

# Holroyd City Council



## Ordinary Council Meeting 16 February 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.



12 February 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, 16 February 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. Reports of Audit and Governance Committee
11. Correspondence and Officers' Reports
12. Questions on Notice
13. Petitions
14. Response to Public Forum Questions
15. Corporate Briefing
16. Reports of Closed Council

*Minutes of the Ordinary Meeting of Holroyd City Council  
Held on 16 February 2016*

*General Manager*

*Mayor*

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COTW004-16 MERRYLANDS STATION AND MCFARLANE STREET PRECINCT  
REVIEW

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

**HOLROYD CITY COUNCIL**  
*16 Memorial Avenue, Merrylands (8.00am to 4.30pm)*  
*Telephone: 9840 9840*  
*TTY: 9840 9988*  
[HCC@holroyd.nsw.gov.au](mailto: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 SERVICES .....** 000

**CENTRAL GARDENS PARK (No Tennis Court Bookings)**

Thames Street, Merrylands West (Ranger's Office).....	9636.8280
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**CHILD PROTECTION HELPLINE .....** 132.111

**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
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**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
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**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
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Holroyd City Council

Ordinary Meeting of the Council – 16 February 2016



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

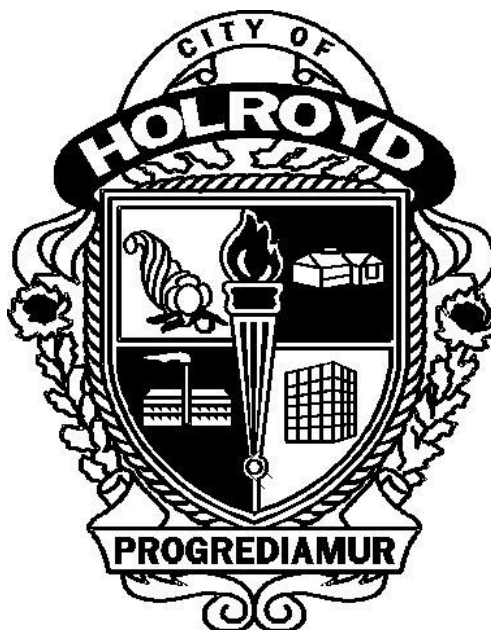
<b>NORTH WARD</b>	<b>E-MAIL</b>	<b>FAX</b>	<b>MOBILE</b>
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Clr. Whitfield, Yvette	[clrwhitfield@bigpond.com]	9896 3271	0419 254 855
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Clr. Colman, Pam	[clrcolman@bigpond.com]	9632 6750	0400 554 959
Clr. Kafrouni, Nasr	[clrkafrouni@bigpond.com]	9636 9273	0428 464 776
<b>EAST WARD</b>			
Clr. Monaghan, Peter	[clrmonaghan@bigpond.com]	9682 3608	0416 550 890
Clr. Sarkis, Eddy	[clrsarkis@bigpond.com]	9896 5599	0425 348 000
Clr. Zaiter, Michael	[clrzaiter@bigpond.com]		0427 824 969
<b>WEST WARD</b>			
Clr. Cummings, Greg (Mayor)	[clrcummings@bigpond.com]	9631 6159	0404 081 397
Clr. Grove, Ross	[clrgrove@bigpond.com]	9756 1728	0412 897 130
Clr. Kafrouni, Nadima (Deputy Mayor)	[clrnadimakafrouni@bigpond.com]	9636 9273	0427 806 877

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## 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, 16 February 2016.**

### **Summary:**

DCS006-16	SUBJECT: PLANNING PROPOSAL REQUEST - 1 CRESCENT STREET HOLROYD (GRANVILLE SOUTH EMPLOYMENT LANDS) BP16/17 .....	13
DCS007-16	SUBJECT: PLANNING PROPOSAL REQUEST FOR 42-44 DUNMORE STREET WENTWORTHVILLE (WENTWORTHVILLE MALL) BP16/8.....	49



## Planning Proposal Request - 1 Crescent Street Holroyd (Granville South Employment Lands)

Responsible Department: Environmental and Planning Services  
 Executive Officer: Director of Environmental & Planning Services  
 File Number: INFOC/19 - BP16/17  
 Delivery Program Code: 5.1.1 Oversee the land use planning, design and compliance framework for managing and facilitating appropriate development  
 5.2.1 Identify strategies that support the development of local centres and business across the City  
 7.1.2 Ensure land use planning recognises and promotes business and employment centres  
 8.8.1 Oversee and implement Council's Residential Development Strategy and appropriate housing opportunities through land use planning  
 8.2.1 Ensure housing growth is focussed around centres and planning controls do not compromise housing affordability

DCS006-16

PROPOSAL DETAILS	
<b>Address</b>	1 Crescent Street, Holroyd
<b>Owner</b>	Tiberius (Holroyd) Pty Ltd. Company details have been provided under a separate cover.
<b>Proponent</b>	Tiberius (Parramatta) Pty Limited
<b>Current Zoning/ Planning controls</b>	B5 Business Development Zone 1:1 Maximum Floor Space Ratio 15m Maximum Building Height
<b>Proposed Zoning/ Planning Controls</b>	B4 Mixed Use Zone, R4 High Density Residential Zone, RE2 Private Recreation Zone 6.2:1 and 3.3:1 Maximum Floor Space Ratios 115m and 80m Maximum Building Heights

### Summary:

Tiberius (Parramatta) Pty Ltd (the proponent) has requested Council, to consider preparing planning proposal for their land at 1 Crescent Street, Holroyd. The proponent seeks to rezone the land from B5 Business Development under the Holroyd LEP 2013 to allow R4 High Density Residential and B4 Mixed use development of up to, 1,900 apartments, a supermarket, retail space and open space in the form of freestanding residential apartments and a mixed used development. This report provides an assessment of the development concept and the strategic merits of the proposal.

