

Holroyd City Council



Ordinary Council Meeting 19 April 2016

NOTE: THE REPORTS PRESENTED IN THIS BUSINESS PAPER FOR COUNCIL'S CONSIDERATION ONLY CONTAIN THE RECOMMENDATION. COUNCIL'S FINAL DECISION (THE RESOLUTION) MAY BE DIFFERENT.

RESOLUTIONS OF COUNCIL ARE SUBJECT TO RESCISSION.

A NOTICE OF MOTION OF RESCISSION CAN BE SUBMITTED ANY TIME UP TO 12 NOON ON THE THIRD BUSINESS DAY FOLLOWING A COUNCIL MEETING AT WHICH THE RESOLUTION WAS PASSED. RESOLUTION(S) WILL NOT BE CARRIED INTO EFFECT UNTIL ANY RESCISSION MOTION IS DEALT WITH AT THE NEXT COUNCIL MEETING.

14 April 2016

I have the honour to notify you that the Ordinary Meeting of the Council of the City of Holroyd will be held at 6.30 p.m. in the Council Chambers, Memorial Ave, Merrylands on Tuesday, 19 April 2016.

Business as below:

Yours faithfully

(Merv Ismay)
GENERAL MANAGER

BUSINESS

1. Opening Prayer / Acknowledgement of Country / National Anthem
2. Apologies
3. Confirmation of Minutes
4. Mayor's Minutes
5. Public Forum
6. Declaration of Interest and Political Donations Received
7. Reports of Development/Community Services Committee
8. Reports of Finance and Works Committee
9. Reports of Holroyd Traffic Committee
10. Correspondence and Officers' Reports
11. Questions on Notice
12. Petitions
13. Response to Public Forum Questions
14. Corporate Briefing

*Minutes of the Ordinary Meeting of Holroyd City Council
Held on 19 April 2016*

General Manager

Mayor

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HOLROYD CITY COUNCIL
16 Memorial Avenue, Merrylands (8.00am to 4.30pm)
Telephone: 9840 9840
TTY: 9840 9988
HCC@holroyd.nsw.gov.au

AGED AND DISABILITY SERVICES

Aged/Disability Team Leader.....	9840.9977
Disability Services Officer & Holroyd Peer Support Program	9840.9913
Holroyd Nutrition Services	
- CALD Centre Based Meals	
- Centre Based Meals	
- Meals on Wheels	
- Social Support Dementia – Supported Meals Program	
17 Miller Street, Merrylands	9840.9944
Holroyd Social Inclusion Services	
- Holroyd Neighbour Aid	
- Aboriginal & Torres Strait Islander Social Support	
- Centre Based Activities	
- Hall Hire	
90 O'Neill Street, Guildford	9632.2765
Information, Intake, Service and Volunteer Enquiries	
42 Lane Street, Wentworthville	9688 4751

ALL NSW EMERGENCY SERVICES000

CENTRAL GARDENS PARK (No Tennis Court Bookings)

Thames Street, Merrylands West (Ranger's Office).....	9636.8280
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CHILD PROTECTION HELPLINE132.111

CHILDREN'S SERVICES

Guildford West Children's Centre,	
50 Princes Street, Guildford West	9681.3793
Guildford West Out of School Hours Care,	
50 Princess Street, Guildford West	9721.2257
Holroyd Children's Centre, Banksia Babes,	
1 Goodlet Street, Merrylands.....	9637.3606
Holroyd Children's Centre, Gumnut Grove,	
13 Windsor Road, Merrylands	9637.9716
Merrylands / Family Day Care,	
74 Military Road, Guildford	9681.6511
Parramatta West Out of School Hours Care,	
57 Auburn Street, Parramatta West	9633.5246
Pemulwuy Children's Centre,	
1 Newport Street, Pemulwuy	9896.6118
Pemulwuy Out of School Hours Care,	
1 Newport Street, Pemulwuy	9896.6129
Pendle Hill Out of School Hours Care,	
Pendle Way, Pendle Hill	9631.8063
Ringrose Out of School Hours Care,	
18-36, Block K, Ringrose Avenue, Greystanes	9636.6586
Sherwood Grange Out of School Hours Care,	
50 Bruce Street, Merrylands.....	9892.4207
The Sometime Centre,	
54 Neil Street, Merrylands	9682.4918

The Sometime Centre, Pre School 3a McKern Street, Wentworthville	9631.6066
Wenty Children's Centre, 100 Damien Avenue, Greystanes	9896.1365
Widemere Out of School Hours Care, Nemesia Street, Greystanes	9757 1904
COMMUNITY BUS BOOKINGS	9840.9840
COMMUNITY FACILITIES	
Domain Community Rooms, 1 Oakes Street, Westmead	9840.9840
Greystanes Community Centre, 732 Merrylands Road	9631.0408
(Bookings)	9631.3544
Guildford Community Centre, Cnr Guildford Road & O'Neill Street.....	9632.2765
Holroyd Centre, Miller Street, Merrylands	9840.9900
Jones Park Hall, Burnett Street, Mays Hill (Bookings)	9840.9840
Merrylands Community Centre, 17 Miller Street, Merrylands	9840.9840
Red Gum Function Centre (Cnr Lane & Veron Streets), Wentworthville Bookings – Mr Dean Savetta.....	9840.9900
Toongabbie Community Centre, Cnr. Targo & Toongabbie Roads (Bookings)	9840.9840
Wentworthville Community Centre, 2 Lane Street (Bookings)	9840.9840
Westmead Progress Hall, Cnr Priddle & Hassall Streets, Westmead (Bookings)	9840.9840
EARLY CHILDHOOD CENTRES	
Greystanes, 732 Merrylands Road	9631.1862
Guildford, Stimson Street (Karitane).....	9632.9762
Wentworthville, Friend Park 3a McKern Street	9631.8258
EMERGENCIES (AFTER 4.30PM)	
Household Garbage Service	9721.2290
Animal Impounding Contractor	0412.064.676
HOLROYD COMMUNITY AID & INFORMATION SERVICE INC.	9637.7391
HOLROYD LOCAL AREA COMMAND	
Merrylands, 15-17 Memorial Avenue.....	9897.4899
LIBRARIES	
Greystanes, 732 Merrylands Road	9636.4160
Merrylands Central, Miller Street	9840.9960
Wentworthville, Lane Street	9631.7564
MERRYLANDS FIRE STATION	
Merrylands, 340 Merrylands Road	9682.4408
ORDINANCE INSPECTORS.....	9840.9840
Note: Calls to 9840.9840 after hours divert to Council's Paging Service and in cases of emergency to the Ordinance Inspector on Duty.	
PARRAMATTA AMBULANCE STATION	000
Parramatta, 153-155 Railway Street	
SENIOR CITIZENS' ORGANISATIONS	
Greystanes Over 50's Club.....	9636.3245

Merrylands, 17 Miller Street	9633.1103
Toongabbie, cnr Toongabbie & Targo Road	9631.1863
“Wenty” Club (RSL Day Care Club).....	9631.5452
Wentworthville Pensioners Welfare Inc.....	9631.4171

STATE EMERGENCY SERVICES

Foray Street, Guildford West.....	9892.1144
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SWIMMING CENTRES

Guildford (Heated Pool), Guildford Road	9632.1491
Merrylands, Burnett Street.....	9637.6618
Wentworthville, Dunmore Street	9631.9439

WORKS DEPOT

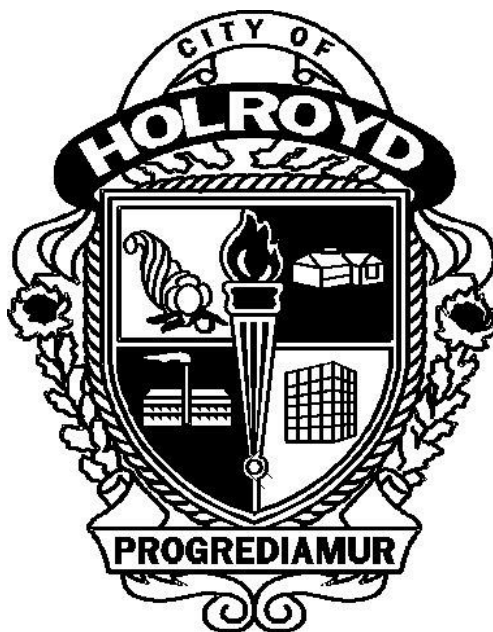
Duty Overseer, Fairfield Road, Guildford	8724.8652
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YOUTH CENTRES

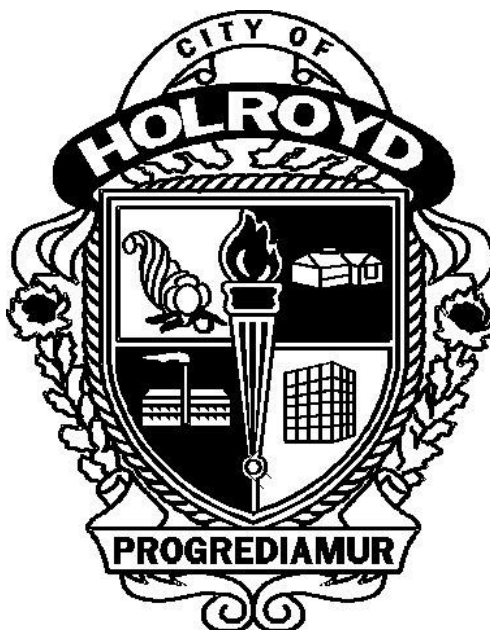
Guildford, 367 Guildford Road, Guildford.....	9681.3316
Merrylands, 289 Merrylands Road	9637.1535
Wentworthville (behind Wenty Pool, Dunmore Street).....	9636.4969

COUNCILLOR CONTACT DETAILS

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Clr. Kafrouni, Nadima (Deputy Mayor)	[clrnadimakafrouni@bigpond.com]	9636 9273	0427 806 877



DEVELOPMENT/COMMUNITY SERVICES COMMITTEE



DEVELOPMENT/COMMUNITY SERVICES COMMITTEE

Index of the Meeting of the Development and
Community Services Committee of the Council
of the City of Holroyd, held in Council
Chambers, Memorial Ave, Merrylands on
Tuesday, 19 April 2016.

Summary:

DCS010-16	SUBJECT: REVISED PLANNING PROPOSAL REQUEST FOR BONDS SPINNING MILLS SITE BP16/373.....	13
DCS011-16	SUBJECT: WESTMEAD ALLIANCE UPDATE BP16/377.....	39

Revised Planning Proposal Request for Bonds Spinning Mills Site

Responsible Department: Environmental and Planning Services
 Executive Officer: Director of Environmental & Planning Services
 File Number: INFOC/19 - BP16/373
 Delivery Program Code: 5.1.1 Oversee the land use planning, design and compliance framework for managing and facilitate appropriate development
 7.1.2 Ensure land use planning recognises and promotes business and employment centres
 8.1.1 Oversee and implement Council's Residential Development Strategy and appropriate housing opportunities through land use planning

Previous Items: SPCCL001-14 - Rezoning Request - Bonds Spinning Mills Site, Pendle Hill - Revised Proposal - Special Council - 07 Oct 2014 6:30 pm

DCS010-16

PROPOSAL DETAILS	
Address	190-220 Dunmore Street, Pendle Hill
Owner	J.S.T. (NSW) Pty Ltd. Company details have been provided under separate cover.
Proponent	JBA Planning on behalf of Dyldam (JST (NSW) Pty Ltd)
Current Zoning/ Planning controls	Zoning: IN2 Light Industrial Height: No standard FSR: No standard
Proposed Zoning/ Planning Controls	Zoning: R4 High Density Residential (6.4 ha), B2 Local Centre (1 ha), RE1 Public Recreation (0.6 ha) Height: Up to 38m (12 storeys) FSR: 2:1 Average

Summary:

A further revised planning proposal to rezone the Bonds Spinning Mills site was submitted to Council on 10 November 2015. This revised proposal amends the previous proposal endorsed by Council in 2014, proposing a new concept design with a higher dwelling yield and amended height and FSR maps. The proponent is requesting rezoning of the site from an IN2 Light Industrial zone to an R4 High Density Residential zone, B2 Local Centre zone and an RE1 Public Recreation zone, with FSRs ranging from 0.7:1 to 2.4:1 and building heights ranging between 12.5m (3 storeys) and 38m (12 storeys).

While a Gateway Determination was made for the previous proposal on 23 February 2015, given the nature and extent of the changes to the proposal it would not be possible to proceed to formal community consultation with the revised proposal, under the current Gateway Determination. As such, a new Gateway Determination is required.

The purpose of this report is to provide a strategic merit assessment of the revised proposal, to establish whether the proposal should proceed to Gateway. On the basis of the assessment it is recommended that Council proceed with the planning proposal subject to modifications to the proposed height and FSR maps and a reduction in potential yield (density). Option 2, presented in this report, involves minor change to the proposed residential zone FSR standards (from 1.3:1 and 2.4:1 to 1.2:1 and 2.3:1), and would reduce the dwelling density to below 180 dwellings per hectare, resulting in a potential of approximately 1,500 dwellings for the site.

Report:

Site and Location

The land the subject of the rezoning request is the Bonds Spinning Mill Site situated at 190-220 Dunmore Street, Pendle Hill (referred to in this report as 'the subject site') and covers an area of approximately 8 hectares. The subject site is located approximately 4km west of Parramatta, on the outskirts of the Pendle Hill centre, 500m south-east of Pendle Hill railway station.

The subject site is currently zoned IN2 Light Industrial and is identified as a heritage item under Holroyd LEP 2013. The site has been used for industrial purposes (manufacturing and distribution of textiles) since 1923; was the first spinning mill in the Southern Hemisphere; and was the birthplace of the Bonds clothing brand.

Background

Earlier planning proposals were received for the site in 2011, 2013 and 2014, outlined as follows:

- 2011 – Pacific Brands proposal comprising 600 dwellings, heights up to 8 storeys (did not proceed to Gateway).
- 2013 – Dyldam (Rainbowforce) proposal seeking R4 High Density Residential zoning with APU for commercial premises, over 1,800 dwellings, building heights up to 17 storeys, 1.5 ha of public parks/spaces (did not proceed to Gateway)
- 2014 – Dyldam (J.S.T. NSW) revised proposal seeking R4 High Density Residential, B2 Local Centre & RE1 Public Recreation zones, over 1,600 dwellings, building heights up to 17 storeys, 2.5 ha of public parks/spaces (Gateway Determination for modification of this scheme issued in 2015).

The assessment of the previous proposal concluded that the scale and density was excessive and endorsed a modified version of the scheme, comprising building heights up to 12 storeys, FSRs averaging 1.4:1 and a dwelling yield of approximately 1,300.

The proponent appointed a new architect, PTW, in 2015 and submitted a revised concept for the site in November 2015. The documentation submitted to Council to support the proponent's revised concept comprises:

- Rezoning (Planning Proposal) Report including background information, objectives and outcomes, planning assessment and proposed LEP maps (JBA)
- Urban Design Report and Concept Masterplan (PTW)
- Final Conservation Management Plan (Musecape)
- Heritage Assessment documents (GML)
- Supplementary Traffic and Transport Impact Assessment (GTA)
- Social Impact Assessment (GHD)
- Draft Heads of Agreement for Voluntary Planning Agreement
- Preliminary (Phase 2) Contamination Report (unchanged)
- Economic (Retail) Impact Assessment (unchanged).

The full documentation is available on the Council's website (www.holroyd.nsw.gov.au/your-development/bonds-site-planning-proposal-request) and will be tabled at the Council meeting. The Planning Proposal Report is provided in Attachment 1 to this report and the Urban Design Report and Concept Master Plan are provided in Attachment 2.

Strategic Merit Assessment

The strategic merit of the proposal has been assessed in accordance with the Department of Planning and Environment (DP&E) guidelines. A summary of the strategic merit assessment, outlining the key changes from the previous proposal, is provided in the table below.

	2014 proposal as endorsed by Council	Current proposal	Satisfactory
Land use zones	R4 High Density Residential (6.3 ha) B2 Local Centre (0.9 ha) RE1 Public Recreation (0.8 ha)	R4 High Density Residential (6.4 ha) B2 Local Centre (1 ha) RE1 Public Recreation (0.6 ha)	Yes
Built form & visual	Maximum 12	Maximum 12 storeys	Yes, subject to

impact	storeys (39m)	(38m)	adjustments to LEP height map
Density	Average FSR 1.4:1 Average residential FSR 1.3:1 1,300 dwellings 150 dwellings/ha	Average FSR 2:1 Average residential FSR 1.9:1 Approximately 1,600 dwellings 190 dwellings/ha	Modest reduction to 180 dwellings/ha recommended (average residential FSR 1.8:1, approximately 1,500 dwellings).
Internal & external amenity impacts	Solar access sufficient, unacceptable privacy impacts along southern boundary	SEPP 65 addressed. Interface with adjoining properties better addressed.	Yes, subject to LEP mapped certainty for height along southern boundary and park
Traffic	Suitable with upgrades & management	Suitable with upgrades & management	Yes, subject to verification of modelling & revised traffic report prior to Gateway (and to RMS concurrence at Gateway)
Car parking:			
Residential	116 on-site visitor (street only)	Meets DCP/SEPP 65 requirements	Yes, subject to confirmation that all visitor parking will be provided on private land
Commercial	136 spaces	140 spaces (1 per 44sqm GFA)	No (less than half of that required under DCP, which requires 1 space per 20sqm GFA)
Heritage	Complete CMP and proposal consistent 0.7:1 & 1:1 FSR 5 buildings retained	Development guidelines included in CMP and DCP 0.7:1 & 1.3:1 FSR 6 buildings retained	Yes, subject to acknowledgement of site's State significance in CMP

Social	Social Impact Comment, scope for impact assessment & consistent with policy	Comprehensive Social Impact Assessment	Yes
Public Open Space	2.47 ha total <ul style="list-style-type: none"> • 1.1 ha local park • 0.76 ha public domain • 0.48 ha pocket parks & road closes 	2.5ha total <ul style="list-style-type: none"> • 0.53ha local park • 0.62ha public plaza • 1.36ha pocket parks & through-links 	Yes – while the proposed quantity of open space is less than that normally required, a high quality of design and embellishment will be more important.
Economic	6,000sqm commercial uses	No change	Yes
Environmental	Contamination & geotechnical sufficient, stormwater to be addressed post-gateway	Contamination, stormwater/flooding, geotechnical sufficient for this stage	Yes (subsequent work required post gateway / DA stage)
Infrastructure	Draft heads of agreement (local open space, public domain, possible community)	Updated Draft Heads of Agreement	Yes (further discussion & draft VPA required)

Proposed Land Uses and Strategic Context

The proposed land uses and zoning for the site is essentially the same as under the previous concept, with some minor adjustments to the zone boundaries to reflect the revised concept. The proposed zoning map is provided in Attachment 3.

As mentioned in earlier reports, rezoning of the site from light industrial to residential and commercial uses is broadly consistent with both Council and State Government policy regarding land use and development. The Draft West Central Sub-Regional Strategy (2007) identifies the site as land that could be investigated for alternative uses. The strategy states that *“Given the mainly residential nature of the locality and the availability of more suitable Employment Lands at the nearby Girraween precinct, this site may be considered for alternative development, but only if existing operations cease”*. This satisfies

the State Government's Section 117 Direction 1.1 requiring that a Planning Proposal must not reduce the area of land in business or industrial zones, unless justified by a strategy that *"identifies the land which is the subject of the Planning Proposal"*.

