

# CUMBERLAND CITY COUNCIL

## Council Meeting

*Wednesday, 28 May 2025 at 6:00 PM*

Cumberland City Council Chambers

Merrylands Service Centre, 16 Memorial Avenue, Merrylands

## Councillor Contact Details

### Granville Ward

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

### Greystanes Ward

Clr Dr Diane Colman	0400 279 200	Diane.Colman@cumberland.nsw.gov.au
Clr Eddy Sarkis	0425 348 000	Eddy.Sarkis@cumberland.nsw.gov.au
Clr Nadima Kafrouni-Saba	0447 605 158	Nadima.KafrouniSaba@cumberland.nsw.gov.au

### Regents Park Ward

Clr Enver Yasar	0497 428 929	Enver.Yasar@cumberland.nsw.gov.au
Clr Helen Hughes	0400 264 534	Helen.Hughes@cumberland.nsw.gov.au
Clr Steve Yang	0448 836 197	Steve.Yang@cumberland.nsw.gov.au

### South Granville Ward

Clr Paul Garrard	0414 504 504	Paul.Garrard@cumberland.nsw.gov.au
Clr Ahmed Ouf	0436 936 553	Ahmed.Ouf@cumberland.nsw.gov.au
Clr Glenn Elmore	0418 459 527	Glenn.Elmore@cumberland.nsw.gov.au

### Wentworthville Ward

Clr Michael Zaiter (Deputy Mayor)	0418 432 797	Michael.Zaiter@cumberland.nsw.gov.au
Clr Suman Saha	0419 546 950	Suman.Saha@cumberland.nsw.gov.au
Clr Sujan Selventhiran	0427 104 940	Sujan.Selventhiran@cumberland.nsw.gov.au

## **Statement of Ethical Obligations**

### **Oath or Affirmation of Office**

In taking the Oath or Affirmation of Office, each Councillor has made a commitment to undertake the duties of the office of councillor in the best interests of the people of Cumberland and Cumberland City Council and that they will faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act to the best of their ability and judgment.

### **Conflicts of Interest**

A councillor who has a conflict of interest in any matter with which the council is concerned, and who is present at a meeting of the council when the matter is being considered, must disclose the interest and the nature of the interest to the meeting as soon as practicable. Both the disclosure and the nature of the interest must be recorded in the minutes of the Council meeting where the conflict of interest arises. Councillors should ensure that they are familiar with Parts 4 and 5 of the Code of Conduct in relation to their obligations to declare and manage conflicts of interests.

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



## ORDER OF BUSINESS

*All Council Meetings are livestreamed via Council's website. An audio/visual recording of the meeting is published following the meeting. Recordings remain on Council's website for a period of 12 months and are archived following this.*

<b>1</b>	<b>Opening of Meeting</b>	
<b>2</b>	<b>Opening Prayer / Acknowledgement of Country / National Anthem</b>	
<b>3</b>	<b>Apologies / Requests for Leave of Absence/ Requests for Attendance by Audio-Visual Link</b>	
<b>4</b>	<b>Confirmation of Previous Minutes</b>	
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<b>6</b>	<b>Mayoral Minutes</b>	
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<b>7</b>	<b>Public Forum / Presentation of Petitions</b>	
<b>8</b>	<b>Items Resolved by Exception</b>	
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## **12 Motions to Alter or Rescind Council Resolution**

Nil

## **13 Questions with Notice**

Nil

## **14 Closed Session Reports**

C05/25-129 Tender Evaluation Report - Auburn Basketball Centre Project (RFx1111)

*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.*

C05/25-130 Tender Evaluation Report - Lytton Street Park Amenity Upgrade (RFx1136)

*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.*

C05/25-131 Update - Property Sale, Merrylands CBD

*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.*

## **15 Confidential Attachments from Open Reports**

C05/25-113 Legal Report

### **1. Litigation register**

*Note: Included in Closed Business Paper in accordance with Section 10A(2)(g) of the Local Government Act as the information involves advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.*

C05/25-116 Community Grants - Round 3 2024/2025 Funding Recommendations

### **1. Community Grants Program 2024/2025 Applications Round 3**

*Note: Included in Closed Business Paper 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.*

C05/25-116 Community Grants - Round 3 2024/2025 Funding  
Recommendations

2. Community Grants Evaluation Report Round 3

*Note: Included in Closed Business Paper 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.*

C05/25-117 4-4A Terminal Place, Merrylands - Amended Planning  
Proposal

6. Letter of Offer

*Note: Included in Closed Business Paper 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.*

**16 Resolutions passed in Closed Session**

**17 Other / General Matters**

**18 Close**

Item No: C05/25-112

## **MINUTES OF THE ORDINARY MEETING OF COUNCIL - 30 APRIL 2025**

Directorate: Governance and Risk  
Responsible Officer: Director Governance and Risk

### **RECOMMENDATION**

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**That Council confirm the minutes of the Ordinary Meeting of Council held on 30 April 2025.**

### **ATTACHMENTS**

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1. Council Minutes - 30 April 2025 [↓](#)

**DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-112**

**Attachment 1  
Council Minutes - 30 April 2025**

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## Minutes of the Council Meeting 30 April 2025

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**Present:****Councillors**

Ola Hamed (Mayor)	Councillor
Michael Zaiter (Deputy Mayor)	Councillor
Steve Christou	Councillor
Dr Diane Colman	Councillor
Glenn Elmore	Councillor
Paul Garrard	Councillor
Helen Hughes	Councillor
Nadima Kafrouni-Saba	Councillor
Ahmed Ouf	Councillor (arrived 6:19pm)
Joseph Rahme	Councillor (arrived 6:03pm)
Suman Saha	Councillor (via Audio-Visual)
Sujan Selventhiran	Councillor
Steve Yang	Councillor
Enver Yasar	Councillor

**Officers**

Peter Fitzgerald	General Manager
Melissa Attia	Director Corporate Performance (Deputy General Manager)
Daniel Cavallo	Director Environment & Planning
Nicole Byrn	Director Community & Culture
Charlie Ayoub	Director Governance & Risk
Warrick Hay	Acting Director City Services
Colin McFadzean	General Counsel
Carol Karaki	Manager Governance
Bianca Mourched	Coordinator Governance

The Mayor, Councillor Hamed declared the meeting open at 6:01pm.

**Opening Prayer**

The opening prayer was read by Reverend Danelle McLeay from Merrylands Baptist Church.

Councillor Rahme entered the Meeting at 6:03pm during the Opening Prayer.

**Acknowledgement of Country**

The Mayor, Councillor Hamed 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 Hamed asked all of those in attendance to stand for the playing of the Australian National Anthem.

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**Min.919      Apologies / Requests for Leave of Absence/ Requests for Attendance by Audio-Visual Link**

**Note:** The Mayor, Councillor Hamed noted that Councillor Sarkis was not in attendance at this meeting, as he had leave of absence granted to him at the Council's Ordinary meeting held on 26 March 2025.

**Motion (Zaiter/Kafrouni-Saba)**

That in accordance with Clause 5.24 of the *Code of Meeting Practice*, Council approve the attendance of Councillor Saha at this meeting via Audio/Visual Link due to being unwell.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion:                      Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion:              Nil.

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**Notice of Live Streaming of Council Meeting**

The Mayor, Councillor Hamed advised that the Council meeting was being streamed live on Council's website and all in attendance must ensure their speech to the Council is respectful and use appropriate language.

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**Confirmation of Minutes****Min.920      C04/25-97 Minutes of the Ordinary Meeting of Council - 26 March 2025****Motion (Kafrouni-Saba/Elmore)**

That Council confirm the minutes of the Ordinary Meeting of Council held on 26 March 2025.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion:                      Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion:              Nil.

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**Declarations of Pecuniary & Non Pecuniary Conflicts of Interest**

**Note:** Prior to Declarations of Interest, the General Manager advised that *Item C04/25-101 - 4-4A Terminal Place, Merrylands – Amended Planning Proposal* was withdrawn from the current agenda.

There were no declarations of interest.

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**Min.921      Mayoral Minute – Passing of His Holiness, Pope Francis****Motion (Hamed)**

That Council:

1. Acknowledge with deep sadness the passing of the late His Holiness Pope Francis, and recognise his many profound contributions to the global community.
2. Open books of condolence at Council's Customer Service Centres, allowing residents to pay tribute and reflect on the life and legacy of the late Pope Francis.
3. Make a donation of \$2,000 to Caritas Australia Limited (ABN: 90 970 605 069) to honour the legacy of the late Pope Francis from the Emergency Relief Fund.
4. Observe a Minute of Silence in honour of his life.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

**Note:** Council observed a minute of silence during the consideration of this item.

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**Min.922      Mayoral Minute – 2025 Mayoral Cricket Challenge - Cumberland City Council Vs City Of Parramatta Council****Motion (Hamed)**

That Council:

1. Congratulate all participating Councillors and Staff from Cumberland City Council and City of Parramatta Council for their engagement in the 2025 Mayoral T20 Cricket Challenge;
2. Make a donation of \$4,000 to Parramatta Women's Shelter Inc. (ABN 71841699780) from the Emergency Relief Fund; and
3. Send a copy of this Mayoral Minute to the City of Parramatta Council Lord Mayor.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.



Councillor(s) Against the Motion: Nil.

Councillor Ouf entered the Meeting at 6:19pm during the consideration of this item.

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**Min.923      Mayoral Minute - Establishment of Annual Mayoral Sports Awards Program**

**Motion (Hamed)**

That Council:

1. Endorse the establishment of the annual Cumberland City Council - Mayoral Sports Awards Program to recognise community excellence and local contributions to sport;
2. Requests the General Manager develop the program framework, including nomination processes, eligibility criteria, judging guidelines, event details and promotional strategies; and
3. Launch the program in 2025 funded through the community reserve, with the program to be included in the operational budget annually.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

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**Min.924      Mayoral Minute - Establishment of the Annual Mayoral Civic Pride Awards Program**

**Motion (Hamed)**

That Council:

1. Endorses the establishment of an annual Mayoral Civic Pride Awards Program to recognise outstanding residential presentation and community pride; and
2. Requests the General Manager develop the program framework, including nomination processes, eligibility criteria, judging guidelines, event details and promotional strategies.
3. Launch the program in 2025 funded through the community reserve, with the program to be included in the operational budget annually.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

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**Min.925 Mayoral Minute - Toy Library Draft Fees and Service Expansion****Motion (Hamed)**

That Council:

1. Note the Mayoral Minute.
2. Establish a toy library service at Granville and Lidcombe libraries, funded from the community reserve.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

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**Public Forum:****Speakers on Items on the Council Meeting Agenda**

Speaker	Item #	Suburb
Mr Roydon Ng	Item C04/25-100 - Endorsement of the updated IP&R documents for Public	Lidcombe

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**Min.926 Alteration of Order of Business****Motion (Colman/Zaiter)**

That in accordance with Clause 8.2 of the *Code of Meeting Practice*, Council alter the order of business to allow item C04/25-100 to be brought forward for consideration at this time of the Meeting.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

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**Min.927      C04/25-100 Endorsement of the updated IP&R documents for Public Exhibition****Motion (Zaiter/Kafrouni-Saba)**

That Council:

1. Endorse the Draft Integrated Planning and Reporting documents and Draft Fees and Charges for public exhibition for a period of 28 days, with a report to be returned to Council following public exhibition.
2. Receive the Performance and Progress Report July – December 2024

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion:                      Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion:              Christou.

Councillor Kafrouni-Saba left the Meeting at 6:44pm and returned to the Meeting at 7:00pm during the consideration of this item.

Councillor Selventhiran left the Meeting at 6:48pm and returned to the Meeting at 6:50pm during the consideration of this item.

Councillor Garrard left the Meeting at 7:03pm and returned to the Meeting at 7:05pm during the consideration of this item.

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**Min.928      Items Resolved by Exception****Motion (Colman/Zaiter)**

That Council adopt items C04/25-98, C04/25-99, C04/25-107, C04/25-108, C04/25-109 and C04/25-111 on the Council Agenda as per the recommendations in the report.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion:                      Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion:              Nil.

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**C04/25-98 Legal report*****Resolved by Exception***

That the report be received.

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**C04/25-99 Investment Report - March 2025*****Resolved by Exception***

That Council receive the March 2025 Investment Report.

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**C04/25-107 Tender Evaluation Report - Nemesia Street Park Netball Court Upgrade (RFx 1094)*****Resolved by Exception***

That Council:

1. Accept the Tender Evaluation Panel's recommendation to award the contract to Convil Group Pty Ltd, ABN 18 613 491 875, in accordance with Section 178(1)(a) of the *Local Government (General) Regulation 2021*, for \$1,578,009.79 (excluding GST).
2. Delegate to the General Manager the authority to execute the contract and any associated documents.

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**C04/25-108 Tender Evaluation Report - Granville Park Playspace (RFx1116)*****Resolved by Exception***

That Council:

1. Accept the Tender Evaluation Panel's recommendation to award the contract to CA&I Pty Ltd ABN 40 158 442 436 in accordance with Clause 178(1)(a) of the *Local Government (General) Regulations 2021*, for \$4,697,903.00 ex GST.
2. Delegate to the General Manager the authority to execute the contract and any associated documents.

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**C04/25-109 Tender Evaluation Report - Guildford Pool  
Modernisation Project (RFx1034)*****Resolved by Exception***

That Council:

1. Accept the Tender Evaluation Panel's recommendation to award the contract to Lipman Pty Ltd (ABN 84 001 548 830) in accordance with Clause 178(1)(a) of the *Local Government (General) Regulations 2021*, for \$26,728,239.00 ex GST for a Contract term of One (1) year commencing in May 2025.
2. Delegate to the General Manager the authority to execute the contract and any associated documents.

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**C04/25-111 Tender Evaluation Report - Lead Design Consultant,  
Hyland Road Sports Complex (RFx1122)*****Resolved by Exception***

That Council:

1. Accept the Tender Evaluation Panel's recommendation to award the contract to CHROFI (The Trustee for Choi Ropiha Fighera Unit Trust – ABN 22 365 257 187) in accordance with Clause 178(1)(a) of the *Local Government (General) Regulations 2021*, for \$3,676,401.70 (excluding GST) including all Provisional amounts for a Contract term commencing in May 2025.
2. Delegate to the General Manager the authority to execute the contract and any associated documents.

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**C04/25-101 4-4A Terminal Place, Merrylands - Amended Planning  
Proposal**

This item was withdrawn by the General Manager.

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**Min.929 C04/25-102 Urban Tree Canopy - Response to Notice of Motion****Motion (Yasar/Saha)**

That Council receive and adopt the recommendations within the report.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Colman, Elmore, Garrard, Hamed,  
Hughes, Kafrouni-Saba, Ouf, Rahme, Saha,  
Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

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**Min.930      Alteration of Order of Business****Motion (Hughes/Ouf)**

That in accordance with Clause 8.2 of the *Code of Meeting Practice*, Council alter the order of business to allow items C04/25-104, C04/25-105 and C04/25-106 to be brought forward for consideration at this time of the Meeting.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Colman, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

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**Min.931      C04/25-104 Notice of Motion - Accelerating the Adoption of Self-Driving Vehicles****Motion (Yasar/Selventhiran)**

That Council:

1. Commits to investigating the potential of self-driving vehicles to improve road safety, reduce congestion, and ease parking pressures for Cumberland residents, and to producing a report outlining findings and recommendations.
2. Calls on the NSW and Federal Governments to fast-track legislative reforms to enable the safe and regulated use of autonomous passenger vehicles in Australia.
3. Works with Transport for NSW, industry partners, and research institutions to position Cumberland as a priority location for autonomous vehicle trials and pilot programs.
4. Ensures that, when updating infrastructure plans, transport strategies, and urban planning policies, consideration is given to supporting the safe integration of emerging self-driving vehicle technology.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Colman, Elmore, Garrard, Hamed, Hughes, Ouf, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Christou, Kafrouni-Saba and Rahme.

Councillor Ouf left the Meeting at 7:39pm and returned to the Meeting at 7:44pm during the consideration of this item.

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**Min.932      C04/25-105 Notice of Motion - Partnering with DV Safe Phone**

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**Motion (Zaiter/Rahme)**

That Council:

1. Partner with DV Safe Phone, a registered Australian charity that refurbishes decommissioned mobile phones and provides them free of charge to domestic violence (DV) victims.
2. Donate its decommissioned mobile phones to DV Safe Phone for refurbishment and distribution through its network of DV agencies, police stations, hospitals, and safe houses.
3. Investigate ways to raise community awareness about DV Safe Phone, to encourage the participation of our residents and businesses in this initiative.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

Councillor Colman left the Meeting at 8:00pm during the consideration of this item.

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**Min.933      C04/25-106 Notice of Motion - Wombat Naming Competition**

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**Motion (Garrard/Hughes)**

That Council in acknowledging the significance of 'Auburn Botanical Gardens' as a unique resource of flora and fauna, and the need to promote the gardens nature diversity and importance to the wider community, engage in a community wide competition to name the new Wombat which recently has been installed at the gardens.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

Councillor Rahme left the Meeting at 8:08pm and returned to the Meeting at 8:12pm during the consideration of this item.



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**Min.934 Closed Session**

At this stage of the meeting being 8:12pm, the Mayor advised that in accordance with Section 10A(2) of the *Local Government Act 1993*, it is proposed to move into Closed Session to consider the following items:

- C04/25-103 Property Committee - Minutes of Extraordinary Meeting held 16 April 2025
- C04/25-110 Tender Evaluation Report - Design Finalisation and Construct, Progress Park Sports Field Development (RFx1106)

as the items contained the following considerations under the Act:

- (2)(c) – *information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.*
- (2)(d)(i) – *commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.*
- (2)(d)(i)(i) – *commercial information of a confidential nature that would, if disclosed confer a commercial advantage on a competitor of the council.*

**Motion (Kafrouni-Saba/Yasar)**

That in accordance with Section 10A(2)(c), (d)(i) and (ii) of the *Local Government Act 1993*, Council enter into Closed Session to determine Items C04/25-103 and C04/25-110.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Ouf, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion: Nil.

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**C04/25-103 Property Committee - Minutes of Extraordinary Meeting held 16 April 2025**

Council did not make a resolution in relation to this item.

During the consideration of this item, Councillor Christou raised a point of order, citing an alleged breach of Clause 15.11(d) and (e) of the *Code of Meeting Practice* stating that Councillors keep interrupting during his speech. The Mayor, Councillor Hamed asked the Chamber to remain silent during his speech.

During the consideration of this item, the Mayor requested that comments made by Councillor Yang which were noted as being offensive towards the Muslim community be withdrawn, with an apology provided to the Chamber. The Mayor, Councillor Hamed requested that Councillor Yang's refusal to both withdraw and apologise be noted in the Minutes.



Councillor Colman returned to the Meeting at 8:16pm during the consideration of this item.

Councillor Rahme left the Meeting at 8:46pm and returned to the Meeting at 8:48pm during the consideration of this item.

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**Min.935      C04/25-110 Tender Evaluation Report - Design Finalisation and Construct, Progress Park Sports Field Development (RFx1106)**

**Motion (Yasar/Colman)**

That Council:

1. Accept the Tender Evaluation Panel's recommendation to award the contract to Polytan Asia Pacific Pty Ltd ABN 90 111 057 606 in accordance with Clause 178(1)(a) of the *Local Government (General) Regulations 2021*, for \$8,235,755.11 ex GST including all provisional and optional amounts for a Contract term commencing in September 2025 and concluding in February 2026.
2. Delegate to the General Manager the authority to execute the contract and any associated documents.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion:                      Colman, Elmore, Garrard, Hamed, Kafrouni-Saba, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

Councillor(s) Against the Motion:              Christou and Hughes.

Councillor Ouf left the Meeting at 8:55pm during the consideration of this item and did not return.

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

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**Min.936      Open Session**

**Motion (Colman/Elmore)**

That Council resume the public meeting.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion:                      Colman, Christou, Elmore, Garrard, Hamed, Hughes, Kafrouni-Saba, Rahme, Saha, Selventhiran, Yang, Yasar and Zaiter.

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Councillor(s) Against the Motion: Nil.

On resumption of the public meeting at 9:01pm, the Mayor, Councillor Hamed read out the resolutions made in Closed Session.

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The Mayor, Councillor Hamed closed the meeting at 9:03pm.

Chairperson\_\_\_\_\_

Item No: C05/25-113

## LEGAL REPORT

Directorate: General Manager  
Responsible Officer: General Counsel  
Community Strategic Plan Goal: *Providing Local Leadership*

## SUMMARY

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

## RECOMMENDATION:

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**That the report be received.**

## REPORT

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This report provides Council with a summary of the status of litigation for which Council is a party to. It does not include the following types of legal proceedings:

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

The report is current to 14 April 2025. It does not capture changes that have occurred between that date and the date the report is considered by Council.

## COMMUNITY ENGAGEMENT

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

## POLICY IMPLICATIONS

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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

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This is an information report with the legal register of current litigation provided as a confidential attachment.

## ATTACHMENTS

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1. Litigation register (confidential)  
Note: Included in Closed Business Paper in accordance with Section 10A(2)(g) of the Local Government Act as the information involves advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

Item No: C05/25-114

## **INVESTMENT REPORT - APRIL 2025**

Directorate: Corporate Performance  
 Responsible Officer: Director Corporate Performance (Deputy GM)  
 Community Strategic Plan Goal: *Delivering Sustainable Infrastructure and Services*

### **SUMMARY**

This report provides an update on the performance and compliance of Council's investment portfolio for the month of April 2025.

### **RECOMMENDATION**

**That Council receive the April 2025 Investment Report.**

### **REPORT**

Included in this report are the following items that highlight Council's investment portfolio performance for April 2025.

#### ***Council Investments as at 30 April 2025***

Council's investment portfolio has a current market value of \$255,523,573 and has returned 5.18% in the last 12 months. The following table reflects Council's holding in various investment categories:

Categories	Face Value (\$)	Purchase Price (\$)	Current Value (\$)	12 Month Return (%)
Bonds	7,800,000	7,789,975	7,902,238	4.24
Cash	15,678,778	15,678,778	15,678,778	4.08
Floating Rate Note	46,000,000	46,131,460	46,371,291	5.36
Managed Funds	13,960,831	12,000,000	13,960,831	6.48
Term Deposit	167,000,000	167,000,000	171,610,437	5.15
	<b>250,439,608</b>	<b>248,600,213</b>	<b>255,523,573</b>	<b>5.18</b>

*Face Value = capital value to be repaid upon maturity*

*Purchase Price = capital value +/- premiums or discounts*

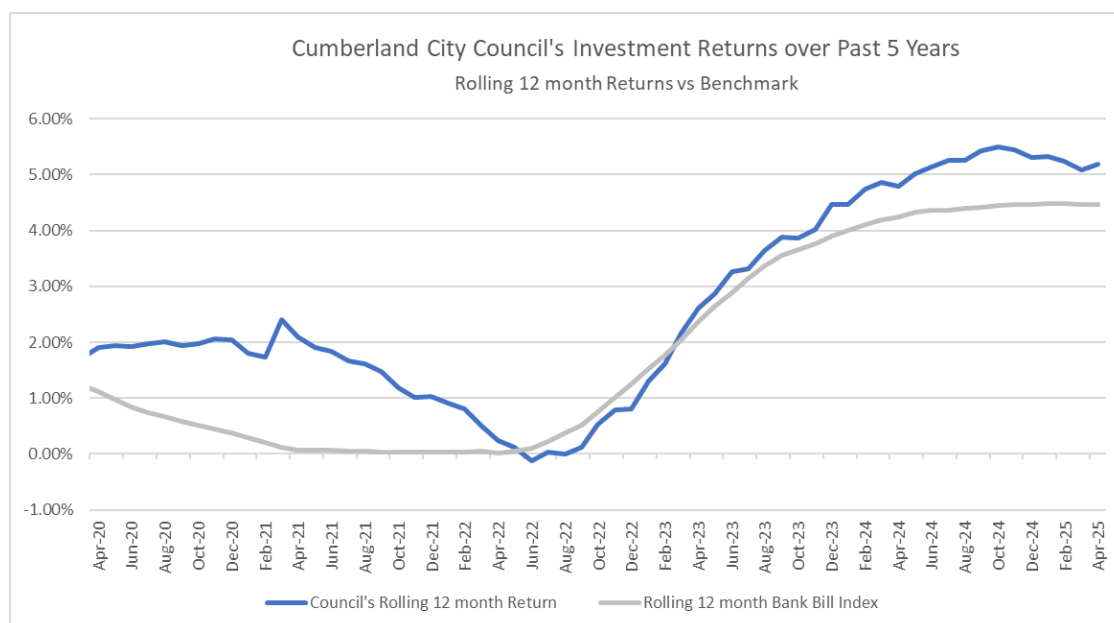
*Current Value = current market value + accrued interest*

## ***Investment Portfolio Performance***

Council's investment portfolio returned 0.38% (actual) for the month on a marked-to-market basis versus the bank bill index benchmark's 0.35% (actual) return. Council's managed fund investments may experience monthly volatility as financial markets undergo changes in outlook. However, such investments are expected to yield a favourable return over the long term. For the past 12 months, the investment portfolio has returned 5.18% versus the benchmark's 4.46%.

As at 30 April 2025 the cumulative interest earned was \$10,695,850 This is \$3,283,350 higher than the year-to-date budget of \$7,412,500.

The performance chart below shows Council's rolling 12 monthly return versus benchmark over the past 5 years. Each data point is the 12 month return for the stated month end:



## **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**

Preservation of capital is the prime objective of the investment portfolio. Investments are placed in a manner that seeks to ensure security and safeguarding of the investment portfolio. This includes managing credit and interest rate risk within identified thresholds and parameters that is both set in Council's Investment Policy and guided by the investment advisor.

## FINANCIAL IMPLICATIONS

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

## CONCLUSION

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Council hereby certifies that the investments listed within this report have been made in accordance with Section 625 of the *Local Government Act 1993*, Clause 212 of the *Local Government (General) Regulation 2021* and Council's Investment Policy.

## ATTACHMENTS

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1. Investment Report April 2025 [↓](#)
2. Investment Report Commentary April 2025 [↓](#)

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-114

Attachment 1  
Investment Report April 2025





Investment Summary Report  
April 2025

Cumberland City Council  
Investment Summary Report - April 2025**Contents**

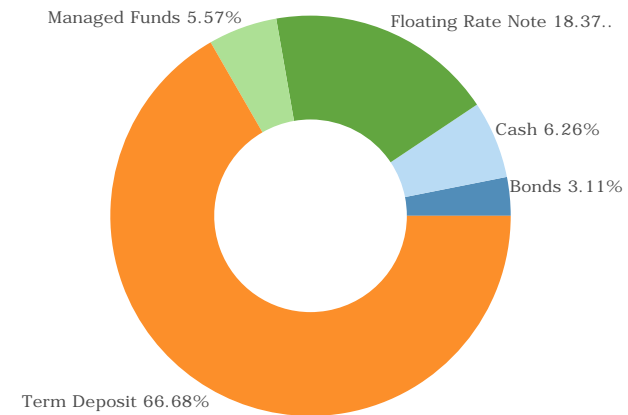
Executive Summary	Page 3
Investment Summary Report	Page 4
Actual Interest Report	Page 8
Investment Performance Report	Page 9
Investment Policy Compliance Report	Page 10
Individual Institutional Exposures Report	Page 11
Investment Cashflows Report	Page 12

## Cumberland City Council Executive Summary - April 2025



### Investment Holdings

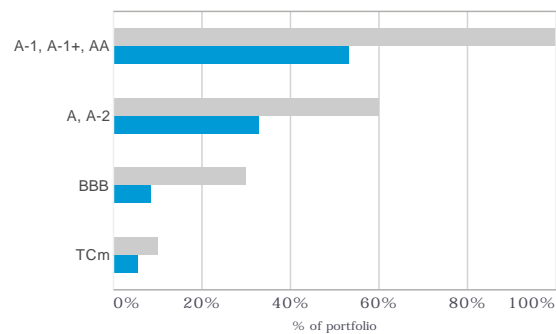
	Face Value (\$)	Purchase Price (\$)	Current Value (\$)	12 Month Return (%)
Bonds	7,800,000	7,789,975	7,902,238	4.24
Cash	15,678,778	15,678,778	15,678,778	4.08
Floating Rate Note	46,000,000	46,131,460	46,371,291	5.36
Managed Funds	13,960,831	12,000,000	13,960,831	6.48
Term Deposit	167,000,000	167,000,000	171,610,437	5.13
	250,439,608	248,600,213	255,523,573	5.18



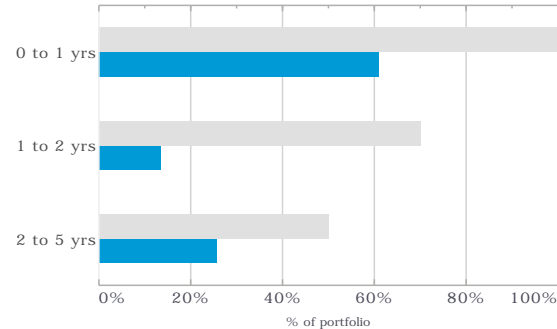
### Investment Policy Compliance

### Investment Performance

#### Total Credit Exposure

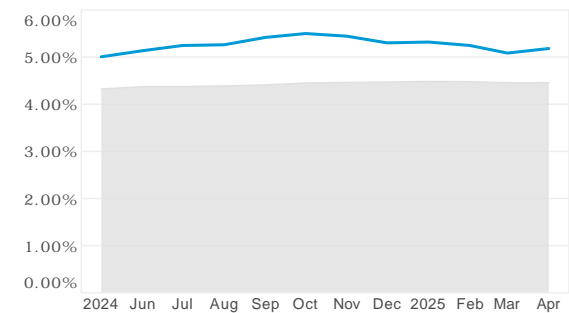


#### Term to Maturities



Portfolio Exposure

Investment Policy Limit



Portfolio Rolling 12 month return  
AusBond BB Index Rolling 12 month Return

## Cumberland City Council Investment Holdings Report - April 2025



### Cash Accounts

Face Value (\$)	Current Rate (%)	Institution	Credit Rating	Current Value (\$)	Deal No.
0.00	4.0500%	Commonwealth Bank of Australia	A-1+	0.00	533672
15,678,777.53	3.8500%	Commonwealth Bank of Australia	A-1+	15,678,777.53	250385
15,678,777.53	3.8500%			15,678,777.53	

### Managed Funds

Face Value (\$)	Monthly Return (%)	Institution	Credit Rating	Capital Base (\$)	Current Value (\$)	Deal No.	Funds Name
13,960,830.56	0.4501%	NSW T-Corp (MT)	TCm	12,000,000.00	13,960,830.56	538647	Medium Term Growth Fund
13,960,830.56	0.4501%				13,960,830.56		

### Term Deposits

Purchase Date	Maturity Date	Term Days	Face Value (\$)	Current Rate (%)	Institution	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency
5-Jun-24	6-May-25	335	4,000,000.00	5.1500%	National Australia Bank	A-1+	4,000,000.00	4,186,246.58	545135	186,246.58	At Maturity
5-Jun-24	4-Jun-25	364	4,000,000.00	5.2000%	National Australia Bank	A-1+	4,000,000.00	4,188,054.79	545136	188,054.79	At Maturity
7-Aug-24	10-Jun-25	307	2,000,000.00	5.2000%	AMP Bank	A-2	2,000,000.00	2,076,076.71	545330	76,076.71	At Maturity
28-Jun-24	18-Jun-25	355	3,000,000.00	5.4500%	National Australia Bank	A-1+	3,000,000.00	3,137,519.18	545214	137,519.18	At Maturity
28-Jun-23	25-Jun-25	728	4,000,000.00	5.5500%	Bendigo and Adelaide Bank	A-2	4,000,000.00	4,186,723.29	544241	186,723.29	Annually
28-Jun-24	1-Jul-25	368	4,000,000.00	5.4500%	National Australia Bank	A-1+	4,000,000.00	4,183,358.90	545215	183,358.90	At Maturity
2-Jul-24	8-Jul-25	371	4,000,000.00	5.4800%	National Australia Bank	A-1+	4,000,000.00	4,181,966.03	545226	181,966.03	At Maturity
29-Jul-24	22-Jul-25	358	4,000,000.00	5.3000%	National Australia Bank	A-1+	4,000,000.00	4,160,306.85	545300	160,306.85	At Maturity
29-Jul-24	29-Jul-25	365	4,000,000.00	5.3000%	National Australia Bank	A-1+	4,000,000.00	4,160,306.85	545301	160,306.85	At Maturity
6-Aug-24	6-Aug-25	365	4,000,000.00	5.0500%	National Australia Bank	A-1+	4,000,000.00	4,148,317.81	545316	148,317.81	At Maturity
7-Aug-24	6-Aug-25	364	4,000,000.00	5.0500%	AMP Bank	A-2	4,000,000.00	4,147,764.38	545331	147,764.38	At Maturity
19-Aug-24	19-Aug-25	365	4,000,000.00	4.9200%	Westpac Group	A-1+	4,000,000.00	4,137,490.41	545369	137,490.41	At Maturity
27-Aug-24	27-Aug-25	365	4,000,000.00	4.8300%	Westpac Group	A-1+	4,000,000.00	4,130,740.82	545400	130,740.82	At Maturity
27-Aug-24	3-Sep-25	372	4,000,000.00	4.8300%	Westpac Group	A-1+	4,000,000.00	4,130,740.82	545399	130,740.82	At Maturity
4-Sep-24	3-Sep-25	364	4,000,000.00	4.9800%	National Australia Bank	A-1+	4,000,000.00	4,130,435.07	545449	130,435.07	At Maturity
12-Dec-24	9-Sep-25	271	4,000,000.00	5.1000%	Suncorp Bank	A-1+	4,000,000.00	4,078,246.58	545702	78,246.58	At Maturity

Cumberland City Council  
Investment Holdings Report - April 2025



Purchase Date	Maturity Date	Term Days	Face Value (\$)	Current Rate (%)	Institution	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency
15-Jan-25	7-Oct-25	265	4,000,000.00	5.0000%	Suncorp Bank	A-1+	4,000,000.00	4,058,082.19	545738	58,082.19	At Maturity
19-Feb-25	14-Oct-25	237	3,000,000.00	4.7700%	National Australia Bank	A-1+	3,000,000.00	3,027,835.89	545804	27,835.89	At Maturity
29-Jan-25	5-Nov-25	280	3,000,000.00	4.9000%	National Australia Bank	A-1+	3,000,000.00	3,037,052.05	545754	37,052.05	At Maturity
12-Dec-24	12-Nov-25	335	4,000,000.00	5.0100%	Suncorp Bank	A-1+	4,000,000.00	4,076,865.75	545703	76,865.75	At Maturity
3-Dec-24	3-Dec-25	365	4,000,000.00	5.1400%	Rabobank Australia	A-1	4,000,000.00	4,083,929.86	545669	83,929.86	At Maturity
6-Dec-23	9-Dec-25	734	4,000,000.00	5.3000%	Bank of Queensland	A-2	4,000,000.00	4,084,800.00	544701	84,800.00	Annually
10-Mar-25	17-Dec-25	282	3,000,000.00	4.6000%	Westpac Group	A-1+	3,000,000.00	3,019,660.27	545889	19,660.27	At Maturity
10-Mar-25	7-Jan-26	303	4,000,000.00	4.6500%	National Australia Bank	A-1+	4,000,000.00	4,026,498.63	545890	26,498.63	At Maturity
11-Feb-25	13-Jan-26	336	4,000,000.00	4.7500%	Suncorp Bank	A-1+	4,000,000.00	4,041,123.29	545784	41,123.29	At Maturity
29-Jan-25	28-Jan-26	364	4,000,000.00	4.9000%	National Australia Bank	A-1+	4,000,000.00	4,049,402.74	545755	49,402.74	At Maturity
11-Feb-25	10-Feb-26	364	4,000,000.00	4.7000%	Suncorp Bank	A-1+	4,000,000.00	4,040,690.41	545783	40,690.41	At Maturity
17-Feb-25	17-Feb-26	365	4,000,000.00	4.7700%	Westpac Group	A-1+	4,000,000.00	4,038,160.00	545795	38,160.00	At Maturity
10-Mar-25	10-Mar-26	365	4,000,000.00	4.6500%	Suncorp Bank	A-1+	4,000,000.00	4,026,498.63	545888	26,498.63	At Maturity
20-Jul-23	21-Jul-26	1097	4,000,000.00	5.4000%	Bank of Queensland	A-	4,000,000.00	4,167,473.97	544330	167,473.97	Annually
27-Jul-23	27-Jul-26	1096	4,000,000.00	5.4500%	AMP Bank	BBB+	4,000,000.00	4,164,843.84	544341	164,843.84	Annually
5-Aug-22	4-Aug-27	1825	3,000,000.00	4.6000%	Bank of Queensland	A-	3,000,000.00	3,101,704.11	543151	101,704.11	Annually
31-Aug-22	30-Aug-27	1825	4,000,000.00	5.0000%	Bank of Queensland	A-	4,000,000.00	4,133,698.63	543267	133,698.63	Annually
26-Nov-24	26-Nov-27	1095	4,000,000.00	5.0100%	Rabobank Australia	A	4,000,000.00	4,085,650.41	545650	85,650.41	Annually
15-Jan-25	18-Jan-28	1098	4,000,000.00	4.8700%	Rabobank Australia	A	4,000,000.00	4,056,572.05	545737	56,572.05	Annually
28-Jun-23	28-Jun-28	1827	4,000,000.00	5.4000%	Bank of Queensland	A-	4,000,000.00	4,181,676.71	544246	181,676.71	Annually
28-Aug-24	28-Aug-28	1461	2,000,000.00	4.7000%	Rabobank Australia	A	2,000,000.00	2,063,353.42	545411	63,353.42	Annually
29-Nov-23	22-Nov-28	1820	4,000,000.00	5.5300%	Bank of Queensland	A-	4,000,000.00	4,092,722.19	544676	92,722.19	Annually
3-Dec-24	5-Dec-28	1463	4,000,000.00	5.0000%	Rabobank Australia	A	4,000,000.00	4,081,643.84	545670	81,643.84	Annually
28-Aug-24	21-Aug-29	1819	4,000,000.00	4.8500%	Rabobank Australia	A	4,000,000.00	4,130,750.68	545410	130,750.68	Annually
28-Aug-24	28-Aug-29	1826	4,000,000.00	4.8500%	Rabobank Australia	A	4,000,000.00	4,130,750.68	545409	130,750.68	Annually
3-Sep-24	3-Sep-29	1826	4,000,000.00	5.0000%	Rabobank Australia	A	4,000,000.00	4,131,506.85	545444	131,506.85	Annually
12-Dec-24	12-Dec-29	1826	4,000,000.00	4.9500%	Rabobank Australia	A	4,000,000.00	4,075,945.21	545701	75,945.21	Annually
24-Feb-25	19-Feb-30	1821	4,000,000.00	5.1500%	Rabobank Australia	A	4,000,000.00	4,037,249.32	545812	37,249.32	Annually
			167,000,000.00	5.0469%			167,000,000.00	171,610,436.69			4,610,436.69

## Cumberland City Council Investment Holdings Report - April 2025



### Floating Rate Notes

Purchase Date	Maturity Date	Term Days	Face Value (\$)	Current Rate (%)	Security Name	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Next Coupon Date
23-May-22	23-May-25	1096	1,500,000.00	5.3787%	RACQ Snr FRN (May25) BBSW+ 1.25%	A-2	1,500,000.00	1,515,160.95	542776	14,588.80	23-May-25
29-Apr-22	29-Oct-25	1279	3,000,000.00	4.9926%	BoQ Snr FRN (Oct25) BBSW+ 1.10%	A-2	3,000,000.00	3,008,200.70	542666	820.70	29-Jul-25
24-Feb-23	24-Feb-26	1096	2,250,000.00	5.6287%	RACQ Snr FRN (Feb26) BBSW+ 1.50%	A-2	2,250,000.00	2,284,285.33	543828	22,900.33	26-May-25
6-May-21	6-May-26	1826	2,000,000.00	4.8400%	BoQ Snr FRN (May26) BBSW+ 0.63%	A-	2,000,000.00	2,020,217.26	541296	22,277.26	6-May-25
24-Aug-21	24-Aug-26	1826	2,400,000.00	4.5387%	NAB Snr FRN (Aug26) BBSW+ 0.41%	AA-	2,400,000.00	2,417,560.71	541749	19,696.71	26-May-25
15-Sep-21	15-Sep-26	1826	4,000,000.00	4.5937%	SUN Snr FRN (Sep26) BBSW+ 0.48%	AA-	4,000,000.00	4,016,173.86	541883	22,653.86	16-Jun-25
23-Jan-24	23-Oct-26	1004	1,800,000.00	5.5367%	GSB Snr FRN (Oct26) BBSW+ 1.60%	BBB+	1,800,000.00	1,818,396.94	544802	2,184.34	23-Jul-25
27-Oct-21	27-Oct-26	1826	2,000,000.00	4.6962%	BoQ Snr FRN (Oct26) BBSW+ 0.80%	A-	2,000,000.00	2,002,211.98	542003	771.98	28-Jul-25
17-Nov-23	17-Nov-26	1096	2,250,000.00	5.7240%	POL Snr FRN (Nov26) BBSW+ 1.55%	BBB+	2,250,000.00	2,275,758.00	544638	25,758.00	19-May-25
14-Jan-22	14-Jan-27	1826	1,500,000.00	4.7478%	CBA Snr FRN (Jan27) BBSW+ 0.70%	AA-	1,500,000.00	1,506,526.96	542234	3,316.96	14-Jul-25
26-Aug-24	8-Feb-27	896	2,000,000.00	5.8030%	HPC Snr FRN (Feb27) BBSW+ 1.60%	BBB+	2,030,420.00	2,043,677.81	545392	25,437.81	8-May-25
25-Feb-22	25-Feb-27	1826	3,200,000.00	4.8445%	NAB Snr FRN (Feb27) BBSW+ 0.72%	AA-	3,200,000.00	3,234,487.01	542353	27,607.01	26-May-25
27-Feb-25	5-Mar-27	736	3,000,000.00	5.7173%	RACQ Snr FRN (Mar27) BBSW+ 1.60%	BBB+	3,031,320.00	3,057,565.16	545830	26,785.16	5-Jun-25
21-Jun-24	21-Jun-27	1095	1,000,000.00	5.4100%	TMB Snr FRN (Jun27) BBSW+ 1.30%	BBB+	1,000,000.00	1,011,226.99	545187	6,076.99	23-Jun-25
13-Sep-24	13-Sep-27	1095	1,500,000.00	5.4487%	AusW Snr FRN (Sep27) BBSW+ 1.33%	Baa2	1,500,000.00	1,510,972.04	545466	10,972.04	13-Jun-25
14-Dec-22	14-Dec-27	1826	1,600,000.00	5.3650%	SUN Snr FRN (Dec27) BBSW+ 1.25%	AA-	1,600,000.00	1,629,080.55	543632	11,288.55	16-Jun-25
21-Mar-25	21-Mar-28	1096	2,500,000.00	5.2600%	BEY Snr FRN (Mar28) BBSW+ 1.15%	BBB+	2,500,000.00	2,503,646.23	545924	14,771.23	23-Jun-25
29-Aug-24	30-Apr-29	1705	3,000,000.00	5.1545%	BoQ Snr FRN (Apr29) BBSW+ 1.28%	A-	3,033,630.00	3,012,723.66	545417	423.66	30-Jul-25
19-Sep-24	19-Sep-29	1826	2,500,000.00	4.9650%	WBC Snr FRN (Sep29) BBSW+ 0.85%	AA-	2,500,000.00	2,511,900.45	545487	14,622.95	19-Jun-25
17-Mar-25	21-Jan-30	1771	3,000,000.00	5.2022%	NPBS Snr FRN (Jan30) BBSW+ 1.25%	BBB+	3,036,090.00	2,991,518.20	545923	3,848.20	21-Jul-25
			46,000,000.00	5.1539%			46,131,460.00	46,371,290.79			276,802.54

### Fixed Rate Bonds

Purchase Date	Maturity Date	Term Days	Face Value (\$)	Current Rate (%)	Security Name	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Purchase Yield
12-May-22	12-May-25	1096	2,500,000.00	4.0500%	ANZ Snr Bond (May25) 4.05%	AA-	2,499,800.00	2,547,196.82	542750	47,548.34	4.0530%
11-Aug-22	11-Aug-25	1096	2,300,000.00	3.9000%	WBC Snr Bond (Aug25) 3.90%	AA-	2,291,375.00	2,316,865.60	543159	19,575.41	4.0340%
22-Aug-22	22-Aug-25	1096	1,600,000.00	4.4000%	SUN Snr Bond (Aug25) 4.40%	AA-	1,598,800.00	1,612,700.51	543181	12,978.77	4.4270%

Cumberland City Council  
Investment Holdings Report - April 2025



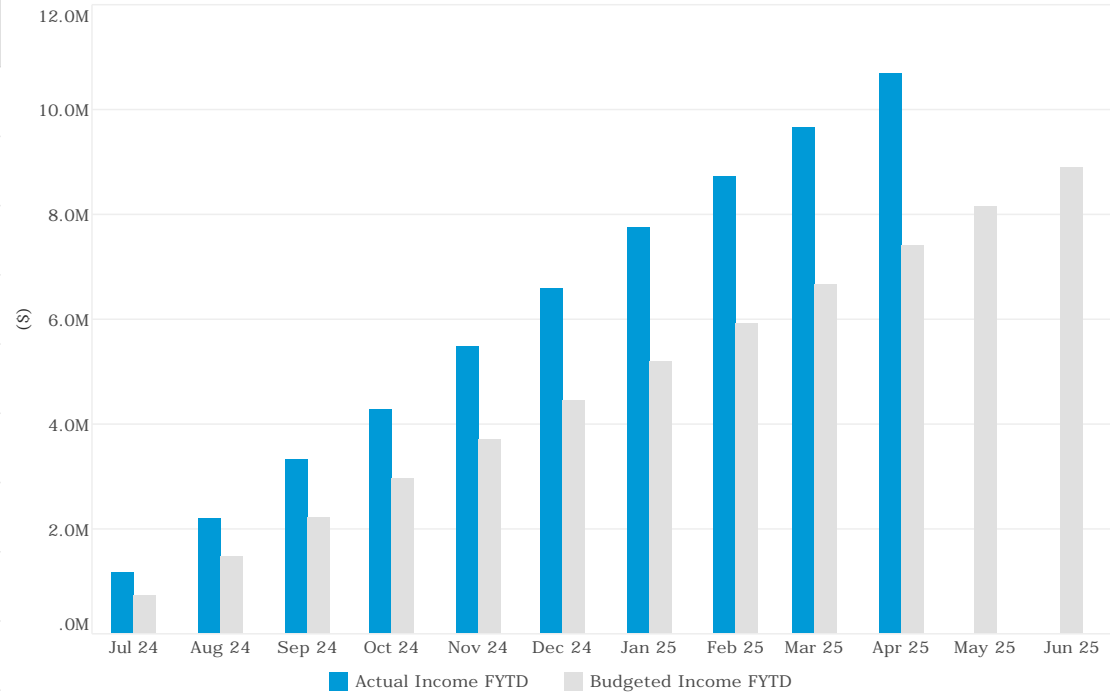
Purchase Date	Maturity Date	Term Days	Face Value (\$)	Current Rate (%)	Security Name	Credit Rating	Purchase Price (\$)	Current Value (\$)	Deal No.	Accrued Interest (\$)	Purchase Yield	
14-Sep-23	14-Sep-26	1096	1,400,000.00	4.9460%	MAC Snr Bond (Sep26)	4.946%	A+	1,400,000.00	1,425,474.79	544493	8,983.01	4.9460%
			7,800,000.00	4.2384%			7,789,975.00	7,902,237.72		89,085.53	4.2844%	

## Cumberland City Council Investment Budget Report - April 2025



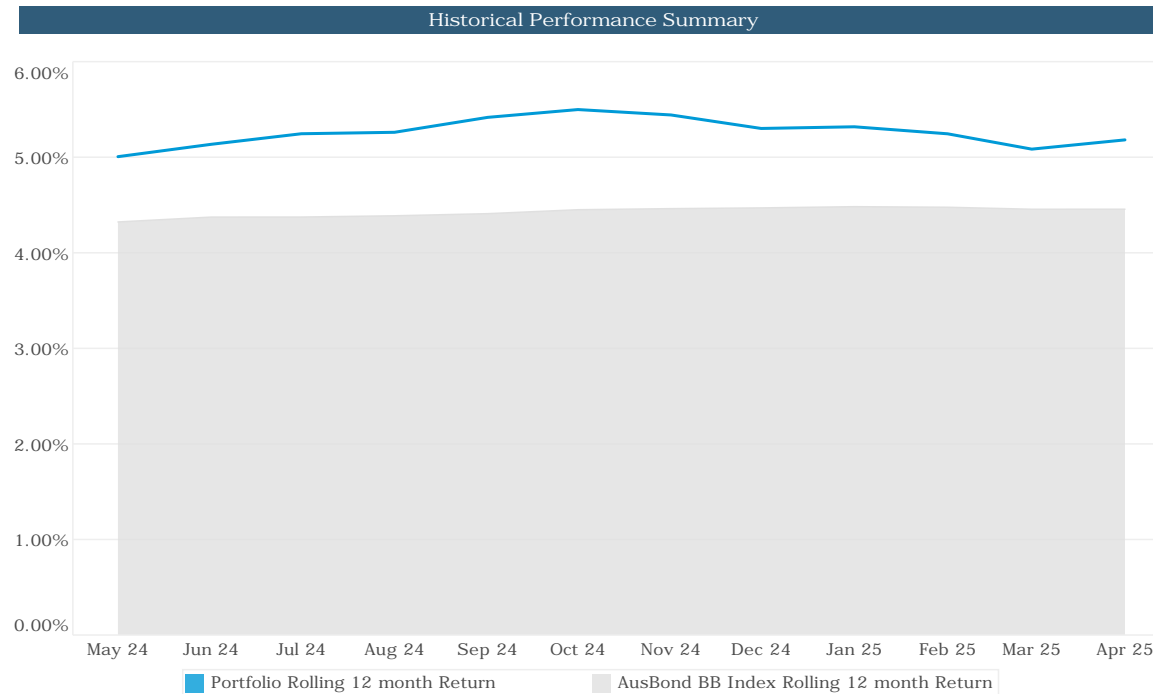
### Budgeted vs Actual Returns

	Monthly Income (\$)	YTD Actual (\$)	YTD Budgeted (\$)
July 2024	1,178,679	1,178,679	741,250
August 2024	1,015,916	2,194,595	1,482,500
September 2024	1,134,900	3,329,494	2,223,750
October 2024	959,557	4,289,051	2,965,000
November 2024	1,195,058	5,484,109	3,706,250
December 2024	1,105,965	6,590,074	4,447,500
January 2025	1,168,551	7,758,624	5,188,750
February 2025	971,273	8,729,897	5,930,000
March 2025	923,909	9,653,806	6,671,250
April 2025	1,042,044	10,695,850	7,412,500





## Cumberland City Council Investment Performance Report - April 2025



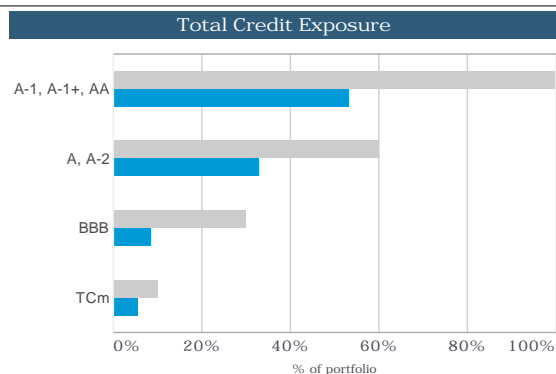
Historical Performance Summary (Annualised)					
	1 month	3 months	6 months	FYTD	12 months
Portfolio Return (1)	4.73%	4.62%	5.06%	5.17%	5.18%
Index Return (2)	4.38%	4.34%	4.44%	4.46%	4.46%
Outperformance (3)	0.35%	0.28%	0.62%	0.71%	0.72%

- (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

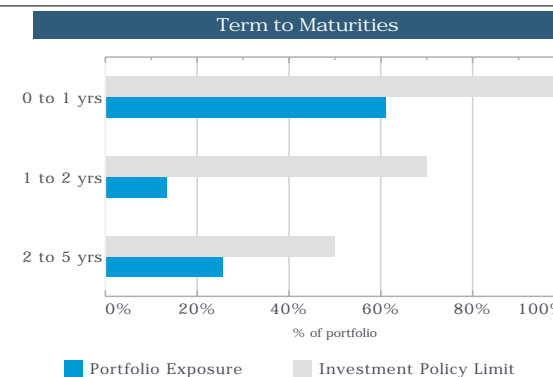
Historical Performance Summary (Actual)					
	1 month	3 months	6 months	FYTD	12 months
Portfolio Return (1)	0.38%	1.11%	2.48%	4.29%	5.18%
Index Return (2)	0.35%	1.04%	2.18%	3.70%	4.46%
Outperformance (3)	0.03%	0.07%	0.30%	0.59%	0.72%

- (1) Portfolio Return is the actual 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 City Council Investment Policy Compliance Report - April 2025



Credit Rating Group		Face Value (\$)	Policy Max	
Long Term	AA	15,200,000		
Short Term	A-1	4,000,000		
Short Term	A-1+	114,078,778		
		133,278,778	53%	100% a
Long Term	A	61,400,000		
Short Term	A-2	20,750,000		
		82,150,000	33%	60% a
Long Term	BBB	21,050,000		
		21,050,000	8%	30% a
Short Term	TCm	13,960,831		
		13,960,831	6%	10% a
		250,439,608		



Policy Minimum	Face Value (\$)	Policy Min	
Between 0 and 0.25 years	66,639,608	27%	10% a
Between 0.25 and 1 years	86,150,000	34%	20% a

Policy Maximum	Face Value (\$)	Policy Max	
Between 0 and 1 years	152,789,608	61%	100% a
Between 1 and 2 years	33,550,000	13%	70% a
Between 2 and 5 years	64,100,000	26%	50% a
	250,439,608		

a = compliant  
r = non-compliant

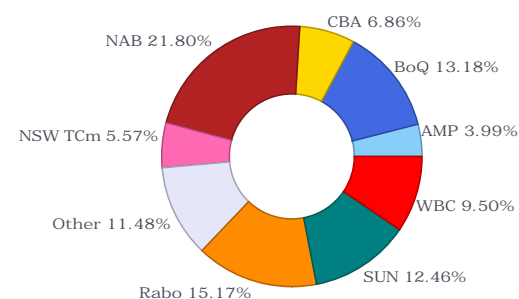
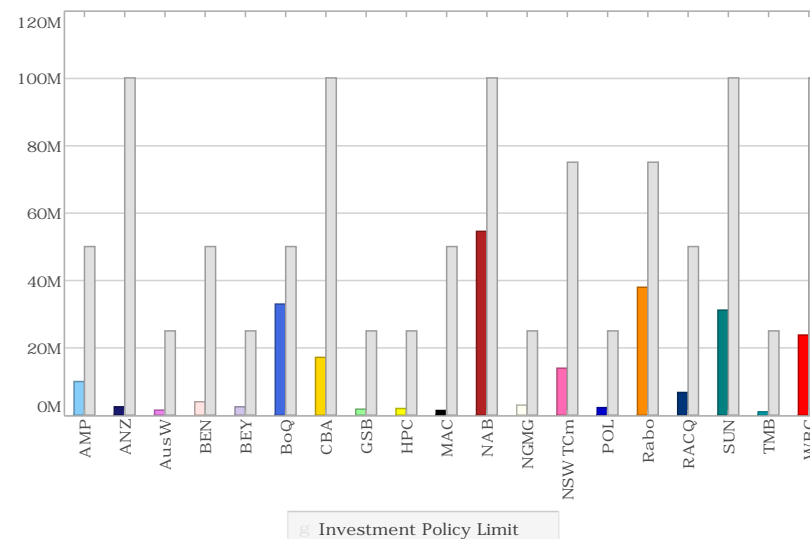
## Cumberland City Council Individual Institutional Exposures Report - April 2025



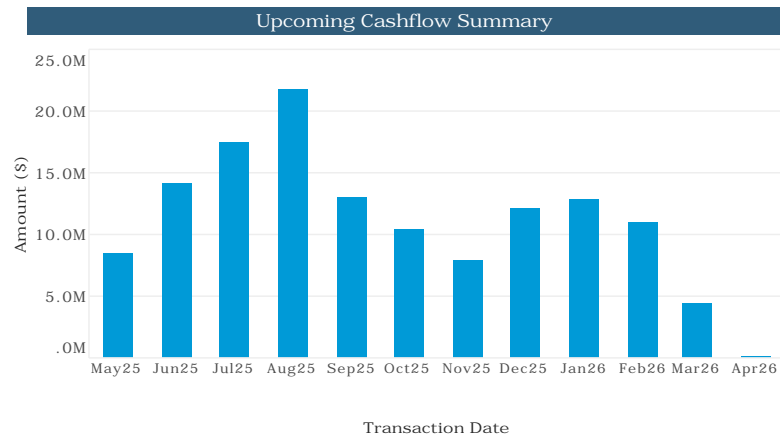
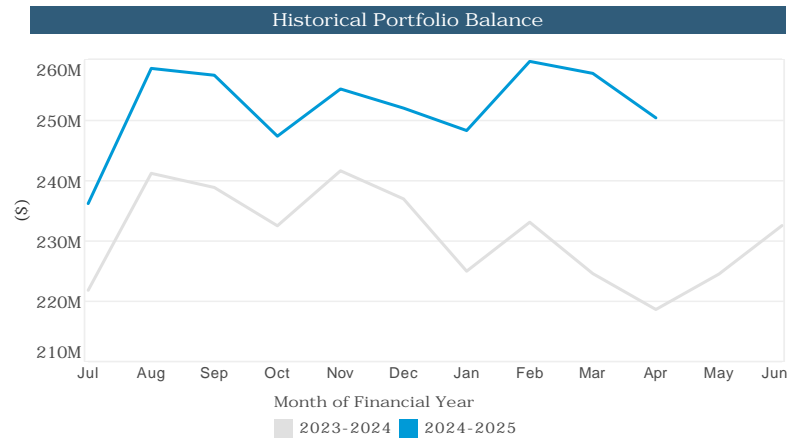
### Individual Institutional Exposures

Parent Group	Portfolio Exposure (\$)	% of portfolio
AMP Bank (BBB+, A-2)	10,000,000	4%
ANZ Group (AA-, A-1+)	2,500,000	1%
Auswide Bank (P-2, Baa2)	1,500,000	1%
Bank of Queensland (A-, A-2)	33,000,000	13%
Bendigo and Adelaide Bank (A-, A-2)	4,000,000	2%
Beyond Bank (A-2, BBB+)	2,500,000	1%
Commonwealth Bank of Australia (AA-, A-1+)	17,178,778	7%
Great Southern Bank (BBB+, A-2)	1,800,000	1%
Heritage and People's Choice (A-2, BBB+)	2,000,000	1%
Macquarie Bank (A-1, A+)	1,400,000	1%
Members Banking Group (BBB+, A-2)	6,750,000	3%
National Australia Bank (AA-, A-1+)	54,600,000	22%
Newcastle Greater Mutual Group (BBB+, A-2)	3,000,000	1%
NSW T-Corp (MT) (TCm)	13,960,831	6%
Police Bank Ltd (BBB+, A-2)	2,250,000	1%
Rabobank Australia (A-1, A)	38,000,000	15%
Suncorp Bank (AA-, A-1+)	31,200,000	12%
Teachers Mutual Bank (BBB+, A-2)	1,000,000	0%
Westpac Group (AA-, A-1+)	23,800,000	10%
	250,439,608	

### Individual Institutional Exposure Charts



## Cumberland City Council Investment Cashflows Report - April 2025



Historical Portfolio Balance		
	2023-2024	2024-2025
July	221,834,523	236,218,824
August	241,234,698	258,641,685
September	238,887,959	257,509,028
October	232,534,249	247,398,611
November	241,658,710	255,230,243
December	236,992,528	252,052,736
January	225,003,122	248,332,491
February	233,126,658	259,807,605
March	224,604,475	257,816,716
April	218,649,485	250,439,608
May	224,529,535	
June	232,576,257	

Average 12 month Portfolio Balance 248,379,445

Upcoming Cashflow Summary		
	Amount	
May-25	8,439,479	
June-25	14,102,119	
July-25	17,475,736	
August-25	21,774,261	
September-25	12,990,697	
October-25	10,420,676	
November-25	7,900,063	
December-25	12,131,532	
January-26	12,864,631	
February-26	11,016,703	
March-26	4,426,711	
April-26	142,162	

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-114

Attachment 2  
Investment Report Commentary  
April 2025



## **Cumberland City Council Economic and Investment Portfolio Commentary April 2025**

### **Investment Portfolio Commentary**

Council's investment portfolio returned 0.38% (actual) for the month on a marked-to-market basis versus the bank bill index benchmark's 0.35% (actual) return. For the past 12 months, the investment portfolio has returned 5.18% versus the benchmark's 4.46%.

The NSW TCorp Medium Term Growth Fund recorded a solid result considering the market volatility during the month, with a gain of 0.45% actual. Good returns from Australian shares as well as improved valuations on fixed rate bonds helped boost the fund's return.

During April, Council had maturities of \$12m between three deposits with original terms of 10, 11 and 12 months that had been yielding an average of 5.21%pa. No new investments were made during the month.

Council's rolling 12 month return continues to exceed the benchmark's return as high rates on new term deposit and floating rate note quarterly rate resets are providing a solid base for the portfolio. Council's exposure to the TCorp Medium Term Growth Fund has also contributed good results over the past two years.

Council has a well-diversified portfolio invested among a range of term deposits, fixed and floating rate bonds from highly rated Australian ADIs as well as growth assets via holdings in the NSW TCorp Medium Term Growth Fund. It is expected that Council's portfolio will achieve above benchmark returns over the medium/long term with prudent investment selection and holding the securities for the recommended time horizons of their asset classes.

### **Global issues:**

- Globally, the US-induced tariff trade war is triggering wild swings in financial markets around the world as investors try to estimate the impact of the US's self-imposed tax on its businesses and the repercussions of the nations that enact retaliatory tariffs.
- The International Monetary Fund (IMF) slashed its forecast for global growth for this year and 2026 in reaction to the chaotic tariff policies. The IMF is now predicting world economic growth to constrict to 2.8% in 2025 down from 3.3% in 2024 and then 3.3% next year. In January, the IMF had forecast 3.3% global growth in both 2025 and 2026. Growth in advanced economies is now projected to be 1.4% in 2025, 0.5% lower than forecast in January.
- Economists have warned that US President Trump's trade battles will lead to a significant slowdown in global trade and come with a cost for US consumers by pushing up prices and raising the chances of a recession.
- Trump's trade policies have scared investors, causing wide fluctuations in stock and bond markets. The president softened his tone later in the month after a volatile few weeks. Markets rallied after Trump said that his Chinese tariffs "will come down substantially", though he also warned that "it won't be zero."



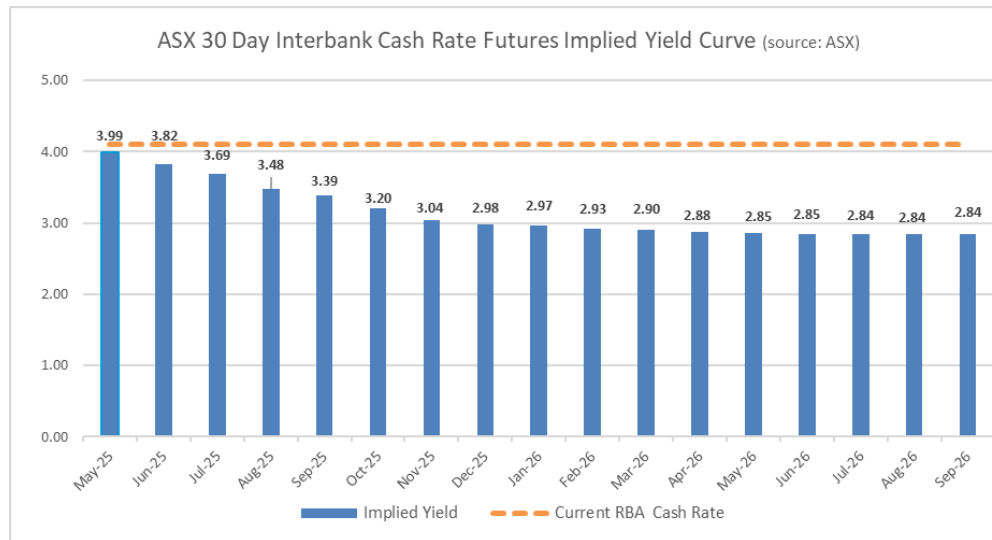
- The escalating US-generated global trade war contributed to share markets dropping for the 3<sup>rd</sup> straight month in the US (-0.7%). European (-0.8%) and Chinese (-3.2%) markets also retreated. Australian shares fared well with the All Ords up 3.6% as global investors seek alternative safe havens. The Financials, IT and Telecom sectors led the Australian share market higher, all up over 5.5%.

