALEXANDRA AVENUE, WESTMEAD -
PROPOSED GUARD RAILS

RECOMMENDATION

The Traffic Committee recommended:

1. The proposed installation of guard rail on Alexandra Avenue, Westmead in accordance with the attached plan be approved.
2. The Guard Rail be installed along the boundary fence to maintain existing pedestrian access.
3. The cost associated with the installation and subsequent maintenance of the guard rail etc. shall be borne by Sydney Trains at no cost to Council.
4. Sydney Trains should consult with Sydney Metro regarding the proposal to assess any future works in the vicinity prior to any works being undertaken.

ITEM CTC-21-082 - JOYCE STREET & GOODALL STREET, PENDLE
HILL - PROPOSED GUARD RAILS

RECOMMENDATION

The Traffic Committee recommended:

1. The proposed installation of guard rail on Joyce Street and Goodall Street, Pendle Hill in accordance with the attached plan be approved.
2. The Guard Rails be installed on the nature strip and not to impede existing pedestrian access via concrete footpath.
3. The cost associated with the installation and subsequent maintenance of the guard rail etc. shall be borne by Sydney Trains at no cost to Council.

ITEM CTC-21-083 - ALPHA ROAD, GREYSTANES – ROAD SAFETY
CONCERNS

RECOMMENDATION

The Traffic Committee recommended that the installation of traffic calming devices on Alpha Road, Greystanes not be approved.

ITEM CTC-21-084 - CHELSEA STREET, MERRYLANDS – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of traffic calming devices on Chelsea Street, Merrylands not be approved.
2. Council request Cumberland Police Area Command to undertake speed surveillance in Chelsea Street, Merrylands.
3. Council review traffic conditions in Chelsea Street and report back to traffic committee in June 2022.

ITEM CTC-21-086 - KARRABAH ROAD, AUBURN – ROAD SAFETY
CONCERNS

RECOMMENDATION

The Traffic Committee recommended:

1. The installation of traffic calming devices on Karrabah Road, Auburn not be approved.
2. Council review conditions in Karrabah Road, Auburn and report back to traffic committee in June 2022.

ITEM CTC-21-087 - ORANGE STREET, GREYSTANES – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommended that the installation of traffic calming devices on Orange Street, Greystanes not be approved.

ITEM CTC-21-088 - SEDGMAN STREET, GREYSTANES – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommended that the installation of traffic calming devices on Sedgman Street, Greystanes not be approved.

ITEM CTC-21-089 – NOT ALLOCATED

ITEM CTC-21-091 - TERRY STREET, GREYSTANES – PROPOSED
SPEED HUMPS – CONSULTATION RESULT

RECOMMENDATION

The Traffic Committee recommended:

1. The proposed installation of speed humps on Terry Street, Greystanes not be approved due to lack of community support.
2. Council undertake further consultation with the residents of Terry Street, Greystanes and report back to traffic committee.

ITEM CTC-21-092 - ETTALONG ROAD, GREYSTANES – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommended that;

1. The installation of traffic calming devices on Ettalong Road, Greystanes not be approved.
2. Council review conditions in Ettalong Road, Greystanes and report to traffic committee in June 2022.

ITEM CTC-21-093 - HARRIS STREET, GUILDFORD – ROAD SAFETY
CONCERNS

RECOMMENDATION

The Traffic Committee recommended that Council undertake consultation with the residents of Harris Street between Guildford Road and Hawksview Street, Guildford to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

ITEM CTC-21-094 - O'NEILL STREET, GUILDFORD – ROAD SAFETY CONCERNS**RECOMMENDATION**

The Traffic Committee recommended that the installation of traffic calming devices on O'Neill Street, Guildford between Elizabeth Street and Guildford Road not be supported.

ITEM CTC-21-095 - BLAXCELL STREET, SOUTH GRANVILLE – ROAD SAFETY CONCERNS**RECOMMENDATION**

The Traffic Committee recommended:

1. The installation of traffic calming devices on Blaxcell Street, South Granville not be supported.
2. Council review conditions in Blaxcell Street, South Granville, and report back to traffic committee in June 2022.

ITEM CTC-21-096 - NORMANBY ROAD, AUBURN – ROAD SAFETY CONCERNS**RECOMMENDATION**

The Traffic Committee recommended that the installation of traffic calming devices on Normanby Road, Auburn not be supported.

ITEM CTC-21-097 - KING STREET, GUILDFORD WEST – PROPOSED SPEED HUMPS – CONSULTATION RESULT**RECOMMENDATION**

The Traffic Committee recommended:

1. The installation of speed humps on King Street, Guildford West not be approved.
2. Council review conditions in King Street, Guildford West, and report back to traffic committee in June 2022.

ITEM CTC-21-098 - RESPONSE TO NOTICE OF MOTION -
LIDCOMBE TOWN CENTRE PARKING SUPPLY & RESIDENT
PERMIT PARKING SCHEME ANALYSIS

RECOMMENDATION

The Traffic Committee recommended:

1. A resident permit parking scheme in Lidcombe streets not be approved.
2. Council undertake further consultation with residents and report back to traffic committee by mid-2022.

Discussion:

Local Members Representative proposed that a RPS be introduced in Bernard, James (south side residences only), Henry Streets and Raymond St East.

Council representative recommended to undertake further consultation with residents and report back to traffic committee by mid-2022

Action:

As per the recommendation of the Council representative, item 2 of the recommendations has been amended.

ITEM CTC-21-099 - 108 STATION STREET, WENTWORTHVILLE –
PROPOSED MEDIAN ISLAND, SIGNS AND LINEMARKING
ASSOCIATED WITH A DEVELOPMENT APPLICATION

RECOMMENDATION

The Traffic Committee recommended:

1. The proposed median island, signs and line marking on Station Street, Wentworthville in accordance with the attached plan be approved.
2. The proposed relocation / modification to existing 'No Stopping' zone and 'Bus Zone' on Station Street, Wentworthville in accordance with the attached plan be approved.
3. All costs associated with the construction of median island, signs and line marking and all associated works shall be borne by the applicant.

ITEM CTC-21-100 - CLYDE STREET, MONA STREET AND REDFERN
STREET, GRANVILLE – PROPOSED INVESTIGATION OF THE
INTERSECTIONS**RECOMMENDATION**

The Traffic Committee recommended that the information contained in the report be noted.

Discussion:

TfNSW representative advised that he would not provide any approvals or comments regarding proposed traffic signal arrangement through LTC. He requested that a proper submission separate from LTC to be put forward to TfNSW in order to get an agreement in principle – TfNSW will then be able to review and provide comments on the proposal.

He further indicated that TfNSW have no objections investigating these options – however property acquisition and cost – may not make the project feasible – even if it is acceptable on technical grounds. If Council was to put forward a formal submission - TfNSW will then be able to provide comments and recommendations. Please note that TfNSW is happy to have a separate conversation offline regarding the matter.

Action:

TfNSW comments noted.

This report is to seek comments from the technical experts. Council will initiate discussion with TfNSW when ready.

GENERAL BUSINESS

The following general business was raised:

NEXT MEETING

Next Meeting on 2 June 2021.

MEETING CLOSE

The meeting terminated at – N/A

Signed:

Chairperson

Minutes of the Extraordinary Traffic Committee meeting held at Electronic Meeting on Wednesday 28 April 2021.

PRESENT:

Cumberland Council -

Clr Paul Garrard – Chairman

Clr Eddy Sarkis – Deputy Chair

Transport for NSW (TfNSW) -

Mr Ram Sritharan – *Concurrence received for all items except for comments on ECTC-21-114.*

Local Member for Auburn -

Clr George Campbell – *Concurrence received for all relevant items.*

Local Member for Fairfield -

Mr George Barcha

Local Member for Granville -

Mr Chris Worthington

Local Member for Prospect -

Clr Suman Saha – *Concurrence received for all relevant items.*

Auburn Police Area Command -

Const. Bartolo – *Concurrence received for all relevant items.*

Cumberland Police Area Command -

S/Const. Close

State Transit Authority

Transdev -

CDBus -

Transit Systems -

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
ECTC-21-102	BRAESIDE ROAD, GREYSTANES – PROPOSED 'NO PARKING' RESTRICTIONS		x			x	
ECTC-21-103	CLYDE STREET, NEILSON STREET AND SHERIDAN STREET, GRANVILLE – PROPOSED 'NO STOPPING' SIGNS		x			x	
ECTC-21-104	ROBERTSON STREET, GUILDFORD WEST – ROAD SAFETY CONCERNS	x				x	
ECTC-21-105	TODD STREET, MERRYLANDS WEST – PROPOSED 'NO STOPPING' & 'NO PARKING' SIGNS AT THE INTERSECTION WITH SHERWOOD ROAD		x			x	
ECTC-21-106	ETDALONG STREET, AUBURN – PROPOSED 'WORKS ZONE' SIGNAGE				x		x
ECTC-21-107	NEW STREET, LIDCOMBE – PROPOSED 'WORKS ZONE' SIGNAGE				x		x
ECTC-21-108	ST JOHNS AVENUE, AUBURN – PROPOSED 'NO PARKING' RESTRICTIONS ON THE BEND				x		x
ECTC-21-109	DAMIEN AVENUE AND REIN ROAD, GREYSTANES – PROPOSED 'NO STOPPING' PARKING RESTRICTIONS		x			x	
ECTC-21-110	ELIZABETH STREET, GRANVILLE – ROAD SAFETY CONCERNS		x			x	
ECTC-21-111	LEIGH STREET, GUILDFORD – ROAD SAFETY CONCERNS		x			x	
ECTC-21-112	BRITTON STREET, SMITHFIELD – PROPOSED 'NO STOPPING' RESTRICTIONS			x		x	
ECTC-21-113	ACLAND STREET, TRENTON ROAD AND ALLISON ROAD, GUILDFORD – INTERSECTION TREATMENT	x				x	
ECTC-21-114	MERRYLANDS ROAD, GREYSTANES – PROPOSED RAISED PEDESTRIAN CROSSING – FEDERAL GOVERNMENT STIMULUS PROGRAM – ROAD SAFETY PROGRAM			x		x	
ECTC-21-115	NORTHUMBERLAND ROAD, AUBURN – PROPOSED 'WORKS ZONE' SIGNAGE				x		x
ECTC-21-116	HOLROYD ROAD AND BLACKWOOD ROAD, MERRYLANDS – ROAD SAFETY CONCERNS		x			x	

REPORTS**PART 1**

ITEM ECTC-21-102 - BRAESIDE ROAD, GREYSTANES –
PROPOSED 'NO PARKING' RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends the installation of 'No Parking' signs on Braeside Road, Greystanes in accordance with the attached plan be approved.

ITEM ECTC-21-103 - CLYDE STREET, NEILSON STREET AND
SHERIDAN STREET, GRANVILLE – PROPOSED 'NO STOPPING'
SIGNS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' signs and line marking at the intersection of Clyde Street, Neilson Street and Sheridan Street, Granville in accordance with the attached plan be approved.
2. The adjacent properties be notified of the outcome generally.

ITEM ECTC-21-105 - TODD STREET, MERRYLANDS WEST –
PROPOSED 'NO STOPPING' & 'NO PARKING' SIGNS AT THE
INTERSECTION WITH SHERWOOD ROAD

RECOMMENDATION

The Traffic Committee recommends the installation of 'No Stopping' & 'No Parking' signs and line marking in Todd Street at its intersection with Sherwood Road, Merrylands West in accordance with the attached plan be approved.

ITEM ECTC-21-106 - ETTALONG STREET, AUBURN – PROPOSED
'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 24m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' restrictions be installed on the frontage of the

development site at 20 Ettalong Street, Auburn subject to Council's standard conditions for the period of 4 months and subsequent extension if required.

2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.

ITEM ECTC-21-107 - NEW STREET, LIDCOMBE – PROPOSED
'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' restrictions be installed on New Street, Lidcombe fronting the development site subject to Council's standard conditions for the period of 5 months and subsequent extension if required.
2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.
3. The '1P; 8:30am-6pm, Mon-Fri; 8:30am-12:30pm Sat' signs be reinstated after the proposed 'Works Zone' signs are not required, or construction works is completed.

ITEM ECTC-21-108 - ST JOHNS AVENUE, AUBURN – PROPOSED
'NO PARKING' RESTRICTIONS ON THE BEND

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Parking' signs on the north-western bend in St Johns Avenue, Auburn in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM ECTC-21-109 - DAMIEN AVENUE AND REIN ROAD,
GREYSTANES – PROPOSED 'NO STOPPING' PARKING
RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs at the intersection of Damien Avenue and Rein Road, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM ECTC-21-112 - BRITTON STREET, SMITHFIELD – PROPOSED
'NO STOPPING' RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends the installation of 'No Stopping' signs at the driveway of FBT Transwest Pty Ltd at 32B Britton Street, Smithfield in accordance with the attached plan be approved.

ITEM ECTC-21-115 - NORTHUMBERLAND ROAD, AUBURN –
PROPOSED 'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 18m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' restrictions be installed on Northumberland Road, Auburn fronting the development site subject to Council's standard conditions for the period of 12 months and subsequent extension if required.
2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.
3. The '2P; 8:30am-6pm, Mon-Fri; 8:30am-12:30pm Sat' signs be reinstated after the proposed 'Works Zone' signs are not required, or construction works is completed.

PART 2

ITEM ECTC-21-104 - ROBERTSON STREET, GUILDFORD WEST –
ROAD SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommends the installation of traffic calming devices on Robertson Street, Guildford West not be supported.

ITEM ECTC-21-110 - ELIZABETH STREET, GRANVILLE – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommends the installation of traffic calming devices on Elizabeth Street, Granville not be supported.

ITEM ECTC-21-111 - LEIGH STREET, GUILDFORD – ROAD SAFETY
CONCERNS

RECOMMENDATION

The Traffic Committee recommends the installation of traffic calming devices on Leigh Street, Guildford not be supported.

ITEM ECTC-21-113 - ACLAND STREET, TRENTON ROAD AND
ALLISON ROAD, GUILDFORD – INTERSECTION TREATMENT

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed roundabout at the intersection of Trenton Road, Allison Road & Acland Street, Guildford be approved in principle.
2. Council prepare a Traffic Management Plan for submission to Transport for NSW to restrict the left turn movements for trucks over 9m banned at this roundabout for approval.
3. Council forward final design plans to Transport for NSW.
4. The affected residents be notified prior to commencement of construction.

ITEM ECTC-21-114 - MERRYLANDS ROAD, GREYSTANES -
PROPOSED RAISED PEDESTRIAN CROSSING - FEDERAL
GOVERNMENT STIMULUS PROGRAM - ROAD SAFETY PROGRAM

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed conversion of the existing at-level crossing on Merrylands Road west of Taylor Street, Greystanes outside Greystanes Public School to a raised pedestrian crossing in accordance with the attached plans be approved.
2. The affected residents be notified.

Discussion:

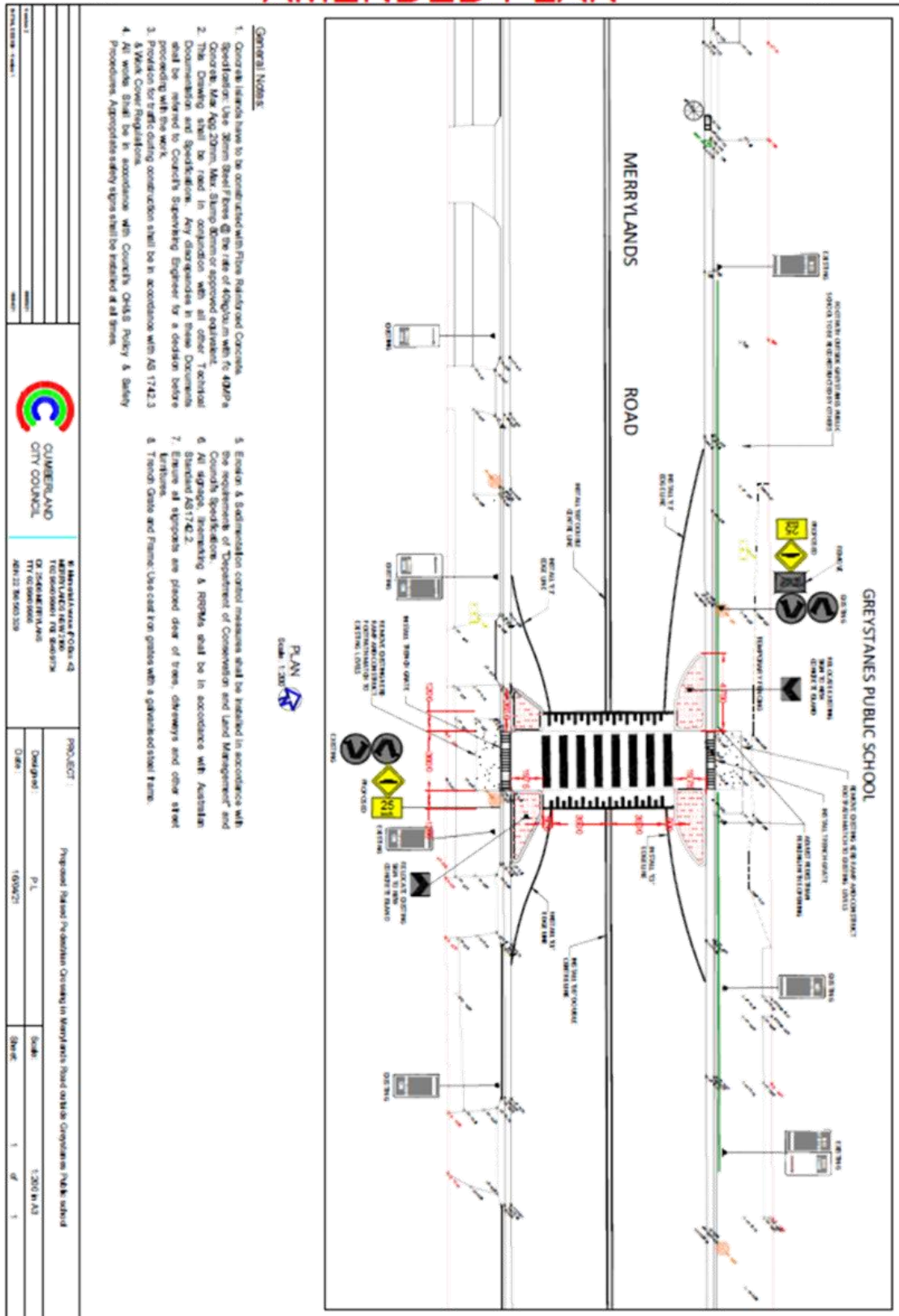
TfNSW representative requested changes to the concept design.

Action:

Council has amended the design and TfNSW has concurred with the amendment.

The amended plan is given below.

AMENDED PLAN



ITEM ECTC-21-116 - HOLROYD ROAD AND BLACKWOOD ROAD,
MERRYLANDS – ROAD SAFETY CONCERNS

RECOMMENDATION

The Cumberland Traffic Committee recommends:

1. The proposed installation of speed cushions on the Holroyd Road approaches to the roundabout at the intersection of Holroyd Road and Blackwood Road, Merrylands in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

GENERAL BUSINESS

The following general business was raised: Nil

NEXT MEETING

Next Meeting on 2 June 2021

MEETING CLOSE

N/A

Item No: CTC-21-117

THOMAS STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Thomas Street and Gregory Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The installation of 10m 'No Stopping' restrictions at the intersection Thomas Street and Gregory Street, Granville in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

REPORT

Thomas Street is a local road that runs in an east-west direction with 50 km/h speed limit. It has a width of approximately 12.5m and parking is permitted on both sides unless signposted.

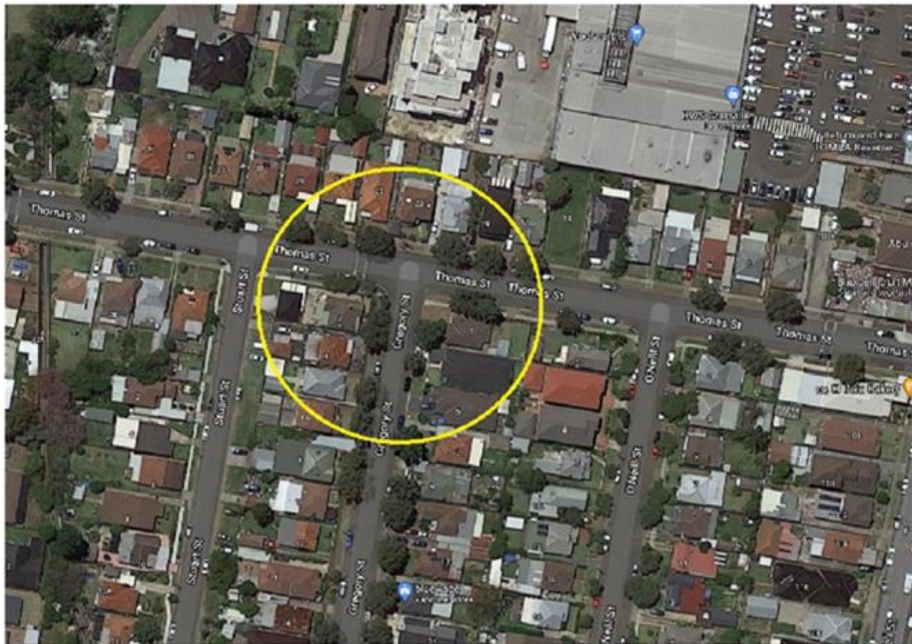
Gregory Street is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 12.2m and parking is permitted on both sides of the road unless signposted.

Thomas Street and Gregory Street form a T-junction intersection with priority to Thomas Street (by default).

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restrict sight distance.

The map below shows the intersection of Thomas Street and Gregory Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection. There are 'BB' centre line marking on all three approaches to the intersection.

Therefore, the installation of 10m 'No Stopping' restrictions would strengthen the Road Rules requirement, stop vehicles from parking too close to the intersection and improve sight distance requirements.

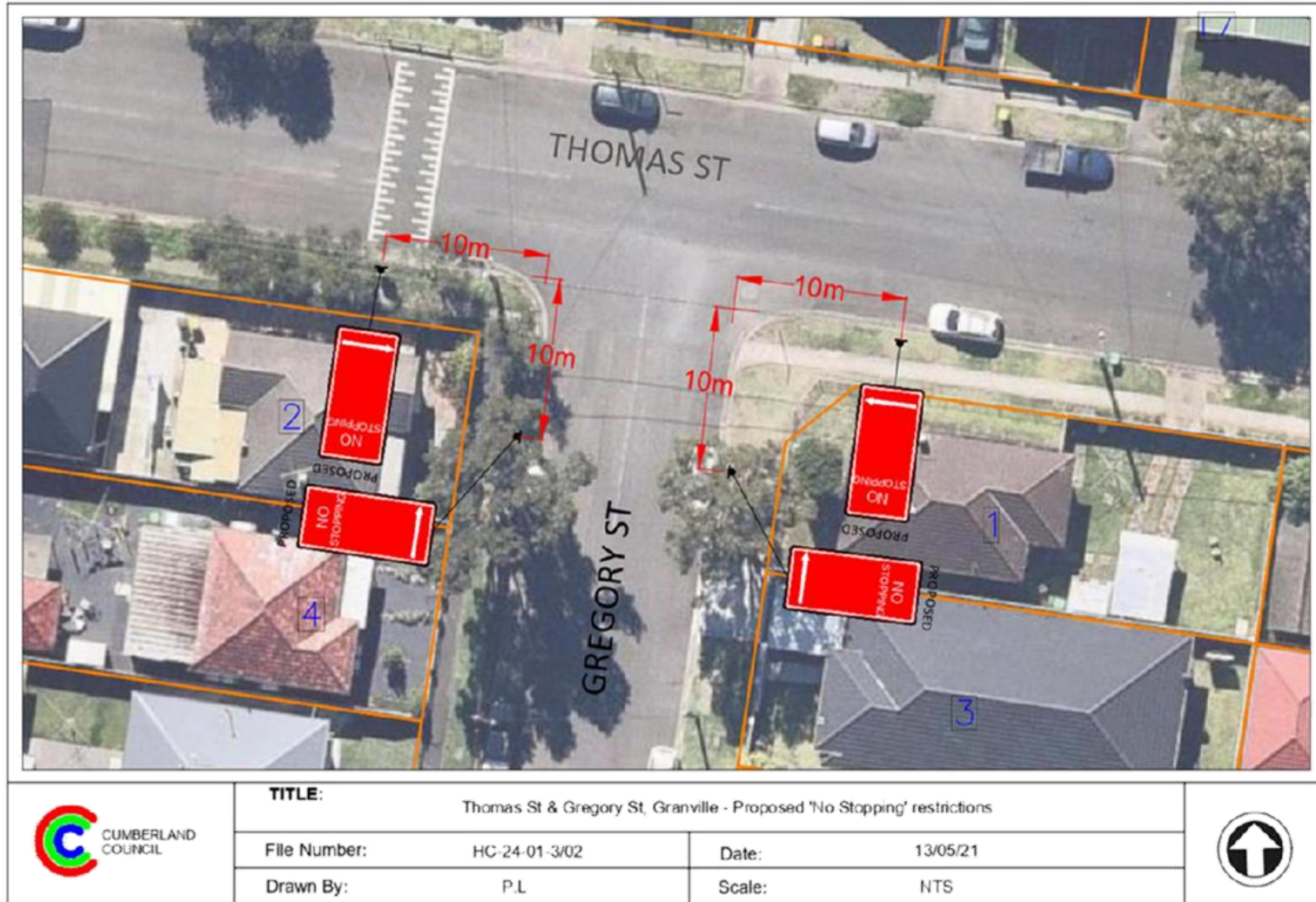
THE PROPOSED INSTALLATION OF 'NO STOPPING' SIGNS WOULD IMPROVE ROAD SAFETY FOR ALL ROAD USERS AT THIS INTERSECTION. ATTACHMENTS

1. Plan - Thomas Street and Gregory Street, Granville - Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-117

Attachment 1

Plan - Thomas Street and
Gregory Street, Granville -
Proposed 'No Stopping' Sign



Item No: CTC-21-118

CAMPBELL STREET , BERALA – REMOVAL OF EXISTING ‘1P’ SIGNS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a request from Berala Station Management for the removal of the existing ‘1P’ signs outside a Hair Dressing business on Campbell Street, Berala to assist commuters.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the removal of the ‘1P’ signs outside 20 Campbell Street, Berala in accordance with the attached plan be approved.

REPORT

Campbell Street, Berala is a local road that runs in an east-west direction outside Berala Station. There are shops located at the intersection of Campbell Street and Burke Avenue. There is also a raised pedestrian crossing on Campbell Street outside the Station and a Hair Dressing Business situated at the front of a dwelling at 20 Campbell Street approximately 45m from the shops.

Auburn Traffic Committee and Council previously approved 12m long ‘1P’ parking at the frontage of the business to assist in parking turnover for the business. The surrounding area has unrestricted parking.

Council has received a request from Berala Station management to remove the ‘one hour’ parking restrictions and revert the area to unrestricted parking similar to the surrounding areas.

The map below shows the location of Campbell Street and parking restrictions in the vicinity.



Council's Officers have investigated the request and found that the Hair Dressing Business is no longer operating. Council's officer has contacted the owner of the business living in the premises and confirmed that the business is no longer operating and the '1P' parking provided for the business at the frontage could be removed now.

Therefore, the removal of the '1P' signs at the frontage of the Hair Dressing business and reverting to unrestricted parking that existed previously will benefit all road users.

ATTACHMENTS

1. Plan – Campbell Street, Berala – Proposed removal of existing '1P' signs

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-118

Attachment 1

Plan – Campbell Street, Berala –
Proposed removal of existing ‘1P’
signs



Item No: CTC-21-119

THOMAS STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Thomas Street and O'Neill Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The installation of 10m 'No Stopping' restrictions at the intersection Thomas Street and O'Neill Street, Granville in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

REPORT

Thomas Street is a local road that runs in an east-west direction with 50 km/h speed limit. It has a width of approximately 12.5m and parking is permitted on both sides unless signposted.

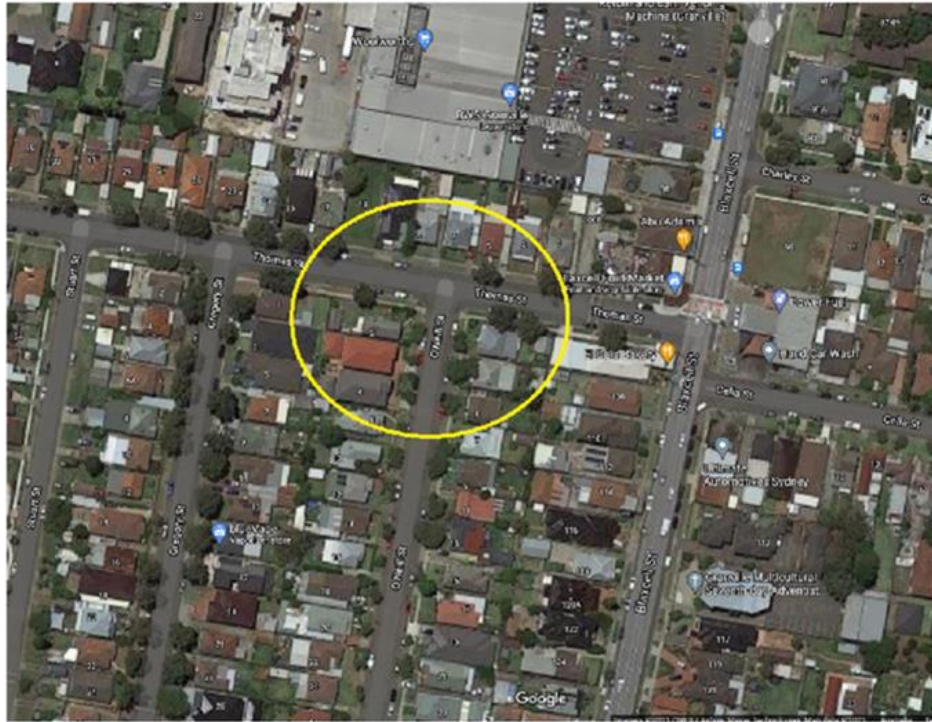
O'Neill Street is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 12.6m and parking is permitted on both sides of the road unless signposted.

Thomas Street and O'Neill Street form a T-junction intersection with priority to Thomas Street (by default).

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Thomas Street and O'Neill Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection. There are 'BB' centre line marking on all three approaches to the intersection.

Therefore, the installation of 10m 'No Stopping' restrictions would strengthen the Road Rules requirement, stop vehicles from parking too close to the intersection and improve sight distance requirements.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

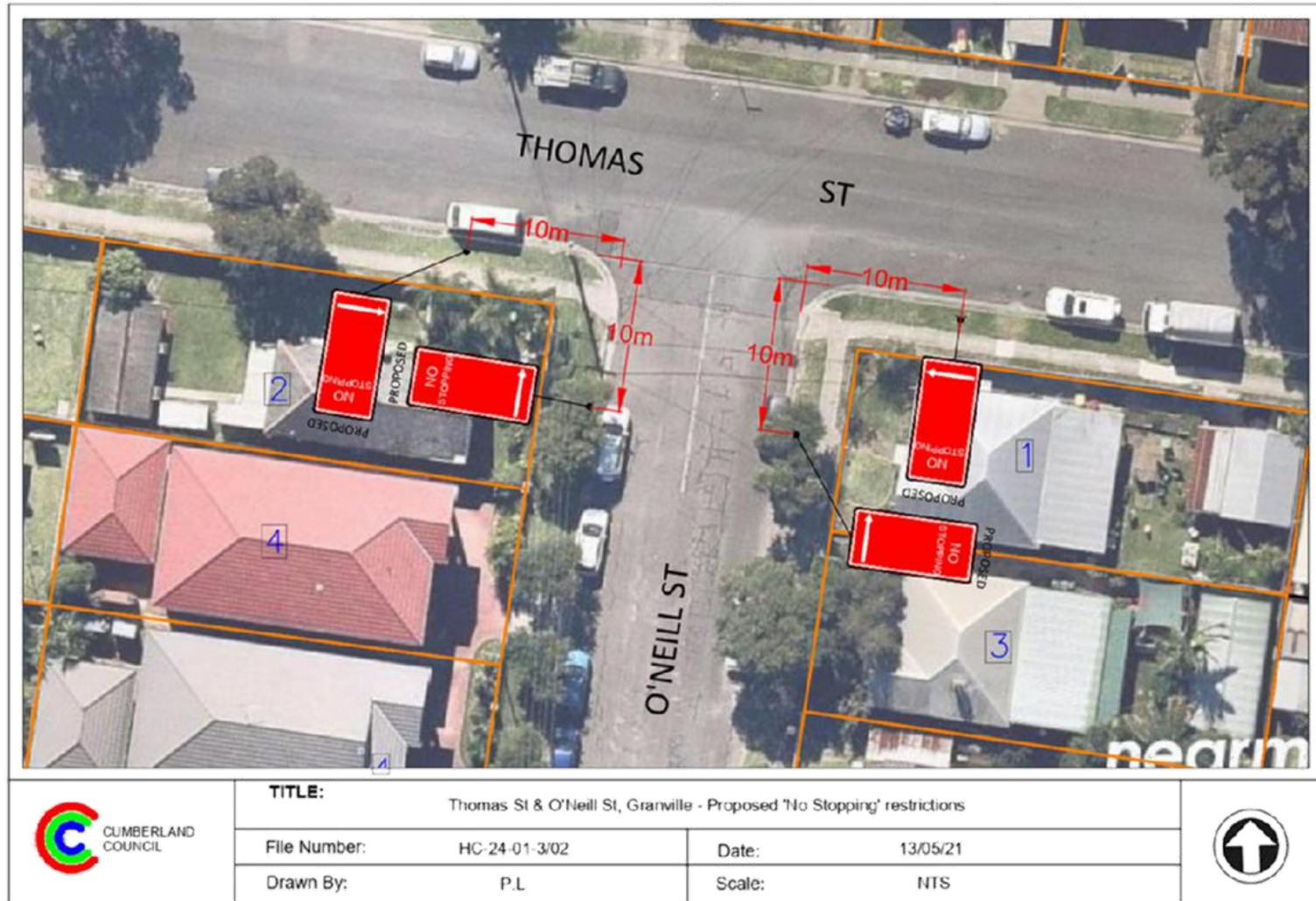
ATTACHMENTS

1. Plan – Thomas Street and O'Neill Street, Granville – Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-119

Attachment 1

Plan – Thomas Street and O'Neill
Street, Granville – Proposed 'No
Stopping' Sign



Item No: CTC-21-120

FARNELL STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Farnell Street and Gregory Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Farnell Street and Gregory Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Farnell Street is a local road that runs in an east-west direction with 50 km/h signposted speed limit. It has a width of approximately 12.5m and parking is permitted on both sides unless signposted.