Based on the planning arguments and evidence provided by the proponent, the requested planning proposal is unable to be supported. The material submitted to Council for consideration and assessment has not established a justifiable case for the changes to the land zoning or planning controls requested (height and FSR controls) and were considered unsuitable as the basis of a planning proposal.

The key issues associated with the proposal are:

- a) Loss of employment potential (zoning) - the proposal would result in a net loss of employment land, loss of potential employment floor space and a reduction of employment potential. The proposed zonings are unjustifiably inconsistent with *Section 117 Direction 1.1 Industrial and Business Zones and Industrial Zones* (s.117 Direction 1.1) and set precedence for further loss of employment land and employment floor space potential. The proposal relies upon and an economic assessment that has not sufficiently explored employment uses for the site under its current or alternative mixed use business zones (such as B6 Enterprise Corridor).
- b) Residential density (floor space ratio) - the proposed development yield and floor space ratios represent a net floor space ratio (excluding roads) of approximately 7:1 and a gross dwelling density of over 400 dwellings per hectare, which is inappropriate for 'fringe-of-centre' locations and only normally provided in core area of centres on rail or public transport nodes (such as Merrylands CBD). The proposed residential densities are also clearly inconsistent with the Draft New Parramatta Road Strategy principles for 'frame areas'. It will allow a high yield of up to 1,900 reasonably car dependent dwellings resulting in an unreasonable traffic impact upon intersections and high commuter parking demand at rail stations. The capacity of surrounding intersections is an issue which has not been addressed by the proposal, and no public transport solutions are proposed.
- c) Urban design and scale (building height) - the proposed building heights are excessive for this location; based on a substandard contextual analysis and relying on comparisons that are not comparable to the proposal (such as Parramatta CBD and a planning proposal in the core of Granville Precinct which has since been reduced at Gateway determination). Further the proposed building heights are not appropriately responsive to the Draft New Parramatta Road Strategy (DNPRS) and would result in unnecessary overshadowing of low density residential properties to the south of the rail line.

While there is strategic merit in investigating the opportunity for intensifying development on the site and within the Granville South Employment Lands (GSEL) generally, the proponents' development scheme, zone and built form controls have been found to be unsuitable for achieving a strategically justified or appropriate development outcome for the land under its current transport circumstances. Council's



letter to the proponent assessing the strategic merit of the proposal is provided at Attachment 1.

Three options are presented to Council in this report in relation to pursuing a planning proposal for 1 Crescent Street at this time including proceeding with the planning proposal as submitted (Option 1). However, it is recommended that Council resolve in accordance with Option 2 and not proceed with the requested proposal.

An alternative solution is presented as a third option (Option 3); however this has also not been recommended on the basis that it should ideally be accompanied by new supporting studies. Nevertheless, this option is a conservative alternative which does not necessarily need detailed built form modelling to confirm the development standards. Further, it would potentially be supportable (by Council and the Department of Planning and Environment) on the grounds that it could maintain employment potential for 350 jobs (satisfying s.117 Direction 1.1), would result in densities in the order of 100 dwellings per hectare (appropriate to the fringe-of-centre location and DNPRS) and result in heights well below the maximum recommended by Councils urban design consultant.

It is recommended that Council pursue planning studies for the Holroyd Industrial Area (Granville South Employment Lands sub-precinct), regardless of the option Council decides.

#### **Site and Location:**

The subject site is 1 Crescent Street, Holroyd. The site is situated between the M4 Motorway and Holroyd Sportsground to the north, Woodville Road to the east, the southern rail line to the south and light industrial buildings to the west along Crescent Street. The site is bounded by A'Becketts Creek along the northern boundary.

The site consists of a single lot (Lot 10 in DP 808585) zoned B5 Business Development under Holroyd Local Environmental Plan (LEP) 2013. It is a long, irregular shaped parcel with approximately 340m frontage to Crescent Street and a total land area of approximately 3.87 ha.

The subject site currently contains a large 'purpose designed' light industrial building and is used for the storage of earthmoving equipment and associated administrative offices.

The subject land is part of the 17 ha Granville South Employment Lands (GSEL) Precinct identified under the Draft West Central Regional Strategy and in the State Government's Employment Lands Development Program (ELDP). This site is within one of the two sub-precincts locally referred to as the 'Holroyd Industrial Area'.

The site is not an infill development site and is considered to be a 'fringe of centre' location, isolated from surrounding centres by distance and physical barriers. The nearest major transport node is Harris Park Station, well over the 400m (5 minute) walking distance associated with the denser core areas of centres.

**Background:**

13 November 2014	Pre-Lodgement Meeting with Proponent. Council Officers advised that there were public transport issues and that density would have to be carefully examined given the sites location and constraints. Officers also advised that Section 117 Directions (including any loss of employment potential) would need to be addressed and they should retain employment on the site.
9 February 2015	Councillor Briefing by Proponent. Councillors questioned: <ul style="list-style-type: none"> <li>• the number of dwellings proposed, which would need to be informed by traffic/transport studies;</li> <li>• the suitability of the proposed heights when the Merrylands Centre was a maximum of 20 Storeys high;</li> <li>• why the proposal was proceeding ahead of the New Parramatta Road Strategy; and</li> <li>• the precedent that would be established with respect to adjoining sites.</li> </ul>
19 May 2015	Site Meeting and Inspection. Officers advised that this location would likely need to be considered a separate centre and that they should investigate public transport.
17 June 2015	Planning Proposal Request Lodged.
22 July 2015	Councillor Briefing by Proponent. Issues discussed included traffic impacts, employment to be retained on site, open space and Draft New Parramatta Road Strategy (DNPRS).
12 August 2015	Internal Advices Received. Traffic impact concerns raised and modelling inadequacies identified. Social impacts associated with access to public transport, open space and loss of employment potential identified.
14 September 2015	Meeting with Proponent. Officers advised that precinct related issues (such as density, traffic and present for loss of potential employment space) would need to be considered in the assessment.
28 September 2015	Initial External Peer Reviews Received.