#### **Domestic issues:**

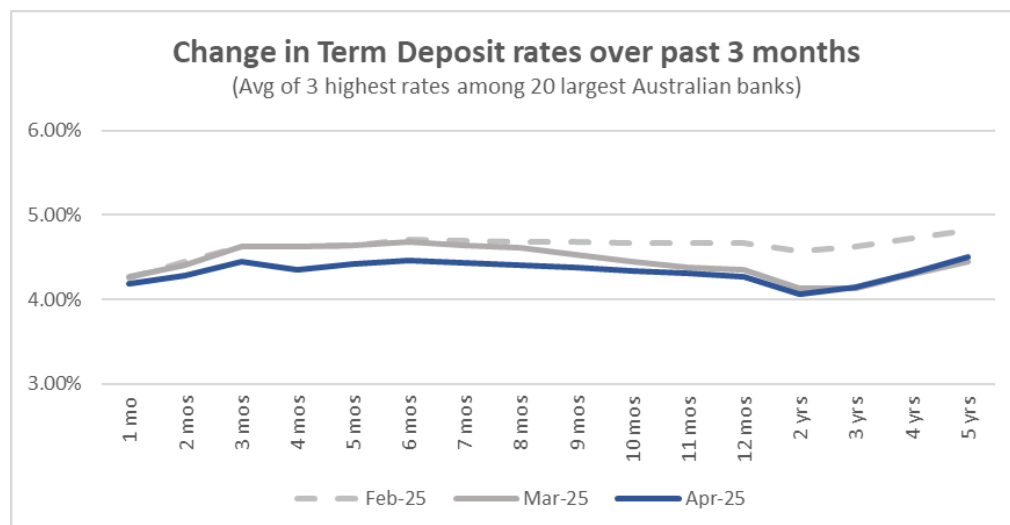
- Less than 5% of Australian exports, worth about 0.9% of GDP, go to the US and much of this will continue albeit they will be more expensive in the US. All up the direct hit to GDP growth is expected to be around 0.20%, which economists project will not be enough to push Australia into a recession.
- The main concern is the flow on effect that the US trade war with Australia's major trading partners, particularly China, will have on those economies. On the positive side, a weaker Australian dollar and lower interest rates will help our exporters.
- March quarter CPI data showed headline inflation remaining steady at +2.4 over the year, but the RBA's preferred measure of underlying inflation, the trimmed mean, fell to +2.9%, its lowest level since December 2021.
- The most significant price rises this quarter were Housing (+1.7%), Education (+5.2%) and Food and non-alcoholic beverages (+1.2%). Partially offsetting the rise were Recreation and culture (-1.6%) and Furnishings, household equipment and services (-0.9%).

#### **Interest rates**

- Following its April 1st meeting, the RBA kept the official cash rate unchanged at 4.10% pa.
- As recently as the start of April, global central banks, including the RBA, were placing still-elevated inflation at the forefront of monetary policy decisions. But the US tariff policies have now convinced markets that the priority of central banks will soon shift to economic growth rather than higher prices.
- Markets are now factoring in lower inflation and expectations that the force of the economic slowdown will exceed the inflationary impact of tariffs.
- The market is currently pricing in 100 basis points worth of interest rate cuts by the end of 2025 and another 25bp cut by mid-2026, taking the official cash rate to 2.85%:



- Term deposit rates across the 3 to 10 month range dropped by an average of 20 basis points as the prospect of near term official cash rate cuts increased. Long dated rates were largely after having slipped lower in preceding months:



**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: C05/25-115

## QUARTER 3 2024-25 BUDGET REVIEW STATEMENT

Directorate: Corporate Performance  
Responsible Officer: Director Corporate Performance (Deputy GM)  
Community Strategic Plan Goal: *Providing Local Leadership*

### SUMMARY

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The attached Quarterly Budget Review Statement (QBRs) refers to the period ended 31 March 2025. The QBRs indicate that Council's overall financial position has remained sound.

### RECOMMENDATION

---

**That Council approve the revised estimates of income and expenditure for 2024/25 contained in the Quarterly Budget Review Statement.**

### REPORT

---

Clause 203(2) of the *Local Government (General) Regulation 2021* (the Regulation) requires that Council's Responsible Accounting Officer prepare and submit a QBRs that shows, by reference to the estimate of income and expenditure set out in the Operational Plan adopted by Council for the relevant year, a revised estimate of the income and expenditure for that year.

The QBRs, compiled for the information of Council and the community, provides a summary of Council's financial position at the end of each quarter as to its progress against both the original Operational Plan and the last revised budget, as well as any recommended revisions identified as part of the budget review process.

#### Quarterly Budget Review Statement

As at the end of Quarter 3, Council is forecasting a recurring budget surplus of \$3m; this forecast assumes that realised cost savings measures continue, and that remaining income estimates are met.

All indications are that Council will meet its agreed financial targets for the 2024/25 financial year. The one remaining unknown item is the advance payment of the financial assistance grant, which remains at the discretion of the federal government. Council's forecast surplus may reduce if an advance payment is not made prior to 30 June 2025. Funds for this grant have been restricted to ensure council's underlying financial position is unaffected by this payment.

Council's accounting surplus as reported in the Operational Plan has remained at a \$3m projected surplus, excluding capital income, as per the below table.

Report	Current Budget 000s	Revised Budget 000s	Budget Movements 000s
Operating Income	247,480	249,694	2,214
Capital Income	23,919	26,363	2,444
<b>Total Revenue</b>	<b>271,399</b>	<b>276,057</b>	<b>4,658</b>
Operating Expenses	244,466	246,680	2,214
Net Operating Result from Continuing Operations	<b>26,933</b>	<b>29,377</b>	<b>2,444</b>
Net Operating Result before Capital Items	<b>3,014</b>	<b>3,014</b>	<b>(0)</b>

For the remainder of the financial year, the focus remains on ensuring the result remains in line with budget and Council maintains sufficient cash reserves to meet future works. The budget for employee costs have been increased by \$1.26m to cater for additional overtime expenses in cleansing and casual swim centre wages, which is offset by additional interest income.

An additional \$3m has been allocated to heavy patching and renewal works from the infrastructure reserve, with an additional capital reallocation of \$1.77m towards roads renewal projects.

### Cash Forecast

The projected Cash and Investments position of Council is forecast to increase to \$237.8m. Council's estimated unallocated cash balance is forecast to finish at \$10.7m. The final unrestricted cash amount will be dependent on the movements council's payables and receivables balances at 30 June 2025. Any amount above \$10m in unrestricted funds will be allocated to the community and infrastructure reserves per council's policy.

### 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

Quarterly Budget Review Statement requires Council approval by the end of this month.

### FINANCIAL IMPLICATIONS

The current budget maintains Council's forecast surplus to \$3m and an unrestricted cash balance of above \$10m. It should be noted that the \$3m operational surplus will be distributed to the external waste and stormwater reserves as required under local government regulations.

Whilst budget and cash surpluses have been maintained, external pressures may continue to have ramifications for council income and expenditure. This will continue to be monitored and any changes to forecast will be reported to council.

## CONCLUSION

---

As at the end of the third quarter, Council's net operating result before capital is projected to finish the year at a surplus of \$3m. Council is forecast to finish the 2024/25 financial year in a positive cash position. Close monitoring of Council's income is required to ensure that Council's financial positioning in the medium to longer term remains on course to be achieved.

## ATTACHMENTS

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1. Q3 Quarterly Business Review Statement [↓](#)
2. Q3 2024-25 Budget Review for Merrylands CBD Drainage [↓](#)

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-115

Attachment 1  
Q3 Quarterly Business Review  
Statement

## Cumberland City Council

**Quarterly Budget Review Statement**  
for the period 01/01/25 to 31/03/25

<b>Table of contents</b>	<b>page</b>
1. Responsible accounting officer's statement	2
2. Income & expenses budget review statement's	3
3. Capital budget review statement	4
4. Cash & investments budget review statement	5
5. Contracts & other expenses budget review statement	8

Cumberland City Council

**Quarterly Budget Review Statement**  
for the period 01/01/25 to 31/03/25**Report by responsible accounting officer**

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2021:

**31 March 2025**

It is my opinion that the Quarterly Budget Review Statement for Cumberland City Council for the quarter ended 31/03/25 indicates that Council's projected financial position at 30/6/25 will be satisfactory at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

**Signed:** Tony Chahine**date:** 7/05/2025

Responsible Accounting Officer

Cumberland City Council				Quarterly Budget Review Statement			
				for the period 01/01/25 to 31/03/25			
Income & expenses budget review statement							
Budget review for the quarter ended 31 March 2025							
Income & expenses - Council Consolidated							
(\$000's)	Original budget 2024/25	Approved Changes		Revised budget 2024/25	Variations for this Mar Qtr	Projected year end result	Actual YTD figures
		Sep QBRs	Dec QBRs				
Income							
Rates and annual charges	171,039	1,179	-	172,217	355	172,573	172,692
User charges and fees	34,520	(1,430)	389	33,480	135	33,614	26,398
Other revenue	7,786	174	480	8,440	56	8,496	6,835
Grants and contributions - operating	18,970	747	299	20,016	104	20,121	9,782
Grants and contributions - capital	27,058	1,634	(4,773)	23,919	2,444	26,363	21,070
Interest and investment income	8,845	1,471	255	10,571	1,000	11,571	10,406
Other Income	3,067	(161)	-	2,906	(54)	2,852	2,163
Net gain from disposal of assets	150	-	-	150	317	467	130
Total income from continuing operations	271,434	3,614	(3,349)	271,699	4,358	276,057	249,475
Expenses							
Employee benefits and on-costs	95,634	442	283	96,360	1,263	97,623	72,531
Materials and services	90,546	1,429	893	92,868	816	93,684	69,995
Borrowing costs	518	484	-	1,002	34	1,037	790
Depreciation and amortisation	49,731	90	-	49,821	(485)	49,336	36,212
Other expenses	4,933	(465)	247	4,715	285	5,001	3,380
Total expenses from continuing operations	241,363	1,980	1,423	244,766	1,914	246,680	182,908
Net operating result from continuing operations	30,072	1,634	(4,773)	26,933	2,444	29,377	66,568
Net Operating Result before Capital Items	3,014	0	0	3,014	(0)	3,014	45,497

Cumberland City Council

**Quarterly Budget Review Statement**

for the period 01/01/25 to 31/03/25

**Capital budget review statement**

Budget review for the quarter ended 31 March 2025

**Capital budget - Council Consolidated**

(\$000's)	Original budget 2024/25	Approved changes		Revised budget 2024/25	Variations for this Mar Qtr	Projected year end result	Actual YTD figures
		Sep QBRs	Dec QBRs				
<b>Capital expenditure</b>							
New assets							
- Land & buildings	5,594	729	(4,131)	2,562	(1,056)	1,506	944
- Parks & Open Spaces	15,902	1,194	(2,512)	13,515	(371)	13,144	6,030
- Roads, Bridges, Footpaths	3,500	1,329	24	4,853	741	5,594	3,540
- Storm Water Drainage	-	-	-	-	-	-	-
- Other	2,250	137	86	2,473	(153)	2,320	1,733
Renewal assets (replacement)							
- Land & buildings	10,330	155	(555)	9,930	(2,087)	7,843	3,923
- Parks and Open Spaces	12,526	921	(3,680)	10,268	(2,184)	8,083	4,794
- Plant & equipment	1,750	(750)	(6)	994	(250)	744	611
- Roads, bridges, footpaths	15,872	3,985	1,212	21,269	3,586	24,855	13,391
- Storm Water Drainage	3,627	1,272	-	4,899	(318)	4,581	1,757
<b>Total capital expenditure</b>	<b>71,351</b>	<b>8,973</b>	<b>(9,562)</b>	<b>70,762</b>	<b>(2,093)</b>	<b>68,670</b>	<b>36,722</b>
<b>Capital funding</b>							
Rates & other untied funding	34,550	(1,546)	(1)	33,003	(1,328)	31,675	18,257
Capital grants & contributions	15,022	1,373	(6,273)	10,122	(90)	10,031	6,170
Reserves:							
- s7.11 Restrictions/Reserves	16,550	3,876	(8,215)	12,211	1,583	13,793	7,381
- Other External Restrictions/reserves	2,700	1,100	5,076	8,876	(5,076)	3,800	2,010
- Internal restrictions/reserves	2,530	4,170	(150)	6,550	2,820	9,370	2,904
<b>Total capital funding</b>	<b>71,351</b>	<b>8,973</b>	<b>(9,562)</b>	<b>70,762</b>	<b>(2,092)</b>	<b>68,670</b>	<b>36,722</b>
<b>Net capital funding - surplus/(deficit)</b>	<b>-</b>	<b>0</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>



Cumberland City Council				Quarterly Budget Review Statement			
				for the period 01/01/25 to 31/03/25			
Cash & investments budget review statement							
Budget review for the quarter ended 31 March 2025							
Cash & investments - Council Consolidated							
(\$000's)	Original budget 2024/25	Sep QBRS	Dec QBRS	Revised budget 2024/25	Variations for this Mar Qtr	Projected year end result	Actual YTD figures
Externally restricted <sup>(1)</sup>							
Developer contributions							
Accessibility & Traffic	17,508	(864)	629	17,273	(450)	16,823	18,351
Administration	1,472	328	14	1,814	-	1,814	1,952
Car Park	(1,500)	(253)	(14)	(1,767)	-	(1,767)	(1,785)
Community Facilities	19,431	6,711	703	26,845	1,605	28,450	28,913
Drainage	(859)	223	(5)	(641)	-	(641)	(648)
Local Transport	489	(309)	1	182	-	182	186
Merrylands Town Centre	50	(50)	-	-	-	-	-
Open Space	40,805	8,727	2,745	52,277	1,587	53,863	51,925
Public Domain	19,300	(660)	645	19,285	1,475	20,760	20,591
Woodville Ward	220	(158)	0	62	-	62	63
S94A Levies	4,017	682	36	4,736	254	4,990	4,884
SEPP 59 Agreements (Pem)	6,486	568	55	7,109	301	7,410	7,351
S7.12 Levies - under a plan	8,368	(163)	64	8,269	371	8,640	8,453
Total developer contributions	115,787	14,783	4,873	135,443	5,144	140,587	140,237
Other external reserves							
Domestic Waste Management External Reserve	9,571	2,648	(19)	12,200	1,638	13,838	13,982
Stormwater Levy External Reserve	3,834	(269)	-	3,565	-	3,565	4,684
Voluntary Planning Agreements	5,393	(0)	-	5,393	20	5,413	5,413
Specific Purpose Grants External Reserve	7,972	2,916	(1,293)	9,595	(368)	9,227	10,540
Total other external reserves	26,769	5,296	(1,312)	30,753	1,290	32,043	34,619
Total externally restricted	142,556	20,078	3,562	166,196	6,433	172,630	174,855
(1) Funds that must be spent for a specific purpose							
Internally restricted <sup>(2)</sup>							
Employee Leave Entitlements - Internal Reserve	7,293	1,206	-	8,499	-	8,499	8,499
Marrong Reserve South from Boral	3,154	0	-	3,154	-	3,154	3,154
SRV Reserve	1,188	(902)	149	435	280	715	2,589
Woodville Reserve	628	(50)	-	578	(0)	578	578
Merryland CBD Low Cost Loan	-	(0)	-	(0)	0	-	-
Land Reserve	6,657	636	-	7,293	171	7,464	7,564
Financial Assistance Grant Reserve	9,383	(1,496)	-	7,887	(0)	7,887	7,887
Civic Risk	5,986	1,028	-	7,014	-	7,014	7,014
Infrastructure Reserve	21,739	(606)	-	21,133	(3,000)	18,133	22,705
Community Reserve	1,250	(219)	-	1,031	(10)	1,021	1,279
Total internally restricted	57,278	(403)	149	57,024	(2,560)	54,464	61,268
(2) Funds that Council has earmarked for a specific purpose							
Unrestricted (ie. available after the above Restrictions)	10,000	1,317	(430)	10,886	(159)	10,727	21,239
Total Cash & investments	209,834	20,992	3,281	234,107	3,714	237,821	257,363

Cumberland City Council

**Quarterly Budget Review Statement**  
for the period 01/01/25 to 31/03/25

**Cash & investments budget review statement**

**Comment on cash & investments position**

**Investments**

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

**Cash**

The Cash at Bank figure included in the Cash & Investment Statement totals \$257,363

This Cash at Bank amount has been reconciled to Council's physical Bank Statements.  
The date of completion of this bank reconciliation is 31/03/25

**Reconciliation status**

The YTD cash & investment figure reconciles to the actual balances held as follows:

**\$ 000's**

Cash at bank (as per bank statements)		11,118
Investments on hand		246,699
less: unpresented cheques	(Timing Difference)	(39)
add: undeposited funds	(Timing Difference)	-
less: identified deposits (not yet accounted in ledger)	(Require Actioning)	(293)
add: identified outflows (not yet accounted in ledger)	(Require Actioning)	-
less: unidentified deposits (not yet actioned)	(Require Investigation)	(122)
add: unidentified outflows (not yet actioned)	(Require Investigation)	-
<b>Reconciled cash at bank &amp; investments</b>		<b>257,363</b>
<b>Balance as per QBRs review statement:</b>		<b>257,363</b>
Difference:		-

Cumberland City Council

**Quarterly Budget Review Statement**  
for the period 01/01/25 to 31/03/25

**Consultancy & legal expenses budget review statement**

Expense	YTD expenditure (actual dollars)	Budgeted (Y/N)
Consultancies	1,241,341	Y
Legal Fees	253,760	Y

**Definition of a consultant:**

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

**Comments**

Expenditure included in the above YTD figure but not budgeted includes:

**Details**

Consultancies		YTD Actual	YTD Budget	Full Year Budget
City Operations	Waste- Domestic Waste Management	22,900.00	33,750.00	45,000.00
Environment & Planning Systems	Section 7.11 Contributions	26,600.39	54,300.00	92,004.00
Community Development	Sector Development	-	-	-
Environment & Planning	Director Planning & Environment	165,749.16	251,063.57	355,780.00
Assets, Capital & Facilities	Facilities	8,400.00	-	-
City Planning and Development	Development Assessment	3,160.00	-	-
Director City Services	Director City Services	76,396.35	115,319.61	153,759.56
Environmental Health & Development Services	Development Operations	13,899.75	13,900.00	13,900.00
Environment & Planning Systems	GoFOGO Rd 1	-	-	-
Place and Economy	Smart Places Program	1,318.18	13,143.00	19,534.00
Strategy & Improvement	Corporate Planning & Performance	60,114.00	61,917.00	63,597.00
Environment & Planning Systems	Next-generation Green Prototype Carpark for Urban Resilience	-	-	-
Environment & Planning Systems	Greening our Cities - Stage 3	-	9,242.88	37,442.00
Strategy & Improvement	Improvement & Implementation	2,990.00	2,990.00	61,962.00
Environment & Planning Systems	Greening our Cities - Stage 4	219,498.04	218,398.24	331,617.00
Governance & Procurement	Governance	245.00	7,497.00	9,996.00
Finance	Financial Services	51,960.00	41,300.71	50,000.00
Customer Experience & Technology	Technology Services Administration	14,124.00	17,300.00	40,000.00
Human Resources	Human Resources Services	43,485.36	43,400.00	43,485.00
Audit, Safety & Risk	Risk & Audit	15,000.00	15,000.03	20,000.00
General Manager	GM Administration	28,120.00	108,749.97	145,000.00
Internal Ombudsman	Internal Ombudsman	-	8,174.97	10,900.00
Place and Economy	Placemaking and Activation	2,181.60	17,811.00	31,167.00
Strategic Communications and Engagement	Strategic Communications	6,600.00	6,000.00	6,000.00
Community Wellbeing	Libraries	-	-	3,600.00
Customer Experience & Technology	Customer Experience	-	-	25,000.00
Assets, Capital & Facilities	Assets	-	500.00	2,300.00
Environment & Planning Systems	Open Space Planning	-	3,030.00	5,304.00
Community Development	Gender Equity Strategy	13,664.00	13,664.00	18,664.00
Environment & Planning Systems	WASM Litter Prevention Stream 3.	-	20,000.00	50,000.00
Governance & Procurement	Procurement Administration	-	7,497.00	9,996.00
Property Transactions	Properties	35,429.89	43,000.00	47,000.00
Property Transactions	Property Development	13,936.36	14,999.94	20,000.00
Engineering and Building	Floodplain - Duck River	39,621.00	39,621.00	39,621.00
Engineering and Building	Toongabbie Bridge	30,163.00	-	-
Engineering and Building	Traffic Engineering	-	5,000.00	20,000.00
Engineering and Building	Bike Path Link between Merrylands and Parramatta	76,519.47	-	-
City Planning and Development	Strategic Planning	153,450.19	225,000.00	300,000.00
Community Wellbeing	Children's Community Projects	-	-	-
City Planning and Development	Heritage Rebate Program	1,083.75	2,004.00	2,004.00
Education & Care	Family Day Care Sustainability	-	-	35,000.00
Customer Experience & Technology	Technology Services	8,996.90	17,766.00	50,000.00
Customer Experience & Technology	Corporate Information Systems	105,734.54	103,734.00	170,313.00
		<b>1,241,341</b>	<b>1,535,074</b>	<b>2,329,946</b>

Legal Fees		YTD Actual	YTD Budget	Full Year Budget
City Operations	Waste- Domestic Waste Management	13,341.41	11,250.00	15,000.00
Environment & Planning	Director Planning & Environment	-	3,750.00	5,000.00
City Planning and Development	Development Assessment	1,963.50	-	19,004.00
Director City Services	Director City Services	-	6,664.00	9,996.00
Environmental Health & Development Services	Development Operations	9,745.00	9,745.00	18,151.00
Environmental Health & Development Services	Environmental Health	-	-	3,000.00
City Operations	Environmental Protection	279.81	750.00	1,000.00
General Manager's Unit	Executive Support	-	2,625.03	3,500.00
Community & Culture	Director Community & Culture	-	-	1,770.00
Finance	Rates Administration	127,618.34	150,003.54	200,000.00
Corporate Performance	Director Corporate Performance	-	3,750.03	5,000.00
General Manager	GM Administration	62,765.06	59,999.94	80,000.00
Governance & Procurement	Procurement Administration	105.00	7,497.00	9,996.00
Property Transactions	Properties	10,428.68	14,999.94	20,000.00
Property Transactions	Property Development	9,638.94	15,000.03	20,000.00
General Counsel	General Counsel	17,873.86	25,877.00	38,084.00
		<b>253,760</b>	<b>311,912</b>	<b>449,501</b>

Cumberland City Council

**Quarterly Budget Review Statement**  
for the period 01/01/25 to 31/03/25

**Contracts budget review statement**

Budget review for the quarter ended 31 March 2025

**Part A - Contracts listing** - contracts entered into during the quarter

Contractor	Contract detail & purpose	Contract value	Start date	End date
Place Design Group	RFx978 - Joyce St Park Upgrade	\$ 80,300.00	08-Jan-2025	30-Jun-2025
SYDNEY EVENT SERVICES PTY LTD	RFx1096 - Event Audio & Lighting Services for Aus. day 2025	\$ 29,377.35	25-Jan-2025	28-Feb-2025
ENCAT PTY. LIMITED	Ex778 - Completion of Rainforest boardwalk Auburn Botanic G	\$ 205,138.11	29-Jan-2025	30-Jun-2025
Australia Post - Administration	Ex777 - Newsletter deliveries	\$ 84,683.00	29-Jan-2025	31-Mar-2026
JONES LANG LASALLE (NSW) PTY LIMITED, CAMPAIGNxpress Pty Ltd	RFx851 - Appointment of Real Estate Agent - Former McFarlane	Schedule of rate	31-Jan-2025	30-Jun-2025
The Trustee for The APV Unit Trust	RFx1107 - APV Valuers - Valuation assessment of council asse	\$ 47,960.00	01-Feb-2025	30-Jun-2025
SAVILLS PROJECT MANAGEMENT PTY. LTD.	RFx1041 - Construction Project Management-Auburn Basketball	\$ 258,500.00	14-Feb-2025	31-Aug-2026
ACBS LIBRARY SERVICES PTY LTD	RFx1121 - LOTE language purchase and shelf ready charges	\$ 40,000.00	17-Feb-2025	30-Jun-2025
Budget Demolition & Excavation	RFx1123 - Targo Rd demolition	\$ 87,578.81	19-Feb-2025	30-Jun-2025
ALLIED PEST MANAGEMENT PTY LTD	RFx1026 - Pest Services Contract	Schedule of rate	19-Feb-2025	28-Feb-2028
Sunset Boarding Kennels	Ex779 - Provision of animal shelter services	\$ 98,000.00	26-Feb-2025	30-Jun-2025
Studio Hollenstein Pty Ltd	RFx1147 - Lidcombe Community Hub Options Study	\$ 46,200.00	27-Feb-2025	30-Jun-2025
AL ASEEL FOOD SERVICES PTY LTD	RFx1148 - Mayoral Iftar Dinner 2025	\$ 24,000.00	28-Feb-2025	31-Mar-2025
Church Communities Australia Ltd	RFx979 - CV Kelly Scoreboard	\$ 48,997.30	28-Feb-2025	19-Sep-2025
Orikan Australia Pty Ltd	RFx993 - Enforcement / Infringement Management System	\$ 87,780.00	04-Mar-2025	03-Mar-2028
WE BUILD AUSTRALIA PTY LTD	RFx1083 - MARRONG RESERVE PROSPECT HILL - HANDRAIL INSTALL	\$ 73,485.50	05-Mar-2025	30-Jun-2025
Ultimate Football Pty Ltd	RFx1085 - After School Care Sports Program	\$ 142,450.00	07-Mar-2025	30-Jun-2026
BAB Aluminium Pty Ltd	RFx1164 - Webbs Avenue Grandstand Seats	\$ 28,300.80	07-Mar-2025	30-Jun-2025
Felton International Group Pty Ltd	RFx1168 - Soccer Shelters for Webbs Avenue Playing Fields	\$ 46,277.00	10-Mar-2025	31-Jul-2025
PROGRAMMED PROPERTY SERVICES	RFx1093 - Webbs Ave - Changeroom Amenities remediation	\$ 82,349.30	14-Mar-2025	30-May-2025
Small Animal Specialist Hospital	Ex635 - Small animal hospital care	\$ 50,000.00	18-Mar-2025	30-Jun-2025
Tetra Tech Coffey Pty Ltd	RFx1110 - Monitoring of Legacy Landfills in Cumberland	\$ 45,694.00	24-Mar-2025	24-Jun-2025
Connectra Building & Developments Pty Ltd	RFx1062 - Dirrabari Reserve - Installation of Exeloo toilet	\$ 386,100.00	25-Mar-2025	30-Sep-2025
Australian Turf Projects Pty Ltd	RFx1056 - Merrylands Oval Field No 4 Irrigation Upgrade	\$ 331,776.50	25-Mar-2025	30-Jun-2025
SULLIVANS CONSTRUCTIONS PTY LTD	RFx1007 - Granville Town Hall	\$ 261,023.18	25-Mar-2025	30-Jun-2025
TELSTRA LIMITED	Ex786 - services (Telstra pits)	\$ 249,990.00	25-Mar-2025	01-Mar-2026
Data#3 Limited	RFx1184 - Licencing for Exclaimer Signature Management	\$ 21,476.40	26-Mar-2025	26-Mar-2026
Pila Group Pty Ltd	Ex785 - Supply of goal posts across LGA	\$ 51,749.50	26-Mar-2025	30-Jun-2025
Sophia Louise Odling T/A Sophi Odling	RFx1162 - Regents Park Library Precinct - Public Art Murals	\$ 54,670.00	31-Mar-2025	31-May-2026

Notes:

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

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-115

Attachment 2

Q3 2024-25 Budget Review for  
Merrylands CBD Drainage

## Project Summary Report – Merrylands CBD Major Drainage Upgrade

Construction Commencement Date: March 2021 (CBD Project)

Estimated “Practical Completion” Date: Achieved March 2025 (CBD Project)

Total Project Budget (Includes Design and Negotiations): \$33,027,000

Main Contractor: Landmark (WIKA); Statewide Civil (Neil St); CA&I (CBD)

Project Status: April 2025

### Project Background and Scope

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

### Project Status

The Landmark WIKAs have been finalised. Work commenced on-site October 2018 and was completed October 2020.

The Contract to carry out road and drainage works on the HB Home Improvements site was awarded to Statewide Civil in January 2020. Works commenced in late February 2020 and were completed in December 2021.

Adjustment to building structures in the CBD to enable the construction of the new stormwater and roads was complete in December 2020. Contract for road and drainage and other infrastructure upgrades was awarded to CA&I in December 2020. Works commenced in March 2021 and were completed in March 2025.

### Budget Summary

The total project budget for this project is \$33.0m. (All figures below exclude GST).

To date total spend on this project over its life totals \$32,136,630.

A breakdown of the project expenditure for 2024/25 is in the following table (note all figures exclude GST):

Project Description	Actual 31 March 2025	Commitments	Approved Budget	Proposed Q3 budget	Uncommitted
Merrylands CBD Drainage	\$1,160,889	\$843,356	\$2,051,610	\$2,051,610	\$47,365

Item No: C05/25-116

## COMMUNITY GRANTS - ROUND 3 2024/2025 FUNDING RECOMMENDATIONS

Directorate: Community and Culture  
Responsible Officer: Director Community and Culture  
Community Strategic Plan Goal: *Supporting Community Health, Safety and Wellbeing*

### SUMMARY

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This report provides Round 3 funding recommendations under the three streams (Community Participation, Employment and Education Pathways, and Small Grants) of the Community Grants Program for Council's consideration.

This report also

### RECOMMENDATION

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1. **Adopt the 18 applications recommended for funding in Attachment 2 and allocate the \$151,880 from the 2024/2025 Community Grants Program budget.**
2. **Delegate to the General Manager the authority to execute the grant dispersions and any associated documents.**
3. **Advise all successful applications of the funding allocations from the Community Grants Program 2024/2025 and provide feedback and assistance to applicants that were unsuccessful.**
4. **Attach a table of the successful applicants to the Minutes.**

### REPORT

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#### 2024/2025 Community Grants Program Guidelines and Promotion

In accordance with the Community Grants and Donations Policy, detailed Guidelines for the Community Grants Program were made publicly available (included under Attachment 3).

The program was open from 5 March 2025 to 7 April 2025.

The Grants Program was promoted widely using the following methods:

- The Guidelines and Application form were available on Council's website.
- Promotion of the Grants Program through Council's social media channels.
- Emails were sent to community groups and key stakeholders.

Three streams of the Community Grants Program were offered:

- Community Participation
- Employment and Education Pathways
- Small Grants



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

### **Grant Support Program**

To assist applicants to develop their grant applications, Council provided the following opportunities:

- 15 one-on-one sessions with Council's Grants and Funding Officer.
- 1 online grants information session held on Thursday, 20 March 2025, attended by 8 participants.
- 1 Grant Writing workshop held on 31 March 2025, attended by 13 participants.

### **Assessment Process**

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

#### **Stage 1: Eligibility Assessment**

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

#### **Stage 2: Assessment Panel**

An internal assessment panel consisting of relevant Council staff were convened to review and rank eligible applications against the assessment criteria. The panel consisted of staff from a cross-section of service areas.

### **Assessment Outcomes**

A total of \$248,246.00 across three funding streams was available in Round 3 2024/2025, Council received a total of 39 applications.

Of the applications received, 18 are recommended for funding in this Round. Applications not recommended for this round of funding have either; not met the eligibility criteria, have incomplete or insufficient information, or did not rate as highly against the assessment criteria.

The following table provides a summary of the assessment outcomes:

<b>Funding Stream</b>	<b>Number of Projects recommended</b>	<b>Total \$ recommendation</b>
Community Participation	11	\$117,980
Education and Employment Pathways	2	\$24,300
Small Grants	5	\$9,600
<b>Total amount available in this round \$248,246</b>	18	\$151,880

The full list of applications for Round 3, 2024/2025 is included in Attachment 1: 'Community Grants Program 2024/2025 Applications Round 3'.

A detailed 'Community Grants Evaluation Report Round 3' is included in Attachment 2. Council staff will provide all unsuccessful applicants with an opportunity to receive tailored feedback on their grant application. This will provide applicants with an opportunity to improve their application and resubmit to future rounds of the Community Grants Program.

## COMMUNITY ENGAGEMENT

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Council will notify all applicants of the outcome of their application. Unsuccessful applicants will be offered feedback and supported to reapply for a subsequent round of funding.

Information about the Cumberland Community Grants Program including detailed guidelines will be widely promoted and made available to the community for the 2025/2026 Community Grants Program Round 1 (August 2025).

## POLICY IMPLICATIONS

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

## RISK IMPLICATIONS

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

## FINANCIAL IMPLICATIONS

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A total of \$248,246 is available in the Community Grants Program 2024/2025 budget for Round 3 to fund the projects as recommended.

Community Grants Program	Annual Budget	Budget Available Round 2	Recommended Round 2 funding in this report
	\$500,000	\$248,246	\$151,880

## CONCLUSION

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The Cumberland Community Grants Program aims to support the delivery of services and programs that build a vibrant and sustainable Cumberland. Funded projects should deliver increased participation in community activities and address identified social issues. The projects recommended aim to deliver significant community benefits across the Cumberland Local Government Area.

Council has put in place appropriate acquittal and accountability measures for recipients of the Community Grants Program to ensure funds are spent in accordance with the Guidelines.

## ATTACHMENTS

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1. Community Grants Program 2024/2025 Applications Round 3 (confidential)  
Note: Included in Closed Business Paper 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.
2. Community Grants Evaluation Report Round 3 (confidential)  
Note: Included in Closed Business Paper 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.
3. Community Grants Program Guidelines [↓](#)
4. Community Grants and Donations Policy [↓](#)

**DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-116**

**Attachment 3  
Community Grants Program  
Guidelines**



CUMBERLAND  
CITY COUNCIL



# Cumberland Community Grants Program

## Guidelines

[www.cumberland.nsw.gov.au/community-grants-program](http://www.cumberland.nsw.gov.au/community-grants-program)





# Contents

The Cumberland Local Government Area	3
General Eligibility Criteria	5
Community Participation	7
Employment and Education Pathways	11
Small Grants	14

For more information, please contact:

**Grants Team**

☎ 8757 9128 | 8757 9800  
✉ [communitygrants@cumberland.nsw.gov.au](mailto:communitygrants@cumberland.nsw.gov.au)  
📍 16 Memorial Avenue, Merrylands NSW 2160



# The Cumberland Local Government Area

Cumberland is one of the most culturally diverse Local Government Areas (LGAs) in NSW. Over 237,000 (ABS 2022) residents have chosen to live here, making it also one of the most populous LGAs in NSW.

Our community vision for the future of Cumberland is "Welcome, Belong, Succeed". Council is determined that all its residents, businesses and visitors feel they are welcome; where people and families from different cultural backgrounds can come together and belong; and where anyone, through hard work and with the support of their community can succeed.

The Cumberland City Council Community Grants Program aims to support the achievement of this vision.

This document is intended to be used to complement [Cumberland City Council's Community Grants and Donations Policy](#).

This guide provides an easy-to-understand explanation of the current grant program and its funding streams, and the assessment criteria used by Council to make grant decisions.

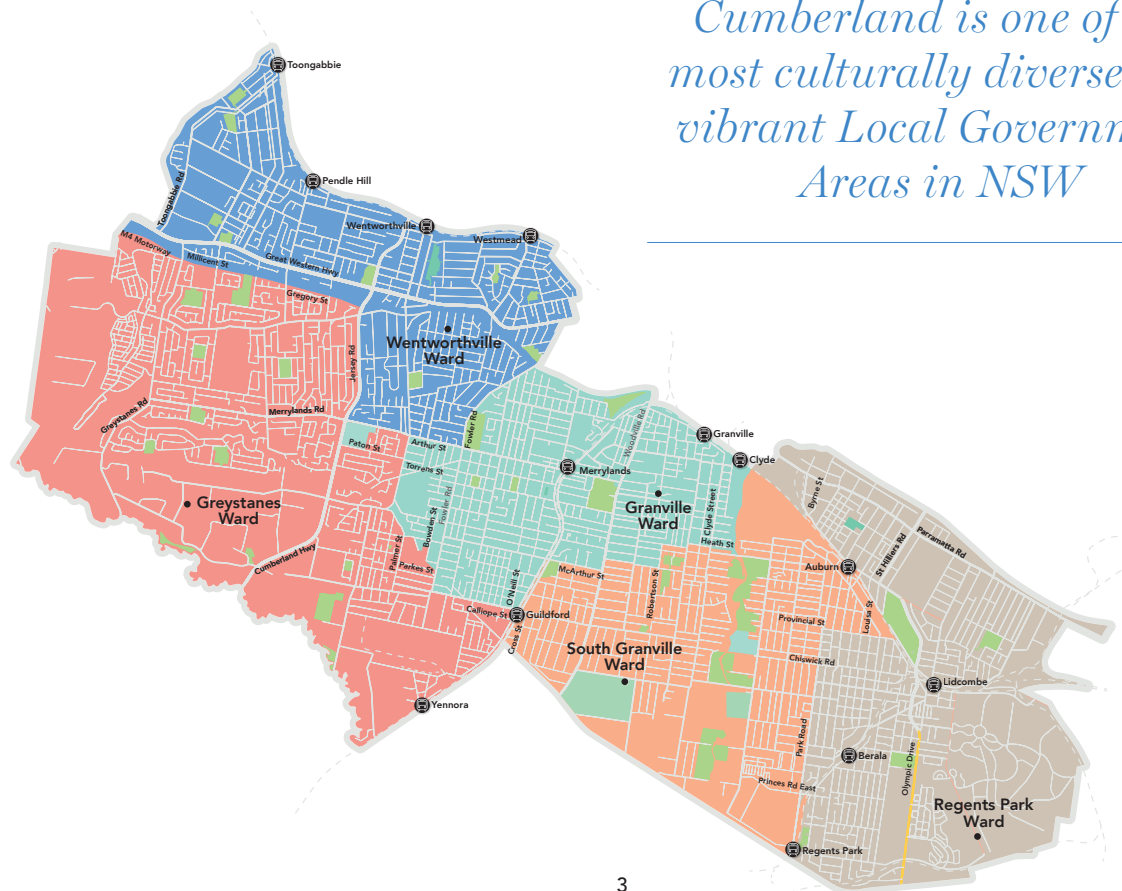
Council seeks to enhance the use of public funds through well-managed grant processes. Grant programs are linked to the Council's goals and provide an integrated approach to growing Cumberland socially, culturally, economically, and environmentally.

The Community Grants and Donations Policy can be found at: [www.cumberland.nsw.gov.au/council-policy-documents](http://www.cumberland.nsw.gov.au/council-policy-documents)

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

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# General Eligibility Criteria

## Eligible Applications

- Residents of the Cumberland LGA must be the primary beneficiaries of the project.
- Applicants must be a legally registered and incorporated not-for-profit organisation (or group).
- Unincorporated groups may be auspiced by incorporated not-for-profit organisations.
- Applicants must have a current registered Australian Business Number (ABN).
- Applicants must be currently located or delivering services in or have specialist expertise not currently available in the Cumberland Local Government Area (LGA).
- Applicants must be able to provide proof of public liability insurance (minimum of \$10 million cover) and any other insurances required to deliver the project which may include professional indemnity, workers compensation or volunteer accident insurance.
- Eligible applicants must ensure that adults who work or volunteer in child-related roles in NSW have a valid Working With Children Check.
- Applications must be for a specific project.
- Projects must address an identified funding priority.
- Projects must be well defined with a clear budget.
- Projects must demonstrate that any ongoing or recurrent costs can be met by the organisation once grant funding has been expended.
- The organisation must demonstrate the capacity to manage funds and deliver the project.
- Projects must be delivered between the dates specified for each grant round.
- All requests for funding must go through the Community Grants Program.  
Unsolicited requests for donations will not be accepted.







## Ineligible Applications

- Request of funds for capital works without evidence of benefit of continual use and serves a project.
- Duplicating of Council services or programs.
- Breaching existing Council policy.
- Not meeting the identified priority needs of the Cumberland LGA.
- Applications from government departments, schools, for-profit businesses, or political parties.
- Applications from charities for general donations.
- Applications for fundraising, operational expenditure (e.g. admin, insurance, staff wages and rent), shortfalls in funding from other government departments or completed (retrospective) projects.
- Projects that rely on repeated funding from Council.
- Organisations that have not submitted acquittal reports for projects funded by Cumberland Council or have debts with Council.

## What can help your application?

- Council values and recognises the importance of an applicant's financial and in-kind contributions. Demonstrating a commitment of financial support to a project is considered favourably.
- Provide statistics or evidence of the need or value of your project.
- Engage with your intended audience and gather its views to support your application.
- Identify achievable outcomes and determine who will be responsible for these.
- Register for Council's online grants system and complete the application in full including providing quotes or additional documents to support your application.
- Identify and engage community partners that may be able to help you deliver your project.
- Speak to Council's Community Development Team.
- Ensure your application is clear and understandable.

# Community Participation



## Grant stream objectives:

- To aid in the delivery of effective programs that support the diverse needs and interests of the Cumberland LGA.
- To enhance community participation in the development and delivery of programs.
- To create positive connections between residents of Cumberland.
- To further develop existing skills, knowledge, and access to opportunities for residents and organisations.
- To maximise access and usage of community resources, services and facilities including equity of access for special needs groups.
- To encourage collaboration and partnerships.

## Expected funding outcomes:

<b>Community</b>	<ul style="list-style-type: none"> <li>• Supports the wellbeing of residents of the Cumberland community.</li> <li>• Delivers positive social, economic, cultural, recreational, or environmental benefits to residents of the Cumberland community.</li> <li>• Builds a positive profile of Cumberland and/or support an individual, group or organisation to represent the Cumberland Local Government Area or community.</li> </ul>
<b>Domestic and Family Violence</b>	<ul style="list-style-type: none"> <li>• Increase the provision of domestic violence services and support, particularly those with an outreach component.</li> <li>• Address the underlying drivers of violence against women (primary prevention programs).</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>• Address barriers to education, training, employment, and technical learning opportunities to attain strong employment outcomes for newly arrived migrants and refugees, people with disability, young people disengaged from education and the long term unemployed.</li> <li>• Encourage the participation and involvement of parents in the education of their children and to improve their capacity to support learning at school.</li> <li>• Improve education outcomes for young people.</li> </ul>
<b>Environmental Sustainability</b>	<ul style="list-style-type: none"> <li>• Develop and deliver environmental education programs, events, or initiatives.</li> <li>• Encourage community pride and cleanliness in the Cumberland LGA.</li> <li>• Increase awareness of the 3 R's (Reduce, Reuse and Recycle waste) and promote available waste services to improve our environmental footprint.</li> <li>• Increase biodiversity and provide habitat.</li> </ul>

<b>Health and Wellbeing</b>	<ul style="list-style-type: none"> <li>• Programs that improve health literacy in the community, including those that make it easier for Cumberland residents understand and access health-related information, and to be able to make the best decisions about their health.</li> <li>• Provide opportunities to increase participation of women and girls.</li> <li>• Promote physical activity that improves fitness levels and general health and wellbeing.</li> <li>• Projects that combine social, recreational, and physical activities to promote stress management, and physical wellbeing.</li> <li>• Prevent and raise awareness of mental health, substance abuse and lifestyle diseases such as diabetes, obesity, and coronary heart disease.</li> <li>• Promote the use of active transport such as walking, cycling and use of public transport.</li> <li>• Nutrition and cooking programs that promote nutritious food for good health.</li> <li>• Improve the health and wellbeing of young people.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Improve crime prevention and public safety outcomes including addressing community perceptions of crime and safety.</li> <li>• Provide programs and support for victims of crime.</li> <li>• Provision of education or services addressing drug and alcohol awareness and/or dependency.</li> <li>• Improve the safety of young people.</li> </ul>
<b>Social cohesion, participation, and accessibility</b>	<ul style="list-style-type: none"> <li>• Promote cross-cultural understanding, community harmony and peace building.</li> <li>• Improve access to services and increased participation in community life by isolated residents, including older people, people with disability, refugees, people seeking asylum and people from culturally and linguistically diverse backgrounds.</li> <li>• Address barriers to service access and community participation by Aboriginal and Torres Strait Islander communities in the Cumberland LGA.</li> <li>• Support the work of local volunteers.</li> <li>• Deliver community education to increase skills and knowledge of Australian systems.</li> <li>• Provide support for people with disability including carers of people with disability.</li> <li>• Improve access to services that address homelessness, housing stress and the drivers of homelessness, including outreach services, living skills programs, and programs targeting key demographic groups within the Cumberland community such as adult men, older women, and asylum seekers.</li> <li>• Support and celebrate cultural diversity through projects and programs that promote intercultural understanding.</li> </ul>





## Available Funding:

Applications can be made for up to \$15,000.

## Timeframe

This grant stream has three rounds for application per year.  
Grants must be spent within 12 months of successful applicant receiving funding.

	Round 1	Round 2	Round 3
Opening Date	15 July 2024	11 November 2024	5 March 2025
Closing Date	29 August 2024	11 December 2024	7 April 2025

## Stream eligibility and exclusions

- Applications must be for a specific project, either the establishment of a new project or to significantly expand an existing project.
- Projects must be completed within 12 months of a successful applicant receiving funding.
- Applicants must be a legally registered, incorporated not-for-profit organisation with an ABN.
- Unincorporated groups may be sponsored (auspiced) by incorporated not-for-profit organisations.
- Projects must demonstrate that any ongoing costs or recurrent costs can be met by the organisation once grant funding has been expensed.

## Assessment Criteria

Applications will be assessed using the following criteria:

### Project

- Project has clear aims and objectives.
- Project has clearly identified activities.
- Project is achievable within the proposed timeframe.
- Evidence of community need for the project.
- Project addresses a funding outcome identified in the Community Participation Stream.
- Evidence of consultation and/or engagement undertaken during the project development with potential participants and partners.
- Residents of Cumberland LGA are primary beneficiaries.
- Project implementation includes specific strategies for special needs groups.

### Budget

- Does the project present good value for money in terms of:
  - Number of people involved
  - Is the project financially viable, i.e. is the budget realistic?
  - Clear costings for all aspects of the project
  - Are the resources required to deliver the project clearly identified?

### Project outcomes

- Project outcomes identified.
- Project outcomes achievable.
- Methods for evaluation/measuring project outcomes suitable to project.
- Demonstrated link between project need, project activities and intended project outcomes.

### Capacity to manage projects

- Demonstrated ability to manage funds or will be assisted by a reputable organisation.
- Demonstrated ability in project management and/or is a well-managed organisation overall.
- Employs capable workers or has engaged capable volunteers.
- Demonstrated ability to engage community members targeted in the application.



# Employment and Education Pathways



## Grant stream objectives and expected funding outcomes:

- Improve career outcomes and create education and training pathways for Cumberland residents.
- Help young people into education, training and/or employment. Increase accessibility to employment and create education and training pathways for Cumberland residents with a particular focus upon:
  - Residents identifying as having a disability
  - Residents identifying as Aboriginal or Torres Strait Islander
  - Refugees who have settled in the Cumberland Local Government Area.



## Available Funding:

Applications can be made for up to \$15,000 per project.

## Timeframe

This grant stream has three rounds for application per year.  
Grants must be spent within 12 months of receiving them.

	Round 1	Round 2	Round 3
Opening Date	15 July 2024	11 November 2024	5 March 2025
Closing Date	29 August 2024	11 December 2024	7 April 2025

## Stream eligibility and exclusions

- Applications must be for a specific project, either the establishment of a new project or to significantly expand an existing project.
- Projects must be completed within 12 months of a successful applicant receiving funding.
- Applicants must be a legally registered, incorporated not-for-profit organisation with an ABN.
- Unincorporated groups may be sponsored (auspiced) by incorporated not-for-profit organisations.
- Projects must demonstrate that any ongoing costs or recurrent costs can be met by the organisation once grant funding has been expensed.



## Assessment Criteria

Applications will be assessed using the following criteria:

### Project

- Project has clear aims and objectives.
- Project has clearly identified activities.
- Project is achievable within the proposed timeframe.
- Evidence of community need for the project.
- Project addresses a funding outcome identified in the Employment and Education Pathways.
- Evidence of consultation and/or engagement undertaken during the project development with potential participants and partners.
- Residents of Cumberland LGA are primary beneficiaries.
- Project implementation includes strategies specifically designed to address and accommodate the diverse requirements and circumstances of the targeted individuals or groups.

### Budget

- Does the project present good value for money in terms of:
  - Number of people involved
  - Is the project financially viable, i.e. is the budget realistic?
  - Clear costings for all aspects of the project
  - Are the resources required to deliver the project clearly identified?

### Project outcomes

- Project outcomes identified.
- Project outcomes achievable.
- Methods for evaluation/measuring project outcomes suitable to project.
- Demonstrated link between project need, project activities and intended project outcomes.

### Capacity to manage projects

- Demonstrated ability to manage funds or will be assisted by a reputable organisation.
- Demonstrated ability in project management and/or is a well-managed organisation overall.
- Employs capable workers or has engaged capable volunteers.
- Demonstrated ability to engage community members targeted in the application.



# Small Grants



## Grant stream objectives and expected funding outcomes:

- Requests for financial assistance to an individual or organisation for a cause worthy and of benefit to the Cumberland Community. This may include but is not limited to:
  - Community fundraising activities
  - Contributions towards a community - based activity or event

## Available Funding:

**Applications can be made for up to \$2,000.**

## Timeframe

This grant stream has three rounds for application per year.  
Grants must be spent within 12 months of receiving them.

	Round 1	Round 2	Round 3
<b>Opening Date</b>	15 July 2024	11 November 2024	5 March 2025
<b>Closing Date</b>	29 August 2024	11 December 2024	7 April 2025

## Stream eligibility and exclusions

- Applications can be made for a not-for-profit organisation, charity, or an individual. Individuals applying for funding must be a resident of the Cumberland Local Government Area.
- Projects must be completed within 12 months of successful applicant receiving funding.
- Projects must demonstrate that any ongoing or recurring costs can be met once grant funding has been spent.

## Assessment criteria

Applications will be assessed using one or more of the following criteria:

- A project or initiative that supports the well-being of residents in the Cumberland community.
- Projects that deliver positive social, economic, cultural, recreational, or environmental benefits to the residents of the Cumberland community.
- Projects or initiatives that aim to build a positive profile of Cumberland and/or support and individual, group or organisation to represent the Cumberland LGA or community.
- Project has clear aims/objectives.
- Project is achievable within proposed timeframe.
- Evidence of community need for the project.



CUMBERLAND  
CITY COUNCIL

**Cumberland City Council**

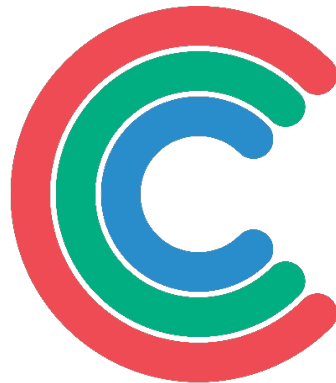
16 Memorial Avenue, PO Box 42, Merrylands NSW 2160.

**T** 8757 9000 **W** [cumberland.nsw.gov.au](http://cumberland.nsw.gov.au) **E** [council@cumberland.nsw.gov.au](mailto:council@cumberland.nsw.gov.au)

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DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-116

Attachment 4  
Community Grants and Donations  
Policy

CUMBERLAND  
CITY COUNCIL

# Community Grants and Donations Policy

## AUTHORISATION & VERSION CONTROL

<b>Policy Number</b>	POL-019
<b>Policy Owner</b>	Director Community & Culture
<b>Date Adopted</b>	3 August 2022
<b>Version No</b>	3
<b>Document ID</b>	6473795
<b>Review Date</b>	September 2026

## PURPOSE

This Policy outlines the framework under which all grants and donations made by Council to the community will be governed. It ensures Council meets legislative requirements prescribed in Section 356 of the *Local Government Act* as the decision-making authority for approval of the granting of funds. It also seeks to ensure all grants and donations deliver social, economic, cultural, recreational, and environmental benefits to local communities.

## SCOPE

This Policy applies to all grant-making activity and donations provided by Cumberland City Council as per Section 356 of the *Local Government Act* and independent of the regular procurement of goods, works and services.

This Policy applies to all aspects of grant and donation programs, including their design, application processes, decision making, agreement making, monitoring and support services. It also covers requests and granting of fee waivers for the use and hire of Council facilities and open spaces, which are considered as a monetary contribution made by Council within the context of this Policy. It includes the Community Grants Program and Emergency Relief Fund.

This policy excludes:

- Incoming and outgoing funds for corporate sponsorship, which will be governed by the *Corporate Sponsorship Policy*.
- Subsidies for use of community facilities which are reflected in Council's Fees and Charges.
- Financial assistance programs classified as rebate schemes, which provide retrospective funding.
- Other fee for service arrangements with not-for-profit organisations.

All Councillors, Council employees, contractors and consultants are responsible for implementing this Policy.

## DEFINITIONS

- **GRANT:** A sum of money given to an organisation or individual for a specified purpose. A grants program awards funds on a competitive basis using clear and accountable policies and procedures and the effectiveness of grants is measured through monitoring and evaluation processes.
- **AUSPICE:** An agreement where an incorporated organisation agrees to apply for funding or resources on behalf of an applicant that is not incorporated. If the application is successful, the auspicing organisation then administers the resources on behalf of the applicant and is legally responsible for ensuring that the terms of the agreement are met.
- **FINANCIAL ASSISTANCE:** Payment given to an individual or organisation which are not commensurate with a reciprocal benefit received by Council. Financial assistance includes both grants and donations.

## POLICY STATEMENT

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



## PRINCIPLES

The purpose of this Policy is to ensure the administration of Cumberland City Council's grants programs are guided by the following principles:

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

## REQUIREMENTS

1. Cumberland City Council's grant programs must align with outcomes identified in Council's Community Strategic Plan, Delivery Program and Operational Plan and specific community priorities outlined in the guidelines for Community Grants Program and Emergency Relief Fund.
2. Detailed guidelines for Council's grant programs will be publicly available. The guidelines will outline the funding priorities, eligibility and assessment criteria, and administration practices, including application processes, decision making, agreement making, monitoring and support services.
3. Changes to the funding pool for all financial assistance programs must be approved by Council.
4. Council will actively promote and invite applications for all rounds of the funding programs. Applications will only be accepted during the advertised round dates for each funding program.
5. Applications will only be accepted by submission through Council's online grant management system and will not be accepted via hard copy or email.
6. All applicants must meet the requirements specified in the guidelines of Council's funding programs to be eligible for funding.



7. Council will not provide funding to an activity that has already been funded, or that can be readily assisted by any other existing Government funding program, or that is the core business of other Government departments.
8. Council will not fund activities that duplicate existing services or programs within the local area.
9. Assessment of applications will be undertaken by a panel of Council staff. Where appropriate, the assessment panel may seek the advice of external agencies to ensure projects funded meet proposed outcome areas and community priorities.
10. Recommendations for funding will be recorded with reference to the assessment criteria.
11. Recommendations for funding will be reported to a Council meeting for determination. Any variances to recommendations proposed by Councillors will be recorded in the minutes of the Council meeting and reflected in the final resolution of Council.
12. Allocations of all funding support will be included in Council's annual report.
13. Applications will be ineligible for funding if the applicant undertakes canvassing or lobbying of Councillors or employees of Cumberland City Council in relation to their application during the application and assessment process.
14. All applicants will be notified of the outcome of their application within a timely manner.
15. Successful applicants may only hold one grant at a time and must provide an acquittal for this grant and have no outstanding debts to Council, prior to applying for a subsequent round of funding.
16. Successful applicants must enter into a funding agreement with Council and meet all requirements of project delivery, reporting and acquittal. Applicants who do not complete an approved acquittal, will not be eligible to apply for any further funding with Council.
17. Council reserves the right to request return of funds should the funding recipient not use the funds for the specified purpose.
18. All funded activities must comply with relevant legislation and Council approvals. This includes meeting legislative requirements that ensure financial assistance recipients are delivering projects in an accessible and equitable manner.

## RELATED LEGISLATION

- Section 356 of the *Local Government Act 1993*.
- Department of Local Government Circular - Ref. 06-32 - Provision of Financial Assistance under Section 356 of The Local Government Act - Developing a Financial Assistance Policy

## RELATED DOCUMENTS AND COUNCIL POLICY

- Cumberland City Council Community Strategic Plan
- Cumberland Delivery Program and Operational Plan including Fees and Charges
- Cumberland City Council Sponsorship Policy and Guidelines
- Cumberland Community Grants Program Guidelines
- Emergency Relief Fund Guidelines
- Australian National Audit Office, Implementing Better Practice Grants Administration, 2013

Item No: C05/25-117

**4-4A TERMINAL PLACE, MERRYLANDS - AMENDED PLANNING PROPOSAL**

Directorate: Environment and Planning  
Responsible Officer: Director Environment & Planning  
Community Strategic Plan Goal: *Enhancing the Natural and Built Environment*

**SUMMARY**

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This report provides an overview of a further request by the proponent for an amended planning proposal at 4-4A Terminal Place and Part of 5 and 7 McLeod Road, Merrylands. This request was submitted by the proponent in response to the NSW Government's planning reforms to address the housing crisis to provide well located housing in accessible location with built form and scale that is commensurate to the surrounding context of the Merrylands Town Centre.

It is noted that Council previously endorsed an amended planning proposal for the site to be prepared in May 2024. It is also noted that there is a development consent in place for the base tower on the site, and an amending development application to include affordable housing on the site is under assessment by Council officers for determination by the Sydney Central City Planning Panel.

Following receipt of the request by the proponent for an amended planning proposal, Council officers undertaken further urban design analysis to assess the built form considerations arising from the proposal. It is recommended that an amended planning proposal be endorsed and forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination. Should a positive Gateway Determination be received, Council officers will enter into discussions with the proponent to negotiate and prepare a Voluntary Planning Agreement for public benefit.

**RECOMMENDATION**

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**That Council:**

- 1. Endorse an amended planning proposal for 4-4A Terminal Place and Part of 5 and 7 McLeod Road, Merrylands (Site 2) applying to Lot 1 DP 1173048, Part of Lot 10 DP 1305248, and Part of Lot 11 DP 1305248 (R4 zoned land), that seeks to amend the Cumberland Local Environmental Plan (LEP) 2021, to:**
  - a. Increase Height of Buildings (HoB) controls for Building D1 from 39 metres (12 storeys) to 96 metres (30 storeys);**
  - b. Increase Floor Space Ratio (FSR) controls from 5:1 to 6.6:1 for Site 2; and**
  - c. Apply a gross floor area (GFA) not exceeding 500m<sup>2</sup> of 'commercial premises' as an additional permitted use for proposed Buildings D1 and D2 (Block D) only.**

2. **Endorse that the amended planning proposal for 4-4A Terminal Place and Part of 5 and 7 McLeod Road, Merrylands be forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination.**
3. **Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received.**

## REPORT

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### Background

This report provides an overview of a request from the proponent for an amended planning proposal at 4-4A Terminal Place and Part of 5 and 7 McLeod Road, Merrylands, located in the Merrylands Town Centre. Council previously resolved in May 2024 that a planning proposal for the site proceed to Gateway Determination.

The request for an amended planning proposal seeks to:

- Increase the Height of Buildings (HoB) control for Building D1 from 39 metres to 105 metres;
- Increase the Floor Space Ratio (FSR) control across the site for Buildings B, C and D (D1 & D2) from 5:1 to 6.6:1; and
- Amend Schedule 1 by introducing 500m<sup>2</sup> of commercial premises GFA on the ground floor area of Buildings D1 and D2 as an Additional Permitted Use.

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



Figure 1: Status of Planning Proposal

### The Site and its Context

#### The Site

The site is a large irregular shaped site with an area of 6,155.6m<sup>2</sup>, comprising 3 lots which sits within Stage 3 (Site 2) of the overall masterplan. The site is currently void of existing buildings, structures, or vegetation. Figure 2 shows the location of the intended buildings to be situated within Site 2 and the overall Gladstone Village site. It is noted that proposed buildings and works annotated as Stage 1, Stage 2 (Site 1) and Public Domain (as shown in Figure 2 below) do not form part of this planning proposal. The proposal relates primarily to proposed Building D1 additional building height, application of FSR for entire Site 2 and introduces additional permitted use to proposed Buildings D1 and D2.

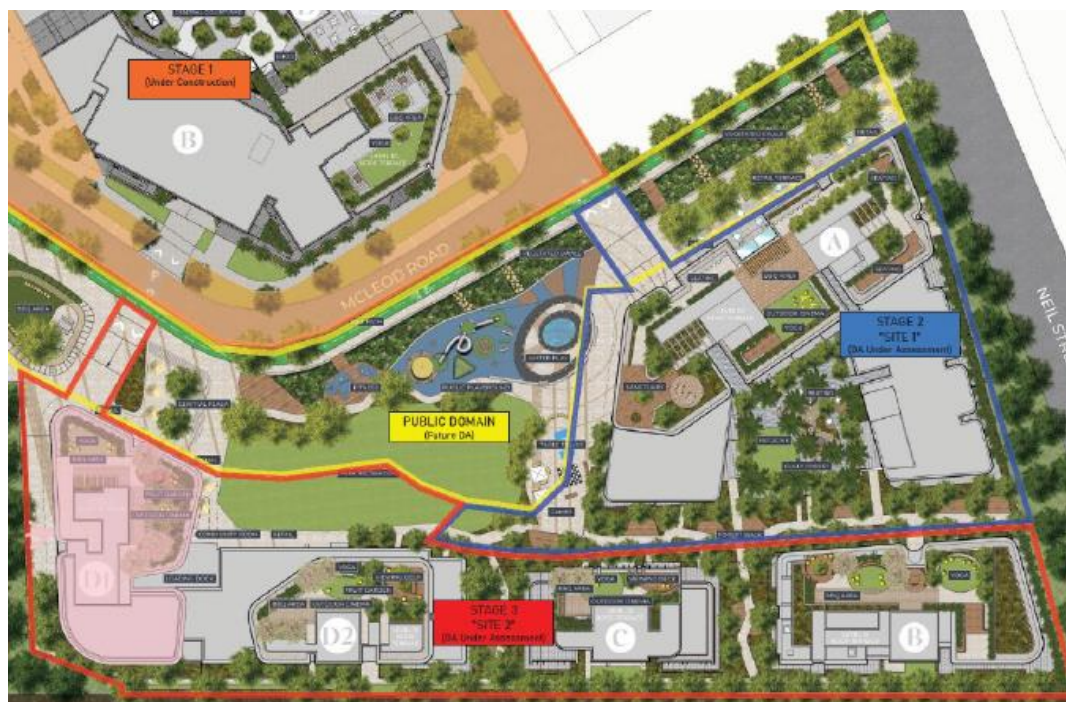


Figure 2: Subject site (marked as Site 2 on the masterplan)

Development consent has been issued for DA2022/0776 for Site 2 on 13 June 2024, which will form part of the base tower for the works proposed by the planning proposal, and will facilitate the development of 4 residential towers ranging from 12-17 storeys (Buildings B, C, D1 and D2) consisting of 303 residential apartments, 6 neighbourhood shop tenancies with basement car parking. Table 1 provides a summary of the approved scheme.

Building	No of storeys	No of apartments	Description
Building B	17 storeys (54m)	126	Total of 303 residential apartments, 6 neighbourhood shop tenancies and 6 basement levels with 439 car spaces.  The apartments include the following mix: <ul style="list-style-type: none"> <li>• 28 x 1-bedroom apartments</li> <li>• 228 x 2-bedroom apartments</li> <li>• 47 x 3-bedroom apartments</li> </ul>
Building C	12 storeys (39m)	43	
Buildings D1 & D2 (linked with common podium)	12 storeys (39m)	134	

Table 1: Overview of approved development on site (DA2022/0776)

Council also received an amending development application (DA2024/0331) for alterations and additions to the approved development (DA2022/0776), seeking to facilitate affordable housing and Built-to-rent housing (BTR) to part of the development pursuant to the State Environmental Planning Policy (Housing) 2021. The proposal lodged in July 2024 and accepted by Council in July 2024 seeks 3 levels of basement parking, updated dwelling mix, internal and external design changes and adjustments

to the ground floor plane which removes the neighbourhood tenancies and replaced with communal space associated with the BTR component. This application was approved by the Sydney Central City Planning Panel in May 2025. Table 2 provides a summary of the amending scheme.

<b>Main Features</b>	<b>Approved DA (DA2022/0776)</b>	<b>Approved Amending DA (DA2024/0331)</b>
Basement car park	6 levels of basement with a total of 439 car parking spaces.	3 levels of car parking, with a total of 274 car parking spaces and 1 car wash bay.
Ground Floor	6 x neighbourhood shop tenancies.	Removal of neighbourhood shop tenancies and reconfigure to provide communal space (amenity rooms) associated with the BTR component, concierge desk and manager's room.  Addition of a sub-station.
Apartments	303 apartments: <ul style="list-style-type: none"> <li>• 28 x 1 bedroom</li> <li>• 228 x 2 bedrooms</li> <li>• 47 x 3 bedrooms</li> </ul>	449 apartments. <ul style="list-style-type: none"> <li>• 23 x studio</li> <li>• 153 x 1 bedroom</li> <li>• 243 x 2 bedrooms</li> <li>• 30 x 3 bedrooms</li> </ul>
Number of apartments per building	<ul style="list-style-type: none"> <li>• Building B: 126 apartments</li> <li>• Building C: 43 apartments</li> <li>• Building D: 134 apartments</li> </ul>	<ul style="list-style-type: none"> <li>• Building B: 174 apartments, all of which are market housing/build to sell</li> <li>• Building C: 73 apartments of which 73 are affordable housing</li> <li>• Building D: 202 apartments of which 194 apartments are build-to-rent and 8 apartments are for affordable housing</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>• Building B: 55.5 metres</li> <li>• Building C: 43.05 metres</li> <li>• Building D: 42.6 metres</li> </ul>	<ul style="list-style-type: none"> <li>• Building B: 74.76 metres</li> <li>• Building C: 55.71 metres</li> <li>• Building D: 55.92 metres</li> </ul>

Table 2: Overview of amending development application approved for site

### Regional context

The proposed site is located within the Merrylands Town Centre, approximately 3.5 kilometres south of Parramatta Central Business District (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 proposed site is well-served by public transport and local infrastructure, with Merrylands Train Station and Transport Interchange located within 200 metres of the site to the south and west, and bus transport services along both Merrylands Road, McFarlane Street, Pitt Street and Neil Street. Major arterial roads servicing the region



are located within proximity to the site, which include Woodville Road, M4 Motorway and Cumberland Highway.

The site is further located approximately 360 metres from Granville Park, approximately 250 metres from Holroyd Gardens Park, as well as and approximately 170 metres from Merrylands Civic Square, the Merrylands Stockland Mall and the McFarlane Street Precinct, which is considered as a prime commercial/retail precinct with schools, community facilities and services.

Council's Cumberland 2030: Our Local Strategic Planning Statement shows that the Neil Street Precinct revitalisation is currently underway, as shown in Figure 3.