Gregory Street is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Farnell Street and Gregory Street form a cross intersection with priority to Farnell Street and 'Give-way' signs and line marking on Gregory Street.

There are 'BB' centre lines painted on all approaches to the intersection.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restrict sight distance.

The map below shows the intersection of Farnell Street and Gregory Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 10m 'No Stopping' restrictions would strengthen the Road Rules requirement, stop vehicles from parking too close to the intersection and improve sight distance requirements.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

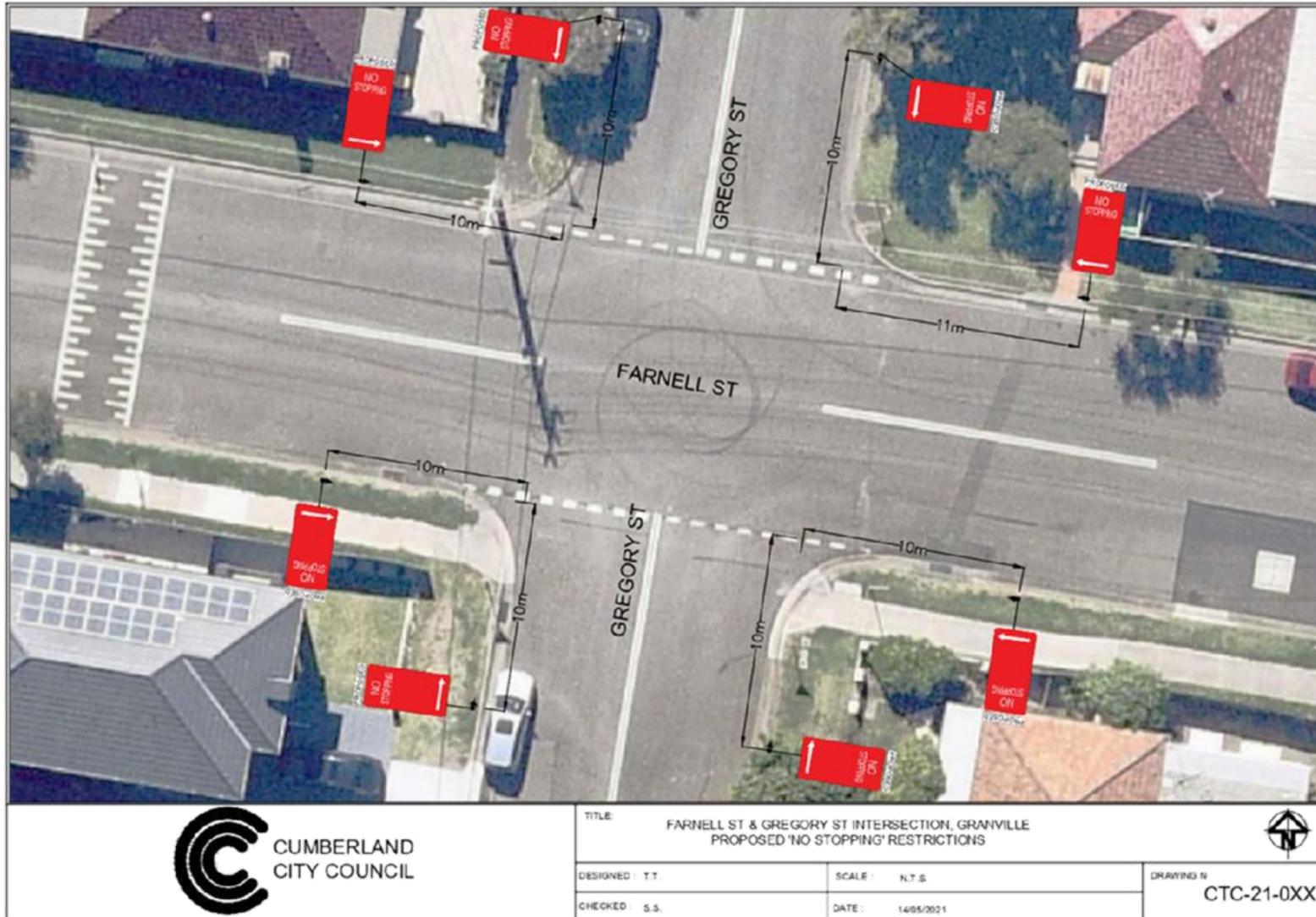
ATTACHMENTS

1. Plan – Farnell Street and Gregory Street, Granville – Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-120

Attachment 1

Plan – Farnell Street and Gregory
Street, Granville – Proposed 'No
Stopping' Sign



Item No: CTC-21-121

FARNELL STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Farnell Street and Stuart Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Farnell Street and Stuart Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Farnell Street is a local road that runs in an east-west direction with 50 km/h speed limit. It has a width of approximately 12.5m and parking is permitted on both sides unless signposted.

Stuart Street is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 6.8m at the intersection and parking is permitted on both sides of the road adhering to Road Rules unless signposted.

Farnell Street and Stuart Street form a cross intersection with priority to Farnell Street and 'Give-way' signs and line marking on Stuart Street. There are 'BB' centre lines marked on all approaches to the intersection.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restrict sight distance.

The map below shows the intersection of Farnell Street and Stuart Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 10m 'No Stopping' restrictions would strengthen the Road Rules requirement, stop vehicles from parking too close to the intersection and improve sight distance requirements. Due to the narrow road width of Stuart Street and 15m long existing 'BB' centre lines, 18m long 'No Stopping' zones are provided on Stuart Street.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

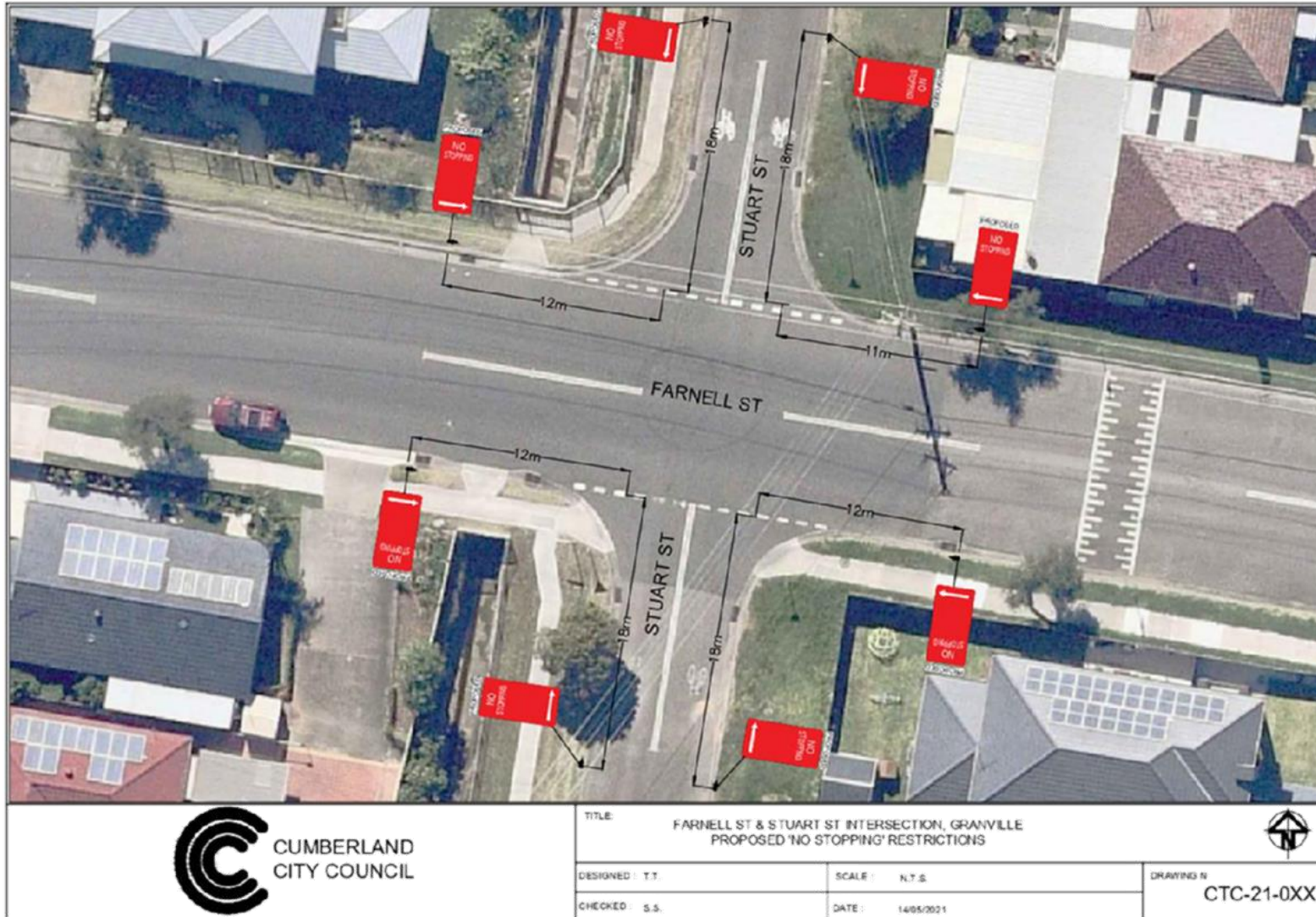
ATTACHMENTS

1. Plan – Farnell Street and Stuart Street, Granville – Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-121

Attachment 1

Plan – Farnell Street and Stuart
Street, Granville – Proposed 'No
Stopping' Sign



Item No: CTC-21-122

LISGAR STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Lisgar Street and O'Neill Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The installation of 'No Stopping' sign at the intersection Lisgar Street and O'Neill Street, Granville in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

REPORT

Lisgar Street is a local road that runs in an east-west direction with 50 km/h signposted speed limit. It has a width of approximately 11.5m and parking is permitted on both sides unless signposted.

O'Neill Street is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 12.6m and parking is permitted on both sides of the road unless signposted.

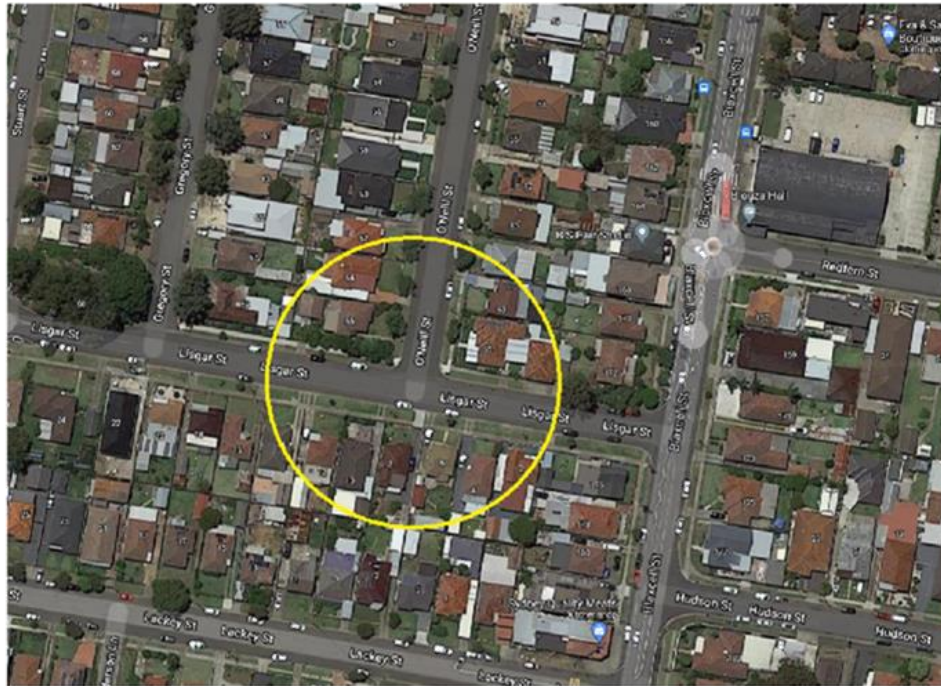
Lisgar Street and O'Neill Street form a T-junction with priority to Lisgar Street (by default).

There are 'BB' centre lines painted on all approaches to the intersection.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Lisgar Street and O'Neill Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 10m 'No Stopping' restrictions would strengthen the Road Rules requirement, stop vehicles from parking too close to the intersection and improve sight distance requirements.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

ATTACHMENTS

1. Plan – Lisgar Street and O'Neill Street, Granville – Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-122

Attachment 1

Plan – Lisgar Street and O'Neill
Street, Granville – Proposed 'No
Stopping' Sign



Item No: CTC-21-123

LISGAR STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Lisgar Street and Stuart Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Lisgar Street and Stuart Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Lisgar Street is a local road that runs in an east-west direction with 50 km/h sign posted speed limit. It has a width of approximately 11.5m and parking is permitted on both sides unless signposted.

Stuart Street is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 9.5m and parking is permitted on both sides of the road unless sign posted.

Lisgar Street and Stuart Street form a T-junction controlled by a roundabout.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Lisgar Street and Stuart Street.



Council's Officers have investigated the request and found that there are 'No Stopping' signs on the eastern approach of Lisgar Street but there are no 'No Stopping' signs on the western approach of Lisgar Street and on Stuart Street (northern approach). The sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements. The 'No Stopping' signs on the Stuart Street approach are at 20m due to narrow road width and the existing 'BB' centre lines.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

ATTACHMENTS

1. Plan – Lisgar Street and Stuart Street, Granville – Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-123

Attachment 1

Plan – Lisgar Street and Stuart
Street, Granville – Proposed 'No
Stopping' Sign



Item No: CTC-21-124

LISGAR STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Lisgar Street and Gregory Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Lisgar Street and Gregory Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Lisgar Street is a local road that runs in an east-west direction with 50 km/h sign posted speed limit. It has a width of approximately 11.5m and parking is permitted on both sides unless signposted.

Gregory Street is a local road that runs in a north-south direction with a posted speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Lisgar Street and Gregory Street form a T-junction with priority to Lisgar Street (by default).

There are 'BB' centre lines marked on all approaches to the intersection.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Lisgar Street and Gregory Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 10m 'No Stopping' restrictions would strengthen the Road Rules requirement, stop vehicles from parking too close to the intersection and improve sight distance requirements.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

ATTACHMENTS

1. Plan – Lisgar Street and Gregory Street, Granville – Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-124

Attachment 1

Plan – Lisgar Street and Gregory
Street, Granville – Proposed ‘No
Stopping’ Sign



Item No: CTC-21-125

FARNELL STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Farnell Street and O'Neill Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Farnell Street and O'Neill Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Farnell Street is a local road that runs in an east-west direction with 50 km/h speed limit. It has a width of approximately 12.5m and parking is permitted on both sides unless signposted.

O'Neill Street is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 12.6m and parking is permitted on both sides of the road unless signposted.

Farnell Street and O'Neill Street form a cross intersection with priority to Farnell Street and 'Give-Way' signs and line marking on O'Neill Street.

There are 'BB' centre lines painted on all approaches to the intersection.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Farnell Street and O'Neill Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 10m 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

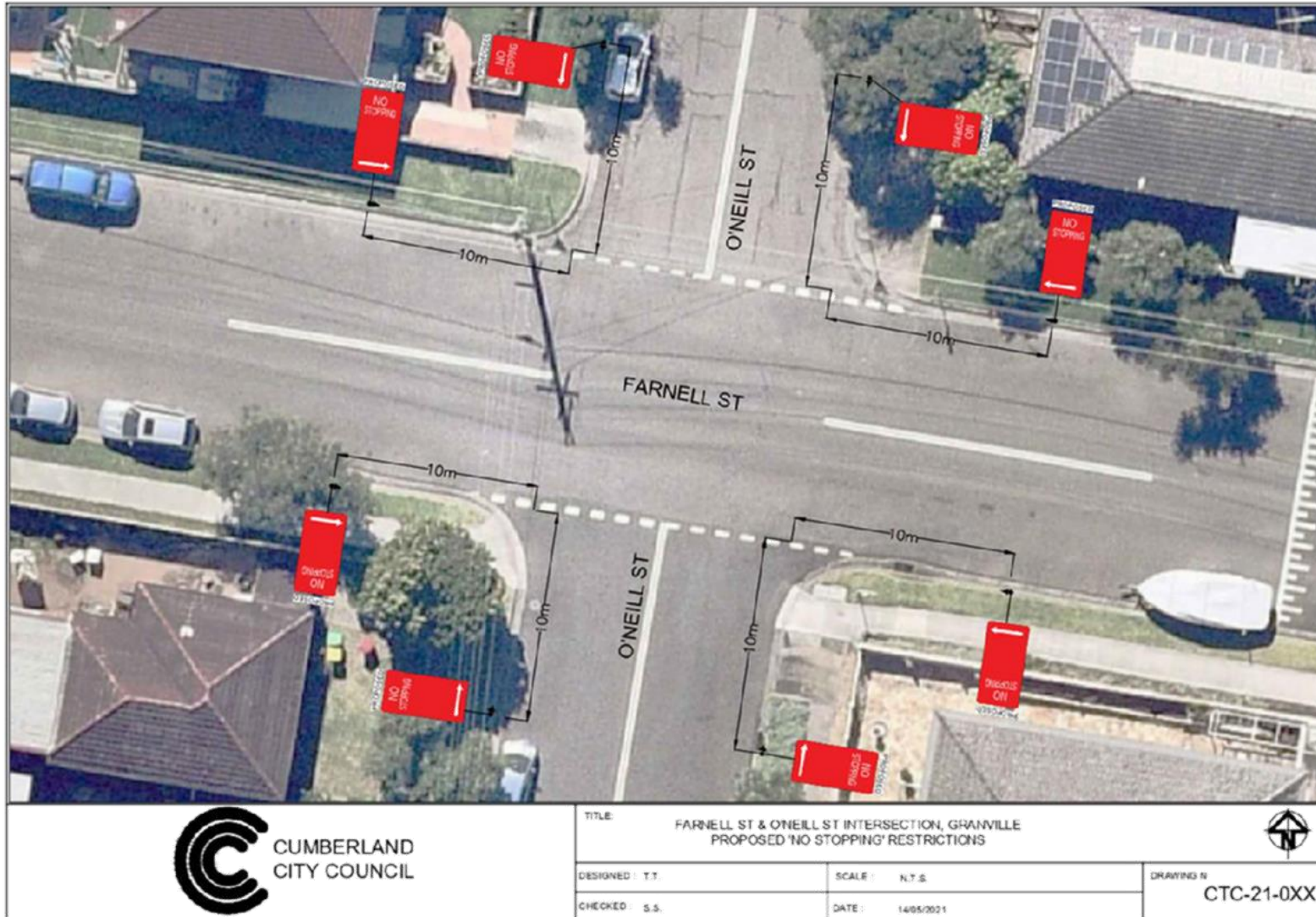
ATTACHMENTS

1. Plan – Farnell Street and O'Neill Street, Granville – Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-125

Attachment 1

Plan – Farnell Street and O'Neill
Street, Granville – Proposed 'No
Stopping' Sign



Item No: CTC-21-126

THOMAS STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Thomas Street and Stuart Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The installation of 'No Stopping' sign at the intersection Thomas Street and Stuart Street, Granville in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

REPORT

Thomas Street is a local road that runs in an east-west direction with 50 km/h speed limit. It has a width of approximately 12.5m and parking is permitted on both sides unless signposted.

Stuart Street is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 8.9m and parking is permitted on both sides of the road adhering to Road Rules unless signposted.

Thomas Street and Stuart Street form a T-junction intersection with priority control on Thomas Street (by default). There is approximately an 11.5m long central median island on Stuart Street with an opening for pedestrians.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restrict sight distance.

The map below shows the intersection of Thomas Street and Stuart Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection. There are 'BB' centre line marking on Thomas Street on the approaches to the intersection.

Also, the width on Stuart Street at the median islands is limited and any parking along the kerb would make it impossible to pass without mounting the median island.

Therefore, the installation of 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection whilst also improving sight distance requirements. The 'No stopping' signs on Stuart Street are installed at distances more than 10m to prevent parking within the median island and 'BB' line marked area where the available road width is narrow and not possible to adhere to Road Rules if vehicles are parked.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

ATTACHMENTS

1. Plan – Thomas Street and Stuart Street, Granville – Proposed 'No Stopping' Sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-126

Attachment 1

Plan – Thomas Street and Stuart
Street, Granville – Proposed ‘No
Stopping’ Sign



Item No: CTC-21-127

LOCKWOOD STREET, MERRYLANDS – ROAD SAFETY CONCERNS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received a complaint from a local resident regarding road safety on Lockwood Street, Merrylands between Merrylands Road and Walpole Street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the installation of line marking on Lockwood Street, Merrylands between Merrylands Road and Walpole Street in accordance with the attached plan be approved.

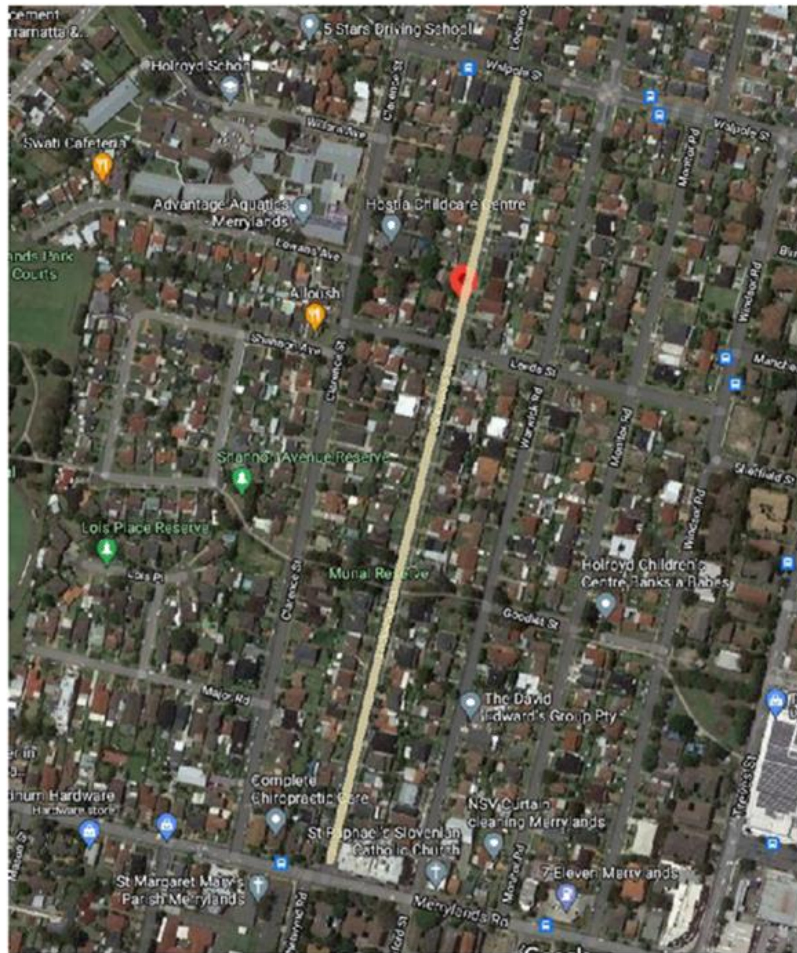
REPORT

Lockwood Street is a local road that runs in a north-south direction with a posted speed limit of 50 km/h. It has width of approximately 12.8m near Merrylands Road end and 10.2m near Walpole Street end and parking is permitted on both sides of the road unless signposted.

Council has received a complaint from a local resident regarding road safety on Lockwood Street between Merrylands Road and Walpole Street.

Council at its meeting on 6 March 2019 considered a report (vide C03/19-26, Item no. CTC019-022) regarding proposed speed humps (consultation result) on Lockwood Street. Council resolved that the installation of speed humps is not approved due to lack of support from the community and no further action be taken.

The map below shows the location / section of Lockwood Street, Merrylands between Merrylands Road and Walpole Street.



Council's Officers have reviewed the matter and found that the width of Lockwood Street between Merrylands Road and Walpole Street vary between 12.8m to 10.2m wide. The latest crash data at this section of the road indicated that there was one reported crash in Lockwood Street in the last 5 years, there are also crashes at the intersections with Merrylands Road and Walpole Street. The resident alleged that there were near misses in Lockwood Street due to speeding vehicles.

The installation of edge line marking, and centre line marking was considered along the street however due to the varying width the edge line marking cannot be installed. Therefore, it is recommended to install 'S1' centre line marking on Lockwood Street between Merrylands Road and Walpole Street except at its intersection with Leeds Street, where Council proposes to mark 'BB' centre lines.

The existing 'BB' line marking on Lockwood Street at its intersections with Merrylands Road and Walpole Street will remain.

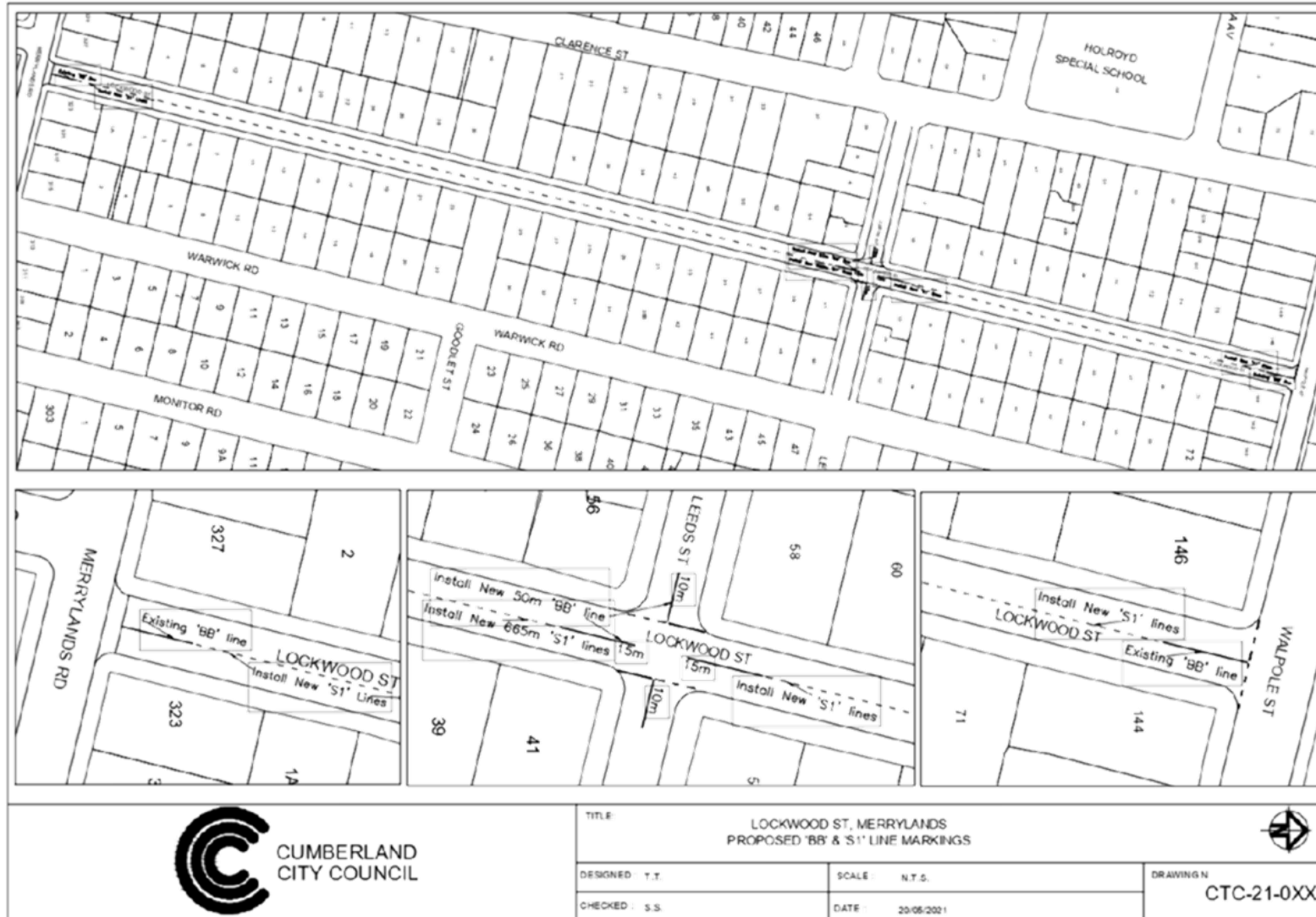
ATTACHMENTS

1. Plan – Lockwood Street, Merrylands – Proposed centre line marking

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-127

Attachment 1

Plan – Lockwood Street,
Merrylands – Proposed centre
line marking



Item No: CTC-21-128

OLD PROSPECT ROAD, GREYSTANES – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: *Prospect*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received a request from residents for the installation of 'No Stopping' restrictions at the intersection of Old Prospect Road and Tania Street, Greystanes.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed installation of 'No Stopping' signs at the intersection of Old Prospect Road and Tania Street, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Old Prospect Road is a collector road that runs in an east-west direction with a posted speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

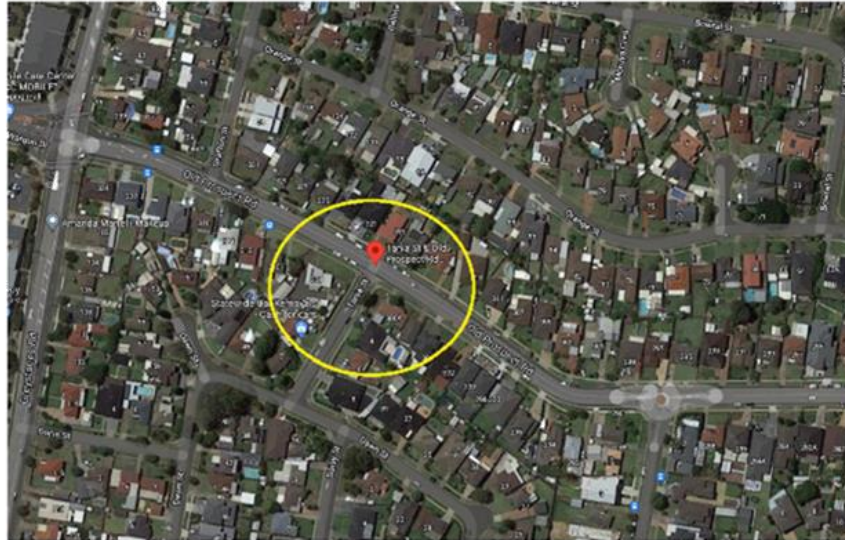
Tania Street is a local road that runs in a north-south direction between Old Prospect Road and Dawn Street with a posted speed limit of 50 km/h. It has a width of approximately 7.0m and parking is permitted according to Road Rules on both sides of the road unless signposted.

Old Prospect Road and Tania Street forms a T-junction intersection with priority to Old Prospect Road (by default).

The latest crash data at this location indicated that there was one reported crash at this intersection in the last 5 years (RUM 49).

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Old Prospect Road and Tania Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

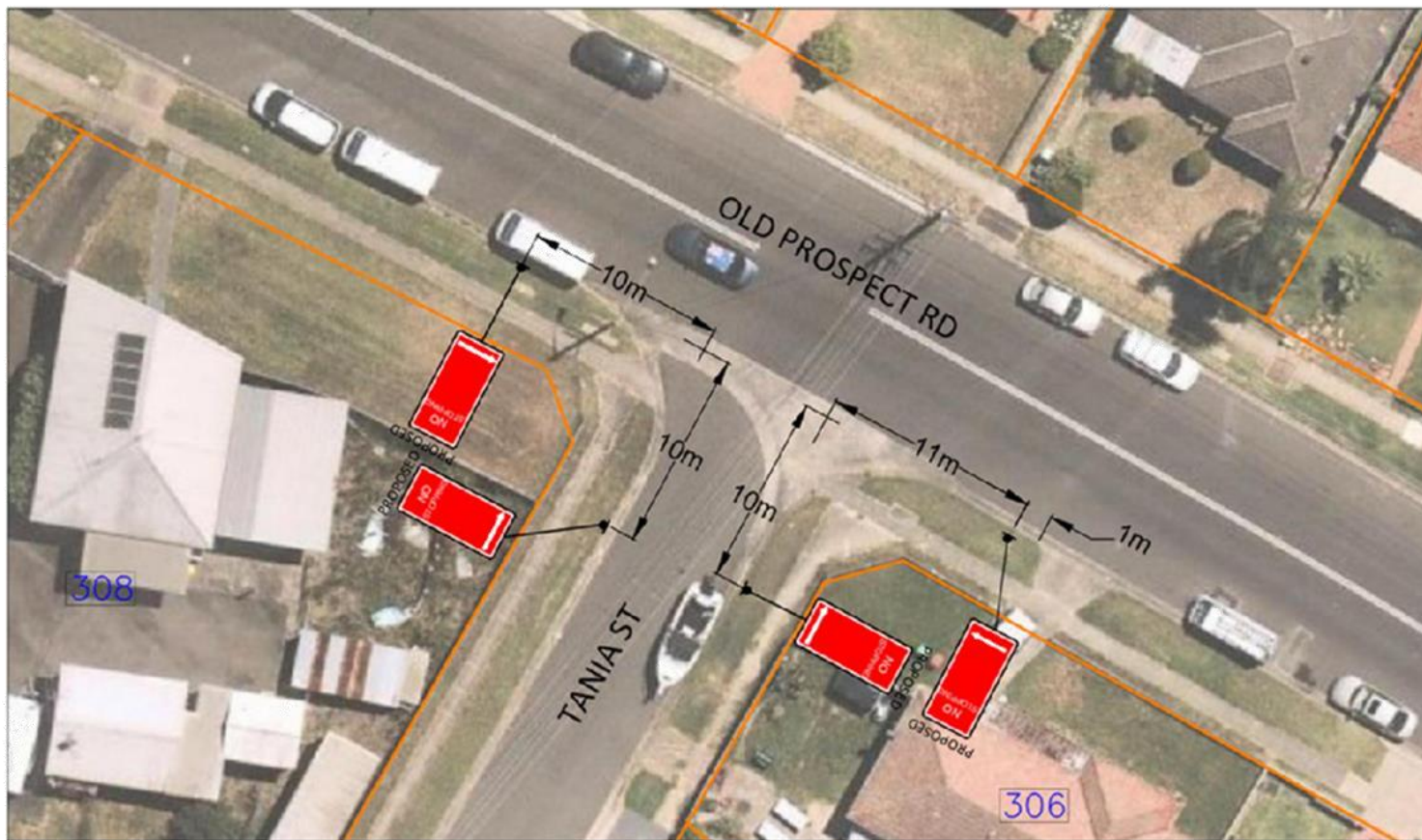
ATTACHMENTS

1. Plan – Old Prospect Road and Tania Street, Greystanes – Proposed 'No Stopping' signs

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-128

Attachment 1

Plan – Old Prospect Road and
Tania Street, Greystanes –
Proposed ‘No Stopping’ signs



TITLE: Old Prospect Road & Tania St, Greystanes - Proposed 'No Stopping' restrictions

File Number: HC-24-01-3/02

Date: 19/05/21

Drawn By: P.L.