	Hill PDA confirmed that proposal will result in a potential net loss in floor space related to employment uses, inconsistent with Section 117 Direction 1.1.
29 September 2015	Meeting with Proponent & UrbanGrowth NSW. Proponent advised by UrbanGrowth NSW that the site was not in the precinct core. The proposal would need to address the land use and density principles of the Draft New Parramatta Road Strategy (DNPRS).
23 October 2015	Initial Strategic Merit Review Completed.
4 November 2015	Meeting with Proponent. Officers advised that there were significant issues with the proposal and supporting studies and that it could not be supported by Council planners as proposed. Officers also suggested more conservative options available suited to location, mixed employment-residential zone options and public transport opportunities which could be pursued with Transport for NSW.
9 November 2015	Memo to Councillors. Describing the site circumstances, summarising the proposal and indicating the effect of the proposal.
10 November 2015	Councillor Briefing by Planners. Officers identified the key issues and shortcomings related to the proposal including lack of strategic justification, inconsistency with State strategies and policies (including Section 117 Direction 1.1 and DNPRS), loss of employment potential, density, traffic and precinct constraints.
17 November 2015	Meeting with Proponent to Discuss Options. Proponent was again advised that there were significant issues with the proposal and could not be supported by Council planners as proposed. Officers encouraged the proponent to revise the proposal to 'mixed' business zones with provisions which would increase potential jobs, reduce the FSR and associated dwelling densities and explore public transport opportunities with Transport for NSW, including reservations for potential high-frequency bus lanes.
11 December 2015	Letter of Assessment Advice. See Attachment 1. Provided detailed findings of assessment and the insufficient strategic merit of the limited justifications provided by the proponent. Deficiencies in the documentation provided were detailed and it was confirmed that the proposal could not be supported on the grounds of Density, Noncompliance with Section 117 Direction 1.1 Industrial and Business Zones, urban design method, and the limited scope of studies. The letter

	provided guidance and suggested a way forward.
21 December 2015	Meeting with Proponent. Council Officers reiterated previous advice and were prepared to go through the letter of 11 December and discuss alternative proposals. Proponent requested that the matter be reported to Council as it is.
13 January 2016	Letter of Response from Proponent. Responded to Council's letter of advice with comparison to existing (rather than potential) employment and comparison the FSR of centres. Letter claimed inadequate regard to the proponent's justifications provided.
21 January 2016	Meeting with Proponent. Officers confirmed that the planning proposal request would be reported to Council on 16 February.

### *Future of the Granville South Employment Lands*

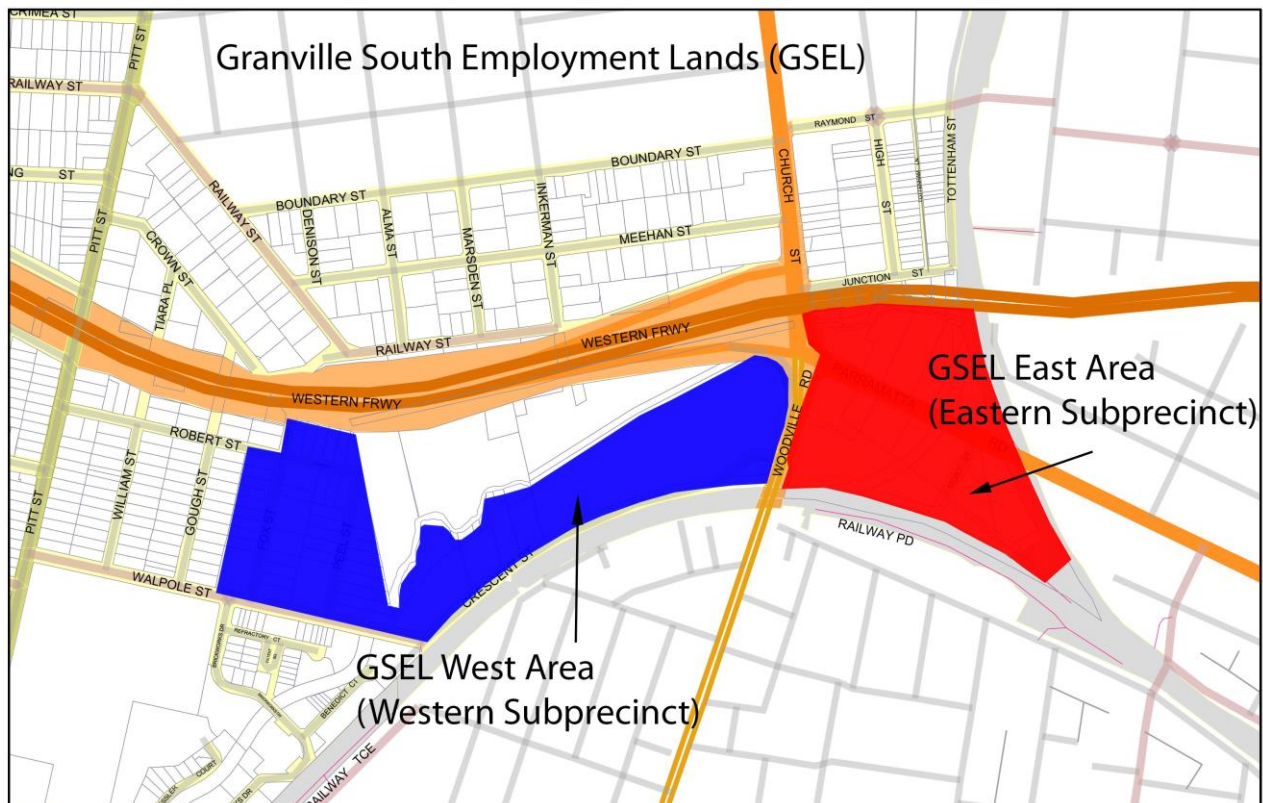
Council has previously considered the future of the Granville South Employment Lands (GSEL) (West of Woodville Road) including the possibility of zoning changes for the Fox and Peel Street area (DCS81-11). However no investigations or planning studies have yet been undertaken to establish if the land should be rezoned and what infrastructure is required to support any such rezoning. There are State government policies designed to ensure that employment lands are retained and protected from land use change in order to meet future employment needs. In addition the recently released Draft New Parramatta Road Strategy (DNPRS) sets principles and requirements for the development of the Granville Precinct 'Frame' areas including 1 Crescent Street.