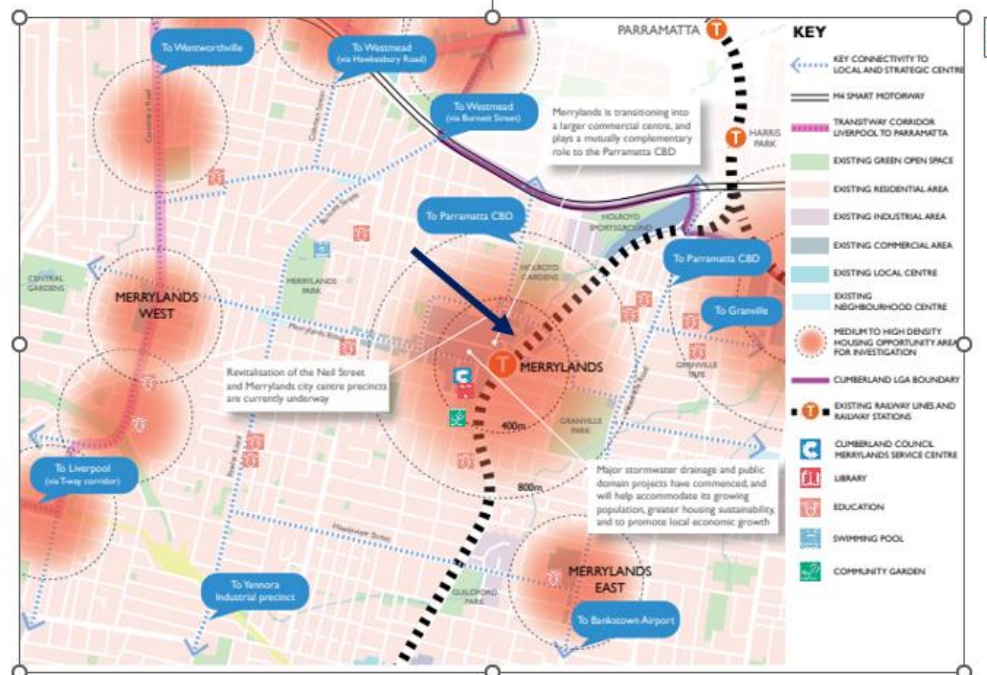


Figure 3: Proposed site's location within the Merrylands Town Centre

### Local context

The proposed site is located within the Merrylands Town Centre and forms part of the Gladstone Village development site. The site is also located within Block D of the existing Neil Street Precinct, which is currently undergoing development transition.

The site further adjoins the Merrylands Transport Interchange that is characterised with development up to 3 storeys in height approximately from south and borders the T2 and T5 southern railway lines from east. The northern part of the site is bounded by Neil Street and residential flat buildings development to the height of 6-9 storeys, while the eastern part of the site adjoins land earmarked for future park and Site 1.

Currently, the precinct surrounds are characterised by a mix of different building typologies, which includes high density residential developments, low scale developments with some commercial uses with new development occurring. The surrounding areas are characterised by new mixed use and high-density residential developments with some older style buildings along Merrylands Road.

## Existing Planning Controls

The site is subject to planning controls contained in Cumberland LEP 2021. The following key controls apply to the site:

- Land Zone: R4 High Density Residential,
- Height of Buildings: 39m (V3) and 54m (Y5),
- Floor Space Ratio: 5:1 (Z1), and
- Heritage: Item I212 (Merrylands Railway Station).

Table 3 outlines the existing planning controls under the Cumberland Local Environmental Plan (LEP) 2021 apply to the proposed site.

Property Address	Lot & DP	Land affectation (full/part)	Existing Land Zoning (LZN)	Existing Maximum Height of Buildings (HoB)	Existing Floor Space Ratio (FSR)
4-4A Terminal Place and 5-7 McLeod Road, Merrylands (Site 2)	Lot 1 DP 1173048	Applies to entire lot	R4 High Density Residential	V3 (39m)	Z1 (5:1 FSR (applying to R4 zone only)
	Part of Lot 10 DP 1305248	Affected by multiple zones but the proposal applies only to R4 High Density Residential portion	Part R4 High Density Residential, Part E2 Commercial Centre and Part RE1 Public Recreation	V3 (39m)	Z1 (5:1 FSR) (applying to R4 zone only)
	Part of Lot 11 DP 1305248	Affected by multiple zonings but the proposal applies only to R4 High Density Residential portion	Part R4 High Density Residential, Part E2 Commercial Centre and Part RE1 Public Recreation	V3 (39m) Y5 (54m)	Z1 (5:1 FSR applying to R4 zone only)

Table 3: Legal description and Cumberland LEP 2021 planning controls

Figures 4, 5, 6 and 7 below contain LEP mapping extracts for the above existing planning controls.

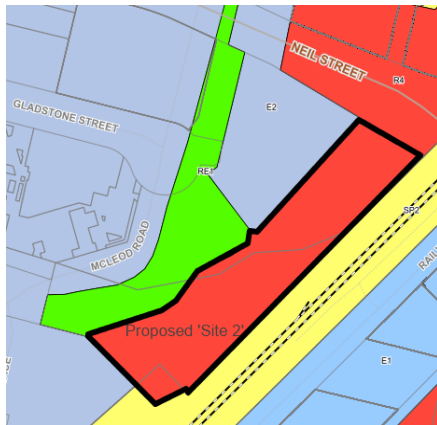


Figure 4: Land Zoning (R4)

- ☐ E1 Local Centre
- ☐ E2 Commercial Centre
- ☐ E3 Productivity Support
- ☐ E4 General Industrial
- ☐ MU1 Mixed Use
- ☐ C2 Environmental Conservation
- ☐ R2 Low Density Residential
- ☐ R3 Medium Density Residential
- ☐ R4 High Density Residential
- ☐ RE1 Public Recreation

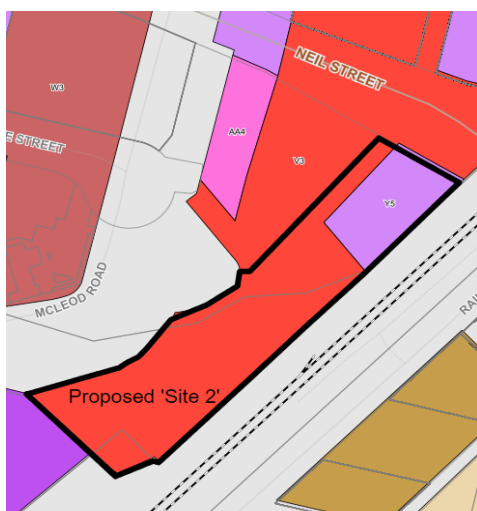


Figure 5: Height of Buildings (V3 - 39m & Y5 - 54m)

- ☐ U3 - 32m
- ☐ V1 - 36m
- ☐ V2 - 38m
- ☐ V3 - 39m
- ☐ Y1 - 50m
- ☐ Y2 - 51m
- ☐ Y3 - 52m
- ☐ Y4 - 53m
- ☐ Y5 - 54m
- ☐ Z1 - 55m
- ☐ Z2 - 57m
- ☐ AA1 - 60m
- ☐ AA2 - 62m
- ☐ AA3 - 64m
- ☐ AA4 - 65m

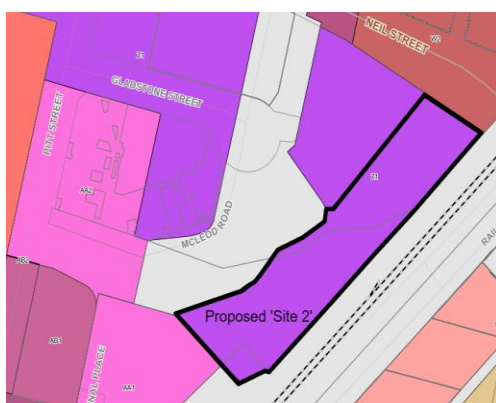
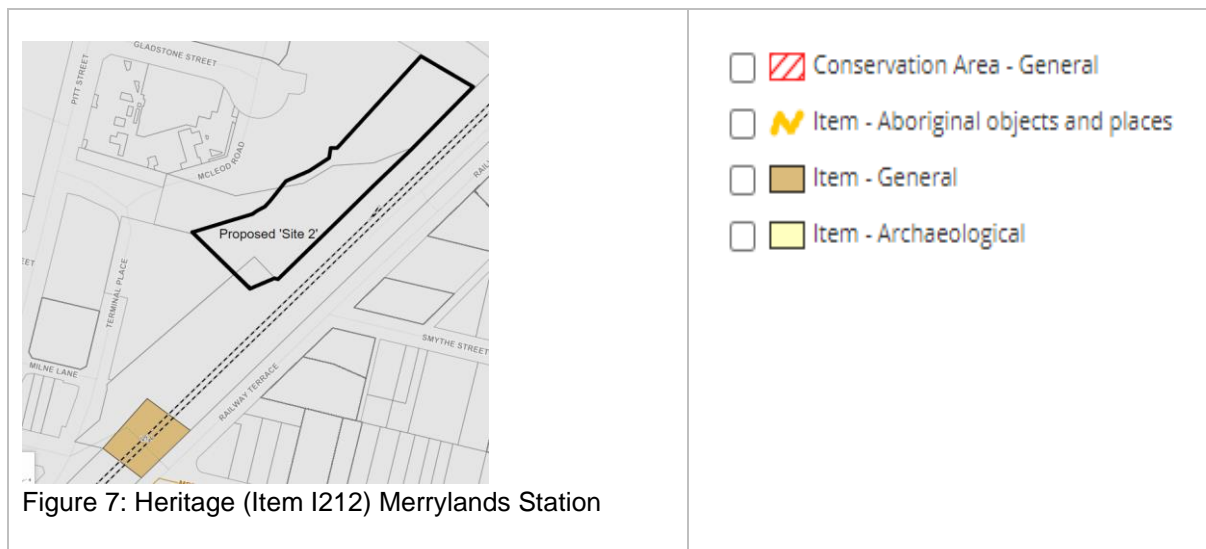


Figure 6: Floor Space Ratio (Z1 - 5.0:1)

- ☐ W5 - 3.75:1
- ☐ X - 4.0:1
- ☐ Y - 4.5:1
- ☐ Z1 - 5.0:1
- ☐ Z2 - 5.5:1
- ☐ AA1 - 6.0:1





### Request for an Amended Planning Proposal

The planning proposal for this site has previously been considered by Council in May 2024, where Council resolved the following:

*"1. Endorse an amended Planning Proposal to be prepared for 4-4A Terminal Place, Merrylands (Site 2) applying to Lot 1 DP 1173048, Part of Lot 1 DP 229589, and Part of Lot 1 DP 1302939 (R4 zoned land), that seeks to amend the Cumberland Local Environmental Plan (LEP) 2021, to:*

*a. Increase Height of Buildings (HoB) controls for proposed Building D1 from 39 metres to 65 metres*

*b. Increase proposed Floor Space Ratio controls for:*

*i. Buildings D1 and D2 from 5:1 FSR to 5.5:1 FSR, and*

*ii. Buildings B and C from 5:1 FSR to 6:1 FSR*

*c. Apply a gross floor area of not exceeding 500m<sup>2</sup> of 'commercial premises' as an additional permitted use for proposed Buildings D1 and D2 (Block D) only.*

*2. Endorse that the planning proposal for 4-4A Terminal Place, Merrylands be forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination.*

*3. Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received."*

After further consideration, the proponent is now seeking a further amendment to the planning proposal regarding the proposed building height component on Building D1 and allocation of FSR across Site 2. There is no change to the additional permitted use proposed for the site. The request for an amended planning proposal seeks to:

- Increase the Height of Buildings (HoB) control for Building D1 from 39 metres to 105 metres;
- Increase the Floor Space Ratio (FSR) control across the site for proposed

- Buildings B and C from 5:1 FSR to 6.6:1; and
- Amend Schedule 1 by introducing 500m<sup>2</sup> of commercial premises GFA on the ground floor area of Buildings D1 and D2 as an Additional Permitted Use.

In support of the proposed amendment to the planning proposal, the proponent has provided the following justification:

*“The outcomes advocated in the PPR represent a significant improvement to the character of the Neil Street Precinct and more broadly the Merrylands Town Centre, supporting Council’s vision for this potential strategic centre. The proponent studies show possible outcomes for the transit interchange site which is important and relevant as it confirms that there are no impacts on the potential redevelopment of the interchange site. It also confirms contextually the ‘fit’ and desirable outcomes that are possible, with and without the redevelopment of the transit interchange site. It is also noted that showing envelopes on the interchange site, gives comfort to the landowner that their development potential is not impacted regardless of when they desire to redevelop.*

*The current LEP height map for Merrylands allows up to 30 storey buildings on key sites located west of the station along the length of McFarlane St and centred on the Stockland shopping centre. However, Merrylands Station will become an equally strong focus of the future town centre, as the area becomes more urbanised over the next decade. The town centre planning itself needs to be re-balanced, with this proposal explaining how the subject site can serve to assist in this re-balancing, through the incorporation of a transition tower adjacent to the southernmost end of the site, thus an improved context to the likely future development forms of the interchange site. Both sites next to the Railway Station would re-focus upon the inevitable activation, colour and excitement that a public transport hub creates in a dense urban community.*

*Further to that, the subject site currently comprises two mixed-use lots (Sites 1 & 2) with approximately 5,600 sqm of park land to be dedicated back to Council. Neighbourhood shops and cafes can be included at ground floor to activate these new sunny landscaped areas, along with encouraging active transport modes to the transit interchange and train station. Block analysis of the built form modelling indicates that increased height to 105m and density could be achieved without negative impact to equate with the building block zoning at the southern end of McFarlane St (AB zone). The proposed new tower on Site 2, Building D South (D1) would incorporate a height transition upwards the ‘marker tower’ located at the key bus Interchange, which might include Merrylands tallest building in the future. This latter node site could offer its own north-facing public landscaped park and plaza, retail activation at ground level and a covered route directly to the Station.*

*NSW is within a Housing Crisis with urgent intervention required to provide more homes that assist in affordability, in addition to providing a supply of rental accommodation. This has been recognised by all tiers of Government with the NSW Government being a signatory of the National Housing Accord. In addition to the suite of NSW Government initiatives to increase housing supply and particularly in well located areas with infrastructure to support growth, local government is also responding to the need for more homes in accessible areas. This is a response to the*

*NSW Planning Minister requesting that councils and planning panels give priority to housing.*

*In addition to boosting housing supply to meet demand and put downward pressure on housing prices, the NSW Government has also implemented policies that aim to boost housing supply for low and very low income households. This responds the National Housing Accord where all levels of Government are required to deliver around 377,000 new dwellings in accessible locations, with almost 16,000 of these as social and affordable homes by 2029 – less than four years away. The Planning Proposal has been prepared to deliver a high quality outcome within the Merrylands Town Centre, a location which is a Transit Orientated Development site and capable of greater housing capacity. Importantly, increasing housing capacity within the town centre will result in improved quality of life for residents, including more housing choice to meet demand, along with more affordable housing options that accommodates the intent of Council's Housing Strategy 2020. Importantly it is consistent with the overarching strategic direction at a National, State and local level which seek to boost supply of homes in accessible areas."*

### **Strategic Considerations**

The amendment to the planning proposal is broadly consistent from a strategic perspective when considered in relation to Region, District and Local Plans. These are further outlined below.

#### 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:

- *Planning Priority N1- City supported by infrastructure* – the site is well connected to public transport infrastructure. The site and surrounds have been identified for increased residential development along with some commercial uses within the Merrylands Station and Neil Street Precinct Planning Proposal, as notified.
- *City for its people* – the future development will facilitate active uses and opportunities for social interaction. The proposed tower 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 the Merrylands Transport Interchange and set within a network of new roads, parks, 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 given the proposed site is 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 near to the Merrylands Transport Interchange and within the Neil Street Precinct.

- *Planning Priority C4- Fostering healthy, creative, culturally rich, and socially connected communities* – the proposal forms part of the broader Gladstone Village masterplan providing housing for a culturally diverse community with greater access to public open space, local roads and promoting walking and cycling, healthy lifestyles with close access to public transport, schools, services and community facilities within the Merrylands Town Centre.
- *Planning Priority C5 - Providing housing supply, choice, and affordability with access to jobs, services, and public transport* – the proposal seeks to deliver additional jobs and housing in Merrylands Town Centre, Cumberland's key Commercial Centre near to existing Merrylands Transport interchange. The site is accessible to all the jobs, services, and public transport of the Parramatta CBD.
- *Planning Priority C9- Delivering integrated land use and transport planning and a 30-minute City* – the proposal forms part of a large residential development site within the Neil Street Precinct and is located within 200m or less walking distance with access to existing public bus and rail transport and the Merrylands Town Centre (proposed strategic centre) and is within 30 minutes to 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 3* – Align local infrastructure delivery with planned growth.
- *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 incorporate several accommodation options to enable people from a variety of backgrounds and socio-economic status to age in place.
- *Local Planning Priority 10* – Support a strong and diverse local economy across town centres and employment hubs.

#### Consistency with Cumberland Local Housing Strategy

The amended planning proposal is generally consistent with the Cumberland Local Housing Strategy 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.

It is noted that the NSW Government released new housing targets for Cumberland in 2024, with a target of 12,200 new homes completed by 2029. Should the proposal be endorsed and finalised, this will contribute towards the delivery of additional homes in the Cumberland area.

### Consistency with the Neil Street Precinct Masterplan

The Neil Street Precinct Masterplan planning provisions was notified in late 2017. The envisaged vision, objectives and site-specific development controls are addressed in Part F2 of the Cumberland Development Control Plan (DCP). The amended planning proposal is broadly consistent with the envisaged vision and objectives with the overall masterplan and specifically Block D of the Neil Street Precinct.

### **Site Specific Considerations**

A number of site-specific considerations have been identified and considered by Council officers in response to the request by the proponent for an amended planning proposal. These are outlined below.

#### Built form

Based on the updated submission from the proponent, Council officers have undertaken further urban design analysis of the requested built form controls to determine the potential impacts from the proposal, including the viable maximum building height on the site.

CM+ urban design consultant was engaged by Council officers to determine the suitability of the new building height control proposed. The report has adhered to the following approaches:

- Consider the proposed requested changes in the regional and local context of Greater Sydney region and Merrylands and if the submission maintains alignment and contributes to the strategic direction of Greater Sydney Region and specifically Merrylands Town Centre, which is a proposed strategic centre.
- Compare the submission with comparative examples of Chatswood, Rhodes and Dee Why as similar Sydney based strategic centres containing areas of high-density towers adjacent to a train station/transport hub, marked with a 'landmark/icon' tower before transitioning down in built form scale away from the hub.
- Conduct a high-level Apartment Design Guide (ADG) review while assessing building separation and solar access. Compliance regarding communal open space, apartment solar access and cross ventilation should be assessed at the detailed design and stages.
- Reflect on the Transport Orientated Development (TOD) approach to increase housing opportunities next to a key public transport link.

The CM+ report suggests that the urban morphology of the Merrylands Town Centre should be read as two key precincts anchored by the landmark tower of the potential Merrylands Station and Bus Interchange site, shown as Tower 1 (shaded red) in Figure 8. A precinct hierarchy has not been established and should therefore consider both strategic precincts – the Neil Street precinct and McFarlane Street precinct – as equal, shown as Tower 2 (shaded blue) and Tower 2 (shaded green) in Figure 8. The proposed changes would provide additional housing at an established site serviced by



public transport and infrastructure services without the need for further upgrades and maximising the utility of existing infrastructure.

To mark these precincts and act as a gateway, a 'secondary' landmark tower can be implemented. The allowable 86m development of the McFarlane Street precinct, establishes the height of a 'secondary' tower (shown in blue) as suggested in Figure 8 below.



Figure 8: Precinct hierarchy approach for Merrylands Town Centre (CM+ report, 2025)

In the strategic context of Merrylands town centre as Cumberland's strategic centre, the CM+ report has concluded that an increase in density and height would still align and maintain the desired character and vision for Merrylands. As Merrylands is an area of significant change, transforming to a tall, high-density town centre with the addition of another tall development in close proximity to the station and bus interchange would not have a substantial impact on the overall morphology of the area.

The CM+ report suggests that matching the building height limit of the allowable 86m height within the McFarlane Street precinct, adjacent to the Merrylands station and bus interchange site, may help provide increased variety to the built form. In support of this morphology, an increase in the density controls of the built form can be considered to align with the building height. In addition, a flexibility range of 10m is also identified for the building height, bringing this from 86m to 96m, to better accommodate built form urban design elements that would need to be considered for a building at this location. This approach is also shown graphically in Figure 9.

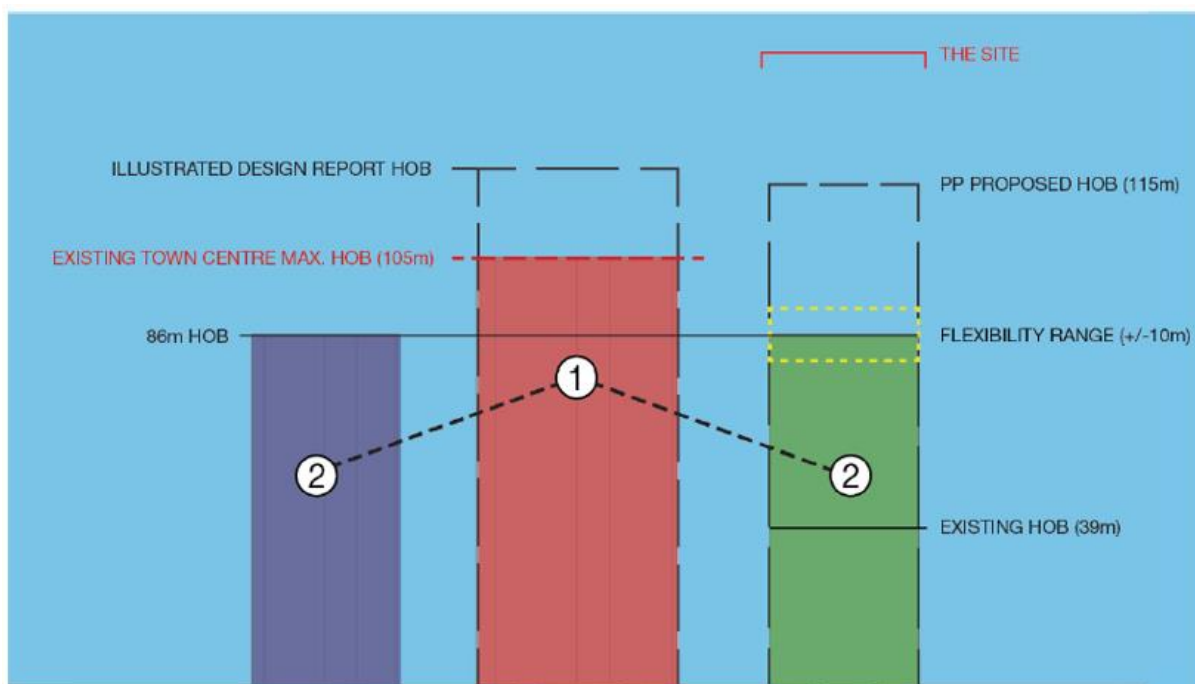


Figure 9: Proposed built form approach for planning proposal site (CM+ report, 2025)

Based on the review of the CM+ report by Council officers, an amended planning proposal for the site can contribute to desired built form outcomes for the Merrylands Town Centre in a manner that aligns with the building design already approved for development on the site.

#### Economic and social benefits

There are no changes proposed for the delivery a small quantum of 500m<sup>2</sup> in 'commercial premises' as an additional permitted use to be introduced for Buildings D1 and D2. These buildings are likely to further activate and have more direct interphase with the proposed future parks for Terminal Place and Neil Street planned within the Gladstone Village precinct. The provision of affordable housing on the site, being considered by an amending development application, can also assist in supporting greater housing diversity for the community.

#### Traffic, transport and parking

The original planning proposal is supported by a traffic and transport report, which states that the proposal request is unlikely to create any significant traffic impacts to its surrounds and concludes that traffic and parking impacts associated with the additional dwellings are likely to be minor in nature. The amended planning proposal would not significantly alter the traffic and transport outcomes for the site. It is also noted that the traffic and transport impacts and mitigation measures for the base tower were assessed as part of the approved development on the site.

#### Environment

A range of environmental matters were considered as part of the original planning proposal, including flooding and stormwater, noise and vibration, site contamination/remediation, and heritage. The amended planning proposal would not

significantly alter the environmental outcomes for the site. It is also noted that the environmental impacts for the base tower were assessed as part of the approved development on the site.

### Recommended Planning Controls

Following an assessment of strategic and site-specific considerations for the site, an amended planning proposal is recommended by Council officers in response to the built form assessment undertaken. It is recommended that Council proceed to a Gateway Determination for an amended planning proposal on the site with the following controls:

- Increase the Height of Buildings (HoB) control for Building D1 from 39 metres to 96 metres;
- Increase the Floor Space Ratio (FSR) control across the site for proposed Buildings B, C and D (D1 & D2) from 5:1 FSR to 6.6:1; and
- Amend Schedule 1 by introducing 500m<sup>2</sup> of commercial premises GFA on the ground floor area of Buildings D1 and D2 as an Additional Permitted Use.

Table 4 provides a comparison of the proponent's request and recommended planning controls by Council officers.

Planning Controls	Original Request by Proponent (October 2023)	Endorsed by Council (May 2024)	Amended Request by Proponent (January 2025)	Council Officer Recommendation	Difference between Amended Request and Recommended Planning Controls
Building Height (including base tower of Building D1)	86m (27 storeys), inclusive roof top and lift overrun	65m (20 storeys), with communal roof top and lift overrun	105m (33 storeys), inclusive of communal roof top and lift overrun	96m (30 storeys), inclusive of communal roof top and lift overrun	- 9m (3 storeys less)
Number of additional units (estimated)	105	43	147	126	- 21
Floor Space Ratio	6.6:1 (across Site 2)	5.5:1 for Buildings D1 and D2 6:1 for Buildings B and C	6.6:1 (across Site 2)	Supported	Supported
Additional Permitted Use (500m <sup>2</sup> commercial premises)	Buildings D1 and D2 (as per the PPR)	Buildings D1 & D2 only	Buildings D1 & D2 only	Unchanged	Unchanged

Table 4: Comparison of original proposal and recommended planning controls



## **Public Benefit Offer**

As part of the original planning proposal request, the Proponent submitted a Letter of Offer indicating that they may enter into a Voluntary Planning Agreement with Council to construct facilities (as agreed between Council and the Proponent) on the land for the purposes of civic, community and maintenance use.

Should Council endorse an amended planning proposal be forwarded and a Gateway Determination received, Council will negotiate a Voluntary Planning Agreement with the proponent to ensure that any public benefit offer for the Planning Proposal maximises the outcomes for the wider community and is consistent with the Cumberland Planning Agreements Policy.

## **Cumberland Local Planning Panel**

The Cumberland Local Planning Panel considered a report on the original planning proposal request assessment and the outcomes of the preliminary community consultation in April 2024. The Panel recommended to advise Council that the planning proposal be endorsed and forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination.

It is noted that the assessment report considered by the Panel examined a range of building height options, and that the amended planning proposal provided to Council is broadly consistent with the proposal considered by the Panel.

## **Next Steps**

Following consideration of a request from the proponent for an amended planning proposal, it is recommended that Council endorse the amended planning proposal as outlined in this report and that the proposal be forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination. It is also recommended that a Voluntary Planning Agreement be prepared to derive public benefit, should a Gateway Determination be received.

## **COMMUNITY ENGAGEMENT**

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Council officers placed the original planning proposal request on early public consultation from 30 January 2024 to 28 February 2024. Council received two community submissions and two agency submissions. These submissions were considered as part of the original planning proposal.

Should the amended planning proposal progress to Gateway and a positive Determination is issued, the amended planning proposal will be exhibited with community in the future.

## **POLICY IMPLICATIONS**

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Policy implications for Council are outlined in this report.

## **RISK IMPLICATIONS**

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There are minimal risk implications for Council on the proposal.

## FINANCIAL IMPLICATIONS

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Should the amended 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

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This report recommends that Council endorse an amended planning proposal for 4-4A Terminal Place and Part of 5 and 7 McLeod Road, Merrylands (Site 2) and for the proposal to be forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination, Subject to a positive Gateway Determination, a Voluntary Planning Agreement will be prepared to derive public benefit. The proposal will provide additional housing in the Merrylands Town Centre in line with government priorities, with a built form that supports desired planning outcomes for the precinct.

## ATTACHMENTS

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1. Amended Planning Proposal [↓](#)
2. Proponent Request for Amended Planning Proposal [↓](#)
3. Urban Design Report [↓](#)
4. Council Minutes (May 2024) [↓](#)
5. Cumberland Local Planning Panel Advice (April 2024) [↓](#)
6. Letter of Offer (confidential)

Note: Included in Closed Business Paper 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.

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-117

Attachment 1  
Amended Planning Proposal



# PLANNING PROPOSAL

## Proposed Site 2 - Gladstone Village, Merrylands



(Applies to R4 zoned land at 1/4-4A Terminal Place, Part of 5  
and 7 McLeod Road, Merrylands)

(Formerly known as 4-4A Terminal Place, Merrylands)

(PP2023/0001)

**May 2025**

(For Gateway Determination lodgement)

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### Supporting documents

1. Council's resolution and report
2. Panel advice and report
3. Council's Urban Design Advice
4. Proponent's Urban Design Assessment
5. Traffic and Transport assessment
6. Detailed Site Investigation Report
7. Remediation Action Plan
8. Acoustic Report
9. Flood Advice
10. Transport for NSW submission
11. Heritage NSW submission
12. Proponent's original PP Request (November 2023)
13. Proponent's amended PP Request (January 2025)

# Introduction

## Background

### Planning Proposal Request

Cumberland City Council has prepared this Planning Proposal in response to a Planning Proposal Request (PPR) made by the proponent/developer, Aland Pty Ltd and Think Planners (Proponent's planning consultant) on behalf of Merrylands 88 Development Pty Ltd (the landowner), on November 2023 and as amended in January 2025, for land applying to Site 2 within the Gladstone Village masterplan (the subject site) as outlined in red in Figure 1 below. The subject site is located adjacent to the existing Merrylands Transport Interchange and within the Merrylands Town Centre.



Figure 1: Masterplan overview and proposed site 2 (outlined in red)

The primary purpose of the PPR seeks to amend the Cumberland Local Environmental Plan (LEP) 2021 planning controls to increase building height from 39m to 96m to facilitate the delivery of 126 additional residential apartments on the proposed Building D1, to increase Floor Space Ratio (FSR) from 5:1 to 6.6:1 across Site 2 (Buildings B, C, D1 and D2), and to introduce an additional permitted use for commercial premises on Building D1 to activate future park uses within the site.

Development consent for Building D1 that forms part of the base tower for the works proposed by the PPR has been issued by the Sydney Central City Planning Panel (SCCPP) (PPSSCC-424) on 13 June 2024 under Development Application



(DA2022/0776). The DA will facilitate the development of 4 residential towers ranging from 12-17 storeys (Buildings B, C, D1 and D2) consisting of 303 residential apartments, 6 neighbourhood shop tenancies with basement car parking on-site based on the provisions of the existing Cumberland LEP 2021 planning controls.

Council received an amending development application (DA2024/0331) for alterations and additions to the approved development (DA2022/0776), seeking to facilitate affordable housing and Built-to-rent housing (BTR) to part of the development pursuant to the State Environmental Planning Policy (Housing) 2021. The proposal accepted by Council in July 2024 seeks 3 levels of basement parking, updated dwelling mix, internal and external design changes and adjustments to the ground floor plane, which removes the neighbourhood tenancies and replaced with communal space associated with the BTR component. This application was approved by the SCCPP in May 2025.

### **The Original Proponent's PPR**

The Original Proponent's PPR (November 2023) initially sought to amend the Cumberland LEP 2021 to:

- Increase the Height of Buildings (HoB) control for Building D1, including communal roof top and lift overrun, from 39 metres (12 storeys) to 86 metres (27 storeys),
- Increase the Floor Space Ratio (FSR) control across the site for Buildings B, C, D1 and D2 from 5:1 to 6.6:1,
- Introduce residential Gross Floor Area (GFA) of 10,530m<sup>2</sup> to provide additional 105 units on Building D1, and
- Introduce 500m<sup>2</sup> of commercial premises use GFA within the ground floor areas of Buildings D1 and D2 as part of an Additional Permitted Use and to amend Schedule 1.

The Proponent's PPR was reported to the Cumberland Local Planning Panel (the Panel) meeting on 10 April 2024. Following the Panel's advice, the proposal request was reported to Council's meeting held on 1 May 2024 with the following resolved amendments to the Cumberland LEP 2021:

- Increase the Height of Buildings control for proposed Building D1 from 39 metres (12 storeys) to 65 metres (20 storeys) including roof top communal open space and lift overruns,
- Increase the Floor Space Ratio (FSR) control across the site for proposed Buildings B and C from 5:1 to 6:1, and proposed buildings D1 and D2 from 5:1 to 5.5:1, and
- Introduce 500m<sup>2</sup> of commercial premises Gross Floor Area (GFA) on the ground floor area of Buildings D1 and D2 as an Additional Permitted Use and to amend Schedule 1.

On January 2025, a further request was submitted by the Proponent in response to the NSW Government's planning reforms to address the housing crisis to provide well located housing in accessible location with built form and scale that is commensurate to the surrounding context of the Merrylands Town Centre.

### Amended Proponent's PPR

The Proponent's PPR (January 2025) sought changes to the Cumberland LEP 2021 to:

- Increase the Height of Buildings (HoB) control for Building D1, including communal roof top and lift overrun, from 39 metres (12 storeys) to 105 metres (33 storeys),
- Increase the Floor Space Ratio (FSR) control from 5:1 to 6.6:1 for Site 2, and
- Introduce 500m<sup>2</sup> of commercial premises use GFA within the ground floor areas of Buildings D1 and D2 as part of an Additional Permitted Use and to amend Schedule 1.

The amended Planning Proposal proposes 147 additional dwellings for Building D1.

In response to the Proponent's amended PPR, Council officers have undertaken additional built form assessment as delineated in Part 3 of this report, which recommended to further reduce building height from the Proponent's PPR from 39m to 96m to facilitate the delivery of 126 additional residential apartments on the proposed Building D1.

The Proponent's amended PPR was reported to Council's meeting held in May 2025, which recommended to [insert], refer to attached Council's meeting resolution and report.

The amended Planning Proposal, as resolved by Council) proposes the following amendments to the Cumberland LEP 2021:

[insert]

The Planning Proposal is prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the NSW Department of Planning, Housing and Infrastructure's (DPHI) Local Environmental Plan Making Guideline (August 2023).

This Planning Proposal is prepared by Council for the purposes of seeking a Gateway Determination from the DPHI following the Panel's advice and Council's resolution to prepare and progress the proposal for Gateway.

The Proponent has also elected to enter into a Planning Agreement with Council for the provision of public benefit as resolved by Council, should this proposal progress with the resolved amendments and a Gateway determination received. The letter of offer with the proposed public benefit was reported to Council's meeting of 1 May 2024 (refer to Council's meeting report attachment for further information).



## The site and its surrounds



Figure 2: Proposed site and its surrounds

Site 2 as shown in Figure 2 and outlined in yellow above is located within the R4 High Density Residential zoned land applying to properties known as 4-4A Terminal Place, and Part of 5 and 7 McLeod Road, Merrylands. The site is also situated within Block D in Neil Street Precinct (Council's Strategic Precinct) and forms part of the Gladstone Village, a staged masterplan development site, as outlined in red above, with approximately 16,289m<sup>2</sup> in size.

Site 2 is an elongated irregular shaped site with an area of 6155.6m<sup>2</sup>, comprising 3 lots which sits within Stage 3 (Site 2) of the overall masterplan. The site is currently void of existing buildings, structures, or vegetation. Figure 1 indicates the location of the intended buildings to be situated within Site 2 and the overall Gladstone Village site.

It should also be noted that proposed buildings and works annotated as Stage 1, Stage 2 (Site 1) and Public Domain as shown in Figure 1 do not form part of this PPR. The subject PPR relates primarily to the proposed uplift in Building D1 building height, the application of increased FSR for the entire Site 2 and introduction of additional permitted use to ground floor area of Buildings D1 and D2.

## Regional context

The proposed site is located within the Merrylands Town Centre, approximately 3.5 kilometres south of Parramatta Central Business District (CBD) and 25 kilometres west of the Sydney CBD is shown in Figure 4 overleaf.

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.



Figure 3: Site's location in regional context (Source: Central City District Plan)

The proposed site is well-served by public transportation and local infrastructure, with Merrylands Railway Station and Transport Interchange located within 100-200 metres of the site to the south and west and bus transport services along both Merrylands Road, McFarlane Street, Pitt Street and Neil Street. Major arterial roads servicing the region are located within close proximity to the site, which include Woodville Road, M4 Motorway and Cumberland Highway.

The site is further located approximately 360m from existing Granville Park, approximately 250m from Holroyd Gardens Park and is located approximately 170m from the existing Merrylands Civic Town Square, the Merrylands Stockland Mall and the McFarlane Street Precinct, which is considered as a prime commercial/retail precinct with schools, community facilities and services. Council's Cumberland 2030: Our Cumberland Local Strategic Planning Statement indicates that the Neil Street Precinct revitalisation is currently underway as shown in Figure 5 below.



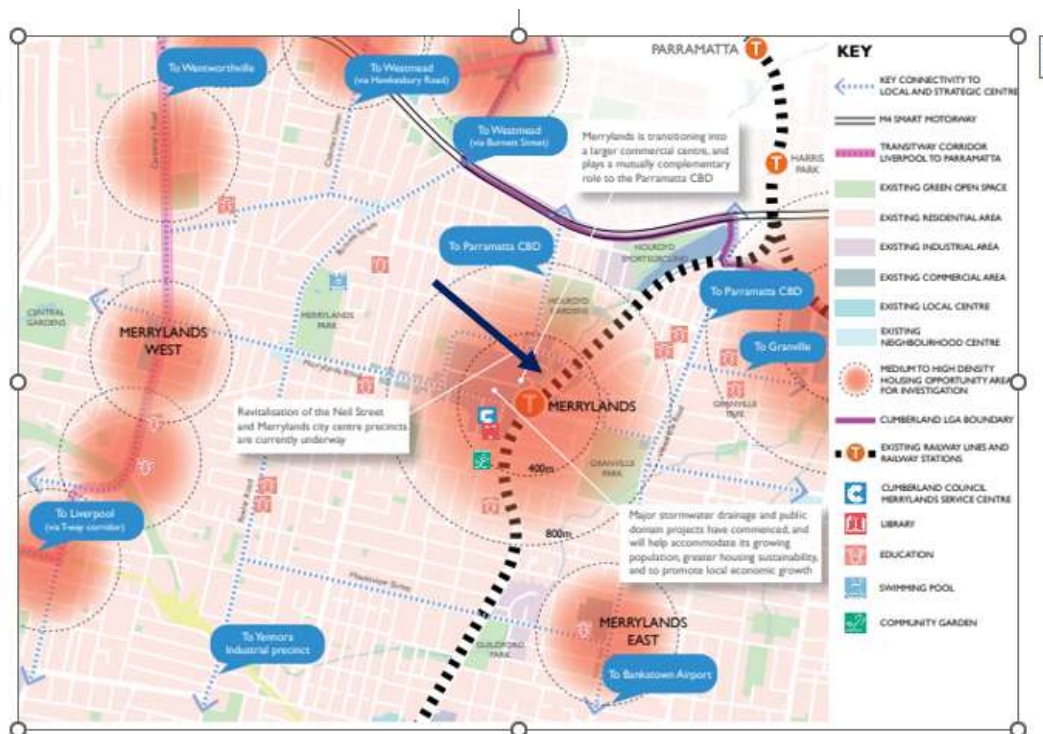


Figure 4: Site's location within local context (Source: LSPS)

The proposed site is located within the 200m radius of the Merrylands Town Centre and forms part of the Gladstone Village development site. The site is also located within Block D of the existing Neil Street Precinct, which is currently undergoing development transition.

The site further adjoins the Merrylands Transport Interchange that is characterised with development up to 3 storeys in height approximately from south and borders the T2 and T5 southern railway lines on the eastern side. The northern part of the site is bounded by Neil Street and residential flat buildings development to the height of 6-9 storeys, while on the western part of the site adjoins land earmarked for future park and Site 1.

Currently, the precinct surrounds are characterised by a mix of different building typologies, which includes high density residential developments, low scale developments with some commercial uses with new development occurring. The surrounding areas are characterised by new mixed use and high-density residential developments with some older style buildings (circa 1970s) along Merrylands Road.

Part of the existing Merrylands Transport Interchange site is owned by Council and part of the Merrylands Station land is owned by the Rail Corporation (Transport for NSW). Council currently has not indicated any future plans to increase the existing density or building height for this site by amending the Cumberland LEP 2021. The planning controls for the existing Merrylands transport interchange site (Terminal place, Merrylands bearing Lot 1 DP209516 owned by Council) is likely to remain as existing 55m in building height and 6:1 in FSR as per Cumberland LEP 2021.

Cumberland LSPS 2030 also states that approximately a total of 4,200 dwellings are anticipated to be delivered within the next 5-6 years for Neil Street and McFarlane Street Precincts, Merrylands.

## Site description

The proposed development site a medium sized (6,155.6m<sup>2</sup>) irregular shaped allotment, is described in detail under Table 1 – site characteristics below:

Table 1: Site characteristics	
Address	Allotment legal descriptions
Street address and legal description	<p>With recent subdivision approved for the site, the site address has changed from former 4-4A Terminal Place, Merrylands to below:</p> <p>4-4A Terminal Place, Merrylands (Lot 1 DP 1173048)  R4 zoned land part of 5 McLeod Road (Lot 10 DP 1305248)  R4 zoned land part of 7 McLeod Road (Lot 11 DP 1305248)</p>
Site Area	6,155.6m <sup>2</sup>
Shape	Irregular shaped site ranges between 13m and 60m depth.
Frontages	The site includes approximately a 189m primary eastern frontage to existing railway line and adjoins the existing Merrylands Transport Interchange (bus, rail and commuter car park) on the southwest. North of the site is bounded by Neil Street, west of the site is bounded by McLeod Road. The proposed Terminal Place and Neil Street Parks and Site 1 are situated to the west of the site. The eastern part of the site is bounded by the existing railway line. Merrylands station is approximately 100m walking distance from the site.
Access and connectivity	Vehicular access to the proposed site's development is obtained via an accessway created from the proposed new road (McLeod Road) that will loop around and service all developments located within Gladstone Village connecting to Terminal Place, which comprises Sites 1 and 2, Stage 1 (refer to Figure 1 for the masterplan view of site).
Existing buildings / historical uses	Currently the proposed site is void of any vegetation or buildings and is a major development site located within existing Neil Street Precinct.
Public transport	Development site is located within 100-180m walking distance to the existing Merrylands Railway Station, Merrylands transport interchange (bus, rail and commuter car park) and Merrylands Town Centre's retail and commercial core. The proposed site is well serviced with rail and bus transport services which goes to Parramatta CBD, Granville and Auburn.

Topography	The site slopes on a north westerly and a south westerly direction and is generally considered flat towards east (west of the railway line).
Flooding	Council's existing flood map indicates that the dominant flood risk affection is considered as low risk (PMF) at the proposed site, refer to attachment for Council's assessment report to the Panel. On the northwestern corner, the flood risk is considered as a medium risk (1%).
Vegetation	The site is void of any significant vegetation or buildings and is currently a development site located within the Neil Street precinct.
Heritage	<p>The site is not identified as a locally significant heritage item nor is located within an existing heritage conservation area or is identified as a draft heritage item or conservation area.</p> <p>Surrounding heritage items include the Merrylands Railway Station (Item I2I2) which is located further south of the proposed development Site 1.</p>

## Development Application (DA)

On 23 December 2022, Council accepted DA2022/0776 for Site 2, which was subsequently determined and approved by the SCCPP on 13 June 2024.

This DA will facilitate the construction of 4 residential towers (Buildings B, C, D1 and D2) ranging from height of 12 to 17 storeys and comprising 6 neighbourhood shop tenancies, and a total of 303 apartments including six levels of basement car parking with associated works. Building D1 will become the tower base for the uplift sought under the PPR. Buildings D1 and D2 are connected with a single ground floor podium level.

Table 2 provides a summary of the approved scheme.

Building	No of storeys	No of apartments	Description
Building B	17 storeys (54m)	126	Total of 303 residential apartments, 6 neighbourhood shop tenancies and 6 basement levels with 439 car spaces.
Building C	12 storeys (39m)	43	
Buildings D1 & D2 (linked with common podium)	12 storeys (39m)	134	<p>The apartments include the following mix:</p> <ul style="list-style-type: none"> <li>• 28 x 1-bedroom apartments</li> <li>• 228 x 2-bedroom apartments</li> <li>• 47 x 3-bedroom apartments</li> </ul>

Table 2: Overview of approved development on site (DA2022/0776)

Council has received an amending development application (DA2024/0331) for alterations and additions to the approved development (DA2022/0776), seeking to facilitate affordable housing and BTR to part of the development pursuant to the State Environmental Planning Policy (Housing) 2021. The proposal accepted by Council in July 2024 seeks 3 levels of basement parking, updated dwelling mix, internal and external design changes and adjustments to the ground floor plane which removes the neighbourhood tenancies and replaced with communal space associated with the BTR component. This application was approved by the SCCPP in May 2025. Table 3 provides a summary of the approved amending scheme.

Main Features	Approved DA (DA2022/0776)	Approved Amending DA (DA2024/0331)
Basement car park	6 levels of basement with a total of 439 car parking spaces.	3 levels of car parking, with a total of 274 car parking spaces and 1 car wash bay.
Ground Floor	6 x neighbourhood shop tenancies.	Removal of neighbourhood shop tenancies and reconfigure to provide communal space (amenity rooms) associated with the BTR component, concierge desk and manager's room.

		Addition of a sub-station.
Apartments	303 apartments: 28 x 1 bedroom 228 x 2 bedrooms 47 x 3 bedrooms	449 apartments. 23 x studio 153 x 1 bedroom 243 x 2 bedrooms 30 x 3 bedrooms
Number of apartments per building	Building B: 126 apartments Building C: 43 apartments Building D: 134 apartments	Building B: 174 apartments, all of which are market housing/build to sell Building C: 73 apartments of which 73 are affordable housing Building D: 202 apartments of which 194 apartments are build-to-rent and 8 apartments are for affordable housing
Building Height	Building B: 55.5 metres Building C: 43.05 metres Building D: 42.6 metres	Building B: 74.76 metres Building C: 55.71 metres Building D: 55.92 metres

Table 3: Overview of amending development application **approved** for site



## Existing Planning Controls

Cumberland LEP 2021 and Cumberland Development Control Plan (DCP) 2021, apply to the site. The following existing LEP planning controls apply to the proposed site as illustrated below.

### Land use zoning

Site 2 is currently zoned R4 High Density Residential as shown in Figure 5.

The proposed site is surrounded by existing SP2 infrastructure zoned land from the east (Merryland's railway line) and part of south along with E2 Commercial Centre zoned land, R4 High Density Residential land from north and E2 Commercial Centre and RE1 Public Recreation zoned land from the west.



Figure 5: Site 2 land zoning (R4)

### Height of buildings

The site's maximum height of buildings control is currently 39 metres and 54 metres, which is consistent with surrounding lands as shown in Figure 6 Below:

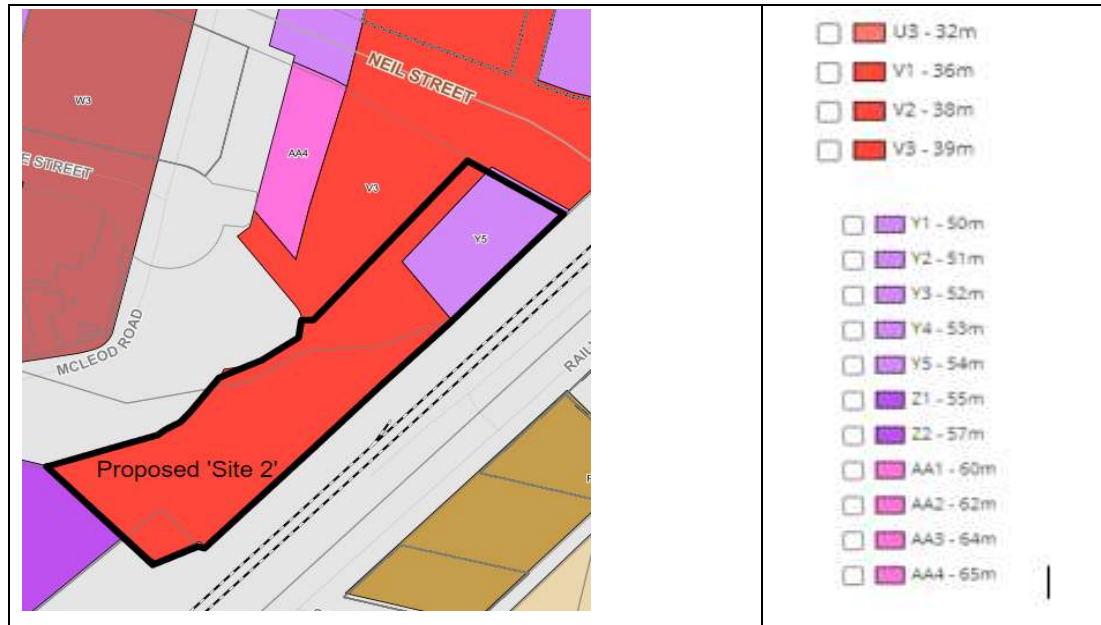


Figure 6: Height of Buildings (V3-39m and Y5-54m)

The site which adjoins Site 2 towards north includes an existing 65m (AA4) and 39m (V3) building height within land zoned E2 Commercial Centre.

### Floor Space Ratio

Figure 7 below shows existing FSR of Site 2 that is 5:1 (Z1).

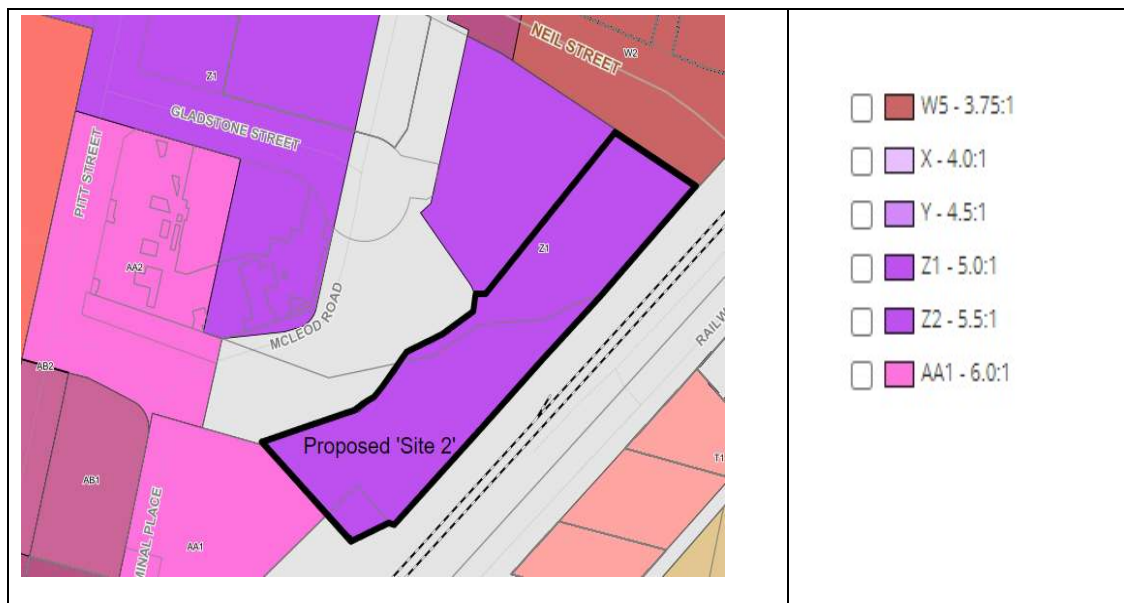


Figure 7: Site 2 existing FSR (Z1- 5:1)

## Heritage

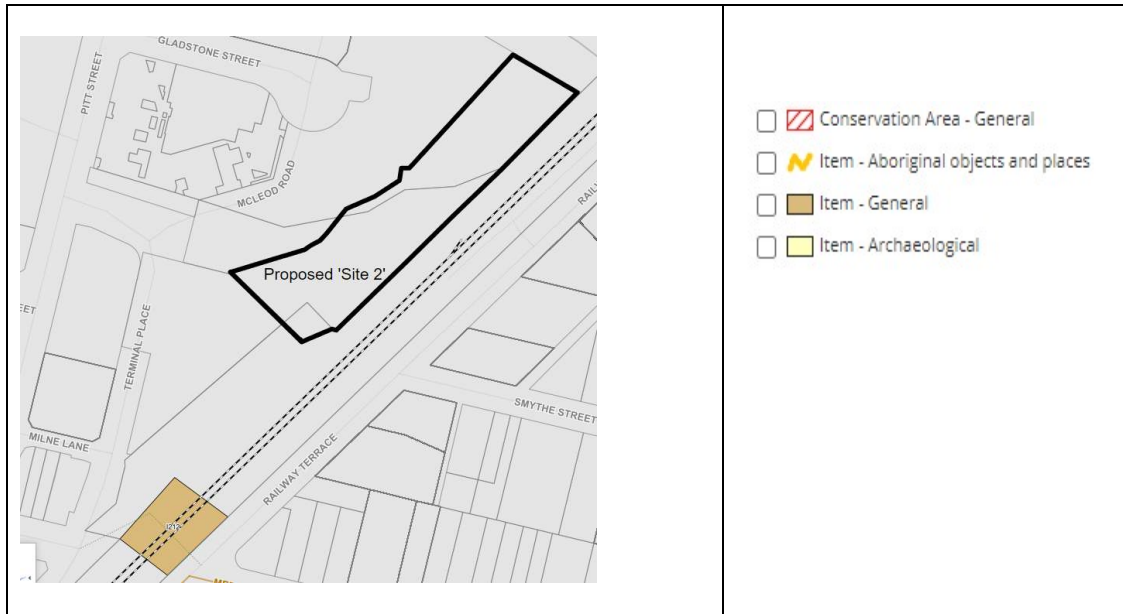


Figure 8: Existing heritage in and around the site

Figure 8 shows that Site 2 is not affected by an existing locally or state significant heritage item or is located within an existing heritage conservation area as identified under the Cumberland LEP 2021 or is not affected by an existing draft heritage item.

The existing local heritage item (Merrylands Railway Station- Item I212) is located further south of the proposed site. This is further discussed in the 'Heritage' section of this report.

## Structure of this Planning Proposal

The form and content of this Planning Proposal complies with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the NSW Department of Planning and Environment's Local Environmental Plan Making Guideline (August 2023).

The Planning Proposal is structured as follows:

- Part 1 — Objectives or intended outcomes
- Part 2 — Explanation of provisions to be included in the proposed instrument
- Part 3 — Justification of strategic and site- specific merit
- Part 4 — Maps showing proposed modifications and the area to which they apply
- Part 5 — Community consultation to be undertaken
- Part 6 — Project timeline for the Planning Proposal.

## Part 1 – Objectives and intended outcomes

The amended Planning Proposal as resolved by Council enables and facilitates further redevelopment of an approved residential development for the proposed Site 2 located within the Gladstone Village master planned precinct in the existing Merrylands Town Centre's Neil Street Precinct, which adjoins the existing Merrylands Transport Interchange (bus, rail and commuter car park) from the south and west of the existing railway line.

The approved DA2022/0776 for the site will facilitate the development of four residential towers, including Building D1 will become the tower base for the uplift sought under the Planning Proposal.

The delivery of additional 126 dwellings for the proposed Building D1 is sought by the amended Planning Proposal, as resolved by Council. By amending the principal development controls on the site, the building height of Building D1 will be amended from 39m to 96m, FSR of Site 2 increased from 5:1 to 6.6:1, and a small quantum of 500m<sup>2</sup> GFA for 'Commercial Premises' as an additional permitted use for Buildings D1 and D2 introduced to activate future Terminal Place and Neil Street parks, which are located west of the site. These parks are further likely to be dedicated to Council as public open space with associated embellishments.

It should be noted that 96m building height for Building D1 is proposed, instead of 105m, which will minimise undesirable built form, scale and transition impacts on residential amenity, overshadowing and visual impact. It is likely to further rebalance the proposed building heights in line with the existing Neil Street Precinct's envisaged vision, principles and objectives, existing LEP planning controls, the existing Merrylands interchange site and its broader surrounds without resulting in an undesirable precedence.

The amended proposal is also likely to provide for approximately 40-60 additional temporary and permanent local jobs pre and post construction for this proposal.

The resolved planning proposal is further supported with Council's urban design advice prepared by Conybeare Morrison International (CM+) as Council's urban design consultant, along with proponent's original planning proposal request and supporting documentation to demonstrate the proposed built form impacts.

## Part 2 - Explanation of Provisions

The intended outcomes are proposed to be achieved via the following amendments to the Cumberland LEP 2021. The subject site is currently zoned RE1 public recreation, R4 High Density Residential and E2 Commercial Centre. The land affected by this resolved planning proposal only applies to the R4 zoned land portion of proposed Site 2.

Table 4 below summarises the planning controls as per the PPR, Council officers' recommendation, the Panel advice and resolved by Council for the proposal in accordance with the Cumberland LEP 2021.

Planning Controls	Original Request by Proponent (October 2023)	Endorsed by Council (May 2024)	Amended Request by Proponent (January 2025)	Council Officer Recommendation	Difference between Amended Request and Resolved Planning Controls
Building Height (including base tower of Building D1)	86m (27 storeys), inclusive roof top and lift overrun	65m (20 storeys), with communal roof top and lift overrun	105m (33 storeys), inclusive of communal roof top and lift overrun	96m (30 storeys), inclusive of communal roof top and lift overrun	- 9m (3 storeys less)
Number of additional units (estimated)	105	43	147	126	-21
Floor Space Ratio	6.6:1 (across Site 2)	5.5:1 for Buildings D1 and D2  6:1 for Buildings B and C	6.6:1 (across Site 2)	Supported	Supported
Additional Permitted Use (500m <sup>2</sup> commercial premises)	Buildings D1 and D2 (as per the PPR)	Buildings D1 & D2 only	Buildings D1 & D2 only	Unchanged	Unchanged

Table 4: Comparison of planning controls for Site 2

The resolved Planning Proposal is also consistent with Cumberland LEP 202 existing R4 zone objectives below:

**Objectives of R4 zone**

- To provide for the housing needs of the community within a low-density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To encourage residential development that maintains the amenity of the surrounding area.
- To ensure that non-residential land uses are in a setting that minimises impacts on the amenity of a low-density residential environment.

Refer to further commentary in other sections. Thumbnail images of proposed LEP mapping are contained in Part 4.



## Part 3 – Justification of strategic and site-specific merit

### Section A – Need for the Proposal

#### **Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?**

Council has prepared this Planning Proposal in response to the proponent's PPR submitted in late 2023 and as amended in January 2025, to include a 6.6:1 FSR for entire site, an 105m building height control to be applied to Building D1 along with 500m<sup>2</sup> of additional permitted use of commercial premises.

The Planning Proposal has arisen in response to the NSW Government's planning reforms to address the housing crisis to provide well located housing in accessible location with built form and scale that is commensurate to the surrounding context of the Merrylands Town Centre, and as a result of rebalancing of the building heights Centre while taking consideration of the proposed built form, massing, transition residential amenity and overshadowing impacts.

Based on the updated submission from the proponent, Council officers have undertaken further urban design analysis of the requested built form controls to determine the potential impacts from the proposal, including the viable maximum building height on the site.

CM+ urban design consultant was engaged by Council officers to determine the suitability of the new building height control proposed. The report has adhered to the following approaches:

- Consider the proposed requested changes in the regional and local context of Greater Sydney region and Merrylands and if the submission maintains alignment and contributes to the strategic direction of Greater Sydney Region and specifically Merrylands Town Centre, which is a proposed strategic centre.
- Compare the submission with comparative examples of Chatswood, Rhodes and Dee Why as similar Sydney based strategic centres containing areas of high-density towers adjacent to a train station/transport hub, marked with a 'landmark/icon' tower before transitioning down in built form scale away from the hub.
- Conduct a high-level Apartment Design Guide (ADG) review while assessing building separation and solar access. Compliance regarding communal open space, apartment solar access and cross ventilation should be assessed at the detailed design and stages.
- Reflect on the Transport Orientated Development (TOD) approach to increase housing opportunities next to a key public transport link.

The CM+ report suggests that the urban morphology of the Merrylands Town Centre should be read as two key precincts anchored by the landmark tower of the potential Merrylands Station and Bus Interchange site, shown as Tower 1 (shaded red) in Figure 8. A precinct hierarchy has not been established and should therefore consider both strategic precincts – the Neil Street precinct and McFarlane Street precinct – as equal, shown as Tower 2 (shaded blue) and Tower 2 (shaded green) in Figure 8. The proposed changes would provide additional

housing at an established site serviced by public transport and infrastructure services without the need for further upgrades and maximising the utility of existing infrastructure.

To mark these precincts and act as a gateway, a 'secondary' landmark tower can be implemented. The allowable 86m development of the McFarlane Street precinct, establishes the height of a 'secondary' tower (shown in blue) as suggested in Figure 9 below.



Figure 9: Precinct hierarchy approach for Merrylands Town Centre (CM+ report, 2025)

In the strategic context of Merrylands town centre as Cumberland's strategic centre, the CM+ report has concluded that an increase in density and height would still align and maintain the desired character and vision for Merrylands. As Merrylands is an area of significant change, transforming to a tall, high-density town centre with the addition of another tall development in close proximity to the station and bus interchange would not have a substantial impact on the overall morphology of the area.

The CM+ report suggests that matching the building height limit of the allowable 86m height within the McFarlane Street precinct, adjacent to the Merrylands station and bus interchange site, may help provide increased variety to the built form. In support of this morphology, an increase in the density controls of the built form can be considered to align with the building height. In addition, a flexibility range of 10m is also identified for the building height, bringing this from 86m to 96m, to better accommodate built form urban design elements that would need to be considered for a building at this location. This approach is also shown graphically in Figure 10.

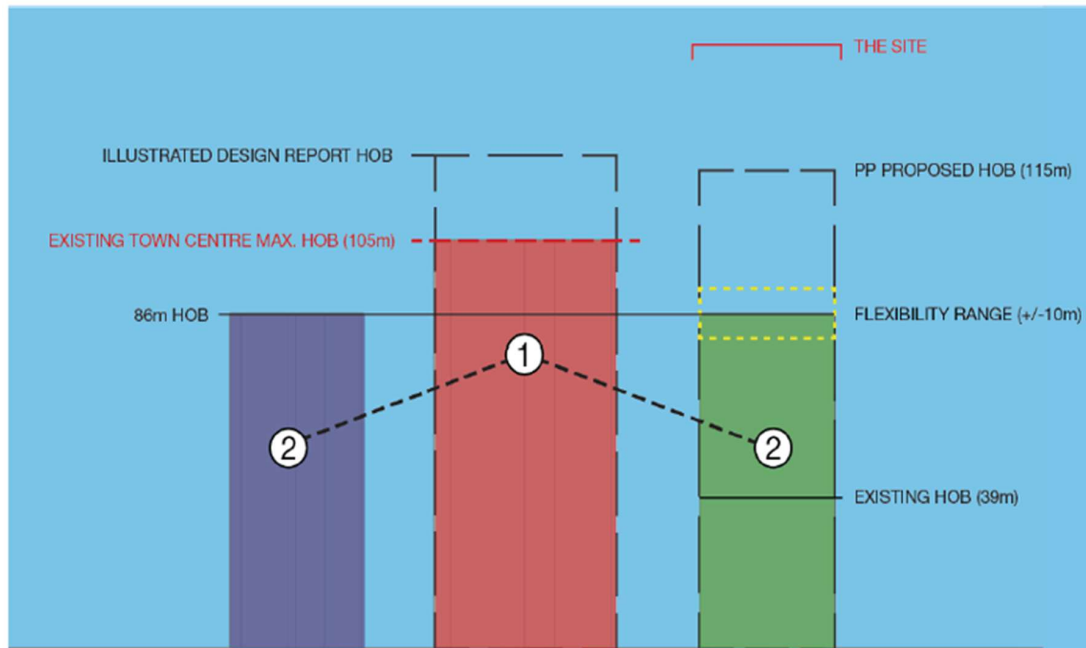


Figure 10: Proposed built form approach for planning proposal site (CM+ report, 2025)

Based on the review of the CM+ report by Council officers, an amended planning proposal for the site can contribute to desired built form outcomes for the Merrylands Town Centre in a manner that aligns with the building design already approved for development on the site.

These findings have been referred to Council's meeting in **May 2025** and Council officers have recommended to proceed with this Planning Proposal to Gateway, given that the proposed built form, building height and floor space ratio, solar access, residential amenity, visual and shadow impacts are further likely to be substantially reduced along with other traffic, parking and transport consideration impacts.

The proposed resolved planning controls will enable for the proposed Site 2 within Block D of Neil Street Precinct to rebalance the building heights around Merrylands bus transport interchange, railway station and the remainder of the Neil Street precinct while providing for additional dwellings and jobs and further activate future uses of Terminal Place and Neil Street parks.