Scale: NTS



Item No: CTC-21-129

CUMBERLAND ROAD AND UNION ROAD, AUBURN – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Cumberland Road and Union Road, Auburn.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' signs at the intersection Cumberland Road and Union Road, Auburn in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Union Road is a local road that runs in an east-west direction with 50 km/h speed limit. It has a width of approximately 12.8m and parking is permitted on both sides unless signposted.

Cumberland Road is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 13m and parking is permitted on both sides of the road unless signposted.

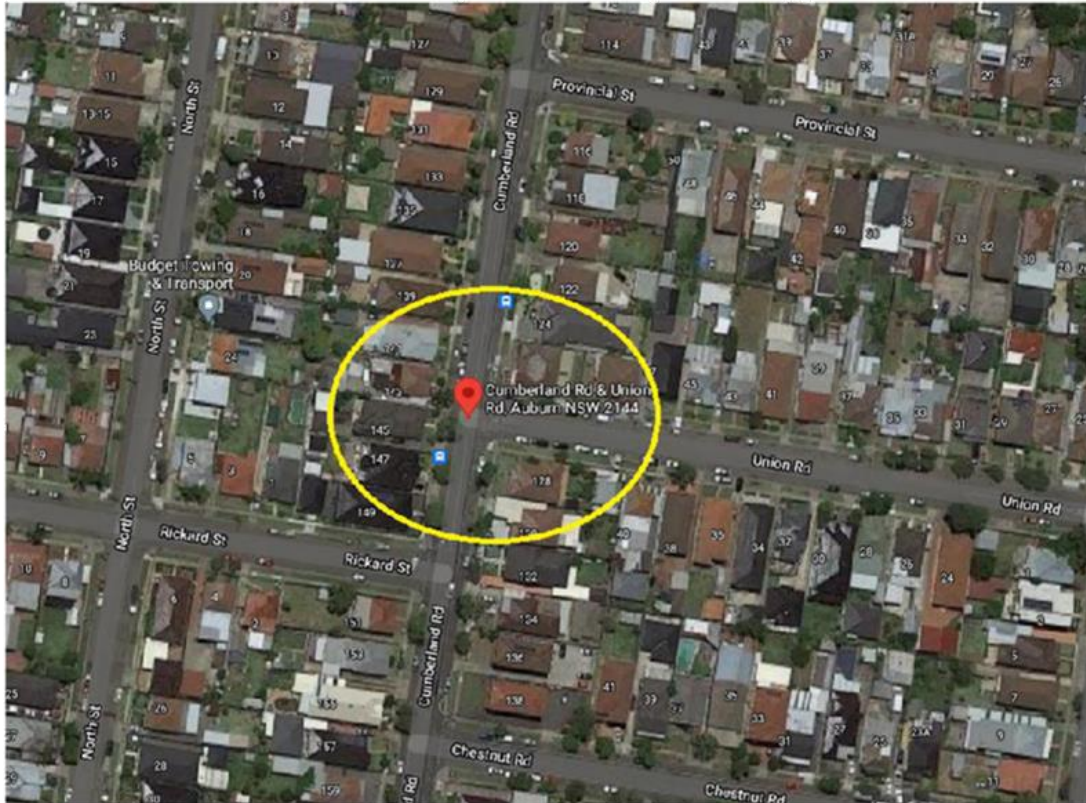
Union Road and Cumberland Road form a cross intersection with priority control on Cumberland Road and 'Give-Way' sign on Union Road.

There are 'BB' centre line marking painted on Cumberland Road approaches to the intersection and pedestrian refuge and central line marking on Union Road. There are also edge line markings on Cumberland Road.

The latest crash data at this location indicated that there was one reported crash at this intersection in the last 5 years (RUM code 21 – crossing direction type of crashes).

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restrict sight distance.

The map below shows the intersection of Cumberland Road and Union Road, Auburn.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection. In addition, in accordance with current guideline for the pedestrian refuge, a minimum 20m and 10m of 'No Stopping' in the approach and departure sides respectively shall be provided.

Therefore, the installation of 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

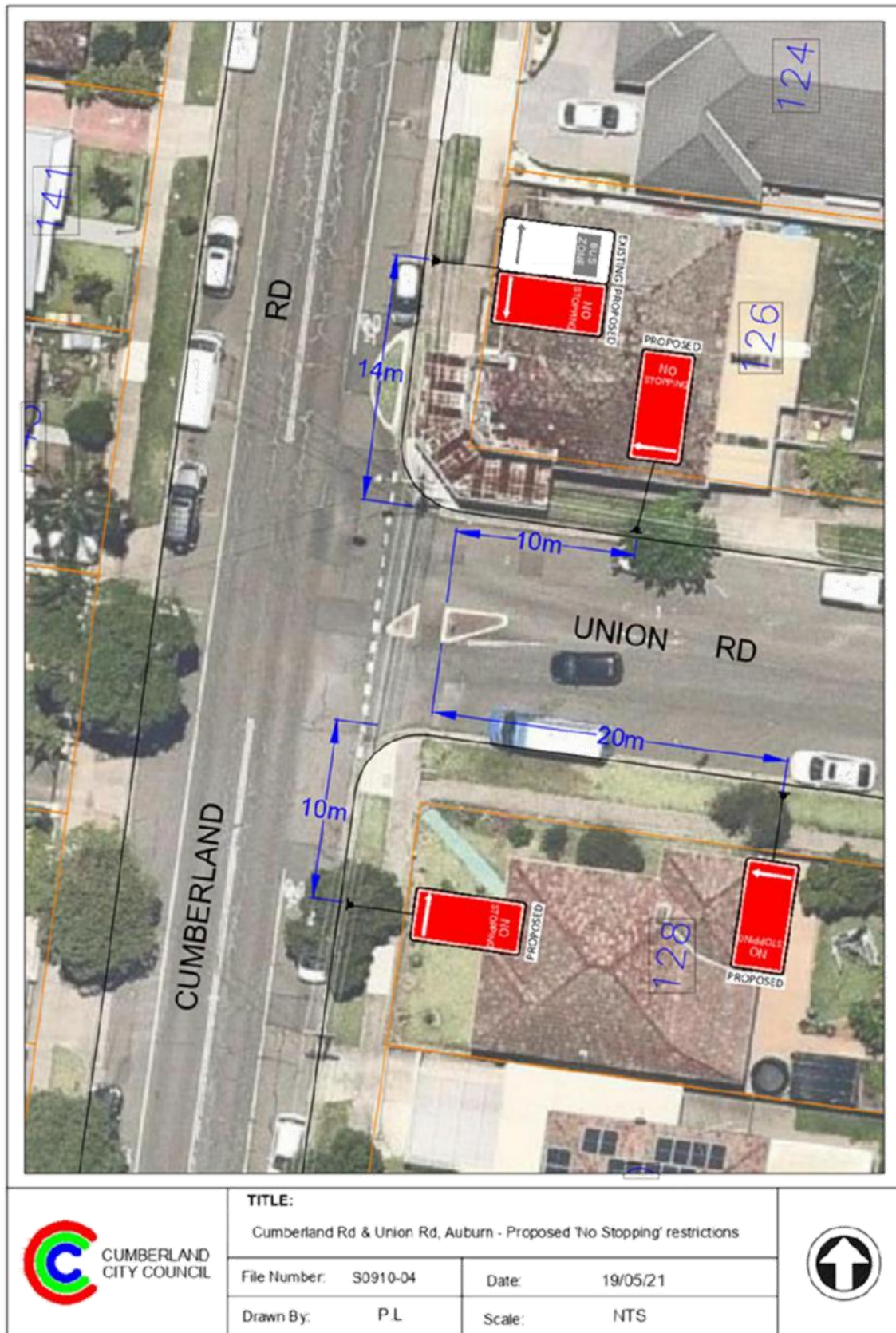
ATTACHMENTS

1. Plan – Cumberland Road and Union Road, Auburn – Proposed 'No Stopping' sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-129

Attachment 1

Plan – Cumberland Road and
Union Road, Auburn – Proposed
‘No Stopping’ sign



Item No: CTC-21-130

ERIE STREET, SOUTH GRANVILLE – PROPOSED ‘NO STOPPING’ SIGNS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a request from a local resident for the extension of existing ‘No Stopping’ area on the eastern side of Erie Street, South Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the extension of the existing ‘No Stopping’ zone on the eastern side of Erie Street south of Chiswick Road, South Granville in accordance with the attached plan be approved.

REPORT

Erie Street is a local road that runs in a north-south direction from Chiswick Road and ends in a cul-de-sac. It has a speed limit of 50 km/h. Erie Street has a width of approximately 7.8m and parking is permitted in accordance with Road Rules on both sides of the road unless signposted.

On the western side of the street the land use is generally residential and on the eastern side is Ray Marshall Reserve with angle parking. There is also on-street cycleway marked on the eastern side of Erie Street.

Council has received a request from a local resident for the extension of the existing ‘No Stopping’ zone south of Chiswick in the bend area of Erie Street to reduce the traffic conflict particularly during sporting events at the reserve. The resident has alleged that vehicles park on both sides of the road restricting travelling access.

The map below shows locality of Erie Street, South Granville.



Council's Officers have investigated the request and found that there are 'No Stopping' signs on the eastern side of Erie Street (top end) however, there are no restrictions on both sides of the road at the bend / curved section of Erie Street (i.e. between angle parking and Chiswick Road). If vehicles park on both sides of the road then the traffic travel path would be restricted particularly for larger vehicle. It should also be noted that the presence the on-street bikeway presents more concerns when vehicles park in the area.

Therefore, the extension of the existing 'No Stopping' zone would improve road safety at this section of the road and would also encourage motorists to park within the angle parking area.

Since the extension is on the frontage of the park reserve, no notification/consultation is necessary.

ATTACHMENTS

1. Plan – Erie Street, South Granville – Proposed extension of existing 'No Stopping' zone

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-130

Attachment 1

Plan – Erie Street, South
Granville – Proposed extension of
existing ‘No Stopping’ zone



Item No: CTC-21-131

**MARKEY STREET AND BLAXCELL STREET, SOUTH GRANVILLE – PROPOSED
'NO STOPPING' RESTRICTIONS**

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Markey Street and Blaxcell Street, South Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection Markey Street and Blaxcell Street, South Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Markey Street is a local road that runs in an east-west direction and in north-south direction adjacent to Bright Park. It has 50 km/h speed limit. It has a width of approximately 7.4m and parking is permitted in accordance with Road Rules on both sides unless signposted.

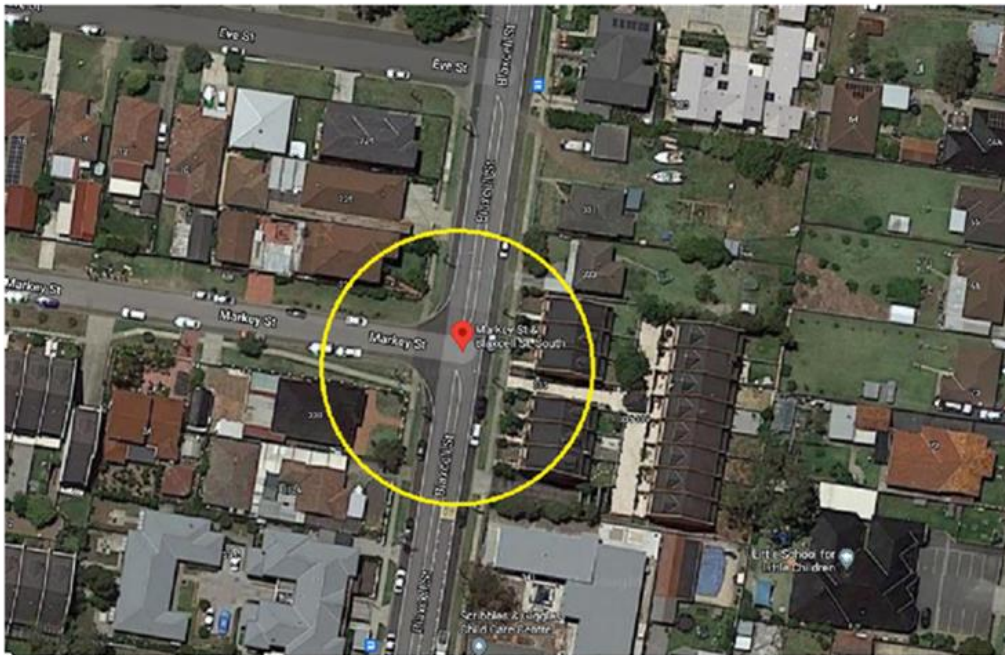
Blaxcell Street is a collector road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Markey Street and Blaxcell Street form a T-junction intersection with priority to Blaxcell Street (by default). There are centre line and edge line marking painted on Blaxcell Street approaches to the intersection.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Markey Street and Blaxcell Street.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements. It is also proposed to install 10m 'BB' lines in Markey Street at the intersection. The 'No Stopping' signs on Markey Street are installed at 13m since Markey Street is narrow and to allow for a car passing a parked car not to cross the 'BB' line.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

ATTACHMENTS

1. Plan – Markey Street and Blaxcell Street, South Granville – Proposed 'No Stopping' sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-131

Attachment 1

Plan – Markey Street and Blaxcell
Street, South Granville –
Proposed ‘No Stopping’ sign

Item No: CTC-21-XXX

MARKEY STREET AND BLAXCELL STREET, SOUTH GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Team Leader Transportation
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Council has received a request from a local resident for the installation of parking restrictions at the intersection of Markey Street and Blaxcell Street, South Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

That the Traffic Committee recommends that:

1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection Markey Street and Blaxcell Street, South Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Markey Street is a local road that runs in an east-west direction and in north-south direction adjacent to Bright Park. It has 50 km/ hr speed limit. It has a width of approximately 7.4m and parking is permitted in accordance with Road Rules on both sides unless signposted.

Blaxcell Street is a collector road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Markey Street and Blaxcell Street form a T-junction intersection with priority to Blaxcell Street (by default).

There are centre line and edge line marking painted on Blaxcell Street approaches to the intersection.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

Map below shows the intersection of Markey Street and Blaxcell Street:



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements. It is also proposed to install 10m 'BB' lines in Markey Street at the intersection. The 'No Stopping' signs on Markey Street are installed at 13m since Markey Street is narrow and to allow for a car passing a parked car not to cross the 'BB' line.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection

ATTACHMENTS

1. Plan – Markey Street and Blaxcell Street, South Granville – Proposed 'No Stopping' sign.

Item No: CTC-21-132

MERRYLANDS ROAD AND SERPENTINE STREET, MERRYLANDS WEST – PROPOSED ‘NO STOPPING’ RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/-2
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of ‘No Stopping’ restrictions at the intersection of Merrylands Road and Serpentine Street, Merrylands West.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The installation of ‘No Stopping’ restrictions on Serpentine Street, Merrylands West in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

REPORT

Merrylands Road is a regional road that runs in an east-west direction with 60 km/h sign posted speed limit. It has a width of approximately 12.5m and peak hour ‘Clearway’ restrictions apply on both sides in the vicinity.

Serpentine Street is a local road that runs in a north-south direction with a posted speed limit of 50 km/h. It has a width of approximately 7.2m and parking is permitted in accordance with Road Rules on both sides of the road unless signposted. Serpentine Street links to Thames Street which ends in a cul-de-sac.

Merrylands Road and Serpentine Street form a T- intersection with priority control on Merrylands Road and ‘Give-way’ sign and line marking on Serpentine Street.

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Merrylands Road and Serpentine Street.



Council's Officers have investigated the request and found that there are 'No Stopping' signs on Merrylands Road but there is no closing of 'No Stopping' signs on Serpentine Street.

Therefore, the installation of 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements.

The proposed installation of 'No Stopping' sign would improve road safety for all road users at this intersection.

ATTACHMENTS

1. Plan – Serpentine Street, Merrylands West – Proposed 'No Stopping' sign

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-132

Attachment 1 Plan – Serpentine Street, Merrylands West – Proposed ‘No Stopping’ sign



Item No: CTC-21-133

AMY STREET, REGENTS PARK – PROPOSED ‘BUS ZONE’

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a request from the Australia Post management to extend the existing ‘Mail Zone’ at the Regents Park post office as cars parking in the unrestricted area overhang.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the proposed ‘Bus Zone’ on Amy Street, Regents Park in accordance with the attached plan be approved.

REPORT

Amy Street, Regents Park is a regional road and has a speed limit of 50 km/h. The Australia Post office is on the northern side of Amy Street between Regent Street and Terrene Street. There is a service station on the eastern side of the post office.

The map below shows the location of the post office.



Council's Officers have investigated the request and found that there is a 7m Mail Zone outside the post office. The post office alleges that when vehicles park at the front of the Mail Zone and overhang into the Mail Zone area, it is difficult for mail vans to park into the Mail Zone quickly and away from passing traffic on Amy Street.

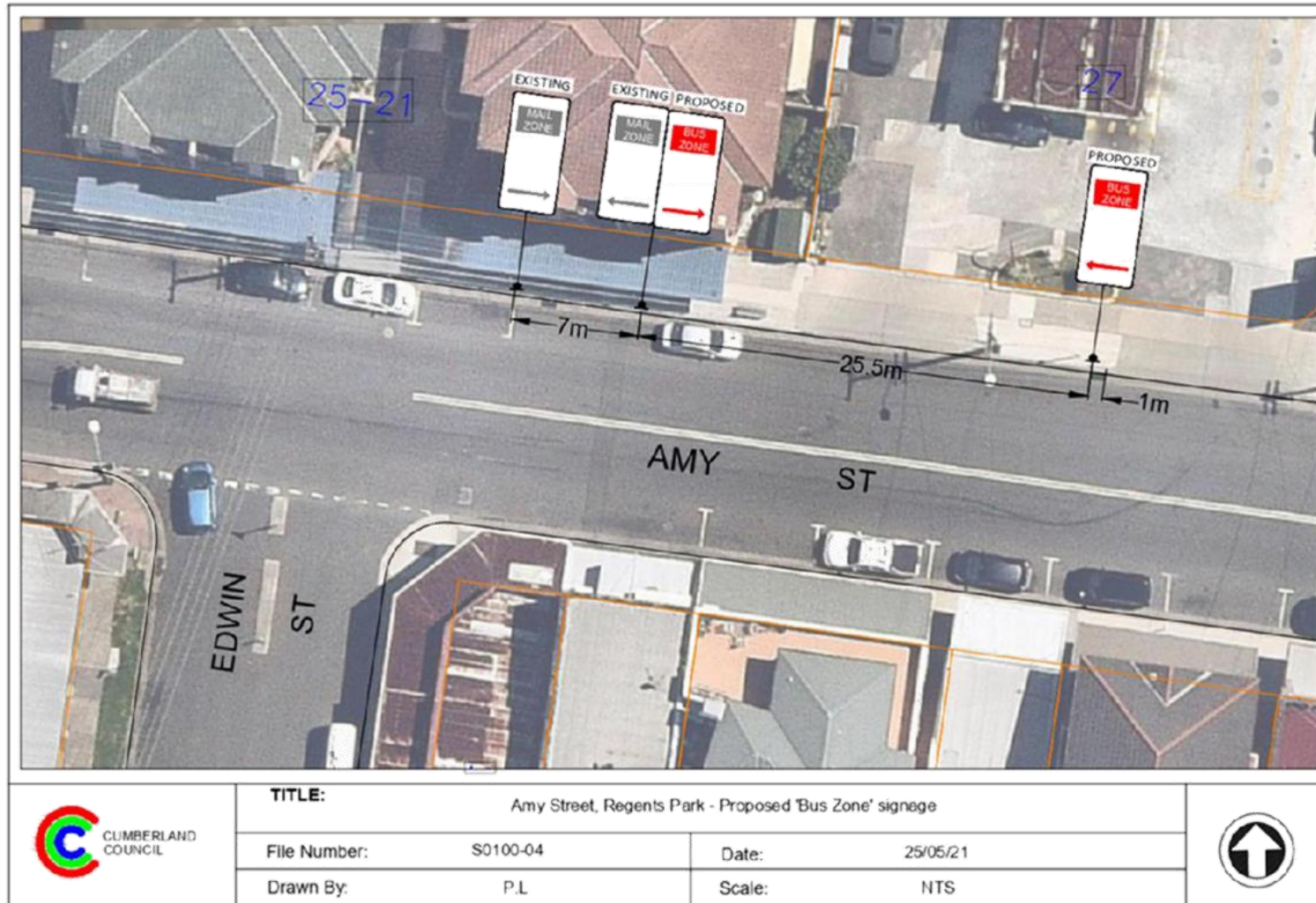
Council officer's inspection indicated that the unrestricted area is approximately 22m from the bus stop. Therefore, Council proposes to provide 'Bus Zone' signs to remove parking in the area adjacent to the 'Mail zone'.

ATTACHMENTS

1. Plan – Amy Street, Regents Park - Proposed 'Buz Zone'

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-133

Attachment 1 Plan – Amy Street, Regents Park - Proposed ‘Buz Zone’



Item No: CTC-21-134

**VERON STREET WEST OF BRIDGE ROAD, WENTWORTHVILLE – PROPOSED
'BUS ZONE' ON THE SOUTHERN SIDE**

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from CDC bus operator for the installation of 'Bus Zone' signs on Veron Street, Wentworthville at the bus stop on the southern side west of Bridge Road.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of a 'Bus Zone' on Veron Street, Wentworthville at the bus stop on the northern side, west of Bridge Road in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Veron Street is a local road that runs in an east-west direction with a speed limit of 50 km/h. It has a width of approximately 12.6m and parking is permitted on both sides of the road unless signposted.

Council has received a request from CDC bus operator for the installation of 'Bus Zone' signs on Veron Street at the existing bus stops outside No 4 & 9 Veron Street. The bus operator has experienced difficulty in dropping off / picking up passengers due to continuous vehicles parking illegally at the bus stops.

The map below shows locality of Veron Street, Wentworthville.



In accordance with the Road Rules 2014, it is illegal to stop a vehicle other than a public bus within 20m on the approach and 10m on the exist side of the bus stop.

Therefore, to prevent illegal parking, strengthen the road rules and assist busses to stop safely at the bus stops, it is recommended to install 'Bus Zone' signs at the existing 'Bus Stop' signs outside Nos. 4 Veron Street.

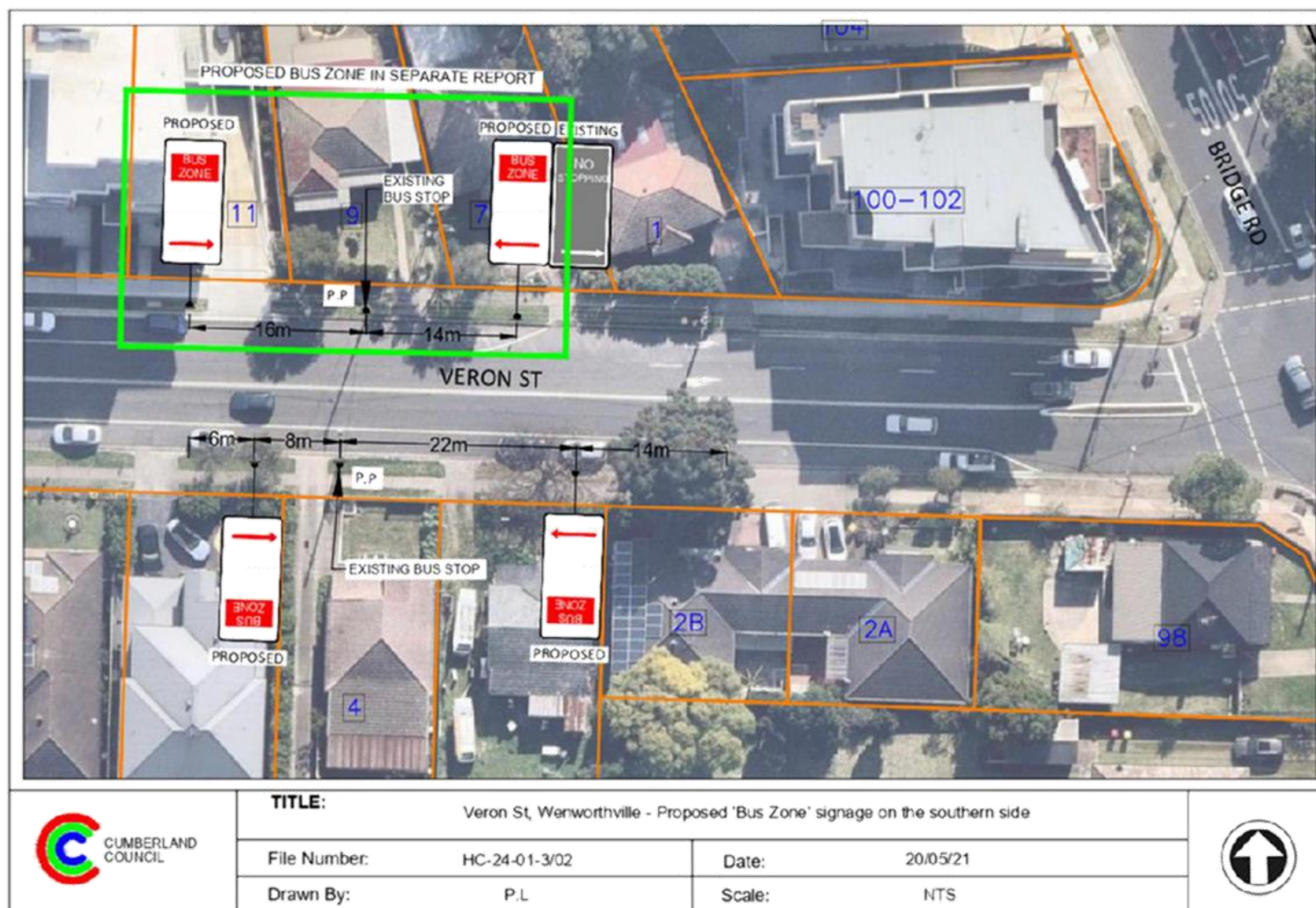
Bus Zone at the existing bus stop on the northern side outside No. 9 Veron Street is considered in a separate report for notification / consultation purposes.

ATTACHMENTS

1. Plan – Veron Street, Wentworthville – Proposed 'Bus Zone'

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-134

Attachment 1 Plan – Veron Street, Wentworthville – Proposed ‘Bus Zone’



Item No: CTC-21-135

**VERON STREET WEST OF BRIDGE ROAD, WENTWORTHVILLE – PROPOSED
'BUS ZONE' ON THE NORTHERN SIDE**

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from CDC bus operator for the installation of 'Bus Zone' signs on Veron Street, Wentworthville at the bus stop on the northern side west of Bridge Road.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of a 'Bus Zone' on Veron Street, Wentworthville at the bus stop on the northern side, west of Bridge Road in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Veron Street is a local road that runs in an east-west direction with a speed limit of 50 km/h. It has a width of approximately 12.6m and parking is permitted on both sides of the road unless signposted.

Council has received a request from CDC bus operator for the installation of 'Bus Zone' signs on Veron Street at the existing bus stops outside No 4 & 9 Veron Street. The bus operator has experienced difficulty in dropping off / picking up passengers due to continuous vehicles parking illegally at the bus stops.

The map below shows locality of Veron Street, Wentworthville.



In accordance with the Road Rules 2014, it is illegal to stop a vehicle other than a public bus within 20m on the approach and 10m on the exist side of the bus stop.

Therefore, to prevent illegal parking, strengthen the road rules and assist busses to stop safely at the bus stops, it is recommended to install 'Bus Zone' signs at the existing 'Bus Stop' signs outside Nos. 9 Veron Street.

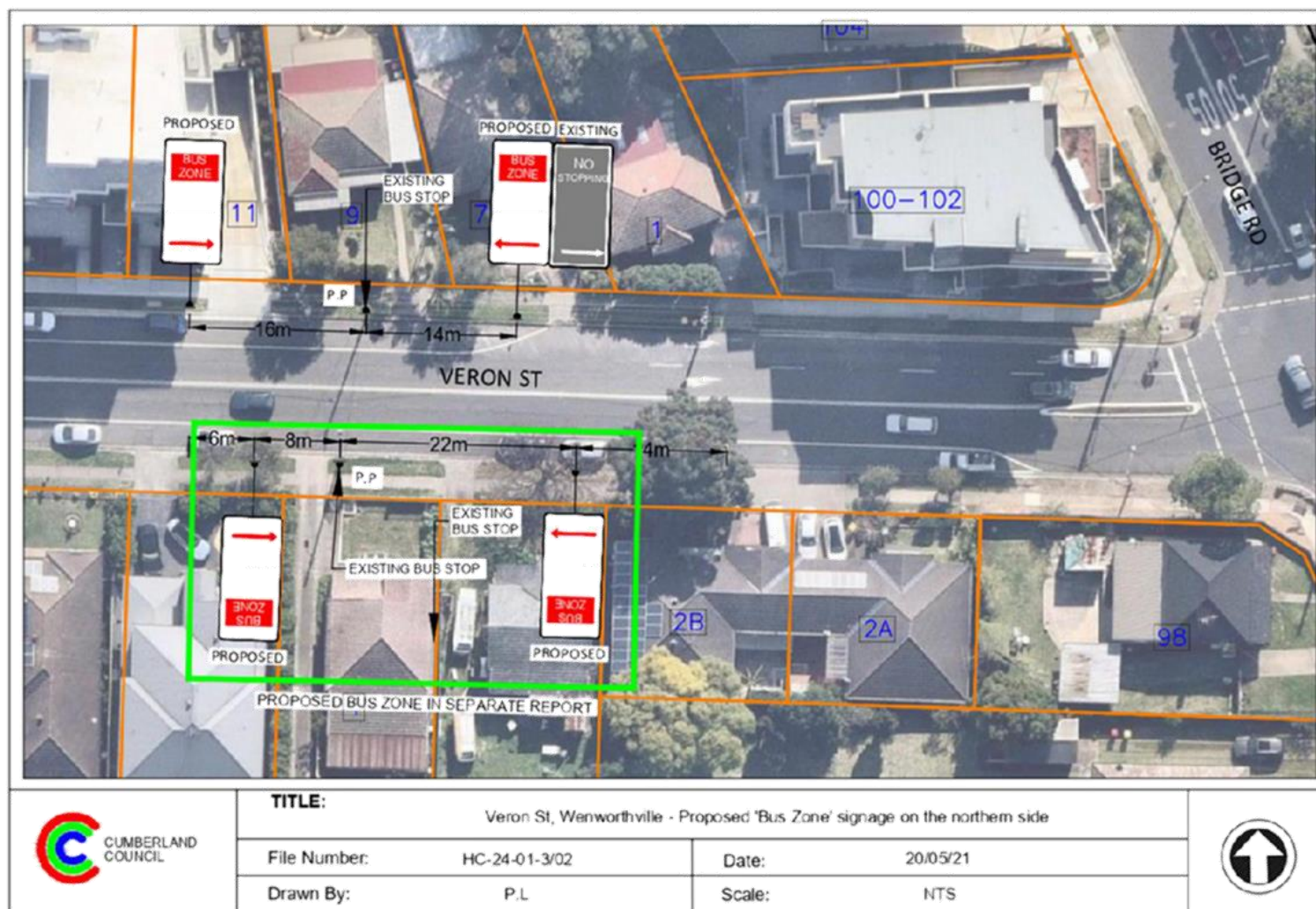
Bus Zone at the existing bus stop on the southern side outside No. 4 Veron Street is considered in a separate report for notification / consultation purposes.

ATTACHMENTS

1. Plan – Veron Street, Wentworthville – Proposed 'Bus Zone'

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-135

Attachment 1 Plan – Veron Street, Wentworthville – Proposed ‘Bus Zone’



Item No: CTC-21-136

FIONA STREET, WOODPARK – PROPOSED ‘NO STOPPING’ SIGN

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: *Fairfield*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of ‘No Stopping’ sign on Fiona Street, Woodpark.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of ‘No Stopping’ sign on Fiona Street and relocating the existing signs on Woodpark Road at the intersection of Woodpark Road and Fiona Street, Woodpark in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Woodpark Road is a regional road runs in an east-west direction with 60 km/h sign posted speed limit. It has a width of approximately 12.5 m and parking restrictions applies on both sides unless signposted.

Fiona Street is a local road that runs in a north-south direction with a posted speed limit of 50 km/h. It has a width of approximately 6.5m and parking is permitted on both sides of the road unless signposted.

Woodpark Road and Fiona Street form a T-junction intersection with priority to Woodpark Road (by default).

The latest crash data at this location indicated that there were 2 reported crashes at this intersection in the last 5 years (RUM code 13 and 21).

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Woodpark Road and Fiona Street.



Council's Officers have investigated the request and found that there are 'No Stopping' signs at this intersection with exception to the eastern side of Fiona Street at Woodpark Road.

Therefore, the installation of 'No Stopping' sign would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements. The existing full time 'No Stopping' sign on Woodpark Road east of Fiona Street is at 7m and Council proposes to relocate it by 3m to satisfy the Road Rules requirement.

The proposed 'No Stopping' signs would improve road safety for all road users at this intersection.