1 Crescent Street is part of an identified employment precinct in policy and by zoning. As such impacts on adjoining land in the employment precinct in terms of the viability, value and functioning of the precinct or part of the precinct have to be considered and assessed. Spot rezoning should generally only be considered where the research undertaken addresses the typical issues Council would normally have to consider and take into account when rezoning land.

### **Context:**

#### *Physical Context*

1 Crescent Street is part of the Granville South Employment Lands (GSEL) Industrial which is an established employment precinct. The GSEL is shown in the map below.



The GSEL comprises approximately 17 ha of land and for planning purposes can be divided into two sub-precincts east (GSEL EAST Area) and west (GSEL West Area) either side of Woodville Road. 1 Crescent Street is part of the GSEL West area which is approximately 12 ha in area size. The subject site represents a third of that area.

The GSEL (both sub-precincts) represents a significant employment precinct located in close proximity to the Parramatta CBD, Merrylands Centre and the Granville Town Centre and is identified in the Draft New Parramatta Road Strategy. The GSEL has value for employment generation because of its overall size, location and proximity to these centres and providing supporting light industrial, warehousing and bulky goods actives that complement the functioning of these centres.

The GSEL West Area where the land is located is physically defined by the M4 Motorway, Southern Rail Line, narrow frontage to Woodville Road and Pitt Street. There are only two points of practical vehicle access to vehicle access to the sub precinct being the intersection of Crescent Street with Woodville Road and the intersection Pitt Street and Walpole Street, and Robert Street which provides only limited access off Pitt Street.

A major constraint on development is the capacity of the local road network and in particular the performance of the intersections at Parramatta/Woodville Roads and

Crescent Street/ Woodville Road which operate beyond their capacity and Walpole Street and Pitt which will be impacted by the development.

In the context of the urban structure of the area 1 Crescent Street is isolated from surrounding development and presents as separate and distinct precinct. The land is not part of the Parramatta CBD or the "Greater Parramatta" area identified in a Plan for Growing Sydney and cannot be considered an extension of Church Street.

The height of development decreases along Church Street from Boundary Street marking a scale transition zone towards the subject land and to the south. Low rise residential (1-2 detached houses) development borders the site to the west and south west/east. Low-medium density residential areas (3 storey flat buildings) are located to the north of the site and GSEL West Area generally.

The GSEL West Area is in number ownerships and several land owners have expressed interest in pursuing planning proposals to rezone their land for residential development. The proposal has major implications for these land owners as it sets a precedent for rezoning but at the same time limits options for developing their land.

### *Policy Context*

There are a range plans and policies applying to planning proposals and urban renewal in NSW. These policies emphasise the need for improving residential development opportunities but they also emphasise the importance of the retention of employment lands (which includes land Zoned IN1, IN2 and B5, B6 and B7) to support the growth of a range of jobs, particularly in proximity to centres in accordance with *A Plan for Growing Sydney*. These include activities and employment aimed at providing supporting services to centres.

Holroyd Local Environmental Plan 2013 (LEP 2013) and the Holroyd Residential Strategy (HRS) were completed in 2013 and are consistent with relevant State Government Plans and planning policies. In this context the request for a planning proposal represents a departure from the current-centres based approach for residential densification and growth which is focuses on intensifying existing centres and not establishing new high density centres in fringes of centre areas.

### A Plan for Growing Sydney

Metropolitan planning policy is generally expressed through *A Plan for Growing Sydney*. Two important goals are to accelerate housing supply and support economic activities, both of which are to be implemented through subregional plans (and updated District Plans to be release in 2016). Housing acceleration is to be provided through identified

urban renewal precincts, but a clear aim is that this is to be coordinated with infrastructure delivery.

### Draft New Parramatta Road Strategy (DNPRS)

The Draft New Parramatta Road Strategy prepared by UrbanGrowth NSW presents principles and development requirements for urban renewal in the Parramatta Road Corridor which must be considered. The DNPRS identifies urban renewal precincts and which establishes a spatial hierarchy of “Core “and “Frame Areas” which determines the role and development intensity to be pursued in each area. The DNPRS identifies 1 Crescent Street as part of the frame area adjoining the renewal core area focused on the Granville Town Centre. The DNPRS and the DNPRS Urban Design Guidelines indicate:

- Core areas are the focus of urban renewal within the corridor;
- Frame areas play a supporting role to core area and are not to be developed as “intensively”;
- Moderate intensification of uses can occur in frame areas but these are of a limited nature and don’t necessarily relate to rezoning or increases in FSR. The Draft Strategy States:  
*“Frame Areas are portions of the Corridor located between the identified Precincts with direct frontage to Parramatta Road... The Frame Areas form important links that may experience some change, but at a lower intensity than that anticipated in the Precincts”*  
 (ie the core parts of each precinct).....and change and growth along the Corridor is focused in these core/precinct areas because of their ability to support growth, and their access to public transport (DNPRS Urban Design Guidelines P6);
- The DNPRS provides height and land use principles and controls that directly and indirectly affect the scale of development on the site and in particular that part of the site fronting Woodville Road.

Applying the frame and core intensity principles of the DNPRS clearly indicates that 1 Crescent Street and the GSEL West Area have not been identified specifically for land use change or development for high density residential uses or densities that establish or compete with Town Centres.

### Section 117 Directions

Several 117 Directions are applicable to the proposal and require consideration. In particular, Section 117 Direction 1.1 – Industrial and Business Zones is aimed at protecting employment lands and requires the retention of employment space potential in Industrial and Business Zones, reflective of broader State plans and policies. The direction identifies what a must be taken into account when considering the preparation of a planning proposal.