- The Planning Proposal as resolved by Council aims to:
  - Provide for building height and FSR that is more consistent with the location of the site within the existing Merrylands Town Centre, railway station and transport interchange,
  - Provide a good urban design outcome for the site and broader Neil Street Precinct, and the existing Merrylands Transport interchange to assist the legibility and improve the relationship to the existing Merrylands Town Centre,
  - Complement the economy with the Merrylands Town Centre by additional opportunities for employment, adjacent to transport interchange and fronting parks,
  - Create a sense of identity and place within the vicinity of the existing

Merrylands Railway Station and the existing Merrylands Transport Interchange which lacks an identity currently,

- Provide a more gradual building height transition to Merrylands Town Centre by locating the tallest building at the southern end of the site close to the transport interchange and improve the massing arrangements of buildings within the Neil Street Precinct by facilitating varying building heights with less built form, building height, FSR and residential amenity impacts to its immediate and broader surrounds,
- Contribute to a mode shift from private vehicles towards public and active transport modes by linking higher residential densities with public transport,
- Support the NSW government's vision for a more diverse housing mix leading to greater choice and ideally housing affordability and deliver additional housing,
- Contribute to local economic growth without impacting the commercial viability of the existing Merrylands Town Centre, McFarlane Street Precinct and Stockland Mall commercial/retail precinct, and
- Deliver increased housing within proximity to public transport, contributing to the NSW Government's 30-minute city policy objective.

The proposed amendment to the Cumberland LEP 2021 for the increase of building height and FSR and permitting an additional land use is not a specific action identified in the Cumberland Local Strategic Planning Statement (LSPS), nor a specific strategic study or report by Council.

However, the Cumberland LSPS 2030 indicates that the Neil Street Precinct revitalisation is currently underway (as shown in Figure 5) and identifies Neil Street and McFarlane Street as strategic precincts located within Merrylands Town Centre that is anticipated to cater for approximately 2,100 – 4,200 dwellings.

### ***Cumberland Local Planning Panel (the Panel) advice***

The Cumberland Local Planning Panel considered a report on the original planning proposal request assessment and the outcomes of the preliminary community consultation in April 2024. The Panel recommended to advise Council that the planning proposal be endorsed and forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination.

It is noted that the assessment report considered by the Panel examined a range of building height options, and that the amended planning proposal provided to Council is broadly consistent with the proposal considered by the Panel.

**Council's resolution to proceed with an amended Planning Proposal**

Council considered the Proponent's amended PPR at the Council's meeting in May 2025 and resolved to:

[insert]

Council intends to enter into a Voluntary Planning Agreement (VPA) with the proponent to derive public benefit from the proposal following the Gateway.

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

Yes. The resolved amended planning proposal is the best means of facilitating the identified objectives and intended outcomes for the specific circumstances of the site given the proposed and resolved planning amendments cannot be sought as a Clause 4.6 variation given the bulk and scale of the proposed planning controls are highly significant. The amended resolved proposal modelled includes less built form impacts to the site, broader precinct and surrounds with less overshadowing and amenity impacts to its immediate surrounds and is in line with the broader strategic planning context.

Rezoning the site to a zone which permits the intended permitted uses

An alternative to amending Schedule 1 of the Local Environmental Plan is to 'rezone' the site to a zone which permits the desired uses for this location.

The amended proposal intends to only deliver a small quantum of 500m<sup>2</sup> commercial premises as an additional permitted use for proposed Buildings D1 and D2 to activate the proposed future planned parks within the Gladstone Village precinct at a neighbourhood scale. This is without creating a significant economic impact on the existing Merrylands Town Centre and its existing commercial core area and retail precinct.

Rezoning the site to E1, E2 or E3 or MU1 zone could intensify the uses of the site and have a significant economic impact on the existing Merrylands Town Centre which is not the key intent of this resolved amended proposal.

Also note any business or employment zone rezoning will also permit a wide range of other commercial uses, which would be unsuitable to this location, further intensify the site's uses and create an undesirable and significant impact on the site, its broader precinct and surrounds and also set a significant precedence for the entire Neil Street Precinct which also threaten the envisaged strategic vision and strategic objectives/principles formulated for the Neil Street Precinct.

Seek a Clause 4.6 variation

It is also unlikely that the scale of planning controls proposed is to be supported as a Clause 4.6 variation under Cumberland LEP 2021.

The proposal will enable the provision of additional local jobs, dwellings, services

and facilities for Building D1 and provide additional 500m<sup>2</sup> of commercial premises land use to activate the future parks within the proposed Gladstone Village master planned precinct along with some neighbourhood scale services such restaurant or cafés, hair saloon, neighbourhood shops and supermarket.

The resolved Planning Proposal, as amended, proposes principal development controls that are more suitable for the site by reducing the proposed building height from 86m to 65m in conjunction with the reduction in associated FSR for Buildings C, D1 and D2 to attenuate transition impacts as a result of the proposed built form, bulk and scale, and overshadowing impacts.

The resolved Planning Proposal allows for the use and form of potential development on the site to be contemplated in detail, as well as strategically in terms of how it integrates with surrounding area and aligns with the planning priorities for Cumberland City being within located within proposed strategic centre Merrylands and Neil Street Precinct. The resolved Planning Proposal is appropriate to the circumstances of the site and is not anticipated to set an undesirable precedence.

Considering above, the proposal is the most suitable means of achieving the objectives and intended outcomes for the site consistent with an existing R4 High Density Residential zoning and develop the site in a balanced manner with regards to built form, bulk and scale and its transition.

## 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 draft plans or strategies)?**

Yes. The planning proposal will give effect to the objectives and actions of the *Greater Sydney Region Plan* and *Central City District Plan*.

#### Greater Sydney Region Plan – A Metropolis of Three Cities

This Plan sets a 40-year vision for the Greater Sydney Region and establishes a 20-year action plan to manage growth and change to achieve balanced social, economic and environmental outcomes. Table 5 discusses the proposal's consistency with relevant objectives of Greater Sydney Region Plan.

Table 5: Consistency with the Greater Sydney Region Plan	
Objective	Consistency
Objectives 2, 3 and 4: <i>Infrastructure aligns with forecast growth, adapts to future needs and infrastructure use is optimised</i>	The proposal and its proposed uses will allow for more intense activity and use of land within walking distance to a proposed future strategic centre and town centre which is well serviced with public transport (rail and bus), services and variety of facilities without having an economic impact on the Merrylands Town Centre.



	The site and surrounds have been identified for increased residential development along with some commercial uses within the Merrylands Station and Neil Street Precinct Planning Proposal, as notified.
<i>Objectives 6 and 8: Services and infrastructure meets community's changing needs and communities are culturally rich with diverse neighbourhoods</i>	<p>This proposal site proposes to provide 126 additional dwellings and approximately 40-60 local jobs for Merrylands residents, visitors, workers, guests, etc with a small quantum of non- residential uses which activates proposed future parks.</p> <p>The site is located within 180m distance of the existing Merrylands Town Centre adjoining the Merrylands transport interchange which includes a range of services and facilities with vibrant and diverse communities are resident, where development transition is occurring rapidly and is located within a major re-development site located within Neil Street Precinct's Gladstone Village master planned area (Block D).</p>
<i>Objectives 10 and 11: Greater Housing Supply and housing is diverse and affordable</i>	The proposal will further increase the short-term housing supply by another additional 126 dwellings in addition to the approved DA for the site with greater housing choice and mix predominantly with commercial uses in a prime location within the Merrylands Town Centre making housing more affordable given the site's current location and access to public transport, facilities, schools, services and parks along with social infrastructure within walking distance.
<i>Objective 12 Great Places that bring people together</i>	The proposal is likely to further enhance and contribute to the facilitation of a large residential development on site 2 located within the Gladstone Village master planned area (Neil Street precinct) which contributes to a vibrant neighbourhood with proposed parks, roads, walking trails, services and facilities closer to shops and commercial area of Merrylands Town Centre.



Objectives	Consistency
<p>Objectives 15 and 19</p> <p><i>A Metropolis of Three Cities: Integrated land use and transport creates walkable and 30-minute cities and Greater Parramatta is stronger and better connected</i></p>	<p>The planning proposal will provide short-term housing options having access to public transport and walking access to Merrylands Town Centre and 30-minute transport access to Parramatta CBD, Granville Town Centre and other local centres.</p>
<p>Objective 22</p> <p>Investment and business activity in centres</p>	<p>The proposal seeks to generate approximately 40-60 additional jobs approximately for the amended proposal.</p>
<p>Objectives 28, 30 and 31</p> <p><i>Scenic and cultural landscapes are protected, urban tree canopy cover is increased and public open space is protected and enhanced.</i></p>	<p>The proposal site is in an area where it proposes to activate future park uses which contributes to urban tree canopy cover, protected landscapes, and public open space along with walking and cycling.</p>

#### Central City District Plan

This Plan provides a district-level framework to implement the objectives of the Greater Sydney Region Plan. Merrylands is centrally located within the Central City District, close to the central core and metropolitan centre of Greater Parramatta.

The Proposal is consistent with relevant planning priorities of the Central City District Plan, as discussed in Table 6 overleaf.

Table 6: Consistency with the Central City District Plan		
Theme	Planning Priority	Consistency
<b>Infrastructure and Collaboration</b>	<i>C1- Planning for a City supported by Infrastructure</i>	The Planning Proposal will supply and facilitate infrastructure that contributes towards housing supply and contribute towards new local roads, public open space and social infrastructure related improvements within a strategic town centre location to improve connectivity and access where additional future population and housing growth is anticipated greatly.
	<i>C2 - Planning for a City supported by infrastructure</i>	The Planning Proposal seeks to increase principal development controls close to key public open space, existing infrastructure such as near to the Merrylands Transport Interchange and within the Neil Street Precinct.
	<i>C4 - Fostering healthy, creative, culturally rich, and socially connected communities</i>	The Planning Proposal forms part of the broader Gladstone Village masterplan providing housing for a culturally diverse community with greater access to public open space, local roads and promoting walking and cycling, healthy lifestyles with close access to public transport, schools, services and community facilities within the Merrylands Town Centre.
	<i>C5- Providing housing supply, choice, and affordability with access to jobs, services, and public transport</i>	This Planning Proposal seeks to deliver additional jobs and housing in Merrylands Town Centre, Cumberland's key Commercial Centre near to existing Merrylands Transport interchange. The site is accessible to all the jobs, services, and public transport of the Parramatta CBD.
	<i>C9- Delivering integrated land use and transport planning and a 30-minute City</i>	The Planning Proposal forms part of a large residential development site within the Neil Street Precinct and is located within 200m or less walking distance with access to existing public bus and rail transport and the Merrylands Town Centre (proposed strategic centre) and is 30 minutes to Parramatta CBD.

<b>Productivity</b>	C10. Growing investment, business opportunities and jobs in strategic centres	<p>The District Plan acknowledges that the vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan and strategic centre. The 30-minute city is a long-term aspiration that will guide decision-making on locations for new transport, housing, jobs, tertiary education, hospitals and other amenities.</p> <p>This planning proposal will provide access to jobs and services within Merrylands Town Centre and nearby local centres.</p> <p>The Planning Proposal provides for approximately 40-60 additional jobs during construction contributing to 500m2 of commercial premises uses to activate future park uses and provide neighbourhood scale commercial services for its existing, future and surrounding community.</p>
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**Q4. Will the planning proposal give effect to Council's local strategic planning statement that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?**

Yes, the planning proposal gives effect to *Cumberland 2030: Our Local Strategic Planning Statement* and *Cumberland Community Strategic Plan 2017-27*.

Cumberland 2030: Our Local Strategic Planning Statement (LSPS)

Aligned with the Greater Sydney Region Plan and Central City District Plan, the LSPS provides a local planning framework to deliver housing, transport, employment, public spaces and parks in the right places to meet the need of Cumberland's growing and changing population.

The proposal will help deliver on several local planning priorities contained in the LSPS under 'housing and community' as outlined in Table 7.

Table 7: Consistency with the Cumberland LSPS 2030	
Local planning priority	Consistency
3 – Align local infrastructure delivery with planned growth	<p>The Planning Proposal is likely to provide for a small increase of additional housing and local jobs within the existing Neil Street precinct which is considered as one of the major strategic precincts within the Merrylands town Centre with access to good public transport, services and facilities and parks where greater population growth, diversity and changing needs are anticipated.</p> <p>The proposal is likely to deliver an approximately additional 126 residential apartments for proposed Site 2 for Building D1 along with 500m<sup>2</sup> of commercial premises land uses to Buildings D1 and D2 located within the site to activate future proposed park uses within the Gladstone Village master planned precinct that is located close to public bus and rail transport, jobs, facilities and services.</p>
5 -Delivering housing diversity to suit changing needs, as the proposal will supply increase housing options for an ageing population.	<p>The Planning Proposal intends to deliver an additional 126 dwellings to the approved DA with housing variety and choice within a large redevelopment site which is located within Neil Street Precinct and Merrylands Town Centre where future housing and population growth is anticipated.</p>

6: Celebrate our natural built and cultural diversity	<p>The Planning Proposal is not inconsistent with the planning priorities as it will provide services, housing and local job opportunities within high density residential land which is well served by public transport, public open space, services and facilities without creating a significant economic impact on Merrylands Town Centre and its commercial/retail core.</p> <p>This proposal will provide a place for social interaction and gathering through the proposed large residential development with other services and facilities at a neighbourhood scale.</p>
11: Promote access to jobs, education and care services	<p>Promote access to local jobs, education opportunities and care services: The proposal will result in the creation of new jobs and deliver a high-quality housing that is affordable within a prime residential precinct. The Planning Proposal anticipates delivering approximately 40-60 additional jobs.</p>

Cumberland Community Strategic Plan (2017-27)

This Plan sets broad strategic goals for the local area to be achieved over a four-year delivery program. The proposal is broadly consistent with the Plan's strategic goals, as outlined in Table 8 below.

Table 8 – Cumberland Council Community Strategic Plan 2017-2027		
Strategic Goal	Outcome	Consistency
A great place to live	We live healthy and active lifestyles	The Planning Proposal promotes and fosters healthy, active, creative, culturally rich and socially connected communities in a prominent location well connected to several local centres, services, facilities and recreational uses within walking distance or by public transport.
A safe, accessible community	We feel safe in all areas of Cumberland at all Times	The Planning Proposal facilitates new development that incorporates the principles of Crime Prevention Through Environmental Design (CPTED).
	We have equal access to local services and facilities	The subject site is in an area where people can either walk, drive or take public bus or rail transport to local services and facilities.

Strategic Goal	Outcome	Consistency
A strong local economy	We have access to jobs locally and in our region We have access to great local education, and care services	The Planning Proposal places additional jobs near job opportunities in the local community of Parramatta, South Wentworthville and Westmead. The Planning Proposal places additional short term visitor accommodation options near to health and education, housing and community facilities near to Parramatta Westmead and South Wentworthville.
A resilient built economy	Our planning decisions and controls Ensure the community benefits from development We have a Range of transport options that connect our Town centres and to wider Sydney	The Planning Proposal seeks to facilitate the desired redevelopment through the appropriate planning Pathway and seeks to align with the strategic vision for the area especially Neil Street Precinct.  The proposal seeks to place additional housing in a location serviced by existing public bus transport services within the Merrylands Town Centre and Merrylands transport interchange which is considered as 'proposed strategic centre' as per Council's Cumberland LSPS 2030.  The site is also located within 20-30 minutes to Parramatta CBD and Granville Town Centre.
Transparent and accountable leadership	Decision making is transparent, accountable and based on community engagement	Should a Gateway Determination be issued to proceed, the Planning Proposal will be publicly exhibited in accordance with statutory requirements and consulted with relevant public agencies.



**Cumberland Local Housing Strategy**

The planning proposal is generally consistent with the Cumberland Local Housing Strategy adopted by Council.

The Planning Proposal is generally consistent with the Cumberland Local Housing Strategy 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. Should Council progress with an amended Planning Proposal as recommended the proposal is likely to provide approximately 126 additional residential apartments in addition to the approved DA. The proposed development site located within Neil Street Precinct is likely to contribute towards 2100 dwellings as envisaged in total.

**Consistency with the Neil Street Precinct Masterplan**

The Neil Street Precinct Masterplan Planning provisions was notified in late 2017. The envisaged vision, objectives and site-specific development controls are addressed in Part F2 of the Cumberland Development Control Plan (DCP) 2021. The Planning Proposal, as amended, is broadly consistent with the envisaged vision and objectives with the overall masterplan and specifically Block D of the Neil Street Precinct.

**Q5. Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?**

Yes. The proposal is not inconsistent with any other applicable plans such as the Future Transport Strategy 2056's vision and aims or objectives for transport in Greater Sydney, Net Zero plan, state infrastructure strategy key objectives, Greater Sydney Water strategy that applies to the state.

**Q6. Is the planning proposal consistent with any other applicable SEPPs?**

Yes, the proposal is consistent with applicable SEPPs as outlined in Table 9 below.

<b>Table 9: Consistency with SEPPs</b>	
SEPPs	Comment
Resilience and Hazards 2021	<p>The amended proposal is supported with detailed site investigation (DSI) and Remediation Action Plan (RAP) prepared by Environmental Consulting Services (issued January 2022). The DSI report concludes that site would be suitable for the proposed residential development use provided that a detailed remediation action plan is prepared and along with some additional investigation for asbestos. A development application has already been approved for the base tower buildings as per existing LEP controls for proposed Buildings B, C, D1 and D2.</p> <p>The amended resolved proposal is unlikely to result in activities which would be likely to expose humans or the environment to risks of contamination.</p> <p>Should this resolved Planning Proposal proceeds to the Gateway, further detailed impacts are likely to be assessed via a future modified development application.</p>
Biodiversity and Conservation 2021	The proposal site does not contain any significant vegetation, biodiversity that requires conservation and is consistent with the aims of the SEPP.
Industry and Employment 2021	The Planning Proposal is consistent with the aims or provisions of this SEPP. Where future development incorporates signage, the provisions of this SEPP will be considered at the DA stage.
Housing (2021)	The proposal does not prevent any operations of this SEPP and is broadly consistent principles of this SEPP.
Sustainable Buildings 2022	The proposal does not inhibit any operations of this SEPP. Any future development application For proposed additional uses at the site would be accompanied by BASIX certificate.

Transport and Infrastructure 2021	<p>The proposal is generally consistent with the aims and/or provisions of this SEPP.</p> <p>Future development is likely to constitute traffic generating development. Detailed assessment of the proposal will be undertaken if the resolved PP proceeds and a development application is to be lodged for the amended planning proposal.</p> <p>Should the proposal proceed to the Gateway and exhibition, the proposed traffic and transport assessment would need to reflect the amended proposal which the impacts are further likely to reduce dwellings from 147 to 126 dwellings as resolved by Council.</p>
Planning Systems 2021	<p>The proposal does not prevent any operations of this SEPP and is broadly consistent principles of this SEPP.</p>

**Q7. Is the planning proposal consistent with applicable Ministerial Directions under s9.1 of the Act?**

Yes. The proposal is consistent with applicable Ministerial Directions, as outlined in Table 10.

**Table 10 – Section 9.1 Ministerial Directions**

Focus Area	Direction	Comment
1. Planning Systems-Place-based	1.1 Implementation of Regional plans	The proposal is consistent with the 'Greater Sydney Region Plan - A Metropolis of Three Cities' as demonstrated in Part 3 of this proposal.
	1.4 Approval and referral requirements	<p>The proposal does not include consultation, referral or concurrence provisions, nor clarifies any development as designated development.</p> <p>Should the proposal proceed to Gateway, relevant public agencies will need to be consulted as required and will be subject to further detailed assessment and referrals at the DA stage.</p>
	1.5 Site specific provisions	<p>The proposal does not propose any unnecessary restrictive site-specific planning controls and will use standard-built form controls to amend the Cumberland LEP 2021.</p> <p>The resolved proposal with an amended scheme is supported by Council's urban design advice prepared by CM+ attached to this report.</p> <p>A site-specific development control plan will not be prepared considering PPR requests floors to approved DA.</p>
3. Biodiversity & Conservation	3.1 Conservation zones	The proposal site and surrounds are not zoned for environmental protection or conservation purposes, nor the site is identified as an environmental sensitive area in the Cumberland LEP 2021.
	3.2 Heritage Conservation	The site is not identified as a local or state heritage item and is listed under the Cumberland LEP 2021 or located within an existing heritage conservation area or considered as a draft heritage item.

4. Resilience and Hazards	4.1 Flooding	<p>The objectives of Direction 4.1 are to ensure</p> <p>(a) that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <p>(b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land. The Direction applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.</p> <p>(c) The site is identified on Council's Flood Control Lot Map as additional properties totally or partially within the flood plain and no other conditions apply. Should the proposal proceed to Gateway and a DA is lodged, the proposal will be addressed in accordance with the principles of the Flood Risk Development Manual 2023 (formerly NSW Flood Plain Management Manual 2005) when a modified DA is lodged.</p> <p>Council's existing flood map (refer to Council's assessment report to the Panel dated 10 April 2024) indicates that the dominant flood risk affection is considered as low risk (PMF) at the proposed site. On the northwestern corner, the flood risk is considered as a medium risk (1%).</p> <p>Should the proposal request proceed as a Planning Proposal with alternative planning controls as recommended to the Gateway, these impacts are likely to be further considered in detail via a future modified development application.</p> <p>Given the site's dominant flood risk affection is low risk it is highly unlikely that significant impacts would be anticipated.</p>
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	4.4 Remediation of contaminated land	<p>The proposal is supported with a detailed contamination assessment and remediation action plan which concludes that the proposal is unlikely to have any significant impacts as a result but indicates the site may need to be remediated should the planning proposal progresses to check for potential contamination sources such as asbestos.</p> <p>Should the resolved proposal proceed to post Gateway and finalisation and a modified development application is lodged for the site, further detailed assessment of the site's contamination risks will be undertaken at the DA stage.</p>
	4.3 planning for bush fire protection	The site is not identified as bush fire prone land.
	4.5 Acid sulphate soils	Council's acid sulphate soils maps do not indicate any affectation on the site and the DA has been approved. Should the planning proposal progress to a further modified DA stage, further detailed investigations and acid sulphate soils management plan will be prepared if required.
5. Transport and Infrastructure	5.1 Integrating land use and transport	<p>The Planning Proposal is consistent with this direction in that the recommended reduction in the residential apartments proposed from 147 dwellings to 126 dwellings as resolved by Council will likely to be further reduced traffic impact within the Precinct as a result. The proponent has not updated existing traffic and transport impact assessment for the resolved Planning Proposal.</p> <p>Should this Planning Proposal proceed to a Gateway, the proponent is likely to submit a revised traffic and transport statement for post gateway exhibition if required. The site is also well served by rail and bus transport and is located within the Merrylands Town Centre within Neil Street precinct.</p>
	5.2 Reserving land for public	The proposal is consistent with this direction since the proposal does not create, alter or reduce existing zonings or reservation of land

	purposes	for public purposes. The planning proposal is affected by an R4 high density residential zone.
6.0 Housing	6.1 Residential zones	<p>The resolved proposal provides 126 additional dwellings to proposed Building D1 with building height of 96msupplementing the development consent in Site 2, which is located within the Gladstone Master planned Village.</p> <p>Council's Cumberland LSPS 2030 also identifies the subject site and surrounds under the Neil Street precinct revitalisation area for medium to high density housing.</p> <p>The proposed additional permitted use of 500m<sup>2</sup> of commercial premises land use will help to revitalise the site and activate future park uses without having significant economic impact on the Merrylands Town Centre commercial retail core.</p> <p>Housing diversity and choice within the locality is not expected to be compromised by the proposed resolved proposal of the site for non-residential uses and the resolved proposal will enhance the proposed approved development scheme more and cater to its neighbouring surrounds without setting a planning precedence.</p> <p>State government also has priority to increase housing stock provisions currently and the resolved proposal meets this objective.</p>



## Section C – Environmental, social and economic impact

### **Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?**

There are no critical habitats or threatened species, populations or ecological communities, or their habitats on or around the site that would be affected by this proposal.

The site is currently a major development site without any existing building structures or vegetation.

### **Q9. Are there any other likely environmental effects because of the Planning Proposal and how are they proposed to be managed?**

The site has been approved with a DA for the base tower of the Planning Proposal using existing planning controls. Any environmental, social and economic impacts arising as a result of this proposal are outlined below:

The resolved Planning Proposal is supported by a range of technical studies that address the following matters:

- Flooding and stormwater issues

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

The proposal is also supported with a flood impact statement report prepared by Cardno, now Stantec (November 2022), which concludes that flood protection can be afforded to proposed Site 2 located within Block D of the Neil Street Precinct.

Council's Stormwater Engineer has further confirmed that the proposed site's northwestern corner is impacted by flooding during 1% AEP storm event and some easements located outside that may be beneficial to Council. Council's Stormwater Engineer has further reviewed the proponent's flood assessment report exhibited and has confirmed that the PPR is supportable to progress subject to compliance with flood and easement related development controls at the DA stage. DA2022/0776 for the base tower has been approved and the above matters are anticipated to be dealt as part of a future modified DA should this proposal progresses to a Gateway Determination.

Council's existing flood map indicates that the dominant flood risk affection is considered as low risk (PMF) at the proposed site. On the northwestern corner, the flood risk is considered as a medium risk (1%).

Should the proposal request proceeds with an amended Planning Proposal with alternative planning controls as recommended to Gateway, these impacts are likely to be further considered in detail via a future modified development application.

Given the site's dominant flood risk affectation is low risk it is highly unlikely that significant impacts would be anticipated.

#### Noise and vibration impacts

The proposal request is supported with an acoustic assessment report by Acouras Consultancy (May 2023). The report assesses the existing road and railway vibration impact on the proposed development site at proposed Site 2 and concludes that the vibration levels are of 'low probability' impact and further detailed consideration may be required at the modified DA stage.

A DA has been approved for the site. Council's Environmental Health Officer has confirmed that further detailed assessment will be required at the DA stage requiring operational noise management for any proposed retail/commercial uses, compliance with relevant Australian Standards requirements for fit out and commercial kitchen, and waste management plan to be submitted by the proponent. It is concluded that the Planning Proposal is unlikely to result in any negative environmental impacts provided that the recommendations made by the acoustic report are complied with.

Should this resolved proposal proceed to Gateway, these additional impacts are likely to be further considered in detail via a future modified DA. Transport for NSW has provided some additional comments on noise and vibration impacts which will be addressed by the proponent should this proposal proceeds to the Gateway stage.

#### Urban design, built form and massing impacts

The resolved planning controls have been adopted as per Council's urban design advice prepared by CM+, refer to Council's reports and resolutions attachment for further information.

The proposed planning controls have further reduced building height, built form and bulk and scale proposed, which creates a better building transition on the proposed site, Neil Street precinct and broader surrounds, maintained residential amenity and attenuated overshadowing issues. Council's resolved proposal is unlikely to result in undesired impacts to its surrounds.

The resolved scenario enables the facilitation of a 96m (30 storey) residential flat building for proposed Building D1, 6.6:1 FSR on Site 2, 500m<sup>2</sup> of commercial premises land use on Buildings D1 and D2 to activate future parks.

The resolved Planning Proposal is considered as the best development option for the site to mitigate the development impacts to the site and its immediate surrounds.

#### Heritage

The site to which this resolved Planning Proposal applies is not affected by any locally or state significant heritage items, draft heritage items or is located within an existing heritage conservation area. The proposed site is located within proximity of Merrylands Railway Station which is a local significant heritage item.

#### Additional Permitted Uses

The Planning Proposal seeks to introduce 500m<sup>2</sup> of commercial premises as an additional permitted use to Buildings D1 and D2 by amending Schedule 1 of the Cumberland LEP 2021. Commercial premises is a LEP group term and by permitting this term it is intended that retail premises, business premises and office premises will also be permitted as a result.

The proposal has further stated that the proposed 500m<sup>2</sup> in area for commercial premises use would be utilised for a range of uses such as some retail, hospitality, food, and beverage offerings such as restaurants or cafes, which could further activate the proposed future park uses along with some convenience store and business premises like beauty salons or similar.

The proposed additional permitted use is likely to be visited by residents who live within the proposed Gladstone Village precinct and the surrounding neighbourhood and further continue to support and enhance the economic viability of the Merrylands Town Centre, which is also being consistent with the existing R4 zone objectives.

The proposed quantum of 500m<sup>2</sup> commercial premises as an additional permitted use is unlikely to create an undesirable impact provided that onsite retail/commercial parking is provided. Should the proposal request proceeds with an amended Planning Proposal as recommended by Council to Gateway, these impacts are likely to be further assessed via a future modified development application.

A site-specific DCP will not be prepared for this proposal since the proposed development proposes additional Height of Buildings and FSR for a site, which includes an approved DA for the base tower buildings D1 and D2.

#### Transport and traffic assessment (Varga)

Traffic, transport and parking The Planning Proposal Request is supported by a traffic and transport assessment report prepared by Varga Traffic Planning (November 2023), which states that the proposal request is unlikely to create any significant traffic impacts to its surrounds and concludes that traffic and parking impacts associated with the additional dwellings are likely to be minor in nature. It is noted that the broader traffic and transport impacts and mitigation measures for the base tower are addressed as part of the approved DA2022/0776. Transport for NSW have also provided comments on the proponent's traffic report, and these can be considered and addressed as part of the next stages of the proposal should this planning proposal proceed to a Gateway Determination. The proponent will need to update the traffic and transport assessment prior to post gateway exhibition and further consultation with Transport for NSW will be undertaken if required for the amended proposal as per Gateway.

## **10. Has the Planning Proposal adequately addressed any social and economic effects?**

### Social and economic

The Planning Proposal proposes to deliver a small quantum of 500m<sup>2</sup> in 'Commercial Premises' as an additional permitted use to be introduced for Buildings D1 and D2. These buildings are likely to have more direct interphase with the proposed future parks for Terminal Place and Neil Street which are planned to be delivered within the Gladstone Village precinct to further activate the proposed public parks.

The Planning Proposal is unlikely to result in creating significant economic impact by introducing 500m<sup>2</sup> of commercial premises use for the proposed site nor its immediate surrounds especially the Merrylands Town Centre's commercial/retail core, McFarlane Street and Stockland Mall shopping area where significant amount of retail and commercial offerings are being made at a greater scale. The proposal request is also anticipated to deliver approximately 40-60 additional local jobs during pre and post construction stages of the proposed development.

Should this Planning Proposal proceeds as recommended by Council to Gateway, the proposed quantum of 500m<sup>2</sup> of commercial premises use is unlikely to be further increased resulting in significant economic impact and these relevant impacts will be further assessed via a future modified development application.

### Letter of offer as public benefit

The Planning Proposal also includes a letter of offer as public benefit, which was reported to Council on 1 May 2024 (refer to Council's report and minutes attachment). Should the Planning Proposal proceed beyond Gateway, Council will enter into a VPA with the proponent.

As part of the Planning Proposal, the Proponent submitted a Letter of Offer demonstrating Public Benefit Offer in March 2024 and indicating that they may enter into a VPA with Council to construct facilities, as agreed between Council and the Proponent, on the site for the purposes of civic, community and maintenance use.

### Section D - State and Commonwealth Interests

## **Q11. Is there adequate public infrastructure for the Planning Proposal?**

Yes. The site is in an existing established urban area serviced by all essential utilities and services. It is unlikely that there are significant capacity constraints in the existing network which would prevent the modest intensified use of the site for a development of this nature.

**Q12. What are the views of State and Federal public authorities and government agencies consulted in accordance with the Gateway determination?**

The views of appropriate State and Commonwealth public agencies have been sought as required to fulfill Council's preliminary consultation requirements prior to assessment of the Proponent's PPR.

No major concerns have been raised by the public authorities including Transport for NSW and NSW Heritage office. Most concerns are likely to be anticipated to be addressed as part of the approved DA for Site 2.

If this resolved Planning Proposal proceed to Gateway, the relevant public authorities are further likely to be consulted at the Gateway exhibition stage if required. Given that Council has now resolved to proceed with an amended Planning Proposal reducing the significant impacts anticipated substantially for the site, its broader precinct and Merrylands surrounds, it may not be necessary to be consulted again at post Gateway stage. However, Council leaves this decision to the Department of Planning, Housing and Infrastructure to decide.

Refer to Council's assessment report to the Panel and Council report for further information on community and agency submissions received and council's and proponent responses.

## Part 4 – Mapping

Proposed changes to LEP mapping as a result of this proposal are illustrated in Figures 11, 12 and 13.

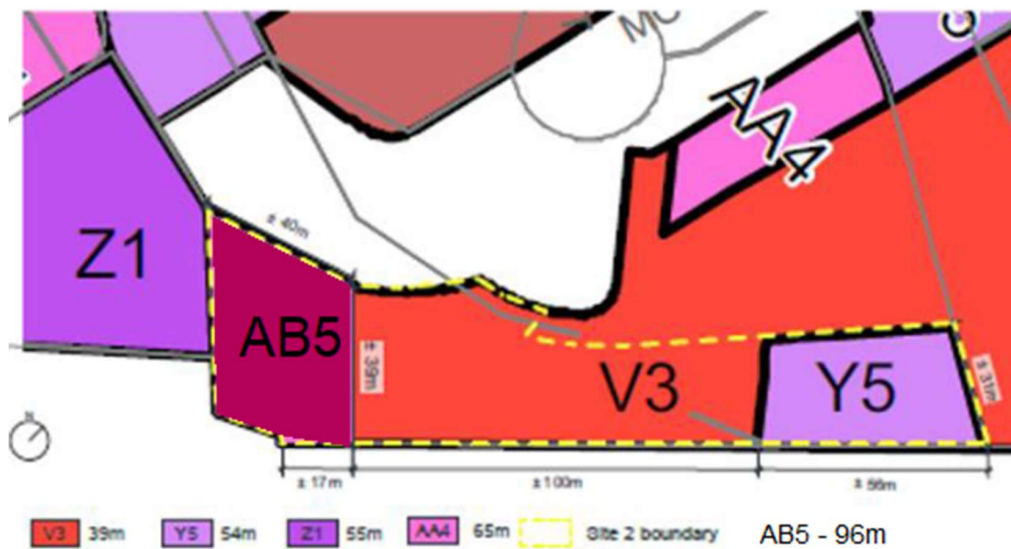


Figure 11: Proposed Height of Building map

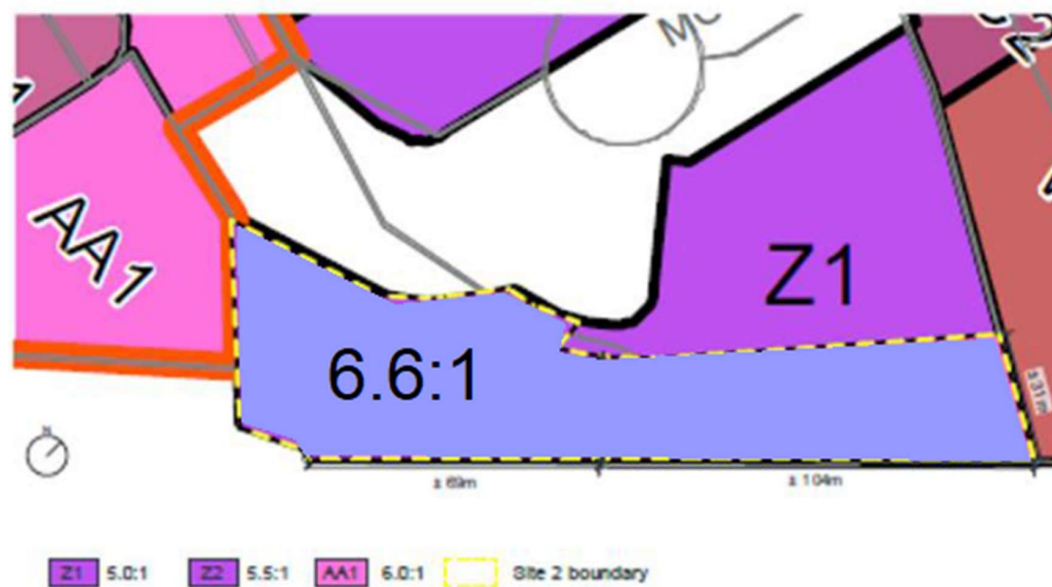


Figure 12: Proposed FSR map

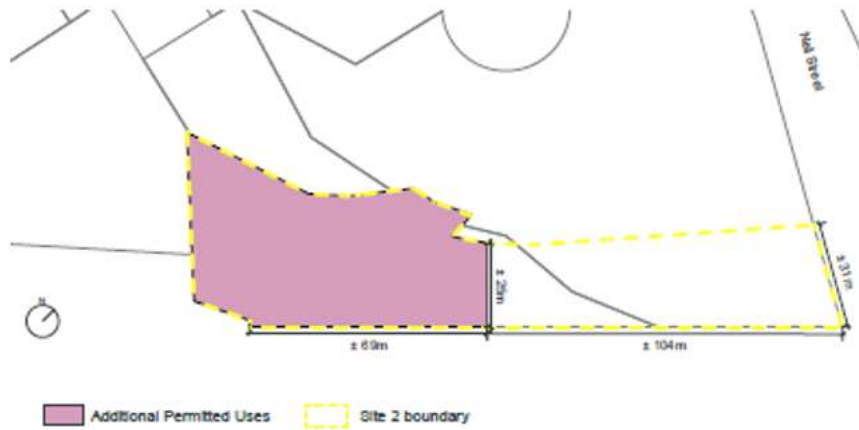


Figure 13: Additional permitted Uses (APU) map as applied to proposed Buildings D1 and D2



## Part 5 – Community Consultation

### Preliminary consultation

Council has undertaken preliminary consultation from 30 January 2024 to 28 February 2024 as per Council's Planning Proposal Notification Policy and further consulted with Transport for NSW and Heritage NSW.

All matters raised were considered when the proponent's original proposal request was assessed and reported to the Panel and a Council meeting, refer to the Panel and Council reports attachment for further details. The current amended resolved is unlikely to result in significant impacts to the site and its surrounds.

Council considers considering the proposal's scale this could be categorised as a standard proposal which may require at a minimum of 10 to 11 months to complete given that there is a concurrent VPA, and the proponent may require to update supporting information prior to post gateway exhibition, should this proposal proceeds.

## Part 6 – Project Timeline

Milestone	Anticipated date/s
Gateway Request	June 2025
Gateway Determination	August 2025
Update any plans and studies if required as per Gateway Determination prior to exhibition	September 2025 – October 2025
Statutory exhibition and consultation with agencies	November 2025
Consideration of submissions	December 2025
Post– exhibition report to Council for adoption and	Q1 2026
Drafting and finalisation of Plan, maps for notification	Q2 2026

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-117

Attachment 2  
Proponent Request for Amended  
Planning Proposal



31 January 2025

Att: Olivia Yana  
Co-Ordinator Planning Systems  
Cumberland City Council

Dear Ms Yana,

### PLANNING PROPOSAL – 2023-1956

I refer to the above subject matter and the attached Planning Proposal at Site 2 at 4-4A Terminal Place, Merrylands which has been prepared on behalf of the landowner, Aland.

The Planning Proposal responds to the NSW Housing Crisis and is aligned with NSW Government and Council strategies that promote population growth with significant transit infrastructure and within locations that meet the needs of future residents.

#### Background

Aland have engaged pro-actively with council in the preparation of this Planning Proposal. This has included an extensive pre-lodgement processes with advice sought from Council on a Scoping Proposal and also draft Planning Proposal. The following timeline summaries the key milestones and steps taken to prepare the Planning Proposal in line with advice from Council planning staff:

DATE	COMMENT
November/ December 2022	– Scoping Proposal submitted to Cumberland City Council seeking feedback on a proposal to increase the building height to 115 m and FSR of 6.4:1. Noting that the height was increased over the southern tower, situated on Block D.
May 2023	– Correspondence was provided from Cumberland City Council advising of their preliminary assessment, along with TfNSW comment.
24 May 2023	– Meeting with Cumberland City Council to discuss scoping report feedback.
August 2023	– Updated planning proposal request addressing Scoping Report feedback submitted for a: <ul style="list-style-type: none"><li>• Maximum building height of 86 m.</li><li>• FSR of 6.6:1 across the site.</li><li>• Additional permitted use over the subject site for a maximum of 500m<sup>2</sup> of commercial premises floor space to enable the creation of vibrant land uses interfacing with Neil Park.</li></ul>



October/ November 2023	– Response to Council request for additional information with the Planning Proposal and Urban Design Study updated.
February 2025	<ul style="list-style-type: none"> <li>– Planning Proposal updated following discussions with Council to address the Housing Crisis by providing well located housing in an accessible location and with a built form commiserate with the surrounding context in the Merrylands Town Centre.</li> <li>– The Planning Proposal seeks to amend: <ul style="list-style-type: none"> <li>• the height of buildings map from 39m to 105m at Building D1</li> <li>• the maximum floor space ratio map from 5:1 to 6.6:1 presenting an additional 10,530.43m<sup>2</sup> of gross floor area.</li> <li>• Schedule 1 to facilitate a maximum of 500m<sup>2</sup> of commercial premises floor space at Building D1 and D2.</li> </ul> </li> </ul>

### Addressing the housing crisis

In August 2023, the NSW Planning Minister, The Hon Paul Scully MP, wrote to all councils seeking collaborating in addressing the housing crisis facing NSW. The letter in part states the following:

*We have a shared responsibility to address the housing crisis and meet the goals of the National Housing Accord, and I want to thank you for the collaborative effort you have made and continue to make on behalf of the communities you represent.*

*The urgency is real - as we return to strong population growth in challenging market conditions, **we are seeing housing pressures impacting housing supply, diversity and diminishing housing choice.** [emphasis added]*

*Delivering a fair distribution of housing, jobs, and social and economic infrastructure for the people of NSW is going to take effort from all levels of government.*

*Our decisions, whether at state or council level, need to be supported by a planning system that makes decisions based on current needs, circumstances, and priorities.*

*While governments at all levels have undertaken substantial work to implement strategic plans and deliver housing targets, **it's clear to me that past strategic plans didn't anticipate or account for the scale of the housing crisis we now face.** [emphasis added]*

*The immediate need is for us to make sure the planning system presents no impediment to dwelling approvals and construction in appropriate locations.*



*I am asking councils and planning panels to factor this into their decision-making and prioritise the delivery of housing when assessing development applications and rezoning schemes, so that the entire planning system is geared to addressing the housing shortfall.*

*While I await the publication of updated region and cities plans by the Greater Cities Commission, **I ask that you and your council teams prioritise the opportunity to deliver homes as part of merit considerations where, on balance, dwelling numbers may warrant a scale or built form that is different to or greater than the outcome originally anticipated.*** [emphasis added]

*The Strategic Merit Test (referenced in the Local Environmental Plan Making Guideline) exists for such times and provides a framework for responding to a change in circumstances, such as the investment in new infrastructure or changing population and demographic trends.*

*I do not deny this is a difficult and challenging time, but it is critically important we undertake this shared responsibility and work together to meet that challenge. I look forward to working with each of you to create cities and regions that deliver fair opportunities for all.*

This letter acknowledges that past plans of the State Government and councils have not adequately addressed demand for housing, having a critical impact on choice and affordability. Therefore existing strategies need to be reconsidered with the strategic goal of appropriate housing within the most desirable location – that is close to a heavy rail, open space and an important town centre.

Cumberland City Council recognises that there is a need for affordable housing that meets the needs of all community members. This has been articulated in a range of policy documents of Council including its Housing Strategy, Affordable Housing Strategy and Affordable Housing Policy. These policies and strategies are important and Council is commended for providing a framework to deliver homes that meet the needs of the community.

However, despite best intentions in terms of local policy levers, households in Cumberland LGA are experiencing housing stress via the loss of rental housing, along with more broadly the cost homes. Furthermore, it is well known that lack of homes being built, particularly those in the right location is a key contributor to the housing shortage in Sydney and more broadly across Australia<sup>1</sup>. This impacts demand and drives up housing prices, reducing affordability for all Sydney residents and particularly low and very low income households.

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<sup>1</sup> [Housing – Parliament of Australia](#)



This Planning Proposal seeks to provide more homes within the Merrylands town centre, a highly accessible and well serviced town centre. In doing so, it remains consistent with the emerging built form and character of the town centre, whilst providing the opportunity for greater affordability and homes for residents. Significantly, this is consistent with broader council policies to deliver more homes in town centres, along with providing greater choice and diversity that facilitates housing for all of the residents with Merrylands.

### Policy levers for affordable housing

There are significant housing strategies at both the Commonwealth and State level that seek to build more homes for residents and particularly those within low and very low income households.

Introduced by the Commonwealth Government in 2022, the National Housing Accord is a country wide strategy to deliver more affordable homes within accessible locations that have good transport, jobs, education and daily services. NSW is a signatory of the National Housing Accord and is required to deliver 377,000 new homes by 2029, within accessible locations. Much of the responsibility to deliver these new homes rests with the development industry.

A key housing delivery principle of the NSW Government is to align housing with public transport investment:

*“...align population growth and public transport investment. When we get the opportunity to deliver more affordable and key worker housing near metro stations, we should be taking it. We can’t pretend we don’t need more nurses, paramedics, police officers, teachers, cleaners or hospitality workers closer to Sydney CBD. We do, and the metro provides an opportunity to do that.”<sup>2</sup> (The Hon Paul Scully MP, 2023)*

This same principle applies to existing rail infrastructure in locations where there is the ability to provide more homes that improve affordability and the overall quality of life of residents.

To stimulate supply and encourage the delivery of affordable homes, the NSW Government has taken a wholistic policy approach which includes:

- 20-30% bonus height and FSR for the provision of 10-15% affordable housing for 15 years in accessible areas in residential flat buildings or shop top housing

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<sup>2</sup> Sydney Morning Herald, 6 February 2023



- introduction of Co-Living as a particular type of accommodation within accessible areas.
- identification of Transit Orientated Development Areas with greater development capacity than typical controls,
- reforms to the provision of low and mid-rise housing in accessible areas which in some cases, have increased height and FSR above the baseline in council Local Environmental Plans (LEPs),

Cumberland City Council has recognised that affordable housing is a critical issue and requires action to resolve housing stress. Statistics available on the Cumberland City Council website states that on Census Night in 2021:

- 36.4% of households in the private rental market were paying greater than 30% of their gross household income on rent
- 24.7% of those with a mortgage were paying greater than 30% of their gross household income in mortgage payments.

Both these figures indicate that housing stress is a real and present issue in the LGA and action is required.

### Transit Orientated Development

The NSW Government are promoting rezoning around existing transit hubs as it recognises:

*NSW needs more housing supply. We have a once-in-a-lifetime chance to shape the Six Cities Region's city planning around Sydney's new world-class metro system and leverage existing rail stations to serve generations to come.*

*By building more housing near the metro and rail stations, we can enable more people to live close to transport, jobs, services, night life and amenities.*

*The Transport Oriented Development (TOD) Program will create sustainable and connected cities now and for future generations.*

While the subject site is not within a State mandated TOD Precinct, the same TOD principles apply and are directly relevant to this Planning Proposal in the Merrylands Town Centre. That is, the subject site is close to heavy rail infrastructure and can be leveraged to provide more housing, therein improving the quality of life of residents through living closer to transport and essential services within a major town centre. Increasing housing opportunities over the subject site in a TOD approach will also



provide more opportunities for housing diversity, contributing to housing affordability and achievement of Council's desire for more affordable housing that better meets community needs.

The NSW Government in determining its accelerated TOD precincts identified four key objectives. These are relevant to the subject site and confirm that increasing housing capacity is consistent with the TOD approach applied in NSW. The table below highlights the consistency of this planning proposal with overarching TOD policy framework.

Objective	Response	Consistent
<ul style="list-style-type: none"> <li><b>increase housing supply in well-located areas</b></li> </ul>	<p>The subject land is within 400m walking distance of the Merrylands Train Station and bus interchange. It is part of the Merrylands Town Centre, which is a large town centre within the Cumberland LGA.</p> <p>The subject land is therefore well located for housing supply, consistent with the intent and provisions of transport oriented development.</p>	✓
<ul style="list-style-type: none"> <li><b>enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations</b></li> </ul>	<p>The subject land can achieve compliance with this objective, being adjacent a bus interchange and within close walking distance to the Merrylands train station.</p> <p>The site is a significant area that can accommodate housing growth beyond that anticipated in the original strategic planning vision for the Neil Street Precinct.</p>	✓
<ul style="list-style-type: none"> <li><b>deliver housing that is supported by attractive public spaces, vibrancy, and community amenity</b></li> </ul>	<p>The subject land offers the opportunity to support more housing within the Merrylands Town Centre and a diversity of open spaces, community facilities, schools and employment opportunities.</p>	✓
<ul style="list-style-type: none"> <li><b>increase the amount of affordable housing in these locations</b></li> </ul>	<p>The subject land can contribute to affordable housing supply.</p>	✓

Rezoning proposal objectives



The Department of Planning, Housing and Infrastructure have published an EIE associated with the TOD precincts which clearly identifies that housing is a key priority. Specifically, the EIE confirms that there is a focus on increasing the diversity and supply of homes (including affordable homes) in areas close to transport and other amenities (i.e. recreation, services, entertainment, etc). The intent is to maximise the efficient use of transport infrastructure, putting more homes near jobs and transport, thus improving life quality through shorter trip journey times and active transport options.

The State led rezoning TOD rezoning proposal has five key objectives, with those from the Homebush Precinct EIE that are relevant reproduced below:

Objective	Response	Consistent
• <i>increase housing supply in the Precinct</i>	The subject land can contribute to additional housing supply, within a well located area and proximate to existing housing and employment.	✓
• <i>enable a variety of land uses (residential, commercial, recreational) within walking distance to the train stations and future metro station;</i>	The subject land can deliver a variety of land uses that are accessible via active transport to the Merrylands Train Station and the town centre more broadly.	✓
• <i>deliver housing that is supported by attractive public spaces, vibrancy, and community amenity</i>	The subject site is located within a highly attractive location, surrounded by public spaces and within a major town centre within Western Sydney.	✓
• <i>increase the amount of affordable housing in the Precinct</i>	The subject land can contribute to affordable housing supply.	✓

### Best Urban Design Outcome

PTW Architects have prepared an Urban Design Report and Architectural Concept Plan for the subject site. Importantly, the outcomes advocated in the Planning Proposal represent a significant improvement to the character of the Neil Street Precinct and more broadly the Merrylands Town Centre, supporting council's vision for this potential strategic centre.

The Urban Design Concepts show possible outcomes for the transit interchange site. We consider this important and relevant as it confirms that there are no impacts on the potential redevelopment of the interchange site. It also confirms contextually the 'fit' and desirable outcomes that are possible, with and without the redevelopment of the transit interchange site. It is also noted that showing envelopes on the interchange site, gives comfort to the landowner that their development potential is not impacted, regardless of when they desire to redevelop.



The current LEP height map for Merrylands allows up to 30 storey buildings on key sites located west of the station along the length of McFarlane St and centred on the Stockland shopping centre. However, we believe that Merrylands Station will become an equally strong focus of the future town centre, as the area becomes more urbanised over the next decade. In the Urban Design Study, PTW have found that the town centre planning itself needs to be re-balanced, with this proposal explaining how the subject site can serve to assist in this re-balancing, through the incorporation of a transition tower adjacent to the southernmost end of the site, thus an improved context to the likely future development forms of the interchange site. Both sites next to the Railway Station would re-focus upon the inevitable activation, colour and excitement that a public transport hub creates in a dense urban community.

The subject site currently comprises two mixed-use lots (Sites 1 & 2) with approximately 5,600 sqm of park land to be dedicated back to Council. Neighbourhood shops and cafes can be included at ground floor to activate these new sunny landscaped areas, along with encouraging active transport modes to the transit interchange and train station.

Block analysis of the built form modelling indicates that increased height to 105m and density could be achieved without negative impact to equate with the building block zoning at the southern end of McFarlane St (AB zone). The proposed new tower on Site 2, Building D South (D1) would incorporate a height transition upwards the 'marker tower' located at the key bus Interchange, which might include Merrylands tallest building in the future. This latter node site could offer its own north-facing public landscaped park and plaza, retail activation at ground level and a covered route directly to the Station.

## Conclusion

NSW is within a Housing crisis<sup>34</sup> with urgent intervention required to provide more homes that assist in affordability, in addition to providing a supply of rental accommodation. This has been recognised by all tiers of Government with the NSW Government being a signatory of the National Housing Accord. In addition to the suite of NSW Government initiatives to increase housing supply and particularly in well located areas<sup>5</sup> with infrastructure to support growth, local government is also responding to the need for more homes in accessible areas. This is a response to the

---

<sup>3</sup> <https://www.smh.com.au/business/the-economy/how-bad-is-sydney-s-housing-crisis-it-s-an-early-sign-of-economic-decline-20250121-p5l669.html>

<sup>4</sup> <https://www.smh.com.au/business/the-economy/the-nation-is-finally-coming-to-grips-with-home-affordability-20250211-p5lb7v.html>

<sup>5</sup> [Housing | Planning](#)



NSW Planning Minister requesting that councils and planning panels give priority to housing:

*While I await the publication of updated region and cities plans by the Greater Cities Commission, I ask that you and your council teams prioritise the opportunity to deliver homes as part of merit considerations where, on balance, dwelling numbers may warrant a scale or built form that is different to or greater than the outcome originally anticipated.* [emphasis added]

In addition to boosting housing supply to meet demand and put downward pressure on housing prices, the NSW Government has also implemented policies that aim to boost housing supply for low and very low income households. This responds the National Housing Accord where all levels of Government are required to deliver around 377,000 new dwellings in accessible locations, with almost 16,000 of these as social and affordable homes by 2029 – less than four years away.

The Planning Proposal has been prepared to deliver a high quality outcome within the Merrylands Town Centre, a location which is a Transit Orientated Development site and capable of greater housing capacity. Importantly, increasing housing capacity within the town centre will result in improved quality of life for residents, including more housing choice to meet demand, along with more affordable housing options that accommodates the intent of Council's Housing Strategy 2020. Importantly it is consistent with the overarching strategic direction at a National, State and local level which seek to boost supply of homes in accessible areas. We are pleased to submit this Planning Proposal for your review and look forward to working with you to deliver an exceptional outcome within the Merrylands Town Centre.

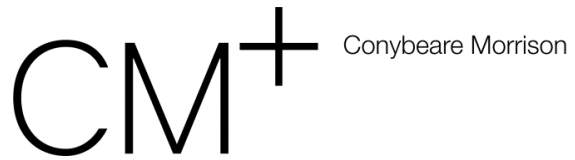
Should you require any further information, I can be contacted on 9687 8899.

Jonathon Wood  
Director  
**Think Planners Pty Ltd**  
PO BOX W287  
PARRAMATTA NSW 2150

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-117

Attachment 3  
Urban Design Report





## 4-4A Terminal Place, Merrylands - Scoping Proposal

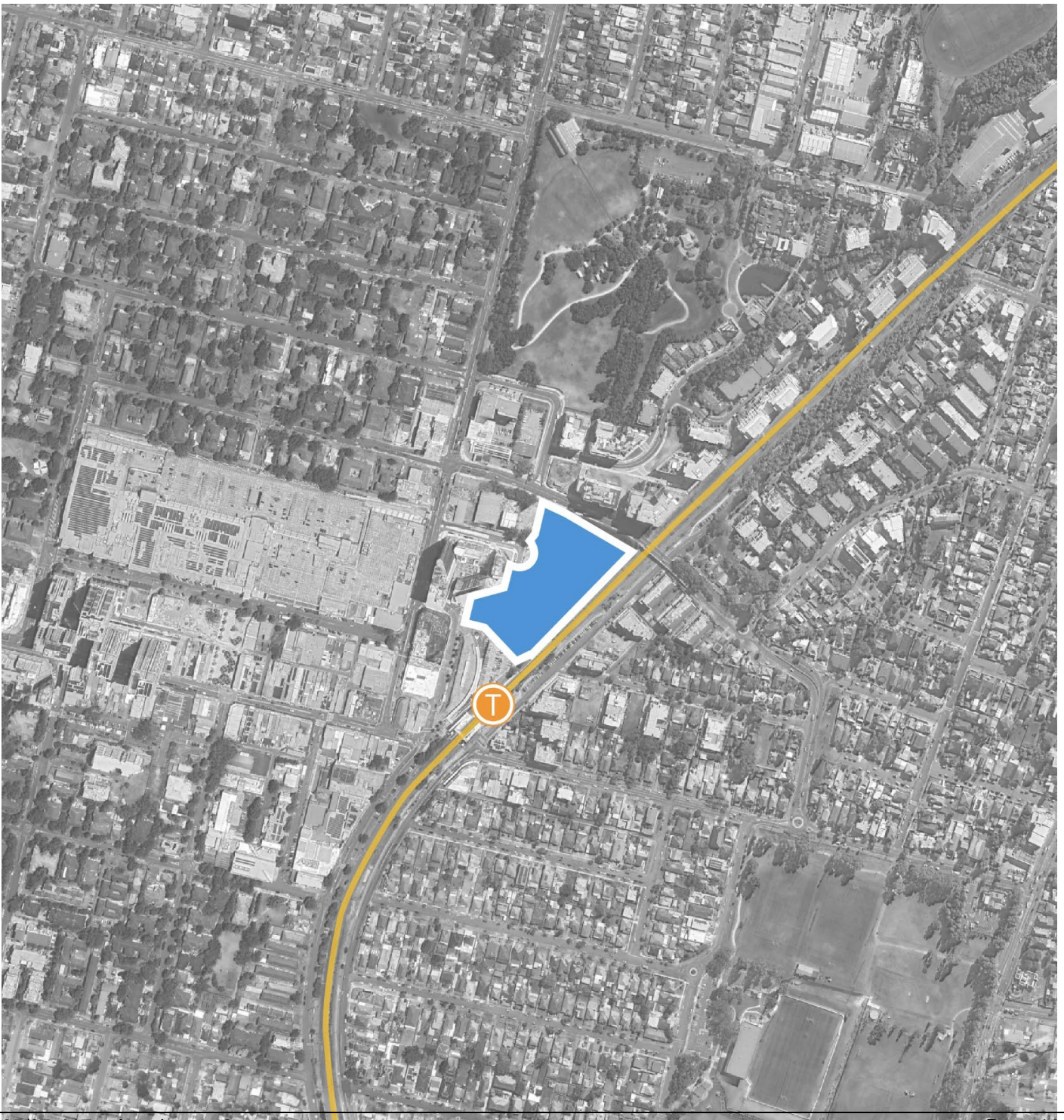
### Urban Design Peer Review

Prepared for: Cumberland City Council

3/04/2025 | 25023

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Rev	Date	Item	By	Chk	App
01	01/04/2025	DRAFT Peer Review – For Discussion	HB	HB	AL
02	03/04/2025	FINAL Peer Review – For Submission	HB	HB	AL





## Executive Summary

This peer review has assessed a submission to Cumberland City Council regarding a site (4-4A Terminal Place) within the Merrylands Town Centre. The submission seeks to make changes to the Cumberland LEP to increase the applicable FSR and HOB – allowing the development of a 36 storey tower containing residential apartments.

**The proposed changes include:**

- Increase FSR on the Site from 5.0:1 to 6.4:1
- Increase the HOB Limit (applicable to Building D1) from 39m to 115m

The submission site is adjacent to the Merrylands Station and Bus Interchange within the Merrylands Town Centre. This is a strategic location as Merrylands, as a centre, is undergoing significant growth. Merrylands is identified to become the secondary hub to the Parramatta CBD, part of the broader shift towards the Greater Sydney Regional Plan's metropolis of three cities.

This peer review has examined the proposed changes to the LEP in the context of Merrylands' growth, assessing the proposed building in the context of the Council's strategic direction and planned precinct areas. Concluding that, the proposed changes would support and maintain Council's strategic vision.

Additionally, this peer review analysed the built form to assess ADG compliance for separation and solar access. These results highlighted non-compliant separation and setback distances – however, previous assessments from Council have deemed these acceptable with the implementation of privacy elements and screening devices.

This peer review's concluding assessment of the Submission is supportive of an increase in FSR and HOB, however, does not support an increase to 115m HOB. An increase to an 86m HOB Limit, with associated FSR utilising the same methodology (GFA increase per floor of Building D1) is suggested. Furthermore, acknowledging the desire for a varied skyline, it is proposed a three storey variance/flexible range (+/-10m) is introduced on the Site – subject to Building D1 only. Separate from the possible increases to FSR and HOB, design excellence should be a major consideration during the detailed design and determination process for this Site.

## 1.0 Introduction

Conybeare Morrison International (CM<sup>+</sup>) was engaged by Cumberland City Council (CCC) to conduct an independent peer review of a submission to CCC regarding a development in the Merrylands Town Centre. The Submission, *Scoping Proposal Planning Proposal – 224-240 Pitt Street & Gladstone Street, Merrylands* from Think Planners was made on behalf of the landowners (Aland Developments Pty Ltd.) of 224-240 Pitt Street & Gladstone Street, Merrylands, dated 13<sup>th</sup> December 2022. The Submission was accompanied by an Urban Design Report from PTW.

The subject site has undergone design development since 2022, including further submissions. A key design development of consideration for this peer review is the revised site address – 224-240 Pitt Street and Gladstone Street, Merrylands is now denoted as 4-4A Terminal Place, Merrylands. Therein this document will refer to the subject site as 4-4A Terminal Place, Merrylands. However, despite further design development, this report will review and assess the Submission as lodged December 2022.

This peer review examines the following documentation lodged to CCC as part of the submission:

- Scoping Proposal Planning Proposal – 224-240 Pitt Street & Gladstone Street, Merrylands (Think Planners, December 2022) (*the PP Report*)
- Urban Design Report – 224-240 Pitt St, Merrylands (PTW, November 2022) (*the Design Report*)
- Drawing Set – ALAND 224-240 Pitt Street, Merrylands (PTW, November 2022) (*the Drawing set*)

This peer review assesses the submission against key documents including:

- Cumberland DCP – Part F2-7 – Merrylands Neil Street Precinct (2021) (*the DCP*)
- Cumberland 2030 Local Strategic Planning Statement (2020)
- Cumberland Local Housing Strategy (2020)
- Merrylands Neil St Precinct Urban Design Review (2015)
- Merrylands Station and McFarlane Street Precinct Review (2016)
- Apartment Design Guide (ADG)

This peer review focusses on the urban design aspects of the submission and following key topics:

- Integration with the urban design strategy and structure established in the DCP
- Strategic alignment with CCC's long term vision and direction for the Merrylands Strategic Centre
- High level ADG compliance (building separation, solar impact to surrounding areas and the public domain)

The key outcomes of the Submission is to increase Floor Space Ratio (FSR) and Height of Building (HOB) controls to allow for the development of a 36 storey tower adjacent to the Merrylands Station and Bus Interchange.

LEP Control	Existing	Proposed
HOB Limit	39m	115m
FSR	5.0:1	6.4:1

*Table 1 Proposed Changes to the LEP Controls*

**The proposed additional FSR +1.4:1 equates to an additional 16,664m<sup>2</sup> GFA / 161 dwellings. The proposed HOB equates to an additional +76m building height. (p.6, Design Report, PTW)**

## 2.0 The Site + Context

This Site is located adjacent to the Merrylands Station and Bus Interchange within the Cumberland City Council Local Government Area (Cumberland LGA), it is framed by the rail line, Neil Street, Gladstone Street and Terminal Place. (Refer to Figure 1)



Figure 1 The Site (red area). (Source: PTW)

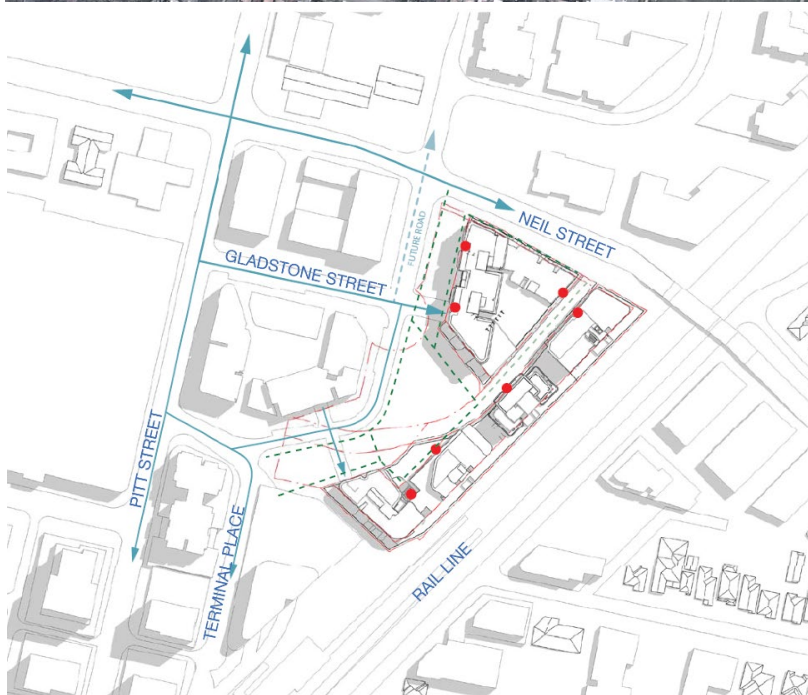


Figure 2 Traffic Diagram with New Road Network (Source: PTW)



The road network surrounding the Site is to be updated during the redevelopment of the Neil Street Precinct, this includes the creation of New Road 1 (as per the DCP) (Refer to Figure 2).

The Site's location, within the Merrylands Town Centre is an area under significant development. Merrylands has been identified as a 'Proposed Strategic Centre' within the Cumberland 2030 Local Strategic Planning Statement (LSPS), significant future growth is proposed for the Merrylands centre with the population estimated to double between 2018 and 2036, up to 48,895 residents. This population growth will position Merrylands as the second largest population centre in the Cumberland LGA – behind Auburn. The growth results in a demand for an additional ~17,300 dwellings across the LGA (from 2021-2036). The Merrylands centre has approximately 4,200 additional planned dwellings (LSPS) – numerous dwellings are under construction or newly built in the Merrylands Town Centre.

The DCP sets the overarching vision and direction for the Merrylands Town Centre, prescribing objectives and controls for key structural elements (built form, public domain, movement). The Town Centre is divided into smaller precincts including the Neil Street Precinct, Merrylands Station and McFarlane Street Precinct (McFarlane Precinct) and Merrylands Station Precinct (East). These precincts provide objectives and controls in greater detail relevant to specific areas. The Site is contained within the Neil Street Precinct.