Built Form and Density

The Urban Design Report for the revised concept provides diagrams indicating that the proposal generally meets the requirements of the State Government's Apartment Design Guide (ADG). The report also includes cross sections through the highest building, and views of the proposed built form from several vantage points around the site, allowing proposed heights to be better understood.

When viewed from surrounding streets the scale of development appears acceptable in the context of surrounding low density development and the proposed built form would not have a significant adverse visual impact. The following images show the proposed concept when viewed from surrounding streets.



View from Dunmore Street looking east



View from Rogers Street looking west



View from intersection of Jones & Rowley Streets

A copy of the Urban Design Report is provided in Attachment 2 and includes the concept master plan, shadow diagrams and cross sections.

The primary issue with the previous requested proposal was building heights and their relationship to the surrounding area. The recommended densities (FSR's) at that time were a reflection of the reduced height structure considered to be appropriate for the site, estimated using the previous concept envelopes. While the revised concept proposes a new arrangement of buildings and requiring some reconfiguration of the heights map, the highest buildings and overall approach with a transition in heights is largely the same as under the previous concept (with lower buildings at the edges of the site and around the heritage items and the tallest buildings in the centre). The

proponent has now evidenced, through the revised scheme, that increased yield can be achieved within this general height structure.

The overall dwelling density now needs to be given more focussed consideration. The proposed FSR's for the residential zones (1.3:1 and 2:1) represent an average residential ratio (across developable zoned land) of 1.9:1 and would result in an estimated gross residential density of 190 dwellings per hectare. This is considered to be too high for the site, which is within the walking catchment of the Pendle Hill station based centre, currently a small centre and planned to be a small urbanised centre.

A comparative analysis with other centres and precincts across Sydney would support the case for a density of up to 180 dwellings per hectare, which would be an average residential FSR of 1.8:1 across developable zoned land. This corresponds with typical average 6 storey buildings which, putting aside the site responsive approach to heritage items and transition in the south, would be a reasonable upper expectation for such a location. It is relevant to consider that the development presents a significant opportunity for restoration and public access to the heritage items, as well as local open space. On this basis, an alternative option (Option 2) to the requested FSR map is recommended, involving a minor reduction of the FSR's to 1.2:1 and 2.3:1.

The revised concept considerably improves on the previous concept in several aspects and is considered to achieve a better outcome in terms of built form and urban design. Modulation of built form has been provided, with articulation and more landscape elements. The new building layout is more open and has less bulk than the previous 'quadrangle' layout, providing improved permeability and visual connections through the site. Additionally, consideration has been given to the building geometry (positioning at certain angles) providing better solar access.

Building Heights

The concept masterplan depicts building heights transitioning from 3, 4 and 6 storeys on the edges to 12 storeys in the centre. This approach is consistent with the building heights adopted by Council in 2014. The proponent has prepared a draft height of buildings map based on the revised concept (provided in Attachment 3) and it is noted that there is some discrepancy between this map and the concept masterplan. The proponent seeks to reduce the complexity of the LEP maps, however, this reduces the level of certainty in critical locations. The height of buildings map shows heights up to 12 storeys (38m) in the centre surrounded by 8 storeys (24m) extending to the site boundaries. This is of particular concern along the southern and south-western boundaries where the site immediately adjoins properties in the R2 Low Density Residential zone. Additionally, the concept proposes building heights of 4 storeys along Dunmore Street, with small 5 and 6 storey elements adjacent to the public park.

However, the height of buildings map proposes 6 storeys (20m) from the park through to Dunmore Street.

While the proponent has prepared a draft DCP which includes controls relating to building heights, this does not provide the same degree of certainty for built form outcomes as height controls in an LEP, as it does not carry the same statutory weight. It is acknowledged that the height map should allow for some flexibility in moving from concept stage to detailed design, and in this regard it is desirable to minimise variation in the maximum building height stipulated in the LEP height of buildings map. However, it is considered that providing a 24m (8 storey) height limit along the majority of the site's boundary (in particular to the south and south-west) would be excessive and unjustified given the importance of maintaining an appropriate building interface to adjoining properties. Additionally, providing for 6 storey (20m) building heights along Dunmore Street and the northern boundary of the public park would not be appropriate from a heritage conservation perspective as well as creating a potentially unacceptable degree of overshadowing across the park. As such, the proposed building height in certain locations as shown on the height of buildings map should be reduced. Additionally, further controls should be incorporated in the DCP to ensure maximum solar access to the park (refer to section on DCP).

An alternative height of buildings map (Option 2) is also provided in Attachment 3, which is largely consistent with the proponent's concept but provides more certainty regarding built form outcomes in these two critical locations. It allows heights up to 12 storeys (39m) in the centre of the site, transitioning to 8 storeys (27m) then to 4 storeys (15m) along the southern / south-western boundaries. It also ensures that building heights along Dunmore Street and within the heritage precinct are limited to 4 storeys (14m). This option will ensure that statutory controls to protect the amenity of adjoining properties are in place.

Building Configuration

The revised building configuration represents a more optimal design and layout than the previous concept in terms of liveability and sustainability. The buildings are now aligned in a north-south arrangement that allows greater solar access, site permeability and open space. Building configuration is no longer in 'quadrangle' shapes and buildings have been opened up to the north to improve the outlook and amenity for residents.

Density and Floor Space Ratios

The revised proposal allows for approximately 1,600 dwellings, with potential for around 1,640 dwellings under the concept building envelopes and 1,568 dwellings under the proposed FSRs.

The proponent's Urban Design Report proposes the following unit mix:

- 20% 1 bedroom
- 70% 2 bedroom
- 10% 3 bedroom.

This represents an increase in density of over 20% from the concept previously endorsed by Council, which allowed for approximately 1,300 dwellings. Additionally, the average floor space ratio across the site has increased from 1.4:1 to 2:1. The proposed FSR map is included in Attachment 3.

Analysis of the proposed dwelling yield has indicated that the proposed FSRs are commensurate with the proposed dwelling yield and that they could be achieved within the concept building envelopes.

Using standard calculations as outlined in the footnote to the table below, it is apparent that the proposed average FSR of 2:1 would allow for a dwelling yield of around 1,568.

Dwelling Yield Based on Proposed FSRs

	Avg FSR (residential and commercial)	Avg FSR (residential only)	Residential GFA (m²)	Avg floor space per unit (m²)	Dwelling yield
Dwelling yield based on proponent's FSRs	2:1	1.9:1	141,117	90 ¹	1,568
Dwelling yield based on recommended FSRs	1.9:1	1.8:1	134,690	90 ¹	1,497

Average FSR = ratio of GFA to site area

GFA (Gross Floor Area) = GBA x efficiency rate

Dwelling yield = GFA / average unit size

1 Average floor space / unit (including circulation space)

Considering the location of the site within the Pendle Hill small urban centre and rail station catchment, as well as the nature of the site being a single large parcel containing significant heritage, a density of up to 180 dwellings per hectare is considered appropriate. This equates to an average residential FSR of 1.8:1, or 1.9:1 including commercial/retail floor space. The proposed FSRs of 1.3: and 2.4:1 represent a gross dwelling density that is over 180 dwellings per hectare (over 1.9:1).

On this basis, it is recommended that the proposed FSRs be reduced, as they would allow for a dwelling yield of around 1,600 dwellings, which is considerably higher than the yield previously endorsed by Council. A reasonable reduction to 1.2:1 and 2.3:1 is recommended for the residential zone, which would allow for up to 1,500 dwellings.

This would also allow more flexibility for design within building envelopes. These FSRs are shown on an alternative FSR map (Option 2), which is also provided in Attachment 3.

As stated earlier, the primary issue with the previous requested proposal was building heights. The recommended density (and FSRs) at that time were essentially a reflection of the general height structure recommended.

The draft FSR map includes an FSR of 1.3:1 across the proposed local park. This is not supported from a planning perspective as it is inconsistent with the existing FSR maps under Holroyd LEP 2013, which provide no FSR over land zoned for public open space and could result in an expectation of yield that could not reasonably be achieved.

The proposed FSR for the B2 zone has not changed since the previous proposal and remains at 0.7:1, which provides for a potential 7,280m² GFA, consistent with the Gross Leasable Area (GLA) indicated in the proposal and Economic Impact Assessment report.

Amenity

External

The revised concept has retained the broad principle of height transitioning, with the tallest buildings in the centre of the site and lower heights around the edges. This would minimise potential impacts on the privacy and solar access of surrounding properties.

The virtually continuous 'wall' of buildings along the southern boundary proposed in the previous concept has been removed and corridors of open space now separate the buildings. Additionally, some of the building heights along the southern boundary have been reduced from 4 storeys to 3 storeys. This reduces the bulk of the development, improving the amenity for properties to the south, including solar access and privacy. The proposed setback along the southern boundary has been revised to 10m, which is consistent with Council's DCP controls and the ADG. However, the setback along the southern part of the western boundary (near Collins Street), which also adjoins the R2 Low Density Residential zone is only 6m, which does not comply with the ADG which specifies that setbacks adjoining a lower density zone are to be increased by 3m. As such, the setback along this section of the boundary would need to be increased to 9m in order to achieve consistency with the ADG.

Shadow analysis prepared by the proponent demonstrates that overshadowing of properties to the south would be less than 50% of the open space area between 9am and 3pm during the Winter Solstice. Council's DCP controls indicate that 3 hours of sunlight

between 9am and 4pm on the Winter solstice must be received by at least one main living area and at least 50% of the private open space of adjacent dwellings. These controls would need to be met at DA stage.

Internal

The revised concept has given consideration to SEPP 65 and the ADG in relation to solar access, ventilation and privacy. Residential facades have been arranged at angles to ensure optimal solar access for all apartments. Cross-ventilation would be achieved through a mixture of dual aspect apartments, corner apartments and cross-through apartments. Building separation has been provided in accordance with the ADG ensuring adequate privacy for residents.

The requirements of SEPP 65 (Design Quality of Residential Flat Development) and the ADG would need to be met at DA stage.

While the concept has addressed SEPP 65 provisions in relation to the residential component of the development, there would be impacts of overshadowing on the proposed public park. The revised concept proposes 4-6 storey buildings along the northern edge of the park which would result in varying degrees of overshadowing throughout most of the year, as shown in the diagrams below. Approximately one quarter of the park is overshadowed during the morning in March and September, however at the Winter Solstice the majority of the park is in shade for much of the day. This would substantially impact on the amenity and usability of the park and is not considered acceptable for what will become an important area of local community open space. The ADG states that solar access should be provided to public open space year round. Therefore, the height of buildings fronting the park from the North would need to be lowered and the buildings may also need to be set back, in order to prevent overshadowing or ensure that any overshadowing is within acceptable limits.



Shadow diagrams - Winter Solstice



Shadow diagrams – Spring equinox

Development Control Plan

A draft Development Control Plan (DCP) has been prepared by the proponent to provide more specific details and controls than can be provided through an LEP. The DCP once finalised and adopted by Council would be incorporated into the Holroyd DCP 2013. The DCP (provided in Attachment 4) includes controls relating to land use, building height, building siting, built form, open space, movement network, heritage, community & social. The proposed controls are generally acceptable, subject to the following:

- A control should be included regarding street wall height, requiring that a minimum upper storey setback of 3m is required for all floors above 4 storeys.
- A controls should be included requiring a 4m front setback from Dunmore Street for any new buildings.
- The building height diagram incorporated in the DCP includes some 4-storey buildings along the southern and western boundaries which immediately adjoin properties in the R2 low density zone. The maximum height of buildings along these boundaries should be 3 storeys.
- The DCP includes a control requiring a minimum setback of 10m from the site's southern boundary. This should be amended to incorporate any boundary of the site that immediately adjoins properties in the R2 low density zone.
- The controls relating to open space specify that the public park is to have a minimum area of 5,000sqm. This should state 5,300sqm.
- The building heights proposed in the concept plan along the northern edge of the park should be reduced in the centre to 3 storeys.
- A control should be included requiring a minimum 4 hours of solar access to at least 60% of the public park during the Winter solstice.
- The DCP should address provision of public parking for public facilities such as the park, based on the rates of provision for other similar sites in Western Sydney.
- A control should be included (and the concept plan amended accordingly) to allow for the establishment of a public pedestrian link at the South-Western corner

of the site should properties in the Collins Street area seek to redevelop in the future.

- Other minor changes and refinements (e.g. including property description, clarifications, typographical corrections and removing unnecessary text such as *“the consent authority is to apply a flexible approach...”*)

Provided that these issues can be addressed, it is expected that the DCP would achieve acceptable planning outcomes for the site and would reflect the concept submitted by the proponent.

Social Impact Assessment

A comprehensive Social Impact Assessment (SIA) for the revised concept has been prepared for the proponent by GHD. This document has been reviewed by Council's Social Planner and meets the requirements of Council's Social Impact Assessment Policy.

The SIA has adequately addressed the relevant impact matters. The potential positive impacts identified by GHD include:

- Supply of a more diverse and affordable housing mix (with the proposed development comprising 1,640 units – with 20% x 1 bedroom, 70% x 2 bedroom and 10% x 3 bedroom) at a suitable location (within walking distance of the Pendle Hill Town Centre and rail station and a range of community services)
- Improved safety in the locale from the implementation of Crime Prevention Through Environmental Design (CPTED) principles and the 'casual surveillance' provided by new residents and shoppers over the 'activated' street frontages, the publicly accessible and communal open space areas and the public domain generally
- Potential for substantially increased active transport – with a strengthening of pedestrian/cycle connections throughout the development and between the development and Pendle Hill town centre and local parks
- A reasonable generation of employment – initially in the demolition, construction and fit out stages of the development and then via the permanent employment of around 250 people in the commercial tenancies and the on-going support of local shops by around 4,000 new residents
- Potential for more active lifestyles with the provision of 2.51 ha of publicly accessible open space and 0.88 ha of communal open space (totalling 42% of the site and providing a range of active and passive recreation opportunities)
- Potential benefits to the wider Pendle Hill community in the form of publicly accessible facilities including parks, walking routes, the possible provision of a multi-purpose community centre (accommodating one or more of youth

- programs, seniors programs, health services and the like), interpreted heritage buildings, public art works, and an indoor sports hall
- Integration of the development with the existing community via new resident welcoming programs.

The potential negative impacts identified by GHD include:

- Impacts on the carrying capacity of existing and planned recreation infrastructure (e.g. parks, swimming pools and libraries)
- Insufficient capacity of local public schools, health services and childcare facilities to accommodate the additional populations
- Construction amenity impacts.

The proponent includes a Social Impact Management Plan which provides strategies and monitoring mechanisms to help enhance positive social impacts and mitigate negative social impacts in accordance with Council's requirements. These include:

- The provision of multi-purpose community centres/spaces
- Ensure good access and walkability throughout the site and connectivity to Pendle Hill town centre
- Increase bus services in the area if required
- Provision of a publicly accessible multi-purpose park larger than 3,000sqm and catering to the needs of a wide range of user groups
- Retention and reuse of heritage buildings
- Consideration of the provision of a range of community facilities within the heritage buildings on site – potentially including a new indoor sports court facility, child care, OOSH service, youth services, seniors' programs, multi-purpose bookable spaces (for community health services, affordable office/workshop spaces and/or employment/training programs)
- Provision of interpretive and public art works
- Full integration of the development with the surrounding community, including a new residents welcome program
- Construction management plan
- Implementation of CPTED principles
- Registration with the National Broadband Network to ensure high quality internet service.

The proposed 3.4 ha of open space, including 2.51 of publicly accessible open space (representing 32% of the site), is a reasonably good outcome for a brownfields in-fill residential development. While this is less than the existing per capita provision of open space within the City, the proponent's argument that meeting the higher standard is 'unaffordable' is supported. The emphasis on ensuring that the space is highly functional, multi-purpose and well embellished to cater to broad needs is also

supported. The more effective use of a slightly smaller amount of space is of more benefit than a less effective use of a slightly larger area.

It is finally noted that the objective of ensuring that 10% of dwellings to be adaptable is inconsistent with Council's DCP requirement that 15% of dwellings be adaptable.

Many of the recommendations of the SIA have been addressed through the concept design and will be required at DA stage through the ADG. Others such as those relating to the provision of a community multi-purpose centre would be dealt with through the VPA. It is expected that the other recommendations that cannot be addressed at the Planning Proposal stage can be addressed once more detailed designs are provided as part of a future staged development of the site.

Economic Impact Assessment

The proposed commercial floor space has not been altered under the revised concept. As such there would be no changes to the economic impact of the proposal. The proposal includes the provision of up to 6,000m² of commercial floor space. This is consistent with the recommendation of the peer review of the proponent's economic impact assessment that was undertaken previously, which advised that the commercial floor space within the site should be reduced from 8,000m² (as previously proposed) to 6,000m² to minimise the impact on the Pendle Hill centre.

Traffic & Transport

An updated Traffic Assessment was provided for the revised concept and this was reviewed by Council's Traffic Engineering Section.

The revised concept includes a simpler road layout which would allow more efficient traffic circulation. The Dunmore Street access has been relocated further west, close to the western boundary of the site.

The proposal would result in additional traffic generation that would affect the operation of the Gilba Road/Pendle Way intersection and measures to address the poor performance of the intersection would need to be addressed prior to public exhibition. The proponent's traffic modelling indicates that the average delay at the intersection would increase from 125 seconds to 570 seconds in the PM peak (3.5 times) and from 127 seconds to 799 seconds in the Saturday peak (>5 times). This indicates that the impact of the proposal on the traffic operation of the existing intersection will need to be addressed. Two options were considered to overcome the traffic capacity issues, these being traffic signals and a small roundabout. A preferred option would need to be identified prior to any Gateway Determination, approved by Council's Traffic

Committee and any changes included in Council's revised Section 94 Development Contributions Plan.

While Council's assessment raised concern about the proposed roundabout on Dunmore Street being too close to the signalised intersection, the proponent's traffic advice indicates that the roundabout would allow for 70m of queueing between the two intersections, and modelling shows that no conflict between the intersections would occur. The RMS would need to determine whether this is acceptable when the Proposal is referred to it post-gateway.

Council's assessment also indicated that impacts from vehicles turning right to access the site via Jones Street need to be assessed, and in the case that there are impacts on traffic flow left-in/left-out treatments should be considered. The proponent's traffic modelling indicates that the greatest predicted queue would be two vehicles, which is not considered to be an issue. Consequently, left in / left out treatments do not need to be considered.

Parking

Resident parking will be accommodated in an underground carpark located in the southern portion of the site. Parking for the commercial and community components of the site will be accommodated underground in the northern part of the site.

The revised concept provides the following indicative parking rates:

- Residential parking: 1,700 spaces (1 per dwelling)
- Visitor parking: 340 spaces (1 per 5 dwellings)
- Retail parking: 140 spaces (1 per 44sqm GFA).

The proposed rates of parking provision for the residential component of the proposal are in accordance with Council's DCP controls. However, the residential component of the proposal would be subject to the rates of parking provision identified in SEPP 65, with 1,513 spaces required for 1,700 dwellings. This is broken down as follows:

- 1 bedroom (0.6 per dwelling) = 204 spaces
- 2 bedroom (0.9 per dwelling) = 1071 spaces
- 3 bedroom (1.4 per dwelling) = 238 spaces.

Visitor parking would be the same as required under the DCP.

The proposed parking for the commercial component is less than half of that required under Council's DCP (1 per 20sqm GFA minimum, required for ground floor premises in B2 zones in Pendle Hill). This would need to be increased in order to meet the DCP

requirements at development application stage and would likely require a further basement level.

The Traffic Assessment report indicates that significant additional on-street parking spaces will be provided in the new road reserves within the site. While it is proposed that visitor parking be provided within the basement carpark as well as on internal roads, Council requires that all visitor parking be provided within the development site, i.e. on private land associated with each apartment development and preferably within a basement level.