The Draft Central West Sub-regional Strategy and Employment Lands Development Program (ELDP) both identify the site as part of an industrial/employment precinct.

**Current Planning Provisions:**

The current zone and planning controls applying to the site under Holroyd LEP 2013 are:

Zone	Height	Land Area	FSR (Average)	Net FSR
B5 Business Development	15m ( 2 Storeys)	3.87ha	1:1	1:1
		Total	1:1	

**Requested Planning Proposal:**

The proponents planning proposal is provided at attachment 1.

The planning proposal request seeks to rezone the site from B5 Business Development (which does not permit residential development) to part B4 Mixed Use, part R4 High Density Residential and part RE2 Private Recreation and significantly increase development standards as shown in Attachment 2 and as summarised below:

Zone	Height	FSR	Net FSR (equivalent)
R4 High Density Residential	80m (25 Storeys)	3.3:1	
B4 Mixed Use	115m (35 Storeys)	6.2:1	
RE2 Private Recreation	N/A	N/A	
		4:1	7:1

***Development Concept***

The proponent's development concept is for a high density neighbourhood of up to 1,900 apartments, a supermarket, retail space and offices on a site of 3.87 ha. The proposed development is summarised in the table below.

Development Concept	Details (provided by proponent)
Residential floor space	146,165sqm
Commercial floor space	10,500sqm
Publicly accessible open space	11,000sqm
Building heights	8 storey buildings, with 5 x 20-35 storey towers



Apartment yield	1,900 units
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The proposed zone and built form (height and FSR controls) have been established on the basis of the masterplan prepared for the proponent. It is noted that this is for estimating purposes and does not represent the final form of a potential development or a development application.

### ***Proponents Justifications***

The main justifications presented by the proponent for the proposal can be summarised as follows:

- a) consistency with relevant policies and plans, including the Draft Parramatta Road Strategy;
- b) the land is not required to be retained as employment land;
- c) potential housing benefits;
- d) potential jobs benefits;
- e) the suitability of the proposed planning controls.

The justifications stated in the submitted net community benefit table contained within the Planning Proposal report (prepared by McKenzie Group Consulting Planning) are:

- *The site is captured in greater catchment of the Parramatta's CBD planned Regional City area within the Strategy (Metropolitan Strategy for Sydney).*
- *The proposal will contribute to housing targets for the subregion....*
- *The proposal will create 16,420m<sup>2</sup> of publicly accessible space (note this is inclusive of common open space)...*
- *The proximity of the subject site to four (4) Stations (within 1 to 1.2km of the site)...*
- *The site is also strategically located within a regional context at the western end of the Parramatta Road Corridor...*
- *The proposal will therefore likely act as a catalyst...*
- *...the site is no longer operating at its full capacity... (and) overall employment capacity of the site will increase.*

The urban design justifications for the for the development concept, which forms the basis of the proposed site density, floor space ratio (FSR) and height controls and the related planning arguments are discussed later in this report.

### **Strategic Merit Assessment of Planning Proposal:**

A pre-gateway strategic merit assessment of the requested proposed and justification development concept has been completed. The findings indicated that there are significant issues with the proposal and that there were substantial negative strategic impacts.

The key considerations relating to the strategic assessment of the proposal for 1 Crescent Street are:

- a) Employment potential – the strategic planning basis of the proposal and the implications and impacts for the GSEL and in particular GSEL Western Area in terms of the reduction of an employment generating precinct;
- b) Residential density – the sites development capacity and density , particularly with respect to other centres and urban renewal areas (centre hierarchy), local road networks, traffic management and current public transport and infrastructure;
- c) Urban design and scale – the suitability of the development outcome considering the context and constraints applying to the land including the urban hierarchy;
- d) Relevant strategic policies and plans – in particular the DNPRS as the most pertinent urban renewal strategy applying to the land and which guides the sites role, function and development potential.

### *Response to Justification*

1 Crescent Street is not within a *Greater Parramatta Precinct*, nor is it located in the *Parramatta CBD* area identified in the NSW governments' metropolitan strategy (A plan for Growing Sydney). From a policy and physical perspective the land is a fringe area to the Parramatta CBD, Merrylands CBD and the Granville Town Centre.

While housing supply is a broad objective of the State Government as reflected in 'A Plan for Growing Sydney', so too is the need to provide for employment lands or space. Considering the current LEP's ability to supply housing significantly in excess of dwelling targets, the requested planning proposal cannot rely on this as its primary justification.

The proposed amount of open space indicated comprises communal open space and 'publicly accessible' private recreation space, the need for which is generated by the proposed development alone. It is noted that RE2 Private Recreation could not be used to off-set development contributions towards provision of local public open space.

The proximity of the site to major public transport is acknowledged and confirms the view that this site is a 'fringe' area and not sufficiently serviced by public transport to support non-car dependent densities associated with the core area of a centre.

It is acknowledged the site is located at the end of the Parramatta Road corridor, outside of the Granville precinct core area under the Draft New Parramatta Road Strategy (DNPRS).

It is agreed that proceeding with the requested planning proposal for 1 Crescent Street would set a precedent for the remainder of IN2 and B5 zoned land in the GSEL West Area. The proposal would have unreasonable impacts on the interests of other land owners adjoining the site within the GSEL West Area; particularly given the current transport and road network constraints.

There is insufficient strategic merit in the justifications provided by the proponent, which were simply that it would contribute to housing supply, that the site on its own was not significant compared to Central Western Sydney, that it would provide more jobs than currently on site (as opposed to potential) and that there is a site in the Granville Precinct which was approved for gateway by Parramatta Council at this height; though this was subsequently reduced by the NSW Department of Planning and Environment (DP&E).

The proponent has presented the proposal as meeting the policy objectives of all relevant the state government policies, plans and strategies. An assessment of the proposal however indicates that the proposal is not consistent with State policies, Section 117 Directions and local strategies.