### 3.0 Development Background

In December 2022, CCC received the Submission as a scoping proposal, seeking to make changes to the LEP (Refer to Table 1). The Site and its proposed design have been previously established with CCC, including Development Applications (DA) and pre-application submission/reviews with CCC. Key previous milestones include:

- On 19<sup>th</sup> December 2022 a DA submission (DA2022/0776) was lodged to CCC for the development of four residential towers on the Site. This DA was consistent with the allowable FSR and HOB.
- December 2022 a scoping paper was submitted to CCC for the Site seeking an increase to HOB and FSR up to 115m and 6.4:1, respectively. (the Submission)
- May 2023, continued development with CCC regarding the scoping paper.
- August 2023, a Planning Proposal Request was submitted to CCC.
- October 2023, additional information is requested for the Planning Proposal Request.
- November 2023, further information is requested for the Planning Proposal Request
- August 2024, the DA submission (DA2022/0776) is approved.
- March 2025, CCC request an urban design peer review (this document).

Development of the DA and scoping/planning proposals has occurred in parallel; the scoping/planning proposal has used the built form and design of the DA submission as a base, adding additional storeys.

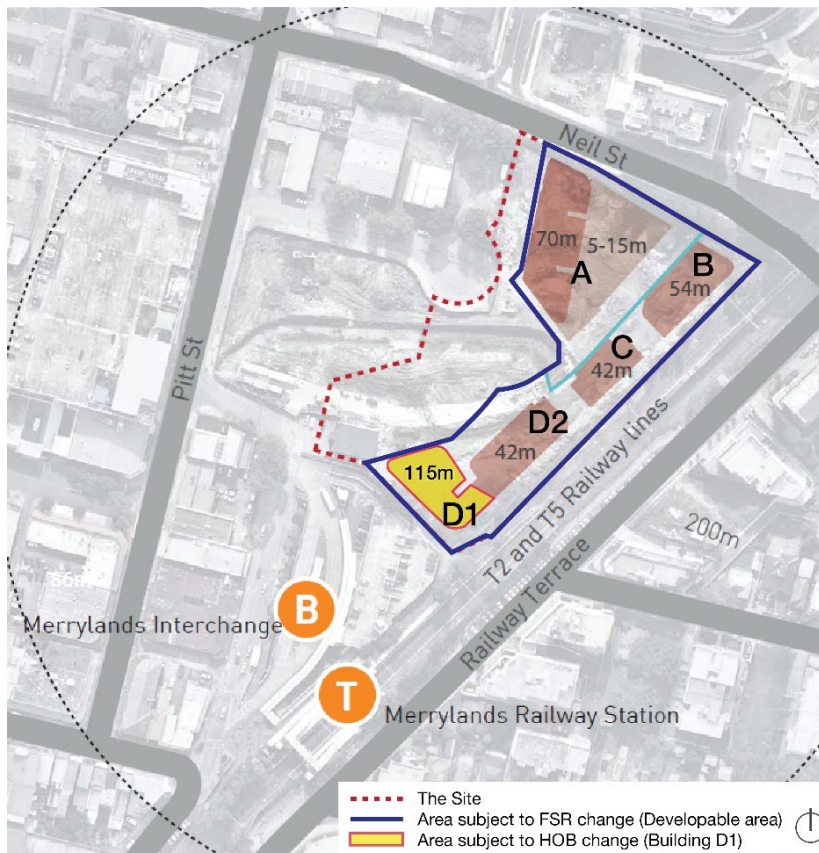
### 4.0 The Submission

The Submission to CCC is seeking changes to the FSR and HOB to enable the development of a 36 storey tower (D1) at the southern extent of the Site. The Submission also raises the potential to change the Additional Permitted Uses LEP controls, however, does not include specifics or GFA totals – as such this 'potential' change has not been considered.

The proposed design for the Site comprises four residential towers:

- Tower B (17 storeys)
- Tower C (13 storeys)
- Tower D1 (13 storeys – proposed 36 storeys)
- Tower D2 (13 storeys)

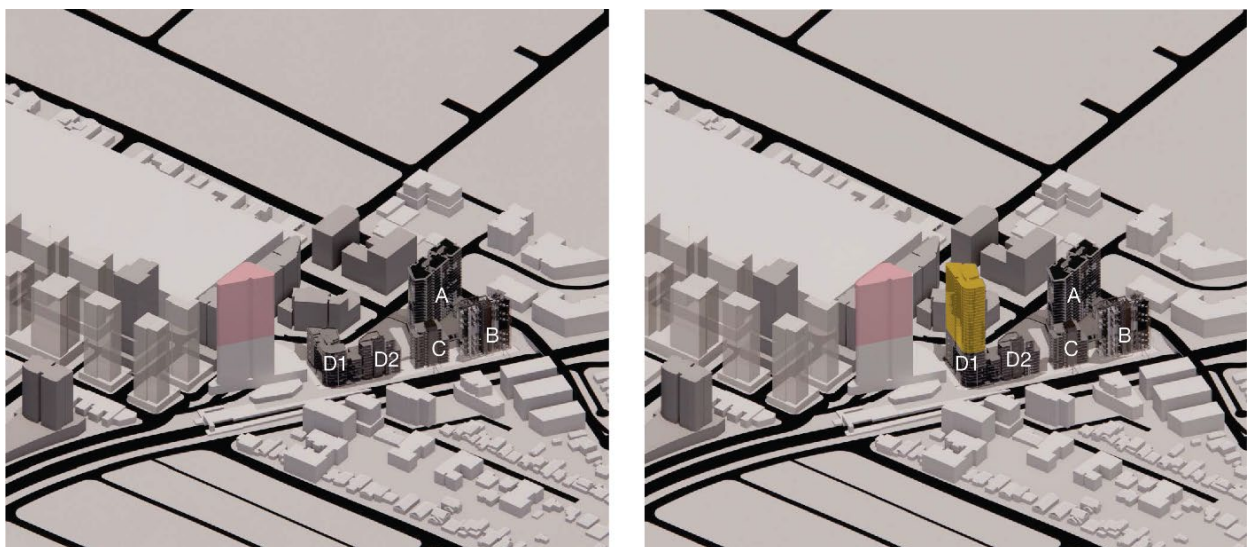




*Figure 3 The Subject Site Building Locations with Proposed Building Height (Base Source: PTW)*

*Note: The Design report demarks D2 and C as 42m – this is greater than the 39m HOB Limit. This matter, however, is subject to CCC determination as part of the approved DA and is therefore not considered in this peer review.*

These towers are positioned towards the SE site boundary (along the train line). The Site contains a portion of New Road 1, and a proposed public open space which is identified as a passive recreation area and swale within the DCP - the proposed open space is ~4,000m<sup>2</sup> (located outside the Developable Area, yet inside the Site) (Refer to Figure 3)



*Figure 4 Allowable (left) and Proposed (right) Built Form (Base Source: PTW) (Pink – Potential built form of the Merrylands Station and Bus Interchange above the 55m HOB Limit)*

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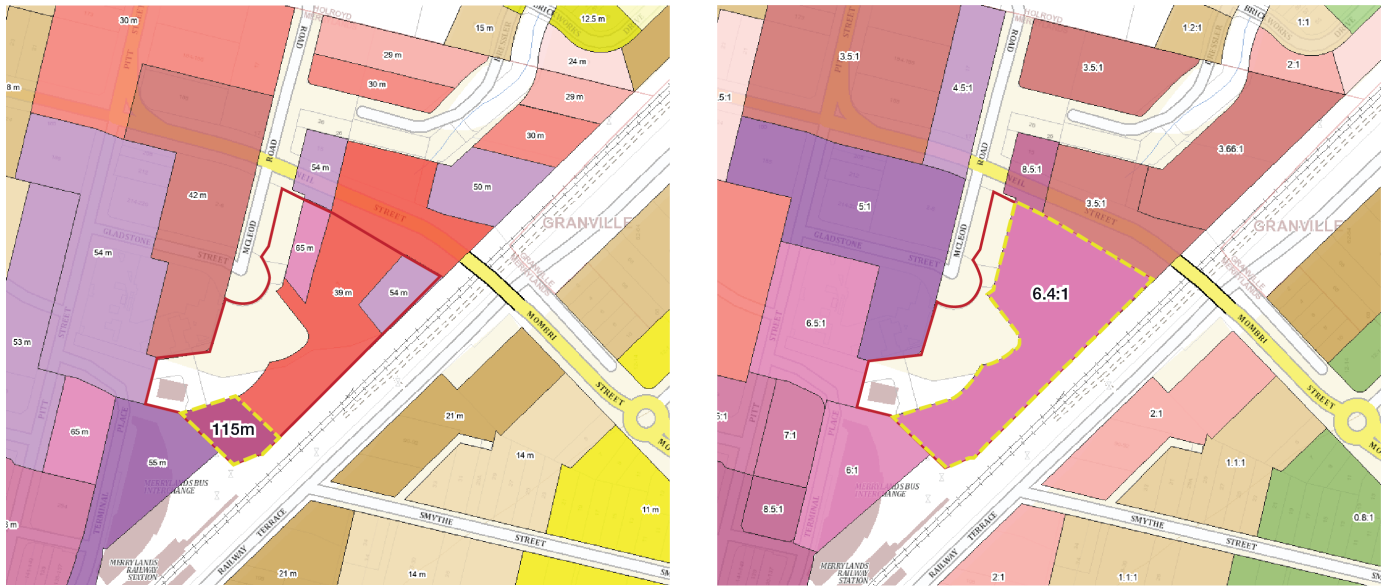


Figure 5 Proposed Areas of Change (HOB-Left, FSR-Right)

The proposed FSR increase is applicable across the developable area of the Site (Refer to Figure 5), however the proposed HOB Limit increase is only subject to the southern portion of the Site on building D1. The additional GFA from the proposed FSR increase is captured within this southern portion – the built form of D2, C and B is not affected by the proposed changes.

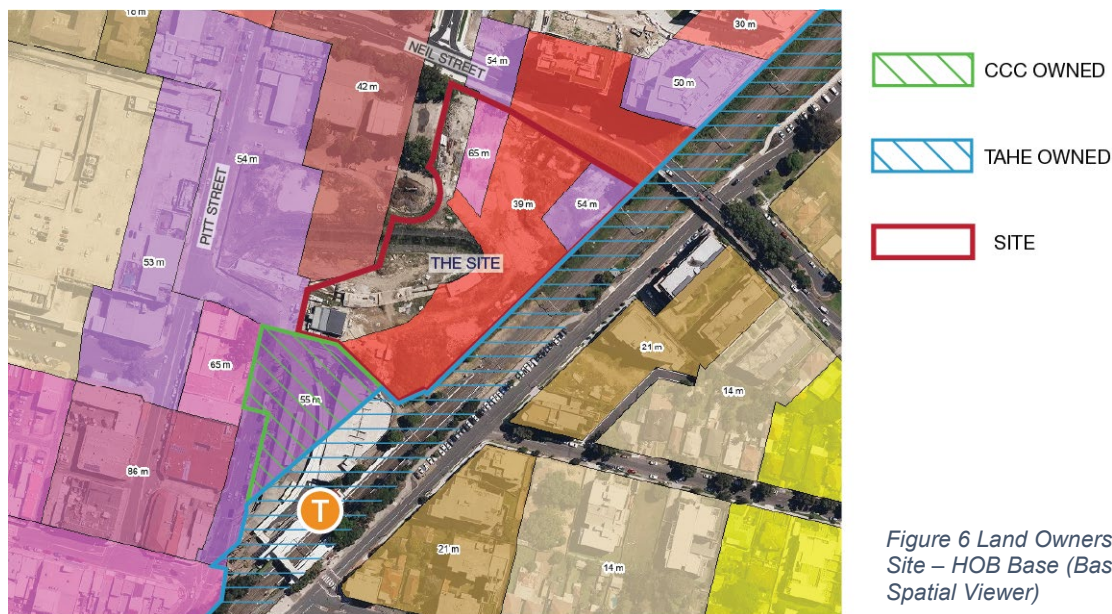


Figure 6 Land Ownership Adjacent to the Site – HOB Base (Base Source: EPlanning Spatial Viewer)

The adjacent site to the south west of the Site is the Merrylands Bus Interchange and Merrylands Station. The property is co-owned by CCC and NSW Transport Asset Holding Entity (TAHE). The area currently serves as a bus terminal and commuter car park connecting to the Station. The Submission illustrates this area as a landmark tower, approximately 127m tall in 3D diagrams – as opposed to the allowable 55m HOB. The proposed ~127m tall building envisaged in the Design Report is located predominantly on CCC land. (Refer to Figure 6)





## 5.0 Methodology

This peer review will adhere to the following methodology –

The proponent's Submission seeking to increase the FSR and HOB on the Site will be assessed against Sydney's future direction, Council's strategic objectives and goals, the Neil Street and McFarlane Precincts and the ADG, to assess if the proposed changes are appropriate at the Site and in the greater precinct context.

This peer review will not assess the detailed design of the proposed development such as the apartment layout and related requirements but will assess the merit of the proposed changes from an urban design context. This report will assess the impacts of additional density and height, the location and its relationship to the surrounding urban morphology and potential impacts on the urban amenity – such as additional housing and residents.

To assess the above the peer review will:

- Consider the proposed changes in the Sydney and Merrylands context and if the Submission maintains alignment and contributes to the strategic direction of Sydney and specifically Merrylands.
- Compare the Submission with comparative examples of Chatswood, Rhodes and Dee Why – similar Sydney based strategic centres containing areas of high-density towers adjacent to a train station.
- Conduct a high-level ADG check, assessing building separation and solar access. Compliance regarding communal open space, apartment solar access and cross ventilation should be assessed at the detailed design and DA stages.

This peer review considers the received documentation and assumes that the information and numerical data provided by the proponent is accurate.

A key consideration to this peer review is the approved DA (DA2022/0776). The Submission uses the approved DA as the base built form, proposing the additional HOB and FSR as a supplement to the base. The approved DA provides precedent for the built form, principles and parameters reflected in the Submission.

## 6.0 Strategic Alignment

The Submission provides discussion on the strategic alignment of the proposal with multiple high-level strategies and plans. This peer review will analyse the Submission against these strategies and plans, including:

1. The Greater Sydney Regional Plan – A Metropolis of Three Cities
2. The Central City District Plan
3. LSPS
4. Merrylands' Precincts (Neil Street Precinct and Merrylands Station and McFarlane Street Precinct)

### 6.1. The Greater Sydney Regional Plan – A Metropolis of Three Cities (GRSP)

The Greater Sydney Region Plan - A Metropolis of Three Cities is a 40 year vision for Metropolitan Sydney. It envisions a 30-minute city, where residents live within 30 minutes travel of their jobs, education and health facilities, services and great places. The Parramatta CBD is identified as one of three major centres across Sydney, and as the core of the Central River City. This has seen significant development of Parramatta and surrounding areas, increasing housing supply, job opportunities, public amenities and supporting infrastructure.

#### Submission Alignment

The Submission's proposed density and increased housing supply aligns with the GRSP's vision for urban development of well-located strategic centres adjacent to public infrastructure/transport and supporting the



growth of the Parramatta CBD. The PP report outlines the role of Merrylands as a key supporting centre to the Parramatta CBD, *"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."* (p.28, PP report). Additionally, the PP report demonstrates alignment with key priorities of the GSRP including:

- *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 proposed changes would provide additional housing at an established site serviced by public transport and infrastructure services without the need for further upgrades – maximising the utility of existing infrastructure.

The principle of the proposed changes for additional density and increased housing aligns with the GSRP at a city level scale.

## 6.2. Central City District Plan (CCDP)

The Central City District Plan follows the vision established within the GSRP, providing a more detailed structure and targeted planning controls and priorities for the Central District. The Central District will experience significant growth, lead by the transformation of the Parramatta CBD as the major centre. This growth will be realised in a population increase of 550,000 and associated dwelling increase of 207,500 – representing 31% and 28% of the total increase across the Greater Sydney area respectively, between 2016 – 2036 (p.9, CCDP).

### Submission Alignment

The Submission states six summary points to demonstrate alignment with the CCDP, these key points include: (p.31, PP report)

#### 1. *Increasing diversity of housing choice*

The proposed changes outlined in the Submission would contribute an additional 161 dwellings, for a total of 464 dwellings on the site (303 dwellings as part of the approved DA). This will increase housing supply; however, the housing choice will remain as one – three bedroom apartments as prescribed in the approved DA.

#### 2. *Delivering housing to meet strategic housing supply targets*

The established housing goal of 207,500 additional dwellings within the 20 years to 2036, equates to an average of 10,375 dwellings per year. The proposed additional 161 dwellings contribute 1.55% the yearly supply target. The increased housing would support the strategic objects of the CCDP and contribute to help meet 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*

The proposed additional dwellings as part of a development with an established base (approved DA), would enable an expedited delivery of housing stock that would otherwise be part of a new project going through the stages of the design and approval process.

#### 4. *Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria*

Well designed and energy efficient developments that meet environmental performance criteria should be provided for all developments.

#### 5. *Reduced emission through both building environmental performance but also through reduction in reliance on private travel. Focusing increased housing on the subject site which is highly accessible to local bus*



*and train service means that future residents are more likely to walk, cycle and use integrated public transport systems.*

Increased housing supply within close proximity to a train station does support the strategic aims and vision of the CCDP and GSRP for a 30 minute city – locating housing near the Merrylands train station provides quick, direct links to Fairfield (Strategic Centre), Liverpool (Metropolitan Cluster) and the Parramatta CBD. Encouraging the use of public transport for commuting.

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

The Submission predominantly supports residential accommodation with the ability to include commercial activity as a R4 – High Density residential development. Merrylands will be a key centre to supply housing for workers in the Parramatta CBD and across the District, supported by mixed use activation. The economic anchor of the District however, will be the Parramatta CBD, as the major centre for commercial and economic job opportunities.

**6.3. Cumberland 2030 Local Strategic Planning Statement (LSPS)**

Outlined in Section 2, Merrylands has been identified as the “Proposed Strategic Centre”, as such the Merrylands Town Centre is undergoing significant development. Located on the periphery of the Parramatta CBD, the area will be a hub for commercial activity and provide key housing for workers and commuters to the CBD. Illustrated in the LSPS, Merrylands relationship to the Parramatta CBD as the core of the Central City will mirror the role of North Sydney to the Sydney CBD for the Eastern City (p.29, LSPS). This will be reflected in substantial densification within the Merrylands Town Centre, shifting built form away from low scale 1-3 storey shop top housing to mixed-use towers. Merrylands will strengthen its station as the primary link to the Parramatta CBD, improving the safety and connectivity to other centres within the LGA.

Submission Alignment:

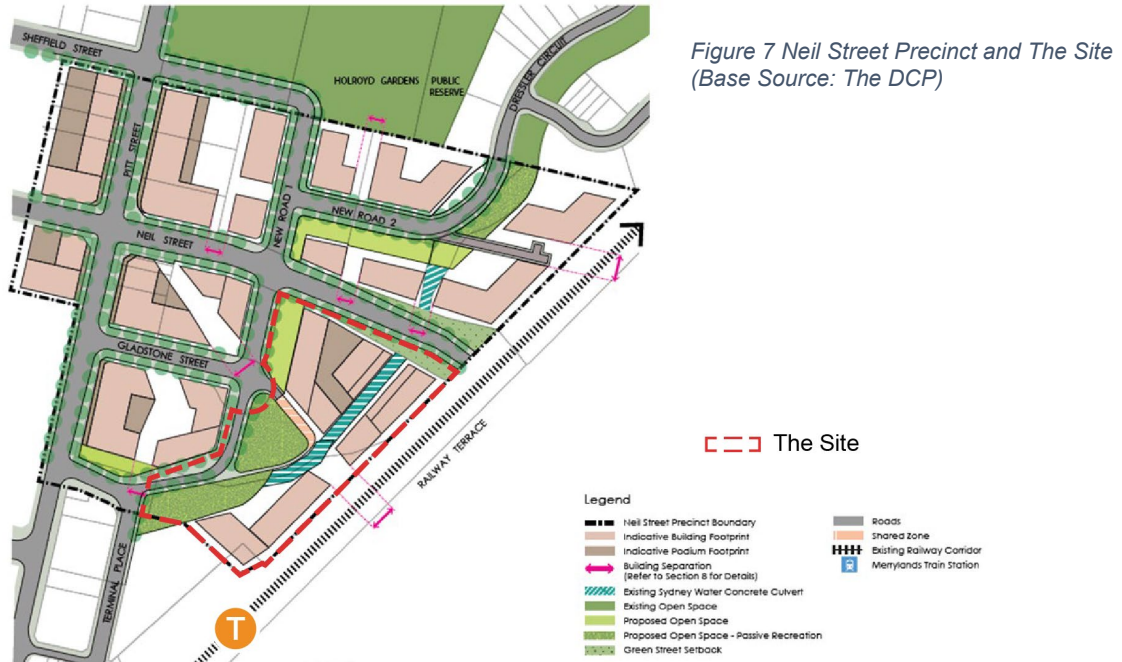
A higher density development adjacent to key transport link, the Merrylands Station, would support and maintain the future growth and vision of “Merrylands as the strategic centre for Cumberland.... complementing the role of Greater Parramatta” (p.26, LSPS). The Submission provides a rationale outlining how the proposed changes align with the LSPS – focusing on the increased housing supply.

Increased housing in the Merrylands Town Centre would support the strategic direction of developing the area into the strategic centre of Cumberland. The LSPS projects Merrylands’ population growth at +24,373 residents between 2018 to 2036, up to 48,895. This population growth equates to an additional ~8,100 required dwellings between 2018 to 2036 (Assuming 3 people per dwelling – Merrylands 2021 ABS average per household). The proposed density and height closer to the Station would also embody transit-oriented development (TOD) principles, focusing development around public transit connections – a methodology adopted by NSW. The proposed height would also act as a marker for the proposed open space and adjacent Merrylands Station – reflecting the context and importance of the Station within the Town Centre.

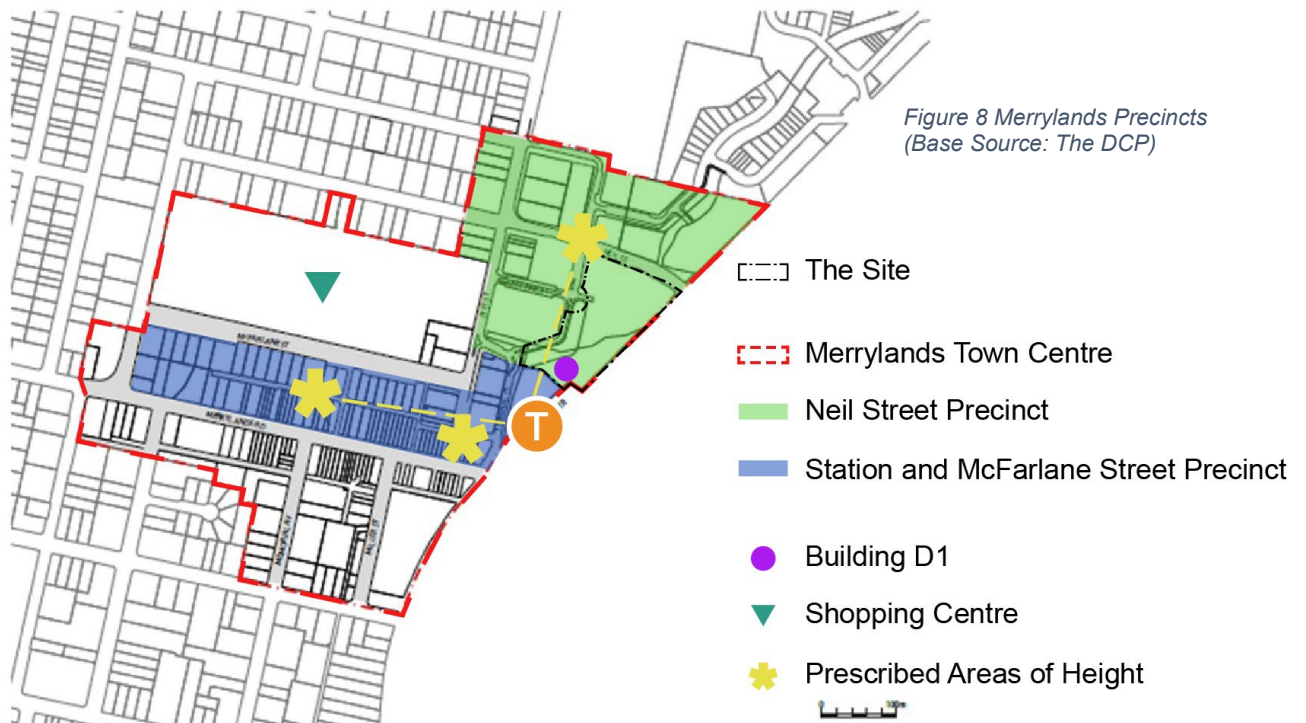
**6.4. Merrylands’ Precinct Alignment**

The Merrylands Neil Street Precinct forms a portion of the greater Merrylands Town Centre, the precinct was established by CCC (formerly under Holroyd City Council) in 2015 to develop an industrial area between the Merrylands Station and Merrylands Shopping Centre. The precinct was ratified in 2021 under the Cumberland DCP – Part F2 Business Site Specific chapter. The precinct aims to transform the area into a high density residential and mixed-use environment containing apartments, public open space and commercial/retail opportunities. Residential development will leverage the proximity to the Merrylands Station, reflecting a TOD approach to increase housing opportunities next to a key public transport link. An objective of the Precinct is to promote density near the station that transitions down towards the lower scale Holroyd Gardens.

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The Precinct identifies the intersection at Pitt St and Neil St, and Neil St and New Road 1 as key locations for tall development. The Precinct is partnered with the McFarlane Precinct, to form the major areas of redevelopment in Merrylands. The strategic intent of the precincts is to develop a high density Town Centre between two key anchor areas, the shopping centre and train station (Refer to Figure 8).



Similarly, the McFarlane Precinct (McFarlane Precinct) is a high density residential and mixed-use area utilising its proximity to the Merrylands Station and shopping centre to establish a place based residential tower development approach. The McFarlane Precinct consists of a major block containing high density residential towers extending from the station along the southern extent of the shopping centre. The McFarlane Precinct includes the formation of a civic square as an open space within the mid-block of the development area. This



mid-block area is identified as an 'Area of Height', in addition to areas towards the Station. The mid-block currently allows for the tallest building within the Merrylands Town Centre, prescribing a 105m HOB Limit.

Submission Alignment:

The Neil Street and McFarlane Precincts form the urban context for redevelopment in the Merrylands Town Centre and establish the future setting of the Site. The future character and setting of the Precincts will be embodied by tall, high density residential towers with built form height transitions down from the Station (the McFarlane Precinct incorporates a bell curve transition). An 115m residential tower at the shared boundary of these Precincts, adjacent to the Station and Bus Interchange may support the urban design character and context of these Precincts, as an area of tall development and aligning with the height transition strategy reducing from the Station.

The Neil Street and McFarlane Precincts were developed individually, later forming areas of the combined Merrylands Town Centre within the DCP. However, the Station and Bus Interchange is absent from both Precincts. Reviewing the built form strategy of the two Precincts, a tall landmark development (represented in the Design Report) on the site of the Station and Bus Interchange would act as a focal point for the Precincts, connecting the Precincts at a singular point. In the context of a tall landmark development at the Station and Bus Interchange site, the proposed height of the Submission would reinforce that built form context and transition strategy.

## 7.0 Comparative Examples

The Submission outlines the role of the proposed changes to help deliver a 'landmark building' next to the Station – the increased building height would enable the building to stand out from the adjacent lower built form. The following comparative examples of Chatswood, Rhoes and Dee Why, illustrate built form of strategic centres with high-density residential towers adjacent to a train station/transport hub. These examples prioritise density near a transport hub, marked with a 'landmark/icon' tower before transitioning down in built form scale away from the hub.

### 7.1. Chatswood

Chatswood is a strategic centre within the Willoughby LGA. It is one of Sydney's early examples of a high-density residential and commercial node centred on a train station outside of the Sydney CBD. Similar to Merrylands, the Chatswood Centre contains a large shopping centre within close proximity to the station. The Chatswood Station is marked by three towers as part of a development spanning the station – the Chatswood Metro Residences. The three residential towers are 29, 40 and 42 storeys tall. (Refer to Figure 9)



Figure 9 Chatswood Metro  
Residence - Landmark Tower Above  
Chatswood Station (Source:  
Domain)

This built form strategy and role of Chatswood as a strategic centre providing housing, retail and commercial activity, and employment opportunities reflects the future desired character of Merrylands as a major centre supporting a CBD. The use of landmark towers acts as a gateway, identifying the key public transport connection. The towers are the high point of the built form for the centre, connecting two areas of tall development (246.8m, Refer to Figure 10) across the train line. From these areas of tall development, the built form then transitions down towards the surrounding residential neighbourhood.

The use of the towers to join two areas of tall development is similar to the proposed use of Building D1 to reinforce the connection of the Neil Street and McFarlane Precincts.



Figure 10 Chatswood Height Transition (Base Source: NSW Spatial Viewer)

## 7.2. Rhodes

Rhodes is a strategic centre in the City of Canada Bay LGA. Rhodes is a mixed-use area, predominantly comprising of residential apartments, with larger developments providing podium shopping centres and commercial space. Similar to Chatswood and Merrylands, Rhodes reflects a TOD based development approach, concentrating development close to the train station.



Figure 11 Rhodes Central Landmark Tower (Source: SJB)



Rhodes provides tall development along both sides of the train line, whilst locating the highest developments in the block adjacent to the train station – acting a focal landmark (Refer to Figure 12). This is indicative of the built form approach within the Submission to provide additional height along the train line and mark the area as key point with a visual landmark development.



*Figure 12 Rhodes Height Transition (Base Source: NSW Spatial Viewer)*

### 7.3. Dee Why

Dee Why is a strategic centre within the Northern Beaches LGA. Dee Why is identified as a mixed use centre, containing the largest concentration of high density housing within the LGA. The centre is focused on the 'Lighthouse' development, comprising ground level commercial and retail outlets with apartment towers above. The centre embodies TOD principles, however, concentrates density adjacent to the B-Line bus stop – similar to train stations, B-Line bus stops within the Northern Beaches act as the major transport hubs.



*Figure 13 Dee Why Lighthouse Development - Landmark Tower Adjacent the BLine (Source: Ubird Australia)*



The Dee Why centre is of lower scale than that of Merrylands, Chatswood and Rhodes, however, reflects the same built form height transition principles. The tallest development (78m) acts as a landmark tower adjacent to the transport hub, before transition zones step down in scale towards the low density residential neighbourhoods (Refer to Figure 14). The Dee Why 'Lighthouse' development illustrates a similar built form to that of The Site, placing a tower between the transport hub and open space/plaza (Refer to Figure 13).

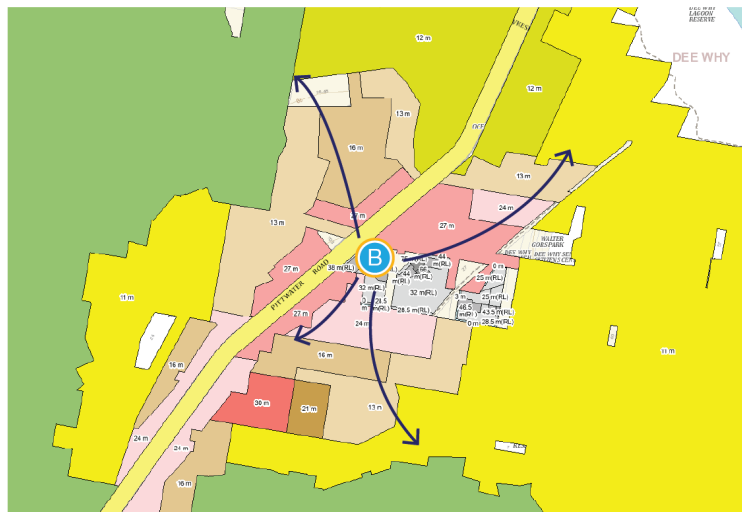


Figure 14 Dee Why Height Transition (Base Source: NSW Spatial Viewer)

## 8.0 Built Form Assessment

The built form assessment of the PTW proposed design has not considered the detailed design of the proposed building or apartment layout. Consideration has been made to the built form controls and resultant allowable building envelope – a 115m tower within the proposed area of change. In assessing the design of the final building, design excellence should be a key consideration during the detailed design stage (if progression is applicable) to ensure a high-quality architectural outcome that positively contributes to the streetscape, adjacent public domain and broader Merrylands Town Centre.

The built form assessment has utilised PTW supplied plans and shadow diagrams. The built form diagrams illustrate the proposed FSR and HOB changes can be realised as additional storeys on the approved DA base form (Refer to Figure 15). The resulting tower does not contradict the surrounding density and height.

The supplied shadow diagrams do not provide the full extent of the potential overshadowing, additional shadow modelling has been conducted as part of this peer review for the 115m tower only to understand the full range of potential overshadowing. (Refer to Figure 18)

### 8.1. ADG Separation

An assessment of building separation for Building D1 and D2 following the ADG Part 2F and 3F-1 reveals the building envelope has non-compliant aspects of its design:

- L4-L7 – Habitable facades to balconies (blank edge) have a separation distance of 6m – this is the minimum requirement up to the 4<sup>th</sup> storey.
- L8-L12 – Habitable to habitable rooms have a separation distance of 12.5m – this is the near the minimum requirement (12m) between non-habitable rooms.
- Distance to boundary – Building D1 has a setback of 6m to a shared boundary, with no upper-level setbacks. This may require any development on the adjacent site (Bus Interchange) to have greater setbacks to allow habitable facades along that boundary.

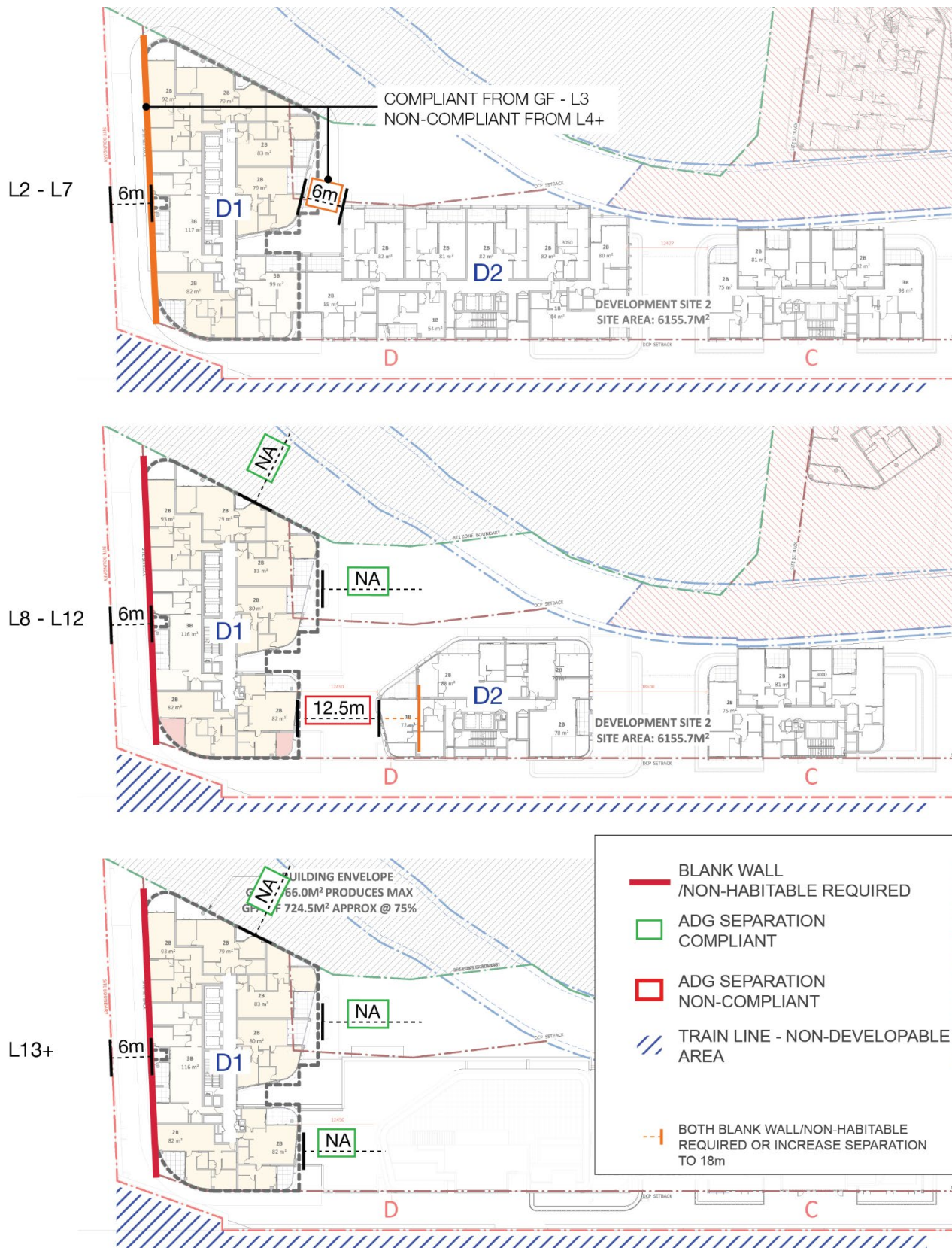
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Figure 15 ADG Separation Assessment (Base Source: PTW, Drawing set)

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**Note:**

The identified non-compliant separation aspects of the design are present in the approved DA.

Internal Separation

The internal separation distances between building D1 and D2 were raised in a CCC Sydney Central City Planning Panel (DA2022/0776 / PPSSCC-424), dated 23<sup>rd</sup> December 2022, during the assessment period of the DA submission. The design response of implementing screens was considered acceptable by the panel.

Boundary Setback

The 6m setback to the shared boundary with the Station and Bus Interchange is present in the approved DA. This distance to the boundary would require future development within that site above nine storeys to be setback 18m from the boundary for a habitable façade. This should be noted for future development.

The boundary to the Station and Bus Interchange is predominantly shared with the CCC owned lot with an ~13m shared boundary with the TAHE lot (Refer to Figure 6). Endorsement from CCC and TfNSW of the built form during the DA submission demonstrates both entities are supportive of the proposed shared boundary setback conditions.

Design Excellence

The Site is not identified in the LEP 'Design Excellence Map' and therefore not subject to the FSR and HOB bonuses applicable to achieving design excellence under the LEP (6.14 (5)(6)).

The Site is subject however, to provide a high-quality built form achieving design excellence through the Cumberland Design Excellence Panel. The DA submission's proposed design was referred to the Design Excellence Panel in 2023 as the development contained buildings over 25m. This Panel process should be applied to any future development for the Site to demonstrate design excellence has been achieved, to ensure a high-quality, architecturally interesting and aesthetic development that appropriately responds to its surroundings and enhances the streetscape.



## 8.2. Solar Study

The solar study assesses the potential impacts of overshadowing and solar access to the public domain, surrounding developments and lower scale residential area to the south of the rail line. Shadow diagrams included are provided from the PTW Design Report. The solar study demonstrates:

- Between 8 – 11am the overshadowing of the proposed design is consistent with the existing and allowable towers within the Neil St and McFarlane St Precincts.
- Between 11am – 12pm the overshadowing of the proposed design is predominantly over the train line, with limited impact.
- Between 12 – 3pm the overshadowing of the proposed design will create additional shadows for 89 to 57 Merrylands Roads. The direct impact of the overshadowing however is marginal when viewed in the context of the current and future development within the block between Smythe Street and Merrylands Road. This area, similar to the Neil St and McFarlane St Precincts is identified for increased density and residential uplift.

The Submission meets the minimum apartment solar access requirement, 70% of apartments receive over 2 hours solar access between 9am and 3pm during the winter solstice:

- The Submission achieves 78% of apartments achieving solar access (PP-A1-0401, the Drawing set)

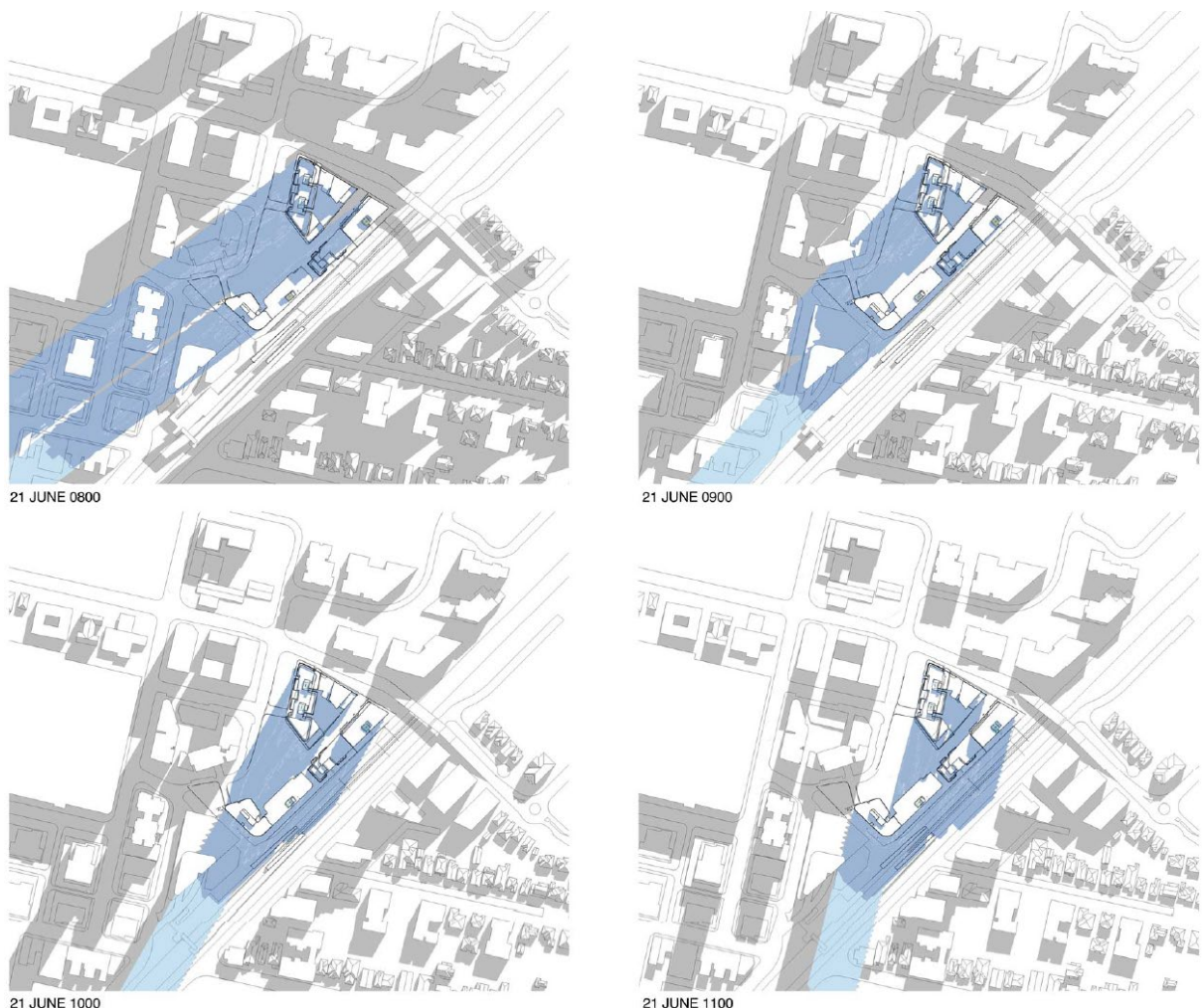
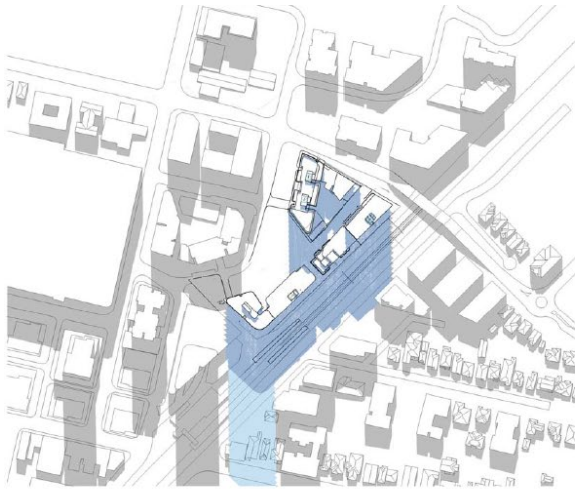
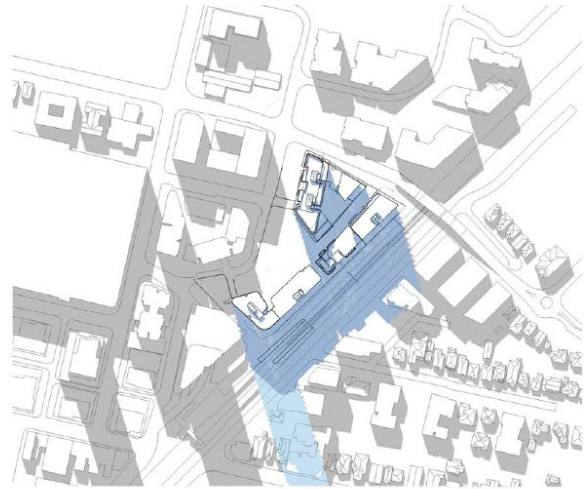


Figure 16 Shadow Diagrams (Source: PTW)

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21 JUNE 1300



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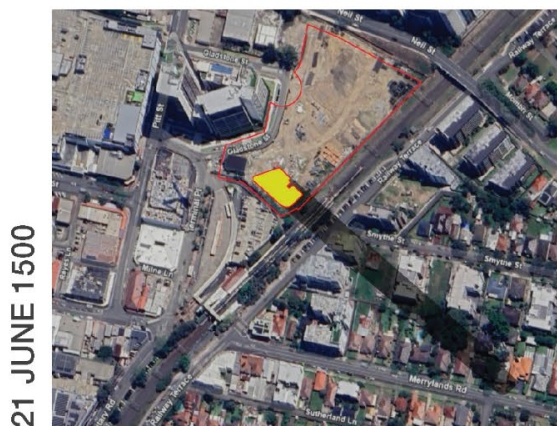
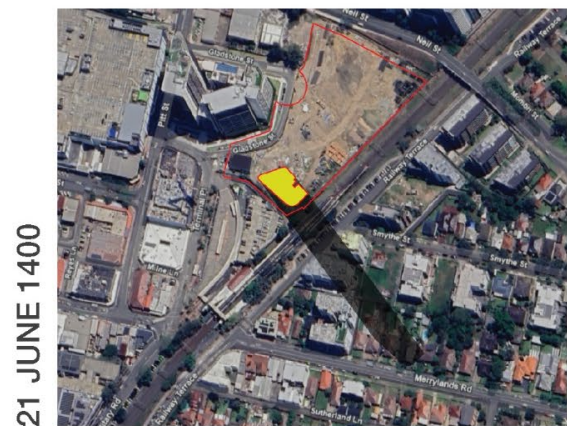
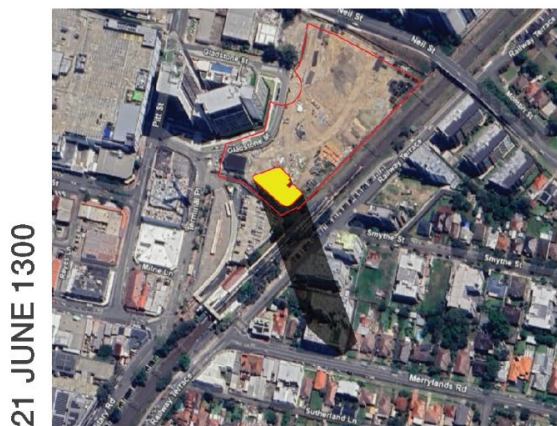
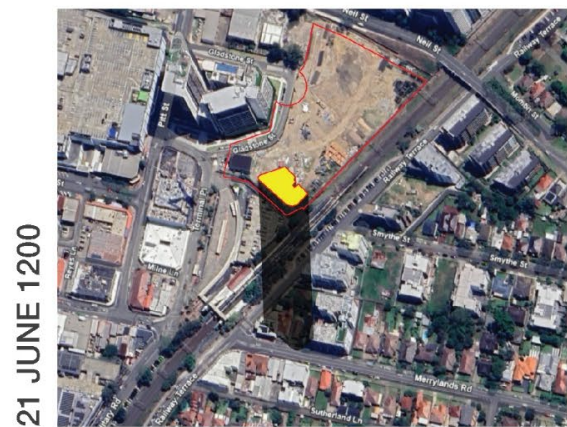
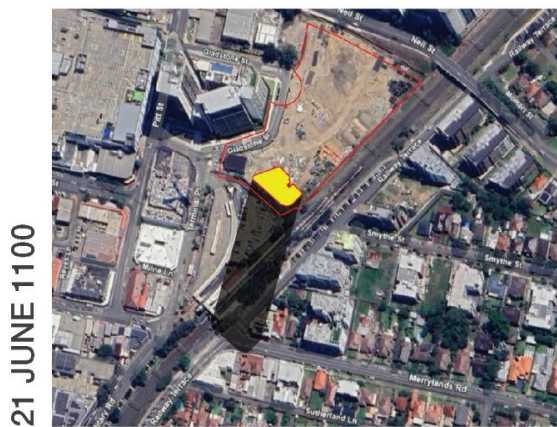
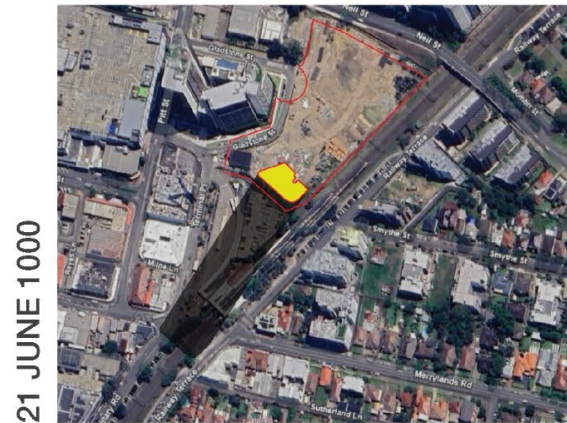
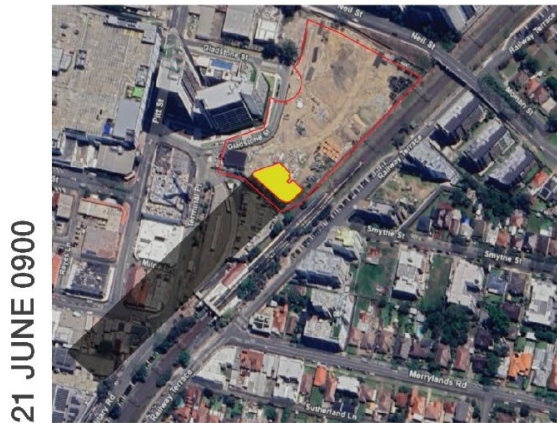


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Figure 17 Shadow Diagrams (Source: PTW)



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*Figure 18 Shadow Diagrams - Full Extent of Proposed 115m Tower Overshadowing*



## 9.0 Considerations

### 9.1. Precinct Hierarchy

The urban morphology of the Merrylands Town Centre should be read as two key precincts anchored by the landmark tower of the potential Merrylands Station and Bus Interchange site (Refer to Figure 19). A precinct hierarchy has not been established from CCC, and should therefore consider both precincts, the Neil Street and McFarlane Precincts as equal. The proposed height of 115m would become the tallest allowable building within the Merrylands Town Centre, above both the 86m tower adjacent to the Merrylands Station and Bus Interchange and the 105m tower at the mid-block of the McFarlane Precinct and the. The implementation of the 115m tower will influence the built context to define the Neil Street Precinct as the priority precinct (CCC has made no indication of this).

To mark these precincts and act as a gateway, a 'secondary' landmark tower can be implemented. The allowable 86m development of the McFarlane Precinct, establishes the height of a 'secondary' tower.



Figure 19 Precinct Hierarchy (Red - Merrylands Station and Bus Interchange site, Blue – McFarlane Precinct, Green – Neil Street Precinct) (Base Source: PTW)

### 9.2. Height Datum

The Submission's proposed urban morphology to define the Merrylands Station and Bus Interchange development as the landmark, tallest development within the Merrylands Tower Centre, requires the development to be taller than Building D1. Establishing Building D1 as a 115m tower would then set the precedent for establishing the height of the Merrylands Station and Bus Interchange as >115m to maintain



urban morphology context. This increases the established maximum height datum of the Merrylands Town Centre established with the McFarlane Precinct mid-block development (105m).

Additionally, the Merrylands Station and Bus Interchange development within the Design report is illustrated as an ~127m development – this creates a 41m (approx. 13 storeys) transition to the adjacent 86m tower of the McFarlane Precinct. Similarly, the Submission's proposed tower would create a transition of 76m between building D1, and D2 and C. These transitions are significant and may create a disjointed urban form.

### 9.3. FSR and HOB Alignment

The proposed HOB and FSR provides an additional 16,664m<sup>2</sup> GFA resulting in a 6.4:1 FSR (DA GFA of 30,348m<sup>2</sup> + 16,664m<sup>2</sup>). This GFA is contained to the additional storeys on building D1 – illustrated in the Design Report. The additional GFA should only be contained to this area.

### 9.4. Affordable Housing

Affordable housing has not been considered in this peer review. However, a DA submission has been made for the Site implementing the Housing SEPP 2021's affordable housing incentive (30% additional HOB and FSR). This DA is currently under assessment by CCC, yet to be determined. The DA proposes buildings heights as (including lift overrun/services):

- Building B – 73.9m / 22 Storeys
- Building C – 55.3m / 16 Storeys
- Building D2 – 48m / 14 Storeys
- Building D1 – 54.4m / 16 storeys

All buildings exceed the allowable height limit (including the Affordable Housing additional HOB). Outcomes from a potential planning proposal should require a resubmission or revised DA.

## 10.0 Conclusion

This peer review has assessed a submission to CCC regarding the development at 4-4A Terminal Place, Merrylands. The Submission proposes LEP changes to increase the applicable FSR (5.0:1 to 6.4:1) and HOB (39m to 115m). This review has assessed the proposed FSR and HOB increase against the future character and vision of the area established in the GSRP, CCDP and Cumberland's LSPS and DCP. In the strategic context of the Merrylands Strategic Centre and associated Town Centre, this review has concluded that an increase in density and height would still align and maintain the desired character and vision for Merrylands. As Merrylands is an area of significant change, transforming to a tall, high-density Town Centre – the addition of another tall development in close proximity to the Station and Bus Interchange would not have a substantial impact on the overall morphology of the area.

This peer review examined the comparative examples of Chatswood, Rhodes and Dee Why as areas of similar role and character to Merrylands. The examples are the major strategic centre within their council's LGA, centring development around a transport hub marked with a landmark development. These characteristics are illustrative of the future desired character and vision of Merrylands. The examples demonstrate the greatest density and height is within close proximity to the transport hub before transitioning down in scale – the hub acting as the centre point of this transition. This built form characteristic is emblematic of the Submission's proposed development.

Assessment of the built form demonstrated the proposed increase in FSR and HOB would be accommodated within the southern portion of the Site (Building D1). Drawings supplied by PTW as part of the Design Report, were used to assess ADG compliance, analysing building separation and solar access. This assessment illustrated non-compliant building separation and boundary setbacks. These items, however, were deemed acceptable through the implementation of privacy elements and screening devices, with the endorsement from CCC and TfNSW through the approval of the DA submission. Further assessment of the solar access reveals the additional overshadowing created from the tower would be consistent with the area during the morning and have minimal impact during midday – overshadowing the station and train line. Afternoon overshadowing may impact multiple properties during the afternoon; however, the direct significance of this overshadowing may be marginal as the area has been identified for increased density as per the Merrylands Station Precinct (East).

In conclusion this peer review is supportive of a change to the LEP to allow greater density and height however, 115m is not supported. The proposed 115m HOB Limit is not support due to:

1. Viewing the urban context and morphology, a 115m HOB Limit would place priority on the Neil Street Precinct over the McFarlane Precinct.
2. An 86m 'secondary' landmark building height datum has been established through the McFarlane Precinct.
3. The 115m HOB Limit would subsequently result in the Merrylands Station and Bus Interchange site raising the maximum Merrylands Town Centre height datum above 115m – likely within the 120's. Increasing the tallest allowable development within a town centre should be driven by its respective Council, as this may open other developments to seek increased height allowances to match or closely align with the maximum height datum.

The peer review suggests the HOB Limit match that of the allowable 86m HOB within the McFarlane Precinct, adjacent to the Merrylands Station and Bus Interchange site (However, flexibility may be provided in the application of additional height to accommodate built form design elements and develop a varied skyline. The introduction of a three storey variance/flexible range [+/-10m] may help provide increased variety to the built form. – Refer to Figure 20). Additionally, the FSR could be increased to allow an 86m development utilising the same methodology as the Submission – increasing GFA per allowable floor of Building D1 (similarly, applies to flexibility range). Separate from possible LEP changes however, as the Site is in close proximity to the centre of Merrylands and the key arrival point – Merrylands Station, during the detailed design and determination stage design excellence should be a major consideration and strived for in all design aspects.

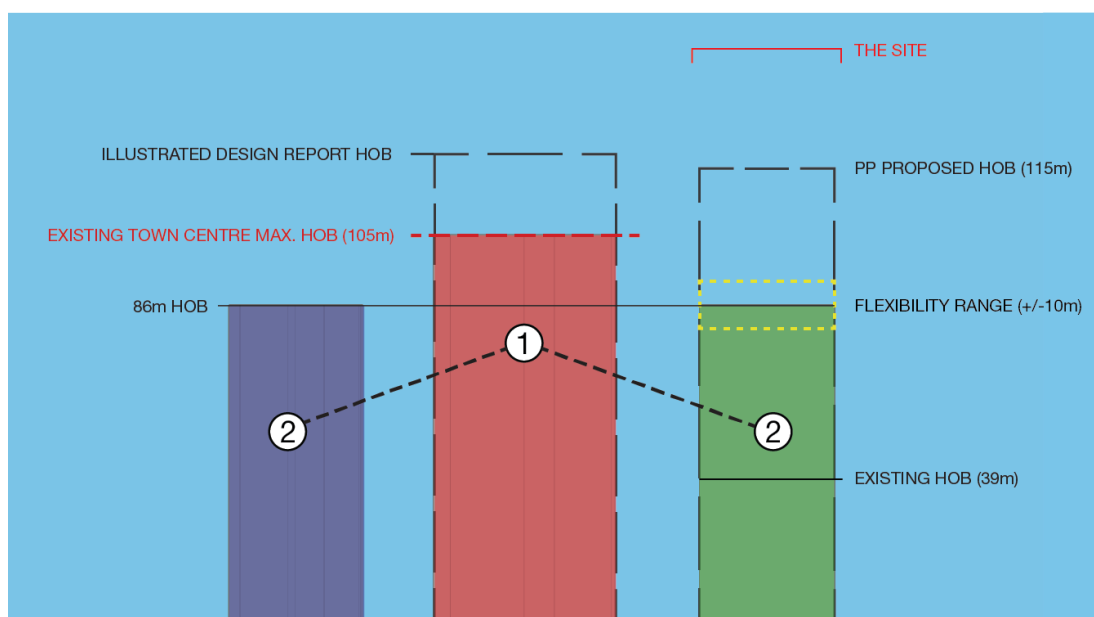


Figure 20 Suggested HOB for the Site (Red - Merrylands Station and Bus Interchange site, Blue - McFarlane Precinct Landmark, Green – The Site)

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-117

Attachment 4  
Council Minutes (May 2024)

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**Min.730      C05/24-507 Planning Proposal for 4-4A Terminal Place, Merrylands**

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**Motion (Cummings/Zaiter)**

That Council:

1. Endorse an amended Planning Proposal to be prepared for 4-4A Terminal Place, Merrylands (Site 2) applying to Lot 1 DP 1173048, Part of Lot 1 DP 229589, and Part of Lot 1 DP 1302939 (R4 zoned land), that seeks to amend the Cumberland Local Environmental Plan (LEP) 2021, to:
  - a. Increase Height of Buildings (HoB) controls for proposed Building D1 from 39 metres to 65 metres
  - b. Increase proposed Floor Space Ratio controls for:
    - I. Buildings D1 and D2 from 5:1 FSR to 5.5:1 FSR, and
    - II. Buildings B and C from 5:1 FSR to 6:1 FSR
  - c. Apply a gross floor area of not exceeding 500m<sup>2</sup> of 'commercial premises' as an additional permitted use for proposed Buildings D1 and D2 (Block D) only.
2. Endorse that the planning proposal for 4-4A Terminal Place, Merrylands be forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination.
3. Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion: Christou, Cummings, Garrard, Huang, Hughes, Hussein, Lake and Zaiter.

Councillor(s) Against the Motion: Saha.

Councillors Elmore and Colman left the Meeting at 8:45pm prior to the consideration of this item.

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**Min.731      C05/24-508 Response to Notice of Motion - Electric Vehicle (EV) Charging Stations (C07/23-346)**

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**Motion (Saha/Hamed)**

That Council:

1. Receive and note the report.
2. Place the Draft *Public Electric Vehicle Charging Infrastructure Policy* and supporting Guideline on public exhibition for a period of 28 days, and subsequently adopt the document if no adverse submissions are received.

The Motion on being Put was declared **CARRIED**.

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-117

Attachment 5  
Cumberland Local Planning  
Panel Advice (April 2024)



3. To amend condition 7(b) to incorporate the noise control recommendations in the Day Design acoustic report and to amend condition 20 to reference the updated Plan of Management.

That the information requested by the Panel be considered at an electronic meeting of the same Panel within 14 days.

**For:** Michael Leavey (Chairperson), Graham Brown, Grant Christmas and Milorad Rosic.

**Against:** Nil.

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**ITEM LPP012/24 - PLANNING PROPOSAL REQUEST FOR 4-4A TERMINAL PLACE, MERRYLANDS (SITE 2 - PROPOSED BUILDING B, C, D1 AND D2)**

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**BACKGROUND**

The Panel was briefed by Council staff, and was provided with an assessment report and supporting documents, including the submitted planning proposal request and supporting information, Council's urban design advice from Studio GL, details of early community submissions, and responses from state agencies.

The Panel agrees with Council's assessment and urban design advice, and supports an amended planning proposal, with reduced building height and floor space ratio, as detailed in the assessment report.

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**PANEL ADVICE:**

That the Cumberland Local Planning Panel advise Council that an amended planning proposal, as detailed in the assessment report, be endorsed and forwarded to the Department of Planning, Housing and Infrastructure for a Gateway Determination.

**For:** Michael Leavey (Chairperson), Graham Brown, Grant Christmas and Milorad Rosic.

**Against:** Nil.

The meeting terminated at 11:54am.

Signed:



Michael Leavey, Chairperson

Item No: C05/25-118

## REVIEW OF COUNCILS COMMUNITY ADVISORY COMMITTEES

Responsible Division: Governance and Risk  
Officer: Director Governance and Risk  
Community Strategic Plan Goal: *Transparent and accountable leadership*

### SUMMARY

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This report seeks Council's determination on its existing Community Advisory Committees and its Section 355 Committee. To ensure the Committees remain fit for purpose and aligned with Council's strategic priorities, it is proposed that Council first determine its Committee structure for the current term. Following this, a further report will be brought back to Council outlining draft Terms of Reference for each Committee for formal consideration and endorsement, as well as membership.

### RECOMMENDATION

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**That Council:**

1. **Determine its Committee structure for the remainder of the current term of Council as follows:**
  - **Arts, Culture and Events Advisory Committee;**
  - **Aboriginal and Torres Strait Islander Consultative (ATSIC) Committee;**
  - **Access, Safety, Homelessness, Seniors and Inclusion Advisory Committee;**
  - **Domestic and Family Violence Prevention Advisory Committee;**
  - **Floodplain Risk Management Committee;**
  - **Library Advisory Committee;**
  - **Youth, Recreation and Sport Advisory Committee;**
  - **Heritage Advisory Committee; and**
  - **Wentworth Community Garden - Section 355 *Local Government Act 1993* Committee;**
2. **Receive a report for Council's determination at its next meeting, detailing the proposed Terms of Reference and membership structure for each committee.**

## REPORT

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To ensure that Council's governance framework and community engagement mechanisms remain fit for purpose and aligned with current strategic priorities, it is timely to review the ongoing role of Council's advisory committees within the first 12 months of the Council term. These committees have historically served as a platform for community participation, stakeholder engagement, and the provision of subject matter advice across a range of policy and operational areas. This review provides an opportunity to assess the ongoing relevance, scope, and structure of each committee in the context of Council's strategic direction.

Council also operates the Wentworthville Community Garden Committee, established under Section 355 of the *Local Government Act 1993*. This committee is responsible for overseeing the use and management of the community garden and associated facilities, supporting Council's objectives around sustainability, community development, and social inclusion.

The majority of advisory Committees had 2 sitting Councillor representatives resolved on them during the last Council term, and up to 10 community representatives. There were a number of Advisory Committees that did not achieve quorum at each meeting. This was detailed in the summary end of term report on Council's Advisory Committees on 21 August 2024.

Based on the above and feedback received by Councillors at the Councillor briefing held on 21 May 2025, the following list of Committees are recommended to be adopted by Council for the remainder of this Council term. This will ensure that Council retains an advisory committee structure that is strongly connected and engaged with the community, that empowers appointed community representatives with the ability to provide valuable input to Council.

### **Community Advisory Committees**

- **Arts, Culture and Events Advisory Committee:** Advises Council on creative arts and cultural development in Cumberland as well as a forum for engagement and feedback for the planning and delivery of Council events.
- **Aboriginal and Torres Strait Islander Consultative (ATSIC) Committee:** For engagement and strategic advice on issues affecting local Aboriginal and Torres Strait Islanders.
- **Access, Safety, Homelessness, Seniors and Inclusion Advisory Committee:** Advises Council on matters concerning disability accessibility, community safety and crime prevention, homelessness as well as social inclusion and initiatives relating to senior citizens.
- **Domestic and Family Violence Prevention Advisory Committee:** A forum to discuss initiatives relating to domestic and family violence prevention within Cumberland, building on Council's proactive approach with establishing a DFV hub.