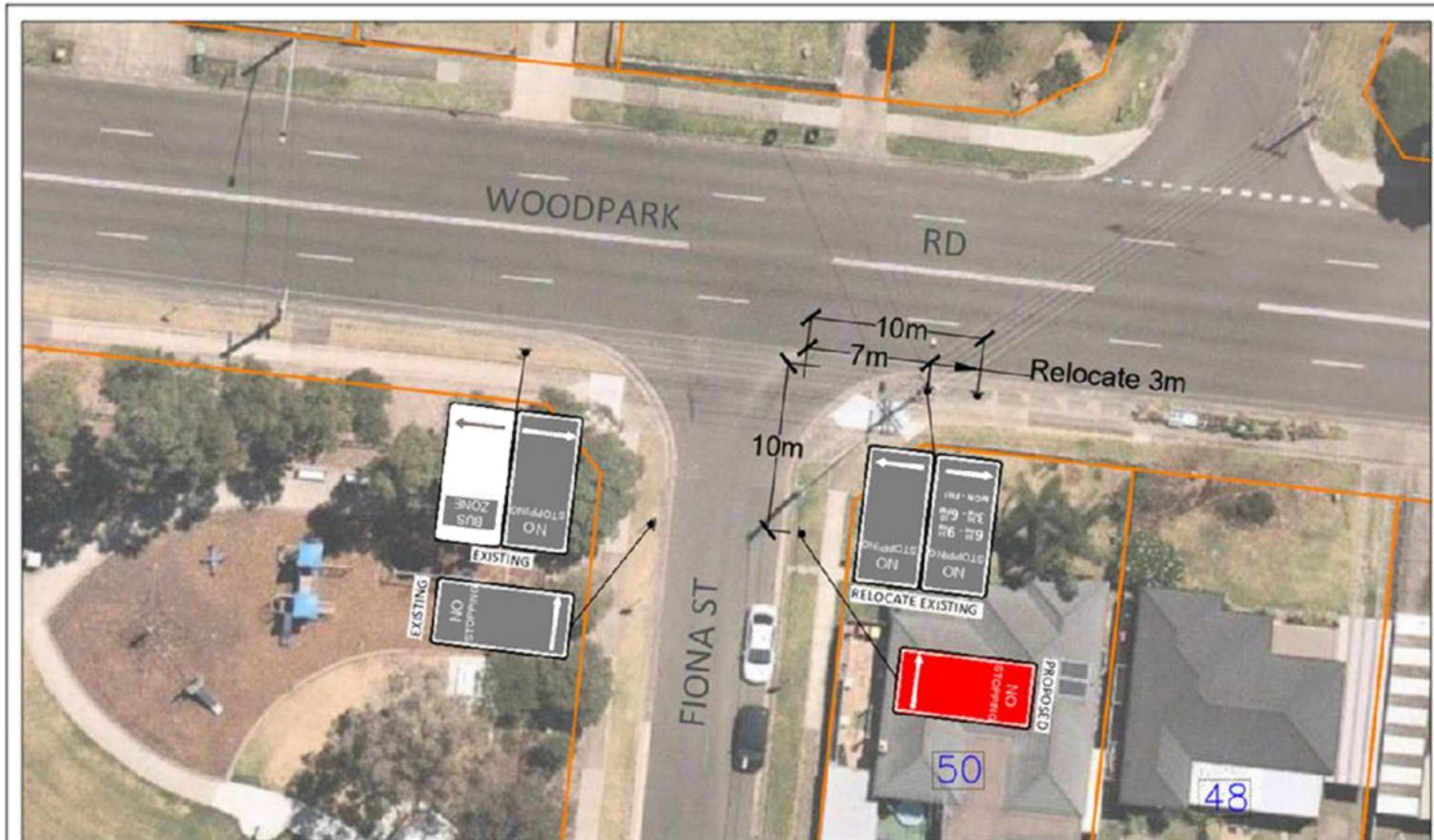
ATTACHMENTS

1. Plan – Fiona Street, Woodpark – Proposed 'No Stopping' signs

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-136

Attachment 1

Plan – Fiona Street, Woodpark –
Proposed ‘No Stopping’ signs



TITLE: Fiona St, Woodpark - Proposed 'No Stopping' restriction at the intersection with Woodpark Road

File Number: HC-24-01-3/02

Date: 20/05/21

Drawn By: P.L.

Scale: NTS



Item No: CTC-21-137

SMITH STREET AND JEWELSFORD ROAD, WENTWORTHVILLE – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Smith Street and Jewelsford Road, Wentworthville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 10m 'No Stopping' restrictions and 'BB' centre line marking at the intersection Smith Street and Jewelsford Road, Wentworthville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Smith Street is a local road that runs in an east-west direction with 50 km/h speed limit. It has a width of approximately 12.6m and parking is permitted on both sides unless signposted.

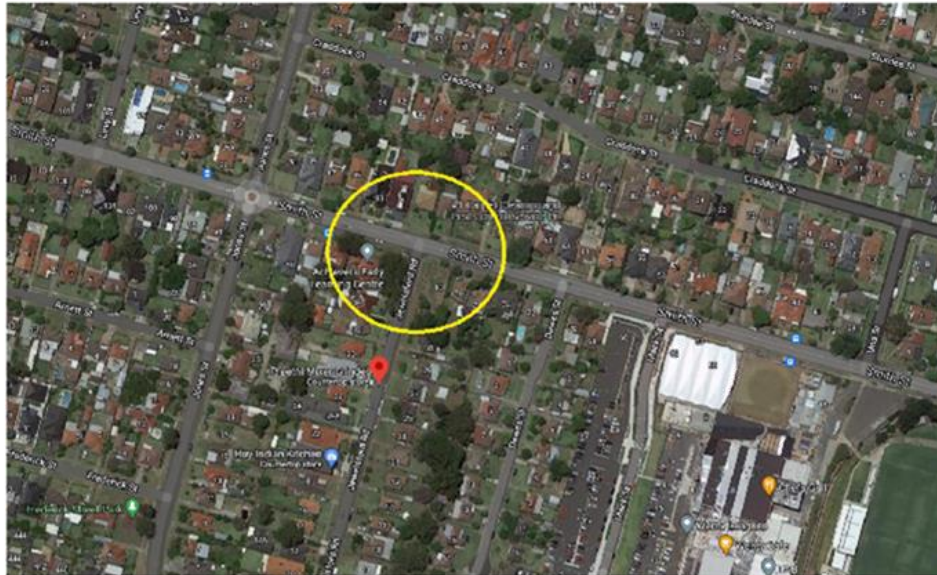
Jewelsford Road is a local road that runs in a north-south direction with a speed limit of 50 km/h. It has a width of approximately 10.2m and parking is permitted on both sides of the road in accordance with Road Rules unless signposted.

Smith Street and Jewelsford Road form a T-junction intersection with priority to Smith Street (by default).

The latest crash data at this location indicated that there was no reported crash at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restricted sight distance.

The map below shows the intersection of Smith Street and Jewelsford Road.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection. There are 'BB' centre line marking on Smith Street approaches to the intersection.

Therefore, the installation of 10m 'No Stopping' restrictions would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements. It is also proposed to mark 10m 'BB' centre line on Jewelsford Road.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection.

ATTACHMENTS

1. Plan – Smith Street and Jewelsford Road, Wentworthville – Proposed 'No Stopping' signs and line marking

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-137

Attachment 1

Plan – Smith Street and
Jewelsford Road, Wentworthville
– Proposed ‘No Stopping’ signs
and line marking



Item No: CTC-21-138

BRIDGE ROAD AND AUSTRAL AVENUE, WESTMEAD – PROPOSED ‘NO STOPPING’ RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of parking restrictions at the intersection of Bridge Road and Austral Avenue, Westmead.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of ‘No Stopping’ and ‘Bus Zone’ signs at the intersection of Bridge Road and Austral Avenue, Westmead in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Bridge Road is a collector road that runs in a north-south direction with a posted speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Austral Avenue is a local road that runs in an east-west direction with a speed limit of 50 km/h. It has a width of approximately 10.5m and parking is permitted on both sides of the road unless signposted.

Bridge Road and Austral Avenue form a T-junction intersection with priority to Bridge Road and ‘Give-Way’ sign on Austral Avenue. There are a speed hump and median island on Austral Avenue approach to the intersection.

The latest crash data at this location indicated that there was one reported crash at this intersection in the last 5 years (RUM code 21 – vehicle from opposing direction type of crash).

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles park very close to the intersection and restrict sight distance.

The map below shows the intersection of Bridge Road and Austral Avenue, Westmead.



Council's Officers have investigated the request and found that there are no 'No Stopping' signs at this intersection and the sight distance would be restricted if vehicles park too close to the intersection.

Therefore, the installation of 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection, it would also improve sight distance requirements.

It is proposed to install a longer 'No Stopping' zone on Austral Avenue, due to the existing median island which makes the street narrower. The installation of longer 'No Stopping' zone would allow for a car to pass without any restriction at this section of the road. It is also proposed to provide 'Bus Zone' signs on the northern side of Austral Avenue adjacent to the 'No Stopping' zone.

The proposed installation of 'No Stopping' signs would improve road safety for all road users at this intersection

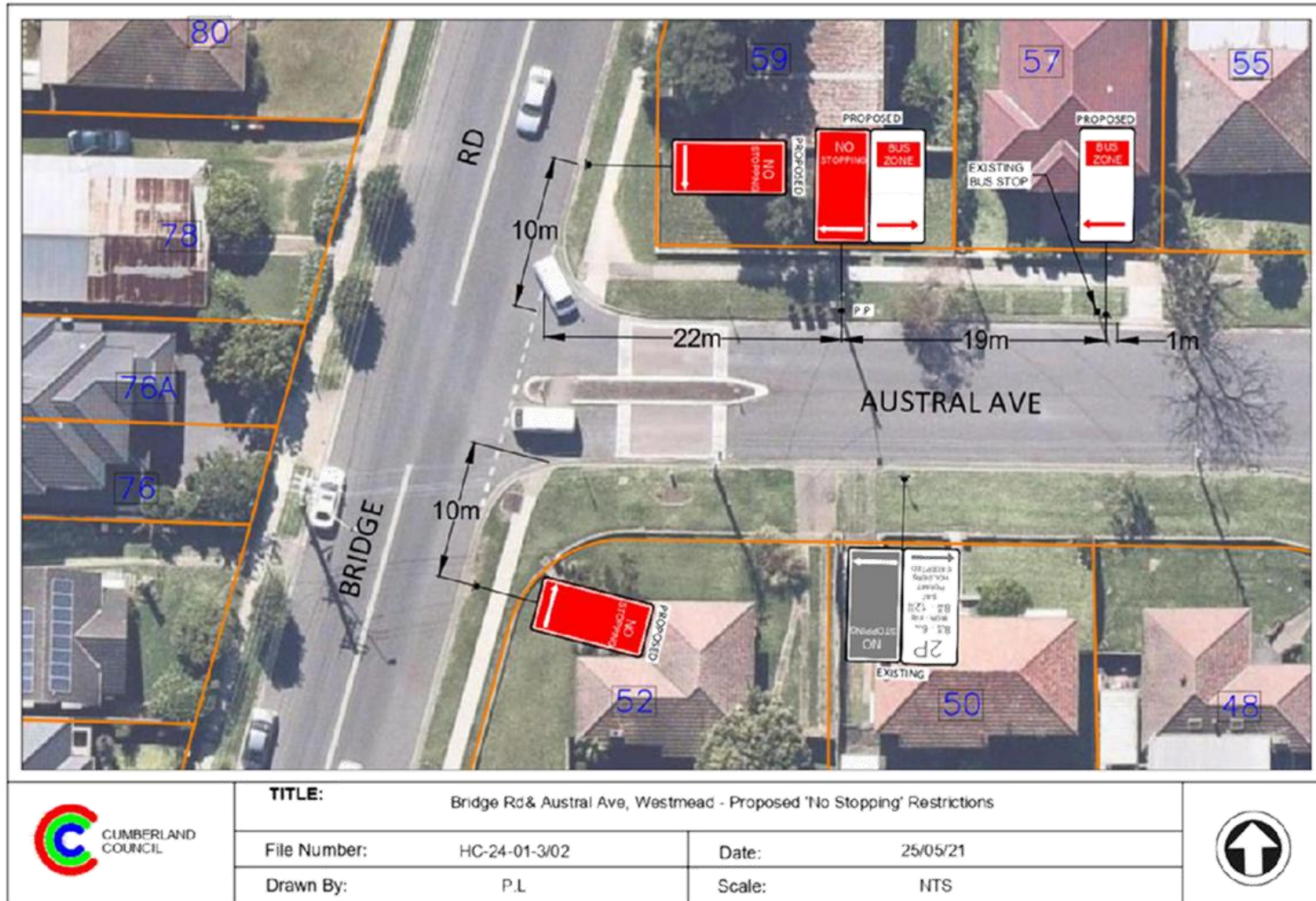
ATTACHMENTS

1. Plan – Bridge Road and Austral Avenue, Westmead – Proposed 'No Stopping' and 'Bus Zone' signs

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-138

Attachment 1

Plan – Bridge Road and Austral
Avenue, Westmead – Proposed
‘No Stopping’ and ‘Bus Zone’
signs



Item No: CTC-21-139

BRAESIDE ROAD, GREYSTANES – PROPOSED ‘BUS ZONE’

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received a complaint from a resident regarding vehicles illegally parking within the existing bus stop area located on Braeside Road, Greystanes. This makes it very hard for buses to drop off and pick up passengers.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of ‘Bus Zone’ on the western side of Braeside Road south of Lance Crescent, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Braeside Road is a local road that runs in a north-south direction with a speed limit of 50km/h. It has a width of approximately 10.7m and parking is permitted on both sides of the road unless signposted.

Lance Crescent is a local road that runs in an east-west direction with a speed limit of 50 km/h. It has a width of approximately 7.3m and parking is permitted on both sides of the road in accordance with Road Rules unless signposted.

Council has received a complaint from a resident regarding vehicles parking illegally within the existing bus stop areas located on the eastern and western sides of Braeside Road south of Lance crescent. The bus operator has experienced difficulty in dropping off / picking up passengers.

The map below shows locality of Braeside Road, Greystanes.



In accordance with the Road Rules 2014, it is illegal to stop a vehicle other than a public bus within 20m on the approach and 10m on the exist side of the bus stop. This report deals with the bus stop on the western side. 'Bus Zone' at the existing bus stop on the eastern side outside No. 104 Braeside Road and the intersection of Lance Crescent and Braeside Road is considered in a separate report for notification / consultation purposes.

To prevent illegal parking, strengthen the road rules and assist busses to stop safely at the bus stops, it is recommended to install 'Bus Zone' signs at the existing 'Bus Stop' sign outside Nos. 104 Braeside Road.

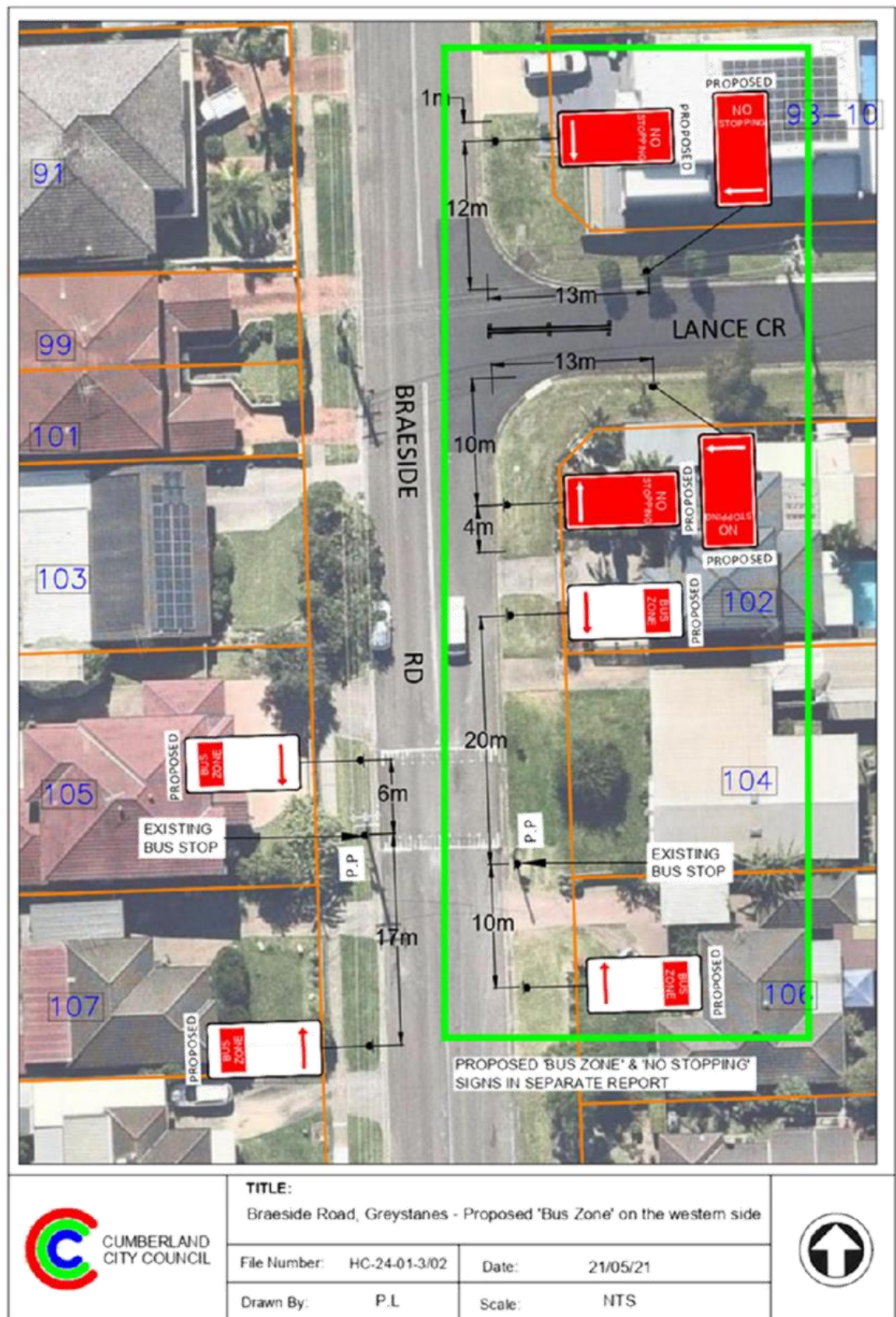
ATTACHMENTS

1. Plan – Braesdie Road, Greystanes – Proposed 'Bus Zone' signs

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-139

Attachment 1

Plan – Braesdie Road,
Greystanes – Proposed 'Bus
Zone' signs



Item No: CTC-21-140

BRAESIDE ROAD AND LANCE CRESCENT, GREYSTANES – PROPOSED ‘BUS ZONE’ AND INTERSECTION TREATMENT

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a complaint from a resident regarding vehicles illegally parking within the existing bus stop area located on Braeside Road, Greystanes. This makes it very hard for buses to drop off and pick up passengers.

This report outlines the outcome of the investigation into this matter

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of ‘Bus Zone’, ‘No Stopping signs and line marking on Braeside Road and Lance Crescent, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

REPORT

Braeside Road is a local road that runs in a north-south direction with a speed limit of 50km/h. It has a width of approximately 10.7m and parking is permitted on both sides of the road unless signposted.

Lance Crescent is a local road that runs in an east-west direction with a speed limit of 50 km/h. It has a width of approximately 7.3m and parking is permitted on both sides of the road in accordance with Road Rules unless signposted.

Council has received a complaint from a resident regarding vehicles parking illegally within the existing bus stop areas located on the eastern and western sides of Braeside Road south of Lance crescent. The bus operator has experienced difficulty in dropping off / picking up passengers.

The map below shows locality of Braeside Road and Lance Crescent, Greystanes.



In accordance with the Road Rules 2014, it is illegal to stop a vehicle other than a public bus within 20m on the approach and 10m on the exist side of the bus stop.

This report deals with the bus stop on the eastern side and the intersection of Lance Crescent. 'Bus Zone' at the existing bus stop on the western side outside No. 105 Braeside Road is considered in a separate report for notification / consultation purposes.

A site inspection indicated that there are no 'No Stopping' signs at the intersection of Braeside Road and Lance Crescent.

Therefore, to prevent illegal parking, strengthen the road rules and assist busses to stop safely at the bus stops, it is recommended to install 'Bus Zone' signs at the existing 'Bus Stop' sign outside Nos. 104 Braeside Road, 'No Stopping' signs at the intersection of Braeside Road and Lance Crescent and installation of 'BB' line marking on Lance Crescent.

The 'No Stopping' signs on Lance Crescent are proposed at 13m to allow for a vehicle to pass a parked vehicle without crossing the 'BB' lines.

The proposed measures above would improve road safety for all road users.

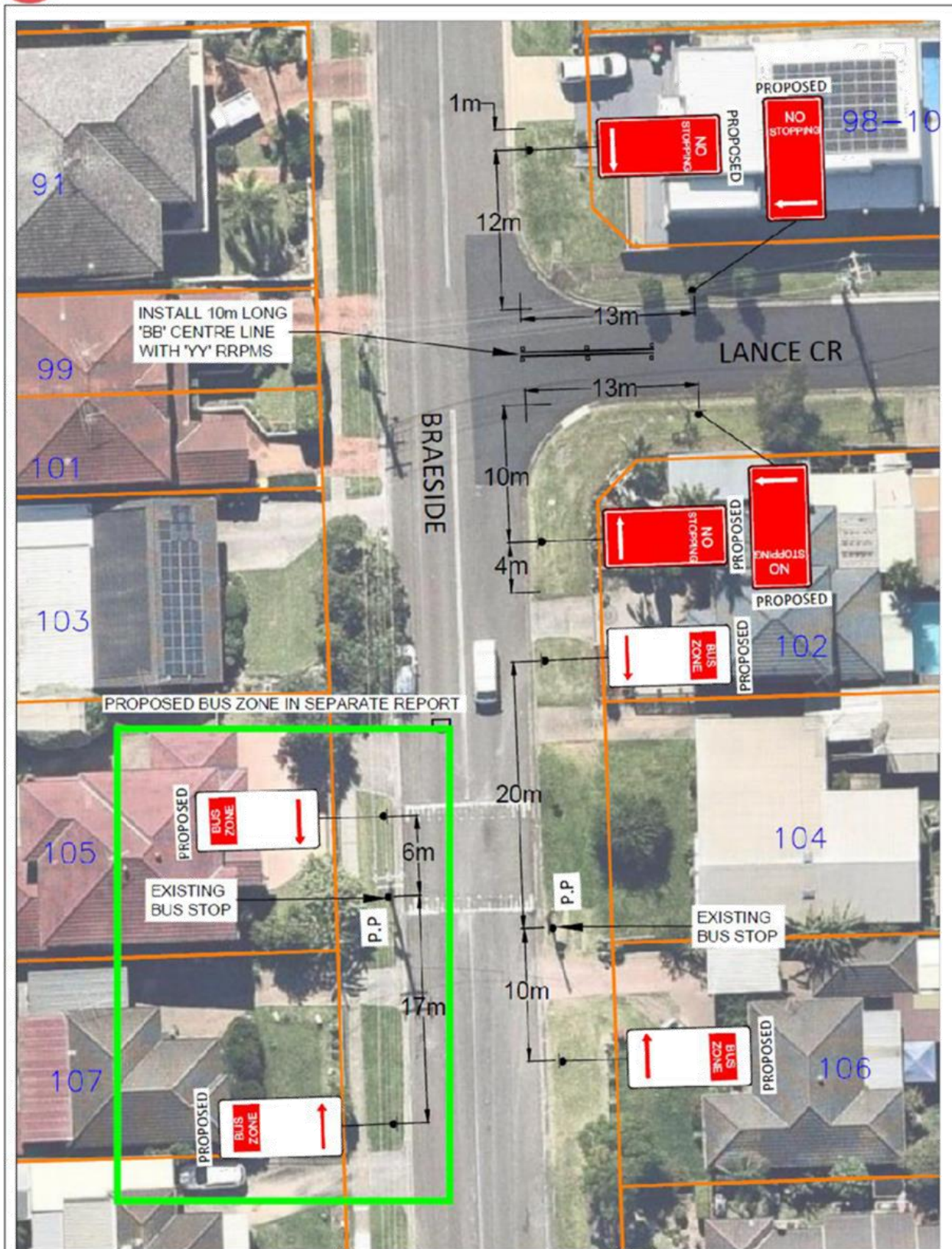
ATTACHMENTS



1. Plan – Braesdie Road and Lance Crescent, Greystanes – Proposed parking restrictions and line marking

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-140

Attachment 1

Plan – Braesdie Road and Lance
Crescent, Greystanes – Proposed
parking restrictions and line
marking



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: Braeside Road & Lance Crescent, Greystanes - Proposed 'Bus Zone' & 'No Stopping' Restrictions		
	File Number: HC-24-01-3/02	Date: 21/05/21	
	Drawn By: P.L	Scale: NTS	

Item No: CTC-21-141

BENNETT STREET, WENTWORTHVILLE – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received an application for ‘Works Zone’ on Bennett Street, Wentworthville associated with the development at 135 Station Street, Wentworthville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The 24m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ signs be installed on the frontage of the development site at 135 Station Street, Wentworthville subject to Council’s standard conditions for the period of 6 months and subsequent extension if required.
2. The applicant to notify ‘Our Lady of Mount Carmel Primary School.’
3. The applicant be advised to pay the ‘Work Zone’ fees to Council as per the adopted Fees and Charges.

REPORT

Council has received an application for “Works Zone” on Bennett Street, Wentworthville associated with the development at 135 Station Street, Wentworthville. The proposed development involves construction of a density housing development comprising 9 units above basement parking accommodating 16 carparking spaces.

The temporary “Works Zone” is approximately 24m in length and proposed to commence in early June 2021 for 6 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

There will be a loss of 4 on-street parking spaces on the southern side of Bennett Street, Wentworthville during the operation of the “Works Zone”. These four parking

spaces are at the frontage of the development but currently signposted as 'No Parking; 8:30AM - 9:30AM; SCHOOL DAYS'.

ATTACHMENTS

1. Plan – Bennett Street, Wentworthville – Proposed Temporary 'Works Zone' signage

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-141

Attachment 1 Plan – Bennett Street, Wentworthville – Proposed Temporary ‘Works Zone’ signage



Item No: CTC-21-142

MILLER STREET, MERRYLANDS – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received an application for a ‘Works Zone’ on Miller Street, Merrylands associated with the Merrylands RSL redevelopment at 10-15 Military Road, Merrylands.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The 42m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ signs be installed on the frontage of the development site on Miller Street, Merrylands subject to Council’s standard conditions for the period of 12 months and subsequent extension if required.
2. The applicant be advised to pay the ‘Works Zone’ fees to Council as per the adopted Fees and Charges.

REPORT

Council has received an application for a ‘Works Zone’ on Miller Street, Merrylands associated with the Merrylands RSL redevelopment at 10-15 Military Road, Merrylands.

The temporary “Works Zone” is approximately 42m in length and proposed to commence in early June 2021 for 12 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

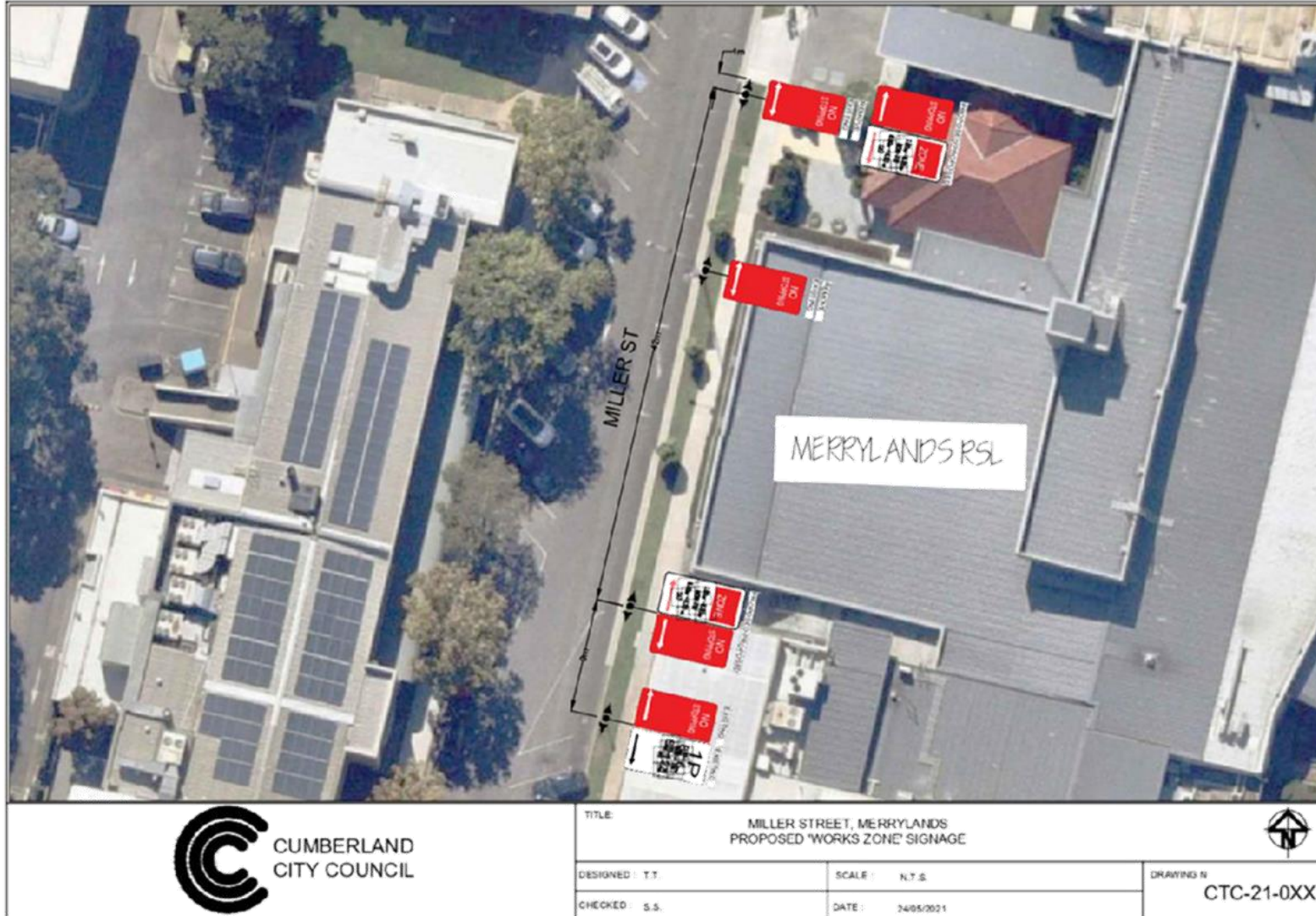
There are currently ‘No Stopping’ restrictions on the eastern side of Miller Street fronting the development. The ‘No Stopping’ restrictions were originally installed to allow for the driveway access to RSL club carpark and never changed subsequently when the carpark was modified. There will be no loss of on-street parking during the operation of the “Works Zone”.

ATTACHMENTS

1. Plan – Miller Street, Merrylands – Proposed Temporary 'Works Zone' signage

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-142

Attachment 1 Plan – Miller Street, Merrylands – Proposed Temporary ‘Works Zone’ signage



Item No: CTC-21-143

MILITARY ROAD, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received an application for 'Works Zone' on Military Road, Merrylands associated with the Merrylands RSL redevelopment at 10-15 Military Road, Merrylands.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The 42m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be installed on the frontage of the development site on Military Road, Merrylands subject to Council's standard conditions for the period of 12 months and subsequent extension if required.
2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.

REPORT

Council has received an application for 'Works Zone' on Military Road, Merrylands associated with the Merrylands RSL redevelopment at 10-15 Military Road, Merrylands.

The temporary "Works Zone" is approximately 60m in length and proposed to commence in early June 2021 for 12 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

Presently, there are timed 'No Parking' and one-hour (1P) parking spaces in the location. The 'No Parking' signs have exception to either Buses or Taxis. The applicant was advised to get agreement with RSL club regarding the reduction in the 'No Parking' zones for buses.

There will be a loss of 10 on-street parking spaces on the western side of Military Road fronting the redevelopment site during the operation of the "Works Zone".

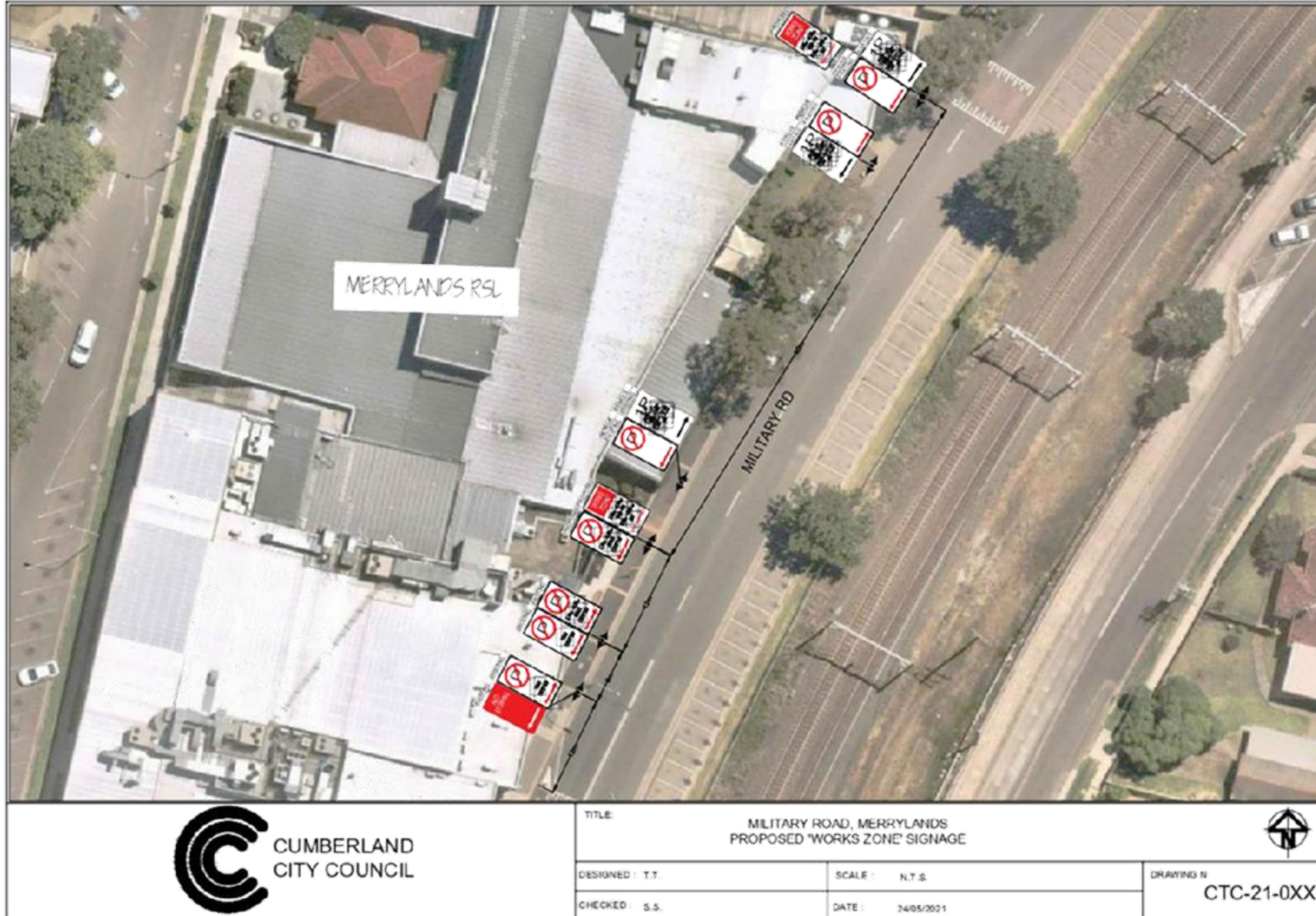
ATTACHMENTS

1. Plan – Military Road, Merrylands – Proposed Temporary 'Works Zone' signage

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-143

Attachment 1

Plan – Military Road, Merrylands
– Proposed Temporary ‘Works
Zone’ signage



Item No: CTC-21-144

NICHOL LANE, BERALA – PROPOSED PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a request from a local business owner for the installation of parking restrictions on Nichol Lane, Berala.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' signs at the intersections of Nichol Lane / Crawford Street and Nichol Lane / Elizabeth Street, and 'No Parking' signs on the northern side of Nichol Lane, Berala in accordance with the attached plan be approved.
2. The affected residents and business owners be notified.