On-street parking on new internal roads would need to offset any parking that would be lost from Dunmore and Jones Streets, as well as providing additional public parking for users of the park and the broader community that may be visiting the site.

Pedestrian Access

The revised concept provides for good pedestrian access for both the public and residents. Public access is provided east-west through the heritage precinct and local park as well as north-south through the centre of the site. Additional pedestrian routes are also provided for residents, ensuring a high level of permeability through the site. Nonetheless, it is recommended that the concept plan be refined to not preclude the establishment of a public pedestrian link at the South-Western corner of the site should properties in the Collins Street area seek to redevelop in the future. Access such as this would enable properties to the South and South-West to more easily utilise the community assets and commercial areas within the subject site.

Heritage

The revised concept submitted by the proponent has addressed a number of concerns raised as part of the previous concept and has been further reviewed by Council's heritage advisor. An updated Conservation Management Plan (CMP) has been prepared by the proponent, as well as a Heritage Assessment prepared by GML.

The revised concept has given consideration to building heights fronting Dunmore Street and within the Heritage Precinct. The proposed 4 storey height limit fronting Dunmore Street is compatible with the scale of the extant streetscape and the retained elements.

The assessment also takes into account concerns raised as the adequacy of the maintenance of sight lines and visual relationship of the property and the, adjacent, Dunmore House that is also an item of heritage significance that pre-dates the foundation of the Bonds Spinning and Knitting Mills. The proposed scale within the

Conservation Zone in the northern part of the site is conducive to the retention of sight lines and the visual relationship with Dunmore House.

Council's Heritage Consultant has advised that the revised statement of significance acknowledges the significance of the activities of the site, however, it underplays other aspects of the site's significance. Firstly, it understates the national economic significance of the property in being the genesis of an international brand. Secondly, it does not give sufficient acknowledgement to the technological significance of the establishment of an industry that created significant levels of employment throughout several facilities in Australia during the 20th century.

Additionally, the CMP still fails to incorporate suitable acknowledgement of the site's State heritage significance, which has been recognised by heritage consultants representing both Council and the proponent. This acknowledgement of State significance will need to be incorporated into the CMP prior to the commencement of the public consultation process for the Planning Proposal.

The revised proposal, like the previous one, proposes demolition of the Old Spinning Mill, which is identified as being of high significance. The degree of intervention necessary for it to be adapted for other uses would lead to the loss of the elements for which it was regarded as being significant. It is considered that the retention of the cutting room, which is of a similar design, would compensate somewhat for the loss of the Old Spinning Mill.

The revised concept incorporates retention of the Dance Hall building in the north-western part of the site, which was proposed to be demolished under the previous concept. Further analysis of the building undertaken by the proponent has indicated that it is structurally sound and should be retained. This revision is supported and will provide a social dimension to the interpretation strategy that will inform future development of the site.

The recommendations of the heritage assessment are endorsed by Council's heritage advisor, and are outlined as follows:

1. Specific Element Conservation Plans (SECPs) should be prepared to provide detailed conservation guidelines, including appropriate adaptation and reuse options, for each of the buildings to be retained and adapted in accordance with the revised masterplan.
2. The design of the proposed new apartment buildings along Dunmore Street should sensitively respond to the retained heritage buildings and the character of the former Spinning Mills site. The design should consider how the heritage buildings can be incorporated into new development, and not overwhelm the scale of the Administration Building and other buildings that are to be retained.

The composition of new and retained buildings should present as a cohesive group with a strong horizontal emphasis to Dunmore Street. These principles should be reflected in any future DCP or detailed masterplan for the site.

3. A comprehensive landscape plan should be prepared to complement the masterplan for the site. The landscape plan should include a detailed design for the proposed Heritage Precinct to ensure that the proposed open space provides an appropriate context and interpretation focus for the retained significant buildings and other elements associated with the former Bonds Spinning Mills, while acknowledging the functional connections between these items as key components of its operation.
4. The Bonds archives, which are significant at the state, and possibly national, level, should be compiled, catalogued and appropriately stored, either on site or at a suitable repository where public access for bona fide research can be provided. The surviving architectural/engineering drawings and plans should be similarly conserved and managed.
5. The Bonds factory equipment that has not been sold or relocated should be collected and an inventory prepared which will determine its significance and potential for display as part of the broader interpretation of the former Bonds Spinning Mills site.
6. Although any extant archaeological deposits on the site are expected to have been largely compromised by the extensive earthworks undertaken throughout the late twentieth century, an Archaeological Assessment for the site should be prepared as part of the development application phase of the project.
7. An Interpretation Plan should be prepared for the site, detailing how the history of the former Bonds Spinning Mills site and the buildings being retained will be effectively and intuitively interpreted as part of the development. The Interpretation Plan should use the Bonds archives, architectural/engineering drawings and plans, remaining factory equipment and available oral histories to communicate the rich history of the site to future residents and also the broader community of Pendle Hill.
8. An Aboriginal Due Diligence assessment should be undertaken prior to the development application stage of the project. If the AHIMS search or visual inspections indicate that the former Bonds Spinning Mill site has the potential to contain Aboriginal objects, and the proposed redevelopment is likely to cause harm to these objects, then consultation and the preparation of an Aboriginal Heritage Impact Permit Application under Part 6 of the *National Parks and Wildlife Act 1974* would be required prior to any works commencing on the site.

Open Space

The revised concept incorporates around 2.5 ha of public open space incorporating the following:

- Public local park 5,310sqm
- Public plaza 6,190sqm
- Publicly accessible pocket parks and linkages 13,620sqm.

The proposed dwelling yield of approximately 1,600 dwellings would equate to around 3,800 people, generating demand for 2.74ha of informal open space at the current planned rate of provision (0.72ha per 1,000 people). This indicates a shortfall of 0.24ha.

The proposed provision of public open space is only around 400sqm more than under the previous concept. Council's analysis of open space under the previous concept indicated that the proposed public open space provision of 2.47ha was more in keeping with a dwelling yield of 1,300-1,400, and the option previously endorsed by Council included a dwelling yield of approximately 1,300. As such, the proposed open space provision is not commensurate with the current dwelling yield. 2.51ha of open space would be more consistent with approximately 3,500 people (1,500 dwellings). Nonetheless, as previously indicated, the proposed provision of public open space is considered generally acceptable given that the site is a brownfield site and the design and amenity of the space will ensure that it will effectively cater to a range of community and recreation activities that will evidently fulfil the same function as a larger area.

Voluntary Planning Agreement

A Draft Heads of Agreement (offer) for a Voluntary Planning Agreement (VPA) has been provided by the proponent to articulate proposed works that they will provide to support the redevelopment of the Bonds site and to identify any development contributions that can be offset through the provision of these works (refer to Attachment 5). The Agreement will exclude the application of Section 94 (except for contributions in relation to sporting fields and land for citywide open space). Not all proposed works can be offset against development contributions, however, such works will still contribute to the redevelopment of the site and can provide a direct benefit to the development itself, as well as providing some justification for reasonable development yield from the site. While the Draft Heads of Agreement will be sufficient for public exhibition purposes, a Draft VPA would be required at DA stage. The draft offer is outlined in the following table and comments are provided in relation to each proposed item.

<p>Open space</p> <ul style="list-style-type: none"> • Dedication of 5,300sqm of land for a public park, with ownership to be transferred to Council within 12 months of completion of development. • Provision to the public of approximately 	<p>This would satisfy the provision of a local public park under Council's Section 94 Contributions Plan, offsetting development contributions for local open space, on the basis that all embellishment works would be</p>
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<p>8,700 sqm of the land by positive covenant for the purposes of public pocket parks and a Dance Hall garden.</p> <ul style="list-style-type: none"> • Embellishment works to be agreed with Council. 	<p>carried out by the proponent. The development would still be subject to contributions for citywide open space and sporting fields however.</p>
<p>Marketplace Plaza and Entry Boulevard</p> <ul style="list-style-type: none"> • Provision to the public of approximately 6,200 sqm of the Land by positive covenant for the purposes of a Marketplace Plaza and Entry Boulevard. • Embellishment works to be agreed with Council. 	<p>This would be considered a public benefit and would be accepted as a dedication under a VPA. It is likely this would be offset against contributions for Pendle Hill public domain works. The proponent has not indicated whether they would also contribute towards public domain works in Pendle Hill.</p>
<p>Community Hub Space</p> <ul style="list-style-type: none"> • Provision to the public of the use of multi-use rooms/offices within one of the retained heritage buildings on the Land for the purposes of creative, cultural and community-orientated uses. • The location of the Community Hub space shall be determined in consultation with Council prior to lodgement of a Development Application for Stage 4. • Fit out works within the Community Hub space to be agreed with Council. • Developer to have ongoing responsibility for operation, maintenance and management. 	<p>While this may be considered a public benefit, it would not necessarily offset development contributions for community facilities works under Council's Section 94 plan. If the ownership does not come across to Council, then it is not a true dedication and there is no guarantee of ongoing public use.</p> <p>Council requires a minimum size and configuration for public meeting rooms. Location of the proposed community hub space would need to be determined in consultation with Council's Library & Community Services Department to ensure that the building is appropriate for its purpose.</p>
<p>Public Roads and Linkages</p> <ul style="list-style-type: none"> • Dedication to Council of approximately 6,800 sqm of the Land for the purposes of public roads and linkages. • Embellishment works to be agreed with Council. • Council to have ongoing responsibility for maintenance. 	<p>Public roads and linkages are only needed for the development and would not be considered a wider public benefit for the purposes of a VPA.</p>

<p>Public Art</p> <ul style="list-style-type: none"> • Provision to the public of Public Art to be located in the Public Park, Public Pocket Parks, Dance Hall Garden, Marketplace Plaza and/or Entry Boulevard for the purpose of commemorating the former industrial use of the Land. • The location and value of the Public Art to be agreed with Council. • Council to have ongoing responsibility for maintenance of the Public Art located in the Public Park, developer to have responsibility for remaining public art. 	<p>Public Art is not identified in Council's Section 94 plan for the Bonds site. As such, there would be no offset for these works.</p>
<p>Adaptive Reuse and Heritage Conservation</p> <ul style="list-style-type: none"> • Developer responsible for construction of the Heritage Conservation Works in accordance with Development Consent • 	<p>It is important that the restoration and maintenance of heritage buildings is included in the VPA. Further discussion is required to determine the nature of the work and define the roles & responsibilities.</p>

The VPA would be negotiated post-gateway and would need to be finalised prior to lodgement of the first Development Application for the site.

Flooding & Stormwater Management

As noted during the previous assessment of the rezoning proposal for the site, there is very limited flood affectation on the site, and details in relation to this matter can be addressed following a new Gateway Determination.

The proponent has acknowledged that the proposal would need to comply with Council's 'On-site Stormwater Detention Policy' (OSD Policy). The proponent's stormwater management advice indicates that the proposal would allow sufficient space for the implementation of OSD and Water Sensitive Urban Design (WSUD) in-line with Council's policies, and will be further developed during the later stages of design development, mainly in the development application stage.

Contamination

The proposal complies with SEPP 55 at this stage, however, a Stage 3 Remediation Action Plan, site audit statement and clearance certificate must be submitted with any

Development Application. This has not changed since the concept was previously considered by Council.

Options

Two options have been provided for Councils consideration and are detailed below. Option 1 is the planning proposal request as submitted; Option 2 is in accordance with the revisions recommended as part of this report including reducing the overall residential FSR on the site to 1.8:1 and Height of Building Map adjustments that include a reduction in height from 8 storeys to 4 storeys along the southern portion of the site and a reduction from 6 storeys to 4 storeys along the northern edge of the proposed park.

Option 1 - Planning Proposal Request as Submitted (approx. 1,600 dwellings)

- i) Maximum building heights of 12.5m and 20m (approx. 3-6 storeys) between Dunmore Street and the proposed park, 38m (approx. 12 storeys) in the centre of the site, and 24m (approx. 8 storeys) for the remainder of the southern part of the site, including along the southern boundary.
- ii) Maximum floor space ratio of 0.7:1 for the B2 business zone, 1.3:1 for the northern R4 residential and RE1 open space part of the site and 2.4:1 for the southern R4 residential zoned part of the site.

Option 2 – Recommended Alternative Planning Proposal (approx. 1,500 dwellings)

- i) Maximum building heights of 14m (approx. 3-4 storeys) between Dunmore Street and the proposed park, 39m (adjusted to ADG heights for approx. 12 storeys) in the centre of the site, 15m (approx. 4 storeys) along the southern boundary and 27m (adjusted to ADG heights for approx. 8 storeys) for the remainder of the southern part of the site.
- ii) Maximum floor space ratio of 0.7:1 for the B2 business zone, 1.2:1 for the northern R4 residential zoned part of the site and 2.3:1 for the southern R4 residential zoned part of the site.

Conclusion:

The revised proposal for the Bonds Spinning Mills site submitted in November 2015 provides a more desirable and beneficial outcome for the site than the previous concept. The built form and building configuration provide a better interface with adjoining properties to the south and with the heritage precinct in the northern part of the site. They also provide an improved outcome for new residents, creating more solar access, visual connections and permeability.

While the proposed dwelling yield and density is higher than that previously adopted by Council (1,300 dwellings), analysis of traffic and social impacts suggest that the proposed density can be accommodated within the site, subject to certain measures as outlined in the report and supporting documentation. Ensuring that the proposed density can work on this site will also rely upon efficient and effective design and embellishment of public open space, to provide high quality spaces that will meet the needs of new residents.

Subject to other matters relating to heritage, traffic and parking being addressed, as well as the recommended modifications to the proposed height and FSR maps representing a reduction in yield to approximately 1,500 dwellings, it is considered that the revised proposal for the Bonds site can be supported.

Consultation:

The Gateway Determination will specify the minimum community consultation requirements for the proposal. In addition to these minimum requirements, Council resolved at its meeting of 7 October 2014 to undertake the following:

- Public exhibition for a minimum of 42 days;
- Two community information sessions during the exhibition period;
- Public Hearing to be held;
- Open day/tour of the site during the exhibition period (to be arranged with the proponent);
- Notification in local newspaper for 4 weeks on Council's website and by letter to adjoining and opposite property owners.

Financial Implications:

A rezoning application fee was paid by the proponent in June 2014, coinciding with the lodgement of the previous Roberts Day proposal.

Policy Implications:

A planning proposal for the site would form the basis of an amendment to Holroyd LEP 2013.

Communication / Publications:

A media release and three notices in the local newspaper would be arranged at the commencement of and during the public exhibition of a planning proposal.

Report Recommendation:

- i) That Council proceed with preparing a revised planning proposal for the Bonds

Spinning Mills site, which rezones the site for R4 High Density Residential, B2 Local Centre and RE1 Public Recreation as per the land use zoning map in Attachment 3.

- ii) That, in relation to maximum building height and FSR development standards for the planning proposal, Council resolve in accordance with Option 2 in Attachment 3.
- iii) That Council endorse the Draft Conservation Management Plan for the purpose of public exhibition following the inclusion of suitable acknowledgement of the site's State heritage significance and the Addendum providing diagrammatic guidance for built form and interpretation strategies, to the satisfaction of the Director Environmental and Planning Services.
- iv) That Council endorse the Traffic and Transport Report and Planning Proposal report for public exhibition subject to identification of a preferred option to address the traffic capacity issues at the Gilba Road/Pendle Way intersection, to be approved by the Holroyd Traffic Committee and any revised costings/works included in the revised Section 94 Plan.
- v) That the following be provided prior to public exhibition of the proposal:
 - a. A Conservation Management Plan fully incorporating the addendum and acknowledgement of the site's State significance.
 - b. A revised Development Control Plan incorporating the amendments recommended in this report.
 - c. Updated traffic report, Planning Proposal report and any other relevant documentation reflecting the preferred intersection upgrade option, correct parking provision in accordance with SEPP 65 & Holroyd DCP 2013 for both residential and commercial uses and indicating that all visitor parking for the residential development would be provided on private land.

Attachments:

1. Bonds Spinning Mill Site Planning Proposal Report
2. Urban Design Report
3. Draft LEP maps
4. Draft DCP
5. Draft VPA Heads of Agreement

Westmead Alliance Update

Responsible Department:	Environmental and Planning Services
Executive Officer:	Director of Environmental & Planning Services
File Number:	INFOC/19 - BP16/377
Delivery Program Code:	7.2.1 Foster an integrated approach to local economic development, focussing on long term sustainability 7.3.1 Promote local employment and training opportunities 7.3.2 Support and encourage programs that assist the culturally and linguistically diverse community to have access to employment and training opportunities
Previous Items:	CCL082-15 - Notice of Motion – Clr. Grove - Council - 10 Nov 2015 6:30 pm

Summary:

On 10 November 2015 Council resolved:

"That a report come to Council considering the future resourcing and advocacy priorities of the Westmead Alliance, with a view to lifting the profile of the Westmead Precinct on the State and Federal Government's infrastructure agenda."

This report provides a timely update on the Westmead Alliance and recommends that Council enter into the new Memorandum of Understanding (MoU) for the Alliance. It also recommends entering into a MoU for, and making a financial contribution towards, an Economic Study. Finally, this report advises that a Priority Precinct Nomination has been made for the Precinct.

Report:

On 20 August 2013 Council resolved to join the Westmead Alliance as follows:

"That Council accepts the invitation to join the Steering Committee of the Westmead Alliance in recognition of the impact the Westmead Medical Precinct has on the Holroyd community, both as a service provider and a source of jobs for the people who live here."

The Steering Committee has met three times per year over the past two years and a Holroyd City Council representative has attended those meetings. The Committee comprises Parramatta City Council, Western Sydney Local Health District, The Sydney Children's Hospitals Network, The Westmead Institute for Medical Research (formerly the Millennium Institute), Children's Medical Research Institute, Westmead Private Hospital, University of Sydney, Western Sydney University, Sydney Business Chamber and Holroyd City Council. The Alliance meetings are attended by senior representatives of these major health, research and education institutions in addition to

the Councils and Business Chamber; and are regularly attended by senior Government representatives for infrastructure, planning and development.

At its meeting in March 2015 the Committee resolved to consider resourcing to support the Alliance's next initiatives and this is reflected in the new Memorandum of Understanding (MoU).

Memorandum of Understanding for the Westmead Alliance

The initial Memorandum of Understanding (MoU) for the Alliance expired in 2015 and a new MoU was drafted and discussed at meetings in August and October 2015. A copy of the MoU is provided in the attachments to this report for Council's consideration and agreement.

The aim of the Westmead Alliance, as stated in the MoU, is to *"build commitment and consensus towards a shared vision for the Precinct"*. The Alliance will demonstrate leadership in the maintenance and growth of the core objectives of the Precinct and in supporting business/industry growth within the Precinct.

The objectives of the Alliance are summarised as follows:

- Mechanism for engagement
- Development and communication of the vision
- Supporting current and future partnership and investment
- Advocating to the Government and private sector
- Providing support to complete Stage 2 of the project plan.

The stage two works comprise a land use and infrastructure strategy and economic study. Stage one works involved an infrastructure costing plan and concept proposal and were completed in June 2013, prior to Holroyd joining the Alliance.

The objectives of the Land Use and Infrastructure Strategy under the MoU will be to:

1. Consolidate current and future plans within the Precinct.
2. Analyse the opportunities and constraints of the Precinct.
3. Identify land use changes to support the growth of the Precinct.
4. Identify traffic and transport improvements to facilitate improved road, public transport, cycling and walking connections to support the growth of the Precinct, including responsibilities, costs and a staging plan.
5. Identify social infrastructure and public domain improvements to support the growth of the Precinct.