### ***Housing Potential***

The proponent has argued that the proposal is justified in terms of housing supply benefits. The Holroyd LEP 2013 and Holroyd Residential Development Strategy (RDS) have established a basis for the delivery of housing in Holroyd City which retains the subject land for employment generating uses. Housing targets are also being exceeded in the LGA and it is noted that the Draft New Parramatta Road Strategy will provide a substantial increase in housing across the Parramatta Corridor and 7,100 units in the Granville Urban Renewal Precinct in a defined spatial hierarchy.

Holroyd Councils residential development target is the supply of 13,000 dwellings by 2031. Currently, Council's plans are able to supply 20,000 additional dwellings, well in excess of targets established for the LGA. Taking this into account it is considered that a proposal advocating for the loss of employment lands and potential employment floor space in an established precinct cannot be justified purely in terms of housing supply arguments and any proposal for the site must investigate needs to acknowledge in terms of impacting established housing supply policies in the LGA.

### **Employment Potential:**

The proponent has argued that the subject land is insignificant in terms of the overall supply of employment land in Central Western Sydney and its rezoning and loss is therefore acceptable.

The proponent's Economic Impact Assessment (EIA) uses an argument that presents the size of the subject land as a statistically insignificant. The economic study states ....*From a future Supply perspective the subject site represents just 0.28% of the of future industrial land capacity in the west central region. This comparison underlines the miniscule impact of the subject site on the supply of industrial space within the region, relative to recent trends in demand.*

This is an unsustainable argument that could equally be applied to almost any site and which minimises the value of land for future employment in a suitable location. Such arguments are not suitable evidence.

A more appropriate planning consideration is the size of the land in its context and as part of the GSEL. This critical issue has not been addressed in the Economic study, nor has it been addressed in the proponents planning submission. The land in terms of its context represents approximately 22% of the GSEL and approximately 30% of the GSEL West Area and this significant in this location. A Peer review of the EIA conducted by Hill PDA (Attachment 5) notes the, size of land being relatively insignificant, but also identifies the need to consider, the site as Part of the GSEL and the other planning factors that determine the sites value, beyond simple statistics.

### ***Draft Central West Regional Strategy***

The Draft Central West Sub-regional Strategy identifies the GSEL as an industrial precinct and further indicates that the rezoning of employment land to residential uses should be contained. The draft strategy states that....*it is important that the west central region not allow its strong economic role within the greater metropolitan region to be eroded by piecemeal rezoning of its employment lands and that the..... Finite supply of employment lands should be preserved from competing land uses.* It also identifies the GSEL (identified as the South Parramatta Manufacturing-light) *because of its physical constraints as being needed to be retained for industrial uses.*

### ***Employment Lands Development Program (ELDP)***

Under the Employment Lands Development Program (ELDP) B5, B6,B7 zoned land in established industrial precincts are considered to be industrial uses for monitoring purposes – the zonings providing a wider range of uses to accommodate employment growth (ELDP Report 2015). The subject land was rezoned from IN2 to B5 in 2013 to facilitate greater land uses options consistent with the retention of the land for employment uses. The report states that ...*the ELDP includes analysis of land that is rezoned from industrial to the B5, B6 and B7 zones. These more flexible business zones permit a mix of land uses including various types of uses. Although industrial land may be rezoned to one of these business zones, it is important that these areas continue to be monitored as industrial*

*sites as the land will continue to support industrial uses and accommodate the changing nature of industry.*

It is noted that the proponent's economic report highlights the continued demand for industrial/business zoned land in the Holroyd LGA and across Sydney. The EIA and planning report does not however address wider questions of the subject lands strategic importance or the value of the totality of the land in the GSEL or GSEL West Area for meeting long term employment generation goals consistent with the policies outlined in the Plan for Growing Sydney.

The ELDP Report 2015 indicated a trend toward rezoning B5 land to B6 and B7 zonings to afford the provision of a range of additional employment generating activities. There was only one rezoning from industrial to Residential/Mixed Uses in 2015 in the Metropolitan Area and this was the Bonds sites at Pendle Hill – this being for a single industrial site located within a town centre area, with unimpeded 800m access of a rail station.

### ***Economic Assessment of Employment Impact***

The proponent argues that the proposal achieves a jobs benefit that offsets the loss of the amount B5 Zoned land within an employment precinct. In order to establish that the zoning change is warranted it has to be demonstrated that the full range of land uses and jobs generating potential has been assessed and that either development under the existing zone is not feasible, or the proposal would not result in a reduction in potential jobs compared to the current potential (not current jobs).

The Economic Impact Assessment (EIA) provided in support of the proposal does not address the full range of employment activities that the land is capable of accommodating and only considers bulky goods retailing and a mixture of warehouse and distribution centre and light industry use. Redevelopment for light industrial uses on its own has been given very limited consideration and most comments relate to warehousing and distribution centres.

The simplistic approach adopted by the proponents' economic consultants in respect of potential redevelopment for permitted employment is summarised by their statement that *"Overall, the key conclusion is that the scale of new development across outer western Sydney has been huge by comparison (and for) ...industries such as Transport, Postal and Warehousing ...the subject site's locality is not favoured"*. But it is noted these 'warehouse and distribution centres' are not 'light industries' involving 'industrial activities'. That the key conclusion is related to 'warehouse and distribution centres' is confirmed later in the EIA report where it states *"A related driver has been the release of new industrial land adjoined to the Westlink M7 motorway... Accordingly, businesses that operate in the logistics, warehouse and distribution industry have been drawn to this location"*.

A comment specifically in relation to 'light industries' was provided in the EIS addendum, indicating that as a "...light industrial location, a redeveloped strata business park will be subject to slower take-up and pressure for cheaper rents that compromise viability and sustainability which in turn, delays the receipt of revenues". This goes to the matter of profitability (and underlying land value) rather than feasibility, and so does not preclude such uses from remaining suitable in this location.