REPORT

Nichol Lane is a local service lane that runs in an east-west direction. It has a width of approximately 4.5m. Land use is mixed use, residential on the northern side and commercial / retail on the southern side.

Council has received a request from a local business owner on the southern side of the lane for the installation of parking restrictions in the laneway. The business owner has alleged that vehicles park on both sides of the laneway and restrict access in / out of the properties. The business owner advised that most of the parked vehicles are from commuters due to approximate location from Berala Railway Station.

The map below shows locality of Nichol Lane, Berala.



Council's Officers have investigated the request and found that there are no parking restrictions in the laneway. In addition to the concerns from the business owner, if vehicles park in the lane, then the travel lane will be restricted.

Therefore, the installation of 'No Stopping' at the intersections of Nichol Lane / Crawford Street and Nichol Lane / Elizabeth Street and 'No Parking' signs on the northern side of Nichol Lane would strengthen the Road Rules requirement and stop vehicles from parking and blocking travel path. It should be noted that there are several driveways for properties on the southern side of the lane, parking is not possible without blocking the driveways in most sections.

The proposed installation of 'No Stopping' and 'No Parking' signs would improve road safety for all road users at this intersection.

ATTACHMENTS



1. Plan – Nichol Lane, Berala – Proposed 'No Stopping' and 'No Parking' signs

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-144

Attachment 1

Plan – Nichol Lane, Berala –
Proposed ‘No Stopping’ and ‘No
Parking’ signs



 <p>CUMBERLAND COUNCIL</p>	TITLE: Nichol Lane, Berala - Proposed parking restrictions		
	File Number:	T-28-01/06	
	Drawn By:	P.L.	
	Date:	14/05/21	
	Scale:	NTS	

Item No: CTC-21-145

ERIE STREET, SOUTH GRANVILLE – PROPOSED 4 HOUR PARKING RESTRICTIONS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council's Parks & Recreation Section has received a request from sport users at the Ray Marshall Reserve for the installation of parking restrictions at the existing angle parking located on the eastern side of Erie Street, South Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the installation of 4 Hour parking restriction at the existing angle parking on Erie Street, South Granville in accordance with the attached plan be approved.

REPORT

Erie Street is a local road that runs in a north-south direction from Chiswick Road and ends in a cul-de-sac. It has a speed limit of 50 km/h. Erie Street has a width of approximately 7.8m and parking is permitted on both sides of the road in accordance with Road Rules unless signposted. On the western side of the street the land use is generally residential and on the eastern side is Ray Marshall Reserve with angle parking along Duck River. There is also on-street cycleway marked on the eastern side of Erie Street.

Council's Recreation and Facilities Section has received requests from sport users at the Ray Marshall Reserve for the installation of parking restrictions at the existing angle parking which is generally for the users of Ray Marshall Reserve. The sport users have alleged that vehicles belonging to the resident's park at the existing angle parking for longer periods and remove parking opportunity for the users of the Reserve.

The map below shows locality of Erie Street, South Granville.



Council's Officers have investigated the request and found that there are no parking restrictions at the existing angle parking on the eastern side of Erie Street. The residents and sport users can share the available on-street parking however, the sport users have difficulty in securing parking space near the reserve. There are no restrictions on the western side of Erie Street where residents park outside their houses.

The angle parking has 5 sections comprising 46 spaces along the frontage of the reserve. Council proposes to install 4P signs in two of these sections comprising 22 parking spaces just north of Steel Street and Randolph Street. This section is also closer to the soccer field and playground area.

Therefore, the installation of (4-hour parking restrictions, all day) at the existing angle parking would increase the on-street parking opportunity for the sport users during an event / training day. The proposed parking restrictions would also still provide time limited parking for residents in the area.

As the 4P parking is at the frontage of the reserve and the changes are requested by the park users, no consultation is required.

ATTACHMENTS

1. Plan – Erie Street, South Granville – Proposed 4 Hour Parking Restrictions

DOCUMENTS ASSOCIATED WITH REPORT CTC-21-145

Attachment 1

Plan – Erie Street, South Granville – Proposed 4 Hour Parking Restrictions



Item No: CTC-21-146

RUTH STREET, MERRYLANDS – REQUEST FOR ONE-WAY ARRANGEMENT

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council received requests from some residents of Ruth Street for making the street a One-Way street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the information contained in this report be noted and request to provide one-way arrangement in Ruth Street, Merrylands not be approved.

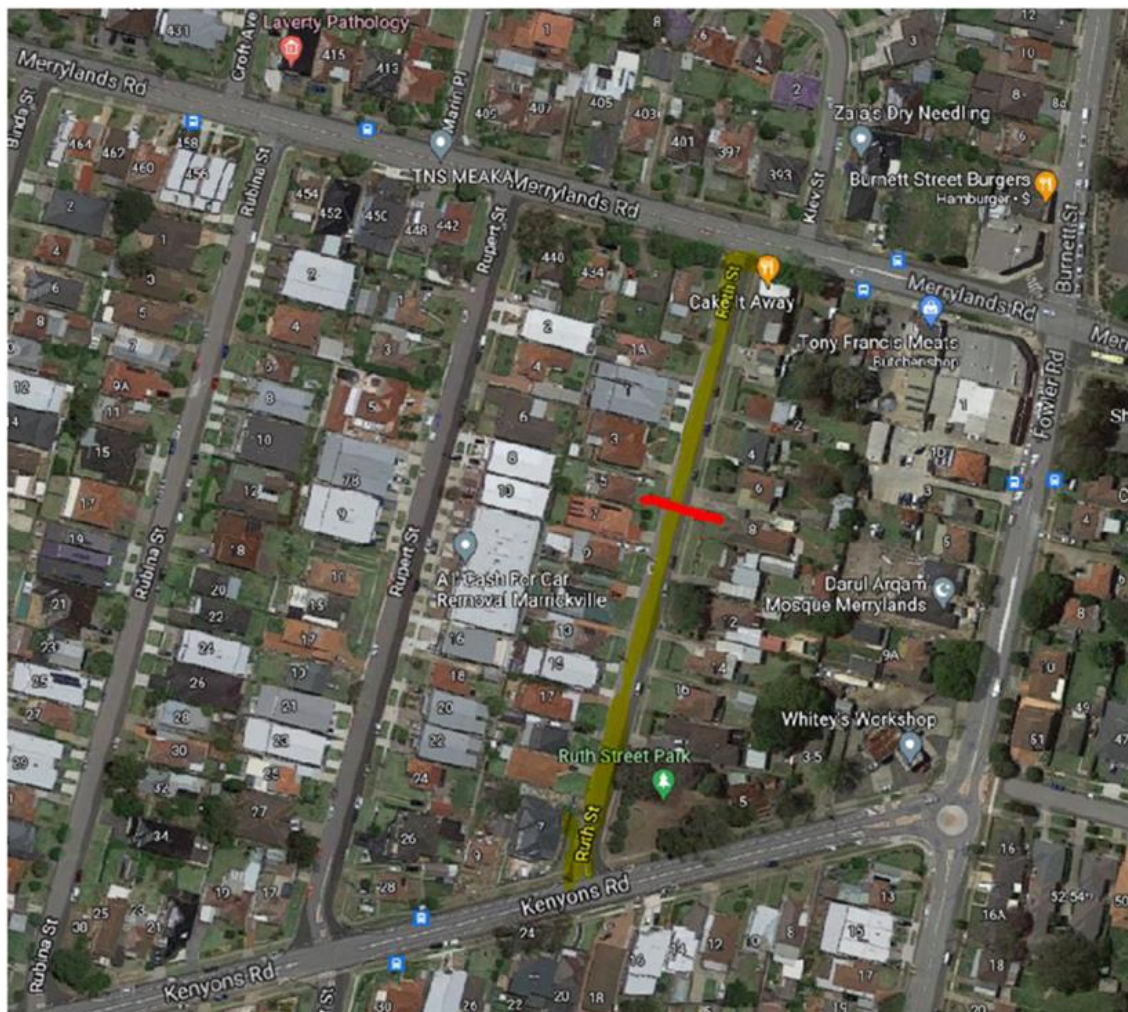
REPORT

Ruth Street is a local road that runs in a north-south direction between Merrylands Road and Kenyons Road in Merrylands West. The road is approximately 230m long with a pavement width of approximately 8.6m and parking is permitted on both sides unless signposted.

Council has received requests from residents in Ruth Street requesting to make the street one-way.

This report assesses the feasibility of the one-way street option and its impacts on surrounding streets.

The map below shows the locality of Ruth Street and surrounding road networks.



Traffic count Data on Ruth Street, Merrylands:

	Northbound	Southbound	Both directions
Ave. Daily Traffic (Veh/day)	582	634	1216
Max AM – 8.00-9.00	70	61	131
Max PM – 4.00-5.00	64	67	131
Weekday AM average 8.00-9.00	62	53	115
Weekday PM average 4.00-5.00	56	63	119

The above data is based on the values derived from the traffic count taken in December 2020. The location of the traffic count is shown in red in the map above.

Based on the above data, the average peak hour directional traffic in Ruth Street is slightly high (9 veh/hr) in the northbound direction during the morning peaks. The average peak hour directional traffic is high (7 veh/hr) in the southbound direction in the evening peaks.

An average daily traffic of 1,216 veh/day in a residential street is not considered high to affect the amenity of the residents. However, the above value is higher compared to the expected daily traffic volume in Ruth Street. This higher value may be due to several factors such as:

1. The presence of Ruth Street Park at the corner of Ruth Street and Kenyons Road.
2. Customers of the businesses on Merrylands Road between Ruth Street and Fowler Road and the businesses on the corner block may be encouraged to drive through Ruth Street before or after shopping.
3. Cars trying to avoid long queues at the signalised intersection of Merrylands Road and Fowler Road taking shortcuts through local streets.

It should also be noted that one-way arrangement in Ruth Street may direct traffic to other parallel streets in the network. It will also impact on the residents to take long detours through other parallel roads to access Ruth Street properties.

Process for making a street One-way

In accordance with the Transport for NSW guidelines (TfNSW), Council does not have delegation to ban movements of any vehicular traffic without preparing and receiving approval from TfNSW of a Traffic Management Plan (TMP).

The TMP deals with various impacts of banning any movement including impact on emergency vehicle access, other streets in the vicinity, justification for the decision to ban, etc. Also, one of the requirements of the TMP is that the proposal to be advertised and public comments summarised and addressed.

ATTACHMENTS

Nil

Item No: CTC-21-147

BEAUMONT STREET, AUBURN – REQUEST FOR ONE-WAY ARRANGEMENT

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council received a petition from some residents of Beaumont Street for making the street a One-Way street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the information contained in this report be noted.

REPORT

Beaumont Street is a local road that runs in a north-south direction between Wellington Road and Chiswick Road and has a width of approximately 7.8m with a 50km/h speed limit. There are no parking restrictions in the street except at intersections at both ends. Parking in the street is permitted subject to following the Road Rule requirements.

Council has received a petition from residents in Beaumont Street requesting to make the street one-way.

This report assesses the feasibility of the one-way street option and its impacts on surrounding streets.

The map below shows the locality of Beaumont Street and surrounding road network.



Traffic count Data on Beaumont Street, Auburn:

	Northbound	Southbound	Both directions
Ave. Daily Traffic (Veh. /day)	283	240	523
Max AM – 8.00-9.00	38	21	56
Max PM – 3.00-4.00	30	36	77
Weekday AM average 8.00-9.00	32	18	58
Weekday PM average 3.00-4.00	24	31	68

The above data is based on the values derived from the traffic count taken in March 2021. The location of the traffic count is shown in red in the map above.

Based on the above data, the average peak hour directional traffic in Beaumont Street is slightly high (14 veh/hr) in the northbound direction during the morning

peaks. The average peak hour directional traffic is high (7 veh/hr) in the southbound direction in the evening peaks.

The subject street is approximately 420m long and consists of 63 properties including corner properties. The nature of the street and surrounding road network is expected to generate 8-10 vehicle trips per day per dwelling.

An average daily traffic of 542 veh/day in residential street is not considered high to affect the amenity of the residents.

Due to the ban of right turn for westbound vehicles at the signalised intersection of Wellington Road and Chisholm Road, it is alleged that there is some through traffic in the northbound direction to access Chiswick Road. It should be noted that the average northbound traffic volume in Beaumont Street is only 14 vehicles higher compared to southbound numbers during morning peak. In this regard, the signalised intersection of Wellington Road and Cumberland Road provides alternate right turn into Cumberland Road and then left turn at the roundabout at Chiswick Road for vehicles who regularly use the route.

It should also be noted that one-way arrangement in Beaumont Street may direct traffic to other parallel streets in the network. It will also impact on some of the residents to take other parallel roads to access Beaumont Street.

Process for making a street One-way

In accordance with the Roads and Maritime Services (RMS) – now Transport for NSW guidelines, Council does not have delegation to ban movements of any vehicular traffic without preparing and receiving approval from the RMS (now TfNSW) of a Traffic Management Plan (TMP).

The TMP deals with various impacts of banning any movement including impact on emergency vehicle access, other streets in the vicinity, justification for the decision to ban, etc. Also, one of the requirements of the TMP is that the proposal to be advertised and public comments summarised and addressed.

ATTACHMENTS

Nil

Item No: CTC-21-148

RICKARD STREET, AUBURN – ROAD SAFETY CONCERNS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: Auburn
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received speeding concerns in Rickard Street, Auburn from a local resident who has requested the installation of traffic calming devices in the street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of traffic calming devices on Rickard Street, Auburn not be supported.
2. Council review conditions in Rickard Street and report back to traffic committee in August 2022.

REPORT

Rickard Street is a local road that runs in an east-west direction between Cumberland Road and Chisholm Road, Auburn. Rickard Street is approximately 390m long and 12.5m wide. It has a speed limit of 50km/h.

Council has received speeding concerns in Rickard Street from a local resident who has requested the installation of traffic calming devices in the street.

Rickard Street forms T-intersections at both ends. Rickard Street also forms intersections with Heath, Gibbs, Carnegie and North streets with priority to Rickard Street.

Council's Officers have investigated the request for the installation of traffic calming devices on Rickard Street, Auburn in accordance with Council's Local Area Traffic Management (LATM) Policy.

The map below shows the location of Rickard Street, Auburn.



Based on the 'Centre for Road Safety' crash data, there were 3 reported crashes in Rickard Street in the last 5-year period. Out of these three crashes one occurred at its intersection with Carnegie Street and two other crashes occurred at its intersection with North Street. Both these intersections have 'Give Way' sign and line marking.

Two traffic counts were undertaken in midblock on Rickard Street in March 2021. The results of the traffic counts indicated the following:

Traffic count Data on Rickard Street:

Average Daily Traffic (ADT) – Veh/day	1,094
85th percentile speed – km/h	52.0
Mean (average) vehicle speed – km/h	42.1

The results of the traffic counts, recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on Rickard Street in accordance with the criteria set out in Council's Local area Traffic Management Policy (LATM) Policy. The LATM assessments are summarised in the tables below:

Table 1 – Rickard Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	10
Road Characteristics	35	10
Community Support & other factors	5	5
Total	100	35

Table 2 – Rickard Street – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street, therefore, the request for the installation of traffic calming devices / speed humps cannot be supported. The recorded 85th percentile speed in Rickard Street was 52.0 km/h which is acceptable.

ATTACHMENTS

Nil

Item No: CTC-21-149

TERRENE STREET, REGENTS PARK – PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULT

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a complaint from some residents regarding parking issues on Terrene Street, Regents Park.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed time restricted parking on the eastern side of Terrene Street, Regents Park not be approved.
2. Council undertake further consultation with the residents in Terrene Street, Regents Park.

REPORT

Terrene Street is a local street ending in a cul-de-sac and runs in a north-south direction and is approximately 135m long. It has a width of approximately 7.3m with a 50km/h speed limit. Parking is permitted on eastern side and 'No Parking' signs installed on the western side. The street is about 280m from Regents Park Railway Station.

Dooley's Regents Park Sports Club is located at the end of Terrene Street. Dooley's Club has the main entrance on Regent Street.

The map below shows the locality of Terrene Street.



Council has received complaints from some residents in Terrene Street regarding parking issues.

Council's Officers undertook consultation with the residents on Terrene Street. The survey form showed below Options:

Proposed Parking Restrictions:

Option 1 – I raise No Objection to the proposed Time Restricted Parking on the eastern side of Terrene Street,
Preferred time restriction
2P (2 hours parking) or
4P (4 hours parking)

Option 2 – I Object to the proposed Time Restricted Parking on Terrene Street,

There were 20 letters with survey form sent to the residents, 6 responses were received supporting different options for timed parking. Two of these submissions

supported on condition that residents received parking permits. The consultation closed on 14 May 2021.

The residents who provided feedback and supported the proposed parking restrictions have provided their preferred time restriction as follows:

- 3 submissions preferred 2-hour parking
- 1 submission supported 2-hour parking but with residents permits.
- 1 submission preferred 4-hour parking and
- 1 submission did not give name or address and preferred 4-hour parking with resident permits.

Table below summarise the feedback received from residents who supported the proposed parking restrictions:

#	Resident Comments
Supporting	
1	Please stop using street front of our premises as private car yard.
2	People living out of Terrene St are parking there and parking all day going to work. We have one person out of Bery St who parks his car on our street for long periods of time e.g. months. People from some business opposite Terrene St are also parking on western side of Terrene St.
3	Yes, to 2P Parking for Non-residents and objects to time restricted parking for residents. Residents Should have a permit.

It should be noted that there is no resident permit parking scheme in Regents Park. It is also clear from the above data that there is lack of community support for any proposal.

Based on the above, the proposed times parking cannot be implemented based on the limited number of submissions.

ATTACHMENTS

Nil

Item No: CTC-21-150

PAUL STREET, AUBURN – REQUEST FOR DISABLED PARKING

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: *Auburn*
Police Area Command (PAC): *Auburn*

SUMMARY

Council has received a request from a local resident for the installation of a disabled parking space at the front of his property in Paul Street, Auburn.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

the Traffic Committee recommends that the installation of disabled parking space in Paul Street, Auburn not be approved.

REPORT

Paul Street, Auburn is a local street running in an east-west direction between Alice Street and Chisholm Road. It is approximately 12.8m wide.

Council has received a request from a local resident for the installation of a disabled parking space at the front of his property at 36 Paul Street. The said property does not have a driveway and it was observed during inspections that there is a drainage pit at the front of the property. If a driveway is to be built, the drainage pit will have to be relocated.

Map below shows the location of Paul Street:



The above Google Streetview shows the location where a large tree is also located at the frontage of the said property.

Council provides accessible parking spaces within Town centres and in Council car parks. Council receives similar requests regularly and the residents have been advised that isolated accessible parking spaces cannot be provided.

Isolated accessible parking in a quiet local road will endanger the users which will make Council liable. Also, there might be other accessible permit holders nearby using the parking spot and any accessible parking space provided may not be readily available for the resident.

As per Australian Standard requirements, an accessible parking space has to be indented to provide a bay width of minimum 3.2m and aligning with the adjacent parallel parking spaces for normal users.

ATTACHMENTS

Nil

**DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-812**

Attachment 2

**Agenda of the Electronic meeting
of Cumberland Traffic Committee
of 16 June 2021**

A meeting of the Traffic Committee will be held at in Electronic Meeting on
Wednesday, 16 June 2021.

ORDER OF BUSINESS

1. **Apologies**
2. **Declarations of Interest**
3. **Confirmation of Previous Minutes**
4. **Summary of Reports..... 3**
5. **Reports**
 - EECTC-21-151.....GUILDFORD ROAD AND ROBERTSON STREET,
GUILDFORD - PROPOSED EXTENSION OF EXISTING
'NO STOPPING ZONE' 17
 - EECTC-21-152 MERRYLANDS ROAD, MERRYLANDS – REQUEST FOR
TEMPORARY 'LOADING ZONE' 23
 - EECTC-21-153..... GUILDFORD ROAD AND CHAMBERLAIN ROAD,
GUILDFORD – PROPOSED EXTENSION OF EXISTING
'NO STOPPING' ZONE & 'BUS ZONE' 29
 - EECTC-21-154. MERRYLANDS ROAD & CANAL ROAD, GREYSTANES -
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ZONE 35
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6. Other Business

7. Next Meeting

The next meeting of the Traffic Committee is to be held on Wednesday, 4 August 2021.

Summary of Reports

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
EECTC-21-151	GUILDFORD ROAD AND ROBERTSON STREET, GUILDFORD - PROPOSED EXTENSION OF EXISTING 'NO STOPPING ZONE'				x	x	
EECTC-21-152	MERRYLANDS ROAD, MERRYLANDS - REQUEST FOR TEMPORARY 'LOADING ZONE'		x			x	
EECTC-21-153	GUILDFORD ROAD AND CHAMBERLAIN ROAD, GUILDFORD - PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE & 'BUS ZONE'				x	x	
EECTC-21-154	MERRYLANDS ROAD & CANAL ROAD, GREYSTANES - PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE		x			x	
EECTC-21-155	MERRYLANDS ROAD & BRAESIDE ROAD, GREYSTANES - PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE		x			x	
EECTC-21-156	BUTU WARGUN DRIVE, PEMULWUY - PROPOSED PEDESTRIAN WARNING SIGN			x		x	
EECTC-21-157	BURNETT STREET AND CARTWRIGHT AVENUE, MERRYLANDS - PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE AND LINE MARKING		x			x	
EECTC-21-158	MAIN AVENUE, CHAPEL ROAD & BROOKS CIRCUIT, LIDCOMBE - PROPOSED LINE MARKING AT THE INTERSECTION				x		x
EECTC-21-159	MARY STREET, AUBURN - PROPOSED 'NO STOPPING' SIGNS AT THE ALICE STREET INTERSECTION				x		x
EECTC-21-160	THE TRONGATE AND MEMBREY STREET, GRANVILLE - PROPOSED ROUNDABOUT		x			x	
EECTC-21-161	RHODES AVENUE AND ROSEBERY ROAD, GUILDFORD - PROPOSED ROUNDABOUT				x	x	
EECTC-21-162	ELIZABETH STREET, LIDBURY STREET AND WOODBURN ROAD, BERALLA - ROAD SAFETY CONCERNS				x		x
EECTC-21-163	11 HILLTOP ROAD, MERRYLANDS - PROPOSED MEDIAN ISLAND ASSOCIATED WITH DEVELOPMENT APPLICATION		x			x	
EECTC-21-164	THE AVENUE, GRANVILLE - REQUEST FOR PEDESTRIAN CROSSING		x			x	
EECTC-21-165	CAMPBELL STREET, BERALLA - ROAD SAFETY CONCERNS				x		x
EECTC-21-166	THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS				x		x
EECTC-21-167	ERIE STREET, SOUTH GRANVILLE - ROAD SAFETY CONCERNS				x		x

Minutes of the Traffic Committee meeting held as Electronic Meeting on Wednesday
02 June 2021.

PRESENT:

Cumberland Council -	Clr Paul Garrard – Chairman
	Clr Eddy Sarkis – Deputy Chair
Transport for NSW (TfNSW) -	Ms Nazli Tzannes – <i>Concurrence received for all items.</i>
Local Member for Auburn -	Clr George Campbell – <i>Concurrence received for all relevant items.</i>
Local Member for Fairfield -	Mr George Barcha - <i>Concurrence received for the relevant item.</i>
Local Member for Granville -	Mr Chris Worthington – <i>No objections received for relevant items.</i>
Local Member for Prospect -	Clr Suman Saha – <i>Concurrence received for relevant item.</i>
Auburn Police Area Command -	Const. Bartolo – <i>Concurrence received for all relevant items.</i>
Cumberland Police Area Command -	S/Const. Close - <i>No objections received for relevant items.</i>
State Transit Authority-	<i>No objections received</i>
Transdev -	<i>No objections received</i>
CDBus -	<i>No objections received</i>
Transit Systems -	<i>No objections received</i>

APOLOGIES:

DECLARATIONS OF INTEREST - Nil

CONFIRMATION OF MINUTES

SUMMARY OF REPORTS

Summary of Reports

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-21-117	THOMAS STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-118	CAMPBELL STREET, BERALA – REMOVAL OF EXISTING '1P' SIGNS				x		x
CTC-21-119	THOMAS STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-120	FARNELL STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-121	FARNELL STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-122	LISGAR STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-123	LISGAR STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-124	LISGAR STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-125	FARNELL STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-126	THOMAS STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-127	LOCKWOOD STREET, MERRYLANDS – ROAD SAFETY CONCERNS		x			x	
CTC-21-128	OLD PROSPECT ROAD, GREYSTANES – PROPOSED PARKING RESTRICTIONS			x		x	
CTC-21-129	CUMBERLAND ROAD AND UNION ROAD, AUBURN – PROPOSED PARKING RESTRICTIONS				x		x
CTC-21-130	ERIE STREET, SOUTH GRANVILLE – PROPOSED 'NO STOPPING' SIGNS				x		x
CTC-21-131	MARKEY STREET AND BLAXCELL STREET, SOUTH GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS				x		x
CTC-21-132	MERRYLANDS ROAD AND SERPENTINE STREET, MERRYLANDS WEST – PROPOSED 'NO STOPPING' RESTRICTIONS		x			x	
CTC-21-133	AMY STREET, REGENTS PARK – PROPOSED 'BUS ZONE'				x		x
CTC-21-134	VERON STREET WEST OF BRIDGE ROAD, WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE SOUTHERN SIDE		x			x	
CTC-21-135	VERON STREET WEST OF BRIDGE ROAD, WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE NORTHERN SIDE		x			x	

CTC-21-136	FIONA STREET, WOODPARK – PROPOSED 'NO STOPPING' SIGN	x				x	
CTC-21-137	SMITH STREET AND JEWELSFORD ROAD, WENTWORTHVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-138	BRIDGE ROAD AND AUSTRAL AVENUE, WESTMEAD – PROPOSED 'NO STOPPING' RESTRICTIONS		x			x	
CTC-21-139	BRAESIDE ROAD, GREYSTANES – PROPOSED 'BUS ZONE'		x			x	
CTC-21-140	BRAESIDE ROAD AND LANCE CRESCENT, GREYSTANES – PROPOSED 'BUS ZONE' AND INTERSECTION TREATMENT		x			x	
CTC-21-141	BENNETT STREET, WENTWORTHVILLE – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-142	MILLER STREET, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-143	MILITARY ROAD, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-144	NICHOL LANE, BERALA – PROPOSED PARKING RESTRICTIONS				x		x
CTC-21-145	ERIE STREET, SOUTH GRANVILLE – PROPOSED 4 HOUR PARKING RESTRICTIONS				x		x
CTC-21-146	RUTH STREET, MERRYLANDS – REQUEST FOR ONE-WAY ARRANGEMENT		x			x	
CTC-21-147	BEAUMONT STREET, AUBURN – REQUEST FOR ONE-WAY ARRANGEMENT				x		x
CTC-21-148	RICKARD STREET, AUBURN – ROAD SAFETY CONCERNS				x	x	
CTC-21-149	TERRENE STREET, REGENTS PARK – PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULT				x		x
CTC-21-150	PAUL STREET, AUBURN – REQUEST FOR DISABLED PARKING				x		x

REPORTS

ITEM CTC-21-117 - THOMAS STREET AND GREGORY STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 10m 'No Stopping' restrictions at the intersection Thomas Street and Gregory Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-118 - CAMPBELL STREET , BERALA – REMOVAL OF
EXISTING '1P' SIGNS

RECOMMENDATION

The Traffic Committee recommends the removal of the '1P' signs outside 20 Campbell Street, Berala in accordance with the attached plan be approved.

ITEM CTC-21-119 - THOMAS STREET AND O'NEILL STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 10m 'No Stopping' restrictions at the intersection Thomas Street and O'Neill Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-120 - FARNELL STREET AND GREGORY STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Farnell Street and Gregory Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-121 - FARNELL STREET AND STUART STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Farnell Street and Stuart Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-122 - LISGAR STREET AND O'NEILL STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Lisgar Street and O'Neill Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-123 - LISGAR STREET AND STUART STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Lisgar Street and Stuart Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-124 - LISGAR STREET AND GREGORY STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Lisgar Street and Gregory Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-125 - FARNELL STREET AND O'NEILL STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Farnell Street and O'Neill Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-126 - THOMAS STREET AND STUART STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Thomas Street and Stuart Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-127 - LOCKWOOD STREET, MERRYLANDS – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommends the installation of line marking on Lockwood Street, Merrylands between Merrylands Road and Walpole Street in accordance with the attached plan be approved.

ITEM CTC-21-128 - OLD PROSPECT ROAD, GREYSTANES –
PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed installation of 'No Stopping' signs at the intersection of Old Prospect Road and Tania Street, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-129 - CUMBERLAND ROAD AND UNION ROAD,
AUBURN – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' signs at the intersection Cumberland Road and Union Road, Auburn in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-130 - ERIE STREET, SOUTH GRANVILLE –
PROPOSED 'NO STOPPING' SIGNS

RECOMMENDATION

The Traffic Committee recommends the extension of the existing 'No Stopping' zone on the eastern side of Erie Street south of Chiswick Road, South Granville in accordance with the attached plan be approved.

ITEM CTC-21-131 - MARKEY STREET AND BLAXCELL STREET,
SOUTH GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection Markey Street and Blaxcell Street, South Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-132 - MERRYLANDS ROAD AND SERPENTINE
STREET, MERRYLANDS WEST – PROPOSED 'NO STOPPING'
RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' restrictions on Serpentine Street, Merrylands West in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-133 - AMY STREET, REGENTS PARK – PROPOSED
'BUS ZONE'

RECOMMENDATION

The Traffic Committee recommends the proposed 'Bus Zone' on Amy Street, Regents Park in accordance with the attached plan be approved.

ITEM CTC-21-134 - VERON STREET WEST OF BRIDGE ROAD,
WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE SOUTHERN
SIDE

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of a 'Bus Zone' on Veron Street, Wentworthville at the bus stop on the northern side, west of Bridge Road in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-135 - VERON STREET WEST OF BRIDGE ROAD,
WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE NORTHERN
SIDE

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of a 'Bus Zone' on Veron Street, Wentworthville at the bus stop on the northern side, west of Bridge Road in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-136 - FIONA STREET, WOODPARK – PROPOSED 'NO
STOPPING' SIGN

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign on Fiona Street and relocating the existing signs on Woodpark Road at the intersection of Woodpark Road and Fiona Street, Woodpark in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-137 - SMITH STREET AND JEWELSFORD ROAD,
WENTWORTHVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 10m 'No Stopping' restrictions and 'BB' centre line marking at the intersection Smith Street and Jewelsford Road, Wentworthville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-138 - BRIDGE ROAD AND AUSTRAL AVENUE,
WESTMEAD – PROPOSED 'NO STOPPING' RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' and 'Bus Zone' signs at the intersection of Bridge Road and Austral Avenue, Westmead in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-139 - BRAESIDE ROAD, GREYSTANES – PROPOSED
'BUS ZONE'

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'Bus Zone' on the western side of Braeside Road south of Lance Crescent, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-140 - BRAESIDE ROAD AND LANCE CRESCENT,
GREYSTANES – PROPOSED 'BUS ZONE' AND INTERSECTION
TREATMENT

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'Bus Zone', 'No Stopping signs and line marking on Braeside Road and Lance Crescent, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-141 - BENNETT STREET, WENTWORTHVILLE –
APPLICATION FOR 'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 24m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be installed on the frontage of the development site at 135 Station Street, Wentworthville subject to Council's standard conditions for the period of 6 months and subsequent extension if required.
2. The applicant to notify 'Our Lady of Mount Carmel Primary School.'
3. The applicant be advised to pay the 'Work Zone' fees to Council as per the adopted Fees and Charges.

ITEM CTC-21-142 - MILLER STREET, MERRYLANDS –
APPLICATION FOR 'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 42m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be installed on the frontage of the development site on Miller Street, Merrylands subject to Council's standard conditions for the period of 12 months and subsequent extension if required.
2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.

ITEM CTC-21-143 - MILITARY ROAD, MERRYLANDS – APPLICATION
FOR 'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 42m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be installed on the frontage of the development site on Military Road, Merrylands subject to Council's standard conditions for the period of 12 months and subsequent extension if required.

2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.