The objectives of the Economic Study under the MoU will be to:

1. Identify how to attract new employment to the Precinct.
2. Identify clear pathways for new private sector investment.
3. Communicate the vision for the Precinct.
4. Articulate the role of Westmead in Global Sydney and opportunities for growth.

A key issue with progressing the Alliance projects over the past two years has been resourcing. The Alliance has formed two sub-committee/working groups for each of the projects. It is also proposing more regular and effective communication, both between the Alliance partners and with Government and the private sector investors. The MoU proposes the potential establishment of a shared budget for the recruitment of a coordinator to assist with the operations of the Alliance. This would be a temporary part-time contract position. Recognising that the Holroyd community certainly has an interest in the Precinct, but not the responsibility for the core health and education sub-precinct, Council might reasonably contribute up to 10% of this cost.

Considering Holroyd City Council's stake in the Precinct, the two major works proposed to be overseen by the Alliance, and that the objectives of the Alliance align with the local economic and employment priorities of Council, it is recommended that Council continue to be a member of the Westmead Alliance and enter into the new MoU.

Westmead Economic Study

At its meeting in October 2015, the Committee resolved to undertake two separate initiatives for the broader Westmead Precinct (as reflected in the new MoU) – a land use and transport infrastructure strategy and an economic study (to form the basis of a prospectus). Sydney Business Chamber, Western Sydney, agreed to take the lead coordination role for the economic study.

In February 2016, the Alliance Partners and UrbanGrowth NSW finalised the brief for the Economic Study and, after seeking fee proposals, Deloitte Access Economics were commissioned in March 2016. Alliance Partners have been asked to make a financial contribution towards the fee for the study and promotion costs. It is noted that the study fee is fixed and was discounted as a demonstration of the consultant's willingness to work with the Alliance on this significant project. Sydney Business Chamber (Western Sydney) has requested that Holroyd City Council contribute \$10,000. A copy of the Memorandum of Understanding between the Business Chamber and the Alliance Partners for the Economic Study is provided in the attachments to this report.

The study will deliver a detailed economic report which details investment opportunities in the Precinct and outlines the current and future value of the Precinct to NSW, Sydney and Western Sydney. This study will highlight the value of the Westmead Precinct. The exercise will act as a tool to raise the profile of Westmead on

the State and Federal Government's infrastructure agenda; and to attracting investment from private international biotechnology and medical technology companies and allied health companies. Such companies are complimentary to the major health and education functions in the precinct and would provide new local employment opportunities for the increasing qualified knowledge worker residents in Holroyd.

The objectives of the study are summarised as follows:

1. Communicating a clear positive vision and brand for the Precinct.
2. Identifying how to attract new high value employment through leveraging the new planned investments and promoting these opportunities to the private sector.
3. Providing clear pathways for new private sector investment, particularly from the biotechnology and medical technology sector and allied health services companies.
4. Articulating the key role that Westmead provides as a major employment hub in Western Sydney and opportunities for growth.
5. Highlighting the role of tertiary education as an investment catalyst and as a foundation for health-related enterprise investment.
6. Identify the housing types, improved accessibility and cultural assets that would enhance the investment potential of Westmead.

Deloitte will map out investment opportunities in the Precinct, including major transport infrastructure. The Study will also develop metrics to assess the prosperity of Westmead Precinct as a distinct 'Place' with enhanced urban amenity and liveability. Given the potential employment and quality of life benefits that could be derived for the current and future Holroyd community, it is recommended that Council agree to the MoU and the requested financial contribution for the study. Council will be briefed on the Economic Study and invited to the Launch scheduled for June 2016.

Land Use and Infrastructure Strategy

In 2013, Council endorsed the preparation of a Planning Proposal for the Holroyd part of the Westmead Precinct as part of the Strategic Planning Work Program for 2016. It was intended that such planning proposal would be informed by a wider precinct land use strategy endorsed by the Alliance, ensuring that Holroyd's planning supported and complimented the primary strategic purpose as a specialised health and education employment precinct. However, this work has not proceeded over the past two years due to a focus on the Hospital Precinct Masterplan and redevelopment plans.

A report was provided to Council on 6 October recommending proceeding with the Westmead Station Sub-Precinct Planning Project, including traffic and transport studies. Council resolved to hold discussions on the wider Westmead Precinct "at a meeting,

including stakeholders and leading service providers within the Westmead Precinct, both within the Local Government Area and from the neighbouring Council”.

Mayoral correspondence was subsequently sent to the Lord Mayor of Parramatta City Council, proposing to hold a joint Council meeting/briefing. A copy of the invitation sent in November is attached to this report. No formal response has been received in response to the invitation. Parramatta Council has been contacted on several occasions to discuss and progress the joint briefing.

Parramatta City Council has recently advised that in March 2016 it formally requested, on behalf of the Westmead Alliance, that the Westmead Health, Research and Education Precinct be nominated as Priority Growth Precinct (formerly known as Urban Activation Precincts). This followed on from the agreement of the Alliance in late 2015 to request that the NSW Department of Planning and Environment assist in preparing a Land Use and Infrastructure Strategy. A copy of the letter requesting Priority Precinct Nomination is provided in the attachments to this report.

The major challenge for the planning of the Precinct, including potential opportunities within the ‘Westmead Station Sub-Precinct’ in Holroyd City, is traffic and transport. Given the strategic importance of the precinct to Western Sydney, and that an integrated approach to planning for infrastructure would enable planning to continue for the Sub-Precinct in Holroyd, it would be appropriate for Council to agree to the Priority Precinct Nomination. Should the NSW Government endorse Westmead as a Priority Precinct, it is expected that detailed investigations would be carried out in close consultation with the two Councils, major stakeholders and the local community.

Council planners will continue to pursue a joint briefing with Parramatta City Council and will report back to Council on the Westmead Station Sub-Precinct Planning following that briefing and a decision of the NSW Government on the Priority Precinct Nomination.

Conclusion:

Council has been invited to enter into the new Memorandum of Understanding (MoU) for the Westmead Alliance. It also recommends entering into a MoU for, and making a financial contribution towards, an Economic Study. Finally, this report advises that a Priority Precinct Nomination has been made for the Precinct.

Consultation:

Responses would be provided to the Sydney Business Chamber (Western Sydney), Parramatta City Council, NSW Department of Planning and Environment and the Westmead Alliance advising of Council’s decision in relation to the MoU’s and position in relation to the Priority Precinct Nomination.

Financial Implications:

Should Council resolve to enter into the MoU for the Westmead Economic Study, a financial contribution of \$10,000 would be made. In entering into the new MoU for the Westmead Alliance, Council would also likely be asked to make a reasonable contribution toward the cost of a part-time coordinator position. These could be funded from salary savings from the Economic Development position in the current financial year budget.

Policy Implications:

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

Communication / Publications:

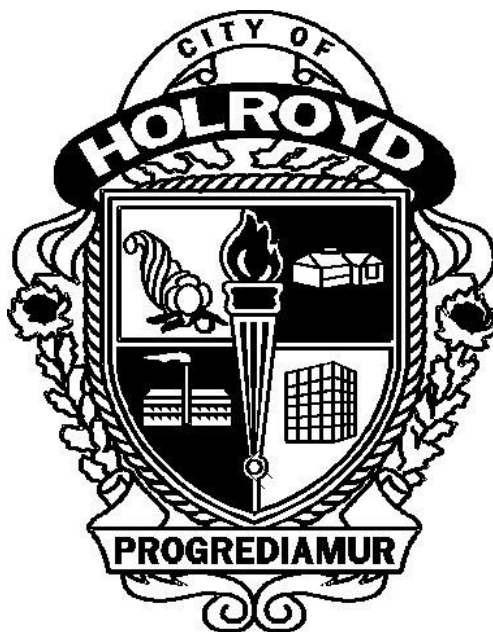
Should Council renew its membership to the Westmead Alliance through the new MoU a media release will be produced announcing that Holroyd City Council has invested in the future of Westmead Health and Education Precinct for the benefit of its community.

Report Recommendation:

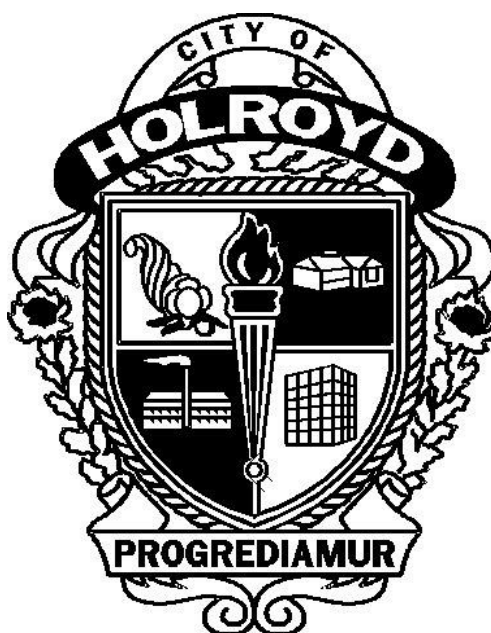
- i) That Council enter into the Memorandum of Understanding for the Westmead Alliance and make a reasonable contribution of up to 10% of the cost of a part-time coordinator for the Westmead Alliance.
- ii) That Council enter into the Memorandum of Understanding for the Westmead Economic Study and contribute \$10,000 toward the study and promotion.
- iii) That Council agree to the Priority Precinct Nomination requested of the Department of Planning and Environment by Parramatta City Council on behalf of the Westmead Alliance.
- iv) That Council continue to pursue a joint briefing between Holroyd City Council and Parramatta City Council to discuss land use planning, transport infrastructure and sharing of information for the Westmead Precinct.

Attachments:

- 1. Memorandum of Understanding for the Westmead Alliance - March 2016
- 2. Memorandum of Understanding for Economic Study of the Westmead Precinct
- 3. Mayoral Invitation to Parramatta City Council to a Joint Meeting on Westmead Precinct
- 4. Priority Precinct Nomination Request on behalf of Westmead Alliance



FINANCE AND WORKS COMMITTEE



FINANCE AND WORKS COMMITTEE

**Index of the Meeting of the Finance and Works
Committee of the Council of the City of Holroyd,
held in Council Chambers, Memorial Ave,
Merrylands on Tuesday, 19 April 2016.**

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March 2016 Investment Report

Responsible Department: Corporate and Financial Services
 Executive Officer: Director of Corporate & Financial Services
 File Number: INFOC/16 - BP16/409
 Delivery Program Code: 19.1.1 Maintain Council's Financial Position

FW010-16

Summary:

Regulation 212(1) of the Local Government (General) Regulation 2005 stipulates that a written report is to be presented each month at an ordinary meeting of the Council detailing all money that Council has invested under Section 625 of the Local Government Act.

Darrell Jefferys, Responsible Accounting Officer, has submitted the following report for the month of March 2016.

Records of Cash Investments

Cash Investments which are required to be reported under Regulation 212(1) of the Local Government (General) Regulation 2005 are attached to this report.

Graphical Representation of Funds Invested

The attachment to this report provides, on a monthly basis, a graphical representation of Council's current year's investment operations compared to the previous two years. The first chart shows Council's total funds invested. The second chart compares both the monthly and cumulative interest earned on the total funds invested, and finally, the third chart provides a comparison of the average interest rates received.

Record of Quotations

A separate record of quotations is kept.

Local Government (General) Regulation 2005 212(1)(b) Certificate

I, Darrell Jefferys, Responsible Accounting Officer, certify that investments have been made in accordance with the Act, the Regulations and Council's Investment Policy.

Financial Implications:

Council's return on investments will continue to be affected by global events. Finance staff are continually looking at ways to invest Council's funds in secure products less affected by worldwide impacts.

The following comments are supplied by Council's Investment Advisor – CPG Research:

"Council's Investment Portfolio"

Performance	Council	AusBond BBI	Outperformance
1m (actual)	0.26%	0.20%	0.06%
1m % p.a.	3.10%	2.36%	0.74%
3m (actual)	0.78%	0.58%	0.20%
3m % p.a.	3.18%	2.34%	0.84%
FYTD % p.a.	3.41%	2.23%	1.18%
1 year	3.51%	2.24%	1.27%
2 years	3.80%	2.48%	1.32%
3 years	4.06%	2.57%	1.49%
5 years	4.76%	3.23%	1.52%

The total investment portfolio had another solid month, returning +0.26% (net actual) or +3.10% p.a. (annualised). It outperforming the AusBond Bank Bill Index¹, which returned +0.20% (actual) or +2.36% p.a. (annualised).

Council's returns, while lower in absolute terms than historically the case, remains very strong compared to short deposits rolling in the low 3%'s. Even the majority of 5-year deposits are yielding 3½% at best.

The portfolio's performance continues to be anchored by the longer-dated deposits, particularly those still yielding above 4%. Floating Rate Notes (FRNs), purchased at attractive margins, have also contributed positively to overall performance.

Cash continues to be a drag on performance following the RBA's multiple rate cuts in 2015.

Fixed Interest Market

US Fed Chair Yellen suggested the Fed would proceed "cautiously" in hiking interest rates due to the global outlook for economic growth, and skipped a previously-flagged March rate increase. She indicated "given the risks to the outlook, I consider it appropriate for the Committee to proceed cautiously in adjusting policy".

¹ Previously UBS Bank Bill Index - the sale of the UBS index to Bloomberg, and subsequent change of names, is now effective.

China's official factory index unexpectedly rebounded, suggesting the government's fiscal and monetary stimulus may be kicking in.

The Australian dollar hit a fresh 9 month peak surpassing US77c late last month. Its strength has been driven by better-than-expected Q4 GDP figures, a drop in the unemployment rate, firming commodity prices, resurgent foreign interest in Australian government bonds, and speculation that the US Federal Reserve will be slow to follow up its first interest rate hike in almost 10 years in December. At this stage however, the RBA has been mild in its commentary, only suggesting that there was a "risk that the currency might be getting a bit ahead of itself." It may be chastened by a rebuke from the US Federal Reserve, which expressed displeasure at central banks trying to manipulate currencies lower.

Domestic property values rose only marginally in March while annual growth was the slowest rate in 31 months, a cooling that should please policy makers worried about the risk of a bubble. Annual growth slowed to 6.4%, down from 7.6% the month before and a cycle peak of 11.5% last year.

After a prolonged run of contraction, parts of the manufacturing industry is recovering as the softer currency has helped exports and import-competing producers. Australia's weaker currency had helped factory activity hit its strongest level in 12 years, but the dollar's recent rise may limit further growth.

Market bets that the RBA will cut interest rates have weakened over March, and most economists are sticking to their "on-hold" neutral forecasts for the near term unless domestic conditions deteriorate quickly. Money markets continue to forecast that the next rate movement is down by the end of the calendar year, although it is largely dependent on news flow.

Low inflation is now projected for as much as two years. As such, this provides the RBA enough "scope" to cut again if needed.

The futures market is working on the assumption that 2016 will be a year of slowing data as both mining and construction investment decline further. Such an outcome would pressure the RBA to ease again – the sharp recovery in the \$A during the month increases the pressure on them to do more.

Chart 1: Futures Cash Rate

Source: ASX

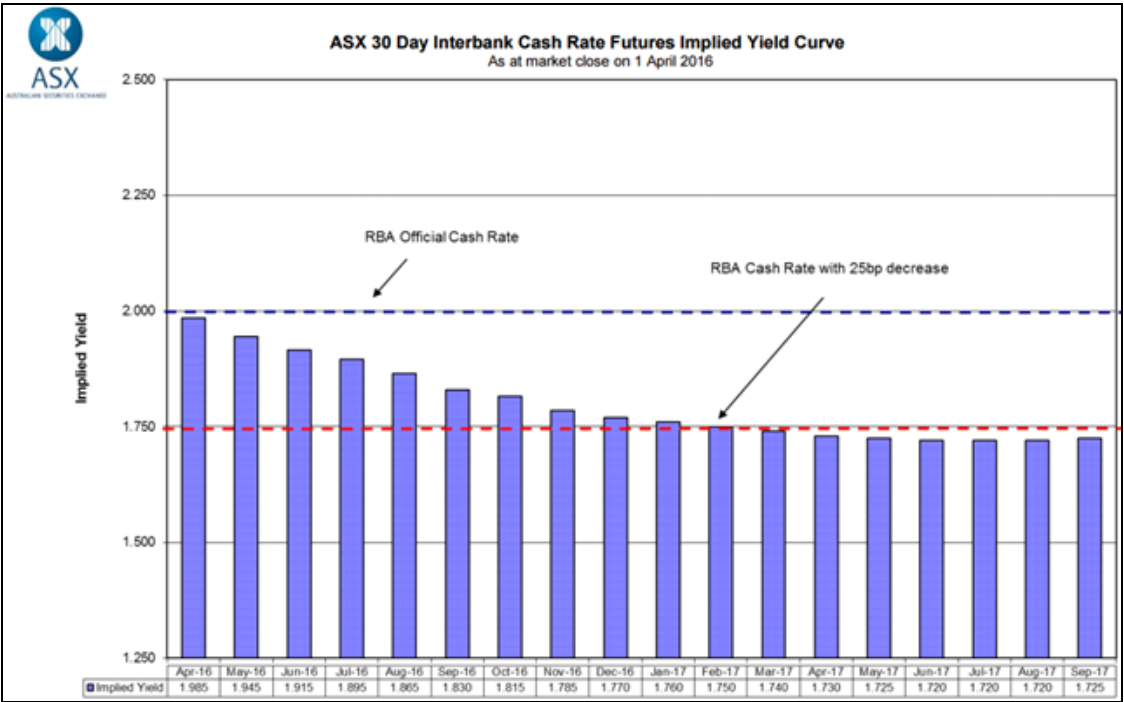
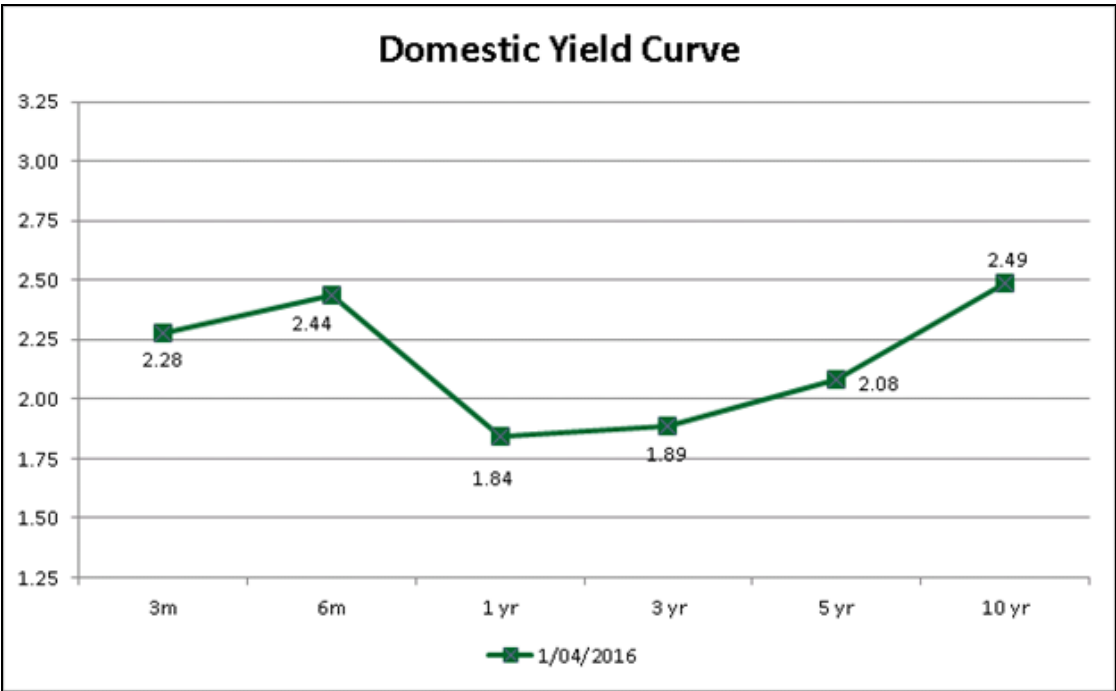
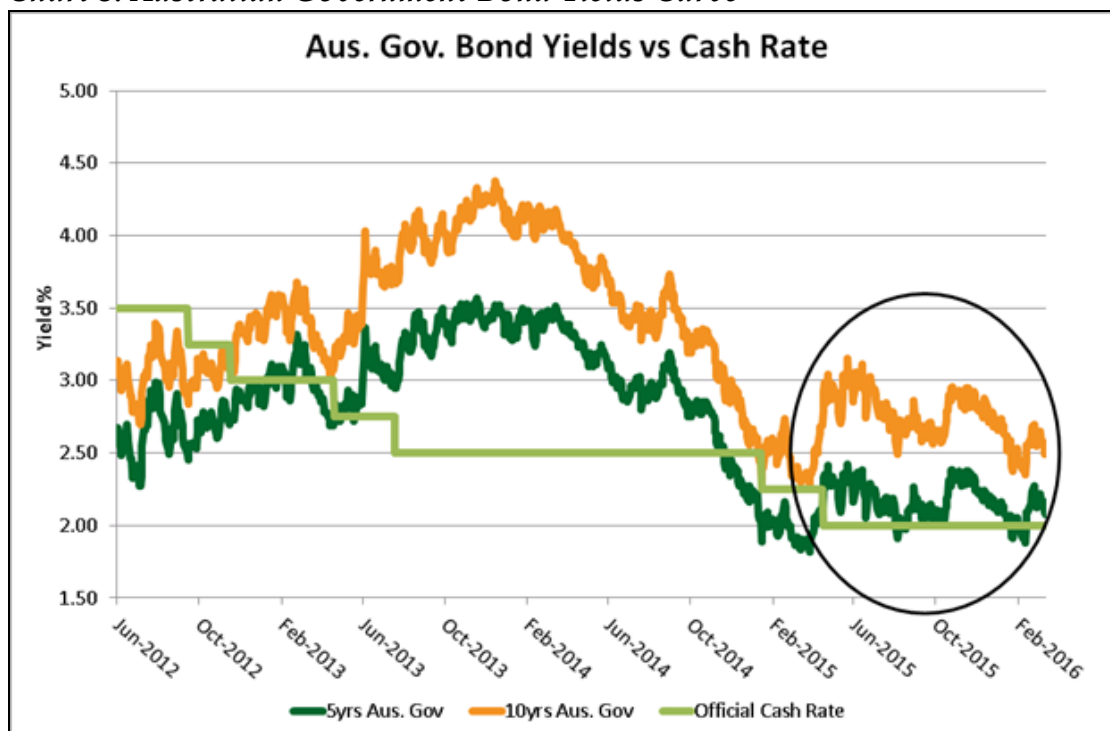