- **Floodplain Risk Management Committee:** A forum to discuss issues relevant to floodplain risk management studies and plans for Cumberland.
- **Library Advisory Committee:** Advises Council on Library policies, services, collections and programs in Cumberland.
- **Youth, Recreation and Sport Advisory Committee:** Raises the profile of young people living in Cumberland and advises on community sport, recreation facilities and youth initiatives.
- **Heritage Advisory Committee:** Provides advice to the Council on matters related to the conservation, management, and promotion of heritage in Cumberland. These may be individual heritage items, conservation areas, archaeological sites or Aboriginal objects and Aboriginal places of heritage significance.

### **Section 355 Local Government Act Committee**

A Section 355 committee is a committee established by Council under Section 355 of the *Local Government Act 1993*. These committees allow councils to delegate some of their functions to community members or other parties to help manage facilities, services, or projects. Council has one S.355 Committee as detailed below:

### **Wentworthville Community Garden Section 355 Committee**

The purpose of the Wentworthville Community Garden Committee established under Section 355 of the *Local Government Act 1993* is to provide care, control and management of Council's Community Garden and facilities in accordance with the policies and procedures adopted from time to time by Council. The Committee operates with a high level of Governance, with Minutes forwarded regularly to staff to report to Council, and an AGM scheduled for every year. It is recommended that this Committee be retained.

It is now proposed that Council determine its community advisory committees for the remainder of the current term.

Subject to Council's determination, a further report will be prepared and submitted for formal consideration at the next meeting on 18 June 2025, outlining Draft Terms of Reference documents and proposed membership structures for each committee.

Council will recommend a membership structure of 2 Councillors and up to 10 Community representatives for each advisory committee, unless determined otherwise by Council.

### **COMMUNITY ENGAGEMENT**

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There are no consultation processes for Council associated with this report. Should Council resolve to establish Committees, an Expression of Interest Process will be run in future for community participants for Council's determination.

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**POLICY IMPLICATIONS**

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There are no policy implications for Council associated with this report. Council's Advisory Committees operate in accordance with Council's established Policies and Governance framework.

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**RISK IMPLICATIONS**

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

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**FINANCIAL IMPLICATIONS**

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The financial implications associated with this report relate to both staffing costs which are necessary to undertake the preparatory work prior to each Committee meeting as well as attend the meeting to take minutes, as well as the cost of providing refreshments for Committees if required.

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**CONCLUSION**

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Committees have been successfully operating throughout previous terms as a mechanism of engagement between Council and the community. It is appropriate for Council to now determine its Advisory Committee Structure, within 12 months of the commencement of the term. Council's direction is now sought to enable the preparation of a detailed report outlining proposed Terms of Reference documents and membership structures for further consideration at the 18 June 2025 Council meeting.

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**ATTACHMENTS**

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Nil

Item No: C05/25-119

## RESPONSE TO NOTICE OF MOTION - 125 YEARS OF FEDERATION

Directorate: Community and Culture  
Responsible Officer: Director Community and Culture  
Community Strategic Plan Goal: *Supporting Community Health, Safety and Wellbeing*

### SUMMARY

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This report provides a response to the Notice of Motion – 125 Years of Federation resolved at the Ordinary Meeting of Council on 26 February 2025 (Min.881, C02/25-63).

### RECOMMENDATION

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**That Council:**

- 1. Deliver the local celebrations as proposed in this report in celebration of 125 Years of Federation.**
- 2. Allocate \$50,000 as a one off through the Community Reserve to support the 125 Years of Federation events.**

### REPORT

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At the Ordinary Meeting of Council held on 26 February 2025, Council considered the Notice of Motion – 125 Years of Federation, and resolved (Min.881, C02/25-63):

*“That Council:*

- 1. Lead local celebrations within the Cumberland LGA throughout the month of January 2026 as part of the 125th anniversary of the Federation of Australia;*
- 2. Investigate funding options, including potential federal grants, to be included as part of the 2025/26 Operational Plan; and*
- 3. Report back to Councillors via a report by May 2025 on the progress and potential activities to be included as part of the anniversary celebrations.”*

A review of currently available Federal and State grants was conducted by Council Officers using publicly available grant opportunity aggregators of Australian Government and NSW Government. Of 108 Federal and 23 State currently open and forecast programs, no relevant or applicable grants were found that directly support activities related to the 125 Years of Federation or align with the proposed cultural and community engagement programs. It is noted that new grant opportunities may be available post Federal Election and staff will continue to seek those opportunities.

Australia's Federation was formally established on 1 January 1901, uniting the six colonies into one nation under a new constitution. The 125th anniversary of Federation in January 2026 presents an opportunity to reflect on our local journey, celebrate local



community stories, and reflect on culture and heritage both historical and contemporary.

#### Program Objectives

- Celebrate the 125th anniversary with community-focused activities.
- Recognise Cumberland's unique history and contemporary community.
- Support and strengthen our community's access to Cumberland's cultural heritage information.

#### Civic Displays Commemorating 125 Years of Australian Federation

As part of Cumberland City Council's 125th Federation Anniversary Program, a series of bespoke Federation Teardrop Flags are proposed to be installed at the entrances of Council's Community Centres and Libraries. These flags will feature a design incorporating nationally significant symbols, heritage colours, and commemorative messaging that reflect the historical and cultural importance of Federation.

The flags will serve as a highly visible civic display, reinforcing the themes of unity, identity, and shared history. To complement the visual installation, educational materials will be made available at each site, offering residents and visitors accessible insights into the legacy of Federation and its relevance to contemporary Australian society.

This initiative aims to foster historical awareness, promote civic pride, and visually unify Council facilities under a shared commemorative identity that honours 125 years of nationhood.

#### Commemorative Arts and Cultural Program

*125 Years. Many Stories. One Cumberland.* is proposed, a curated arts and cultural initiative that reflects on the themes of unity, identity, and belonging. The program explores how the legacy of Federation intersects with the lived experiences of Cumberland's richly diverse community.

A series of designed exhibitions and artist-led Federation art workshops are proposed. The program will provide a platform for artists and community members to explore and interpret the meaning of Federation in a contemporary context.

By honouring the past and embracing the present, this program aims to deepen community understanding, celebrate shared values, and strengthen social cohesion across generations and cultures. It is both a tribute to Australia's national journey and a celebration of Cumberland's unique place within it.

#### A Heritage Program Reflecting on Life at the Time of Federation

*Cumberland in 1901 — Places, People, and Change* is a heritage-focused initiative designed to commemorate the 125th anniversary of Australian Federation by exploring the local history, people, and places that shaped the Cumberland area at the turn of the 20th century.

This program will offer the community opportunities to engage with the region's rich historical narrative through a range of accessible and educational experiences. Key components will include:

- Heritage-based storytelling sessions and interactive children's activities delivered through local libraries.
- Heritage based open days, displays and visits to our local Historical Groups and Societies. This will provide access to historical materials and collections that show the social, industrial, and cultural landscape of Cumberland in 1901.
- Self-guided heritage trails that highlight significant historical landmarks such as Linnwood House, Boothtown Aqueduct, Granville Town Hall, Rookwood Necropolis and Lidcombe Hospital.

### *Federation in the Park*

A Community Celebration of Unity, Heritage, and Belonging.

Federation in the Park is a signature community event commemorating the 125th anniversary of Australian Federation. Designed to foster civic pride and social connection, the event will offer a welcoming and inclusive environment for residents of all ages to come together in celebration of our shared values and diverse heritage.

Set in a relaxed outdoor setting, the program will feature a community barbecue, live musical performances, and a variety of family-friendly games and activities. The event aims to cultivate a sense of belonging and togetherness, encouraging families to bring picnic blankets and enjoy an afternoon of cultural exchange, storytelling, and community spirit.

This celebration provides an opportunity to reflect on the significance of Federation while highlighting the strength and vibrancy of the Cumberland community today.

## **COMMUNITY ENGAGEMENT**

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

## **POLICY IMPLICATIONS**

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

## **RISK IMPLICATIONS**

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

## **FINANCIAL IMPLICATIONS**

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While there are no current Federal or State grant opportunities to support this initiative, staff will continue to monitor their availability.

The total cost of the various programs and activities outlined in this report will be \$50,000. While the current and proposed events budgets are delivering Council's

major events program, it is recommended that this one-off program is funded from the Community Reserve in January 2026.

## **CONCLUSION**

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This report recommends that Council deliver a program of local community activities and events during January 2026 to celebrate the significance of 125 Years of Federation to Cumberland.

## **ATTACHMENTS**

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Nil

Item No: C05/25-120

## **CUMBERLAND LOCAL TRAFFIC COMMITTEE - MEETING OF 2 APRIL 2025**

Directorate: Environment and Planning  
Responsible Officer: Director Environment & Planning  
Community Strategic Plan Goal: *Enhancing the Natural and Built Environment*

### **SUMMARY**

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This report presents the minutes of the Cumberland Local Traffic Committee meeting, items considered under delegated authority and recommendations to Council.

### **RECOMMENDATION**

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**That Council:**

- 1. Receive and note the minutes of the Cumberland Local Traffic Committee meeting held on 2 April 2025, as provided in Attachment 1.**
- 2. Note the items considered under delegated authority by the Cumberland Local Traffic Committee at the 2 April 2025 meeting, as provided in Attachment 2.**
- 3. Endorse the recommendations for items considered by the Cumberland Local Traffic Committee at the 2 April 2025 meeting, as provided in attachment 3.**

### **REPORT**

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A meeting of the Cumberland Local Traffic Committee was held, and the minutes of the meeting are provided in Attachment 1. The items considered under delegated authority under Part 1 of the Terms of Reference for the Cumberland Local Traffic Committee are provided in Attachment 2. The items recommended for endorsement by Council under Part 2 of the Terms of Reference for the Cumberland Local Traffic Committee are provided in Attachment 3.

### **COMMUNITY ENGAGEMENT**

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Community consultation has been undertaken and has been addressed under each report that was presented to the Local Traffic Committee.

### **POLICY IMPLICATIONS**

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

### **RISK IMPLICATIONS**

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

## FINANCIAL IMPLICATIONS

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The expenditure of funds associated with implementing the recommendations will be included in the Council's traffic facility construction program.

## ATTACHMENTS

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1. Items considered under Delegated Authority at the Cumberland Local Traffic Committee on 2 April 2025 [↓](#)
2. Minutes of the Meeting of Cumberland Traffic Committee on 2 April 2025 [↓](#)
3. Recommendation to Council of Cumberland Traffic Committee Meeting on 2 April 2025 [↓](#)

DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-120

Attachment 1

Items considered under  
Delegated Authority at the  
Cumberland Local Traffic  
Committee on 2 April 2025



CUMBERLAND TRAFFIC COMMITTEE PART 1 ITEMS CONSIDERED UNDER DELEGATED AUTHORITY

Traffic Committee Meeting – 2 April 2025

Item #	Title	Recommendation
CTC-25-057	ROBILLIARD STREET AND REES STREET, MAYS HILL – PROPOSED LINE MARKING ADJUSTMENT	1. The Traffic Committee recommends that the adjustment of 'BL2', 'TB' and 'TB1' line marking at the intersection of Robilliard Street and Rees Street, Mays Hill in accordance with the attached plan be approved.
CTC-25-058	JOYCE STREET, PENDLE HILL - PROPOSED ACCESSIBLE PARKING SPACE	1. The Traffic Committee recommends that the proposed accessible parking spaces on Joyce Street, Pendle Hill in accordance with the attached plan be approved.  2. The resident with the request and affected residents / businesses be advised of the outcome.
CTC-25-059	TARGO ROAD AT ORAMZI ROAD AND BANDO ROAD, GIRRAWEE – PROPOSED LINE MARKING	1. The Traffic Committee recommends that the installation of 'BL2' line marking on Targo Road, Girrawee and its intersections of Oramzi Road and Bando Road, Girrawee in accordance with the attached plans be approved.
CTC-25-060	GUILFOYLE STREET, BERALA - APPLICATION FOR 'WORKS ZONE' SIGNAGE	1. The Traffic Committee recommends that the 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved on the frontage of the redevelopment site on Guilfoyle Street, Berala in accordance with the attached plan subject to Council's standard conditions for the period of 6 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.
CTC-25-061	MURPHY STREET AT BRISTOL STREET, MERRYLANDS WEST – INTERSECTION TREATMENT	1. The Traffic Committee recommends that the installation of 'No Stopping' signage, 'BL2' and chevron line marking at the intersection of Murphy Street and Bristol Street, Merrylands West in accordance with the attached plan be approved in-principle.  2. Council undertake consultation with the affected residents and report back to Traffic Committee if objections are received.  3. The residents with the request and affected residents be advised of the outcome

CTC-25-062	DAN STREET, MERRYLANDS – PROPOSED ‘NO PARKING’ SIGNS DURING WASTE NIGHT	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the proposed ‘No Parking 5am-12pm Thursday’ restrictions in the cul-de-sac of Dan Street, Merrylands in accordance with the attached plan be approved.</li> <li>2. The resident with the request and affected residents be advised of the outcome.</li> </ol>
CTC-25-063	NEILSON STREET, GRANVILLE – PROPOSED ‘NO PARKING’ SIGNS DURING WASTE NIGHT	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the proposed ‘No Parking 5am-12pm Thursday’ restrictions in the cul-de-sac of Neilson Street, Granville in accordance with the attached plan be approved.</li> <li>2. The resident with the request and affected residents be advised of the outcome</li> </ol>
CTC-25-064	ROSE CRESCENT, REGENTS PARK – PROPOSED PARKING RESTRICTIONS	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the installation of “No Parking, Motor Vehicles Under 4.5 t GVM Excepted” signs on the northern side of Rose Crescent, Regents Park in accordance with the attached plan be approved.</li> <li>2. The persons with the request and affected properties be advised of the outcome.</li> </ol>
CTC-25-065	REGENT STREET AND CAMPBELL STREET AT LEONIE CRESCENT, BERALA – PROPOSED INTERSECTION TREATMENT	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the installation of ‘Give Way’ signs, line marking, and ‘No Stopping’ restrictions in Regent Street and Campbell Street at the intersection of Leonie Crescent, Berala in accordance with attached plan be approved.</li> <li>2. The resident with the request and affected residents be advised of the outcome.</li> </ol>
CTC-25-066	HARROW ROAD, AUBURN – PROPOSED 1/4 P PARKING RESTRICTIONS	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the installation of ‘1/4 P 9am to 7pm’ signage on the eastern side of Harrow Road, Auburn as per the attached plan be approved.</li> <li>2. The business with the request and affected residents be advised of the outcome</li> </ol>
CTC-25-067	HILLTOP ROAD, MERRYLANDS-PROPOSED TIMED PARKING RESTRICTION	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the installation of ‘1/2 P 8:30 am to 6pm Mon- Fri, 8:30 am to 12 noon</li> </ol>

		<p>Sat' as per the attached plan be approved.</p> <p>2. The property owner with the request and affected residents be advised of the outcome.</p>
CTC-25-068	FREITAS LANE, LIDCOMBE – PROPOSED PARKING RESTRICTIONS	<p>1. That the Traffic Committee recommends that the proposed 'No Parking' and 'No Stopping' restrictions in Freitas Lane, Lidcombe in accordance with the attached plan be approved</p> <p>2. The resident that made the request and affected residents be notified of the outcome.</p>
CTC-25-069	CUMBERLAND ROAD CORNER OF CHISWICK ROAD, AUBURN - PROPOSED TIMED PARKING	<p>1. The Traffic Committee recommends that the installation of '1/2P 9 AM – 6 PM, Monday to Sunday' signage in Chiswick Road outside the shop at the corner of Cumberland Road in accordance with the attached plan be approved.</p> <p>2. The business owner and adjacent residents be notified of the outcome.</p>
CTC-25-070	CUMBERLAND ROAD CORNER OF MARY STREET, AUBURN - PROPOSED TIMED PARKING	<p>1. The Traffic Committee recommends that the installation of '1/2P 9 AM – 6 PM, Monday to Sunday' signage in Mary Street outside the shop at the corner of Cumberland Road in accordance with the attached plan be approved.</p> <p>2. The business owner and adjacent residents be notified of the outcome.</p>
CTC-25-071	DUFFY STREET, MERRYLANDS – PROPOSED 'NO PARKING' RESTRICTIONS	<p>1. The Traffic Committee recommends that the extension of 'No Stopping' zone on the southern side of Duffy Street, Merrylands in front of No. 2, by an additional 12m to the west, in accordance with the attached plan be approved in-principle.</p> <p>2. Council undertake consultation with the affected residents and report back to Traffic Committee if objections are received.</p> <p>3. The resident with the request and affected residents be advised of the outcome</p>
CTC-25-072	HAWKSVIEW STREET, GUILDFORD – RELOCATION OF THE EXISTING PARKING RESTRICTION	<p>1. The Traffic Committee recommends that the extension of the existing 'No Stopping' signage on the northern side of Hawksview Street, Merrylands</p>

		<p>in front of No. 7 in accordance with the attached plan be approved.</p> <p>2. Council undertake consultation with affected residents and report back to Traffic Committee if objections are received.</p> <p>3. The resident that made the request and affected residents be notified of the outcome</p>
CTC-25-073	LANEWAY BETWEEN FIRST STREET AND SECOND STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS	<p>1. The Traffic Committee recommends that the proposed 'No Parking' and 'No Stopping' restrictions in the laneway between First Street and Second Street, Granville in accordance with the attached plan be approved.</p> <p>2. The resident that made the request and affected residents be notified of the outcome</p>
CTC-25-074	LANEWAY BETWEEN SECOND STREET AND THIRD STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS	<p>1. The Traffic Committee recommends that the proposed 'No Parking' and 'No Stopping' restrictions in the laneway between Second Street and Third Street, Granville in accordance with the attached plan be approved.</p> <p>2. The resident that made the request and affected residents be notified of the outcome.</p>
CTC-25-075	LANEWAY BETWEEN THIRD STREET AND FOURTH STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS	<p>1. The Traffic Committee recommends that the proposed 'No Parking' and 'No Stopping' restrictions in the laneway between Third Street and Fourth Street, Granville in accordance with the attached plan be approved.</p> <p>2. The resident that made the request and affected residents be notified of the outcome.</p>
CTC-25-076	LANEWAY BETWEEN FOURTH STREET AND FIFTH STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS	<p>1. The Traffic Committee recommends that the proposed 'No Parking' and 'No Stopping' restrictions in the laneway between Fourth Street and Fifth Street, Granville in accordance with the attached plan be approved.</p> <p>2. The resident that made the request and affected residents be notified of the outcome.</p>

CTC-25-077	LANEWAY BETWEEN WILLIAM STREET AND FIRST STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the proposed 'No Parking' and 'No Stopping' restrictions in the laneway between William Street and First Street, Granville in accordance with the attached plan be approved.</li> <li>2. The resident that made the request and affected residents be notified of the outcome.</li> </ol>
CTC-25-078	CLYDE STREET, GRANVILLE AT SIXTH STREET – PROPOSED 'NO STOPPING' RESTRICTIONS	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the proposed 'No Stopping' restrictions and 'Bus Zone' signage on the eastern side of Clyde Street, Granville between Fifth Street and Sixth Street, and BL2 line marking on Sixth Street, in accordance with the attached plan, be approved in-principle.</li> <li>2. Consultation be undertaken with directly affected residents and a report be provided back to the Traffic Committee meeting if objections are received.</li> <li>3. The resident that made the request and affected residents be notified of the outcome.</li> </ol>
CTC-25-079	LANEWAY BETWEEN FIFTH STREET AND SIXTH STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the proposed 'No Parking' restrictions in the laneway between Fifth Street and Sixth Street, Granville in accordance with the attached plan be approved.</li> <li>2. The resident that made the request and affected residents be notified of the outcome.</li> </ol>
CTC-25-080	HAMPSTEAD ROAD, AUBURN – APPLICATION FOR 'WORKS ZONE' SIGNAGE	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved on the frontage of the redevelopment site on Hampstead Road, Auburn in accordance with the attached plan subject to Council's standard conditions for the period of 6 months and subsequent extension if required.</li> <li>2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.</li> </ol>
CTC-25-081	WARREN ROAD AND WOODPARK ROAD, WOODPARK – REQUEST FOR A ROUNDABOUT	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommended that the installation of "No stopping" signs and line marking on</li> </ol>

		<p>the Warren Road approaches at the intersection with Woodpark Road, Woodpark, in accordance with the attached plan be approved in-principle.</p> <ol style="list-style-type: none"> <li>2. Council undertake consultation with affected residents and report back to the Traffic Committee if objections are received.</li> <li>3. The resident that made the request and affected residents be advised of the outcome.</li> </ol>
CTC-25-082	MARTIN STREET, LIDCOMBE – APPLICATION FOR 'WORKS ZONE' SIGNAGE	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Martin Street, Lidcombe in accordance with the attached plan subject to Council's standard conditions for a period of 6 months and subsequent extension if required.</li> <li>2. Council provides 'No Parking' signs on the western side of Martin Street and undertake consultation with directly affected residents.</li> <li>3. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges once the consultation is completed.</li> </ol>
CTC-25-083	GIBBONS ST, AUBURN – APPLICATION FOR 'WORKS ZONE' SIGNAGE	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the 18m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Gibbons Street, Auburn in accordance with the attached plan subject to Council's standard conditions for the period of 6 months and subsequent extension if required.</li> <li>2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.</li> </ol>
CTC-25-084	PEGLER AVENUE, SOUTH GRANVILLE – APPLICATION FOR 'WORKS ZONE' SIGNAGE	<ol style="list-style-type: none"> <li>1. The Traffic Committee recommends that the 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Pegler Avenue, South Granville in accordance with the attached plan subject to Council's standard</li> </ol>



		<p>conditions for the period of 3 months and subsequent extension if required.</p> <p>2. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges.</p>
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DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-120

Attachment 2

Minutes of the Meeting of  
Cumberland Traffic Committee on  
2 April 2025

Minutes of the Traffic Committee meeting held at Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Wednesday, 2 April 2025.

**OPENING OF MEETING:**

The meeting was opened by the Chairperson - Clr. Joseph Rahme at 9.33am.

**PRESENT:****MEMBERS**

Clr Joseph Rahme (Chairman)	Cumberland City Council
Matthew Tangonan	Transport for NSW
Mr George Campbell	Local Member for Auburn
Clr Glenn Elmore	Local Member for Granville Cumberland
Leading Senior Constable William Graham	Police Area Command
Leading Senior Constable Raymond Yeung	Auburn Police Area Command

**COUNCIL OFFICERS**

Daniel Cavallo	Director Environment & Planning
Elias Elias	Manager Engineering & Building
Soma Somaskanthan	Executive Engineer Traffic and
Siva Sivakumar	Transport Manager Special Projects
Scott Kavanagh	Coordinator Engineering Services
Gabrielle Zerni	Supervisor Administration
Nancy Nguyen	Engineering & Building
	Administration Officer
Paulette Maroon	Governance Officer (Minute Taker)

**APOLOGIES:**

Dr Diane Colman	Local Member for Prospect – Concurrence for all items received.
Local Member for Fairfield – no representative nominated	Local Member for Fairfield - <i>No items in the electorate.</i>
James Duguid	Transit Systems – Concurrence for all items received.

**DECLARATIONS OF INTEREST**

Nil.

**CONFIRMATION OF PREVIOUS MINUTES**

That the Cumberland Traffic Committee confirm the minutes of the Cumberland Traffic Committee held on 5 February 2025 be confirmed as per Council's resolution 26 March 2025.

**Moved** Clr. Glenn Elmore, **Seconded** Mr George Campbell.

## Summary of Reports

### Part 1 - Recommended for Approval under Delegated Authority

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-25-057	ROBILLIARD STREET AND REES STREET, MAYS HILL – PROPOSED LINE MARKING ADJUSTMENT		x			x	
CTC-25-058	JOYCE STREET, PENDLE HILL - PROPOSED ACCESSIBLE PARKING SPACE			x		x	
CTC-25-059	TARGO ROAD AT ORAMZI ROAD AND BANDO ROAD, GIRRAWEE – PROPOSED LINE MARKING			x		x	
CTC-25-060	GUILFOYLE STREET, BERALA - APPLICATION FOR 'WORKS ZONE' SIGNAGE				x		x
CTC-25-061	MURPHY STREET AT BRISTOL STREET, MERRYLANDS WEST – INTERSECTION TREATMENT		x			x	
CTC-25-062	DAN STREET, MERRYLANDS – PROPOSED 'NO PARKING' SIGNS DURING WASTE NIGHT		x			x	
CTC-25-063	NEILSON STREET, GRANVILLE – PROPOSED 'NO PARKING' SIGNS DURING WASTE NIGHT		x			x	
CTC-25-064	ROSE CRESCENT, REGENTS PARK – PROPOSED PARKING RESTRICTIONS				x		x
CTC-25-065	REGENT STREET AND CAMPBELL STREET AT LEONIE CRESCENT, BERALA – PROPOSED INTERSECTION TREATMENT				x		x
CTC-25-066	HARROW ROAD, AUBURN – PROPOSED 1/4 P PARKING RESTRICTIONS				x		x
CTC-25-067	HILLTOP ROAD, MERRYLANDS-PROPOSED TIMED PARKING RESTRICTION		x			x	
CTC-25-068	FREITAS LANE, LIDCOMBE – PROPOSED PARKING RESTRICTIONS				x		x
CTC-25-069	CUMBERLAND ROAD CORNER OF CHISWICK ROAD, AUBURN - PROPOSED TIMED PARKING				x		x
CTC-25-070	CUMBERLAND ROAD CORNER OF MARY STREET, AUBURN - PROPOSED TIMED PARKING				x		x
CTC-25-071	DUFFY STREET, MERRYLANDS – PROPOSED 'NO PARKING' RESTRICTIONS		x			x	
CTC-25-072	HAWKSVIEW STREET, GUILDFORD – RELOCATION OF THE EXISTING PARKING RESTRICTON		x			x	
CTC-25-073	LANEWAY BETWEEN FIRST STREET AND SECOND STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-25-074	LANEWAY BETWEEN SECOND STREET AND THIRD STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	

CTC-25-075	LANEWAY BETWEEN THIRD STREET AND FOURTH STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-25-076	LANEWAY BETWEEN FOURTH STREET AND FIFTH STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-25-077	LANEWAY BETWEEN WILLIAM STREET AND FIRST STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-25-078	CLYDE STREET, GRANVILLE AT SIXTH STREET – PROPOSED 'NO STOPPING' RESTRICTIONS		x			x	
CTC-25-079	LANEWAY BETWEEN FIFTH STREET AND SIXTH STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS		x			x	
CTC-25-080	HAMPSTEAD ROAD, AUBURN – APPLICATION FOR 'WORKS ZONE' SIGNAGE				x		x
CTC-25-081	WARREN ROAD AND WOODPARK ROAD, WOODPARK – REQUEST FOR A ROUNDABOUT		x			x	
CTC-25-082	MARTIN STREET, LIDCOMBE – APPLICATION FOR 'WORKS ZONE' SIGNAGE				x		x
CTC-25-083	GIBBONS ST, AUBURN – APPLICATION FOR 'WORKS ZONE' SIGNAGE				x		x
CTC-25-084	PEGLER AVENUE, SOUTH GRANVILLE – APPLICATION FOR 'WORKS ZONE' SIGNAGE		x			x	

## Part 2 - Recommendation to Council

Note: Part 2 recommendations of the Traffic Committee are subject to Council's endorsement. For final decisions regarding these matters, please refer to the Council Meeting Minutes where these matters were reported to Council for determination.

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-25-085	DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS			x		x	
CTC-25-086	GORDON AVENUE, SOUTH GRANVILLE – ROAD SAFETY CONCERNS		x			x	
CTC-25-087	KENYONS ROAD, MERRYLANDS WEST – ROAD SAFETY CONCERNS		x			x	
CTC-25-088	DRIFTWAY DRIVE, PEMULWUY - REQUEST FOR PEDESTRIAN CROSSING			x		x	
CTC-25-089	BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION			x		x	
CTC-25-090	TOONGABBIE ROAD, TOONGABBIE – SAFETY CONCERNS AT THE BEND			x		x	
CTC-25-091	DAHLIA STREET, GREYSTANES – ALPHA ROAD PARK PARKING REVIEW			x		x	
CTC-25-092	GILBA ROAD GIRRAWEE – PROPOSED MODIFICATIONS TO PREVIOUSLY		x			x	

	APPROVED	RAISED	PEDESTRIAN						
	CROSSING								
CTC-25-093	PENDLE HILL PUBLIC DOMAIN PLAN - JOYCE STREET PARK UPGRADE, PENDLE HILL – PROPOSED REALIGNMENT OF PEDESTRIAN CROSSING & ROUNDABOUT AT PURDIE LANE					x		x	
CTC-25-094	CHARLES STREET, GRANVILLE - CONCERNS AT THE INTERSECTION WITH BLAXCELL STREET		x					x	
CTC-25-095	LAVINIA STREET, SOUTH GRANVILLE - SAFETY CONCERNS		x					x	
CTC-25-096	MAIN AVENUE, LIDCOMBE – ROAD SAFETY CONCERNS						x		x
CTC-25-097	REDFERN STREET, GRANVILLE - SAFETY CONCERNS		x					x	
CTC-25-098	MONA STREET, AUBURN & SOUTH GRANVILLE – PARKING RESTRICTION MODIFICATION						x		x



***Part 1 - Recommended for Approval under Delegated Authority in accordance with Part 1 of the Terms of Reference for the Cumberland Local Traffic Committee.***

**ITEMS RESOLVED BY EXCEPTION**

The Committee resolved by exception the below items on the Traffic Committee Agenda as per the recommendations in the reports:

CTC-25-057, CTC-25-058, CTC-25-059, CTC-25-060, CTC-25-061, CTC-25-062, CTC-25-063, CTC-25-064, CTC-25-065, CTC-25-066, CTC-25-067, CTC-25-068, CTC-25-069, CTC-25-070, CTC-25-071, CTC-25-072, CTC-25-073, CTC-25-074, CTC-25-075, CTC-25-076, CTC-25-077, CTC-25-078, CTC-25-079, CTC-25-080, CTC-25-081, CTC-25-082, CTC-25-083, CTC-25-084.

**Moved** Mr George Campbell, **Seconded** Cllr Glenn Elmore

**ITEM CTC-25-057 - ROBILLIARD STREET AND REES STREET, MAYS HILL – PROPOSED LINE MARKING ADJUSTMENT**

***Resolved by Exception***

The Traffic Committee recommends that the adjustment of 'BL2', 'TB' and 'TB1' line marking at the intersection of Robilliard Street and Rees Street, Mays Hill in accordance with the attached plan be approved.

**ITEM CTC-25-058 - JOYCE STREET, PENDLE HILL - PROPOSED ACCESSIBLE PARKING SPACE**

***Resolved by Exception***

The Traffic Committee recommends that:

1. The proposed accessible parking spaces on Joyce Street, Pendle Hill in accordance with the attached plan be approved.
2. The resident with the request and affected residents / businesses be advised of the outcome.

**ITEM CTC-25-059 - TARGO ROAD AT ORAMZI ROAD AND BANDO ROAD, GIRRAWEEEN – PROPOSED LINE MARKING**

***Resolved by Exception***

The Traffic Committee recommends that the installation of 'BL2' line marking on Targo Road, Girraween and its intersections of Oramzi Road and Bando Road, Girraween in accordance with the attached plans be approved.

**ITEM CTC-25-060 - GUILFOYLE STREET, BERALA - APPLICATION FOR 'WORKS ZONE' SIGNAGE*****Resolved by Exception***

The Traffic Committee recommends that:

1. The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved on the frontage of the redevelopment site on Guilfoyle Street, Berala in accordance with the attached plan subject to Council's standard conditions for the period of 6 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-25-061 - MURPHY STREET AT BRISTOL STREET, MERRYLANDS WEST – INTERSECTION TREATMENT*****Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signage, 'BL2' and chevron line marking at the intersection of Murphy Street and Bristol Street, Merrylands West in accordance with the attached plan be approved in-principle.
2. Council undertake consultation with the affected residents and report back to Traffic Committee if objections are received.
3. The residents with the request and affected residents be advised of the outcome.

**ITEM CTC-25-062 - DAN STREET, MERRYLANDS – PROPOSED 'NO PARKING' SIGNS DURING WASTE NIGHT*****Resolved by Exception***

The Traffic Committee recommends that:

1. The proposed 'No Parking 5am-12pm Thursday' restrictions in the cul-de-sac of Dan Street, Merrylands in accordance with the attached plan be approved.
2. The resident with the request and affected residents be advised of the outcome.

**ITEM CTC-25-063 - NEILSON STREET, GRANVILLE – PROPOSED ‘NO PARKING’ SIGNS DURING WASTE NIGHT*****Resolved by Exception***

The Traffic Committee recommends that:

1. The proposed ‘No Parking 5am-12pm Thursday’ restrictions in the cul-de-sac of Neilson Street, Granville in accordance with the attached plan be approved.
2. The resident with the request and affected residents be advised of the outcome.

**ITEM CTC-25-064 - ROSE CRESCENT, REGENTS PARK – PROPOSED PARKING RESTRICTIONS*****Resolved by Exception***

The Traffic Committee recommends:

1. The installation of “No Parking, Motor Vehicles Under 4.5 t GVM Excepted” signs on the northern side of Rose Crescent, Regents Park in accordance with the attached plan be approved.
2. The persons with the request and affected properties be advised of the outcome.

**ITEM CTC-25-065 - REGENT STREET AND CAMPBELL STREET AT LEONIE CRESCENT, BERALA – PROPOSED INTERSECTION TREATMENT*****Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of ‘Give Way’ signs, line marking, and ‘No Stopping’ restrictions in Regent Street and Campbell Street at the intersection of Leonie Crescent, Berala in accordance with attached plan be approved.
2. The resident with the request and affected residents be advised of the outcome.

**ITEM CTC-25-066 - HARROW ROAD, AUBURN – PROPOSED 1/4 P PARKING RESTRICTIONS*****Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of ‘1/4 P 9am to 7pm’ signage on the eastern side of Harrow Road, Auburn as per the attached plan be approved.
2. The business with the request and affected residents be advised of the outcome.

**ITEM CTC-25-067 - HILLTOP ROAD, MERRYLANDS-PROPOSED TIMED PARKING RESTRICTION*****Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of '1/2 P 8:30 am to 6pm Mon- Fri, 8:30 am to 12 noon Sat' as per the attached plan be approved.
2. The property owner with the request and affected residents be advised of the outcome.

**ITEM CTC-25-068 - FREITAS LANE, LIDCOMBE – PROPOSED PARKING RESTRICTIONS*****Resolved by Exception***

That the Traffic Committee recommends that:

1. The proposed 'No Parking' and 'No Stopping' restrictions in Freitas Lane, Lidcombe in accordance with the attached plan be approved
2. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-069 - CUMBERLAND ROAD CORNER OF CHISWICK ROAD, AUBURN - PROPOSED TIMED PARKING*****Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of '1/2P 9 AM – 6 PM, Monday to Sunday' signage in Chiswick Road outside the shop at the corner of Cumberland Road in accordance with the attached plan be approved.
2. The business owner and adjacent residents be notified of the outcome.

**ITEM CTC-25-070 - CUMBERLAND ROAD CORNER OF MARY STREET, AUBURN - PROPOSED TIMED PARKING*****Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of '1/2P 9 AM – 6 PM, Monday to Sunday' signage in Mary Street outside the shop at the corner of Cumberland Road in accordance with the attached plan be approved.
2. The business owner and adjacent residents be notified of the outcome.

**ITEM CTC-25-071 - DUFFY STREET, MERRYLANDS – PROPOSED ‘NO PARKING’ RESTRICTIONS*****Resolved by Exception***

The Traffic Committee recommends that:

1. The extension of ‘No Stopping’ zone on the southern side of Duffy Street, Merrylands in front of No. 2, by an additional 12m to the west, in accordance with the attached plan be approved in-principle.
2. Council undertake consultation with the affected residents and report back to Traffic Committee if objections are received.
3. The resident with the request and affected residents be advised of the outcome.

**ITEM CTC-25-072 - HAWKSVIEW STREET, GUILDFORD – RELOCATION OF THE EXISTING PARKING RESTRICTON*****Resolved by Exception***

The Traffic Committee recommends that:

1. The extension of the existing ‘No Stopping’ signage on the northern side of Hawkswiew Street, Merrylands in front of No. 7 in accordance with the attached plan be approved.
2. Council undertake consultation with affected residents and report back to Traffic Committee if objections are received.
3. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-073 - LANEWAY BETWEEN FIRST STREET AND SECOND STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS*****Resolved by Exception***

That the Traffic Committee recommends that:

1. The proposed ‘No Parking’ and ‘No Stopping’ restrictions in the laneway between First Street and Second Street, Granville in accordance with the attached plan be approved.
2. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-074 - LANEWAY BETWEEN SECOND STREET AND THIRD STREET,  
GRANVILLE – PROPOSED PARKING RESTRICTIONS*****Resolved by Exception***

That the Traffic Committee recommends that:

1. The proposed 'No Parking' and 'No Stopping' restrictions in the laneway between Second Street and Third Street, Granville in accordance with the attached plan be approved.
2. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-075 - LANEWAY BETWEEN THIRD STREET AND FOURTH STREET,  
GRANVILLE – PROPOSED PARKING RESTRICTIONS*****Resolved by Exception***

That the Traffic Committee recommends that:

1. The proposed 'No Parking' and 'No Stopping' restrictions in the laneway between Third Street and Fourth Street, Granville in accordance with the attached plan be approved.
2. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-076 - LANEWAY BETWEEN FOURTH STREET AND FIFTH STREET,  
GRANVILLE – PROPOSED PARKING RESTRICTIONS*****Resolved by Exception***

That the Traffic Committee recommends that:

1. The proposed 'No Parking' and 'No Stopping' restrictions in the laneway between Fourth Street and Fifth Street, Granville in accordance with the attached plan be approved.
2. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-077 - LANEWAY BETWEEN WILLIAM STREET AND FIRST STREET,  
GRANVILLE – PROPOSED PARKING RESTRICTIONS*****Resolved by Exception***

That the Traffic Committee recommends that:



1. The proposed 'No Parking' and 'No Stopping' restrictions in the laneway between William Street and First Street, Granville in accordance with the attached plan be approved.
2. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-078 - CLYDE STREET, GRANVILLE AT SIXTH STREET – PROPOSED 'NO STOPPING' RESTRICTIONS*****Resolved by Exception***

That the Traffic Committee recommends that:

1. The proposed 'No Stopping' restrictions and 'Bus Zone' signage on the eastern side of Clyde Street, Granville between Fifth Street and Sixth Street, and BL2 line marking on Sixth Street, in accordance with the attached plan, be approved in-principle.
2. Consultation be undertaken with directly affected residents and a report be provided back to the Traffic Committee meeting if objections are received.
3. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-079 - LANEWAY BETWEEN FIFTH STREET AND SIXTH STREET, GRANVILLE – PROPOSED PARKING RESTRICTIONS*****Resolved by Exception***

That the Traffic Committee recommends that:

1. The proposed 'No Parking' restrictions in the laneway between Fifth Street and Sixth Street, Granville in accordance with the attached plan be approved.
2. The resident that made the request and affected residents be notified of the outcome.

**ITEM CTC-25-080 - HAMPSTEAD ROAD, AUBURN – APPLICATION FOR 'WORKS ZONE' SIGNAGE*****Resolved by Exception***

The Traffic Committee recommends that:

1. The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved on the frontage of the redevelopment site on Hampstead Road, Auburn in accordance with the attached plan subject to Council's standard conditions for the period of 6 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-25-081 - WARREN ROAD AND WOODPARK ROAD, WOODPARK – REQUEST FOR A ROUNDABOUT*****Resolved by Exception***

The Traffic Committee recommended that:

1. The installation of 'No stopping' signs and line marking on the Warren Road approaches at the intersection with Woodpark Road, Woodpark, in accordance with the attached plan be approved in-principle.
2. Council undertake consultation with affected residents and report back to the Traffic Committee if objections are received.
3. The resident that made the request and affected residents be advised of the outcome.

**ITEM CTC-25-082 - MARTIN STREET, LIDCOMBE – APPLICATION FOR 'WORKS ZONE' SIGNAGE*****Resolved by Exception***

The Traffic Committee recommends that:

1. The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Martin Street, Lidcombe in accordance with the attached plan subject to Council's standard conditions for a period of 6 months and subsequent extension if required.
2. Council provide 'No Parking' signs on the western side of Martin Street and undertake consultation with directly affected residents.
3. The applicant be advised to pay the 'Works Zone' fees to Council as per the adopted Fees and Charges once the consultation is completed.

**ITEM CTC-25-083 - GIBBONS ST, AUBURN – APPLICATION FOR 'WORKS ZONE' SIGNAGE*****Resolved by Exception***

The Traffic Committee recommends that:

1. The 18m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Gibbons Street, Auburn in accordance with the attached plan subject to

Council's standard conditions for the period of 6 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-25-084 - PEGLER AVENUE, SOUTH GRANVILLE – APPLICATION FOR 'WORKS ZONE' SIGNAGE**

***Resolved by Exception***

The Traffic Committee recommends that:

1. The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Pegler Avenue, South Granville in accordance with the attached plan subject to Council's standard conditions for the period of 3 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.

***Part 2 - Recommendation to Council in accordance with Part 2 of the Terms of Reference for the Cumberland Local Traffic Committee.***

Note: Part 2 recommendations of the Traffic Committee are subject to Council's endorsement. For final decisions regarding these matters, please refer to the Council Meeting Minutes where these matters were reported to Council for determination.

**ITEMS RESOLVED BY EXCEPTION**

The Committee resolved by exception the below items on the Traffic Committee Agenda as per the recommendations in the reports:

CTC-25-085, CTC-25-086, CTC-25-087, CTC-25-088, CTC-25-089, CTC-25-090, CTC-25-091, CTC-25-093, CTC-25-096.

**Moved** Mr George Campbell, **Seconded** Cllr Glenn Elmore

**ITEM CTC-25-085 - DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS*****Resolved by Exception***

The Traffic Committee recommends that Council investigate alternate measures for speed calming including a combination of speed humps and local traffic management devices and undertake further consultation with the affected residents.

**ITEM CTC-25-086 - GORDON AVENUE, SOUTH GRANVILLE – ROAD SAFETY CONCERNS*****Resolved by Exception***

The Traffic Committee recommends that:

1. Council consults with the resident of Gordon Avenue, South Granville to assess support for the installation of speed humps, and report back to the Traffic Committee.
2. Council request Cumberland Police Area Command to undertake speed surveillance in Gordon Avenue, South Granville.
3. The resident with the request and affected residents be advised on the outcome.

**ITEM CTC-25-087 - KENYONS ROAD, MERRYLANDS WEST – ROAD SAFETY CONCERNS*****Resolved by Exception***

The Traffic Committee recommends that Council consults with the resident of Kenyons Street, Merrylands West to assess support or otherwise for the installation of traffic calming devices, and provide a further report to the Traffic Committee.

**ITEM CTC-25-088 - DRIFTWAY DRIVE, PEMULWUY - REQUEST FOR PEDESTRIAN CROSSING*****Resolved by Exception***

The Traffic Committee recommends that:

1. The proposed marked pedestrian crossing on Driftway Drive, Pemulwuy be approved in principle.
2. Council forward final design plans to Transport for NSW for concurrence.
3. Council undertake consultation with directly impacted residents regarding the proposed marked pedestrian crossing in Driftway Drive, Pemulwuy, and report back to the Traffic Committee if objections are received.

**ITEM CTC-25-089 - BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION*****Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of speed humps near No.29 in Brighton Street and kerb blister island near No.17 be supported.
2. Concerned and affected residents are notified of the outcome.

**ITEM CTC-25-090 - TOONGABBIE ROAD, TOONGABBIE –SAFETY CONCERNS AT THE BEND*****Resolved by Exception***

The Traffic Committee recommends that the proposed installation of advisory bend ahead warning signs in Toongabbie Road on the approaches to the bend in accordance with the attached plan be approved.

**ITEM CTC-25-091 - DAHLIA STREET, GREYSTANES – ALPHA ROAD PARK PARKING REVIEW*****Resolved by Exception***

The Traffic Committee recommends that the consultation be undertaken with affected residents, businesses and sporting groups for the provision of indented parking spaces at Alpha Road Park along Dahlia Street, Greystanes, and a further report be provided to the Traffic Committee.

**ITEM CTC-25-093 - PENDLE HILL PUBLIC DOMAIN PLAN - JOYCE STREET PARK UPGRADE, PENDLE HILL – PROPOSED REALIGNMENT OF PEDESTRIAN CROSSING & ROUNDABOUT AT PURDIE LANE*****Resolved by Exception***

The Traffic Committee recommends that:

1. The proposed pedestrian crossing realignment and associated traffic works for the Joyce Street Park Upgrade at Pendle Hill Town Centre in accordance with the attached plan be approved.
2. The proposed roundabout at the intersection of Joyce Street and Purdie Lane in accordance with the attached plan be approved, subject to approval by Transport for NSW of a Traffic Management Plan for the banning of trucks turning left in to Purdie Lane.

**ITEM CTC-25-096 - MAIN AVENUE, LIDCOMBE – ROAD SAFETY CONCERNS*****Resolved by Exception***

The Traffic Committee recommends that Council undertake consultation with the residents and properties along Main Avenue, Lidcombe, to assess support or otherwise for the installation of traffic calming devices in the street.

**ITEM CTC-25-092 - GILBA ROAD GIRRAWEE – PROPOSED MODIFICATIONS TO PREVIOUSLY APPROVED RAISED PEDESTRIAN CROSSING**

The Traffic Committee recommends that:

1. The modifications to the proposed raised pedestrian crossing on Gilba Road, Girraween (outside Girraween Public School) in accordance with the attached plan be supported.
2. Council amend the times of 'No Parking' signage on the northern side of Gilba Road west of the raised pedestrian crossing to "No Parking; 8AM-9:30AM; 2:30PM-4PM; MON-FRI; 1:00PM-5:00PM; SAT" to reflect the times on the existing No Parking zone in Bando Road outside the school.
3. Council notify adjacent residents and school of the outcome.

**Moved** Mr Matthew Tangonan, **Seconded** Mr George Campbell.



**ITEM CTC-25-094 - CHARLES STREET, GRANVILLE - CONCERNS AT THE INTERSECTION WITH BLAXCELL STREET**

The Cumberland Traffic Committee recommends that Council prepare a Traffic Management Plan for the precinct bound by Adam Street, Excelsior Street, Louis Street, Fifth Street and Clyde Street to identify desired traffic flow options.

**Moved** Clr Glenn Elmore, **Seconded** Mr George Campbell.

**ITEM CTC-25-095 - LAVINIA STREET, SOUTH GRANVILLE - SAFETY CONCERNS**

The Traffic Committee recommends that Council prepare a Traffic Management Plan for the precinct bound by Adam Street, Excelsior Street, Louis Street & Fifth Street and Clyde Street to identify desired traffic flow options.

**Moved** Clr Glenn Elmore, **Seconded** Mr George Campbell.

**ITEM CTC-25-097 - REDFERN STREET, GRANVILLE - SAFETY CONCERNS**

The Traffic Committee recommends that Council prepare a Traffic Management Plan for the precinct bound by Adam Street, Excelsior Street, Louis Street, Fifth Street & Clyde Street to identify desired traffic flow options.

**Moved** Clr Glenn Elmore, **Seconded** Mr Matthew Tangonan

**ITEM CTC-25-098 - MONA STREET, AUBURN & SOUTH GRANVILLE – PARKING RESTRICTION MODIFICATION**

The Traffic Committee recommends that Council undertake consultation with the residents and broader community on proposed changes to parking restrictions along Mona Street between Clyde Street and Chisholm Road, and provide a further report on the consultation results to the Traffic Committee.

**Moved** Clr Glenn Elmore, **Seconded** Mr George Campbell.

**GENERAL BUSINESS**

The following general business was raised by Council officers:

**Olympic Drive and Joseph St Lidcombe**

Council has received representations from the State MP to investigate a reduction of the current 70km per hour speed limit on Olympic Drive and Joseph St Lidcombe

between Church St and Georges Ave. Council officers will liaise with TfNSW to investigate the request.

### **Cumberland Local Government Area Traffic Study - Progress Update**

Following Council's resolution, Officers have progressed the Bold Street Bridge study, with a consultant engaged with a working group to progress later this month. Other studies will progress shortly.

### **Albert Street & Frank Street, Guildford West**

Concerns from residents regarding the intersection of Albert Street & Frank Street, Guildford West. Residents have requested a roundabout, where Council officers will investigate this intersection as per Council's Traffic and Transport Policy and Guideline.

### **Dunmore St and Garfield St, Wentworthville - No Left Turn Vehicles under 9m Excepted**

Concerns from residents regarding the intersection of Dunmore Street and Garfield Street, Wentworthville. They have reported No Left Turn Vehicles under 9m Excepted is confusing and not clear where Council officers will investigate how to improve this matter.

### **Roads Act Review**

NSW Government is undertaking a review of the Roads Act to ensure that it continue to meet the need of the community. An issues paper was released early this year, and it is anticipated that an option paper will be provided for consultation in the second half of 2025.

### **NEXT MEETING**

Next Meeting 4 June 2025 at 9:30 AM

### **MEETING CLOSE**

The meeting terminated at 10.09am.

Signed:  
Chairperson

**DOCUMENTS  
ASSOCIATED WITH  
REPORT C05/25-120**

**Attachment 3**

**Recommendation to Council of  
Cumberland Traffic Committee  
Meeting on 2 April 2025**

# List of Recommendations to Council: Cumberland Traffic Committee Meeting on 2 April 2025

## Attachments:

1. CTC-25-085 - Damien Avenue, Greystanes - Road Safety Concerns
2. CTC-25-086 - Gordon Avenue, South Granville - Road Safety Concerns
3. CTC-25-087 - Kenyons Road, Merrylands West - Road Safety Concerns
4. CTC-25-088 - Driftway Drive, Pemulwuy - Request For Pedestrian Crossing
5. CTC-25-089 - Brighton Street, Greystanes - Road Safety Concerns - Consultation
6. CTC-25-090 - Toongabbie Road, Toongabbie - Safety Concerns At The Bend
7. CTC-25-091 - Dahlia Street, Greystanes - Alpha Road Parking Review
8. CTC-25-092 - Gilba Road, Girraween - Proposed Modifications To Previously Approved Raised Pedestrian Crossing
9. CTC-25-093 - Pendle Hill Public Domain Plan - Joyce Street Park Upgrade, Pendle Hill - Proposed Realignment of Pedestrian Crossing And Roundabout At Purdie Lane
10. CTC-25-094 - Charles Street, Granville - Concerns At The Intersection With Blaxcell Street
11. CTC-25-095 - Lavinia Street, South Granville - Safety Concerns
12. CTC-25-096 - Main Avenue, Lidcombe - Road Concerns
13. CTC-25-097 - Redfern Street, Granville- Safety Concerns
14. CTC-25-098 - Mona Street, Auburn And South Granville - Parking Restriction Modification

Item No: CTC-25-085

## **DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

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That the Local Traffic Committee recommends, and Council resolves that Council investigate alternate measures for speed calming including a combination of speed humps and local traffic management devices and undertake further consultation with the affected residents.

### **REPORT**

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Cumberland Traffic Committee (CTC) at its meeting in June 2024 considered a report (CTC-24-135) regarding road safety concerns on Damien Avenue, Greystanes. Council resolved to undertake designs on the location of speed humps, consult with affected and adjacent residents on the proposed design and report back to the Traffic Committee.

Following the resolution, a design was prepared as attached to this report and consultation was carried out with the residents of Damien Avenue accordingly in October 2024. Council received 15 responses (29% of the total letters sent) by the closing date, 6 responses (40%) were in support and 9 responses (60%) opposed to the proposal. Based on the results, the majority of residents opposed the installation of the proposed speed humps.

As an alternative, consideration was given to the implementation of BL2 line marking as a road safety response; however, Damien Avenue is approximately 7 metres wide and the implementation of these line markings would reduce the availability of on-street parking at this location.

Given the consultation results and the ongoing community interest in the matter, it is recommended that Council officers explore alternate measures for traffic calming, such as alternate speed hump locations, vehicle activated signs and other potential traffic management devices, and for further consultation to be undertaken with directly affected residents.

### **CONSULTATION**

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The proposal was notified to the impacted resident for a period of 14 days from 23 October 2024 to 6 November 2024.

A total of 51 letters were distributed with an attached survey form to the residents / owners. There were 15 responses (29% of the total letters sent) received by the

closing date, 6 responses (40%) were in support and 9 responses (60%) opposed to the proposal.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## **ATTACHMENTS**

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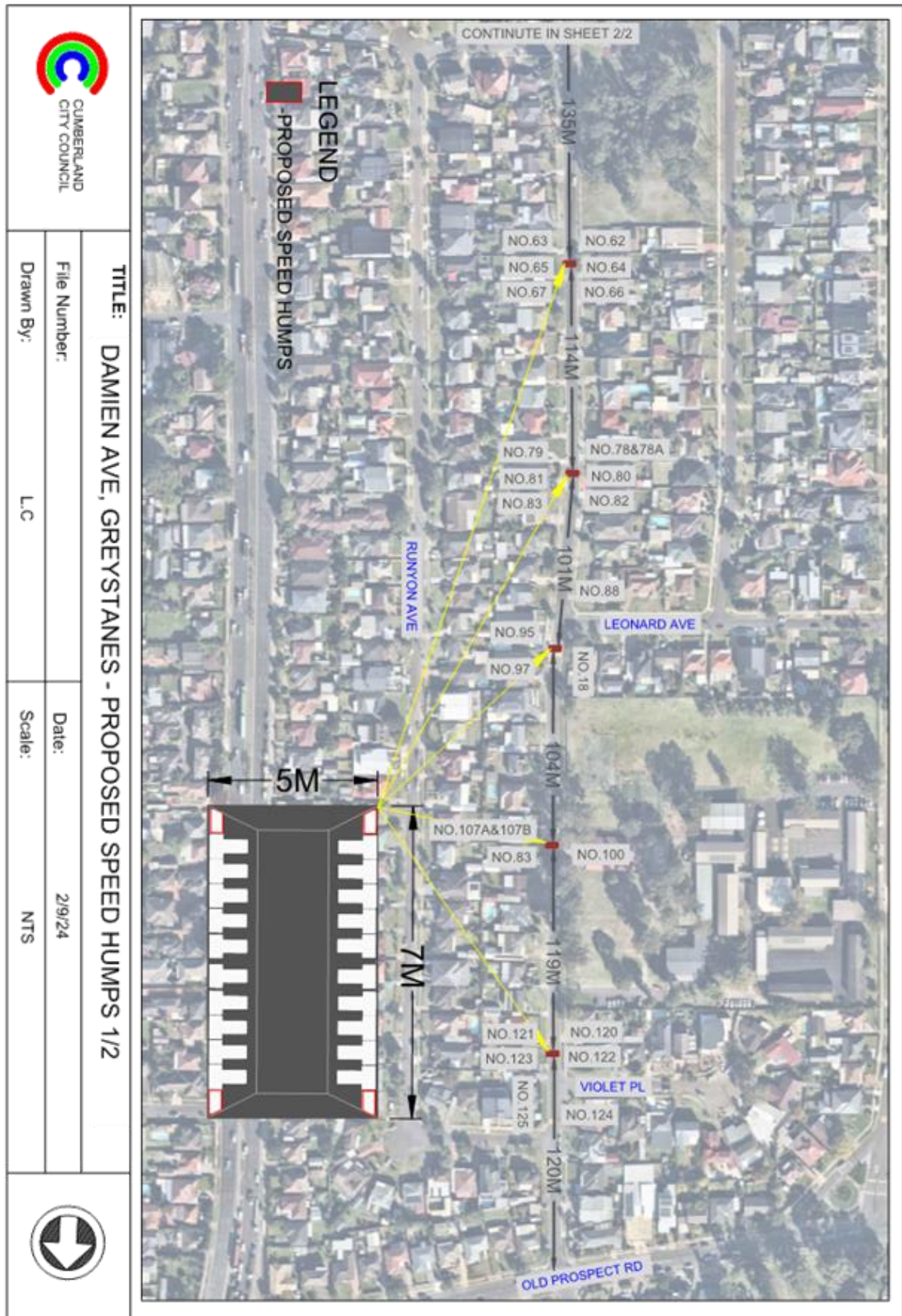
1. Plan - Damien Avenue, Greystanes - Proposed speed hump locations considered during consultation (1 of 2)
2. Plan - Damien Avenue, Greystanes - Proposed speed hump locations considered during consultation (2 of 2)
3. Submissions



# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-085

## Attachment 1

Plan - Damien Avenue,  
Greystanes - Proposed speed  
hump locations considered during  
consultation (1 of 2)

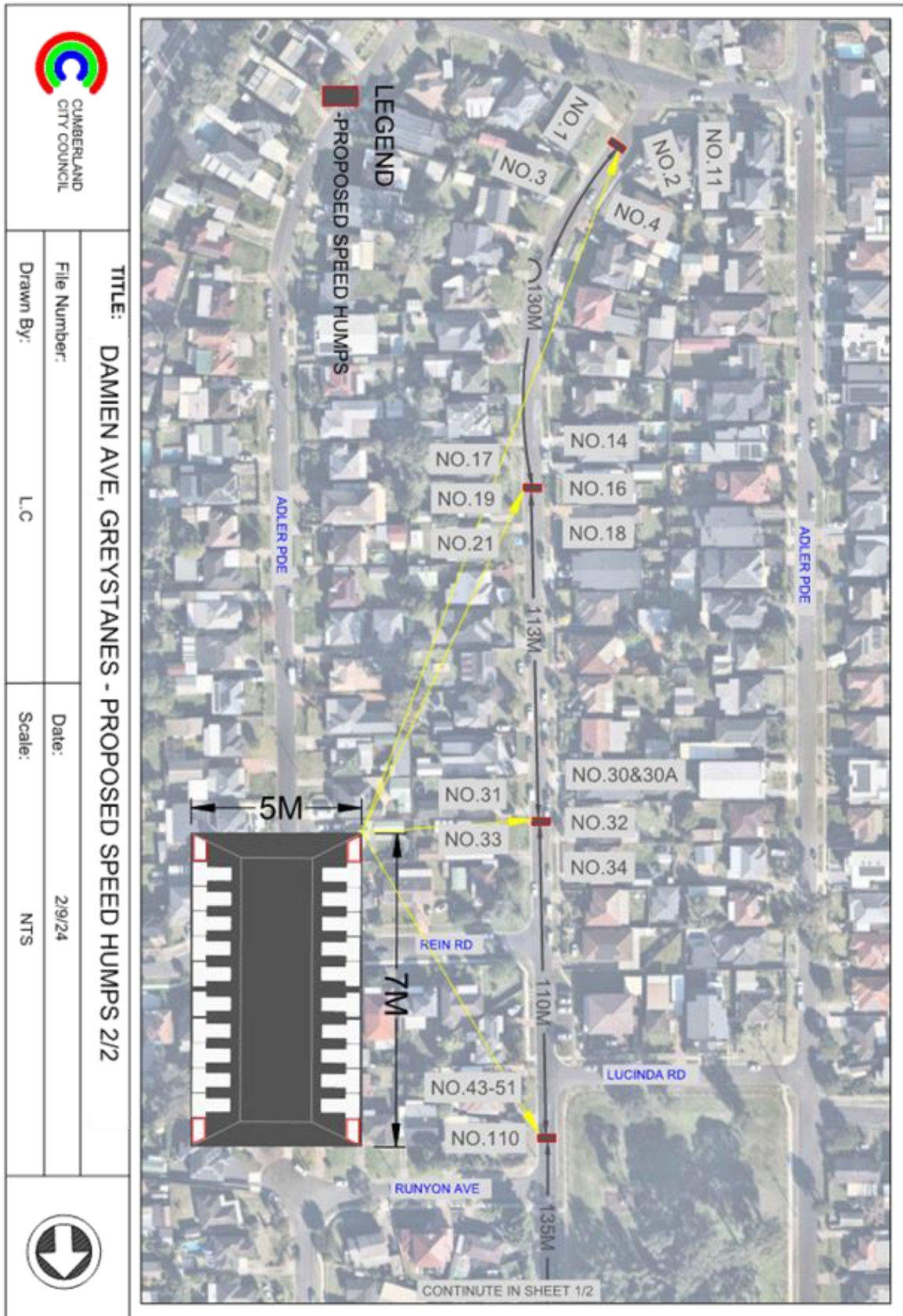


# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-085

## Attachment 2

Plan - Damien Avenue,  
Greystanes - Proposed speed  
hump locations considered during  
consultation (2 of 2)





# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-085

## Attachment 3 Submissions



  
CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

*Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.*

1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☐

2. I do not support the installation of speed humps on Damien Avenue. ☒

Comments: Too Noisy on the car brakes & take off  
as to close to the home I own #30  
Traffic is Minimal on the street and there  
is NO need for the speed humps

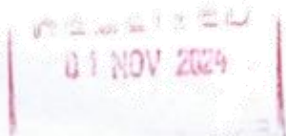

\_\_\_\_\_  
(Signed)

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ABN 22 798 563 329

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CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.**

1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☒

2. I do not support the installation of speed humps on Damien Avenue. ☐


Comments: I'm all in favour of the proposed  
speed humps. if we get to live in a  
quieter area, every one Benefits  
from it.  
With Regards

(Signed) \_\_\_\_\_

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CUMBERLAND  
CITY COUNCIL

**RECEIVED**  
**28 OCT 2024**

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.**

1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☒

2. I do not support the installation of speed humps on Damien Avenue. ☐

Comments: The installation is of critical importance  
Four Wheel drives speed up & down all day  
They never consider the other driver. Damien Ave  
is used as a bypass <sup>avoiding</sup> the Cumberland H/way & Ringrose  
Ave where drivers don't meet queuing traffic (Cumberland t  
a miss of the speed humps in Ringrose Ave

V (Signed) V

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**From:**  
**Sent:** Fri, 1 Nov 2024 17:22:40 +1100  
**To:** "Records Department" <council@cumberland.nsw.gov.au>  
**Subject:** [EXTERNAL] Damien Avenue, Greystanes - Proposed Speed Humps.  
**Attachments:** Damien Ave Greystanes Speed Pumps.pdf

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

---

Hi

Please find attached the form for the attached.  
I **do not** support the installation of speed humps on Damien Avenue.

If you have some money, I appreciate if you can please equip the empty field, opposite to 61 Damien Ave, with some equipment for small toddlers.

Regards

---



CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.**

1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☐

2. I do not support the installation of speed humps on Damien Avenue. ☒

Comments: the road is too narrow (15m). cars are parked all over.

This makes it even more awkward. The traffic is slow.

there is no need for speed pumps.

If you have some money please put more equipment for young toddlers to play in.

(Signed) \_\_\_\_\_

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CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

## DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

*Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.*

1. *I support the installation of speed humps on Damien Avenue as per the attached plan.* ☐
2. *I do not support the installation of speed humps on Damien Avenue.* ☒

**Comments:**

I hope this message finds you well. I am writing in reference to the proposed speed bump that is planned in front of 1 Damien Ave Greystanes. While I fully support measures to reduce speeding in our street and understand the importance of traffic calming, I have some concerns regarding its specific placement.

Given that our bedrooms are located at the front of the house I am worried about the increased noise that will result from vehicles braking and accelerating over the speed bump, especially at night. Additionally, the speed bump is being placed on a bend in the road, which poses a safety hazard. Drivers who may not see the speed bump on time could potentially lose control of their vehicles, creating the risk of them veering into my property or the adjacent footpath.

Would it be possible to consider an alternative location for the speed bump, slightly further down the road, where it could still achieve the goal of reducing speeding without posing these risks?

I would greatly appreciate your consideration of these concerns and any opportunity to discuss this further.

Thank you for your time and attention.

**(Signed)**

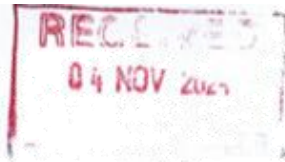
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ABSTRACT 22 702 543 320

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CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

*Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.*

1. I support the installation of speed humps on Damien Avenue as per the attached plan.



2. I do not support the installation of speed humps on Damien Avenue.



Comments: \_\_\_\_\_

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RECEIVED  
30 OCT 2024

REF: DCTC/2411/96

## DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.


**Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.**

1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☐
2. I do not support the installation of speed humps on Damien Avenue. ☒

Comments: The speed bumps are completely unnecessary  
as The street is already so congested with cars  
parked either side of it, it is impossible to drive  
fast down. The street is difficult enough to  
manoeuvre around without the added complication  
of speed bumps. I strongly  
disagree with their  
installation.

\_\_\_\_\_  
(Signed)

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CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.**

1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☐  
2. I do not support the installation of speed humps on Damien Avenue. ☒


Comments: I do not support installation in the immediate proximity of my property. As you can see 107A & 107B is a dual occupancy with a double driveway. The proposed location will significantly impede access and restrict parking.  
Please propose an alternate location.

Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring the accuracy of responses to this survey. The supply of the information by you is voluntary. However, if you do not provide the information Council will be unable to include your responses in its determination. The information will be retained by Council and stored in Council's Central Records System and will be kept confidential. You may make an application for access or amendment to your personal information. For more information about your privacy please contact Cumberland City Council's Privacy Contact Officers.

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07 NOV 2024

CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

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1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☐

2. I do not support the installation of speed humps on Damien Avenue. ☒

**Comments:** The road is relatively narrow and cars are usually parked on either side of the road, narrowing it further and making it necessary for cars to slow to a near stop to let each other pass. Travelling at an unsafe or dangerous speed is therefore not possible on this road and speed humps not useful. Rather, they may pose a detriment to the environment by potentially increasing fuel consumption and vehicle emissions without benefit. Thank you for your consideration.