ITEM CTC-21-144 - NICHOL LANE, BERALA – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' signs at the intersections of Nichol Lane / Crawford Street and Nichol Lane / Elizabeth Street, and 'No Parking' signs on the northern side of Nichol Lane, Berala in accordance with the attached plan be approved.
2. The affected residents and business owners be notified.

ITEM CTC-21-145 - ERIE STREET, SOUTH GRANVILLE – PROPOSED 4 HOUR PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends the installation of 4 Hour parking restriction at the existing angle parking on Erie Street, South Granville in accordance with the attached plan be approved.

Discussion:

Action:

ITEM CTC-21-146 - RUTH STREET, MERRYLANDS – REQUEST FOR ONE-WAY ARRANGEMENT

RECOMMENDATION

The Traffic Committee recommends the information contained in this report be noted and request to provide one-way arrangement in Ruth Street, Merrylands not be approved.

ITEM CTC-21-147 - BEAUMONT STREET, AUBURN – REQUEST FOR
ONE-WAY ARRANGEMENT

RECOMMENDATION

The Traffic Committee recommends the information contained in this report be noted.

ITEM CTC-21-148 - RICKARD STREET, AUBURN – ROAD SAFETY
CONCERNS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of traffic calming devices on Rickard Street, Auburn not be supported.
2. Council review conditions in Rickard Street and report back to traffic committee in August 2022.

ITEM CTC-21-149 - TERRENE STREET, REGENTS PARK –
PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULT

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed time restricted parking on the eastern side of Terrene Street, Regents Park not be approved.
2. Council undertake further consultation with the residents in Terrene Street, Regents Park.

ITEM CTC-21-150 - PAUL STREET, AUBURN – REQUEST FOR
DISABLED PARKING

RECOMMENDATION

the Traffic Committee recommends that the installation of disabled parking space in Paul Street, Auburn not be approved.

GENERAL BUSINESS

The following general business was raised: Nil

NEXT MEETING

Next Meeting 4 August 2021.

MEETING CLOSE

The meeting terminated at – N/A

Signed:

Chairperson

Item No: EECTC-21-151

**GUILDFORD ROAD AND ROBERTSON STREET, GUILDFORD - PROPOSED
EXTENSION OF EXISTING 'NO STOPPING ZONE'**

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a resident regarding road safety concerns at the intersection of Guildford Road and Robertson Street, Guildford.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The proposed extension of the existing 'No Stopping' zone on Guildford Road east of Robertson Street in accordance with the attached plan be approved.**
- 2. The adjacent resident be notified of the outcome generally.**

REPORT

Guildford Road is a local road running in an east-west direction from Blaxcell Street, Guildford to Palmer Street, Guildford West. It is divided into three segments by the state road, Woodville Road and the railway line. Its intersection with Robertson Street falls within the section between Blaxcell Street and Woodville Road. It has a speed limit of 50km/hr. Robertson Street is a local road and has a speed limit of 50km/hr.

Both Guildford Road and Robertson Street form a T-intersection.

The map below shows the location of the intersection.



Background:

Cumberland Traffic Committee considered a report (CTC-18-190) at its November 2018 meeting regarding the intersection of Guildford Road and Robertson Street, Guildford.

The traffic committee recommended the installation of 'Stop' control and 'No Stopping' restrictions at the intersection of Guildford Road and Robertson Street, Guildford.

Subsequently, following further concerns, the Traffic Committee considered another report in April 2019 (CTC-19-071) for the provision of a roundabout at this intersection. The Traffic Committee members discussed the issues related to the provision of a roundabout and recommended that Council provide intersection treatment incorporating signage and line marking at the intersection.

Council has been notified that there was an accident at this intersection in early June 2021 and Council has received further concerns regarding safety at this intersection.

There are 'No Stopping' restrictions at the intersection in accordance with the previous approval. Council proposes to extend the 'No Stopping' zones on the southern side of Guildford Road on both sides of Robertson Street by relocating the signs in accordance with the attached plan. This will provide 16m and 14m 'No Stopping' zones on the east and west of the intersection which are more than the Road Rule requirement and will improve safety.

ATTACHMENTS

1. Plan – Guildford Road and Robertson Street, Guildford – Proposed extension of 'No Stopping' restrictions

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-151

Attachment 1

Plan – Guildford Road and
Robertson Street, Guildford –
Proposed extension of ‘No
Stopping’ restrictions



Item No: EECTC-21-152

MERRYLANDS ROAD, MERRYLANDS – REQUEST FOR TEMPORARY ‘LOADING ZONE’

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from Council Officer supervising capital works in the Merrylands Town Centre for the provision of a temporary ‘Loading Zone’ in Merrylands Road to assist the businesses affected by the works.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the proposed 18m long ‘Loading Zone’ on the northern side of Merrylands Road, Merrylands in accordance with the attached plan be approved.

REPORT

Council is undertaking drainage works in Merrylands Town Centre and due to the works, Main Lane is required to be closed for the works. This closure removes the loading/unloading facility for some shops fronting Merrylands Road using the rear of the premises for loading/unloading in Main Lane.

Council has received a request from Council Officer supervising capital works in the Merrylands Town Centre for the provision of a temporary ‘Loading Zone’ in Merrylands Road to assist the businesses affected by the works. The drainage works are expected to be completed by the end of the year and the ‘Loading Zone’ will be temporary and for 6 months only.

There are one-hour (1P) parking spaces provided at present in Merrylands Road and the proposed ‘Loading Zone’ will occupy 3 one-hour parking spaces. It shall be noted that the arcade is closed.

The temporary loading zone is provided for the adjacent shops.

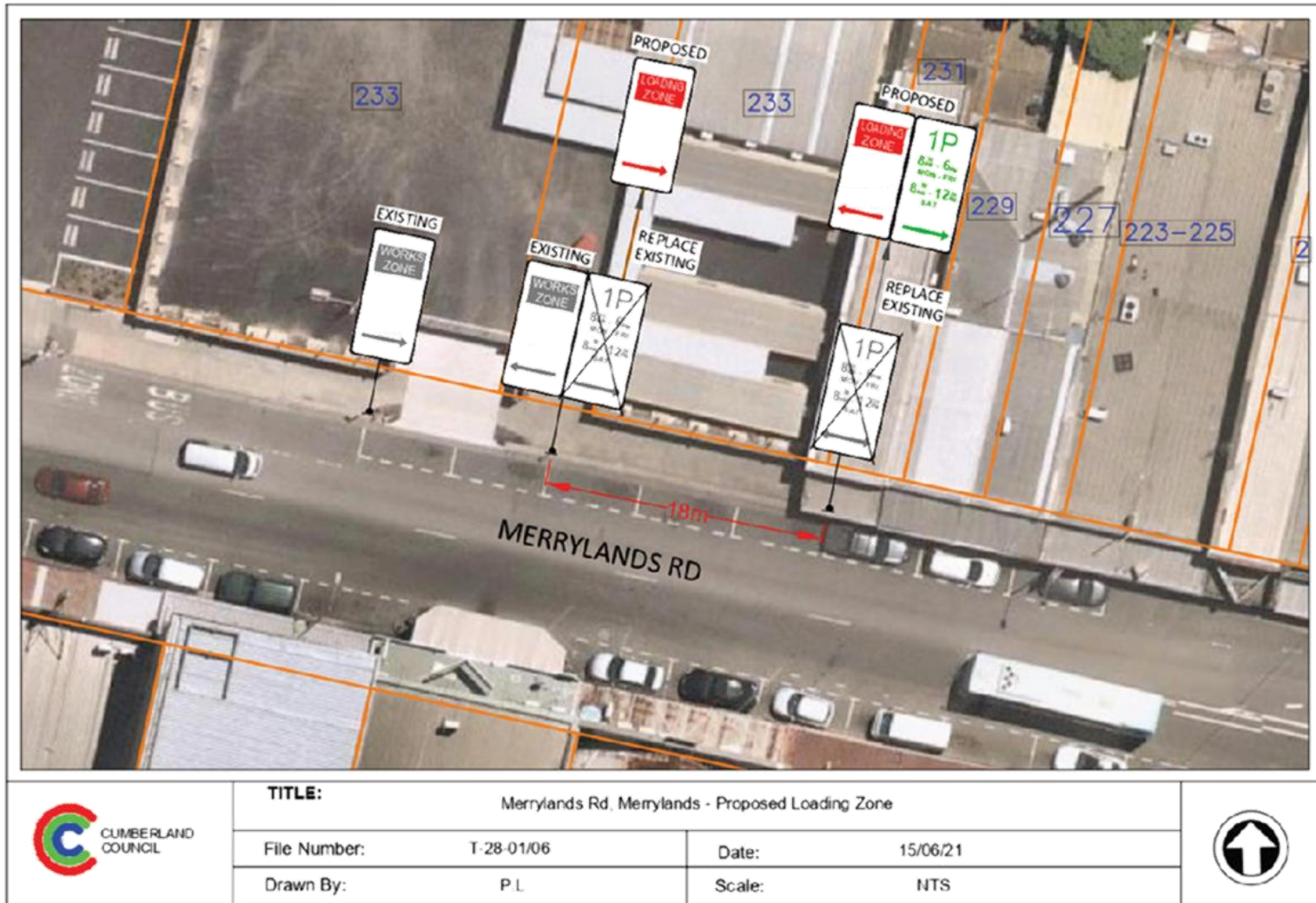
ATTACHMENTS

1. Plan – Merrylands Road, Merrylands - Proposed temporary ‘Loading Zone’

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-152

Attachment 1

Plan – Merrylands Road,
Merrylands - Proposed temporary
'Loading Zone'



Item No: EECTC-21-153

**GUILDFORD ROAD AND CHAMBERLAIN ROAD, GUILDFORD – PROPOSED
EXTENSION OF EXISTING ‘NO STOPPING’ ZONE & ‘BUS ZONE’**

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a resident regarding road safety concerns at the intersection of Guildford Road and Robertson Street, Guildford.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed extension of the existing ‘No Stopping’ zone on Guildford Road east of Chamberlain Road in accordance with the attached plan be approved.
2. The proposed ‘Bus Zone’ signs on Guildford Road east of Chamberlain Road in accordance with the attached plan be approved.
3. The affected residents be notified of the outcome generally.

REPORT

Guildford Road is a local road running in an east-west direction from Blaxcell Street, Guildford to Palmer Street, Guildford West. It is divided into three segments by the state road, Woodville Road and the railway line. Its intersection with Chamberlain Road falls within the section between Woodville Road and the railway lines. It has a speed limit of 50km/hr. Chamberlain Road is a local road and has a speed limit of 50km/hr.

Both Guildford Road and Chamberlain Road form a T-intersection.

The map below shows the location of the intersection.



There are 'No Stopping' restrictions at the intersection. Council has received concerns from a resident that when large vehicles including trucks park on Guildford Road east of Chamberlain Road, the visibility is obstructed and creates safety concerns.

Council officers have investigated the concerns and found that the existing 'No Stopping' restriction is at 10m in accordance with the requirement under the Road Rules. There is also a bus stop east of the existing 'No Stopping' zone.

Council proposes to extend the 'No Stopping' zones on the southern side of Guildford Road on both sides of Chamberlain Road by relocating the signs suitably and providing a 'Bus Zone' at the bus stop on the eastern side. This will provide 14m 'No Stopping' zone east of the intersection and a 24m 'Bus Zone' at the bus stop. It should be noted that statutory requirement of 30m 'Bus Zone' is not required due to the existing 'No Stopping' zone west of the 'Bus Zone' which will provide for buses to drive out.

ATTACHMENTS

1. Plan – Guildford Road and Chamberlain Road, Guildford – Proposed extension of 'No Stopping' restrictions and 'Bus Zone'

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-153

Attachment 1

Plan – Guildford Road and
Chamberlain Road, Guildford –
Proposed extension of ‘No
Stopping’ restrictions and ‘Bus
Zone’



Item No: EECTC-21-154

MERRYLANDS ROAD & CANAL ROAD, GREYSTANES - PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a resident to extend the existing 'No Stopping' zone on Merrylands Road east of Canal Road, Greystanes.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

That the Traffic Committee recommends the proposed extension of the existing 'No Stopping' zone in accordance with the attached plan be approved.

REPORT

Merrylands Road is a regional road running in an east-west direction and has a speed limit of 60km/hr. Canal Road is a local road and has a speed limit of 50km/hr.

Both Merrylands Road and Canal Road form a T-intersection.

The map below shows the location of the intersection.



There are 'No Stopping' restrictions at the intersection. Council has received a request from the property owner of #662 to extend the 'No Stopping' zone beyond the driveway of the property. It is alleged that vehicles park in the narrow kerb length available between the driveways (marked in red in the map above) overhanging driveways making it difficult to exit their driveways.

Council officers have investigated the request and found that the southern side of Merrylands Road has evening Clearway restrictions and unrestricted parking during the other times except for the 'No Stopping' zones at the intersection. It is proposed to extend the 'No Stopping' zone by 11m which will cover the small lengths of kerbside and prevent parking in these areas.

Since the request came from the resident, no consultation is required.

ATTACHMENTS

1. Plan – Merrylands Road & Canal Road, Greystanes – Proposed extension of existing 'No Stopping' zone

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-154

Attachment 1

Plan – Merrylands Road & Canal
Road, Greystanes – Proposed
extension of existing ‘No
Stopping’ zone



Item No: EECTC-21-155

**MERRYLANDS ROAD & BRAESIDE ROAD, GREYSTANES - PROPOSED
EXTENSION OF EXISTING 'NO STOPPING' ZONE**

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received a request from a resident to extend the existing 'No Stopping' zone on Merrylands Road east of Braeside Road, Greystanes.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The proposed extension of the existing 'No Stopping' zone on Merrylands Road east of Braeside Road in accordance with the attached plan be approved.**
- 2. The adjacent residents be notified of the outcome generally.**

REPORT

Merrylands Road is a regional road running in an east-west direction and has a speed limit of 60km/hr. Braeside Road is a local road and has a speed limit of 50km/hr.

Both Merrylands Road and Braeside Road form a T-intersection.

The map below shows the location of the intersection.



There are 'No Stopping' restrictions at the intersection. Council has received concerns from a resident to extend the 'No Stopping' zone on Merrylands Road east of its intersection with Braeside Road.

The resident has alleged that vehicles turning left from Braeside Road do not have enough distance to merge with fast moving traffic on Merrylands Road and causing sudden braking and near crashes on Merrylands Road.

Council officers have investigated the request and found that the northern side of Merrylands Road has morning peak period Clearway restrictions and unrestricted parking during the other times except for the 'No Stopping' zones at the intersection. The existing 'No Stopping' zone on Merrylands Road east of Braeside Road is approximately 28m.

It is proposed to extend the 'No Stopping' zone by 14m in an easterly direction.

ATTACHMENTS

1. Plan – Merrylands Road & Braeside Road, Greystanes – Proposed extension of existing 'No Stopping' zone

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-155

Attachment 1

Plan – Merrylands Road &
Braeside Road, Greystanes –
Proposed extension of existing
‘No Stopping’ zone



Item No: EECTC-21-156

BUTU WARGUN DRIVE, PEMULWUY - PROPOSED PEDESTRIAN WARNING SIGN

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Prospect
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council has received a request from a resident to provide safety measures including a pedestrian crossing on Butu Wargun Drive, east of Greystanes Road.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

That the Traffic Committee recommends the proposed pedestrian warning signs with supplementary pedestrian refuge signs on Butu Wargun Drive east of Greystanes Road, Pemulwuy in accordance with the attached plan be approved.

REPORT

Butu Wargun Drive, Pemulwuy runs in an east-west direction and is one of two access points off Greystanes Road to Pemulwuy. It has a speed limit of 50km/hr. The section between Greystanes Road and Driftway Drive has 4 lanes with median island separating the directional traffic. Butu Wargun Drive forms a signalised intersection with the State road, Greystanes Road and a two-lane roundabout with Driftway Drive.

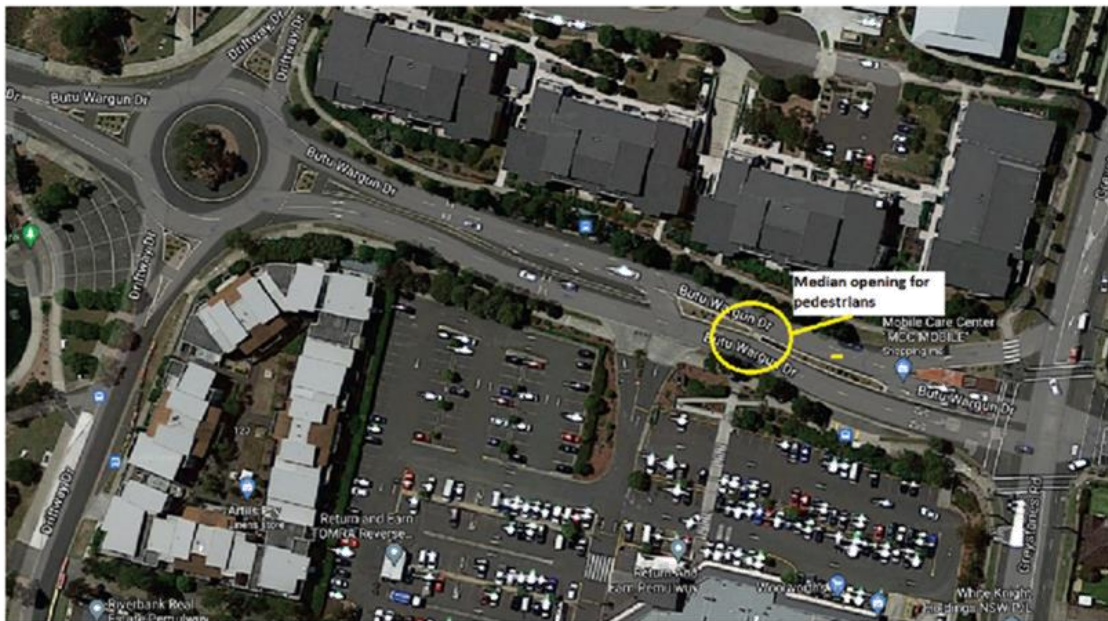
Pemulwuy Shopping complex access is on the southern side of Butu Wargun Drive.

A median opening with access ramps on both sides of kerbs is provided to cross the road in stages and to access the shopping complex.

Council has received request from a resident to provide safety measures including a marked pedestrian crossing on Butu Wargun Drive at the existing median opening.

Council has indicated that since the location is approximately 60m from the signal controlled intersection with a State road and the lane line marking defines two lanes in each direction, a pedestrian crossing is not feasible across two lanes of traffic in each direction. Furthermore, a signalised mid block crossing is not considered suitable as it will be very close to another traffic signal installation. It should be noted that Council did not check warrants for any crossing facility at this location due to its physical location and the impossibility of providing any marked crossing or midblock signals.

The map below shows the location of Butu Wargun Drive.



Council proposes to install a pedestrian warning signs at locations east of the median opening. There is an existing warning sign on the west of the opening. The proposed warning signs will alert the motorists to the presence of pedestrians in the area.

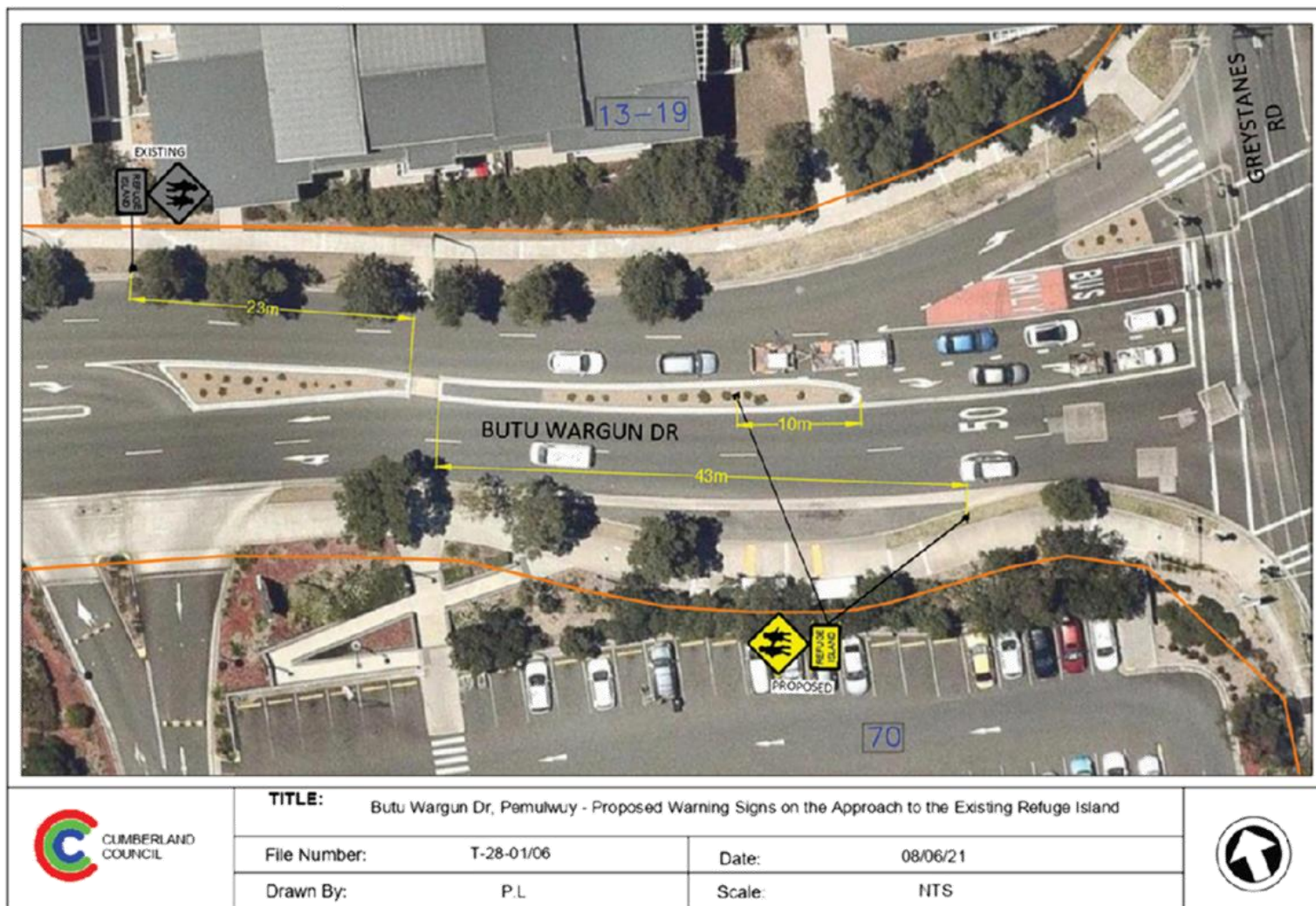
ATTACHMENTS

1. Plan – Butu Wargun Drive, Pemulwuy – Proposed Pedestrian Warning signs and supplementary 'Refuge Island' signs

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-156

Attachment 1

Plan – Butu Wargun Drive,
Pemulwuy – Proposed Pedestrian
Warning signs and
supplementary ‘Refuge Island’
signs



Item No: EECTC-21-157

**BURNETT STREET AND CARTWRIGHT AVENUE, MERRYLANDS – PROPOSED
EXTENSION OF EXISTING ‘NO STOPPING’ ZONE AND LINE MARKING**

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received a request from a resident regarding road safety concerns at the intersection of Guildford Road and Robertson Street, Guildford.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The proposed extension of the existing ‘No Stopping’ zone on Burnett Street north of Cartwright Avenue and line marking in accordance with the attached plan be approved.**
- 2. The adjacent residents be notified of the outcome generally.**

REPORT

Burnett Street is a regional road running in an north-south direction between Merrylands Road and Grest Western Highway. It has a speed limit of 50km/hr. Cartwright Avenue is a local road running between Burnett Street and Holroyd Road, Merrylands and has a speed limit of 50km/hr. Cartwright avenue is approximately 7m wide.

Burnett Street operates as two-lane two-way street in the vicinity of Cartwright Avenue.

Burnett Street and Cartwright Avenue form a T-intersection. Council's investigation indicated that there are existing ‘No stopping’ signs at this intersection.

The map below shows the location of the intersection (circled in yellow).



Council has received a request from a resident to extend the existing 'No Stopping' zone on the western side of Burnett Street north of Cartwright Avenue.

Investigation of the location revealed that since Burnett Street has single lane northbound, any parked vehicle will force the traffic on to the southbound lane. It also impacts on any traffic movement out of Cartwright Avenue turning left.

Council proposes to move the existing 'No Stopping' sign on the western side of Burnett Street in a northerly direction up to the driveway as shown in the attached plan. It is also proposed to provide 10m 'BB' centre lines on all approaches at the intersection. In addition, 'No Stopping' signs are proposed on Cartwright Avenue at 13m to allow for any traffic passing a parked vehicle not to cross the 10m 'BB' centre lines.

ATTACHMENTS

1. Plan – Burnett Street and Cartwright avenue, Merrylands – Proposed extension of 'No Stopping' restrictions and line marking

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-157

Attachment 1

Plan – Burnett Street and
Cartwright avenue, Merrylands –
Proposed extension of ‘No
Stopping’ restrictions and line
marking



Item No: EECTC-21-158

MAIN AVENUE, CHAPEL ROAD & BROOKS CIRCUIT, LIDCOMBE – PROPOSED LINE MARKING AT THE INTERSECTION

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a complaint from a local resident regarding road safety concerns at the intersection of Main Avenue, Chapel Road & Brooks Circuit in Lidcombe.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the installation of 'BB' centre line markings and 'Give Way' lines at the intersection of Main Avenue, Chapel Road & Brooks Circuit, Lidcombe in accordance with the attached plan be approved.

REPORT

Main Avenue is a local road that runs in an east-west and north-south direction with a posted speed limit of 50 km/h. It connects the State road Joseph Street and Weeroona Road. It has a width of approximately 7.8m and parking is permitted on both sides of the road unless signposted.

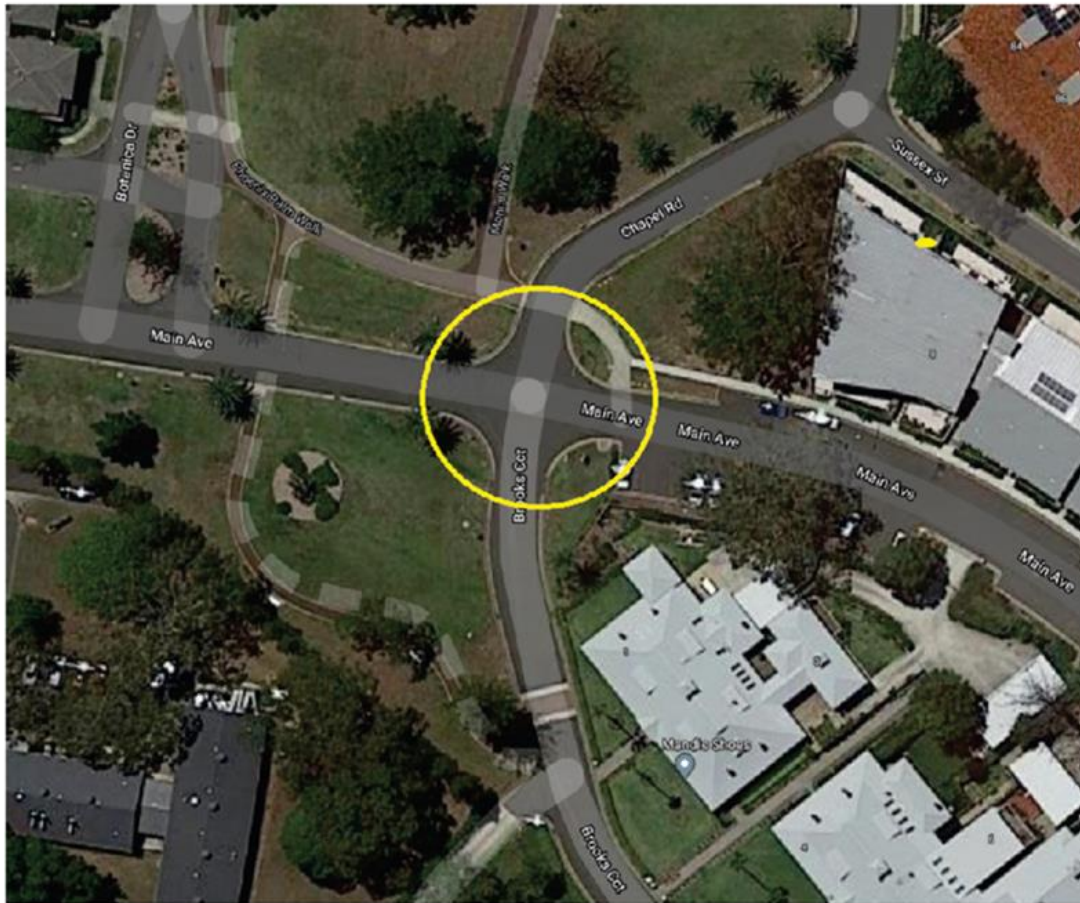
Both Chapel Road & Brooks Circuit are local roads forming an intersection with Main Avenue. The priority at this intersection is to Main Avenue with 'Give Way' signs on the Brooks Circuit and Chapel Road approaches. These roads have a width of approximately 7.5m and 8m respectively and parking is permitted on both sides in accordance with Road Rules unless signposted.

NSW Coroner's Court Complex is on the south western side of the intersection.

The latest crash data at this location indicated that there were no reported crashes at this intersection in the last 5 years.

Council has received a complaint from a local resident regarding road safety concerns at this intersection. The resident has alleged that vehicles on Chapel Road and Brooks Circuit often do not give way to vehicles on Main Avenue as there are no line markings at the intersection.

The map below shows the intersection of Main Avenue, Chapel Road & Brooks Circuit.



Council's Officers have investigated the request and found that there are 'Give Way' signs at the intersection but the 'Give Way' lines have not been provided. These 'Give Way' signs were installed by the developer prior to handing over the roads.

Therefore, the installation of 'Give Way' lines would improve the 'Give Way' control at this intersection. It is also proposed to provide 'BB' centre lines on all the approaches to the intersection.

The proposed line markings would improve road safety for all road users at this intersection.

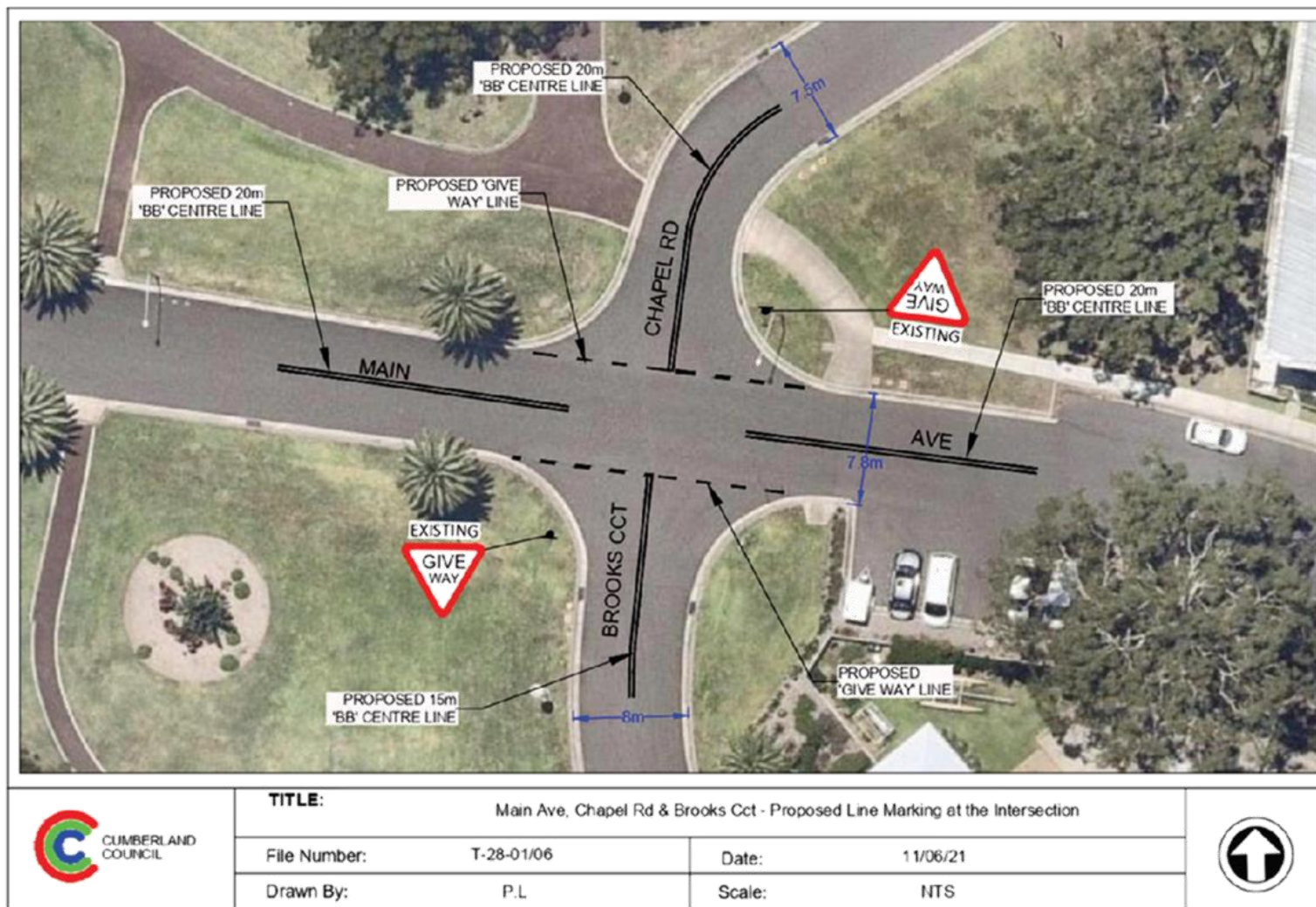
ATTACHMENTS

1. Plan – Main Avenue, Chapel Road & Brooks Circuit, Lidcombe - Proposed line marking

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-158

Attachment 1

Plan – Main Avenue, Chapel
Road & Brooks Circuit, Lidcombe
- Proposed line marking



Item No: EECTC-21-159

MARY STREET, AUBURN – PROPOSED ‘NO STOPPING’ SIGNS AT THE ALICE STREET INTERSECTION

Responsible Division:	Works & Infrastructure
Officer:	Manager Engineering and Traffic
File Number:	HC-24-01-3/02
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>

SUMMARY

Cumberland City Council proposes to install ‘No Stopping’ signs on Mary Street west of Alice Street, Auburn.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that;

- 1. The proposed installation of ‘No Stopping’ signs on Mary Street west of Alice Street, Auburn in accordance with the attached plan be approved.**
- 2. The affected properties be notified of the outcome generally.**

REPORT

Alice Street is a local road that runs in a north-south direction between South Parade and Edgar Street, Auburn. It has a width of approximately 9.6m and parking is permitted on both sides in accordance with the Road Rules unless signposted otherwise. Mary Street is a local road running in an east-west direction and has a speed limit of 50km/hr. Alice Street and Mary Street form an intersection controlled by a ‘peanut’ shaped roundabout.