Chart 2: Domestic Yield Curve



The inverse yield curve reflects the market pricing in another rate cut within the next 12 months, although it is still dependent on further economic weakness. Yields in the long-end of the curve fell late in March/early April on expectations the Fed will delay their interest rate hike cycle.

Chart 3: Australian Government Bond Yields Curve

Australian 10 year bond yields finished the month at 2.49%, up 9 basis point (bp) for the month, following global yields.

Term Deposit Recommendation

At month-end, deposits accounted for approximately 59% of the total investment portfolio. The weighted average duration of the deposit portfolio stood at approximately 12 months - having been lengthened (compared to benchmark) during the RBA's easing cycle over the past few years.

This has produced a measurable uplift in yield at a time when deposit rates have plunged, and cushioned the RBA's rate cutting cycle.

It will provide strong protection to Council's budgeted income for the remainder of FY16, which we will be looking to support over the next 12 months. An average yield of 3.24% p.a. (down 3bp from the previous month) remains competitive against deposits even up to 3 years in today's market.

It is inevitable that returns will again ease from here, and this will accelerate should deposit margins contract again. Money markets continue to price in another rate cut by the end of 2016, although it is largely data-dependent on further economic weakness.

Across the longer-end of the curve, deposit margins reversed the recent trend and actually widened in March due to a number of “BBB” rated entities paying up to 20bp above previous quotes - across 2 to 5 year terms.

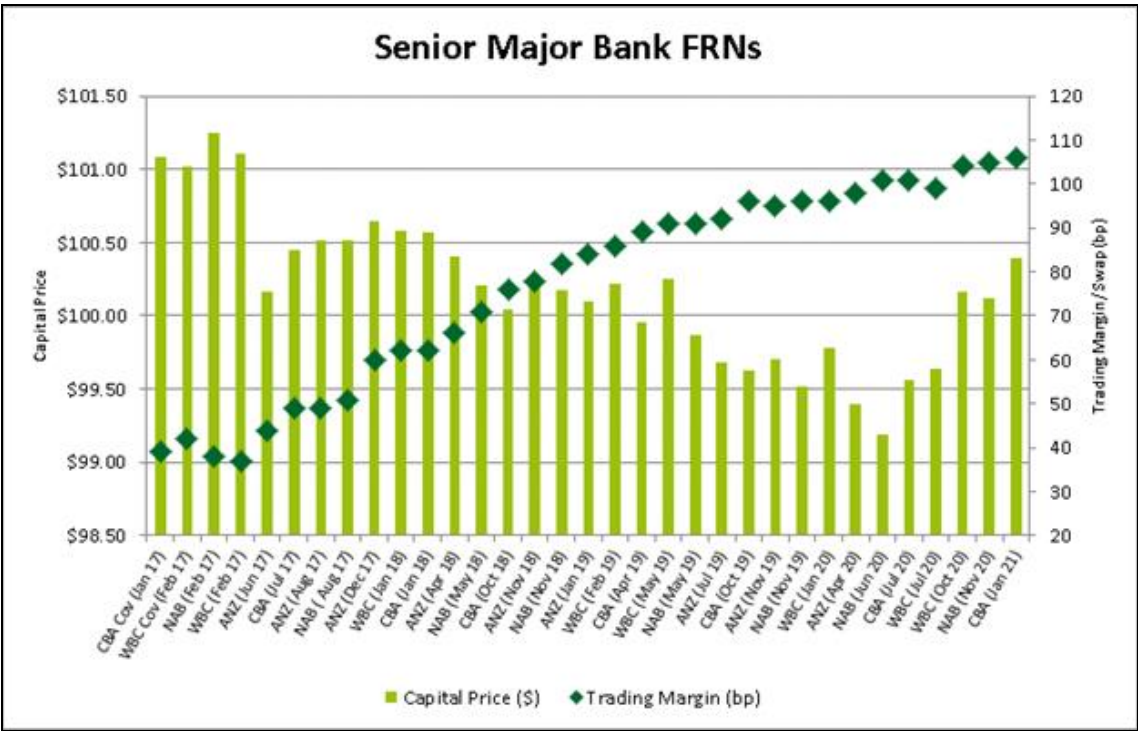
Indeed, for a 5 year deposit to be paying almost 4% appears irrationally high when the bond market still has cash falling below 2% before any other moves. Outside these specials, we are generally not recommending longer-dated deposits given they are offered at lower rates.

While the “BBB” rated specials remain attractive given the interest rate outlook, this rarely persists for any length of time. The relative opportunity is being driven by a combination of lower bond yields and difficult conditions for banks attempting to finance themselves in wholesale debt markets. With debt markets improving again in March, it is likely that competition for funds could ease – deposit competition has tended to reflect the other funding options available to banks.

Securities (FRNs)

Wholesale senior bank FRNs tightened during March, particularly those of the domestic major banks. We believe newly issued bank FRNs are likely to be the highest yielding (and complying) source of returns going forward, although at current deposit yields the advantage is less clear-cut at the longer end.

Chart 4: Senior Bank FRNs as at 01/04/2016



Despite the recent widening in physical credit margins at the start of the year, we continue to recommend selling any senior major bank FRNs maturing on or before 2017 as most are marked less than +55bp and the curve remains relatively steep. 2018 FRNs are now generally saleable at the higher credit qualities; lower rated institutions tend to see spreads converge only as they shorten very close to maturity – we flag the final year as the likely exit point for those. Still, switching may well be recommended opportunistically.

Apart from providing diversification and additional liquidity in a portfolio, this strategy has been highly lucrative - more so than (even unrated) Authorised Deposits Taking Institutions (ADI) deposits over the past few years at times of most favourable pricing.

For new issues, the regional ADIs (rated A or BBB) naturally offer a higher spread compared to the major banks due to their lower credit rating. Our FRN analytics suggest that the respective curves are relatively fair, with higher spread but greater difficulty extracting capital gains from regional bank FRNs. However, again the new issue discount provides additional value to investors.

This highlights that FRNs, across the various credit spectrum, remain ahead of deposit margins even without factoring in gains at exit - and that investors are being rewarded for supporting the primary issuance market.

Private placement FRNs or secondary market ‘taps’ can sometimes be offered, usually at a premium yield to the wholesale secondary market although we note they are generally less liquid due to their smaller issue sizes and daily turnover.

At this stage, we recommend that Council retain the remainder of its FRN portfolio and we look for an exit point in future, either as a switch opportunity or as an outright sale should spreads contract to levels that warrant sale.”

Consultation:

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

Financial Implications:

Council’s actual year to date return on investments for the 9 months to 31 March 2016 is \$1,954,382 which is ahead of the corresponding 9 month budgeted figure of \$1,567,480.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation

That the report be received

Attachments:

1. March 2016 Council Investment Summary
2. March 2016 Council Investment Report

Special Rate Variation Program Options for Reallocation

Responsible Department: Library and Community Services
 Executive Officer: Director of Library & Community Services
 File Number: INFOC/16 - BP16/240
 Delivery Program Code: 2.1.1 Deliver children's services that meet the needs of the community

Summary:

The purpose of this report is to provide Council with options for the reallocation of \$1.6 million from Council's Special Rate Variation Program (SRV) to be invested into Council's Building Renewal Program as requested in the report resolution, matter arising on 15 December 2015, DCS065-15, BP15/1569 Children's Services Review Report.

Report:

At Council's meeting of 15 December 2015, DCS065-15 it was resolved:

"That a report from Council's Library and Community Services be presented to council providing options for the reallocation of \$1.6 million from councils SRV Program to be invested into Council's Building Renewal Program, options to include the Wentworthville Long Day Care Centre, and the expansion of other existing long day care centres in order to meet regulatory changes / industry standards."

Council successfully applied to IPART for a SRV to fund asset maintenance renewal, and operation costs, and enhance financial sustainability. The program of works which was adopted on 18 February 2014, CCL013-14, BP14/9 'Adoption of Draft 2013 – 2107 Living Holroyd Delivery Program (Incorporating the 2014/2015 Operational Plan and other related documents)' included \$1,683,125.00 in renewals and maintenance for children's services.

Following an independent review of children's services in 2015 Council identified that the current operational budget could fund the works identified in the SRV and therefore the \$1.6 million could be reallocated to other projects. At the meeting on 15 December 2015 Council requested a further report to identify how these funds could be reallocated to provide for the future expansion of existing childcare centres and /or the development of new centres.

Under the terms of the IPART determination of June 2014 SRV funds must be utilised to fund asset maintenance, renewal and operational costs and enhance financial sustainability. Therefore, due to efficiencies in Children's Services it is proposed that funding equivalent to the SRV expenditure be placed in a restricted reserve to fund the development of a new expanded Wentworthville Long Day Care Centre and the

expansion of other existing Long Day Care Centres in order to meet regulatory changes / industry standards.

The table below indicates how the \$1.6 million collected will be allocated over the 10 year SRV program. The 2014/2015 allocation of \$83,130 has already been expended.

SRV expenditure (\$) for Children's Services										
14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
83,130	225,766	351,649	172,053	265,317	165,856	13,428	258,999	61,116	85,811	1,683,125

It is proposed that an amount equivalent to the above be transferred to a restricted reserve annually to make provision for improved and expanded Children's Services facilities.

Conclusion:

As a result of efficiencies, funds equivalent to the SRV allocation for Children's Services can be transferred to a restricted asset reserve for the future development of a new expanded Long Day Care Centre to replace the current centre located in Friend Park Wentworthville as suggested in the Children's Services Review.

It is noted that the adoption of the Children's Services Review and the subsequent Matter Arising on 15 December 2015 pre-dates the release of The Office of Local Government Guidelines on Council decision making during merger proposal periods and therefore, Council is not restricted in making a resolution in relation to this matter.

Consultation:

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

Financial Implications:

Adoption of the recommendations will enhance the financial sustainability for Children's Services by providing funds to improve and expand services in response to regulatory changes, industry standards and meet the needs of the growing population.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

- i) That Council approve the annual transfer of funds to a restricted asset reserve equivalent to the amounts identified for the remaining years in the 10 year SRV program for Children's Services.
- ii) That the restricted asset reserve be for the relocation and expansion of the Wentworthville Long Day Care Centre.

Attachments:

Nil

Youth Achievement Program - Request for Financial Assistance - Jasmin Banwait

Responsible Department: Library and Community Services
Executive Officer: Director of Library & Community Services
File Number: INFOC/16 - BP16/383
Delivery Program Code: 2.4.1 Manage the range of grant funding programs

Summary:

An application for financial assistance under the Youth Achievement Program has been received from Ms. Jasmin Banwait requesting a donation to assist with the costs associated with participating in the YMCA NSW Youth Parliament 2016 to be held in April and July 2016.

Report:

An application for financial assistance under the Youth Achievement Program was received from Ms. Jasmin Banwait who is 16 years old and lives in Pendle Hill. Ms. Banwait has been selected to participate in the YMCA NSW Youth Parliament 2016. She has requested assistance with travel, accommodation and meals associated with participating in the YMCA NSW Youth Parliament 2016 residential camp to be held in Vision valley, Arcadia from 14 April – 17 April 2016 and at the Sydney Academy, Narrabeen 10 July- 16 July 2016.

Under Council's Youth Achievement Program guidelines, Ms. Banwait is eligible for a \$150 donation to assist with costs associated with participating in the YMCA NSW Youth Parliament 2016. Her selection for this program is eligible under the Community Service Achievement category. Ms. Banwait will be required to report back to Council within six months of attending this event.

Conclusion:

The Youth Achievement Program offers donations of up to \$150 for individual eligible applicants at a State level. This application meets the requirements of the Youth Achievement Program, and the applicant has provided the necessary information. It is recommended that the application be approved.

Consultation:

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

Financial Implications:

Funds are available in the 2015/2016 budget for the Youth Achievement Program.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

That \$150 be donated under Council's Youth Achievement Program to Ms. Jasmin Banwait to assist with travel, accommodation and meal costs involved in participating in the YMCA NSW Youth Parliament 2016 occurring in April and July 2016.

Attachments:

Nil

NSW Government's Social Housing Community Improvement Fund 2015

Responsible Department: Engineering Services
 Executive Officer: Director of Engineering Services
 File Number: INFOC/16 - BP16/426
 Delivery Program Code: 4.1.1 Provide parks and recreational facilities which meet the community needs and lifestyle priorities.
 20.1.1 Council maintains effective working relationships with local MP's and their staff, government agencies and departments.

FW013-16

Summary:

Council submitted an application in December 2015 for the NSW Department of Family and Community Service's Social Housing Community Improvement Fund 2015.

The application is for a park and playground upgrade project at Bill Heckenberg Reserve in Merrylands and the NSW Government has announced the grant application has been successful.

This report provides details of the NSW Government's Social Housing Community Improvement Fund 2015 and the successful project.

Report:

The Social Housing Community Improvement Fund 2015 (SHCIF15) is a NSW Government funding program to create better and stronger housing communities by improving local amenities through the provision of one-off grants of up to \$50,000 for projects that physically improve areas adjacent to social housing.

Council submitted a grant funding application for the SHCIF15 for a project at Bill Heckenberg Reserve in Merrylands. The project includes the upgrade of the playground, seat and fencing refurbishment for the amount of \$50,000. This project is 100% funded under the SHCIF15 program.

The project met the criteria for the program as it is adjacent to an area of high social housing. This information is obtained from the community profile website profile.id and the 2011 Census data shows the housing surrounding Bill Heckenberg Reserve in Merrylands has 34% of the community renting social housing.

Successful Project

The grant funding application closed on 18 December 2015 and in late March 2016 the NSW Family and Community Services advised that Council was successful for the sum of \$50,000 for the Bill Heckenberg Reserve, Merrylands – Park and Playground Improvement Project.

The total estimated cost of the project is \$50,000 and this is 100% funded under the SHCIF15 program.

Conclusion:

Council has been successful in its application to the NSW Department of Family and Community Service's Social Housing Community Improvement Fund 2015 for a park and playground upgrade project at Bill Heckenberg Reserve in Merrylands.

The value of the Social Housing Improvement Fund 2015 grant is \$ 50,000.

No Council funding is required for this project.

It should be noted that all projects funded under the Social Housing Community Improvement Fund 2015 must be completed by 31 March 2017.

Consultation:

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

Financial Implications:

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

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

That the grant funding amount of \$50,000, which is 100% funded from the Social Housing Community Improvement Fund 2015, for the Bill Heckenberg Reserve, Merrylands – Park and Playground Improvement Project be approved.

Attachments:

Nil

Austalian Government's Stronger Communities Programme 2016-17

Responsible Department: Engineering Services
 Executive Officer: Director of Engineering Services
 File Number: INFOC/16 - BP16/433
 Delivery Program Code: 2.4.1 Manage the range of grant funding programs

FW014-16

Summary:

This report is to advise Council the details of the Australian Government's Stronger Communities Programme for small capital projects in local communities and to nominate projects in the Federal Electorate of McMahon for consideration in Council's application for funding under the programme.

Report:

The Australian Government's Department of Infrastructure and Regional Development, has announced that the Stronger Communities Programme (SCP) will commence for 2016-17, the second round of the program. The Stronger Communities Programme provides funding for community groups and local Councils to invest in small capital projects in each of the 150 Federal Electorates and will deliver \$45 million over two years.

Local Councils and incorporated not-for-profit community organisations are invited to apply for funding to build and improve community facilities in their local area. Funding of \$150,000 per year over two years will be available to support projects in each of the electorates. Applicants must seek a grant of at least \$5,000 and up to a maximum of \$20,000 and must match the SCP grant in cash or in-kind on at least a dollar for dollar basis.

The SCP is administered by the Department of Infrastructure and Regional Development and the Federal Members of Parliament (MPs) are responsible for undertaking community consultation to identify potential applicants and projects for consideration. The McMahon Electoral Office has advised Council the expression of interest for the second round is now open and asked for Council's submissions. The federal electorates of Greenway and Parramatta have not invited Council to provide an expression of interest submission at this time.

General Criteria

The MPs will establish a community consultation committee to undertake consultation in their electorate to identify eligible projects and invite applicants to apply.

The projects are for capital purchases and activities and applicants are to demonstrate how their project will benefit their local community and contribute to local community participation and cohesion as well as the vibrancy and viability of the community.

Local Councils require a commitment of matching funding in cash or in kind on at least a dollar for dollar basis.