Hill PDA Consulting (Attachment 5) have conducted a peer review for Council and identified that:

- *The proposed rezoning...would result in a potential net loss in floor spaces related to employment uses.*
- *The full range of land uses and therefore jobs generating potential has not been assessed in the EIA.*
- *The EIA has ...not addressed the demand for bulky goods retailing on the site... in terms of development feasibility. There should be some onus on the applicant to demonstrate this.*
- *The EIA suggests that a high rent for the land makes it less attractive and uncompetitive compared to other locations, ...it is our understanding that higher rents is not necessarily valid reasons for rezoning industrial lands. There may even be valid reasons for protecting industrial sites, particularly to maintain a level of urban services and protect them from being outpriced by residential land.*
- *While the Subject Site represents only ...6% of the total future supply (of employment land for the LGA) ...the rezoning of the land may set precedence for further rezoning. Furthermore Council may not wish to consider this Subject Site in isolation and may wish to consider the industrial precinct as a whole which extends from Subject Site to the east to industrial uses along Fox Street and Peel Street further to the west.*
- *The EIA has considered the base case scenario and only one alternative scenario which is a high density mixed use development, predominately residential with a supermarket shopping centre. The report does not consider alternative uses and densities should the site be subjected to constraints such as traffic impacts; and*
- *The ...net community benefit test (provided in the EIA) ...is biased in terms of the planning proposal.*

The proponent has argued that the proposal provides a superior jobs outcome than can be achieved under the existing zoning, but focusses on a comparison of non-FTE jobs to existing jobs on-site, rather than potential jobs under the current zone and FSR. Hill PDA advice indicates that the current potential is understated.

It is estimated that when taking into account the full range of land uses under employment related zones the jobs potential for the site is in the order of 300-500 full time equivalent (FTE) jobs, considering the potential for two-storey bulky goods premises and office components. This is significantly higher than the 150-300 stated in

the proponents EIA. A reasonable minimum benchmark for comparative purposes is 350 jobs, derived from an averaging of four currently permitted floor uses. A comparison of the job forecasts provided in the proponents EIA and Retail Impact Assessment (RIA) is shown in the table below.

Source	Jobs	Type (FTE/PT /Casual)
<b>Recommended Minimum</b>		
Average of light industry, warehouse, bulky goods and office component.	350	FTE
<b>Economic Impact Assessment</b>		
Existing Jobs (50/50 industrial- warehouse)	125	FTE
Current Potential Under B5 Zone (50/50 industrial- warehouse)	169-258	FTE
Revised Under B4 Zone (8,500sqm commercial)	227-308	Not FTE (Equates to 119-162 FTE jobs using RIA rate)
<b>Retail Impact Assessment</b>		
Under B4 Zone	105	FTE (200 jobs in total including part time/casual jobs translating to 105 FTE jobs as identified in RIA, P23)

Table 1: EIA & RIA Comparative Job Forecasts

As shown above table there is a major variation in the proponents EIA and RIA job forecast. The EIA indicates all the jobs stated in the table above will be FTE on site jobs. The RIA indicates that the development at completion provides 105 FTE jobs significantly lower than the jobs range quoted in the EIA and less than the number of jobs currently on site. Regardless, neither meets the recommended benchmark potential of 350 jobs.

### ***Section 117 Direction 1.1 – Industrial and Employment Zones***

The retention of employment lands in Industrial and Business zones is reflected in State plans and policies and specifically Section 117 Direction 1.1 Industrial and Business Zones (Attachment 6) which is aimed at protecting employment lands. The direction identifies what a responsible Planning Authority (the Council) must take into account when considering the preparation of a planning proposal.

The proposal is assessed against the key assessment criteria contained in the 117 Direction in the Table below.

<b>Table 2: 117 Direction Industrial and Business Zones Objectives and Requirements</b>	
<b>Objectives</b>	<b>Assessment</b>
(a) Encourage employment growth in suitable locations,	<b>Not Consistent</b> - there is an undersupply and demand for employment land and space in proximity to the Parramatta CBD and Granville Town Centre
(b) Protect employment land in business and industrial zones	<b>Not Consistent</b> – reduces a business zone and impacts on adjoining IN2 and B5 Land and thus affects the viability of an established employment precinct in a location supporting a strategic centre
(c) Support the viability of identified strategic centres	<b>Not Consistent</b> - reduces the total amount of employment land in the vicinity of Parramatta CBD and the Granville Town Centre while not demonstrating that employment activities are not feasible or any practical long term equivalent jobs benefit that offset the loss of zoned employment land
<b>A Planning Proposal must</b>	
(a) Give effect to the objectives of this direction	<b>Not Consistent</b> – see above
(b) Retain the areas and locations of existing business and industrial zones	<b>Not Consistent</b> - reduces the area of an existing B5 business zone by 2/3 thirds which is irretrievably lost for future employment generating land uses. The location of a B5 zone is eliminated and impacts on the viability of the GSEL West Area and negatively impacting on the availability employment lands in proximity to the Parramatta Strategic Centre
(c) Not reduce the total potential floor space area for employment uses and related public services in business zones.	<b>Not Consistent</b> - Reduces the potential floor space area of a business zone from 38,700 Sqm to 8,500 Sqm. This is less than the current floor space of the building (which is an underdevelopment of the site) of 9,700 Sqm and significantly less than the potential developable area of 19,350 Sqm used by the EIA to model the potential job potential of the existing B5 Zone.
(d) Ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning.	<b>Not consistent</b> - The reduction of the GSEL is not identified in any strategy approved by the Director General and the land remains identified for retention in the Draft West Central Sub-regional Strategy for retention, is identified in the ELDP. and is not located in the Greater Parramatta Area under the a Plan for Growing Sydney
<b>A Planning Proposal may</b>	



<b>be inconsistent with the this direction only if it</b>	
(a) is justified by a strategy which gives consideration to the objective of this direction, and is approved by Director-General of the Department of Planning, or	<b>No</b>
(b) is justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or	<b>No</b> - The EIA is not considered to satisfy the requirements of strategy for the purposes of the 117 Direction because of limitations in its scope and methodology
(c) is in accordance with the relevant Regional Strategy or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction, or	<b>Not Consistent</b> – the land is identified in the Draft West Central Sub-regional Strategy for retention as employment generation land
(d) is of minor significance.	<b>Not Consistent</b> - the matter is not of minor significance as it reduces the area of the GSEL and impacts the continued viability of the GSEL West Area and is not consistent with the Draft New Parramatta Road Strategy

The EIA only considers the objectives of the 117 Direction and does not make an assessment of the impact of the proposal against the main criteria used in the 117 Direction.