There are ‘No Stopping’ signs at this intersection on all approaches except on the Mary Street western approach. There are kerb blisters built on this approach.

The map below shows the location of the intersection. Proposed ‘No Stopping’ zones marked in red in the map.



Council officers have investigated the location and found that due to the absence of the 'No Stopping' signs on the western approach, vehicles park at this location. When vehicles, particularly trucks park at this location, it creates safety concerns for pedestrians using the location to cross the road.

IT IS PROPOSED TO INSTALL 'NO STOPPING' RESTRICTIONS AT THIS INTERSECTION TO ENHANCE SAFETY OF ALL ROAD USERS. THE 'NO STOPPING' SIGN ON THE SOUTHERN SIDE OF MARY STREET IS AT 12M DUE TO THE PRESENCE OF A DRIVEWAY. ATTACHMENTS

1. Plan – Mary Street & Alice Street, Auburn – Proposed 'No Stopping' restrictions

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-159

Attachment 1

Plan – Mary Street & Alice Street,
Auburn – Proposed ‘No Stopping’
restrictions



Item No: EECTC-21-160

THE TRONGATE AND MEMBREY STREET, GRANVILLE – PROPOSED ROUNDABOUT

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

This report considers a proposal to construct a roundabout at the intersection of The Trongate and Membrey Street, Granville.

This report outlines the outcome of a review into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The Signs and Marking Plan for the construction of the proposed roundabout at the intersection of The Trongate and Membrey Street, Granville be approved in principle.**
- 2. Council forward final design plans to Transport for NSW.**
- 3. Council include the construction in a future Works Program.**
- 4. The affected residents be notified prior to commencement of construction.**

REPORT

The Trongate is a local road that runs in a north-south direction and has a speed limit of 50km/hr. Membrey Street is a local road that runs in an east-west direction and has a speed limit of 50km/hr.

The Trongate and Membrey Street form an intersection where Membrey Street has priority with 'Stop' signs and holding lines on The Trongate approaches.

There are pedestrian refuge islands built on the approaches of The Trongate. Council has also approved speed humps in The Trongate between Redfern Street and Archibald Street and the works are to be scheduled in a future works program. Under

this scheme, speed humps are proposed on The Trongate at approximately 100m north and south of the intersection.

The map below shows details of the intersection and surrounding streets.



Council's Officers have investigated the intersection based on the latest 5 year period ending September 2020 Crash Data from the Centre for Road Safety.

There were two reported crashes at this intersection during the 5 year period. Both these crashes were 'cross traffic' crashes and reported as casualty crashes.

Based on the crash data, Council proposes to construct a roundabout at the subject intersection. The proposed treatment will slow down traffic, define priority control and improve road safety for all road users.

Council has prepared concept plans for the proposed roundabout. As part of the design process, Council officers have checked turning paths for 12.5m trucks and found the design satisfactory.

The roundabout and the associated signs and linemarking is estimated to cost in the range of \$250,000.

Council will also apply for Australian Government/State funding for the construction.

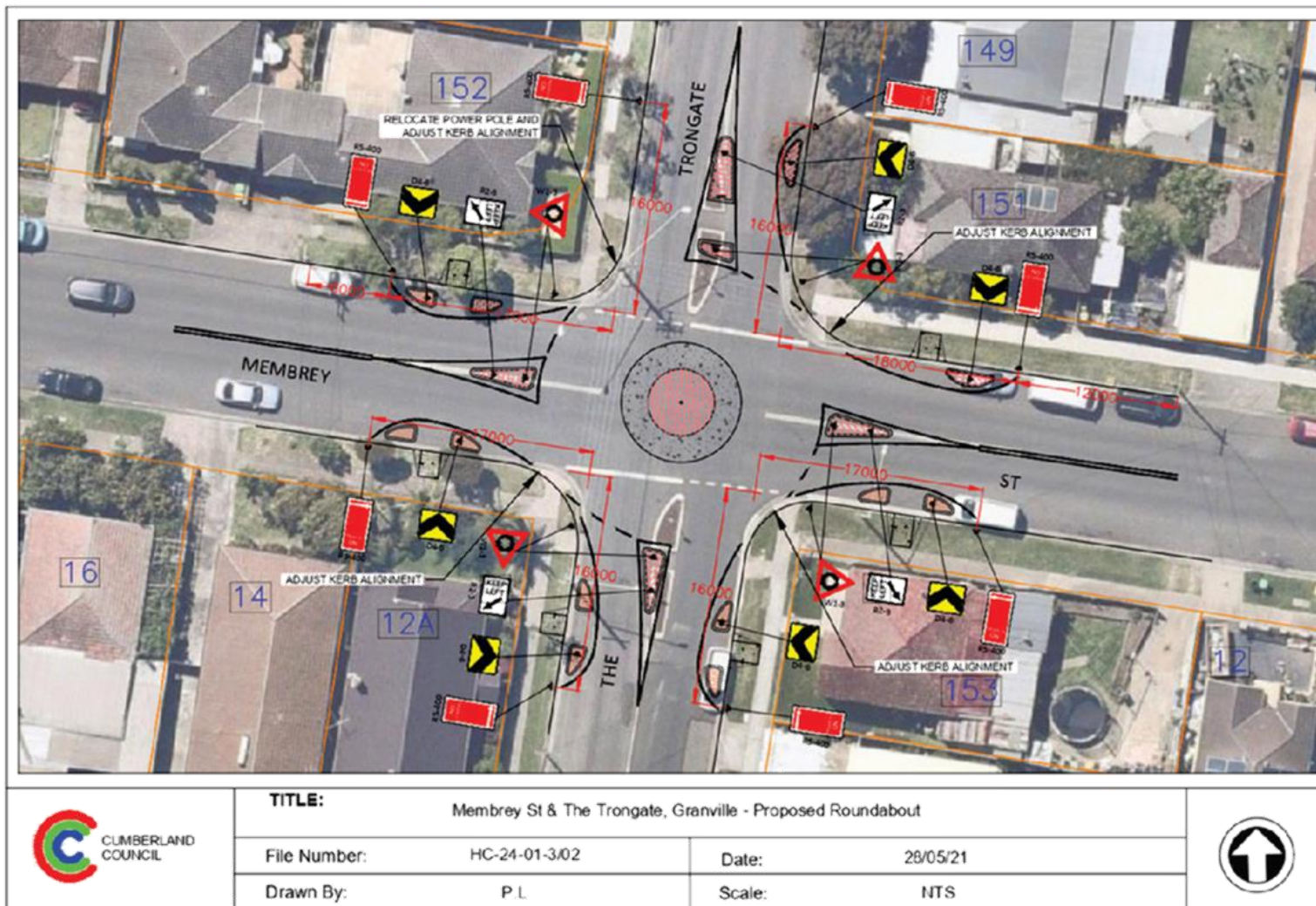
ATTACHMENTS

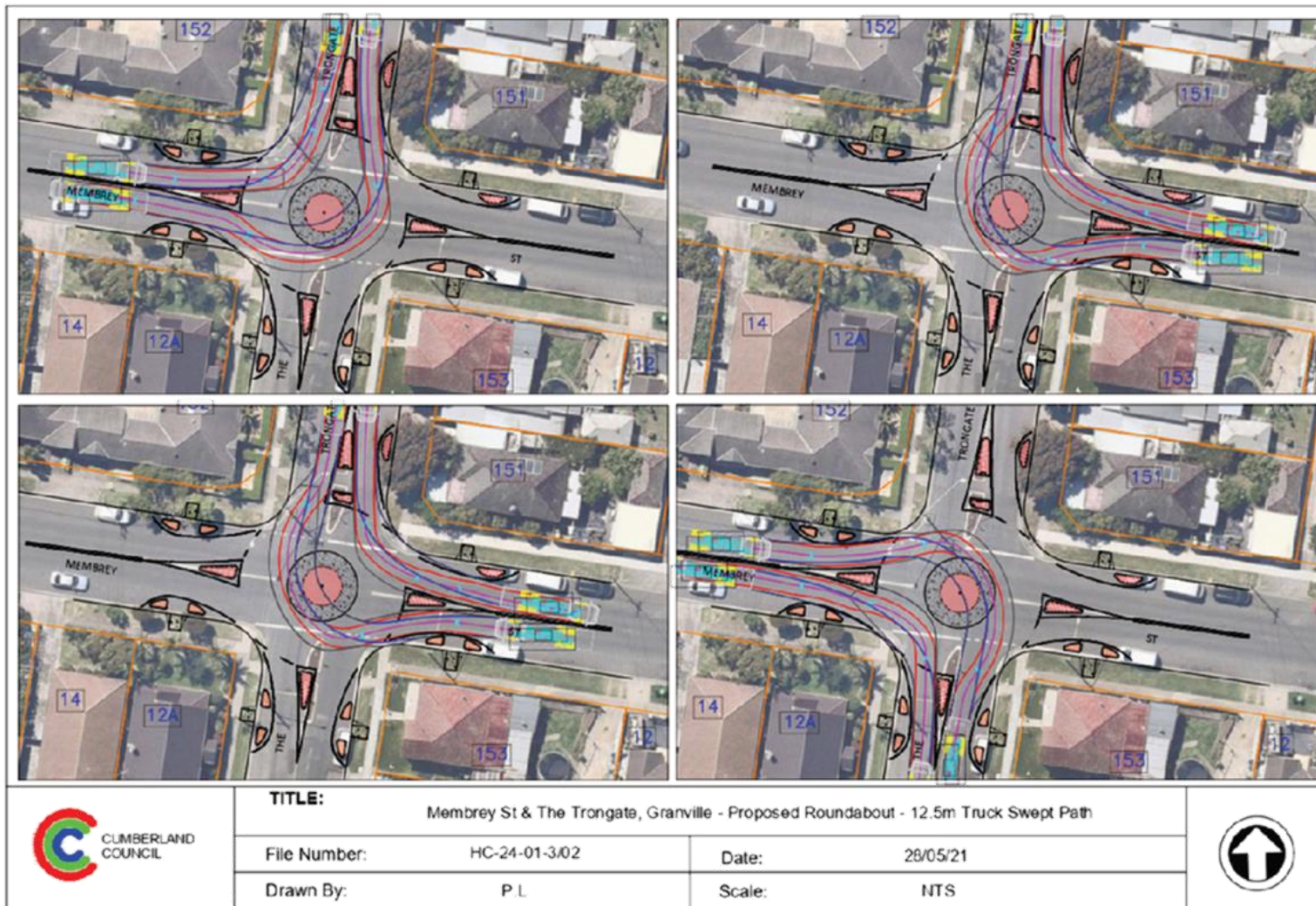
1. Plans – The Trongate & Membrey Street, Granville – Proposed Roundabout

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-160

Attachment 1

Plans – The Trongate & Membrey Street, Granville – Proposed Roundabout





Item No: EECTC-21-161

RHODES AVENUE AND ROSEBERY ROAD, GUILDFORD – PROPOSED ROUNDABOUT

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-03-21
Electorate: Auburn
Police Area Command (PAC): Cumberland

SUMMARY

This report considers a proposal to construct a roundabout at the intersection of Rhodes Avenue and Rosebery Road, Guildford.

This report outlines the outcome of a review into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The Signs and Marking Plan for the construction of the proposed roundabout at the intersection of Rhodes Avenue and Rosebery Road, Guildford be approved in principle.**
- 2. Council forward final design plans to Transport for NSW.**
- 3. The affected residents be notified of Council's resolution.**
- 4. The construction to be undertaken with funding from Safer Roads Program subject to funding approval for 22/23 funding year**
- 5. If Council is unsuccessful in obtaining funding as in 4. above, this project to be included in a future Capital Works Program.**

REPORT

Rhodes Avenue, Guildford is a local road east of Woodville Road that runs in an east-west direction, it has a width of approximately 12.6m with a signposted 50/km/h speed limit. Parking is permitted on both sides.

Rosebery Road is a local road that runs in a north-south direction, it has a varying width of approximately 11-12.5m with a signposted 50/km/h speed limit. Parking is permitted on both sides in accordance with Road Rules.

Rhodes Avenue and Rosebery Road form a cross intersection with priority to Rosebery Road and 'Stop' signs on Rhodes Avenue.

The map below shows details of the intersection.



Based on the crash record at the intersection, Council's Officers have investigated the intersection performance and nominated the site for funding under Safer Roads Program 2021/2022 Financial Year. The submission was based on the latest RMS crash data at the time of the application.

The following crash data is based on the latest data available:

Crash Period Investigated: August 2015 – Sept. 2020 (5 years)

Total number of crashes	6
Total number of injury	4
Primary crash type	Cross traffic (RUM 10)
Proposed treatment	Proposed roundabout

Treatment cost	\$300,000
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Council has nominated this intersection under the Safer Roads Program for financial year 2022/23 and the submission is under review by the Safer Roads panel. It is expected that successful programs will be announced in the near future..

The proposed designs have been prepared to accommodate the movement of Heavy Rigid Vehicle (12.5m long) on all approaches and in accordance with current Transport for NSW Guidelines and considered satisfactory. The central island of the roundabout is designed mountable to allow for manoeuvring of right turning trucks.

Swept paths have been provided in the attachment.

It is advised that the proposed treatment will slow down traffic, define priority control and improve road safety for all road users.

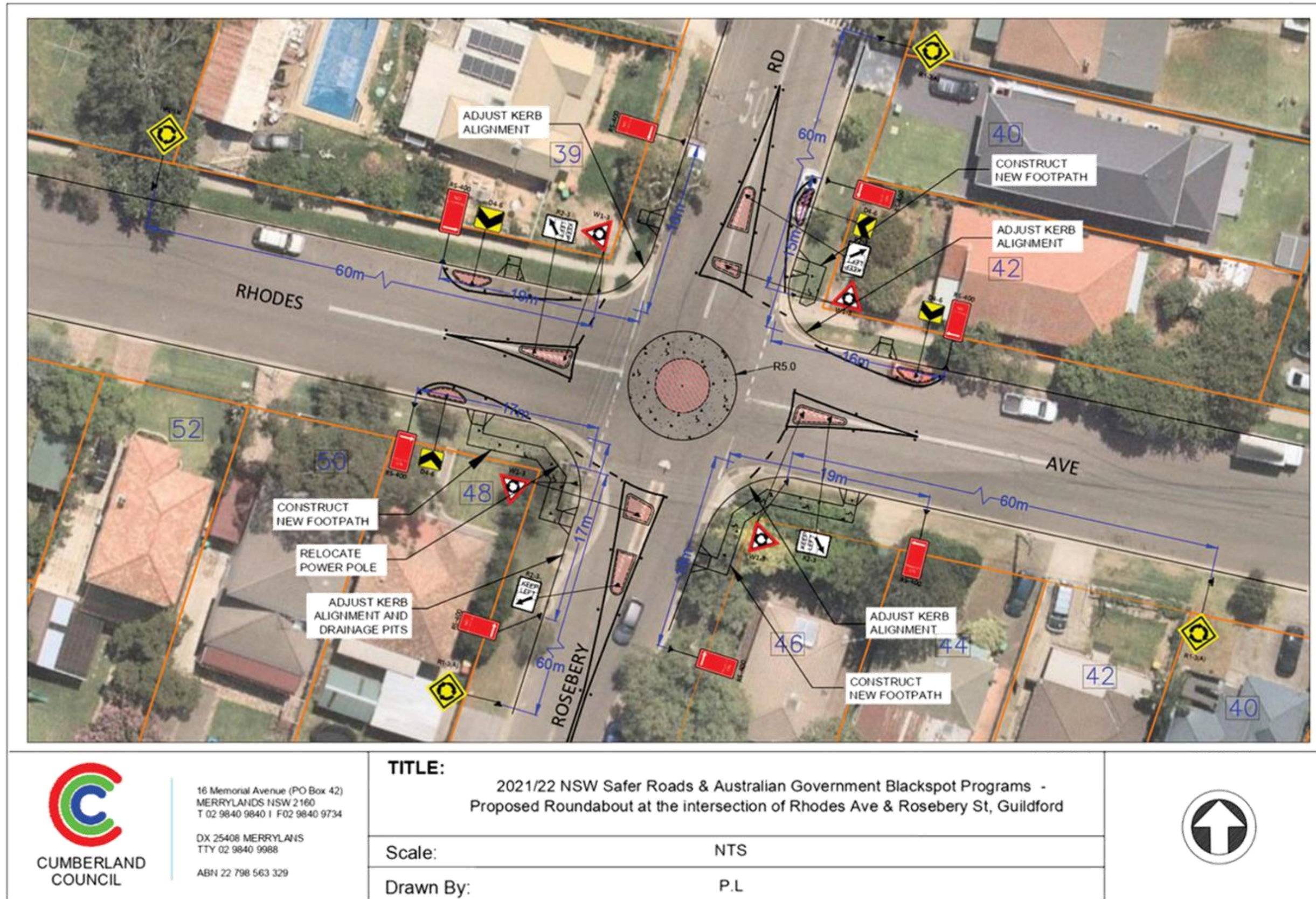
ATTACHMENTS

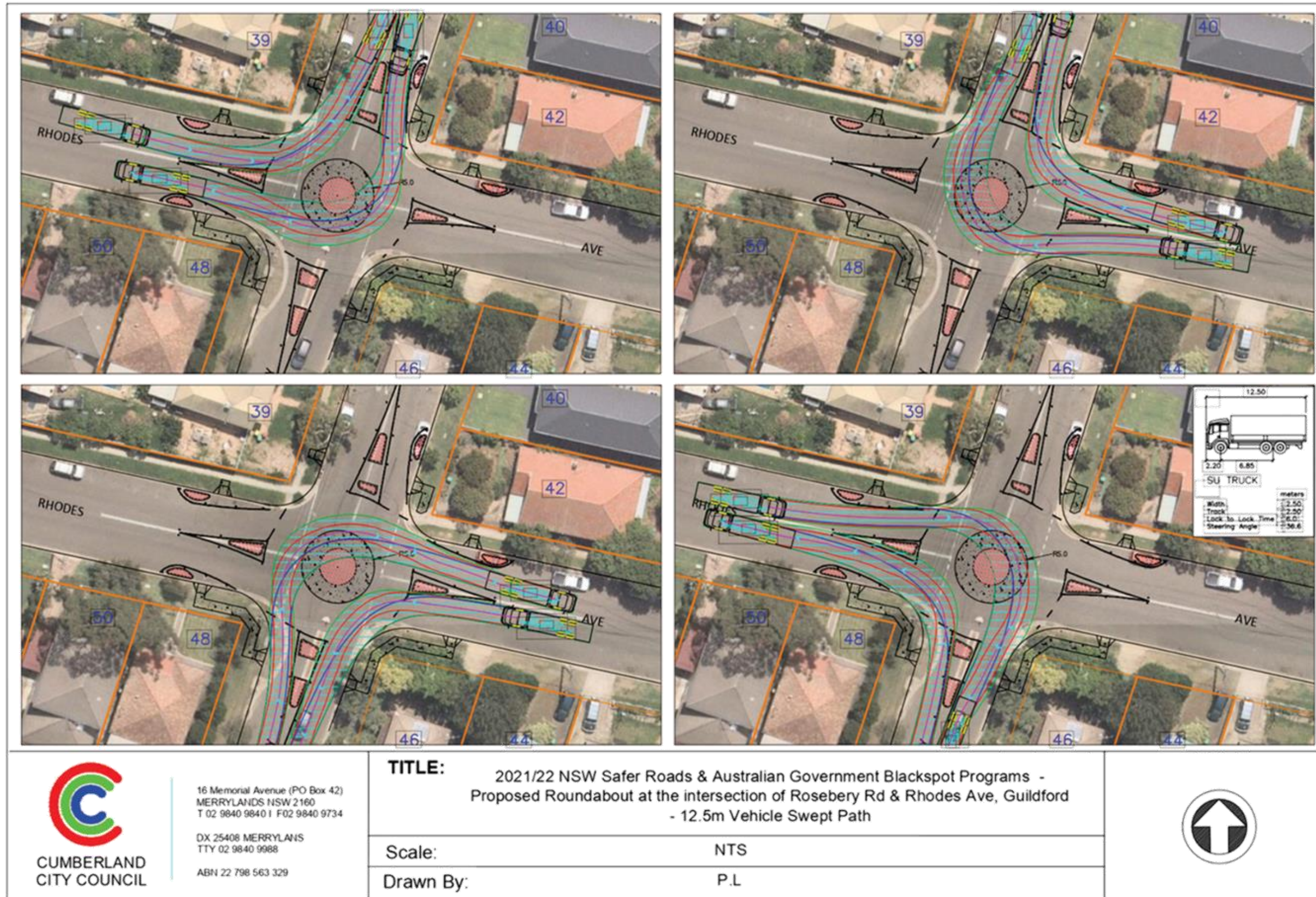
1. Plans – Rhodes Avenue and Rosebery Road, Guildford – Proposed Roundabout

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-161

Attachment 1

Plans – Rhodes Avenue and
Rosebery Road, Guildford –
Proposed Roundabout





Item No: EECTC-21-162

**ELIZABETH STREET, LIDBURY STREET AND WOODBURN ROAD, BERALA –
ROAD SAFETY CONCERNS**

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received a request from a local resident for the installation of traffic calming devices at the intersection of Elizabeth Street, Lidbury Street and Woodburn Road, Beralá.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The proposed installation of speed cushions on selected approaches to the roundabout at the intersection of Elizabeth Street, Lidbury Street and Woodburn Road, Beralá in accordance with the attached plan be approved.**
- 2. The affected properties be notified of the outcome generally.**
- 3. This project be included in a future works program.**

REPORT

Council has received a request from a local resident for the installation of traffic calming devices at the intersection of Elizabeth Street, Lidbury Street and Woodburn Road, Beralá.

Woodburn Road runs parallel to railway line and at the front of Beralá Station. Lidbury Street runs in an east-west direction from its intersection of Woodburn Road and Chisholm Road, Regents Park. Elizabeth Street forms the southern approach to the intersection of Elizabeth Street, Lidbury Street and Woodburn Road.

The intersection of Elizabeth Street, Lidbury Street and Woodburn Road, Beralá is controlled by a roundabout.

The map below shows the location of the intersection.



Council officers have investigated the request.

Council previously installed a speed cushion on the Woodburn Road approach of the roundabout.

Observations by Council officers indicated vehicles approaching the roundabout at speeds not suitable to the environment and provision of speed cushions on the northern approach of Elizabeth Street and Lidbury Street will enhance safety at this roundabout. The southern approach of Elizabeth Street slows down the approaching traffic due to the offset of the central island and the geometry of the roundabout.

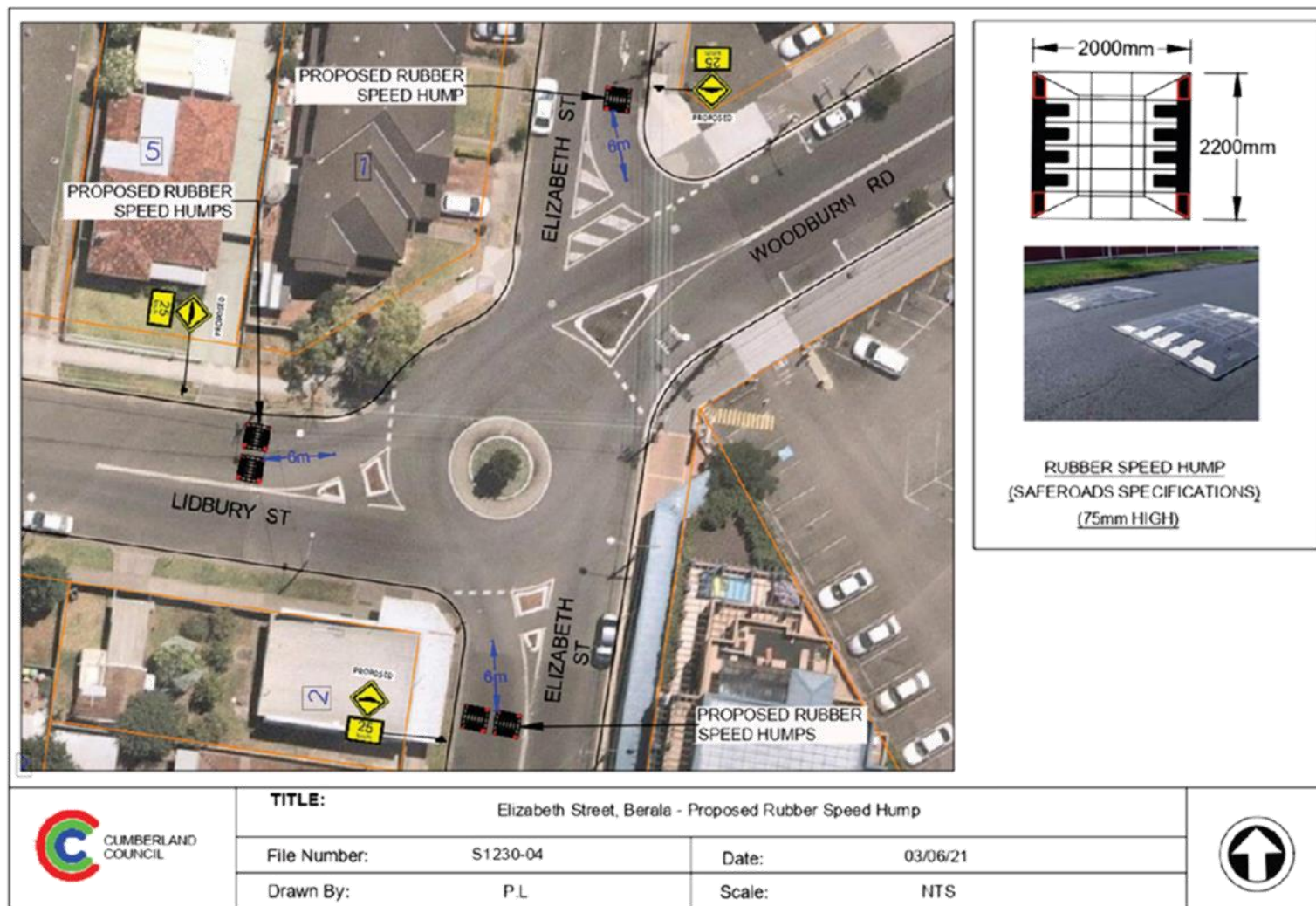
ATTACHMENTS

1. Plan – Elizabeth St, Lidbury St and Woodburn Road, Berala – Proposed speed cushions on the roundabout approaches

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-162

Attachment 1

Plan – Elizabeth St, Lidbury St
and Woodburn Road, Berala –
Proposed speed cushions on the
roundabout approaches



Item No: EECTC-21-163

11 HILLTOP ROAD, MERRYLANDS – PROPOSED MEDIAN ISLAND ASSOCIATED WITH DEVELOPMENT APPLICATION

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received detailed design of the proposed median island associated with approved development application at 11 Hilltop Road, Merrylands.

The report details a review of the submitted design plan and feasibility of the proposal in accordance with approved development application.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The proposed median island and associated signs and line marking on Hilltop Road, Merrylands in accordance with the attached plan be approved.**
- 2. The median island width be reduced to 600mm to allow for 3.2m lanes.**
- 3. Final plan be forwarded to Transport for NSW.**
- 4. The costs associated with the installation of median island, signs and line marking shall be borne by the developer at no cost to Council.**
- 5. The affected residents be notified of the outcome by the applicant prior to the construction of median island.**

REPORT

Council has granted approval for the proposed child care centre development at 11 Hilltop Road, Merrylands subject to a condition that a median island be installed on Hilltop Road to restrict access to right turn movements (i.e. left in and left out only) subject to Traffic Committee and Council approval.

The proposed development comprising of 56 place childcare centre with 20 parking spaces.

Council has received the detailed design of the proposed median island on Hilltop Road for Traffic Committee consideration.

The median island shown is 1.0m wide and 20m long. Council has considered the lane widths in each direction and considers provision of a 1m wide median island may narrow the lane widths to 3m. It is proposed that the median island be 600mm wide allowing for 3.2m wide lanes

The installation of median island would improve road safety at this location.

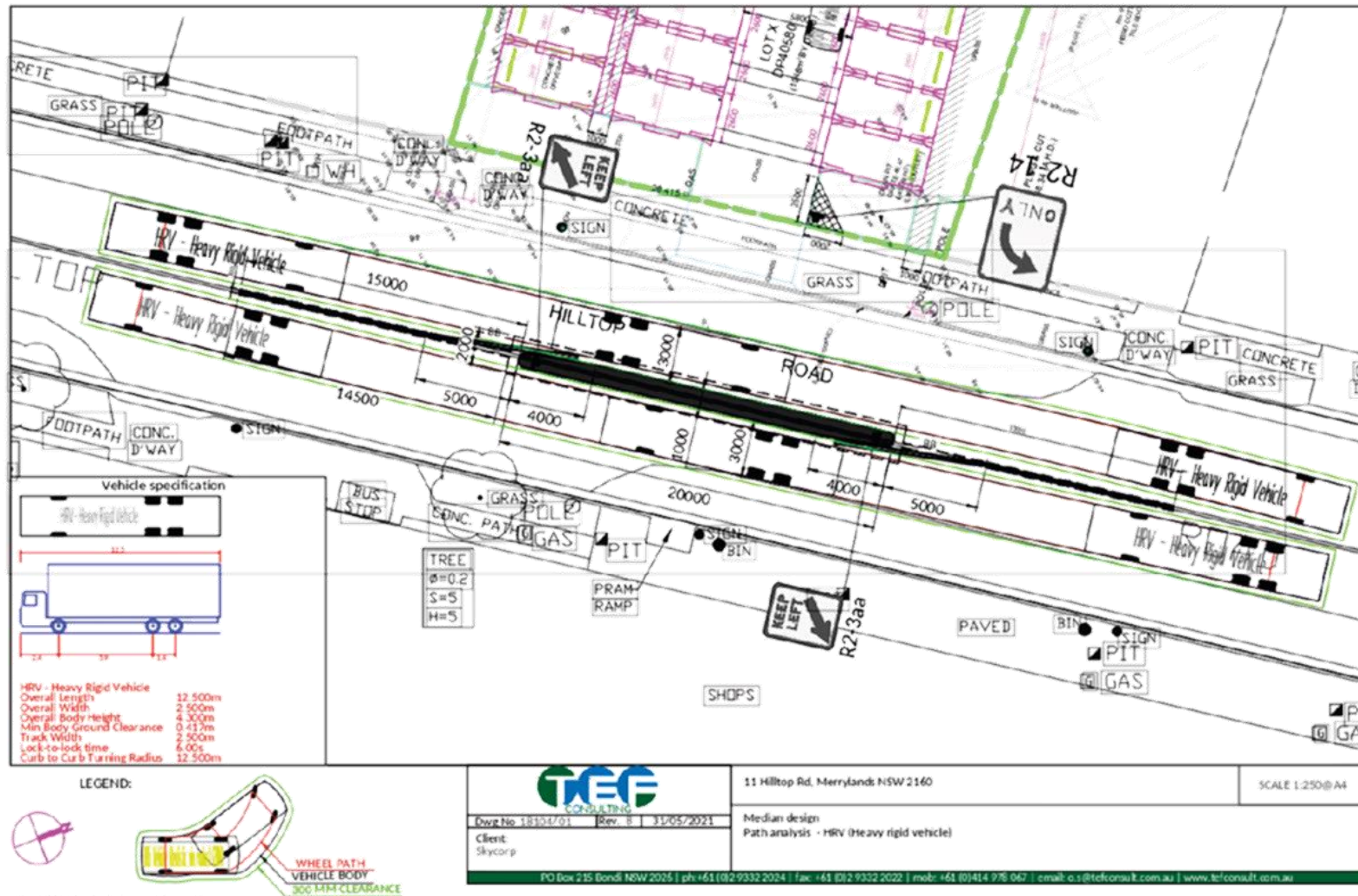
ATTACHMENTS

1. Plan – 11 Hilltop Road, Merrylands – Proposed median island

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-163

Attachment 1

Plan – 11 Hilltop Road,
Merrylands – Proposed median
island



Item No: EECTC-21-164

THE AVENUE, GRANVILLE – REQUEST FOR PEDESTRIAN CROSSING

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: HC-24-01-3/02
Electorate: *Granville*
Police Area Command (PAC): *Cumberland*

SUMMARY

Cumberland City Council has received a request from residents for the installation of a pedestrian crossing on The Avenue, Granville south of John Street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the installation of a marked pedestrian crossing on The Avenue, south of John Street, Granville not be approved.

REPORT

The Avenue, Granville runs in a north-south direction between Meadows Street and Railway Parade. It has a speed limit of 50km/hr. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Council has received a request from residents for the installation of a pedestrian crossing on The Avenue, Granville south of John Street.

There is a pedestrian refuge on The Avenue south of John Street.

The map below shows the intersection of The Avenue and John Street, Granville the existing pedestrian refuge is shown circled in yellow.



It is advised that to provide a marked pedestrian crossing, the following numerical warrants shall be satisfied in accordance with Transport for NSW (TfNSW) / Australian Standard Guidelines:

Normal Warrants:

A pedestrian (Zebra) Crossing is warranted where: -

In each of three (3) separate one-hour periods in a typical day

- (a) the pedestrian flow per hour (P) crossing the road is ≥ 30 AND*
- (b) the vehicular flow per hour (V) through the site is ≥ 500 AND*

(c) the product PV is $\geq 60,000$

Council's Officers have investigated the location and noted that there are no major traffic generators in the vicinity of the location. Council undertook pedestrian and vehicle counts for assessment of requirements for a pedestrian crossing. The counts were taken around the existing pedestrian refuge on The Avenue south of John Street in late May 2021.