Those invited to apply by the MPs will be provided with an electronic link and asked to complete an online application form. Only applicants that have been identified to apply will be provided with the link.

All recommended applications will be submitted by MPs to the Department of Infrastructure and Regional Development for assessment and completion.

Program Objectives

The objective of the SCP is to fund small capital projects which will deliver social benefits. The program aims to improve local community participation, cohesion and contribute to vibrant and viable communities.

Assessment

Projects are assessed in Federal Electoral Districts. The assessment of projects is based on merit against the project assessment criteria.

Council has received advice from the office for the electorate of McMahon, expressions of interest will be sought from the community and will close on Thursday, 21 April 2016. The electorates of Greenway and Parramatta have not requested this information.

MPs will select projects from their electorate, totaling no more than \$150,000 per year, and submit these projects to the Department of Infrastructure and Regional Development, for assessment against the requirements of the guidelines. The MPs will not undertake final assessment or approval of the projects but will be responsible for putting forward projects for funding under the Stronger Communities Programme. The Department will assess these projects against the guidelines and determine whether the project represents a proper use of grant funding.

Grant funding recipients will be required to keep all evidence of expenditure for two years after the completion of the project and provide this evidence upon request by the Department.

Funding Available

- Organisations may submit more than one application in an electorate and Councils may submit project proposals in each electorate within their area.
- Funding of \$150,000 per year over two years will be available to support projects in each of the electorates. Applicants must seek a grant of at least \$5,000 and up to a maximum of \$20,000.
- Local Councils and organisations are required as a minimum to provide matching funding for the grant application. Matching contributions from Councils must be in the form of cash in cash or in kind.
- Applicants or MPs may be contacted to clarify the information provided in the online application.

Holroyd LGA Federal Electorates

- Greenway
- McMahon
- Parramatta.

The following projects are proposed for nomination in the Federal Electorate of McMahon:

Table 1 – Holroyd City Council's Nominations to the Federal Member of Parliament for McMahon for the Stronger Communities Programme 2016 -17

McMahon Electorate			
Chrystal Street Park <i>Chrystal Street, Greystanes</i> Timber posts and rail perimeter fencing, entry bollards and vehicular access gates	40,000	20,000	20,000
Fairfield Road Park <i>Fairfield Road, Yennora</i> Fencing to Stage 1 carpark	15,000	7,500	7,500
Guildford West Sportsground <i>Foray Street, Guildford West</i> Concrete paving under existing spectator seating to north side of baseball field	18,000	9,000	9,000
O S Young Park <i>Hunt Street, Guildford West</i> Swing set upgrade including mulch softfall and shade tree planting	22,000	11,000	11,000

Nemesia Street Park <i>Nemesia Street, Greystanes</i> Accessible footpaving connecting Nemesia Street to the main field amenities building	18,000	9,000	9,000
McMahon Electorate Total	113,000	56,500	56,500

Conclusion:

The Australian Government has provided funding for the Stronger Communities Programme to support local capital projects and improve community facilities.

Projects for Council's consideration have been nominated for the Federal Electorate of McMahon within the Holroyd LGA for submission to the Federal Member of Parliament for McMahon under the program.

Council is required to match any grant funding that is provided by the Australian Government under the program.

Consultation:

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

Financial Implications:

Council is required to provide matching funds for any grant obtained under the Australian Government's Stronger Communities Programme.

The provision of matching funds for Council's share of grant applications to the maximum figure of \$56,500 will be from the Engineering Services Budget as per the draft budget 2016/17.

Policy Implications:

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

Communication / Publications:

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

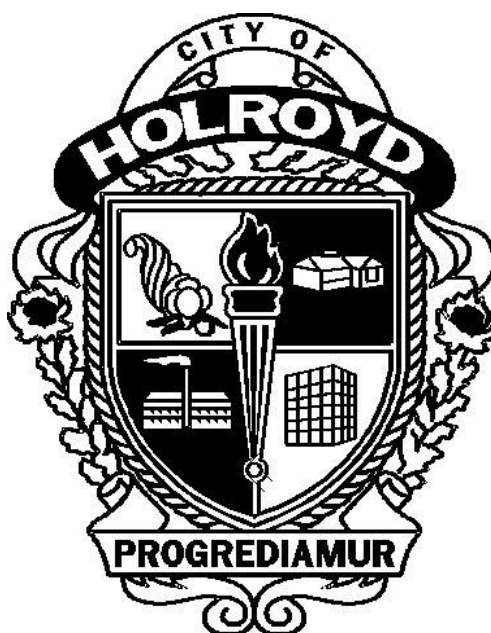
Report Recommendation:

- i) That Council submit all projects listed in Table 1 of this report for the 2016-17 round of the Stronger Communities Programme.

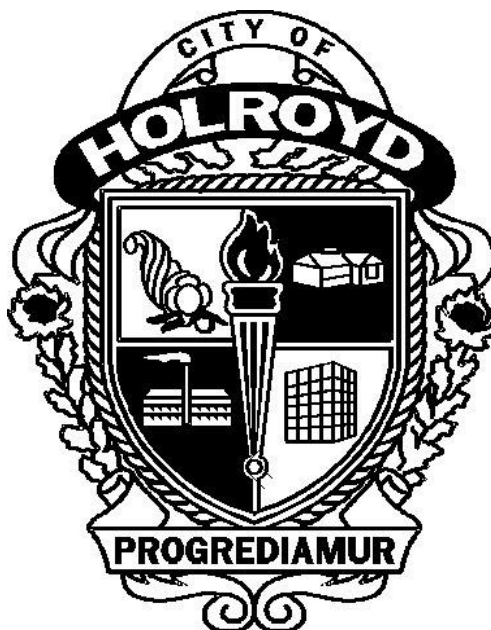
- ii) That Council provide matching funds for any grant obtained under the Stronger Communities Programme 2016-17, subject to a further report to Council.
- iii) That the local Federal Member of Parliament for McMahon be advised of the nominated projects in their electorate for their consideration.

Attachments:

Nil



HOLROYD TRAFFIC COMMITTEE



HOLROYD TRAFFIC COMMITTEE

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Committee of the Council of the City of Holroyd,
held in Council Chambers, Memorial Ave,
Merrylands on Tuesday, 19 April 2016.**

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Holroyd Traffic Committee Meeting - 13 April 2016

Responsible Department: Engineering Services
 Executive Officer: Director of Engineering Services
 File Number: INFOC/22 - BP16/413
 Delivery Program Code: 20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments
 16.1.1 Ensure effective traffic movement within Holroyd town centres
 15.1.2 Facilitate coordinated approach to road and pedestrian safety

HT022-16

Summary:

The following matters were listed for consideration at the meeting of the Holroyd Traffic Committee held at 10:00am on Wednesday, 13 April 2016, in the Council Chambers, 16 Memorial Avenue, Merrylands.

Present

Mr. Zulfi Khan	-	Council/Chair
Clr. Yvette Whitfield	-	Council Representative
Clr. Pam Colman	-	Council (Representing Member for Fairfield Mr Guy Zangari, MP and Member for Granville Ms Julia Finn, MP)
Clr. Nasr Kafrouni	-	Council (Representing Member for Prospect, Dr Hugh McDermott, MP)
Clr. Dr. John Brodie	-	Council (Representing Member for Parramatta, Dr Geoffrey Lee, MP)
Cnst. Andrew Hunt	-	NSW Police
Mr. Peter Simpson	-	Holroyd Access Committee
Mr. Richard Lizon	-	Transit Systems
Mr. Nick Veljanovski	-	Transit Systems
Mr. Stewart Rodham	-	Council
Mr. Darren Bell	-	Council
Mr. Ali Shahi	-	Council
Ms. Nicole Hunt	-	Council
Ms. Dianna Saad	-	Resident (Item 2 only)
Mr. Roni Saad	-	Resident (Item 2 only)
Ms. Jana Jirickouva	-	Item 8 only
Mr. Mony Seng	-	Item 8 only
Mr. Charlie Gittany	-	Item 8 only

Apologies

Ms. Dina Hanna - Roads and Maritime Services

Schedule 1 & 2 Items

- 1604/01 - Minutes of the Holroyd Traffic Committee Meeting of 2 March 2016
Considered by Council at its Meeting of 15 March 2016
- 1604/02 - Willara Avenue and Clarence Street, Merrylands Proposed
Modification to Existing Parking Restrictions – Consultation Results
- 1604/03 - Ringrose Avenue, Greystanes – Request to Investigate a Kiss and Drop
Scheme at Ringrose Public School
- 1604/04 - Beechwood Avenue, Greystanes – Request for Traffic Calming Devices
- 1604/05 - Millicent Street, Greystanes – Request for ‘No Stopping’ Restrictions
- 1604/06 - Addlestone Road and Burford Street, Merrylands – Work Zone
Application
- 1604/07 - Merrylands Road, Greystanes – Proposed New Bus Stop and ‘Bus Zone’
- 1604/08 - Burnett Street, Mays Hill – Proposed Median Island
- 1604/09 - Shannon Avenue, Merrylands – Proposed Installation of ‘No Stopping’
Restrictions
- 1604/10 - Late Item – Old Prospect Road, South Wentworthville – Request to
Widen the Transit Way Lanes
- 1604/11 - Late Items Considered at the April 2016 Traffic Committee Meeting

Consultation:

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

Financial Implications:

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

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that the report be received.

Attachments:

Nil

HT022-16

Item 1604/01 - Minutes of the Holroyd Traffic Committee Meeting of 2 March 2016 Considered by Council at its Meeting of 15 March 2016

Responsible Department: Engineering Services
 Executive Officer: Director of Engineering Services
 File Number: INFOC/22 - BP16/414
 Delivery Program Code: 20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments
 16.1.1 Ensure effective traffic movement within Holroyd town centres
 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

The Minutes of the Holroyd Traffic Committee meeting held on 2 March 2016 were considered by Council at its meeting held on 15 March 2016.

This report outlines the resolution of the Council meeting.

Report:

It was resolved on the motion of Clr. Dr. Brodie, seconded Clr. Colman that all the recommendations contained within the Holroyd Traffic Committee reports be adopted.

Consultation:

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

Financial Implications:

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

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that this report be received.

Attachments:

Nil

Item 1604/02 - Willara Avenue and Clarence Street, Merrylands - Proposed Modification to Existing Parking Restrictions - Consultation Results

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/415
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

Council at its meeting of 2 December 2015 considered a report (vide HT136-15) regarding a request to modify the existing parking restrictions on Willara Avenue and Clarence Street, Merrylands. Council resolved that:

- "i) The proposed modifications to the existing parking restriction on Willara Avenue, Merrylands in accordance with the attached plan be supported.*
- ii) The removal of the 'Bus Zone' on Clarence Street in accordance with the attached plan be supported.*
- iii) The modifications to the existing parking restrictions on Clarence Street, Merrylands in accordance with the attached plan be supported.*
- iv) The affected businesses and residents be consulted and the results be reported back to the Traffic Committee if any objections received."*

This report details the result of the consultation undertaken in accordance with Council's resolution.

Report:

Consultation was carried out following Council's resolution on this matter. Approximately 89 letters with an attached survey were distributed to residents and owners, 14 responses were received with 8 in favour and 6 objections.

The respondents that objected to the proposal provided comments which are detailed in the table below:

Issue	Residents Comments	Council Officers Comments
	Objected	
1	This will make difficult for persons who do night work and need parking during the day.	On-street parking will still be available between 9.30am to 2.30pm. All residents have off-street parking available.
2	I think that residents shouldn't be restricted to this proposed parking times. The school grounds at the back of their property have enough empty spaces for their staff members and parents to park, so that, there isn't much traffic congestions at a certain time of day. School staff and parents should use as well Lowana Avenue, so that the traffic doesn't get congested on Willara Ave.	The staffs parking areas within the school grounds are currently used to capacity. On-street parking in Lowana Avenue accommodates the overflow from staff and volunteer parking. Due to the nature of the student's needs, parking at a distance away from the school is not appropriate or safe.
3	Area 1 that I marked 1, I suggest the P15 change to 'No Stopping' at all time. There is always a big truck park at that spot which it always gets obstructed. My view when I turn right or turn left from Willara Ave. It is too late when I see the car coming from my right side. Area 2 that I marked 2, I suggest ranger should come and do some regular check because since the sign there lots of people still break the rules Area 3 that I marked 3, there is another big truck parked around that area. As the street is not very big. After a big truck parked there, the street become	These concerns will be passed onto Council's Parking Patrol Officers for enforcement.

	<p>very narrow to go through. Some restriction should make after school hours as well as school hours.</p> <p>Another issue I am worry about is the access by fire truck. As the street is so narrow and full of car parked on both side, if there is a fire. I am worry a fire truck cannot access in the street.</p>	
4	<p>I've been a residence on this street for 16 years. I have four members of my family who are on shift work and early start work. Thus parking shouldn't be restricted with residents living in units. However, I'm in favour if Council will provide an exemption for residence in this area way of having resident stickers stuck on each vehicle.</p>	<p>A resident parking scheme would defeat the purpose of restricting on-street parking. Also, this street does not meet the warrant for a resident parking scheme according to Council's Policy.</p>
5	<p>I am an 81 year old pensioner who requires taxis, govt assistance such as carers, maintenance people and cleaners who park in front of my house before 8.30am; sometimes up till 6.00pm so no I am not in favour of the proposals. If you go ahead, I will seek legal action against the School / Council</p>	<p>This resident is situated on Clarence Street and therefore will not be directly affected by the proposed changes in Willara Avenue.</p>
6	<p>As a resident it is hard enough to park our car as it is. I propose permit holder parking for residents. The 15 min parking is good but you need to consider the residents trying to park their car - you have staff from the school parking their cars all day</p>	<p>The proposed restrictions will reduce on-street parking by approximately 5 vehicles for 1 hour in the morning and afternoon.</p> <p>Staff from the school will not be able to park all day if the</p>

	- it is hard when you have kids etc - safety when the street is very busy. You also need to involve us in any meeting or decision in future.	proposed restrictions are installed.
--	--	--------------------------------------

Of the 14 responses received, 6 residents are opposed to the extension of the '15 Min' parking (8.00am to 9.30am and 2.30pm to 4.00pm) on Willara Avenue Merrylands, due to the reduced availability to on-street parking.

However, the changes would improve traffic flow in the street during school pick up and drop off, and allow for vehicles to pass other vehicles safely. The changes will also provide a safe area for parents to drop off and pick up students with high level needs.

No objections were received in relation to the proposed changes on Clarence Street, Merrylands.

It was therefore recommended that the Holroyd Traffic Committee consider the following options:

- Option 1: Proceed with the changes in accordance with the attached plan.
- Option 2: Reduce the proposed extension of '15min' parking area by 24m (approx. 4 car spaces)
- Option 3: Monitor the street and undertake a review in 12 months.

Holroyd Traffic Committee Comments

Two speakers presented at the meeting and provided the following comments:

- There isn't enough on-street parking spaces available for residents.
- We have three cars and have not enough off-street parking spaces to park our cars.
- School's teachers park their vehicles on-street during school hours.
- The existing parking restrictions on Willara Avenue, Merrylands is acceptable and should not be changed.

The Holroyd Traffic Committee agreed with the changes proposed as per Option 1 with a review to be undertaken after 12 months. The committee also recommended that the school's principle be requested to advise teachers not to park their vehicles on Willara Avenue, Merrylands.

Consultation:

Notification will be undertaken in accordance with the recommendation of this report.

Financial Implications:

The signage works will be carried out as part of the Traffic Facilities Block Grant funding.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that:

- i) The changes proposed as per Option 1 with a review to be undertaken after 12 months be supported.
- ii) The affected businesses and residents be notified of the outcome generally.

Attachments:

- 1. Plan – Willara Avenue and Clarence Street, Merrylands – Option 1 - Proposed modification to existing parking restrictions
- 2. Plan – Willara Avenue with Clarence Street, Merrylands – Option 2 – Reduce proposed extension of '15min' parking area
- 3. Previous Report - HT136-15

Item 1604/03 - Ringrose Avenue, Greystanes - Request to Investigate a Kiss and Drop Scheme at Ringrose Public School

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/416
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

At the Council Meeting of 15 March 2016 the following matter was raised:

"That a report be presented to the Holroyd Traffic Committee investigating a "Kiss and Drop" Scheme for Ringrose Public School."

This report outlines the outcome of the investigation into the above matter arising.

Report:

Ringrose Avenue is a local road that runs in a north-south direction and has a posted speed limit of 50km/h. It has a width of approximately 10m and parking is permitted on both sides. Land use on this street is generally residential with the exception of Ringrose Public School.

The latest Roads and Maritime Services (RMS) crash data indicates two crashes have been reported on Ringrose Avenue within the last 5 years. Neither crash is related to the operation of the school.

Council's Officer carried out an investigation into this request, including an onsite meeting with the Principal from Ringrose Public School. The following options for the installation of a 'Kiss and Drop' scheme were discussed:

- Option 1: Reconfiguration of the existing bus bay on Ringrose Avenue.

Although this area offers an indented area, the location is in close proximity to the existing pedestrian crossing and therefore would pose a safety risk to students

crossing the road. Also, the bus bay is utilised for both school buses and public buses throughout the day.

- Option 2: South of the driveway, adjacent to the school property line on Ringrose Avenue.

By utilising this area, there would be a loss of approximately 7 car spaces. There would be a risk of vehicles double parking along Ringrose Avenue, blocking traffic flow. Also, vehicles exiting the kiss and drop area would be doing so directly near the existing pedestrian crossing. The installation of 'No Parking' or '1/4P Parking- 8.00am to 9.30am and 2.30pm to 4.00pm' could be considered for this area.

- Option 3: Damien Avenue – Rear entrance to the school.

Damien Avenue is approximately 7m wide and has 'No Stopping' restrictions on the eastern side from Runyon Avenue to Leonard Avenue (Approximately 300m). The installation of a 'Kiss and Drop' area on Damien Avenue would result in a loss of available on street parking and increased traffic flow in an already heavily used local road.

Following the investigation, the installation of a 'Kiss and Drop' scheme for Ringrose Public School was not recommended in accordance with the above report. Although, the installation of restricted parking ('No Parking' or '1/4P Parking 8.00am to 9.30am and 2.30pm to 4.00pm') south of the driveway, adjacent to the school property line on Ringrose Avenue should be considered.

Conclusion:

That the installation of a 'Kiss and Drop' area near Ringrose Public School not be supported.

Holroyd Traffic Committee Comments

The Traffic Committee commented that the existing 'No Stopping' restrictions near the pedestrian crossing on eastern side of Ringrose Avenue, Greystanes shall be extended in accordance with the attached plan.

Consultation:

Notification will be undertaken in accordance with the recommendation of this report.

Financial Implications:

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

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that:

- i) The installation of a 'Kiss and Drop' scheme on Ringrose Avenue, Greystanes not be supported.
- ii) That extending the existing 'No Stopping' restrictions near the pedestrian crossing on the eastern side of Ringrose Avenue, Greystanes in accordance with the attached plan be supported.
- iii) The affected residents and Ringrose Public School be notified of the outcome generally.

Attachments:

1. Plan – Ringrose Avenue, Greystanes – Extending the existing 'No Stopping' restrictions

Item 1604/04 - Beechwood Avenue, Greystanes - Request for Traffic Calming Devices

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/417
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

At the Council Meeting of 16 February 2016 the following matter was raised:

"The Holroyd Traffic Committee revisit the speeding issues raised in 2013 regarding Beechwood Avenue, Greystanes for the potential installation of traffic calming devices."

This report outlines the outcome of the investigation into the above matter arising.