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CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.**

1. **I support the installation of speed humps on Damien Avenue as per the attached plan.** ☒

2. **I do not support the installation of speed humps on Damien Avenue.** ☐

Comments: We Would be happy to see the Speed humps  
in Damien Avenue for the safety of the children  
and families at our childcare centre. Many Cars  
fly down the street, exceeding speed limits and  
safety of others

\_\_\_\_\_  
(Signed)

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**Welcome** *Belong Succeed*

CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

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1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☐

2. I do not support the installation of speed humps on Damien Avenue. ☒

Comments: \_\_\_\_\_

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(Signed)

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CUMBERLAND  
CITY COUNCILRECEIVED  
29 OCT 2024

REF: DCTC/2411/96

## DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 23 October 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.**

1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☒

2. I do not support the installation of speed humps on Damien Avenue. ☐

Comments: WE SUPPORT THE SPEED HUMPS AS WE DO SEE AND  
HEAR TOO MANY VEHICLES DOING EXCESSIVE SPEEDS UP  
AND DOWN THE STREET, TO SAFEGUARD THE SCHOOL,  
DAY CARE CENTRE AND THE RESIDENTS. SOME OF US  
ARE AGED AND CANNOT CROSS QUICKLY

(Signed)

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CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/96

## DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 23 October 2024 and submit your response by **Wednesday 6 November 2024**.

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1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☐

2. I do not support the installation of speed humps on Damien Avenue. ☒


Comments: HEAVY TRUCKS PASSES THIS STREET MAKE MORE  
NOISES STOP & GO. I RATHER HAVE FOOTPATE. THEN  
SPEED HUMPS

(Signed) \_\_\_\_\_

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CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/06

**DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

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1. I support the installation of speed humps on Damien Avenue as per the attached plan. ☒

2. I do not support the installation of speed humps on Damien Avenue. ☐

Comments: if there is any possibility we would gladly  
Appreciate it if, we could have a speed hump  
installed at the entrance / or close to the  
entrance to Damien Ave via old prospect Rd.  
As when vehicles enter via old prospect Rd they come  
in at a fast speed

\_\_\_\_\_  
(Signed)

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ABN 22 798 563 329

Welcome Belong Succeed



**To:** [Records Department](#)  
**Subject:** [EXTERNAL] Attention: Soma Somaskanthan, Speed humps in Damien Ave, Greystanes  
**Date:** Thursday, 7 November 2024 11:10:26 AM

---

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good morning,

I believe there is talk of putting speed humps all the way along Damien Ave, Greystanes because somebody complained about speeding cars. I have voiced my opinion on this matter the last time you sent letters out to the residents. I now hear you have sent letters out to all residents that are impacted by your proposal.

I have spoken to a member of your team and voiced my opinion, he suggested I email.

1. You can not speed in Damien Ave due to the fact the cars are parked on both sides and only one car can get through at a time. You are continually pulling over or reversing back to let cars through. I do acknowledge that after Rein road yes you could speed where there are no cars, near the park or outside the school. There is no way a car can speed from Rein Rd back to end of Damien at Levick Rd.

2. Speed humps will only make resident parking outside their house worse.

Whoever complained must live up the other end or do not drive a car!!

Please come out after 5pm and have a look yourself and use common sense before installing speed humps.

Use the funds to better the storm water drain and put more in, as after a storm the bottom of Damien Ave, where the road slopes floods every time ,after a storm. My garage floods every single time as the water backs up from the road!

Please consider the residents before making a final decision

Item No: CTC-25-086

## **GORDON AVENUE, SOUTH GRANVILLE – ROAD SAFETY CONCERNS**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

---

That the Local Traffic Committee recommends, and Council resolves that:

1. Council consults with the resident of Gordon Avenue, South Granville to assess support for the installation of speed humps, and report back to the Traffic Committee.
2. Council request Cumberland Police Area Command to undertake speed surveillance in Gordon Avenue, South Granville.
3. The resident with the request and affected residents be advised on the outcome.

### **REPORT**

---

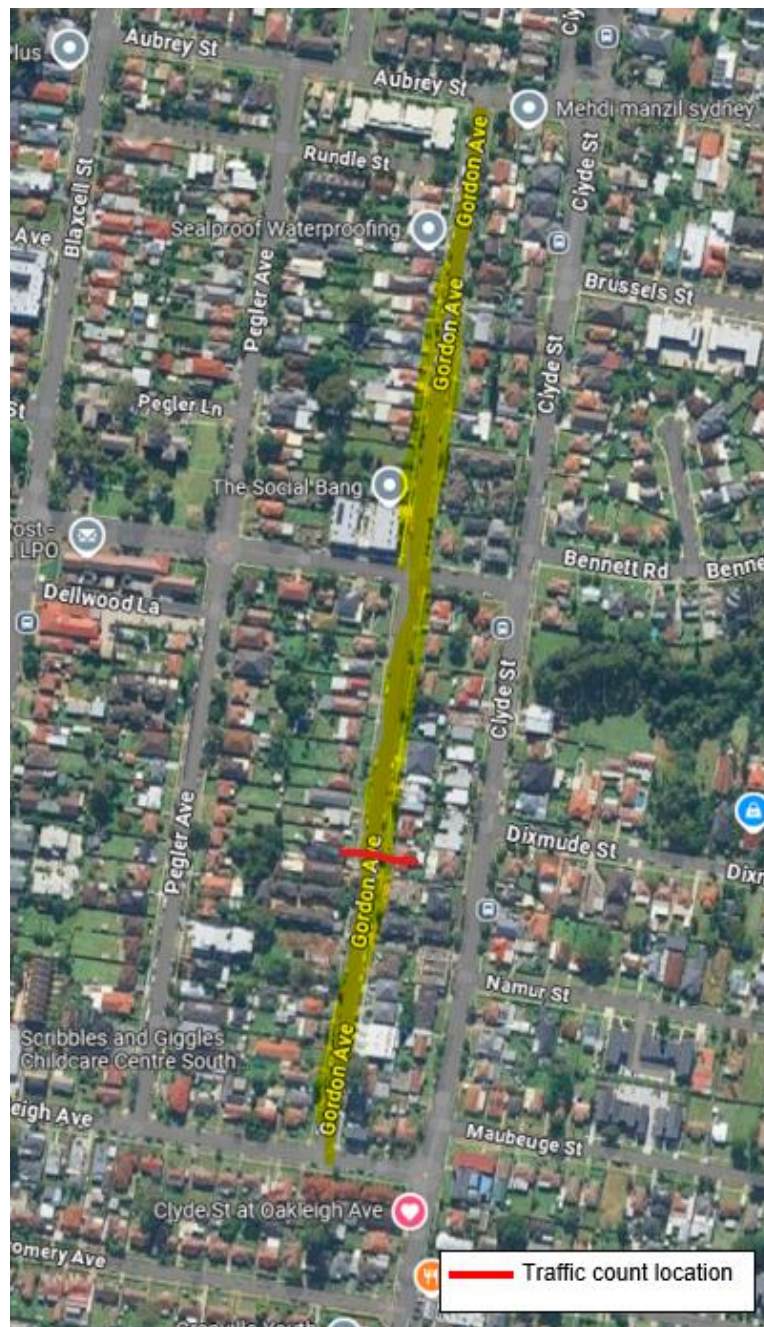
Council has received a request from a local resident for the installation of traffic calming devices on Gordon Avenue, South Granville due to speeding concerns.

Gordon Avenue is a local road runs in a north – south direction from Aubrey Street to Oakleigh Avenue. The road is approximately 680m long, it intersects with Dellwood Street at its midway. The speed limit is 50km/h and parking is permitted on both sides of the road in accordance with the Road Rules unless otherwise signposted.

Council officers have investigated the request for the installation of traffic calming devices on Gordon Avenue in accordance with Council's Local Area Traffic Management (LATM) Policy.

The latest Centre for Road Safety accident data indicated that there were no reported accidents in Gordon Avenue in the previous 5 years ending June 2024.

The map below shows the location of Gordon Avenue:



A traffic count was undertaken on Gordon Avenue in February 2025. The traffic count location is shown in red on the map above. The results of the traffic count indicated the following:

- Average Daily Traffic (ADT) = 639 veh/day,
- 85<sup>th</sup> percentile speed recorded = 55.4 km/h
- Mean Speed = 43.9km/h

Council officers have investigated the request for the installation of traffic calming devices on Gordon Avenue in accordance with Council's Local Traffic and Transport Policy and Guideline.

The results of the traffic count and recorded crashes were used in the Local Area Traffic Management (LATM) assessment to determine the need for the installation of traffic calming devices on Gordon Avenue in accordance with the criteria set out in Council's Local Traffic and Transport Policy and Guideline.

The LATM assessments are summarised in the tables below:

Table 1 – Gordon Avenue - LATM Assessment Points

Criteria	Maximum Score	Scores Achieved
Traffic Study Data	60	23
Local Characteristics	40	5
<b>Total</b>	<b>100</b>	<b>28</b>

Table 2 – Gordon Avenue – Action

Points (out of 100)	Recommended Action(s)
61-100	<ul style="list-style-type: none"> <li>• Report to Cumberland Traffic Committee with a recommendation of providing traffic calming</li> <li>• Report to Cumberland Traffic Committee on line marking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines</li> <li>• Consider community and stakeholder consultation on potential improvements</li> </ul>
41-60	<ul style="list-style-type: none"> <li>• Monitor and review traffic data after 6 months</li> <li>• Report to Cumberland Traffic Committee on line marking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines</li> <li>• Consider community and stakeholder consultation on potential improvements</li> </ul>
25-40	<ul style="list-style-type: none"> <li>• <b>Monitor and review traffic data after 12 months</b></li> <li>• <b>Report to Cumberland Traffic Committee online marking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines</b></li> <li>• <b>Consider community and stakeholder consultation on potential improvements</b></li> </ul>
<25	<ul style="list-style-type: none"> <li>• Do nothing</li> </ul>
Speed	<ul style="list-style-type: none"> <li>• Regardless of the total points scored, should the 85<sup>th</sup> percentile speed exceeds the posted speed limit by 5km/h, the street is to be referred to the Local Area Command of the NSW Police for monitoring and/or enforcement</li> <li>• Opportunities for line marking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines.</li> </ul>

Based on the above, Council will consult with the residents of Gordon Avenue, South Granville to assess support for the installation of the traffic calming devices and report back to the Traffic Committee.



**CONSULTATION**

---

Subject to endorsement, consultation will be undertaken on the proposal.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

**ATTACHMENTS**

---

Nil

Item No: CTC-25-087

## KENYONS ROAD, MERRYLANDS WEST – ROAD SAFETY CONCERNS

### RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

---

That the Local Traffic Committee recommends, and Council resolves that Council consults with the resident of Kenyons Street, Merrylands West to assess support or otherwise for the installation of traffic calming devices and provide a further report to the Traffic Committee.

### REPORT

---

Council has received a request from a local resident for the installation of traffic calming devices on Kenyons Road, Merrylands West due to speeding concerns.

Kenyons Road is a local road runs in an east-west direction from Fowler Road to Sherwood Road. The road is approximately 800m long with an existing roundabout at the intersection of Arcadia Street. The speed limit is 50km/h and parking is permitted on both sides of the road in accordance with the Road Rules unless otherwise signposted.

The map below shows the location of Kenyons Road:



Council officers have investigated the request for the installation of traffic calming devices on Kenyons Road in accordance with Council's Local Traffic and Transport Policy and Guideline.

The latest Centre for Road Safety accident data indicated that there were no reported accidents in Kenyons Road in the last 5 years ending June 2024.

A traffic count was undertaken on Kenyons Road in December 2024. The traffic count location is shown in red on the map above. The results of the traffic count indicated the following:

- Average Daily Traffic (ADT) = 9,026 veh/day
- 85th percentile speed = 54.4 km/h
- Mean (average) vehicle speed = 47.1 km/h

The results of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Kenyons Road in accordance with the Local Area Traffic Management (LATM) criteria set out in Council's Local Traffic and Transport Policy and Guideline.

The LATM assessment is summarised in the tables below:

Table 1 – Kenyons Road - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	60	15
Local Characteristics	35	20
<b>Total</b>	<b>100</b>	<b>35</b>

Table 2 – Kenyons Road – Action

Points (out of 100)	Recommended Action(s)
61-100	<ul style="list-style-type: none"> <li>• Report to Cumberland Traffic Committee with a recommendation of providing traffic calming</li> <li>• Report to Cumberland Traffic Committee on line marking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines</li> <li>• Consider community and stakeholder consultation on potential improvements</li> </ul>
41-60	<ul style="list-style-type: none"> <li>• Monitor and review traffic data after 6 months</li> <li>• Report to Cumberland Traffic Committee on line marking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines</li> <li>• Consider community and stakeholder consultation on potential improvements</li> </ul>
<b>25-40</b>	<ul style="list-style-type: none"> <li>• <b>Monitor and review traffic data after 12 months</b></li> <li>• <b>Report to Cumberland Traffic Committee on line marking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines</b></li> <li>• <b>Consider community and stakeholder consultation on potential improvements</b></li> </ul>
<25	<ul style="list-style-type: none"> <li>• Do nothing</li> </ul>
Speed	<ul style="list-style-type: none"> <li>• Regardless of the total points scored, should the 85th percentile speed exceeds the posted speed limit by 5km/h, the street is to be referred to the Local Area Command of the NSW Police for monitoring and/or enforcement</li> </ul>

- |  |  |
|--|--|
|  | <ul style="list-style-type: none"><li>• Opportunities for line marking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines.</li></ul> |
|--|--|

The traffic count indicated that the recorded 85<sup>th</sup> percentile speed was 54.4 km/h which is above the speed limit of the street.

Based on the above assessment, Council will consult with the residents of Kenyons Road, Merrylands West to assess support for the installation of the traffic calming devices.

### **CONSULTATION**

---

Subject to endorsement, consultation on the proposal will be undertaken.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

### **ATTACHMENTS**

---

Nil

Item No: CTC-25-088

## **DRIFTWAY DRIVE, PEMULWUY - REQUEST FOR PEDESTRIAN CROSSING**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

---

That the Local Traffic Committee recommends, and Council resolves that:

1. The proposed marked pedestrian crossing on Driftway Drive, Pemulwuy be approved in principle.
2. Council forward final design plans to Transport for NSW for concurrence.
4. Council undertake consultation with directly impacted residents regarding the proposed marked pedestrian crossing in Driftway Drive, Pemulwuy, and report back to the Traffic Committee if objections are received.

### **REPORT**

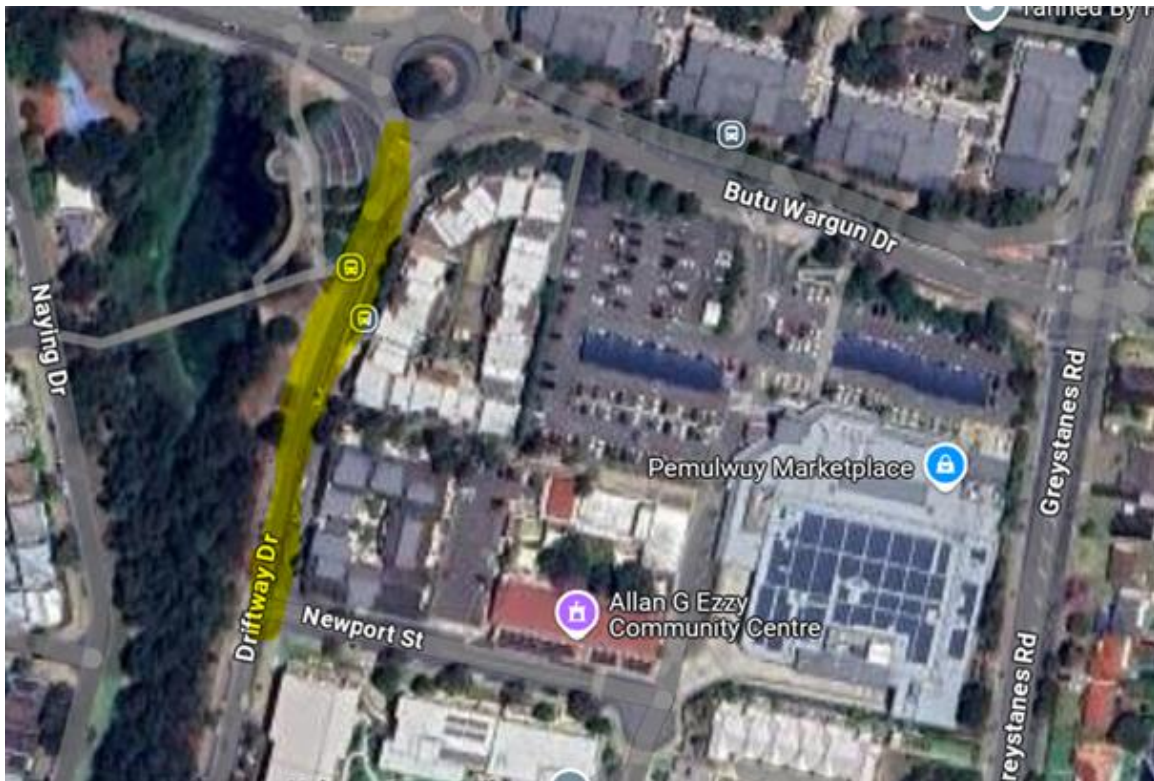
---

Council has received a request from residents for the provision of a pedestrian crossing on Driftway Drive, Pemulwuy south of Butu Wargun Drive.

Driftway Drive is a local road that runs in a north-south direction. The section of interest is between Butu Wargun Drive and Newport Street. This section of Driftway Drive is approximately 160m long and 6.5m wide while indented parking is provided on both sides of the street. The street has a default speed limit of 50 km/h.

A speed cushion is located on Driftway Drive between Butu Wargun Drive and Newport Street, with bus stops on both sides of the street nearby.

The map below shows the location of Driftway Drive, Pemulwuy and the school.



The latest Centre for Road Safety accident data indicated that there were no reported accidents at this section of Driftway Drive in the last 5 years that involves pedestrians.

Council officers have investigated the request for a pedestrian crossing at this section of Driftway Drive, Pemulwuy.

### ***Pedestrian Crossing Warrants***

Council has developed its own guidelines for the provision of pedestrian crossings on local roads especially at high demand locations including schools, community facilities, parks, hospitals, medical facilities, town centres, neighbourhood shops and public transport facilities.

A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point meets the following criteria:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour crossing the road is or is expected to be equal to or greater than 20, and vehicle volumes be equal to or greater than 200. Where each unaccompanied child, elderly person or mobility impaired pedestrian is counted as two pedestrians.

In addition to the above, all requirements set down in Australian Standards are to be met.

Council undertook pedestrian and vehicle counts at this section of Driftway Drive in June 2024. The hourly count data is given below:



Time Period	Vehicle Numbers per hour	Pedestrian Numbers per hour
6:00-7:00	122	0
7:00-8:00	270	9
8:00-9:00	405	39
9:00-10:00	222	29
15:00-16:00	324	78
16:00-17:00	387	26
17:00-18:00	380	25

The vehicle and pedestrian counts undertaken in Driftway Drive satisfies the requirements for a marked pedestrian crossing. It is proposed to remove the existing speed cushion and provide a raised marked pedestrian crossing to enhance safety for pedestrians crossing Driftway Drive.

### **CONSULTATION**

---

Subject to endorsement, Council officers will carry out consultation with surrounding residents on the proposal.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

### **ATTACHMENTS**

---

Nil

Item No: CTC-25-089

## **BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS – CONSULTATION**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

---

That the Local Traffic Committee recommends, and Council resolves that:

1. The installation of speed humps near No.29 in Brighton Street and kerb blister island near No.17 be supported.
2. Concerned and affected residents are notified of the outcome.

### **REPORT**

---

Cumberland Traffic Committee (CTC) at its meeting in June 2024 considered a report (CTC-24-133) regarding road safety concerns on Brighton Street, Greystanes. Council resolved to support the location of two speed humps on the street, and to consider an alternate speed hump and traffic calming measures at some locations.

In accordance with the recommendation, a consultation regarding the relocation of one speed hump and the addition of two proposed new kerb blister islands was conducted with the residents of Brighton Street in October 2024.

Council received 4 responses (44.4% of the total letters sent) by the closing date. 1 response (25%) supported the proposed speed hump relocation, and 3 responses (75%) objected to the proposed kerb blister islands at one of the locations.

Based on the results, three objections were received from directly affected residents at one of the locations. Considering the proposed blister island in front of No. 69 is near a crest, which may impact safety and visibility, it is recommended that this blister island not be installed and that traffic conditions are monitored following the installation of the blister islands and speed humps and report back to the Traffic Committee if necessary.

It is also recommended that the installation of speed humps near No.29 in Brighton Street and kerb blister island near No.17 be supported.

### **CONSULTATION**

---

The proposal was notified to the residents in Brighton Street for a period of 14 days from 22 October 2024 to 5 November 2024.

A total of 9 letters were distributed with an attached survey form and a plan to the residents/ owners. Council received 4 responses (44.4% of the total letters sent) by

the closing date. 1 response (25%) supported the proposed speed hump relocation, and 3 responses (75%) opposed the proposed kerb blister islands.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## **ATTACHMENTS**

---

1. Plan - Brighton Street, Greystanes - Approved and proposed traffic calming devices
2. Submissions
3. Previous Report - CTC-24-133
4. Previous Minutes - CTC-24-133

# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-089

## Attachment 1


Plan - Brighton Street,  
Greystanes - Approved and  
proposed traffic calming devices



# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-089

## Attachment 2 Submissions





CUMBERLAND  
CITY COUNCIL

RECEIVED  
07 NOV 2024

REF: DCTC/2411/102

**BRIGHTON STREET, GREYSTANES – PROPOSED KERB BLISTERS AND SPEED HUMP**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Please indicate your views on the proposed traffic calming measures on Brighton Street, Greystanes as described in Council's letter dated **21 October 2024** and submit your response by **5 November 2024**.

*Being the owner or tenant of the above address, I have received Council's letter dated 21 October 2024 in relation to the proposed traffic calming measures in Brighton Street and I am in favour of the below option.*

- I support the installation of kerb blister islands and speed humps in Brighton Street as per attached plan.* ☒
- I do not support the installation of kerb blister islands and speed humps in Brighton Street, Greystanes.* ☐

**Further Comments:**

*I don't know how many times I have to STRESS the importance of these speed humps & issues. How many letters do I have to send before something happens. Motor Bikes 120Kms, Cars 1. Does anyone care about safety issues*

(Signed)

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RECEIVED  
29 OCT 2024

REF: DCTC/2411/102

## BRIGHTON STREET, GREYSTANES – PROPOSED KERB BLISTERS AND SPEED HUMP

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Mobile: \_\_\_\_\_

Please indicate your views on the proposed traffic calming measures on Brighton Street, Greystanes as described in Council's letter dated **21 October 2024** and submit your response by **5 November 2024**.

*Being the owner or tenant of the above address, I have received Council's letter dated 21 October 2024 in relation to the proposed traffic calming measures in Brighton Street and I am in favour of the below option.*

1. *I support the installation of kerb blister islands and speed humps in Brighton Street as per attached plan.*

☐

2. *I do not support the installation of kerb blister islands and speed humps in Brighton Street, Greystanes.*

☒

## Further Comments:

OUR BEDROOM IS IN THE FRONT AND THE  
NOISE CREATED BY THE PASSING TRAFFIC  
OVER THE HUMP WOULD KEEP US AWAKE  
ALL NIGHTS.

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PAGE 1 of 3

CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/102

**BRIGHTON STREET, GREYSTANES – PROPOSED KERB BLISTERS AND SPEED HUMP**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_


Please indicate your views on the proposed traffic calming measures on Brighton Street, Greystanes as described in Council's letter dated 21 October 2024 and submit your response by 5 November 2024.

Being the owner or tenant of the above address, I have received Council's letter dated 21 October 2024 in relation to the proposed traffic calming measures in Brighton Street and I am in favour of the below option.

~~1. I support the installation of kerb blister islands and speed humps in Brighton Street as per attached plan.~~ ☐

2. I do not support the installation of kerb blister islands and speed humps in Brighton Street, Greystanes. ☒

ER RECEIVING NO CORRESPONDANCE WHAT'S SO EVER IN THE PAST SURVEYS ☒  
RINGING COUNCIL + BEING TOLD WE HAD BEEN FORGOTTEN ! I CONTACTED MR  
UGH MCDELMOTT M.P. WHO IN TURN CONTACTED COUNCILOR LAKE - MAYOR,  
WHO WROTE TO ME + ASSURED ME THERE WILL BE NO SPEED HUMP IN FRONT  
WHICH IS DIRECTLY OUTSIDE MY BED ROOM. IN THE GRANNY FLAT  
HERE I LIVE AT . NOW YOU STATE YOU ARE REPLACING IT WITH A  
BLISTER ! IS THIS SOME SORT OF TRICKERY ? !  
AT MY CONCERNS ARE ? - 1/ I HAVE NO IDEA WHAT A BLISTER IS, YOU'VE  
GIVEN NO PLAN OR DIMENSIONS EXCEPT LOM WHICH IS THE WIDTH OF THE STREET  
THE BLISTER, I THINK, WILL CAUSE THE APPROACHING CARS TO DECELERATE,  
WHT IN FRONT OF MY BED ROOM + THE CARS LEAVING THE BLISTER, TO  
CELERATE, RIGHT IN FRONT OF MY BED ROOM.  
THE RESIDENTS IN . HE PARKS HIS CAR IN THE DRIVEWAY + HIS WIFE  
PARKS HER CAR IN THEIR DRIVEWAY. THEIR KIDS + THEIR PARTNERS PARK ON  
THE STREET AND SOME TIMES ON THE FOOT PATH AREA, WHERE THE PROPOSED  
BLISTER IS TO BE PLACED, WHICH LEAVES THE QUESTION, "WHERE WILL  
THE KIDS + THEIR PARTNERS PARK THEN, AND THE ANSWER IS IN FRONT  
OF MY PLACE,  
THAT DOES NOT BOTHER ME AS MY WIFE,  
MYSELF + KIDS ALL PARK OFF STREET, BEHIND OUR GRANNY FLAT,  
IT WHERE THE PROBLEM LIES, IS IN FRONT OF MY PLACE IS ~~PART~~  
THE DROP OFF POINT FOR THE CHILD CARE CENTER.  
I HAVE RECEIVED NO RESPONSE FROM YOU BY NOVEMBER 30TH 2024  
AT THE BLISTER HAS (A) BEEN DELETED (B) BEEN MOVED AT  
LAST 1 MORE HOUSE TOWARD ESTER OR EVA STREETS, YOU WILL LEAVE  
ME NO CHOICE BUT TO GO BACK TO MR HUGH MCDELMOTT M.P.  
PLEASE NOTE, THERE IS A LANE WAY FROM BRIGHTON ST, TO ROBERTA ST  
BETWEEN . WHICH IS IN FRONT OF NOBODY'S PLACE, WHY  
NOT PLACE IT THERE ? \* THE PEOPLE IN BRIGHTON ST, HAVE  
THEIR DRIVEWAY IN ESTER ST, AND ARE SUPPORTERS OF SPEED HUMPS.  
WHY NOT PLACE IT IN FRONT OF THEIR PLACE.  
IS OWNED BY A WEALTHY GUY WHO KEEPS YOURS SINCERELY  
ONLY FOR SENTIMENTAL REASONS WHEN HE CAN

  
CUMBERLAND  
CITY COUNCIL

RECEIVED  
30 OCT 2024

  
REF: DCTC/2411/102

### BRIGHTON STREET, GREYSTANES – PROPOSED KERB BLISTERS AND SPEED HUMP

Name: \_\_\_\_\_  
Address \_\_\_\_\_  
Phone: \_\_\_\_\_

Please indicate your views on the proposed traffic calming measures on Brighton Street, Greystanes as described in Council's letter dated **21 October 2024** and submit your response by **5 November 2024**.

*Being the owner or tenant of the above address, I have received Council's letter dated 21 October 2024 in relation to the proposed traffic calming measures in Brighton Street and I am in favour of the below option.*

1. *I support the installation of kerb blister islands and speed humps in Brighton Street as per attached plan.* ☐
2. *I do not support the installation of kerb blister islands and speed humps in Brighton Street, Greystanes.* ☒

**Further Comments:**  
We recognise the need to slow traffic on Brighton Street.  
The kerb blister islands at the front of our house are  
unacceptable. They represent a safety risk, exiting our  
property.

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**Welcome Belong Succeed**

# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-089

## Attachment 3 Previous Report - CTC-24-133



Item No: CTC-24-133

## **BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION**

Directorate:	Environment and Planning
Responsible Officer:	Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

### **SUMMARY**

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Council has received a request from a local resident for the installation of traffic calming devices on Brighton Street, Greystanes due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

### **RECOMMENDATION**

---

The Traffic Committee recommends that:

1. The updated plan for speed humps along Brighton Street, Greystanes, in accordance with the attached plan be approved.
2. Council consult affected residents at the new location of the relocated speed hump.
3. Council consider alternate road safety measures at locations where the provision of speed humps has not been supported by residents.

### **REPORT**

---

Brighton Street is a local road that runs in a north-south direction between Old Prospect Road and Whalans Road with a posted speed limit of 50 km/h. It has a width of approximately 10.2m and parking is permitted on both sides of the road unless signposted.

Cumberland Country Golf Club and its golf course are situated on the eastern side of Brighton Street, with residential properties on the western side. Currently, 'BL2' line marking is in place on Brighton Street.

Council has received a concern from a local resident regarding road safety on Brighton Street, Greystanes. The matter was investigated and reported to Cumberland Traffic Committee (CTC) in the past. A summary of the reports and recommendations are listed below:



Traffic Committee  
5 June 2024**5 August 2020**

CTC considered a report (ECTC-20-166) on the speeding concerns in Brighton Street and recommended that:

*The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Brighton Street, Greystanes to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.*

**4 August 2021**

Following the CTC recommendation in August 2020, Council undertook consultation with the residents of Brighton Street and reported to CTC in August 2021 (CTC-21-203).

The Cumberland Traffic Committee recommended that;

*The Cumberland Traffic Committee recommended that Council undertake further consultation with residents of Brighton Street, Greystanes and report back to traffic Committee.*

**1 November 2023**

Following the CTC recommendation in August 2021, Council undertook a further consultation with the residents of Brighton Street in January 2023, due to the lack of responses received from the residents, Council undertook the consultation again in October 2023. The matter was then reported to CTC in November 2023 (CTC-23-186).

The Cumberland Traffic Committee recommended that;

*The matter be deferred and report back to the Cumberland Traffic Committee in February 2024.*

**4 February 2024**

Following the CTC recommendation in November 2023, the report was submitted back to the CTC in February 2023 (CTC-24-050).

The Cumberland Traffic Committee recommended that;

- 1. The installation of speed humps on Brighton Street, Greystanes in accordance with the attached plan be supported.*
- 2. Council undertake consultation with the adjacent and directly affected residents for the installation of speed humps and report back to Traffic committee.*

Traffic Committee  
5 June 2024

In accordance with the above, Council undertook consultation with directly affected residents on Brighton Street in April 2024, providing a detailed speed hump design. This report summarises the results of the consultation.

In April 2024, consultation was carried out with the residents of Brighton Street. A total of 11 letters, each with an attached survey form and plan, were distributed to the residents/owners.

Council received 7 responses (64% of the total letters sent) by the closing date. 4 responses (57%) supported the proposed speed humps, and 3 responses (43%) opposed the proposal. Within the 4 responses who supported, there was one response indicated that due to neighbour's health condition, he is supportive to the relocation of the speed hump location further up or down the street.

Council officers have reviewed the plan following the consideration of submissions and have removed two speed humps while slightly relocating another speed hump. Council officers will consider alternate road safety measures at locations where the speed humps have been removed from the plan.

An amended plan is attached for consideration by the Traffic Committee. Subject to endorsement, further consultation will be undertaken with the affected residents where the speed hump is proposed to be relocated.

## CONSULTATION

---

The proposal was notified to the residents in Brighton Street for a period of 14 days from 9 April 2024 to 23 April 2024.

Council received 7 responses (64% of the total letters sent) by the closing date. 4 responses (57%) supported the proposed speed humps, and three responses (43%) opposed them.

## ATTACHMENTS

---

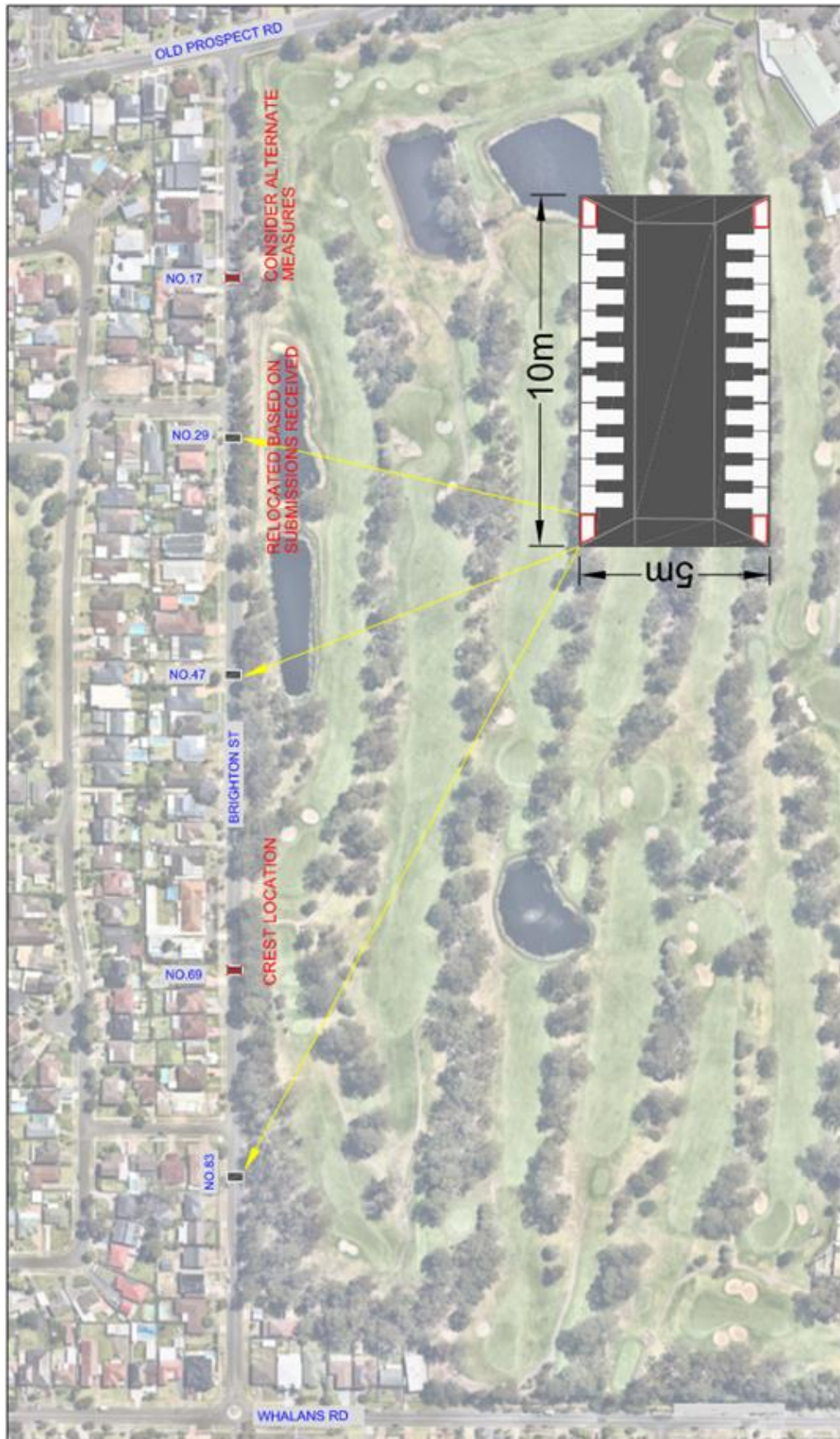
1. Brighton Street, Greystanes - Amended Speed Hump Plan [📄](#)
2. Submissions [📄](#)

# DOCUMENTS ASSOCIATED WITH REPORT CTC-24-133

## Attachment 1 Brighton Street, Greystanes - Amended Speed Hump Plan



Traffic Committee  
5 June 2024



**TITLE:** BRIGHTON STREET, GREYSTANES - PROPOSED SPEED HUMPS

27/5/24


Date:

File Number:

# DOCUMENTS ASSOCIATED WITH REPORT CTC-24-133

## Attachment 2 Submissions



  
CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/41

**BRIGHTON STREET, GREYSTANES- CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.**

1. I support the installation of speed humps on Brighton Street as per the attached plan. ☐

2. I do not support the installation of speed humps on Brighton Street. ☒

Comments: I strongly oppose the location of the speed hump in front of my house because our bedrooms are right at the front of the house and it will be greatly impact our lives with the noise created by the passing vehicles. I also do not understand why the distance of 130m before the first speed-hump. Doesn't this allows a lot of distance for the speeding vehicles to travel. It would be ideal if they are not given this much space to speed up and then slow-

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down for the hump. Could you please consider another spot, perhaps in front of 11-13 Brighton st.

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160  
T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au  
ABN 22 796 563 329

Thank you.  


Welcome Belong Succeed



  
CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/41

**BRIGHTON STREET, GREYSTANES- CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.**

1. I support the installation of speed humps on Brighton Street as per the attached plan. ☒

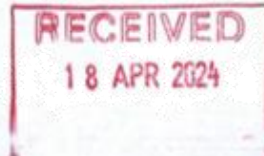
2. I do not support the installation of speed humps on Brighton Street. ☐

Comments: I totally agree with a yes decision  
for speed humps. The traffic is getting  
faster & I am afraid that someone is  
going to <sup>come so</sup> grief soon. We had police presence  
a while ago but havnt seen them of late

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ABN 22 798 563 329

Welcome Belong Succeed



REF: DCTC/2411/41

## BRIGHTON STREET, GREYSTANES— CONSULTATION FOR PROPOSED SPEED HUMPS

Name: \_

Address

Phone: \_

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.**

1. I support the installation of speed humps on Brighton Street as per the attached plan. ☐
2. I do not support the installation of speed humps on Brighton Street. ☒

Comments: \_\_\_\_\_

I HAVE STATED PREVIOUSLY THAT I OBJECT TO A  
SPEED HUMP DIRECTLY OUTSIDE MY PROPERTY. MOVE  
IT SOMEWHERE ELSE OR IS-AU CHICANES. NO NOISE!  
I WILL NOT SLEEP WITH BUMPING NOISES ALL NIGHT!

(Signed)

Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring the accuracy of responses to this survey. The supply of the information by you is voluntary. However, if you do not provide the information Council will be unable to include your responses in its determination. The information will be retained by Council and stored in Council's Central Records System and will be kept confidential. You may make an application for access or amendment to your personal information. For more information about your privacy please contact Cumberland City Council's Privacy Contact Officers.



CUMBERLAND  
CITY COUNCIL

REF: DCTC/2411/41

**BRIGHTON STREET, GREYSTANES- CONSULTATION FOR PROPOSED SPEED HUMPS**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.**

1. I support the installation of speed humps on Brighton Street as per the attached plan. ☒

2. I do not support the installation of speed humps on Brighton Street. ☐

Comments: I support the install of speed humps  
my driveway comes in on an angle and  
I have to reverse a trailer into my  
property, could there be enough space  
from my driveway so as I can reverse  
the trailer. Thanking you

(Signed)

Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring the accuracy of responses to this survey. The supply of the information by you is voluntary. However, if you do not provide the information Council will be unable to include your responses in its determination. The information will be retained by Council and stored in Council's Central Records System and will be kept confidential. You may make an application for access or amendment to your personal information. For more information about your privacy please contact Cumberland City Council's Privacy Contact Officers.



REF: DCTC/2411/41

**BRIGHTON STREET, GREYSTANES- CONSULTATION FOR PROPOSED SPEED HUMPS**

Name:

Address

Phone:

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

**Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.**

1. **I support the installation of speed humps on Brighton Street as per the attached plan.** ☒

2. **I do not support the installation of speed humps on Brighton Street.** ☐

Comments: Thank you, this was required for a very  
long time. Hopefully this will make the street safe  
for families and keep the street racers and dogmat  
makers away from the street

(Signed)

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Traffic Committee  
5 June 2025

File No:

7 MAY 2024

REFERRED TO:

REF: DCTG/2411/41

**BRIGHTON STREET, GREYSTANES- CONSULTATION FOR PROPOSED SPEED HUMPS**

Name:

Address:

Phone:

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

*Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.*

1. I support the installation of speed humps on Brighton Street as per the attached plan. ☐

2. I do not support the installation of speed humps on Brighton Street. ☒

Comments: I STRONGLY OPPOSE THE INSTALLATION OF  
SPEED HUMPS WITH IN APPROX 100 METERS  
EITHER SIDE OF OUR PROPERTY ON THE GROUNDS  
OF HEALTH REASONS FOR MY WIFE + 1. 2 POLLUTION  
3 OUR PROPERTY WILL BE DEVALUED.

(Signed)

Some of the  
information  
Infrastructure  
you is volu  
determinat  
confidential  
privacy ples

TO BE HANDLED IN  
AS OUR REPLY.

ersonnel information for the purposes of the Privacy and Personal  
is being collected by Cumberland City Council's Works and  
icy of responses to this survey. The supply of the information by  
ition Council will be unable to include your responses in its  
stored in Council's Central Records System and will be kept  
ent to your personal information. For more information about your  
Officers.

Box 42, Merrylands NSW 2160  
cumberland.nsw.gov.au W cumberland.nsw.gov.au

ABN 22 796 563 329

Welcome Belong Succeed



## brighton street consultation DCTC/2311/126

1 message

Fri, May 3, 2024 at 11:49 AM

Dear Lizzie ,

I am writing to you in reply to the proposed speed humps in Brighton St .

I have voted 3 times in the past , for a " no " to the speed humps in our beautiful , quiet , peaceful street .

The reason I object to any speed humps in front of or near our property , is on the grounds of " health reasons " . I was hoping not to have to air my wife and my ailments , but this is the fourth time we've received a letter about this , and it appears it's not going away .

I was 70 years old last January , and have lived where I live now , all of my life , as did my parents before me .

I suffer with and am being treated for asthma , blood pressure , acute insomnia , anxiety , diabetes , cholesterol , heart disease and depression .

I married my wife when she was 16 , and she moved here from england , and she's lived here with me for 46 years , and she suffers with rheumatoid arthritis which she receives chemo for on a weekly basis , incredibly bad migraine headaches and osteoporosis .

I can't believe that in this day and age of " let's get rid of pollution , we're sticking in speed humps everywhere . brakes pollution slowing to a speed hump , noise pollution bumping over the hump , fumes pollution accelerating away from the hump .

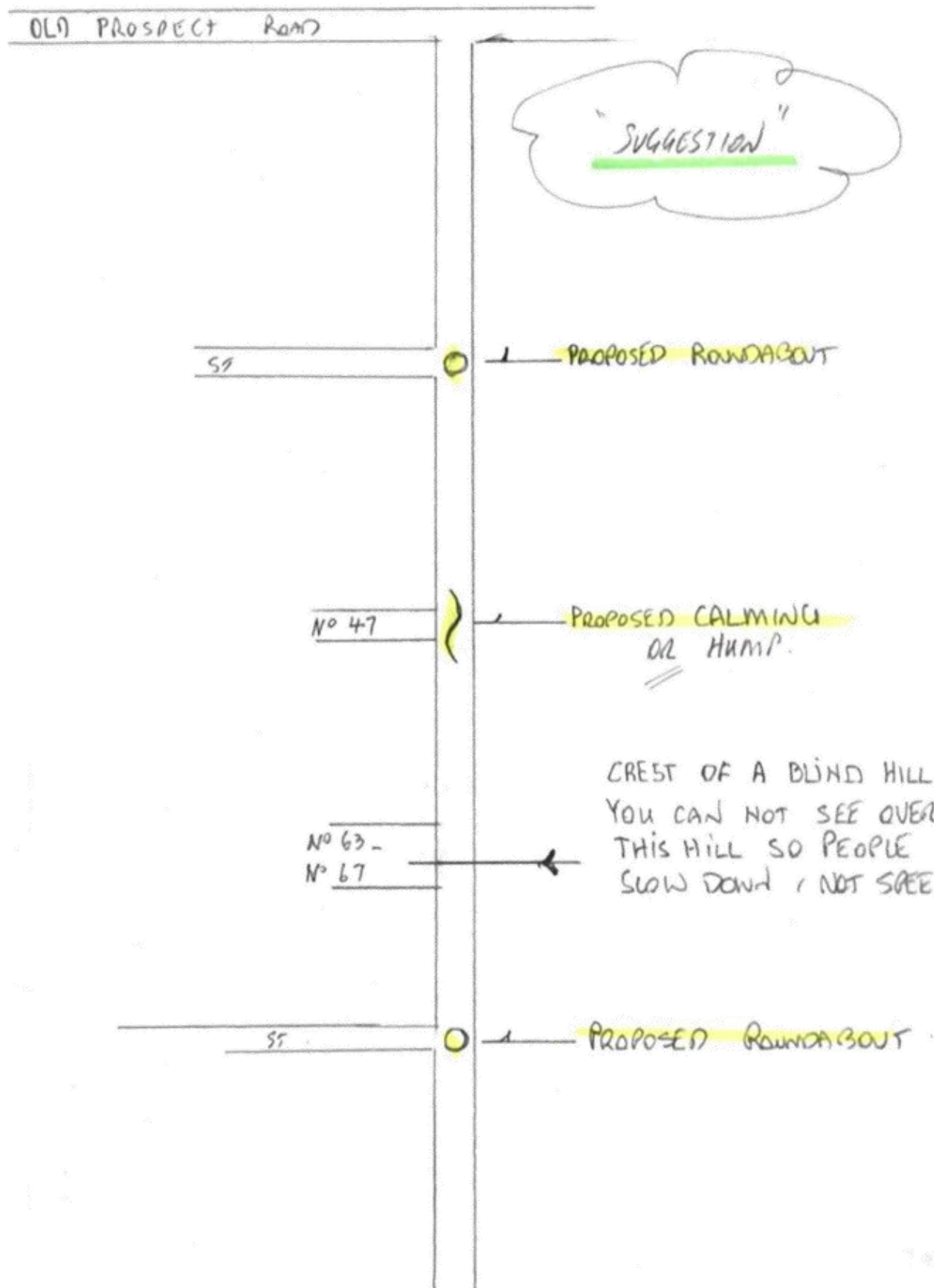
if it gets to the stage that we have to destroy our street with humps , then so be it , but , I STRONGLY OBJECT TO THE SPEED HUMP YOU ARE PROPOSING ON THE BOUNDARY OF OUR PLACE , NUMBER 63 TO 67 AND NUMBER 69 . THIS IS RIGHT IN FRONT OF OUR BED ROOM !!

we're going to get the braking of cars coming from old prospect rd , the acceleration of cars heading toward old prospect road , and the noise of the bumps in between !! IT NEEDS TO BE MOVED DOWN AT LEAST A FEW MORE HOUSES TOWARD ESTER STREET or eliminated all together , as its almost at the crest of a blind hill and cars normally slow down there any how , as you can't see over the hill .

I have put together a proposal of what i think ,  
a roundabout in front of ester street ,  
a roundabout in front of eva street ,  
and a "calming" or hump in front of number 47 .

\* the roundabouts  
are in front of no  
bodys place , so  
everybodys happy ,  
and i guess the guy  
in number 47 voted  
yes , so give him a  
" calming " or hump .

\* what happens between eva st and old prospect road and ester st and whalans road , i will not get involved in .





REF: DCTC/2411/41

**BRIGHTON STREET, GREYSTANES– CONSULTATION FOR PROPOSED SPEED HUMPS**

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

***Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.***

1. ***I support the installation of speed humps on Brighton Street as per the attached plan.*** ☒
2. ***I do not support the installation of speed humps on Brighton Street.*** ☐

***Comments: One of the proposed speed humps is in front of our property. Any minor inconvenience is a small price to pay to ensure the safety of the residents who are endangered by the frequent reckless and high speed driving that occurs on the street. Thank you for taking action.***

***(Signed)***

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# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-089

## Attachment 4 Previous Minutes - CTC-24-133

---

**ITEM CTC-24-131 - MCCREDIE ROAD, GUIDLFORD WEST - ROAD SAFETY CONCERNS*****Resolved by Exception***

The Cumberland Local Traffic Committee recommends that that Council undertake consultation with the residents along McCredie Road between Fowler Road and Lomond Road to assess community support or otherwise for the installation of traffic calming devices in the street and report their findings back to the Traffic Committee.

---

**ITEM CTC-24-132 - FOWLER ROAD, GUILDFORD WEST - ROAD SAFETY CONCERNS*****Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of a 'Vehicle Activated Sign (VAS) indicating "Speed Limit" & "Slow Down" messages for southbound traffic in Fowler Road between McCredie Road and Dennistoun Avenue be approved in-principle.
2. Council consult with adjoining residents and prepare a plan for the installation of the VAS at suitable location and forward to Transport for NSW for concurrence.
3. Council request Cumberland Police Area Command to undertake speed surveillance in Fowler Road, Guildford West.
4. The concerned resident be notified of the outcome.

---

**ITEM CTC-24-133 - BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION*****Resolved by Exception***

The Traffic Committee recommends that:

1. The updated plan for speed humps along Brighton Street, Greystanes, in accordance with the attached plan be approved.
2. Council consult affected residents at the new location of the relocated speed hump.
3. Council consider alternate road safety measures at locations where the provision of speed humps has not been supported by residents.



---

**C08/24-558 Cumberland Local Traffic Committee - Minutes of 5 June 2024 Meeting and Items Considered Under Delegated Authority*****Resolved by Exception***

That Council:

1. Note the items considered under delegated authority by the Cumberland Local Traffic Committee at the 5 June 2024 meeting, as provided in Attachment 1.
2. Receive and note the minutes of the Cumberland Local Traffic Committee meeting held on 5 June 2024, as provided in Attachment 2.

---

**C08/24-560 Property Committee - Minutes of Meeting held 23 July 2024*****Resolved by Exception***

That Council receive the Minutes of the Cumberland Property Committee Extraordinary meeting held on 23 July 2024, and adopt the recommendation contained therein as below:

That the Property Committee recommend that Council:

1. Accept the recommendation to award the contract to Evolve Housing Limited (ABN 161 277 137 31) in accordance with section 178 (1)(a) of the *Local Government (General) Regulation 2021*, for an annual management fee of \$121,600 excluding GST over a term of 12 months, with the option to renew the agreement for a further 2 year period, subject to a performance assessment of the contractor that includes consultation with the tenants;
2. Ensure that all tenancies in place at the time of the contract commencement retain the same lease agreement conditions and annual rental charge for the initial 12 month contract period and any ensuing option agreement; and
3. Delegate authority to the General Manager to execute the contract and any associated documents.

---

**C08/24-566 Outcome of the General Manager's Performance Review For The Period 1 July 2023 to 30 June 2024*****Resolved by Exception***

That Council:

1. Note the favourable outcome of the General Manager's performance review for the period from 1 July 2023 to 30 June 2024.

2. Confirm in writing to the General Manager the outcome of this performance review, and the recommendations arising from the review.
3. Apply a 5% increase to the Total Remuneration Package (TRP) for the General Manager, exclusive of Motor Vehicle, effective from the first full pay period on or after 1 July 2024.
4. Vary the new Contract of Employment for the General Manager, commencing on 2 September 2024 to provide the General Manager with two weeks' Paid Special Leave to be granted on the anniversary of each year of this contract, with the first period of such Paid Special Leave to be granted on 2 September 2024.

---

**Min. 798      C08/24-559 Cumberland Local Traffic Committee - 5 June 2024 -  
Recommendations to Council**

**Motion (Saha/Colman)**

That Council endorse the recommendations for items considered by the Cumberland Local Traffic Committee at the 5 June 2024 meeting, as provided in this report with the exception of CTC-24-148.

The Motion on being Put was declared **CARRIED**.

Councillor(s) For the Motion:                      Christou, Colman, Cummings, Elmore,  
Farooqui, Garrard, Hamed, Huang, Hughes,  
Hussein, Lake, Saha, Sarkis and Zaiter.

Councillor(s) Against the Motion:              Nil.

**Min. 799      Item CTC-24-148 – New Street, Auburn – Proposed Temporary Road  
Closure for St Raymond Maronite Church Annual Community Event**

**Motion (Sarkis/Elmore)**

That the Traffic Committee recommends that Council approve the temporary full road closure of New Street, Auburn between Wellington Road and Hillview Street from Saturday 16 November 2024 12:00 PM to Sunday 17 November 2024 12:00 AM, subject to approval from Transport for NSW for the Traffic Management Plan and Traffic Guidance Scheme.

**Amendment (Garrard/Christou)**

That the words "subject to community consultation being undertaken by Council" be included in the Motion.

The Amendment on being Put was declared **LOST**.

Item No: CTC-25-090

## **TOONGABBIE ROAD, TOONGABBIE –SAFETY CONCERNS AT THE BEND**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

---

That the Local Traffic Committee recommends, and Council resolves that the proposed installation of advisory bend ahead warning signs in Toongabbie Road on the approaches to the bend in accordance with the attached plan be approved.

### **REPORT**

---

Council has received safety concerns from a local resident regarding the bend in Toongabbie Road, Toongabbie. The bend is located approximately 150m east of the intersection of Toongabbie Road and Portia Road.

Toongabbie Road is a local road that runs in a north-south and east-west directions between Great western Highway and Portico Parade. It is a regional road from Great Western Highway to Portia Road. It is approximately 12.5m wide. It has a speed limit of 60km/hr between Great Western Highway and Portia Road and 50km/hr beyond Portia Road. It is on a B-Double approved route between Great Western Highway and Portia Road.

Council has received safety concerns regarding vehicles losing control while negotiating the curve in Toongabbie Road approximately 150m east of Portia Road intersection.



Council undertook a traffic count on the approach to the bend (marked in red above) in February 2025 and count data is given below:

- Average Daily Traffic (ADT) = 6,040 veh/day,
- 85th percentile speed = 49.5 km/h,
- Mean (average) vehicle speed = 44 km/h.

Council undertook an assessment of the bend using a 'safe curve speed indicator' and found that the curve is suitable for a speed of 25km/hr. It is proposed to install advisory bend-ahead warning signs together with 25km/hr supplementary signs on both approaches to enhance safety.

## CONSULTATION

---

Consultation is not required as the proposed warning signs has no impact to the residents.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## ATTACHMENTS

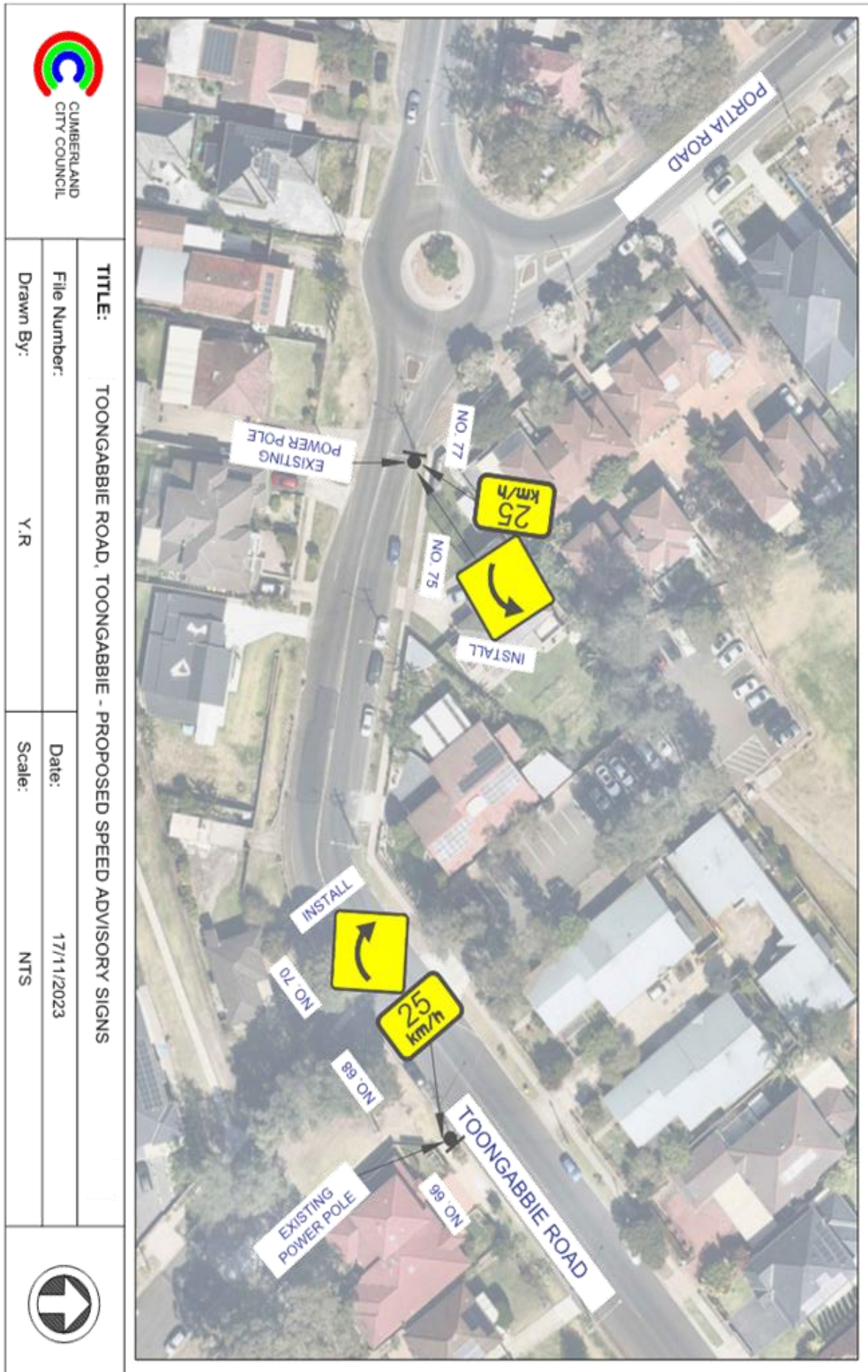
---

1. Plan – Toongabbie Road, Toongabbie

# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-090

## Attachment 1 Plan – Toongabbie Road, Toongabbie





Item No: CTC-25-091

## **DAHLIA STREET, GREYSTANES – ALPHA ROAD PARK PARKING REVIEW**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

---

That the Local Traffic Committee recommends, and Council resolves that the consultation be undertaken with affected residents, businesses and sporting groups for the provision of indented parking spaces at Alpha Road Park along Dahlia Street, Greystanes, and a further report be provided to the Traffic Committee.

### **REPORT**

---

Alpha Road Park is located between Dahlia Street and Alpha Road, Greystanes which primarily used for sporting purposes by various user groups. Parking is available along Alpha Road and Dahlia Street outside the park.



Council officers recently reviewed the existing parking conditions at Alpha Road Park located on Dahlia Street, Greystanes in accordance with the Holroyd Sports Ground Plan of Management. The review identified an opportunity to provide additional indented parking spaces along Dahlia Street to help improve the parking situation in the area.

Considering the ongoing parking challenges in the area, the proposed additional indented parking spaces will not only provide more parking for park visitors but also help alleviate overall parking demand in the area. Therefore, it is proposed to construct

intended parking bays in Dahlia Street, Greystanes along the Alpha Road Park frontage as per the attached plan.

It is recommended that consultation be undertaken with affected residents, businesses and sporting groups for the provision of indented parking spaces at Alpha Road Park along Dahlia Street, Greystanes, and a further report be provided to the Traffic Committee.

## **CONSULTATION**

---

Subject to endorsement, consultation will be undertaken on the proposal.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## **ATTACHMENTS**

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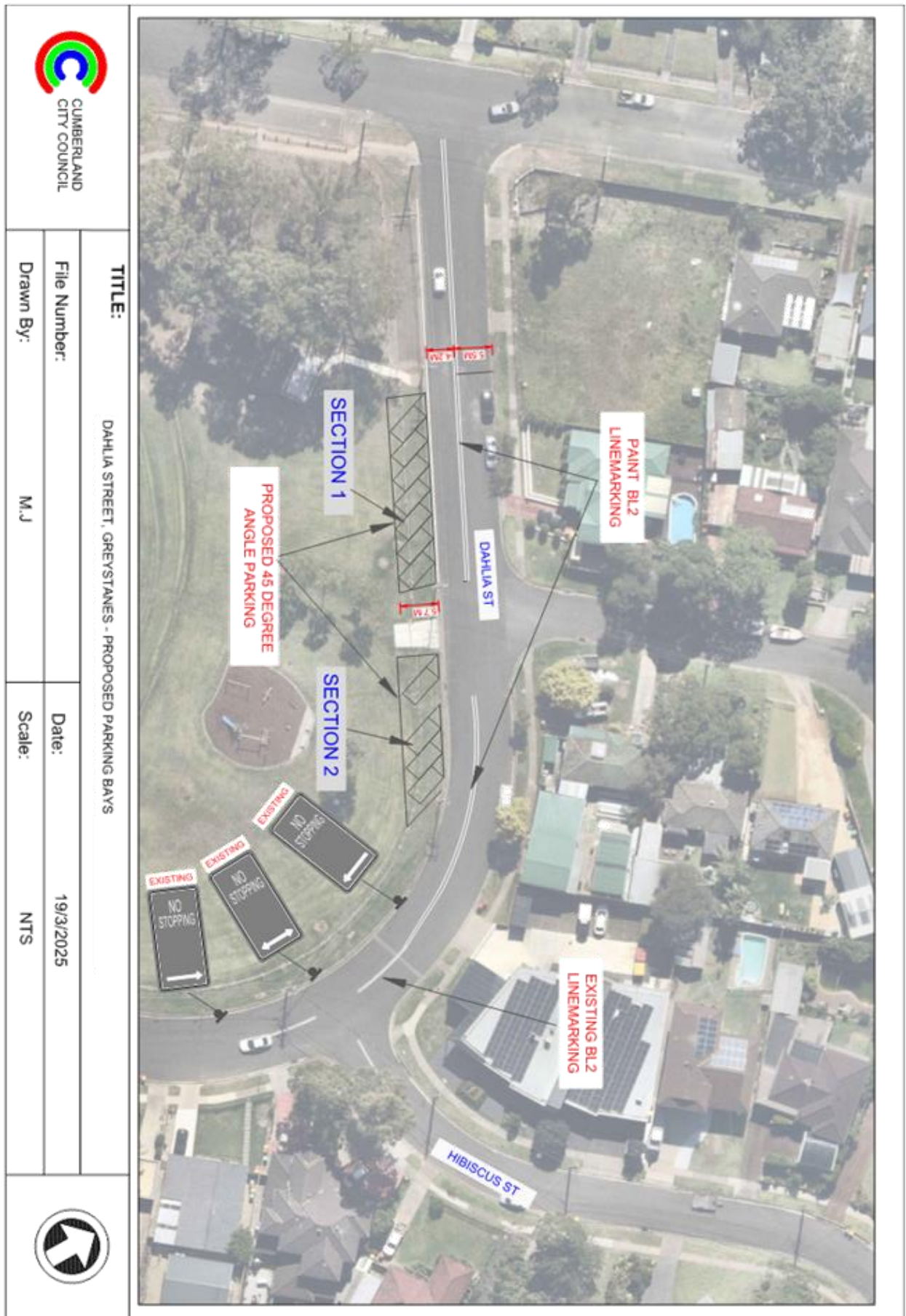
1. Plan – Dahlia Street, Greystanes – Proposed indented parking bays

# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-091

## Attachment 1

Plan – Dahlia Street, Greystanes  
– Proposed indented parking  
bays







Item No: CTC-25-092

**GILBA ROAD GIRRAWEE – PROPOSED MODIFICATIONS TO PREVIOUSLY APPROVED RAISED PEDESTRIAN CROSSING**

**RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

---

That the Local Traffic Committee recommends, and Council resolves that:

1. The modifications to the proposed raised pedestrian crossing on Gilba Road, Girraween (outside Girraween Public School) in accordance with the attached plan be supported.
2. Council amend the times of 'No Parking' signage on the northern side of Gilba Road west of the raised pedestrian crossing to "No Parking; 8AM-9:30AM; 2:30PM-4PM; MON-FRI; 1:00PM-5:00PM; SAT" to reflect the times on the existing No Parking zone in Bando Road outside the school.
3. Council notify adjacent residents and school of the outcome.

**REPORT**

---

Cumberland Traffic Committee at its meeting held on 3 August 2022 considered a report (CTC-22-151) on the safety concerns at the existing at-level pedestrian crossing on Gilba Road, Girraween outside Girraween Public School.

The Traffic Committee recommended that:

1. *Proposed raised pedestrian crossing on Gilba Road, Girraween outside Girraween Public School be supported in principle.*
2. *Council includes construction of the raised pedestrian crossing in a future Capital Works Program.*
3. *Council notifies the adjacent residents and Girraween Public School prior to construction.*

Subsequently, Council approved the traffic committee recommendations.

Following the above, Council applied for funding and was successful under *the 'Active Transport to School stream of the FY2024/25 Get NSW Active program'*.

The approved concept had kerb blister islands and existing median islands at the location.

Following further discussions with Transport for NSW and Council, both parties agreed to redesign the facility with road narrowing instead of kerb blisters. With this design, the existing 'No Stopping' zones on both sides can be reduced in accordance with Australian Standards and Transport for NSW guidelines.

This reduction enables Council to provide 35 m long 'No Parking' School Days zone on the northern side of Gilba Road outside the school to assist drop off/pick up activities for school. Residents will be able to park in these areas outside of hours.

Council has modified the design and the revised plan is attached. It is recommended that the revised project design be supported.

## **CONSULTATION**

---

Consultation was undertaken with the school principal who welcomed the provision of drop off/pick up area for school.

At the meeting, there was discussion on this matter and the Local Traffic Committee endorsed an amended recommendation.