Time	Vehicle numbers (V)	Pedestrian numbers (P)	P X V
07:00-08:00	451	8	3,608
08:00-09:00	709*	19	13,471
09:00-10:00	461	13	5,993
10:00-11:00	382	5	1,910
11:00-12:00	430	6	2,580
12:00-13:00	523*	8	4,184
13:00-14:00	467	2	934
14:00-15:00	560*	12	6,720
15:00-16:00	830*	13	10,790
16:00-17:00	732*	14	10,248
17:00-18:00	749*	5	3,745
18:00-19:00	591*	4	2,364

* Minimum hourly numerical value satisfied

Based on the data above, the minimum hourly vehicle count is satisfied during 7 (hourly) periods out of the 12 periods counted. There is no minimum warrant requirement satisfied for pedestrian numbers during any hour, the maximum hourly pedestrian number counted being 19.

If the Vehicle and Pedestrian numbers are warranted then the minimum P X V value requirement is 60,000 for different three-hour periods. The maximum P X V value achieved in this count is 13,471 without satisfying the pedestrian warrant.

Based on the above, the request for the installation of a pedestrian crossing at this location is not warranted.

ATTACHMENTS

Nil

Item No: EECTC-21-165

CAMPBELL STREET, BERALA – ROAD SAFETY CONCERNS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: *Auburn*
Police Area Command (PAC): *Auburn*

SUMMARY

Cumberland City Council has received speeding concerns in Campbell Street, Berala from a local resident who has requested the installation of traffic calming devices in the street and safety of the pedestrian crossing outside Berala station.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The installation of traffic calming devices on Campbell Street, Berala not be supported.**
- 2. Council review conditions in Campbell Street and report back to traffic committee in February 2022.**

REPORT

Campbell Street is a local road that runs in an east-west direction parallel to railway lines between Vivian crescent and Regent Street and is approximately 900m long. Campbell Street is approximately 12.5m wide and has a speed limit of 50km/hr.

Campbell Street has a raised pedestrian crossing (wombat crossing) outside Berala station.

Council has received speeding concerns in Campbell Street from a local resident who has also raised concerns regarding using the wombat crossing. There was a crash in September 2020 involving a pedestrian on the crossing when a vehicle did not give way to the pedestrian.

In this analysis, Council officers have considered the 465m section of Campbell Street between London Road and Hyde Park Road.

The map below shows the location of Campbell Street section considered. The existing crossing location is circled in yellow.



Council undertook traffic counts in Campbell Street in December 2020 approximately 60m from the crossing. The location is shown by a yellow line.

The data from the traffic count is given below:

Average Daily Traffic = 5,548 Veh/day
85th %tile speed = 50.4 km/hr

Council's Officers have investigated the request for the installation of traffic calming devices on Campbell Street, Berala in accordance with Council's Local Area Traffic Management (LATM) Policy.

Based on the 'Centre for Road Safety' crash data, there were 5 reported crashes in Campbell Street in the 5-year period ending September 2020. Out of these five crashes one was a pedestrian accident that happened on the crossing in September 2020.

The results of the traffic counts, recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on Campbell Street in accordance with the criteria set out in Council's Local area Traffic Management Policy (LATM) Policy. The LATM assessments are summarised in the tables below:

Table 1 – Campbell Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	10
Road Characteristics	35	17
Community Support & other factors	5	5
Total	100	47

Table 2 – Campbell Street – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street, therefore, the request for the installation of traffic calming devices / speed humps cannot be supported. The recorded 85th percentile speed in Campbell Street was 50.4 km/hr which is acceptable.

Safety of the pedestrian crossing:

The raised pedestrian crossing should be considered as a safe crossing facility which has all the required signs and marking. The crossing was recently repainted.

The recorded 85th percentile speed on the approach 60m from the crossing was 50.4 km/hr. The approaching vehicles have sufficient visibility to the raised crossing to recognise pedestrians on the crossing and have ample time to slow down and give way to pedestrians and stop if warranted. The pedestrian crossing has all the requirements under the guidelines and signposted in accordance with the Australian Standards and 'Austroads' guidelines. There is also a speed hump warning with supplementary advisory speed sign of 25km/hr at the raised crossing.

ATTACHMENTS

Nil

Item No: EECTC-21-166

THE BOULEVARDE, LIDCOMBE – ROAD SAFETY CONCERNS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: *Auburn*
Police Area Command (PAC): *Auburn*

SUMMARY

Cumberland City Council has received speeding concerns in The Boulevarde, Lidcombe from a local resident who has requested the installation of traffic calming devices in the street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

- 1. The installation of traffic calming devices on The Boulevarde, Lidcombe not be supported.**
- 2. Council provide 'BB' centre line marking with 'YY' raised reflective pavement markers at 12m intervals in The Boulevarde, Lidcombe in accordance with attached plan.**
- 3. Council review conditions in The Boulevarde and report back to traffic committee in August 2022.**

REPORT

The Boulevarde is a local road that runs in an east-west direction between the State road Olympic Drive and Nottinghill Road and is approximately 330m long. The Boulevarde is approximately 12.5m wide and has a speed limit of 50km/hr.

The intersection of The Boulevarde and Olympic Drive is controlled by traffic signals and the other end forming a T-intersection with Nottinghill Road.

Council has received speeding concerns in The Boulevarde from a local resident.

The map below shows the location of The Boulevarde, Lidcombe.



Council undertook traffic counts in The Boulevard in May 2021. The location is shown by a red line in the map above.

The data from the traffic count is given below:

Average Daily Traffic = 1,843 Veh/day
85th %tile speed = 55.4 km/hr

Council's Officers have investigated the request for the installation of traffic calming devices on The Boulevard, Lidcombe in accordance with Council's Local Area Traffic Management (LATM) Policy.

Based on the 'Centre for Road Safety' crash data, there was 1 reported crash at the intersection of The Boulevard and Hayes Street in the 5-year period ending September 2020. There were two reported accidents at the intersection of The Boulevard and the State Road Olympic Drive / Joseph Street during the same period.

The results of the traffic counts, recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on The Boulevard in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy. The LATM assessments are summarised in the tables below:

Table 1 – The Boulevard - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	5
Road Characteristics	35	8
Community Support & other factors	5	5
Total	100	33

Table 2 – The Boulevarde – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street, therefore, the request for the installation of traffic calming devices / speed humps cannot be supported.

The recorded 85th percentile speed in The Boulevarde was 55.4 km/hr which is higher than the speed limit, however, due to the very low accident rate and low points scored in the LATM assessment, it is considered that no physical device is warranted.

It is proposed to provide 'BB' centre line in The Boulevarde to streamline traffic.

ATTACHMENTS

1. Plan - The Boulevarde, Lidcombe - Proposed Line Marking

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-166

Attachment 1 Plan - The Boulevarde, Lidcombe - Proposed Line Marking



Item No: EECTC-21-167

ERIE STREET, SOUTH GRANVILLE – ROAD SAFETY CONCERNS

Responsible Division:	Works & Infrastructure
Officer:	Manager Engineering and Traffic
File Number:	T-28-01/06
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>

SUMMARY

Cumberland City Council has received speeding concerns in Erie Street, south Granville from a local resident who has requested the installation of traffic calming devices in the street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends the installation of traffic calming devices on Erie Street, South Granville not be supported.

REPORT

Erie Street is a local road that runs in a north-south direction from Chiswick Road and ends in a cul-de-sac. It has a speed limit of 50 km/hr. Erie Street has a width of approximately 7.8m and parking is permitted on both sides of the road in accordance with Road Rules unless signposted. On the western side of the street the land use is generally residential and on the eastern side is Ray Marshall Reserve with angle parking along Duck River. There is also on-street cycleway marked on the eastern side of Erie Street.

Council has received speeding concerns in Erie Street from a local resident.

Based on the 'Centre for Road Safety' crash data, there was one reported crash in Erie Street in the 5-year period ending September 2020. This crash occurred in 2017.

The map below shows the location of Erie Street, South Granville.



Council undertook traffic counts in Erie Street in June 2021. The location is shown by a red line on the map above.

The data from the traffic count is given below:

Average Daily Traffic	= 349 Veh/day
85 th %tile speed	= 42.4 km/hr
95 th %tile speed	= 32.4 km/hr

Council's Officers have investigated the request for the installation of traffic calming devices on Erie Street, South Granville in accordance with Council's Local Area Traffic Management (LATM) Policy.

The results of the traffic counts, recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on Erie Street in

accordance with the criteria set out in Council's Local area Traffic Management Policy (LATM) Policy. The LATM assessments are summarised in the tables below:

Table 1 – Erie Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	0
Crash warrant in the last 5 years	15	5
Road Characteristics	35	9
Community Support & other factors	5	5
Total	100	19

Table 2 – Erie Street – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street, therefore, the request for the installation of traffic calming devices / speed humps cannot be supported. The recorded 85th percentile speed in Erie Street was 42.4 km/hr which is acceptable.

ATTACHMENTS

Nil

**DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-812**

Attachment 3

**Minutes of the Electronic meeting
of Cumberland Traffic Committee
of 2 June 2021**

Extraordinary Traffic Committee
2 June 2021

Minutes of the Traffic Committee meeting held as Electronic Meeting on Wednesday 02 June 2021.

PRESENT:

Cumberland Council -	Clr Paul Garrard – Chairman
	Clr Eddy Sarkis – Deputy Chair
Transport for NSW (TfNSW) -	Ms Nazli Tzannes – <i>Concurrence received for all items.</i>
Local Member for Auburn -	Clr George Campbell – <i>Concurrence received for all relevant items.</i>
Local Member for Fairfield -	Mr George Barcha - <i>Concurrence received for the relevant item.</i>
Local Member for Granville -	Mr Chris Worthington – <i>Concurrence received for all relevant items.</i>
Local Member for Prospect -	Clr Suman Saha – <i>Concurrence received for relevant item.</i>
Auburn Police Area Command -	Const. Bartolo – <i>Concurrence received for all relevant items.</i>
Cumberland Police Area Command -	S/Const. Close - <i>Concurrence received for all relevant items.</i>
State Transit Authority-	<i>No objections received</i>
Transdev -	<i>No objections received</i>
CDBus -	<i>No objections received</i>
Transit Systems -	<i>No objections received.</i>

APOLOGIES:**DECLARATIONS OF INTEREST - Nil****CONFIRMATION OF MINUTES****SUMMARY OF REPORTS**

Summary of Reports

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-21-117	THOMAS STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-118	CAMPBELL STREET, BERALA – REMOVAL OF EXISTING '1P' SIGNS				x		x
CTC-21-119	THOMAS STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-120	FARNELL STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-121	FARNELL STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-122	LISGAR STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-123	LISGAR STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-124	LISGAR STREET AND GREGORY STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-125	FARNELL STREET AND O'NEILL STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-126	THOMAS STREET AND STUART STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-127	LOCKWOOD STREET, MERRYLANDS – ROAD SAFETY CONCERNS		x			x	
CTC-21-128	OLD PROSPECT ROAD, GREYSTANES – PROPOSED PARKING RESTRICTIONS			x		x	
CTC-21-129	CUMBERLAND ROAD AND UNION ROAD, AUBURN – PROPOSED PARKING RESTRICTIONS				x		x
CTC-21-130	ERIE STREET, SOUTH GRANVILLE – PROPOSED 'NO STOPPING' SIGNS				x		x
CTC-21-131	MARKEY STREET AND BLAXCELL STREET, SOUTH GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS				x		x
CTC-21-132	MERRYLANDS ROAD AND SERPENTINE STREET, MERRYLANDS WEST – PROPOSED 'NO STOPPING' RESTRICTIONS		x			x	
CTC-21-133	AMY STREET, REGENTS PARK – PROPOSED 'BUS ZONE'				x		x
CTC-21-134	VERON STREET WEST OF BRIDGE ROAD, WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE SOUTHERN SIDE		x			x	
CTC-21-135	VERON STREET WEST OF BRIDGE ROAD, WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE NORTHERN SIDE		x			x	

CTC-21-136	FIONA STREET, WOODPARK – PROPOSED 'NO STOPPING' SIGN	x				x	
CTC-21-137	SMITH STREET AND JEWELSFORD ROAD, WENTWORTHVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-21-138	BRIDGE ROAD AND AUSTRAL AVENUE, WESTMEAD – PROPOSED 'NO STOPPING' RESTRICTIONS		x			x	
CTC-21-139	BRAESIDE ROAD, GREYSTANES – PROPOSED 'BUS ZONE'		x			x	
CTC-21-140	BRAESIDE ROAD AND LANCE CRESCENT, GREYSTANES – PROPOSED 'BUS ZONE' AND INTERSECTION TREATMENT		x			x	
CTC-21-141	BENNETT STREET, WENTWORTHVILLE – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-142	MILLER STREET, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-143	MILITARY ROAD, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	
CTC-21-144	NICHOL LANE, BERALA – PROPOSED PARKING RESTRICTIONS				x		x
CTC-21-145	ERIE STREET, SOUTH GRANVILLE – PROPOSED 4 HOUR PARKING RESTRICTIONS				x		x
CTC-21-146	RUTH STREET, MERRYLANDS – REQUEST FOR ONE-WAY ARRANGEMENT		x			x	
CTC-21-147	BEAUMONT STREET, AUBURN – REQUEST FOR ONE-WAY ARRANGEMENT				x		x
CTC-21-148	RICKARD STREET, AUBURN – ROAD SAFETY CONCERNS				x	x	
CTC-21-149	TERRENE STREET, REGENTS PARK – PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULT				x		x
CTC-21-150	PAUL STREET, AUBURN – REQUEST FOR DISABLED PARKING				x		x

REPORTS**ITEM CTC-21-117 - THOMAS STREET AND GREGORY STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS****RECOMMENDATION**

The Traffic Committee recommends:

- 1. The installation of 10m 'No Stopping' restrictions at the intersection Thomas Street and Gregory Street, Granville in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

**ITEM CTC-21-118 - CAMPBELL STREET , BERALA – REMOVAL OF
EXISTING '1P' SIGNS****RECOMMENDATION**

The Traffic Committee recommends the removal of the '1P' signs outside 20 Campbell Street, Berala in accordance with the attached plan be approved.

**ITEM CTC-21-119 - THOMAS STREET AND O'NEILL STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS****RECOMMENDATION**

The Traffic Committee recommends:

- 1. The installation of 10m 'No Stopping' restrictions at the intersection Thomas Street and O'Neill Street, Granville in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

**ITEM CTC-21-120 - FARNELL STREET AND GREGORY STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS****RECOMMENDATION**

The Traffic Committee recommends:

- 1. The installation of 'No Stopping' sign at the intersection Farnell Street and Gregory Street, Granville in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

ITEM CTC-21-121 - FARNELL STREET AND STUART STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Farnell Street and Stuart Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-122 - LISGAR STREET AND O'NEILL STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Lisgar Street and O'Neill Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-123 - LISGAR STREET AND STUART STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Lisgar Street and Stuart Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-124 - LISGAR STREET AND GREGORY STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Lisgar Street and Gregory Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-125 - FARNELL STREET AND O'NEILL STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Farnell Street and O'Neill Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-126 - THOMAS STREET AND STUART STREET,
GRANVILLE – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign at the intersection Thomas Street and Stuart Street, Granville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-127 - LOCKWOOD STREET, MERRYLANDS – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommends the installation of line marking on Lockwood Street, Merrylands between Merrylands Road and Walpole Street in accordance with the attached plan be approved.

ITEM CTC-21-128 - OLD PROSPECT ROAD, GREYSTANES –
PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed installation of 'No Stopping' signs at the intersection of Old Prospect Road and Tania Street, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

**ITEM CTC-21-129 - CUMBERLAND ROAD AND UNION ROAD,
AUBURN – PROPOSED PARKING RESTRICTIONS****RECOMMENDATION**

The Traffic Committee recommends:

- 1. The installation of 'No Stopping' signs at the intersection Cumberland Road and Union Road, Auburn in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

**ITEM CTC-21-130 - ERIE STREET, SOUTH GRANVILLE –
PROPOSED 'NO STOPPING' SIGNS****RECOMMENDATION**

The Traffic Committee recommends the extension of the existing 'No Stopping' zone on the eastern side of Erie Street south of Chiswick Road, South Granville in accordance with the attached plan be approved.

**ITEM CTC-21-131 - MARKEY STREET AND BLAXCELL STREET,
SOUTH GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS****RECOMMENDATION**

The Traffic Committee recommends:

- 1. The installation of 'No Stopping' signs and 'BB' line marking at the intersection Markey Street and Blaxcell Street, South Granville in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

**ITEM CTC-21-132 - MERRYLANDS ROAD AND SERPENTINE
STREET, MERRYLANDS WEST – PROPOSED 'NO STOPPING'
RESTRICTIONS****RECOMMENDATION**

The Traffic Committee recommends:

- 1. The installation of 'No Stopping' restrictions on Serpentine Street, Merrylands West in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome generally.**

**ITEM CTC-21-133 - AMY STREET, REGENTS PARK – PROPOSED
'BUS ZONE'****RECOMMENDATION**

The Traffic Committee recommends the proposed 'Bus Zone' on Amy Street, Regents Park in accordance with the attached plan be approved.

**ITEM CTC-21-134 - VERON STREET WEST OF BRIDGE ROAD,
WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE SOUTHERN
SIDE****RECOMMENDATION**

The Traffic Committee recommends:

1. The installation of a 'Bus Zone' on Veron Street, Wentworthville at the bus stop on the northern side, west of Bridge Road in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

**ITEM CTC-21-135 - VERON STREET WEST OF BRIDGE ROAD,
WENTWORTHVILLE – PROPOSED 'BUS ZONE' ON THE NORTHERN
SIDE****RECOMMENDATION**

The Traffic Committee recommends:

1. The installation of a 'Bus Zone' on Veron Street, Wentworthville at the bus stop on the northern side, west of Bridge Road in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

**ITEM CTC-21-136 - FIONA STREET, WOODPARK – PROPOSED 'NO
STOPPING' SIGN****RECOMMENDATION**

The Traffic Committee recommends:

1. The installation of 'No Stopping' sign on Fiona Street and relocating the existing signs on Woodpark Road at the intersection of Woodpark Road and Fiona Street, Woodpark in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

**ITEM CTC-21-137 - SMITH STREET AND JEWELSFORD ROAD,
WENTWORTHVILLE – PROPOSED PARKING RESTRICTIONS****RECOMMENDATION**

The Traffic Committee recommends:

1. The installation of 10m 'No Stopping' restrictions and 'BB' centre line marking at the intersection Smith Street and Jewelsford Road, Wentworthville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

**ITEM CTC-21-138 - BRIDGE ROAD AND AUSTRAL AVENUE,
WESTMEAD – PROPOSED 'NO STOPPING' RESTRICTIONS****RECOMMENDATION**

The Traffic Committee recommends:

1. The installation of 'No Stopping' and 'Bus Zone' signs at the intersection of Bridge Road and Austral Avenue, Westmead in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

**ITEM CTC-21-139 - BRAESIDE ROAD, GREYSTANES – PROPOSED
'BUS ZONE'****RECOMMENDATION**

The Traffic Committee recommends:

1. The installation of 'Bus Zone' on the western side of Braeside Road south of Lance Crescent, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

**ITEM CTC-21-140 - BRAESIDE ROAD AND LANCE CRESCENT,
GREYSTANES – PROPOSED 'BUS ZONE' AND INTERSECTION
TREATMENT****RECOMMENDATION**

The Traffic Committee recommends:

1. The installation of 'Bus Zone', 'No Stopping signs and line marking on Braeside Road and Lance Crescent, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

ITEM CTC-21-141 - BENNETT STREET, WENTWORTHVILLE –
APPLICATION FOR 'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 24m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be installed on the frontage of the development site at 135 Station Street, Wentworthville subject to Council's standard conditions for the period of 6 months and subsequent extension if required.
2. The applicant to notify 'Our Lady of Mount Carmel Primary School.'
3. The applicant be advised to pay the 'Work Zone' fees to Council as per the adopted Fees and Charges.

ITEM CTC-21-142 - MILLER STREET, MERRYLANDS –
APPLICATION FOR 'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 42m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be installed on the frontage of the development site on Miller Street, Merrylands subject to Council's standard conditions for the period of 12 months and subsequent extension if required.
2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.

ITEM CTC-21-143 - MILITARY ROAD, MERRYLANDS – APPLICATION
FOR 'WORKS ZONE' SIGNAGE

RECOMMENDATION

The Traffic Committee recommends:

1. The 42m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be installed on the frontage of the development site on Military Road, Merrylands subject to Council's standard conditions for the period of 12 months and subsequent extension if required.

2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.

ITEM CTC-21-144 - NICHOL LANE, BERALA – PROPOSED PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of 'No Stopping' signs at the intersections of Nichol Lane / Crawford Street and Nichol Lane / Elizabeth Street, and 'No Parking' signs on the northern side of Nichol Lane, Berala in accordance with the attached plan be approved.
2. The affected residents and business owners be notified.

ITEM CTC-21-145 - ERIE STREET, SOUTH GRANVILLE – PROPOSED 4 HOUR PARKING RESTRICTIONS

RECOMMENDATION

The Traffic Committee recommends the installation of 4 Hour parking restriction at the existing angle parking on Erie Street, South Granville in accordance with the attached plan be approved.

Discussion:

Action:

ITEM CTC-21-146 - RUTH STREET, MERRYLANDS – REQUEST FOR ONE-WAY ARRANGEMENT

RECOMMENDATION

The Traffic Committee recommends the information contained in this report be noted and request to provide one-way arrangement in Ruth Street, Merrylands not be approved.

ITEM CTC-21-147 - BEAUMONT STREET, AUBURN – REQUEST FOR
ONE-WAY ARRANGEMENT

RECOMMENDATION

The Traffic Committee recommends the information contained in this report be noted.

ITEM CTC-21-148 - RICKARD STREET, AUBURN – ROAD SAFETY
CONCERNS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of traffic calming devices on Rickard Street, Auburn not be supported.
2. Council review conditions in Rickard Street and report back to traffic committee in August 2022.

ITEM CTC-21-149 - TERRENE STREET, REGENTS PARK –
PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULT

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed time restricted parking on the eastern side of Terrene Street, Regents Park not be approved.
2. Council undertake further consultation with the residents in Terrene Street, Regents Park.

ITEM CTC-21-150 - PAUL STREET, AUBURN – REQUEST FOR
DISABLED PARKING

RECOMMENDATION

the Traffic Committee recommends that the installation of disabled parking space in Paul Street, Auburn not be approved.



**Traffic Committee
2 June 2021**

GENERAL BUSINESS

The following general business was raised: Nil

NEXT MEETING

Next Meeting 4 August 2021 at

MEETING CLOSE

The meeting terminated at – N/A

Signed:

Chairperson

**DOCUMENTS
ASSOCIATED WITH
REPORT C07/21-812**

Attachment 4

**Minutes of the Electronic meeting
of Cumberland Traffic Committee
of 16 June 2021**

Extraordinary Traffic Committee
16 June 2021

Minutes of the Extraordinary Traffic Committee meeting held at Electronic Meeting on Wednesday 16 June 2021.

PRESENT:

Cumberland Council -	Clr Paul Garrard – Chairman
	Clr Eddy Sarkis – Deputy Chair
Transport for NSW (TfNSW) -	Ms Nazli Tzannes – <i>Concurrence received for all items with comments related to selected items. The comments are included in the relevant items.</i>
Local Member for Auburn -	Clr George Campbell – <i>Concurrence received for all relevant items.</i>
Local Member for Fairfield -	Mr George Barcha – <i>No ietm in the State electorate.</i>
Local Member for Granville -	Mr Chris Worthington – <i>Concurrence received for all relevant items.</i>
Local Member for Prospect -	Clr Suman Saha – <i>No objection received for one item in the state electorate.</i>
Auburn Police Area Command -	Const. Bartolo – <i>Concurrence received for all relevant items.</i>
Cumberland Police Area Command -	S/Const. Close - <i>Concurrence received for all relevant items.</i>
State Transit Authority-	<i>No objections received.</i>
Transdev -	<i>No objections received.</i>
CDBus -	<i>No objections received.</i>
Transit Systems -	<i>No objections received.</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-21-151	GUILDFORD ROAD AND ROBERTSON STREET, GUILDFORD - PROPOSED EXTENSION OF EXISTING 'NO STOPPING ZONE'				x	x	
EECTC-21-152	MERRYLANDS ROAD, MERRYLANDS - REQUEST FOR TEMPORARY 'LOADING ZONE'		x			x	
EECTC-21-153	GUILDFORD ROAD AND CHAMBERLAIN ROAD, GUILDFORD - PROPOSED EXTENSION OF EXISTING 'NO STOPPING ZONE' & 'BUS ZONE'				x	x	
EECTC-21-154	MERRYLANDS ROAD & CANAL ROAD, GREYSTANES - PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE		x			x	
EECTC-21-155	MERRYLANDS ROAD & BRAESIDE ROAD, GREYSTANES - PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE		x			x	
EECTC-21-156	BUTU WARGUN DRIVE, PEMULWUY - PROPOSED PEDESTRIAN WARNING SIGN			x		x	
EECTC-21-157	BURNETT STREET AND CARTWRIGHT AVENUE, MERRYLANDS - PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE AND LINE MARKING		x			x	
EECTC-21-158	MAIN AVENUE, CHAPEL ROAD & BROOKS CIRCUIT, LIDCOMBE - PROPOSED LINE MARKING AT THE INTERSECTION				x		x
EECTC-21-159	MARY STREET, AUBURN - PROPOSED 'NO STOPPING' SIGNS AT THE ALICE STREET INTERSECTION				x		x
EECTC-21-160	THE TRONGATE AND MEMBREY STREET, GRANVILLE - PROPOSED ROUNDABOUT		x			x	
EECTC-21-161	RHODES AVENUE AND ROSEBERY ROAD, GUILDFORD - PROPOSED ROUNDABOUT				x	x	
EECTC-21-162	ELIZABETH STREET, LIDBURY STREET AND WOODBURN ROAD, BERALA - ROAD SAFETY CONCERNS				x		x
EECTC-21-163	11 HILLTOP ROAD, MERRYLANDS - PROPOSED MEDIAN ISLAND ASSOCIATED WITH DEVELOPMENT APPLICATION		x			x	
EECTC-21-164	THE AVENUE, GRANVILLE - REQUEST FOR PEDESTRIAN CROSSING		x			x	
EECTC-21-165	CAMPBELL STREET, BERALA - ROAD SAFETY CONCERNS				x		x
EECTC-21-166	THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS				x		x
EECTC-21-167	ERIE STREET, SOUTH GRANVILLE - ROAD SAFETY CONCERNS				x		x

REPORTS

ITEM EECTC-21-151 - GUILDFORD ROAD AND ROBERTSON STREET, GUILDFORD - PROPOSED EXTENSION OF EXISTING 'NO STOPPING ZONE'

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed extension of the existing 'No Stopping' zone on Guildford Road east of Robertson Street in accordance with the attached plan be approved.
2. The adjacent resident be notified of the outcome generally.

ITEM EECTC-21-152 - MERRYLANDS ROAD, MERRYLANDS – REQUEST FOR TEMPORARY 'LOADING ZONE'

RECOMMENDATION

The Traffic Committee recommends the proposed 18m long 'Loading Zone' on the northern side of Merrylands Road, Merrylands in accordance with the attached plan be approved.

ITEM EECTC-21-153 - GUILDFORD ROAD AND CHAMBERLAIN ROAD, GUILDFORD – PROPOSED EXTENSION OF EXISTING 'NO STOPPING' ZONE & 'BUS ZONE'

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed extension of the existing 'No Stopping' zone on Guildford Road east of Chamberlain Road in accordance with the attached plan be approved.
2. The proposed 'Bus Zone' signs on Guildford Road east of Chamberlain Road in accordance with the attached plan be approved.
3. The affected residents be notified of the outcome generally.

ITEM EECTC-21-154 - MERRYLANDS ROAD & CANAL ROAD,
GREYSTANES - PROPOSED EXTENSION OF EXISTING 'NO
STOPPING' ZONE

RECOMMENDATION

That the Traffic Committee recommends the proposed extension of the existing 'No Stopping' zone in accordance with the attached plan be approved.

ITEM EECTC-21-155 - MERRYLANDS ROAD & BRAESIDE ROAD,
GREYSTANES - PROPOSED EXTENSION OF EXISTING 'NO
STOPPING' ZONE

RECOMMENDATION

The Traffic Committee recommends:

- 1. The proposed extension of the existing 'No Stopping' zone on Merrylands Road east of Braeside Road in accordance with the attached plan be approved.**
- 2. The adjacent residents be notified of the outcome generally.**

ITEM EECTC-21-156 - BUTU WARGUN DRIVE, PEMULWUY -
PROPOSED PEDESTRIAN WARNING SIGN

RECOMMENDATION

That the Traffic Committee recommends the proposed pedestrian warning signs with supplementary pedestrian refuge signs on Butu Wargun Drive east of Greystanes Road, Pemulwuy in accordance with the attached plan be approved.

ITEM EECTC-21-157 - BURNETT STREET AND CARTWRIGHT
AVENUE, MERRYLANDS – PROPOSED EXTENSION OF EXISTING
'NO STOPPING' ZONE AND LINE MARKING

RECOMMENDATION

The Traffic Committee recommends:

- 1. The proposed extension of the existing 'No Stopping' zone on Burnett Street north of Cartwright Avenue and line marking in accordance with the attached plan be approved.**
- 2. The adjacent residents be notified of the outcome generally.**

ITEM EECTC-21-158 - MAIN AVENUE, CHAPEL ROAD & BROOKS
CIRCUIT, LIDCOMBE – PROPOSED LINE MARKING AT THE
INTERSECTION

RECOMMENDATION

The Traffic Committee recommends the installation of 'BB' centre line markings and 'Give Way' lines at the intersection of Main Avenue, Chapel Road & Brooks Circuit, Lidcombe in accordance with the attached plan be approved.

ITEM EECTC-21-159 - MARY STREET, AUBURN – PROPOSED 'NO
STOPPING' SIGNS AT THE ALICE STREET INTERSECTION

RECOMMENDATION

The Traffic Committee recommends that;

1. The proposed installation of 'No Stopping' signs on Mary Street west of Alice Street, Auburn in accordance with the attached plan be approved.
2. The affected properties be notified of the outcome generally.

ITEM EECTC-21-160 - THE TRONGATE AND MEMBREY STREET,
GRANVILLE – PROPOSED ROUNDABOUT

RECOMMENDATION

The Traffic Committee recommends:

1. The Signs and Marking Plan for the construction of the proposed roundabout at the intersection of The Trongate and Membrey Street, Granville be approved in principle.
2. Council forward final design plans to Transport for NSW.
3. Council include the construction in a future Works Program.
4. The affected residents be notified prior to commencement of construction.

Discussion:

TfNSW representative advised that final plans be forwarded to them for review and approval.

ITEM EECTC-21-161 - RHODES AVENUE AND ROSEBERY ROAD,
GUILDFORD – PROPOSED ROUNDABOUT**RECOMMENDATION**

The Traffic Committee recommends:

1. The Signs and Marking Plan for the construction of the proposed roundabout at the intersection of Rhodes Avenue and Rosebery Road, Guildford be approved in principle.
2. Council forward final design plans to Transport for NSW.
3. The affected residents be notified of Council's resolution.
4. The construction to be undertaken with funding from Safer Roads Program subject to funding approval for 22/23 funding year
5. If Council is unsuccessful in obtaining funding as in 4. above, this project to be included in a future Capital Works Program.

Discussion:

TfNSW representative advised that final plans be forwarded to them for review and approval.

ITEM EECTC-21-162 - ELIZABETH STREET, LIDBURY STREET AND
WOODBURN ROAD, BERALA – ROAD SAFETY CONCERNS**RECOMMENDATION**

The Traffic Committee recommends:

1. The proposed installation of speed cushions on selected approaches to the roundabout at the intersection of Elizabeth Street, Lidbury Street and Woodburn Road, Berala in accordance with the attached plan be approved.
2. The affected properties be notified of the outcome generally.
3. This project be included in a future works program.

ITEM EECTC-21-163 - 11 HILLTOP ROAD, MERRYLANDS –
PROPOSED MEDIAN ISLAND ASSOCIATED WITH DEVELOPMENT
APPLICATION

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed median island and associated signs and line marking on Hilltop Road, Merrylands in accordance with the attached plan be approved.
2. The median island width be reduced to 600mm to allow for 3.2m lanes.
3. Final plan be forwarded to Transport for NSW.
4. The costs associated with the installation of median island, signs and line marking shall be borne by the developer at no cost to Council.
5. The affected residents be notified of the outcome by the applicant prior to the construction of median island.

Discussion:

TfNSW representative advised that all traffic facilities to be constructed according to Australian Standards and guidelines.

ITEM EECTC-21-164 - THE AVENUE, GRANVILLE – REQUEST FOR
PEDESTRIAN CROSSING

RECOMMENDATION

The Traffic Committee recommends the installation of a marked pedestrian crossing on The Avenue, south of John Street, Granville not be approved.

ITEM EECTC-21-165 - CAMPBELL STREET, BERALA – ROAD
SAFETY CONCERNS

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of traffic calming devices on Campbell Street, Berala not be supported.
2. Council review conditions in Campbell Street and report back to traffic committee in February 2022.

ITEM EECTC-21-166 - THE BOULEVARDE, LIDCOMBE – ROAD
SAFETY CONCERNS**RECOMMENDATION**

The Traffic Committee recommends:

1. The installation of traffic calming devices on The Boulevarde, Lidcombe not be supported.
2. Council provide 'BB' centre line marking with 'YY' raised reflective pavement markers at 12m intervals in The Boulevarde, Lidcombe in accordance with attached plan.
3. Council request Auburn Police Area Command to monitor the street for speeding.
3. Council review conditions in The Boulevarde and report back to traffic committee in August 2022.

Discussion:

Local Member's Representative recommended that Auburn Police be notified since the speed of traffic is high.

Action:

Council has amended the recommendation as per the comments by the representative.

ITEM EECTC-21-167 - ERIE STREET, SOUTH GRANVILLE – ROAD
SAFETY CONCERNS**RECOMMENDATION**

The Traffic Committee recommends the installation of traffic calming devices on Erie Street, South Granville not be supported.

GENERAL BUSINESS

Nil

NEXT MEETING

Next Meeting 4 August 2021.



**Extraordinary Traffic Committee
16 June 2021**

MEETING CLOSE

The meeting terminated at – N/A

Signed:

Chairperson