Report:

Beechwood Avenue is a local road that runs in a north-south direction from Merrylands Road and comprises of relatively straight sections of roadway interspersed by several tight bends. It has a width of approximately 10m and parking is permitted on both sides. Land use on this street is generally residential with the exception of Hewitt Avenue Reserve located at the eastern end of Beechwood Avenue.

The latest Roads and Maritime Services (RMS) crash data indicates two crashes (1 involving a pedestrian) have been reported on Beechwood Avenue within the last 5 years.

Council's Officers undertook traffic tube count surveys in November 2015. The results indicate an Annual Average Daily Traffic (AADT) volume of 698 vehicles/day, an 85th percentile speed of 52km/h (i.e. 85% of the vehicles travelling along this section of roadway travelled at speed below 52km/h) and the mean (average) vehicle speed of 40km/h.

The assessment of the installation of traffic calming devices on Beechwood Avenue in accordance with the criteria set out in Holroyd City Council's Local Area Traffic Management (LATM) Policy assessment is summarised in table below:

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	5
Road Characteristics	35	12
Community Support & other factors	5	5
Total	100	27

The table above indicated that the installation of traffic calming devices does not satisfy the requirements of Council's LATM Policy.

The following table indicates the action to be taken according to the assessment points:

Criteria	Action
>75	Report to HTC with a recommendation of providing traffic calming devices
61-75	Report to HTC and discuss possibility of providing traffic calming
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

At the Council Meeting of 16 February 2016, a matter arising was raised regarding the following:

"The Holroyd Traffic Committee revisit the speeding issues raised in 2013 regarding Beechwood Avenue, Greystanes for the potential installation of traffic calming devices."

It is noted that in 2007, Council received a signed petition from residents in Beechwood Avenue requesting the installation of speed humps. The Holroyd Traffic Committee resolved not to support this installation of speed humps with Council and Police to monitor the area.

The previous data obtained in 2007 which is highlighted in the attached report shows a decrease in reported crashes, speed and vehicle volume.

Council Officers undertook further investigations regarding a number of options that can be considered on Beechwood Avenue, although Beechwood Avenue is not a bus route, the following concerns are raised if traffic calming devices were installed:

Two-lane Angled Slow Points

- Minimal locations where traffic calming can be installed where it won't impact on-street parking / residents driveways

- Major loss of on-street parking for residents due to 'No Stopping' restrictions being installed as part of the slow points
- Cost is higher compared to speed humps
- Speeding may still be an issue if slow points are not staggered
- Blister islands may cause visual obstructions
- May impact Council's garage trucks, emergency vehicles and turning manoeuvrability.

Speed Humps

- Increase in noise due to braking, accelerating and vertical displacement of vehicles
- A small percentage of vehicles may still be able to speed
- Speeding may still be an issue if speed humps are not staggered.

It was therefore recommended that the Holroyd Traffic Committee consider the following Options:

- Option 1: Installation of two-lane angled slow points
- Option 2: Installation of speed humps
- Option 3: Monitor the street and undertake a review in 12 months.

Holroyd Traffic Committee Comments

The Holroyd Traffic Committee commented that the installation of traffic calming devices does not satisfy the requirements of Council's LATM Policy. As such the installation of traffic calming devices on Beechwood Avenue, Greystanes cannot be supported at this time.

Consultation:

Consultation will be undertaken in accordance with the recommendation of this report.

Financial Implications:

The cost estimate for the installation of proposed two-lane angled slow points (Option 1) is \$55,000 or \$60,000 for the installation of speed humps (Option 2).

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that:

- i) The installation of traffic calming devices on Beechwood Avenue, Greystanes not be supported.
- ii) The affected businesses and residents be notified of the traffic committee comments generally.

Attachments:

- 1. Plan – Beechwood Avenue, Greystanes – Proposed slow points
- 2. Plan – Beechwood Avenue, Greystanes – Proposed speed humps
- 3. Previous Report – HT31-07

Item 1604/05 - Millicent Street, Greystanes - Request for 'No Stopping' Restrictions

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/418
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

Council has received a request for the installation of parking restrictions on the northern side of Millicent Street, Greystanes near Greystanes Road.

This report outlines the outcome of the investigation into this matter.

Report:

Millicent Street is a local road that runs in an east-west direction. It has a width of 7.5m and parking is permitted on both sides. Land use on this street is generally residential.

Greystanes Road is a sub-arterial that runs in a north-south direction. It has a width of 13m and parking is not permitted at the intersection with Millicent Street. Land use on this street is generally residential.

Millicent Street and Greystanes Road form a T-intersection with priority on Millicent Street.

The latest Roads and Maritime Services (RMS) crash data indicates that one crash has been reported at this intersection within the last 5 years.

Council's Officers undertook traffic tube count surveys in June 2015. The results indicate an Annual Average Daily Traffic (AADT) volume of 555 vehicles/day, an 85th percentile speed of 55.4km/h (i.e. 85% of the vehicles travelling along this section of roadway travelled at speed below 55.4km/h) and the mean (average) vehicle speed of 46.3km/h.

Council has received a complaint from a local resident that vehicles are parking too close to driveways and on both sides of Millicent Street, causing congestion with

inadequate travel lanes for two vehicles to pass each other and restricting sight distance when entering / exiting driveways. The resident has requested parking restrictions be installed on the northern side of Millicent Street with 'No Stopping' restrictions to be installed 10m from the un-signalised intersection on the southern side in accordance with the NSW Road Rules.

Council Officers undertook two subsequent site inspections which revealed that when vehicles are parked on both sides of the road, adequate travel lanes may not be maintained. It was also observed that vehicles are parking close to the intersection with Greystanes Road.

To ensure minimal on-street parking is affected, it was recommended that 'No Stopping' restrictions be installed on the northern side of Millicent Street, subject to consultation with affected residents.

Conclusion:

The proposed installation of 'No Stopping' restrictions on the northern side of Millicent Street described in this report would improve road safety and residential amenity.

Holroyd Traffic Committee Comments

The Holroyd Traffic Committee generally agrees with the recommendations of this report.

Consultation:

Consultation will be undertaken in accordance with the recommendation of this report.

Financial Implications:

The signage and linemarking works will be carried out as part of the Traffic Facilities Block Grant funding.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that:

- i) The installation of 'No Stopping' restrictions on the northern side of Millicent Street, Greystanes in accordance with the attached plan be supported.
- ii) The installation of 'No Stopping' restrictions 10m from the un-signalised intersection on Millicent Street, Greystanes in accordance with the attached plan be supported.
- iii) The affected residents be consulted and the result be reported back to the Holroyd Traffic Committee if objections are received.

Attachments:

1. Plan – Millicent Street, Greystanes – Installation of 'No Stopping' restrictions

Item 1604/06 - Addlestone Road and Burford Street, Merrylands - Work Zone Application

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/419
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

Council received an application for a 'Work Zone' on Addlestone Road and Burford Street, Merrylands in association with the development at 280 Merrylands Road and 1 Addlestone Road, Merrylands.

This report details the result of the investigation into this application.

Report:

Addlestone Road is a local road that runs in a north-south direction between Merrylands Road and Newman Street, Merrylands. Land use on this street includes specialty shops, food outlets and Addlestone Street Carpark. Time restricted parking is permitted on the eastern side and untimed parking is permitted on the western side of the road.

Burford Street is a local road that runs in a north-south direction between Merrylands Road and Newman Street, Merrylands. Land use on this street is residential with parking is permitted on both side of the road.

Council has received an application for 'Work Zone' on Addlestone Road and Burford Street, Merrylands associated with the 280 Merrylands Road and 1 Addlestone Road development. The 'Work Zone' is proposed to commence from 1 April 2016 to 30 June 2017. The proposed time is between 7:00am to 5:00pm Monday to Friday and 7:00am to 1:00pm on Saturdays.

The 'Work Zone' is proposed on the western side of Addlestone Road for a length of 51m and on the eastern side of Burford Street for a same length. The 'Work Zone' will require the occupation of 5 on-street parking spaces on the western side of Addlestone Road and 5 on-street parking spaces on the eastern side of Burford Street.

The loss of 10 on-street parking spaces on both Addlestone Road and Burford Street which will require consultation with surrounding businesses and residents and the results is reported to Council prior to approval being granted. It is noted that the 'Work Zones' is only up to 5pm which will allow parking spaces to be reinstated during the evening and service restaurants and other businesses that operate after hours.

In addition the applicant will be requested to carry out swept path analysis demonstrating that traffic flow (including bus services) on Addlestone Road and Burford Street is not affected by the 'Work Zone' and movements of a large truck can entering or exiting the site safely and in a forward direction.

Conclusion:

The proposed 'Work Zone' on Addlestone Road and Burford Street, Merrylands will have some traffic and parking impacts. Further information and measures detailed in the report shall be provided and implemented to ensure impact of the proposed 'Work Zone' is minimised.

Holroyd Traffic Committee Comments

The Holroyd Traffic Committee commented that 'Work Zone' signs shall indicate 7:00am to 5:00pm Monday to Friday and 7:00am to 1:00pm on Saturdays. The committee commented that the applicant shall pay Holroyd Council \$20,000 bond for any damages to road pavement and footpath resulting from construction vehicles.

Consultation:

Consultation with affected businesses will need to be undertaken by the applicant in accordance with the recommendation of this report.

Financial Implications:

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

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that:

- i) The applicant shall undertake consultation with affected businesses and residents and the results provided to Council Officers.
- ii) The applicant shall provide swept path analysis demonstrating that the movements of a largest truck can access the site safely and traffic flow on Addlestone Road and on Burford Road will not be affected by the 'Work Zone'.
- iii) The proposed 'Work Zone' on Addlestone Road and on Burford Street, Merrylands be approved subject to the results of (i) and (ii) and the following conditions being complied with:
 - a) That the 'Work Zone' shall be operational from 1 April 2016 to 30 June 2017 between 7:00am to 5:00pm Monday to Friday and 7:00am to 1:00pm on Saturdays.
 - b) That the applicant pay \$20,000 bond prior to the implementation of the 'Work Zone'.
 - c) That the work zone signs shall indicate time restrictions of 7:00am to 5:00pm Monday to Friday and 7:00am to 1:00pm on Saturdays.
 - d) That any closure of public roads to traffic and pedestrians require submission of additional Traffic Management Plans and Traffic Control Plans prepared by a suitably accredited contractor and payment of application fees. New applications shall be submitted with adequate notice to allow for processing times.
 - e) That any proposed variations or extensions of time are subject to a new application and payment of application fees. New applications shall be submitted with adequate notice to allow for processing times.
 - f) That all works shall be carried out in accordance with Council's requirements and as per the development consent.
 - g) That there shall be no queuing on the public roads by truck deliveries to the construction site unless otherwise approved by Council.
 - h) That any traffic or public issues that arise during the undertaking of the works shall be immediately notified to the Police and Council.
 - i) That the applicant shall not bag or block any traffic signs without the prior approval of Council.
 - j) That the applicant shall comply with Council's Environmental and Planning Policies (Compliance).
 - k) That Council reserves the right to cancel this approval should the 'Work Zone' result in significant adverse effects to residents and businesses in that area and any surrounding streets.
 - l) That any damage to road pavement, footpath or other public infrastructure caused by the construction shall be repaired by the Applicant no later than four weeks after the damage.
 - m) That at the completion of construction, all temporary signage including

‘Work Zone’ shall be removed.

- n) That any damages to road pavement and footpath resulting from the construction vehicle shall be repaired at the Applicants expense.
- iv) In acting on this approval the applicant assumes responsibility for safety at the site relating to the works (including areas of the road reserve). Compliance with Australian Standards, Austroads and Roads and Maritime Services guidelines; compliance with any planning requirements (such as the need for a Review of Environmental Factors), ensuring that pedestrian and disabled access is maintained, and compliance with WorkCover requirements is the responsibility of the applicant.

Attachments:

1. Plan – Addlestone Road and Burford Street, Merrylands – Work Zone Application

Item 1604/07 - Merrylands Road, Greystanes - Proposed New Bus Stop and 'Bus Zone'

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/420
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

Council received a request from Transit Systems for the installation of a new bus stop and 'Bus Zone' in front of 613 and 613A Merrylands Road, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Merrylands Road is a sub-arterial road that runs in an east-west direction and has a posted speed limit of 60km/h. It has a width of 12.5m and parking restrictions are applied on both sides of the road between Cumberland Highway and Cumberland Road. Land use on this street is generally residential.

Council has received a request from Transit Systems for the install of new bus stop and 'Bus Zone' in front of 613 and 613A Merrylands Road, Greystanes.

Transit Systems has advised that bus route 810 and 810X eastbound have difficulty changing lanes from the left lane to the right lane on Merrylands Road to turn right into Cumberland Highway if it have to stop at the current bus stop located in front of properties 609 Merrylands Road, Greystanes. The existing bus stop is located 22m from the right lane on Merrylands Road and bus drivers have to cross two lanes within short distance, resulting in unsafe movement and causing traffic congestion.

In this regard, Transit Systems has requested that a new bus stop and 'Bus Zone' be installed in front of 613 and 613A Merrylands Road for bus route 810 and 810X and the existing bus stop can be remained for services operating directly/through on Merrylands Road.

Council's Officers have investigated the request and the investigation indicated that the number of bus stops located on Merrylands Road will be increased which would result in extra delay of traffic flow and remove of on-street parking after 'Clear Way 6am – 10am, Mon - Fri' restrictions. However, the proposal will improve bus operation and will have safer movement on Merrylands Road.

It is noted that the proposal will result in a loss of some on-street parking spaces on Merrylands Road after the 'Clear Way' restriction, therefore, consultation with the affected residents shall be undertaken.

Conclusion:

The proposed installation of new bus stop and 'Bus Zone' will improve bus movements.

Holroyd Traffic Committee Comments

The Holroyd Traffic Committee commented that the matter be deferred and a discussion be undertaken at an on-site meeting with the Holroyd Traffic Committee members and the matter be reported back to the Holroyd Traffic Committee.

Consultation:

Consultation will be undertaken in accordance with the recommendation of this report.

Financial Implications:

The signage works will be carried out as part of the Traffic Facilities Block Grant funding.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that the matter be deferred and a discussion be undertaken at an on-site meeting with the Holroyd Traffic Committee members and the matter be reported back to the Holroyd Traffic Committee.

Attachments:

1. Plan – Merrylands Road, Greystanes – Installation of bus stop and ‘Bus Zone’

Item 1604/08 - Burnett Street, Mays Hill - Proposed Median Island

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/421
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

Council at its meeting of 16 September 2014 considered a report (vide HT109-14) regarding proposed traffic management measures associated with a proposed residential development on Burnett Street, Mays Hill. Council resolved that any treatment on Burnett Street including the proposed raised median to restrict access to left-in/left-out will need to be reported to the Holroyd Traffic Committee.

This report details a review of the design plan and feasibility of the proposal in accordance with Council's resolution.

Report:

Council at its meeting of 16 September 2014 considered a report (vide HT109-14) regarding proposed traffic management measures associated with a proposed residential development on Burnett Street, Mays Hill. Council resolved that any treatment on Burnett Street including the proposed raised median to restrict access to left-in/left-out will need to be reported to the Holroyd Traffic Committee.

The applicant has submitted design plan for the proposed median island and associated signs and linemarking on Burnett Street, Mays Hill to physically restrict access driveway to left in / left out only in front of 206 – 208 Burnett Street (i.e. restrict right turn movements).

It is noted that the proposed 'No Stopping' restrictions will result in a loss of some on-street parking spaces on both sides of Burnett Street, therefore, consultation with the effected residents shall be undertaken.

Conclusion:

The proposed median island would reduce traffic impact on Burnett Street following construction of the residential development.

Holroyd Traffic Committee Comments

Three speakers presented at the meeting and provided the following comments:

- If the installation of the proposed fence on the median island is required or if it can be removed
- The proposed median island has been designed in accordance with RMS requirements

The Traffic Committee commented that the applicant shall advise their traffic consultant to review the proposed median island and incorporate the following comments from the Traffic Committee:

- The median island shall comply with the RMS Technical Direction.
- The proposed median island shall be extended to stop vehicles manoeuvring around the median to access the site.
- Proposed 'No Stopping' signs shall be reviewed as there are some errors on the proposed plan.
- The provision of pedestrian fencing be reviewed.

Consultation:

Consultation will be undertaken in accordance with the recommendation of this report.

Financial Implications:

The cost associated with any works on public roads shall be sought from the applicant and at no cost to Council.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that:

- i) The applicant's traffic consultant amends the proposed median island in accordance with the Holroyd Traffic Committee comments.
- ii) The amended design be reported back to the Holroyd Traffic Committee for further consideration.

Attachments:

- 1. Plan – Burnett Street, Mays Hill – Proposed median island
- 2. Previous Report - HT109-14

Item 1604/09 - Shannon Avenue, Merrylands - Proposed Installation of 'No Stopping' Restrictions

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/422
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

Council at its meeting of 3 February 2016 considered a report (vide HT010-16) regarding a request to consider the installation of 'No Stopping' restrictions at the corners of Shannon Avenue with Clarence Street, Merrylands. Council resolved that:

- "i) The Holroyd Traffic Committee recommends that Option 3 be supported.*
- ii) Council Officers monitor the area and undertake a review in 12 months.*
- iii) The resident be notified of the outcome generally."*

A request has been received to review the recommendation above. This report outlines the outcome of the investigation into this matter.

Report:

Council recently installed 'No Stopping' restrictions on Shannon Avenue, Merrylands, 10m from the intersection with Clarence Street. Following the installation of these restrictions, Council has received correspondence to extend the 'No Stopping' restrictions.

Shannon Avenue is a local road that runs in a loop. It has a width of approximately 7.5m and parking is permitted on both sides. Land use on this street is generally residential.

Clarence Street is a local that runs in a north-south direction. It has a width of 12m and parking is permitted on both sides. Land use on this street is generally residential.

Shannon Avenue and Clarence Street form a T-intersection with priority on Clarence Street.

Although BB Double lines (20m) have been installed on Shannon Avenue, Council Officers have observed vehicles parking illegally within the BB lines, forcing vehicles to cross the centre line while driving.

It was therefore recommended that the Holroyd Traffic Committee consider the following three options:

- Option 1: Extend the 'No Stopping' restrictions on Shannon Avenue, Merrylands for an additional 10m from the existing BB Double lines
- Option 2: Reduce the BB line on Shannon Avenue to the existing 'No Stopping' restrictions (10m from intersection with Clarence Street)
- Option 3: Do nothing.

Holroyd Traffic Committee Comments

The Holroyd Traffic Committee generally agrees with the recommendations of this report.

Consultation:

Consultation will be undertaken in accordance with the recommendation of this report.

Financial Implications:

The cost associated with any works on public roads shall be sought from the applicant and at no cost to Council.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that:

- i) The "No Stopping" restrictions on Shannon Avenue, Merrylands be extended 6 m past the BB Double lines.

- ii) The affected residents be advised accordingly.

Attachments:

1. Plan – Shannon Avenue, Merrylands – Option 1 – Extension of ‘No Stopping’ restrictions
2. Plan – Shannon Avenue, Merrylands – Option 2 – Reduce BB double lines
3. Previous Report – HT010-16

Item 1604/10 - Late Item - Old Prospect Road, South Wentworthville - Request to Widen the Transit Way Lanes

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/424
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

Council has received a request from Transit Systems to increase the width of the existing T-Way lanes on Old Prospect Road, South Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:

Transit Systems has requested Council to increase the width of the existing T-Way lanes on Old Prospect Road between the Great Western Highway and Station Street, South Wentworthville. The width of the T-Way lanes in this section of the road is approximately 5.9m which is not sufficient to accommodate two buses to safely pass each other.