## **ATTACHMENTS**

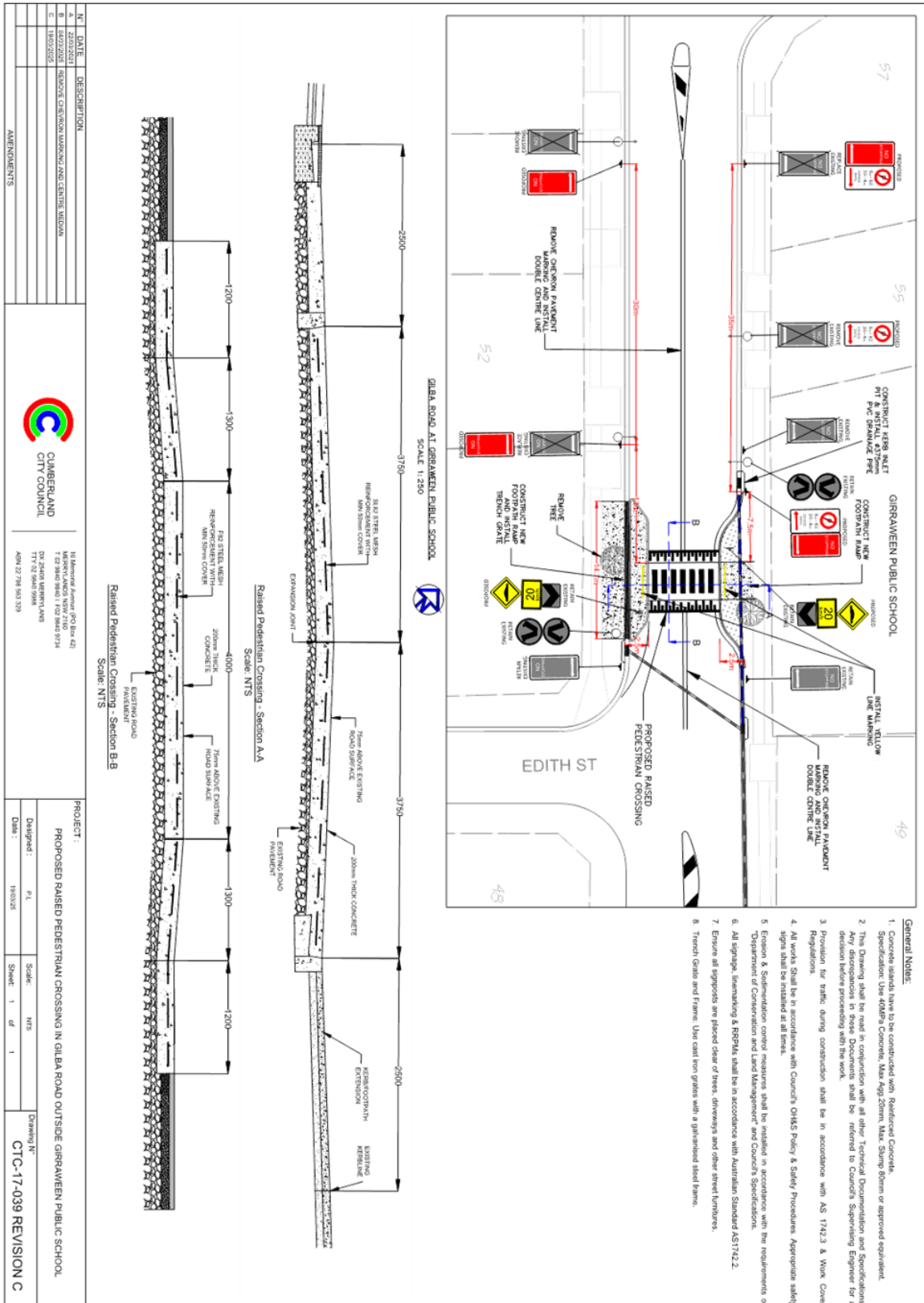
---

1. Plan – Proposed Raised Pedestrian Crossing in Gilba Road outside Girraween Public School.

# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-092

## Attachment 1

Plan – Proposed Raised  
Pedestrian Crossing in Gilba  
Road outside Girraween Public  
School.



Item No: CTC-25-093

**PENDLE HILL PUBLIC DOMAIN PLAN - JOYCE STREET PARK UPGRADE,  
PENDLE HILL – PROPOSED REALIGNMENT OF PEDESTRIAN CROSSING &  
ROUNABOUT AT PURDIE LANE**

**RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO  
COUNCIL**

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That the Local Traffic Committee recommends, and Council resolves that:

1. The proposed pedestrian crossing realignment and associated traffic works for the Joyce Street Park Upgrade at Pendle Hill Town Centre in accordance with the attached plan be approved.
2. The proposed roundabout at the intersection of Joyce Street and Purdie Lane in accordance with the attached plan be approved, subject to approval by Transport for NSW of a Traffic Management Plan for the banning of trucks turning left in to Purdie Lane.

**REPORT**

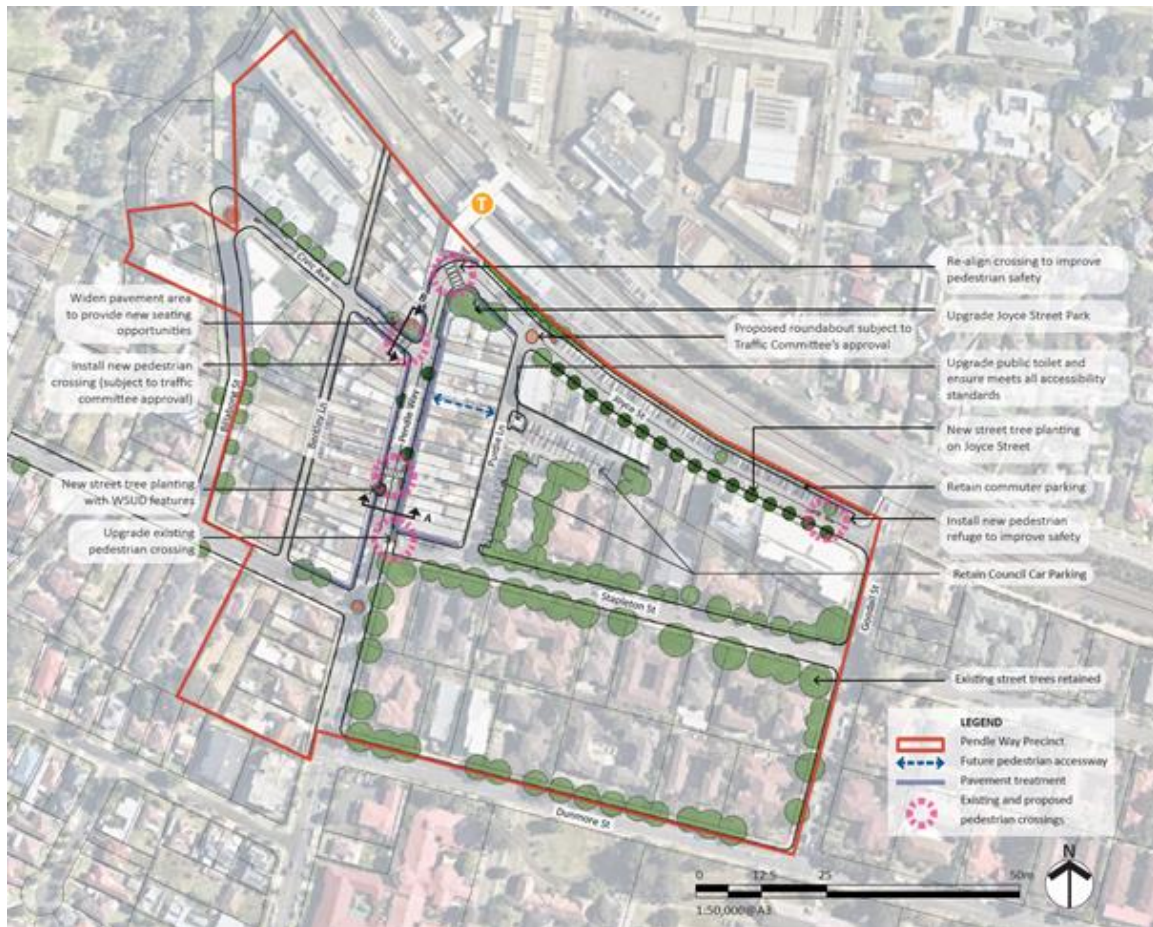
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Council at its meeting on 7 February 2024 adopted Pendle Hill Public Domain Plan following public exhibition. As part of the works, following traffic facilities are proposed:

- Re-alignment of the existing raised pedestrian crossing outside the Pendle Hill Station.
- A new roundabout at the intersection of Joyce Street and Purdie Lane.
- A pedestrian refuge on Joyce Street near the intersection of Goodall Street.
- A pedestrian crossing on Civic Avenue at Pendle Way intersection.
- Upgrade of existing pedestrian crossing on Stapleton Street at Pendle Way.

The image below details the proposed works in the Pendle Hill Public Domain Plan.





Following the adoption of the Pendle Hill Town Centre Public Domain Plan, the plans for the following works have been progressed and are included in this report for consideration by the Traffic Committee:

- Re-alignment of the existing raised pedestrian crossing outside the Pendle Hill Station.
- A new roundabout at the intersection of Joyce Street and Purdie Lane.

The image below shows the location of these proposals, with the attached plans providing further details on these works.



It is recommended that the Traffic Committee endorse the identified traffic related works at these locations.

## CONSULTATION

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The Pendle Hill Public Domain Plan was on public exhibition for a period of 28 days from 22 May 2023 to 21 June 2023. There were 24 submissions received. The submissions were generally in support of the proposal.

Further consultation was undertaken on the Joyce Street Park Upgrade from 24 June 2024 to 22 July 2024. There was one submission received. The submission was positive.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## ATTACHMENTS

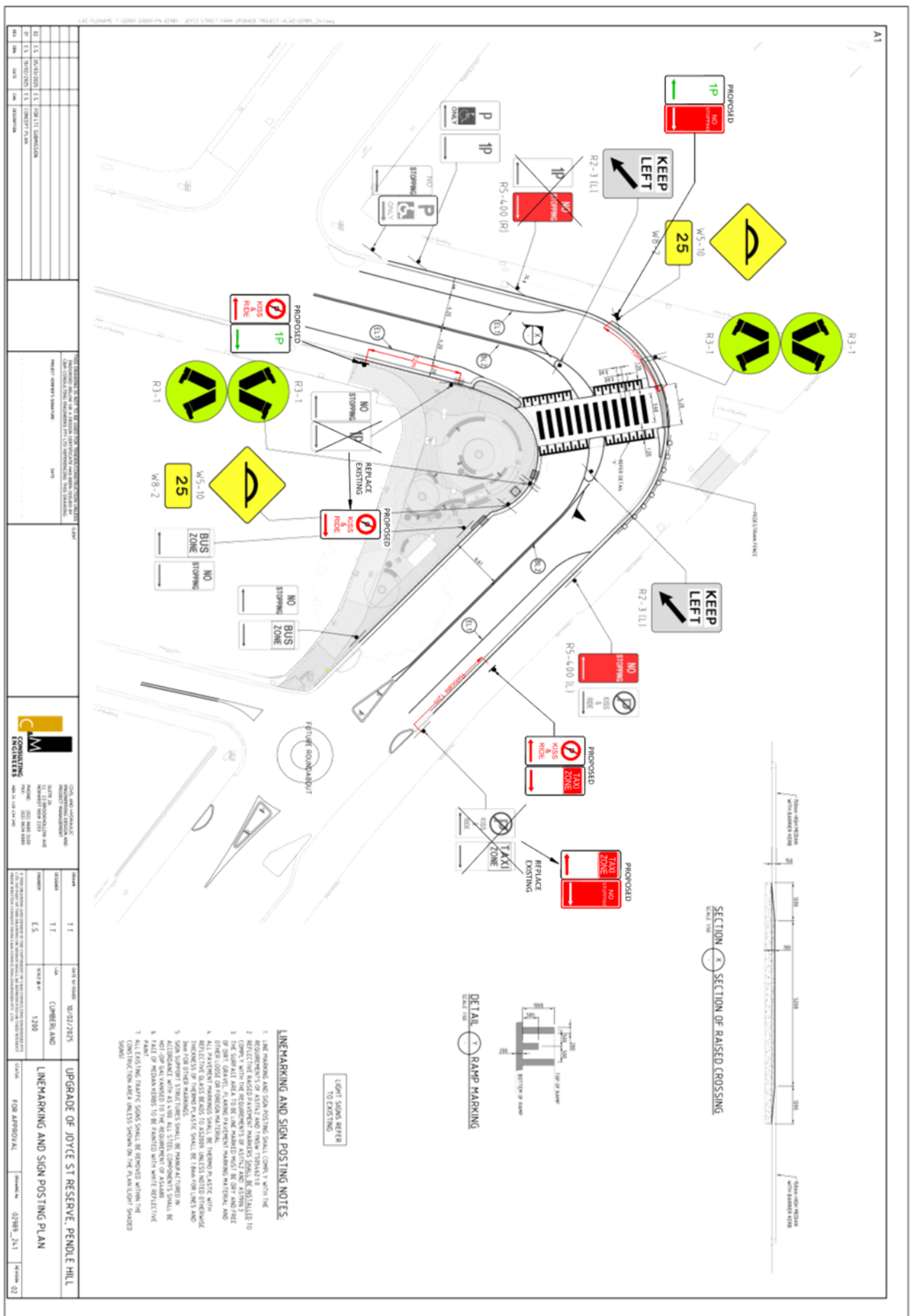
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1. Plan – Joyce Street Park Upgrade -Realigned pedestrian crossing.
2. Plan - Proposed roundabout at Purdie Lane

# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-093

## Attachment 1

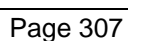
Plan – Joyce Street Park  
Upgrade -Realigned pedestrian  
crossing.

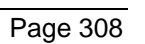


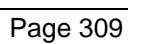
# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-093

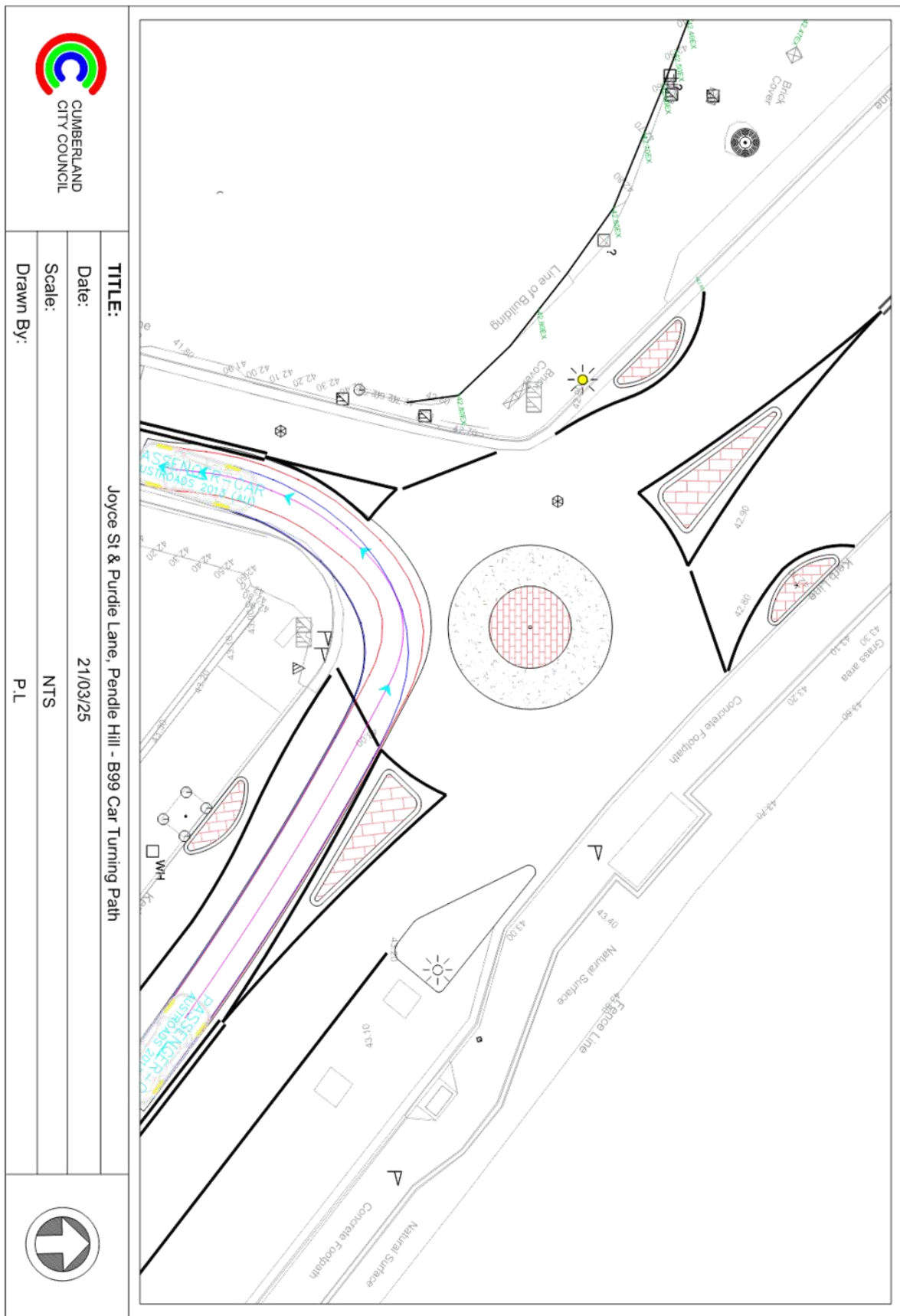
## Attachment 2 Plan - Proposed roundabout at Purdie Lane













Item No: CTC-25-094

## **CHARLES STREET, GRANVILLE - CONCERNS AT THE INTERSECTION WITH BLAXCELL STREET**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

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That the Local Traffic Committee recommends, and Council resolves that Council prepare a Traffic Management Plan for the precinct bound by Adam Street, Excelsior Street, Louis Street, Fifth Street and Clyde Street to identify desired traffic flow options.

### **REPORT**

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Council has received safety concerns at the intersection of Blaxcell Street and Charles Street, Granville with respect to the ongoing issue of queuing vehicles on Blaxcell Street blocking Charles Street and safety of vehicles entering and exiting from Charles Street.

Charles Street is a local road that runs in an east-west direction between Blaxcell Street and The Trongate and is approximately 140 m long. It has a varying width between approximately 6.8 to 9.2 m. There are also indented parallel parking bays in the street. The posted speed limit is 50 km/h.

Blaxcell Street is a local collector road that runs in a north-south direction, it has a width of approximately 12m with a 50 km/h speed limit.

The map below shows the location of Charles Street, Granville.





### Traffic conditions at the intersection

Council has received several community concerns at the intersection of Blaxcell Street and Charles Street.

The issues raised are:

- Southbound vehicles queuing in the kerbside lane to obtain access to the service station at the corner of Blaxcell Street and Celia Street. The queuing sometimes extends into the roundabout at Louis Street which is over 100 m
- The queued vehicles block buses accessing the bus stop south of Charles Street, forcing buses to stop in the middle lane. This creates safety concerns for bus passengers.
- Council investigated possible options including 'Keep Clear' pavement marking at Charles Street; however, the location does not warrant the pavement marking in accordance with Transport for NSW guidelines.
- Council previously considered the option of relocating the pedestrian crossing on Blaxcell Street at the frontage of the service station and the bus stop south of Celia Street. This proposal was not progressed due to objections from residents.
- There were requests for the closure of Charles Street to avoid conflict points.

### Crash data

The latest crash data indicates that there were no reported crashes at the intersection of Blaxcell Street and Charles Street in the five years, ending June 2024. However, Council has received numerous complaints of unreported crashes and near misses.

Council has also been requested to investigate the concerns to resolve the concerns, including any traffic movement changes to improve road safety.

### Process for road closures or banning movement of traffic

In accordance with the Transport for NSW (TfNSW) guidelines, Council does not have delegation to close a road or ban any traffic movement without preparing and receiving approval from TfNSW of a Traffic Management Plan (TMP).

The TMP deals with various impacts of the road closure including

- Justification for the decision to permanently close the road or ban movements. The impacts of the proposal have to be modelled using appropriate software and justification for the proposed closure analysed.
- Measures to ameliorate re-assigned traffic.
- Any impact of public transport services (if any).
- Impact on emergency vehicle and heavy vehicle access and alternate routes.
- Impact on other streets in the area.

In addition, one of the requirements of the TMP is that the proposal to be advertised and public comments summarised and addressed.

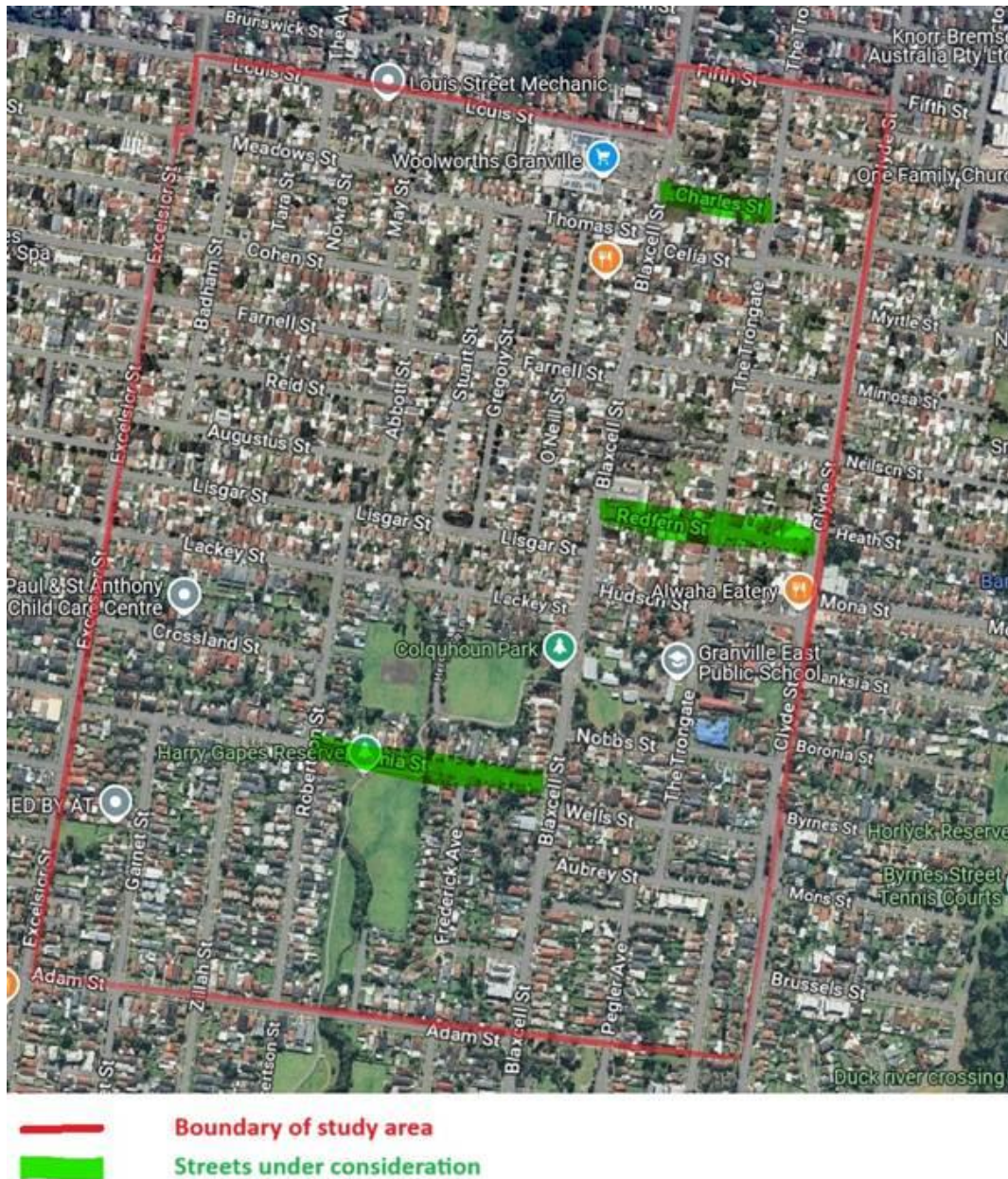
### Next steps

There are three reports provided in this agenda dealing with traffic flow changes which will have a cumulative impact in the precinct bound by Adam Street, Excelsior Street, Louis Street & Fifth Street and Clyde Street. The other two roads of primary concern within the precinct are Lavinia Street and Redfern Street.

Council proposes to undertake a combined traffic modelling and subsequent area wide traffic study which will evaluate options and provide recommendations for future traffic controls within the precinct (*Granville South - Traffic Management Plan*). Once the Traffic Management Plan is developed, it is proposed to undertake consultation with the community on the proposed measures recommended.

A further report will be brought back to the Traffic Committee once the study and traffic management plan is complete, prior to undertaking community consultation.

The study area is shown in the map below with the three streets under consideration, namely, Lavinia Street, Redfern Street and Charles Street:



## CONSULTATION

Subject to endorsement, consultation will be undertaken following the preparation of a traffic study if supported by the Traffic Committee.

At the meeting, there was discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## ATTACHMENTS

Nil

Item No: CTC-25-095

## **LAVINIA STREET, SOUTH GRANVILLE - SAFETY CONCERNS**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

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That the Local Traffic Committee recommends, and Council resolves that Council prepare a Traffic Management Plan for the precinct bound by Adam Street, Excelsior Street, Louis Street & Fifth Street and Clyde Street to identify desired traffic flow options.

### **REPORT**

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Council has received safety concerns on Lavinia Street with respect to speeding vehicles and safety of pedestrians, park visitors and school students. The request suggests closing the road for through traffic at the shared pathway crossing location between Frederick Avenue and Robertson Street.

Lavinia Street is a local road that runs in an east-west direction between Blaxcell Street and Excelsior Street and is approximately 660 m long. It has a width of approximately 9.5 m. The posted speed limit is 50 km/h and parking is permitted on both sides of the road unless signposted. There are 90-degree indented parking spaces provided on the southern side of Lavinia Street between Robertson Street and Frederick Avenue just west of the shared pathway crossing.

There are Park reserves on either side of Lavinia Street between Robertson Street and Blaxcell Street. Colquhoun Park is located on the northern side of Lavinia Street while Harry Gapes Reserve is located on the southern side.

It is alleged that the through traffic was allowed in the past without any consultation with the community.

The map below shows the location of Lavinia Street, South Granville.





Council officers have investigated the impacts of the road closure.

#### Crash data in the section under consideration

In the last five years ending June 2024, the latest crash data indicates that there was one reported crash at the intersection of Lavinia Street and Robertson Street in the section of Lavinia Street being considered for closure. This crash detail is listed in the table below.

Date	Location	Description
15/05/2022	At Robertson St intersection	Left off carriageway into object

#### Traffic data

A traffic count was undertaken at this location in August 2024 and the results are shown in the table below. It is noted that the eastbound and westbound peak hour volumes do not match to the total value in both directions as the peak hour time periods may vary.

Description	Both directions	Eastbound	Westbound
Average Daily Traffic (Veh./day)	3,045	1,254	1,791
Average Peak Hour traffic (Veh/hr) – AM Peak	209	62	156
Average Peak Hour traffic (Veh/hr) – PM Peak	272	136	136

#### Request for permanent closure of Lavinia Street at this section



There are several considerations of closing Lavinia Street, including:

- Access to the parks via Lavinia Street is affected to the users who live on the eastern side must take detours to access the park via vehicle.
- Available 90-degree indented parking on Lavinia Street will be reduced for the provision of a cul-de-sac or turning bay at the closure.
- Impact on adjacent streets with additional traffic.
- Opportunity to integrate the open space areas in this location to provide continuous access without crossing the road.

#### Process for road closures

In accordance with the Transport for NSW (TfNSW) guidelines, Council does not have delegation to close a road without preparing and receiving approval from TfNSW of a Traffic Management Plan (TMP).

The TMP deals with various impacts of the road closure including

- Justification for the decision to permanently close the road or ban movements.
- The impacts of the proposal have to be modelled using appropriate software and justification for the proposed closure analysed.
- Measures to ameliorate re-assigned traffic.
- Any impact of public transport services (if any).
- Impact on emergency vehicle and heavy vehicle access and alternate routes.
- Impact on other streets in the area.

In addition, one of the requirements of the TMP is that the proposal to be advertised and public comments summarised and addressed.

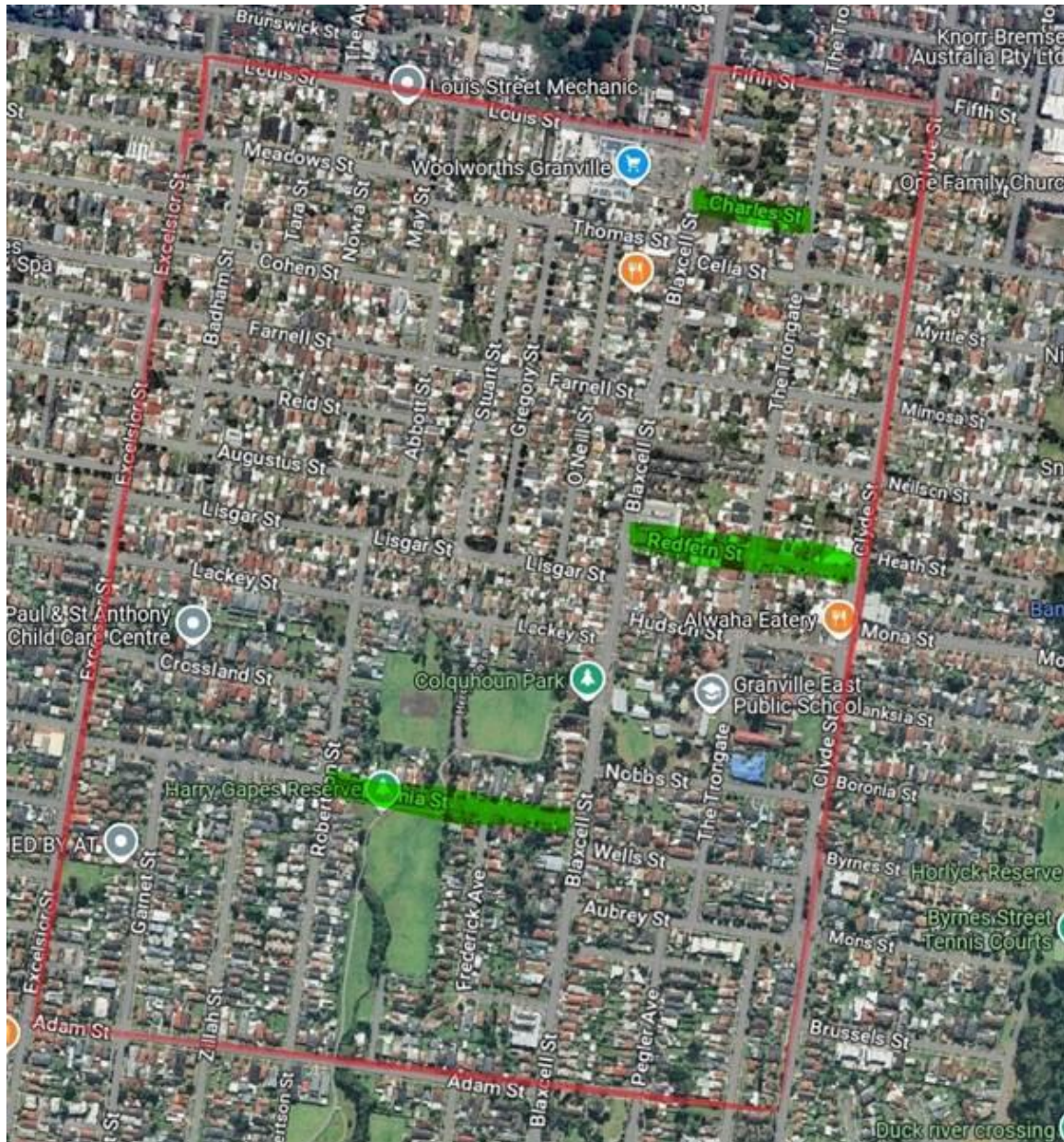
#### Next steps

There are three reports provided in this agenda dealing with traffic flow changes which will have a cumulative impact in the precinct bound by Adam Street, Excelsior Street, Louis Street & Fifth Street and Clyde Street. The other two roads of primary concern within the precinct are Charles Street at the Blaxcell Street intersection and Redfern Street.

Council proposes to undertake a combined traffic modelling and subsequent area wide traffic study which will evaluate options and provide recommendations for future traffic controls within the precinct (*Granville South - Traffic Management Plan*). Once the Traffic Management Plan is developed, it is proposed to undertake consultation with the community on the proposed measures recommended.

A further report will be brought back to the Traffic Committee once the study and traffic management plan is complete, prior to undertaking community consultation.

The study area is shown in the map below with the three streets under consideration, namely, Lavinia Street, Redfern Street and Charles Street:



## **CONSULTATION**

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Subject to endorsement, consultation will be undertaken following the preparation of a traffic study if supported by the Traffic Committee.

At the meeting, there was discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## **ATTACHMENTS**

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Nil



Item No: CTC-25-096

## MAIN AVENUE, LIDCOMBE – ROAD SAFETY CONCERNS

### RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

---

That the Local Traffic Committee recommends, and Council resolves that Council undertake consultation with the residents and properties along Main Avenue, Lidcombe, to assess support or otherwise for the installation of traffic calming devices in the street.

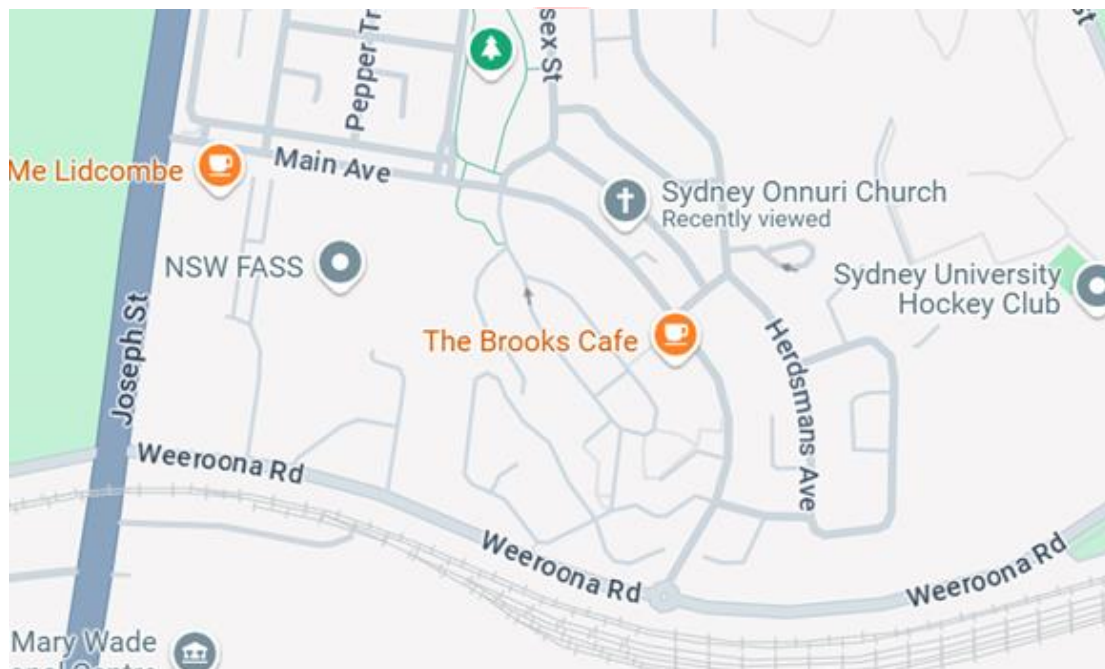
### REPORT

---

Council has received a request from Sydney Onnuri Church located at No.18 Main Avenue, Lidcombe to investigate the installation of traffic calming devices outside the church due to speeding concerns.

Main Avenue is a local road that runs in an east-west and north-south directions from Joseph Street to Weeroona Road. The road is approximately 800m long and 18m wide with indented (90 degree and parallel) parking spaces on both sides of the street. Main Avenue has a speed limit of 50km/h.

The map below shows the location of Main Avenue, Lidcombe:



The latest Centre for Road Safety accident data indicated that there was no reported accident in Main Avenue in the last 5 years ending June 2024.

Based on the ongoing feedback received by residents and the congregation that attends the church, Council proposes to undertake traffic counts in all these streets and analyse the data, and to carry out consultation to assess support or otherwise for traffic calming measures in the street.

## **CONSULTATION**

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Subject to endorsement, consultation will be undertaken on the proposal.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## **ATTACHMENTS**

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Nil



Item No: CTC-25-097

## REDFERN STREET, GRANVILLE - SAFETY CONCERNS

### RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

---

That the Local Traffic Committee recommends, and Council resolves that Council prepare a Traffic Management Plan for the precinct bound by Adam Street, Excelsior Street, Louis Street, Fifth Street & Clyde Street to identify desired traffic flow options.

### REPORT

---

Council has received safety concerns in Redfern Street, South Granville with respect to narrow road and traffic volumes in the street.

Redfern Street, South Granville is a local road that runs in an east-west direction between Blaxcell Street and Clyde Street. It is approximately 9.4 m wide, and parking is permitted on both sides of the road in accordance with Road Rules.

Redfern Street forms T-intersections at both ends with Blaxcell Street and Clyde Street which are controlled by roundabouts. Clyde Street is a regional road and carries over 20,000 veh/day and Redfern Street carries over 9,000 veh/day. Redfern Street also forms a four-legged intersection with The Trongate which is also controlled by a roundabout. This is the main route between Auburn and Granville.

There is a pedestrian crossing provided on Redfern Street east of the Trongate.

The road width of 9.4 m leaves 5 to 5.2 m effective travel lanes for two-way traffic within a short length of the road in both sections of Redfern Street.

The map below shows the location of Redfern Street, Granville.



### Traffic conditions in Redfern Street

Council has received several community concerns in Redfern Street.

The issues raised are:

- Redfern Street has high volumes of traffic for a local road as it is on the route between Auburn and Granville.
- The narrow road width with parking allowed on both sides resulting in safety concerns for two-way traffic with high traffic volumes.
- Request to consider left in and left out arrangement into and out of Redfern Street at the Clyde Street and Redfern Street intersection.

### Crash data

The latest crash data in the five years ending June 2024 indicates that there were:

- Two reported midblock crashes in Redfern Street.
- Three reported crashes at the intersections of Redfern Street with Clyde Street.
- One reported crash at the intersection of Redfern Street with Blaxcell Street.
- One reported crash at the intersection of Redfern Street with The Trongate.

Further details of the reported crashes is listed in the table below.

Date	Location	Description
26/06/2020	At the intersection with Clyde Street	Right-through from left
21/10/2020	At the intersection with Clyde Street	Right-through from left
20/01/2021	At the intersection with Blaxcell Street	Out of control on carriageway
24/08/2022	At the intersection with Clyde Street	Right-through from right
08/06/2023	50 m west of Clyde St	Left off carriageway into object
18/11/2023	30 m west of The Trongate	Emerging from driveway
04/05/2024	At the intersection with The Trongate	Rear left

Council has been requested to investigate the concerns to resolve them including any traffic movement changes to improve road safety. A range of options may be considered, including:

- Parking restrictions on one side or both sides to increase the travel lane widths to facilitate two-way traffic with desired traffic lane width.
- Turning bans for selected traffic movements.
- One-way arrangement in Redfern Street.

It is noted that some of these options may require supporting additional infrastructure to be successfully delivered.

### Process for conversion to one-way or banning movement of traffic

In accordance with the Transport for NSW (TfNSW) guidelines, Council does not have delegation to close a road or ban any traffic movement without preparing and receiving approval from TfNSW of a Traffic Management Plan (TMP).

The TMP deals with various impacts of the road closure including

- Justification for the decision to permanently close the road or ban movements.
- The impacts of the proposal have to be modelled using appropriate software and justification for the proposed closure analysed.
- Measures to ameliorate re-assigned traffic.
- Any impact of public transport services (if any).
- Impact on emergency vehicle and heavy vehicle access and alternate routes.
- Impact on other streets in the area.

In addition, one of the requirements of the TMP is that the proposal to be advertised and public comments summarised and addressed.

### Next steps

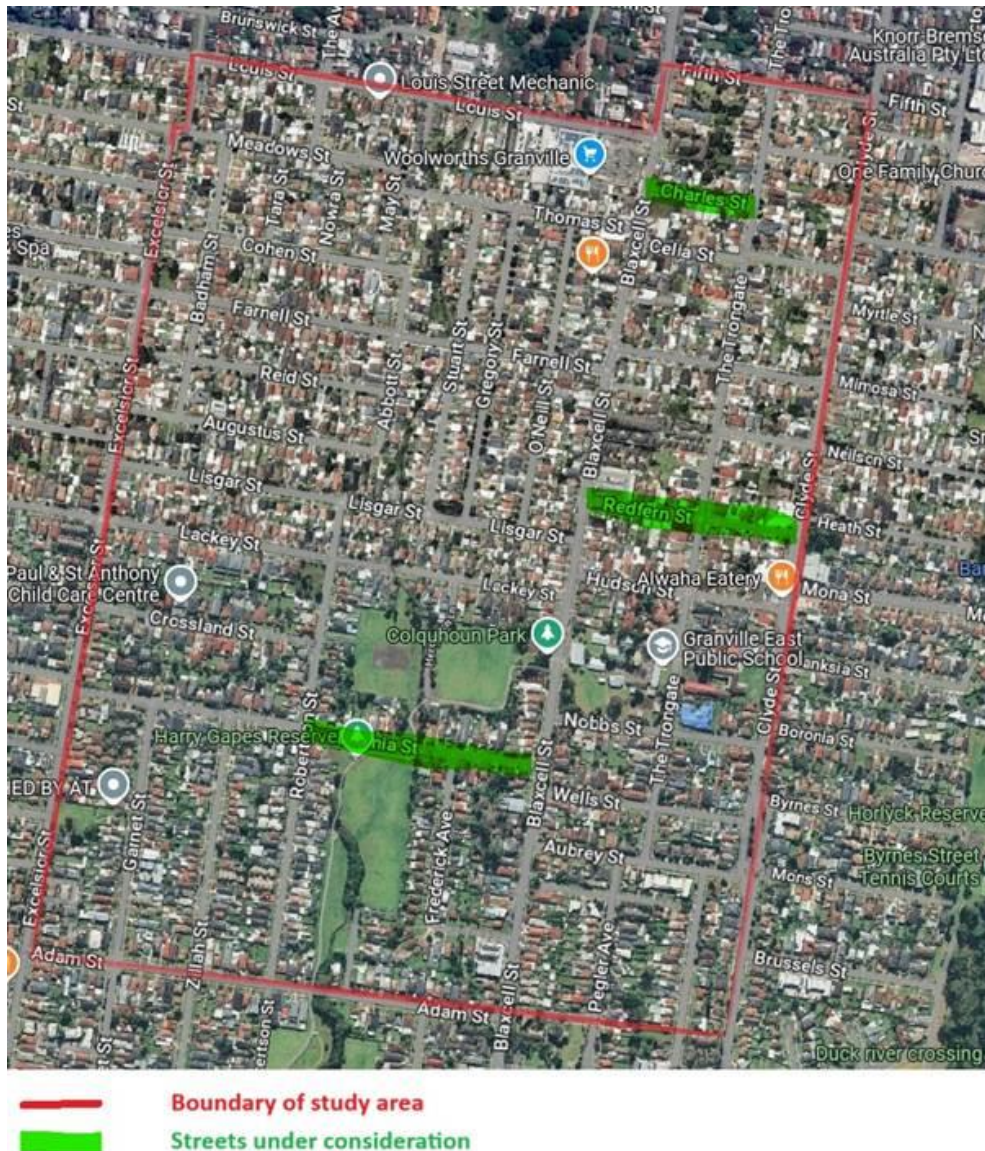
There are three reports provided in this agenda dealing with traffic flow changes which will have a cumulative impact in the precinct bound by Adam Street, Excelsior Street, Louis Street & Fifth Street and Clyde Street. The other two roads of primary concern within the precinct are Lavinia Street and Charles Street.

Council proposes to undertake a combined traffic modelling and subsequent area wide traffic study which will evaluate options and provide recommendations for future traffic controls within the precinct (*Granville South - Traffic Management Plan*). Once the Traffic Management Plan is developed, it is proposed to undertake consultation with the community on the proposed measures recommended.

A further report will be brought back to the Traffic Committee once the study and traffic management plan is complete, prior to undertaking community consultation.

The study area is shown in the map below with the three streets under consideration, namely, Lavinia Street, Redfern Street and Charles Street:





## CONSULTATION

Subject to endorsement, consultation will be undertaken following the preparation of a traffic study if supported by the Traffic Committee.

At the meeting, there was discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## ATTACHMENTS

Nil

Item No: CTC-25-098

## **MONA STREET, AUBURN & SOUTH GRANVILLE – PARKING RESTRICTION MODIFICATION**

### **RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL**

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That the Local Traffic Committee recommends, and Council resolves that Council undertake consultation with the residents and broader community on proposed changes to parking restrictions along Mona Street between Clyde Street and Chisholm Road, and provide a further report on the consultation results to the Traffic Committee.

### **REPORT**

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Mona Street is a local road that runs in an east-west direction with a speed limit of 50 km/h. It has approximately 1.3km in length and approximately 12.6m in width. Parking is permitted on both sides of the road unless otherwise signposted.

Cumberland Traffic Committee (CTC) at its meeting on 5 February 2025 considered a report (CTC-25-012) regarding the extension of the existing part-time 'No Parking' restrictions on the southern side of Mona Street, Granville, near Clyde Street, and the Traffic Committee recommended that:

- 1. Replace the existing 'No Parking, 2:30pm - 6:30pm, Mon – Fri' on the southern side of Mona Street between No. 150 to No.172 to 'No Parking, 7am – 9:30am, 2:30pm – 6:30pm, Mon – Fri' as per attached plan.*
- 2. Install a 27m Bus Zone at the existing bus stop on the southern side of Mona Street near No. 172 as per attached plan.*

Following the Traffic Committee meeting, additional concerns were raised by residents regarding the extension of the parking restrictions further east to Chisholm Road, improve the traffic flow during peak hours along Mona Street and Chisholm Road.

The map below shows the area:





The following changes to line marking and signposting are proposed:

- For Monmouth Street (east of Duck River) with travel in the western direction, 'No Parking' restrictions are proposed through two options: PM peak only, and AM / PM peak.
- For Monmouth Street (west of Duck River) with travel in the western direction, 'No Parking' restrictions are proposed through two options: PM peak only, and AM / PM peak.

By extending the parking restrictions during busy periods, it will allow for additional vehicles to be accommodated over two lanes where this is provided for along Monmouth Street. It is anticipated that this would also assist in queue lengths along Chisholm Street for vehicles travelling towards Monmouth Street.

Given the community interest in traffic movements at this location, it is recommended that the Traffic Committee and Council endorse that the proposal be progressed to consultation. If supported, consultation will be undertaken by Council officers with residents and the broader community and a further report provided to the Traffic Committee.

## **CONSULTATION**

Subject to endorsement, consultation will be undertaken on the proposals.

At the meeting, there was discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

## ATTACHMENTS

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1. Plan - Mona Street, South Granville - Proposed options for time limited parking restrictions
2. Plan - Mona Street, Auburn – Proposed Option 1 for time limited parking restrictions
3. Plan - Mona Street, Auburn - Proposed Option 2 for time limited parking restrictions

# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-098

## Attachment 1

Plan - Mona Street, South  
Granville - Proposed options for  
time limited parking restrictions

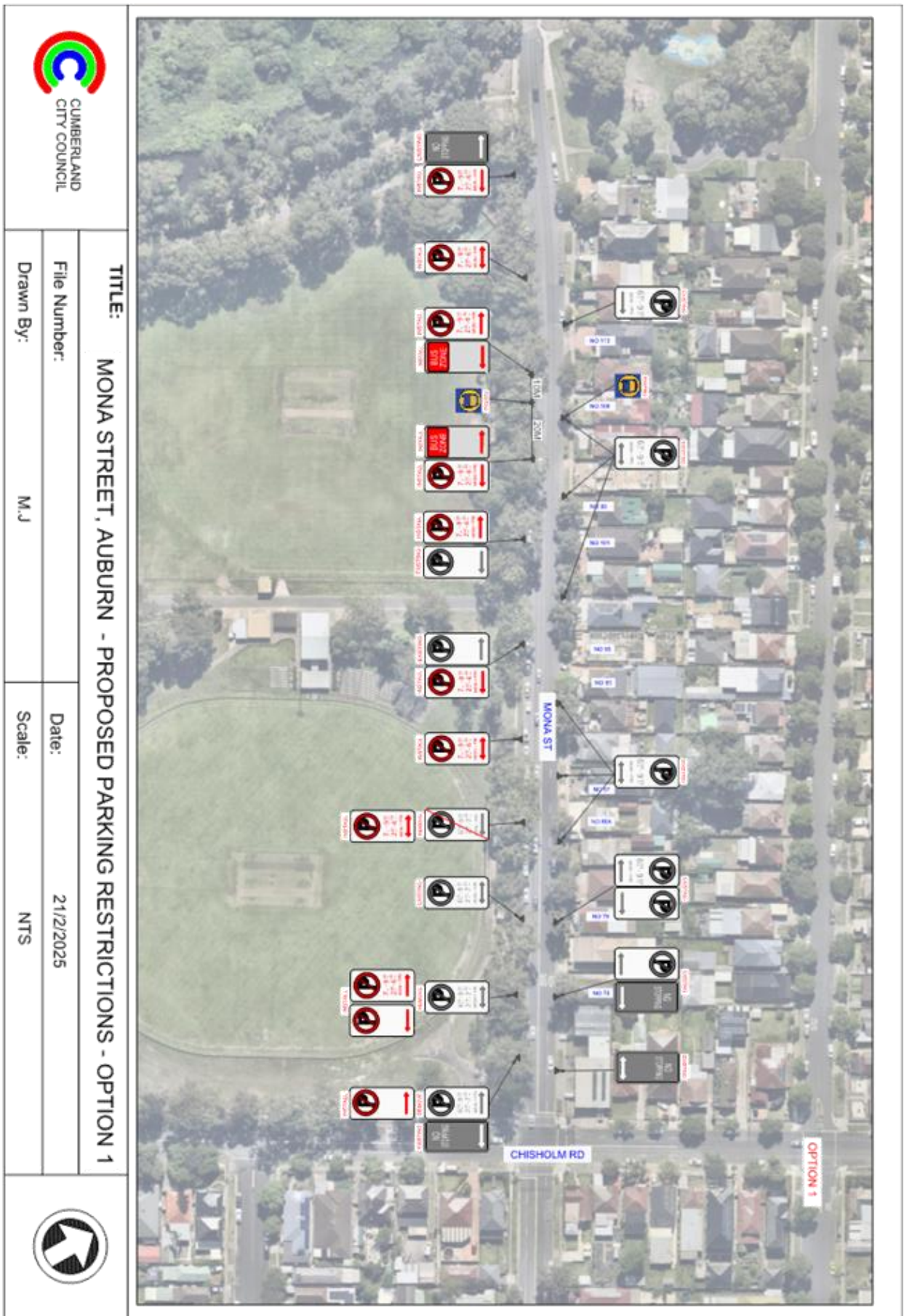


# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-098

## Attachment 2

Plan - Mona Street, Auburn –  
Proposed Option 1 for time  
limited parking restrictions



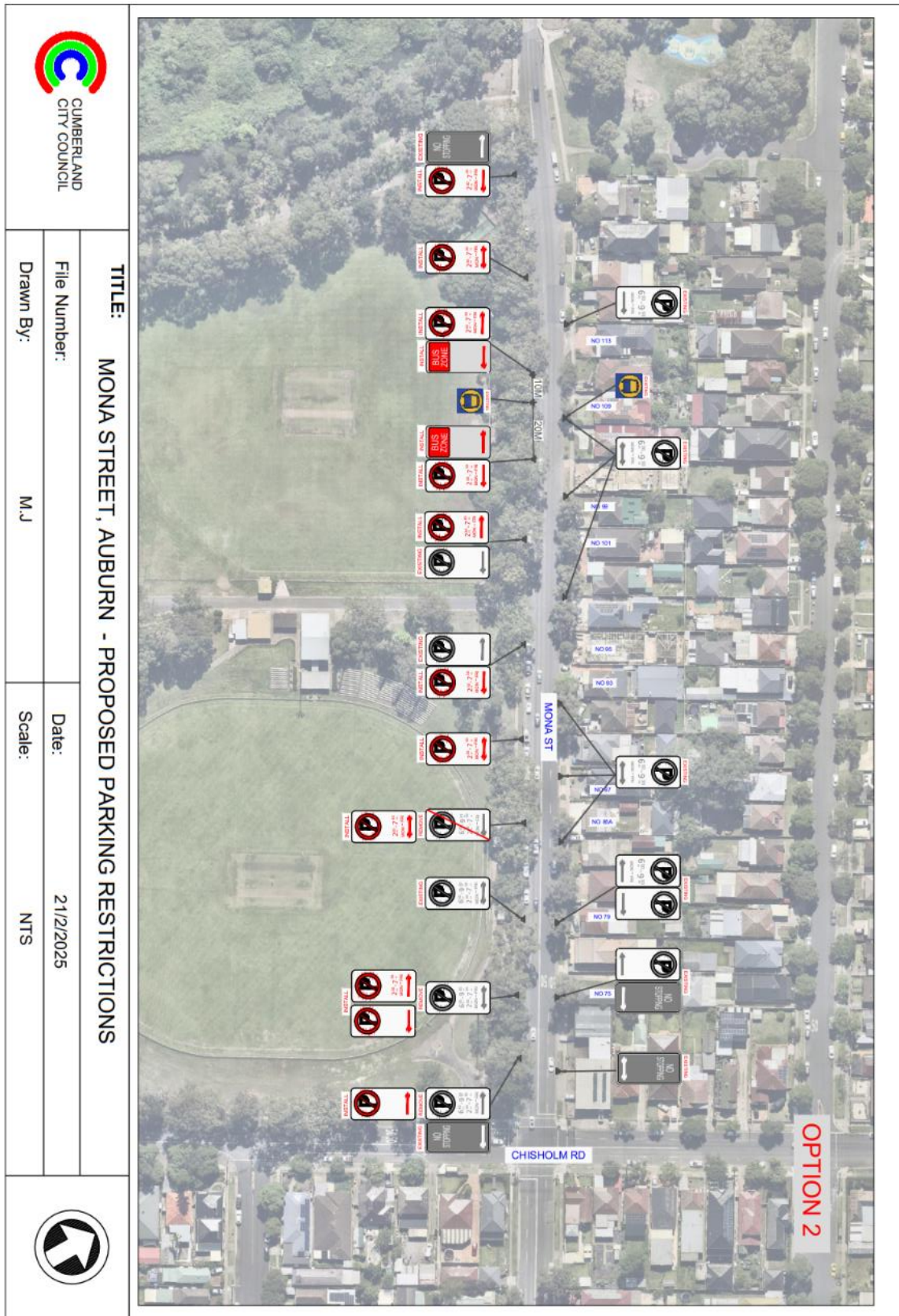


# DOCUMENTS ASSOCIATED WITH REPORT CTC-25-098

## Attachment 3

Plan - Mona Street, Auburn -  
Proposed Option 2 for time  
limited parking restrictions





Item No: C05/25-121

## **NOTICE OF MOTION - ANNUAL DIWALI AND EID LIGHTS COMPETITION**

Councillor: Suman Saha

### **SUMMARY**

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Pursuant to Notice, Councillor Saha submitted the following Motion

### **NOTICE OF MOTION**

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**That Council:**

- 1. Establishes an annual Diwali Lights and Eid Lights Competition for residents of the Cumberland Local Government Area, commencing in 2025/26;**
- 2. Undertakes a targeted media and community engagement campaign to encourage broad participation in the competition, including through Council's social media platforms, website, and other networks;**
- 3. Funds this initiative from the community reserve in 2025/26, and in the annual Operational Plan moving forward; and**
- 4. Promotes the use of energy-efficient lighting and environmentally friendly materials as part of the competition criteria, aligning with Council's sustainability objectives.**

### **RESOURCING/FINANCIAL IMPLICATIONS**

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If supported, existing staff resourcing will be utilised and budget will be allocated to successfully deliver each competition

### **GENERAL MANAGER ADVICE**

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Nil.

### **ATTACHMENTS**

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Nil

Item No: C05/25-122

## **NOTICE OF MOTION - COUNCIL SIGNAGE IN PARKS AND PLAYGROUNDS**

Councillor: Suman Saha

### **SUMMARY**

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Pursuant to Notice, Councillor Saha submitted the following Motion.

### **NOTICE OF MOTION**

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**That Council:**

- 1. Audit its existing parks and reserves to ensure that it has the appropriate signage around parks and childrens playgrounds indicating no smoking or alcohol permitted, and replace as required.**
- 2. Consult with its insurer to confirm that the above proposed signage meets all relevant legal requirements from a public liability perspective; and**
- 3. Budget this signage renewal process as part of the existing operational budget for signage.**

### **RESOURCING/FINANCIAL IMPLICATIONS**

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If supported, this can be actioned utilising existing staff resourcing and budget.

### **GENERAL MANAGER ADVICE**

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Under Section 632A of the *Local Government Act 1993*, Alcohol Prohibited Areas apply to non-road related public places and may be approved by Council to prohibit alcohol consumption in public places to reduce anti-social behaviour and crime. Signage clearly showing restrictions including place and times at which alcohol consumption is prohibited is required to be displayed at these locations to notify the public of the conditions of use of the public space.

If supported, an audit of park signage will be undertaken to ensure all signage reflects the current signage template conditions and signage will be updated if required. This will include consulting with Council's insurer and solicitor to confirm that the current signage template meets all relevant legal requirements.

### **ATTACHMENTS**

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Nil



Item No: C05/25-123

## **NOTICE OF MOTION - WESTMEAD NEW PRIMARY AND SECONDARY SCHOOLS**

Councillor: Michael Zaiter and Suman Saha

### **SUMMARY**

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Pursuant to Notice, Councillors Zaiter and Saha submitted the following Motion.

### **NOTICE OF MOTION**

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**That Council:**

1. Notes that the Westmead South Master Plan was endorsed at the Ordinary Council Meeting held 5 June 2024 and submitted to the NSW Department of Planning, Housing and Infrastructure for Gateway approval.
2. Notes that the approval and implementation of the Westmead South Master Plan will result in approximately 6600 new dwellings and 16,500 new residents moving into the Cumberland local government area.
3. Write to the NSW Ministers responsible for Treasury, Education and infrastructure seeking an update in regard to the delivery timeframe for new primary and secondary schools in Westmead to cater for the expected increase in population.
4. Write to the local State and Federal MPs seeking their support and advocacy in regard to this issue.

### **RESOURCING/FINANCIAL IMPLICATIONS**

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If supported, this Motion can be actioned utilising existing resources.

### **GENERAL MANAGER ADVICE**

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Nil.

### **ATTACHMENTS**

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Nil

Item No: C05/25-124

## **NOTICE OF MOTION - LIDCOMBE OVERHEAD BRIDGE SERVICING CHURCH STREET AND RAILWAY STREET**

Councillor: Helen Hughes and Paul Garrard

### **SUMMARY**

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Pursuant to Notice, Councillor Hughes and Garrard submitted the following Motion.

### **NOTICE OF MOTION**

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**That Council seek an urgent report concerning the functionality of the existing bridge. The report is to consider the following:**

- 1. The future expansion of Lidcombe and its surrounds;**
- 2. The importance of Lidcombe's road network and its integral role in the movement of commuter transport;**
- 3. The strategic role of Lidcombe as promoted by the Greater Sydney Commission and now absorbed by the Department of Planning, Housing and Infrastructure;**
- 4. The archaic design features of the bridge built circa 1924 and its ability to handle increased traffic in both bulk and numbers; and**
- 5. Community concerns around its present and future safety.**

### **RESOURCING/FINANCIAL IMPLICATIONS**

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If supported, this Motion can be undertaken utilising existing resources.

### **GENERAL MANAGER ADVICE**

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Nil.

### **ATTACHMENTS**

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Nil

Item No: C05/25-125

## **NOTICE OF MOTION - COUNCILLOR PROFESSIONAL DEVELOPMENT OPPORTUNITY**

Councillor: Ahmed Ouf

### **SUMMARY**

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Pursuant to Notice, Councillor Ouf submitted the following Motion.

### **NOTICE OF MOTION**

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**That Council:**

- 1. Recognises the critical role elected officials play as community leaders and role models in fostering a respectful, inclusive, and equitable society.**
- 2. Acknowledges the importance of actively understanding, identifying, and preventing racism in all its forms, especially within public institutions.**
- 3. Requests the General Manager make an appropriate training program available to Councillors in accordance with the adopted *Councillor Expenses and Facilities Policy*, that offers training to all Councillors on this topic.**

### **RESOURCING/FINANCIAL IMPLICATIONS**

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If supported, this Motion can be undertaken utilising existing resources as detailed within the adopted *Councillor Expenses and Facilities Policy*.

### **GENERAL MANAGER ADVICE**

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Nil.

### **ATTACHMENTS**

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Nil

Item No: C05/25-126

## **NOTICE OF MOTION - EV CHARGING READINESS IN NEW MULTI-UNIT DEVELOPMENTS**

Councillor: Enver Yasar

### **SUMMARY**

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Pursuant to Notice, Councillor Yasar submitted the following Motion.

### **NOTICE OF MOTION**

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**That Council:**

- 1. Notes the increasing uptake of electric vehicles (EVs) across Greater Sydney and the role of local government in facilitating the infrastructure required to support this transition.**
- 2. Recognises that the vast majority of EV charging occurs at home, and that without access to private charging infrastructure, residents of multi-unit developments face significant barriers to EV ownership.**
- 3. As part of the current review of the Cumberland Development Control Plan (DCP) and Local Environmental Plan (LEP), requests that Council officers prepare draft provisions to require that all new high density development include EV charging readiness infrastructure.**
- 4. Requests that the proposed planning controls consider:**
  - a. The provision of appropriately rated electrical capacity within the main switchboard and distribution infrastructure to support EV charging in at least one dedicated car space per dwelling;**
  - b. A requirement that each car parking space allocated to a dwelling be constructed with a conduit and cabling pathway (“passive infrastructure”) to facilitate future installation of EV chargers without significant cost or disruption;**
  - c. A minimum number of common property visitor or shared spaces to be fitted with operational EV charging equipment at the time of occupation;**
  - d. Consideration of load management systems to allow scalable deployment without overwhelming building supply capacity;**
  - e. Alignment with relevant Australian Standards, the National Construction Code, and the NSW Government’s EV-ready buildings guidance.**
- 5. Requests that the proposed controls be benchmarked against best practice examples from comparable jurisdictions to ensure practicality,**

**cost-effectiveness, and alignment with the NSW Electric Vehicle Strategy.**

- 6. Receives a report with draft DCP/LEP amendments addressing the above, to be considered by Council prior to public exhibition.**

## **RESOURCING/FINANCIAL IMPLICATIONS**

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If supported, this Motion can be undertaken utilising existing resources.

## **GENERAL MANAGER ADVICE**

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The current Cumberland Development Control Plan has limited controls on EV charging infrastructure, based on available information at time of commencement in 2021. As part of the review of the Cumberland Development Control Plan resolved by Council in November 2024, opportunities to enhance these controls to meet contemporary requirements are being investigated. If endorsed, the areas identified in the Notice of Motion will also be investigated.

## **ATTACHMENTS**

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Nil



Item No: C05/25-127

## **NOTICE OF MOTION - IMPROVING CYCLIST AND PEDESTRIAN SAFETY ON M4 SHARED PATH AT SILVERWATER ROAD INTERSECTION**

Councillor: Enver Yasar

### **SUMMARY**

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Pursuant to Notice, Councillor Yasar submitted the following Motion.

### **NOTICE OF MOTION**

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**That Council:**

- 1. Acknowledge the significant safety concerns regarding the Silverwater Road intersection on the M4 shared path.**
- 2. Urgently write to the Minister for Transport and Transport for NSW advocating for immediate safety improvements at this intersection, including:**
  - Reviewing and redesigning the layout and size of the south-eastern traffic island.**
  - Enhancing visibility for vehicles turning off the M4 onto Silverwater Road through improved signage, road markings, and potential removal of obstructions such as trees.**
  - Converting zebra crossings on slip lanes into combined pedestrian and cyclist crossings.**
  - Exploring feasibility of repositioning slip lanes and traffic islands to enhance safety.**
  - Widening and regrading the kerb crossing and path immediately east of Silverwater Road to improve usability for all riders, including those in groups and with varying levels of experience.**
- 3. Request a formal meeting with Transport for NSW and bicycle advocacy representatives, including Bicycle NSW and CAMWEST, to collaborate on detailed planning and solutions to address the highlighted safety issues.**
- 4. Provide a progress report to Council within six months, detailing actions undertaken, responses received from Transport for NSW, and recommended next steps.**

**RESOURCING/FINANCIAL IMPLICATIONS**

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If supported, this Motion can be actioned utilising existing resources.

**GENERAL MANAGER ADVICE**

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Nil.

**ATTACHMENTS**

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Nil

Item No: C05/25-128

## **NOTICE OF MOTION - EXPANSION OF BIKE LOCKER FACILITIES AT LIDCOMBE STATION**

Councillor: Enver Yasar

### **SUMMARY**

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Pursuant to Notice, Councillor Yasar submitted the following Motion.

### **NOTICE OF MOTION**

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#### **That Council:**

1. Notes the high demand for secure bike lockers at Lidcombe Station, with all existing lockers currently in use and a waiting list in place;
2. Writes to the Minister for Transport and Transport for NSW requesting the expansion of bike locker facilities at Lidcombe Station to meet growing demand;
3. Expresses Council's willingness to work collaboratively with the State Government to identify suitable sites for additional bike lockers—taking into consideration existing strategic planning work, such as the Pippita Rail Trail plan—including the use of Council-owned land if appropriate;
4. Identifies the Bridge Street Carpark as a potential site for additional lockers, subject to assessment;
5. Requests that Council officers undertake a review of other train stations within Cumberland, including Auburn, Regents Park and Berala Stations, to identify opportunities for new or expanded bike locker facilities, and report back on engagement with Transport for NSW.

### **RESOURCING/FINANCIAL IMPLICATIONS**

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If supported, this Motion can be actioned utilising existing resources.

### **GENERAL MANAGER ADVICE**

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Nil.

### **ATTACHMENTS**

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Nil