Council's Officer investigated the matter by undertaking a site inspection. The site inspection revealed that the width of the traffic lane is approximately 6.5m and on-street parking is permitted on the northern side of the road. Increasing the width of the existing T-Way on Old Prospect Road will decrease the width of the traffic lane which may impact on the traffic operation.

Conclusion:

Increasing the width of the T-Way on Old Prospect Road will improve safety for bus operation; however it may impact on traffic operation on traffic lanes. It also may require installation of parking restrictions on northern side of the Old Prospect Road. The T-Way lanes could be widened by adjusting the kerbs on the southern side of the

road. Therefore, it was recommended that a request be forwarded to the RMS for review of the T-Way by adjusting the existing kerbs on the southern side of the road.

Holroyd Traffic Committee Comments

The Holroyd Traffic Committee commented that the T-Way is under the care and control of the RMS and the matter shall be referred to the RMS for any changes to the T-Way. The Traffic Committee commented that the proposed changes to the width of the T-Way on Old Prospect Road between the Great Western Highway and Station Street, South Wentworthville as per the Transit Way request is supported.

Consultation:

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

Financial Implications:

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

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

The Holroyd Traffic Committee recommends that:

- i) The proposed changes to the T-Way on Old Prospect Road between Station Street and the Great Western Highway, South Wentworthville be supported.
- ii) A letter be forwarded to the RMS for review of the proposed changes suggested by Transit System.
- iii) Transit Systems be advised of the Traffic Committee comments generally.

Attachments:

Nil

Item 1604/11 - Late Items Considered at the April 2016 Traffic Committee Meeting

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/425
Delivery Program Code:	20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments 16.1.1 Ensure effective traffic movement within Holroyd town centres 15.1.2 Facilitate coordinated approach to road and pedestrian safety

Summary:

The following two items were discussed at the April 2016 Holroyd Traffic Committee meeting.

Report:

Council has received requests regarding traffic and parking issues in Holroyd LGA. Details of these issues and any actions/recommendations are summarised below.

Request for installation of 'No Stopping' restrictions on Pavesi Street, Guildford

Council's officer undertook a site inspection in response to a recent traffic accident at the slow point on Pavesi Street, Guildford. The inspection revealed that currently there are no parking restrictions in association with the slow point, resulting in vehicles parking in close proximity to the slow point and impacting on vehicle manoeuvrability.

The Traffic Committee commented that 'No Stopping' restrictions shall be installed in accordance with the attached plan. The Committee commented that the affected businesses and residents be consulted and the result be reported back to the Holroyd Traffic Committee if any objections are received.

Request for installation of Guardrail on the South Eastern corner of the intersection of Walpole Street with Windsor Road, Merrylands

Installation of guardrail on the South Eastern corner of the intersection of Walpole Street with Windsor Road, Merrylands was supported by Council at its meeting of 15 September 2009. It was estimated that funding of \$20,000 was required to install the proposed guardrail. However, the recent assessment indicated that funding of \$4,000 is required to install the proposed guardrail.

The Traffic Committee commented that the installation of the proposed guardrail on the South Eastern corner of the intersection of Walpole Street with Windsor Road, Merrylands in accordance with the attached plan be supported. The Committee commented that funding be sourced from the Parks and Footpaving Program - East.

Consultation:

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

Financial Implications:

The signage works will be carried out as part of the Traffic Facilities Block Grant. The installation of a guardrail may be sourced from the Parks and Footpaving Program - East

Policy Implications:

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

Communication / Publications:

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

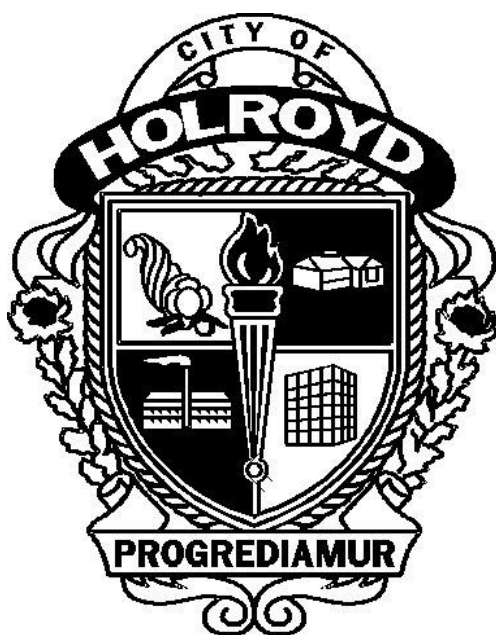
Report Recommendation:

The Holroyd Traffic Committee Recommends that:

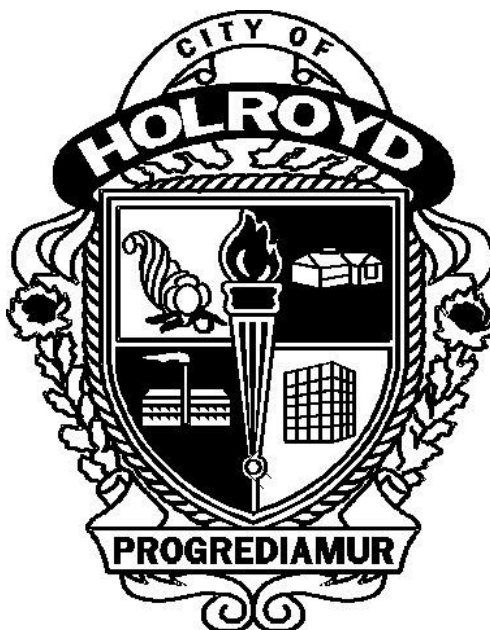
- i) The installation of 'No Stopping' restriction on Pavesi Street as per the attached plan be supported.
- ii) Installation of a guardrail on the South Eastern corner of this intersection of Walpole Street with Windsor Road, Merrylands be sourced from the Parks and Footpaving Program - East.
- iii) The affected residents and businesses be consulted and the results of the consultation be reported to the Holroyd Traffic Committee if any objections are received.

Attachments:

- 1. Plan – Pavesi Street, Guildford – Proposed 'No Stopping' restrictions
- 2. Plan – Walpole Street, Merrylands – Proposed Guardrail



COUNCIL



COUNCIL

**Index of the Meeting of the Council of the City
of Holroyd, held in Council Chambers,
Memorial Ave, Merrylands on Tuesday, 19 April
2016.**

Summary:

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2016 National General Assembly of Local Government 19 to 22 June 2016

Responsible Department: General Manager
 Executive Officer: General Manager
 File Number: INFOC/1 - BP16/412
 Delivery Program Code: 20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments

CCL021-16

Summary:

The purpose of this report is to obtain approval to submit a motion to the National General Assembly of Local Government being in Canberra from 19 to 22 June 2016. Motions close on 22 April 2016.

Report:

The theme of the Assembly for 2016 is 'Partners in our Innovative and Prosperous Australia'.

This raises the questions:

- Are systems of government still appropriate today?
- Are they delivering fair and assessable systems and do they facilitate business activity and contribute to higher living standards?
- Have technological changes been taken up?

Topics include:

- Local Government role in national productivity.
- Partnering between Councils and Government.
- What is the role of Local Government in the innovative agenda?
- Resourcing by the Federal Government.

Motions must follow the following principle:

1. Be relevant to the work of Local Government nationally;
2. Be consistent with the theme of the NGA;
3. Complement or build on the policy objectives of your state and territory Local Government association;
4. Propose a clear action and outcome; and
5. Not be advanced on behalf of external third parties which may seek to use the NGA to apply pressure to Board members, to gain national political exposure for

positions that are not directly relevant to the work of, or in the national interests of, the Local Government sector.

Councillors and Directors have been requested to submit draft motions for Council's consideration.

Draft Motion

Category: Resourcing

Motion: That the Federal Government restore the indexation of financial assistance grants to Local Government.

Background to the Motion

In the 2014/15 Federal Budget, the Government committed to provide \$2.2867 billion in Local Government Financial Assistance Grants (FAGs). However, the Government also announced it would pause the indexation of FAGs for the three years following the budget.

FAGs are a Commonwealth Specific Purpose Payment to Local Government paid through State and Territory Governments. Payments are made to Councils by jurisdictional Treasurers on the advice of state and territory Local Government Grants Commissions under the provisions of *the Local Government (Financial Assistance) Act 1995* for the purpose of improving:

- (a) The financial capacity of Local Government bodies
- (b) The capacity of local governing bodies to provide their residents with an equitable level of services
- (c) The certainty of funding for local governing bodies, and
- (d) The provision by local governing bodies of services to Aboriginal and Torres Strait Islander communities.

Freezing the indexation of FAGs will reduce Commonwealth expenditures (and grants to Councils) by more than \$925 million and means that the aggregate level of FAGs will be permanently reduced by almost 13 per cent, unless there is a future government decision to restore this base with a catch-up payment.

Council's Resolution of 1 March 2016

Council resolved that the following Councillors attend the National General Assembly:

- Clr. Cummings, Mayor
- Clr. Dr. Brodie

- Clr. Grove
- Clr. Nasr Kafrouni (expressed an interest)
- Clr. Sarkis.

Council also rescheduled the Ordinary Council Meeting of 21 June 2016 to be held on 28 June 2016.

Consultation:

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

Financial Implications:

Funding has been provided in the 2015/216 Budget.

Policy Implications:

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

Communication / Publications:

The motion will be placed on Council's web site and is approved by the ALGA Executive and will be placed on Assembly's Business Paper for debate.

Report Recommendation:

That the draft motion be submitted for debate by the National General Assembly of Local Government.

Attachments:

Nil

Charles Mance Reserve and Byron Park Plan of Management

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/1 - BP16/385
Delivery Program Code:	4.1.2 Facilitate the optimal use of parks and public spaces 5.1.1 Oversee the land use planning, design and compliance framework for managing and facilitating appropriate development

CCL022-16

Summary:

A draft Plan of Management incorporating Council's visions, objectives and strategies has been prepared within the legislative requirements of the Local Government Act, to guide the future management and development of parklands including Charles Mance Reserve and Byron Park in Merrylands.

In accordance with the Local Government Act, a public hearing was held and the draft Plan of Management was advertised for a 28 day public exhibition period. This report details the results of submissions received during the public exhibition of the draft plan.

Report:

The Local Government Act 1993 (LGAct) requires Council's to prepare Plans of Management (POM) for all areas of community land, to assist with the ongoing planning and management of these important recreational resources. In accordance with the Act, community land is defined by its categorisation which includes park, sportsground, natural area, area of cultural significance and land for general community use. A POM may also be developed on a generic, site specific or geographic basis.

The key objective for the preparation of a POM is to guide the future management and development of the study area within the legislative requirements of the LGAct. Accordingly, a geographically defined draft POM for community land has been prepared. Whilst a POM is a requirement of the LGAct, it also presents an opportunity to engage with the community to establish the values that are consistent with the community's use of the open space facilities and the variety of passive recreational activities within the parklands.

The plan identifies the existing main features within the parklands and further lists opportunities for enhancement as part of its future action planning and funding priorities. Features of the parklands include the Charles Mance and Centenary Memorial plaque wall in Charles Mance Reserve, the community garden, playground

and open kick about space within Byron Park, and the historical background of these sites. A Centenary Memorial including plinths and structure is the next stage of proposed development for Charles Mance Reserve. A Flood Extents Map and the Charles Mance Reserve Landscape Masterplan are included as appendices to the plan.

Charles Mance Reserve is newly categorised following its acquisition and Byron Park has been updated from Council's Parks Plan of Management (generic). The parklands have been identified within the 'park' category with consideration given to the facilitation of existing and proposed facilities and the primary use of the parkland area.

Section 36 G of the LGAct states the following core objectives for the management of community land categorised as a 'park':

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Improvement works proposed for Charles Mance Reserve and Byron Park include:

- Prepare a design for the proposed Centenary Memorial
- Investigate the provision of additional play equipment
- Rationalise the consistency and quality of park furnishing's
- Promote the increased usage of the Community Garden
- Provide shade and peripheral planting with consideration given to maintaining adequate solar access to the Community Garden.

The POM study area is surrounded by residential properties identified for high density residential development as part of Council's Local Environment Plan 2013. The projected increase of the local population which surrounds the parkland area is expected to place related demands on the limited open space resources available to the locality.

Community Consultation

As part of community consultation, surrounding residents and non-resident owners were notified of the public exhibition and public hearing for the draft POM. As a primary stakeholder for the Charles Mance Reserve Memorial project, the Merrylands RSL Club was also notified of the proceedings.

As required by the LGAct, the draft POM was placed on public exhibition for a 28 day period, being advertised in the local papers and on Council's website. The exhibition period included a two week response allowance beyond the 28 days, in which public comments would be received (total 42 day submission period). Council is also required to hold a public meeting in respect of the 'park' category and a public hearing was held during the public exhibition period.

The exhibition period commenced on Friday, 12 February 2016 and concluded on Thursday, 10 March 2016. Submissions from the community were accepted until Thursday, 24 March 2016.

Hearing to Categorise the Park

A POM defines the current management and development priorities for the open space area and includes the amended requirements under the LGAct, to identify the objectives of the open space area as prescribed by its categorisation. Under Section 36 (4) of the Act, a draft POM categorises community land within the study area as being a *park, sportsground, natural area, area of cultural significance, or for general community use*. Under Section 40A of the Act, Council is required to hold a public meeting in respect of this decision.

Section 47G of the Act, prescribes that a public hearing must not be presided by a person who is, or has during the last 5 years, been a Councillor or employee of Council. As such, Council appointed a consultant, Susan Stratton Landscape Architect Pty Ltd to conduct the hearing and to provide a report on the meeting and issues raised.

The public hearing provides an opportunity for members of the public to ask questions, voice any concerns or to clarify aspects of the draft POM. The public hearing for the draft POM was held on Thursday, 25 February 2016, during the public exhibition period.

The public hearing was held in Council Chambers and was attended by:

- 1 community member (Merrylands RSL Club)
- Cllr Cummings (Mayor)
- 2 Council Officers.

The consultant commenced the proceedings with a presentation on the requirements for the preparation of a POM and a summary of the plans inclusions. The following enquiries were raised during the hearing:

- Will the proposed categorisation result in a name change?
No change of name is required as a result of the categorisation.

- Is the Memorial design and location finalised?
The POM only designates the area in which the Centenary Memorial will be placed. A detailed design for the Memorial proposed for Charles Mance Reserve has not been finalised.
- Is there a set time frame from proposed works within the POM?
Proposed works are listed for actioning on a priority basis within the POM and included for Council to consider for inclusion as part of its future planning and funding priorities.
- Are there any plans for expansion of the parks?
No land purchases are currently proposed for the expansion of the subject study area. (Proposed land purchases are listed as part of Council's Section 94 Developer Contributions Plan 2013 for the provision of additional open space within the LGA).
- The RSL is hoping to have a memorial installed by the 100th Anniversary commemorating the end of WW1 in November 2018?
The Merrylands RSL Club was advised to approach Council regarding this matter separately.

The consultant's report of the hearing is attached to this report.

Comments on Submissions

One written submission was received from the community as follows:

Issue Raised	Comment
<i>Submission 1</i>	
That Byron Park (and its community garden) is given a much higher profile and promoted more widely within the community, to assist raise awareness of the facilities available within the parklands, particularly those with young families from local surrounding higher density residences.	The park is regularly utilised by young children from the local and surrounding 2 and 3 storey residences, especially since the upgrade of play equipment undertaken in 2015, and school groups from Merrylands East Public School. The profile of the newly established community garden is expected to expand with the ongoing development of the gardens.

Proposed Amendments

There have been are no significant issues raised that warrant modification or the re-advertising of the draft POM.

Conclusion:

The Charles Mance Reserve and Byron Park Plan of Management is a legislative instrument to guide the ongoing planning and management of the study area.

Implementation of the actions within the plan will be ongoing and proceed in response to community expectations, available funding and other circumstances as they arise.

Consultation:

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

Financial Implications:

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

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

- i) That the draft Plan of Management for Charles Mance Reserve and Byron Park be adopted by Council.
- ii) That the adopted Plan of Management for Charles Mance Reserve and Byron Park be included on Council's website.
- iii) That improvement works proposed in the Action Plan within the Plan of Management be included as part of Council's future planning and funding priorities, including grant funding opportunities as they arise.
- iv) That in consultation with the Merrylands RSL Club, consideration be given to the early finalisation of the design and construction of the proposed Centenary Memorial, prior to the 100th Anniversary commemorating the end of WW1 on 11 November 2018

Attachments:

1. Draft Charles Mance Reserve and Byron Park Plan of Management
2. Consultant's Report for the Public Hearing

Request to Use the Covered Space at the Old Brickworks by Injured Workers Day, 19 June 2016

Responsible Department: General Manager
 Executive Officer: General Manager
 File Number: INFOC/1 - BP16/410
 Delivery Program Code: 4.1.1 Provide parks and recreational facilities which meet the community needs and lifestyle priorities

Summary:

Council has received email correspondence from the Director of the Industrial Health and Research Foundation, requesting use of covered space at the Old Brickworks, Holroyd Gardens for the inaugural Injured Workers Day on Sunday, 19 June 2016.

Report:

Workplace injuries account for over \$60 billion in lost GDP every year according to Safe Work Australia and effect workers from all walks of life. There are very few people who haven't been injured at work or know someone who has. As such, the invitation for this event is to injured workers, their families and friends and the broader community. This is an opportunity in a supportive environment, to broaden the community knowledge of barriers faced by injured workers who often feel isolated in our society.

The Injured Workers Support Network is a voluntary organisation established to support and advocate for injured workers and relies on the Industrial Health and Research Foundation, donations and grants to carry out its important work. In 2016 the Injured Workers Support Network hopes to mark the day with a community picnic.

The Foundation's Director David Henry is seeking support from Council in holding this event at Old Brickworks, Holroyd Gardens. The Injured Workers Support Network believes it is a fitting location given its industrial heritage and its current utilisation as a memorial to those workers taken due to industrial incidents.

The Foundation would also like Council to consider making a donation to the Support Network or placing a memorial plaque to be unveiled at the site to mark the struggle of injured workers.

Conclusion:

The Injured Workers Support Network has requested the use of the covered space at the Old Brickworks at Holroyd Gardens for their inaugural picnic on Injured Workers Day being held on Sunday, 19 June 2016. Council is requested to consider the request to

either make a donation or place a memorial plaque on the site to mark the struggle of injured workers.

Consultation:

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

Financial Implications:

Financial implications will only occur if Council resolve to make a donation to the Injured Workers Support Network or place a memorial plaque on the site.

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

- i) That Council approve the use of the covered space at Old Brickworks Holroyd Gardens on Sunday, 19 June 2016 by the Injured Workers Support Network.
- ii) That Council consider whether to make a donation to the Injured Workers Support Network or place a memorial plaque on the site.

Attachments:

Nil

Register of Reports to be Considered by Council

Responsible Department: Corporate and Financial Services
Executive Officer: Director of Corporate & Financial Services
File Number: INFOC/1 - BP16/411
Delivery Program Code: 17.2.1 Deliver efficient administrative support and governance on a corporate basis for Councillors, staff and community

Summary:

The purpose of this report is to provide Councillors with a Register of Reports to be considered by Council as at 19 April 2016.

Report:

The Register of Reports to be considered by Council for the period as at 19 April 2016 is attached to this report.

Consultation:

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

Financial Implications:

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

Policy Implications:

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

Communication / Publications:

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

Report Recommendation:

That the report be received.

Attachments:

1. Register of Outstanding Reports