Further justification is required to establish a case for a change of zoning that would reduce the amount of land and potential employment floor space in this location zoned for industrial or business uses. The subject site and the GSEL West Area are considered to retain a significant capacity to provide for light industrial, bulky good retailing, hardware and building supplies and potentially business uses that will continue to support the Granville Town Centre, Merrylands Centre and Parramatta CBD.

**Residential Density:**

The development yield proposed is up to 1,900 dwellings and in terms of the density of the development (people per hectare) this represents a development that is as dense as many CBD area in major centres. The density of the development is compared to other centres or urban renewal sites in the Table below.

Centre	Land Area	Dwelling Unit Capacity	Pop @ Occupancy Rate			Dwellings per ha
			1.8	2.0	2.53	
<b>1 Crescent St Proposal</b>	<b>3.8ha</b>	<b>1,900</b>	<b>12,000</b>	<b>14,200</b>	<b>17,963</b>	<b>500</b>
Merrylands Centre	33.4	10,800	19,440	<b>21,600</b>	27,323	323
Wentworthville Centre	12.4	2,500	4,500	<b>5,000</b>	6,325	202
Pendle Hill (Bonds site)	8ha	1,300	2,340	<b>2,600</b>	3,289	162
Granville Urban Renewal "Core Area"	21.8	5,000	12,000	<b>14,200</b>	17,963	230
Harold Park Development	10.5	1,250	2,250	<b>2,500</b>	3162	119

Table 3: Comparative Density

The proposal results in a density much greater than any planned for existing centres in the Holroyd LGA or the Granville core urban renewal identified in the DNPRS. As shown in the above table:

- The resulting density is much greater than the Merrylands Centre and Wentworthville Town Centre which are based on rail stations;
- The density is akin to that of a CBD development scenario for a major centre like central Sydney or Parramatta but the site is in a fringe of centre development context;
- The density is greater than that which would be achieved in the Granville Precinct 'core' urban renewal area, diminishing its role and function, inconsistent with the DNPRS;

The proposal requests a gross FSR of over 4:1 and this does not compare favourably for other urban renewal areas or site in the Sydney Metropolitan Area as shown below.

	Gross FSR	Rail Access
Green Square Town Centre	4:1	Yes
Green Square Precincts	2:1	Limited
Harold Park	1.25:1	No

Table 4: Comparative Density Renewal Areas/Sites and Rail Access

UrbanGrowth NSW identified density scenarios for urban renewal in the Parramatta Road Corridor in the Draft New Parramatta Road Strategy 2014. These are shown in the table below.

Built Form	Average Height (storeys)	Maximum Height (storeys)	People Per Hectare
Low Rise	3	4	252
Medium Rise	6	8	378
Medium-High Rise	8	12	432
High Rise	14	25	756

Table 5: UrbanGrowth Densities (DNPRS 2014)

### *Road Network and Traffic Impact*

A major constraint on any future development of the subject site and the GSEL West Area is the capacity and performance of the road network and intersections. It is noted that the site and the GSEL West Area, hectares has only two points of vehicular access to the wider road network and the eastern half of the sites is located at the confluence of Parramatta Road Woodville Road/Church Street and the M4 Motorway. One of the busiest in Sydney and which currently operates beyond its capacity.

The proponents Transport Impact Assessment (TIA) provides an indication of the post development performance of intersections and is summarised in the Table below with a condition of LoS F indicating intersection failure.

Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
		Average Delay (sec)	Level of Service (LOS)	Average Delay (sec)	Level of Service (LOS)
Parramatta Rd/Woodville Rd	Signals	67	E	162	F
Crescent St/Woodville Rd #	Signals	132	F	64	E
Walpole St/Pitt St	Signals	16	B	23	B
Crescent St/Site Access # (Commercial)	Give-way	29	C	16	B
Crescent St/ Site Access (Residential-east)	Give-way	10	A	13	A
Crescent St/ Access (Residential-west)	Give-way	11	A	12	A

Table 6: Intersections -Post Development Operating Conditions

Section 6.4 of the TIA states that:

- the *Parramatta Road/Woodville Road intersection would continue to operate at LoS F during the PM peak period with an increase in the intersection average delay from 86 seconds to 162 seconds under the post development conditions (TIA p21); and*
- *The Crescent Street/Woodville Road intersection (the primary access to the site and the GSEL West Area, would continue to operate at LoS F during the AM peak period with increase in the intersection average delay from 103 seconds to 132 seconds and que lengths on Crescent would remain similar to the existing conditions (TIA p21).*

This indicates that the key intersections servicing the site and the GSEL West Area are significantly impacted by the development and will remain in LoS F condition after the development is completed. Council's Traffic Engineer has advised that the impact on intersection delays are not acceptable. The TIA does not address this or the fact that the key intersections operate beyond their capacity, that this will not improve over time or that the development will exacerbate these conditions. The proposal therefore has a negative effect on intersection performance and local road conditions.

Council requested the proponent to consult with RMS and it is understood that the proponents met with RMS to discuss the TIA, however the TIA only indicates that....*Clearly, the external key intersections such as Parramatta Road/Woodville Road and Crescent Street/Woodville Road would require significant infrastructure improvements to provide additional capacity to cater for the proposed development as well as the existing / future traffic demand and that the proponent is in ongoing discussions with the RMS.*

### ***Roads and Maritime Services Advice***

Due to the density of the proposal and the potential for strategic implications and impacts, advice was sought directly from the RMS prior to a Gateway and is included in Attachment 7.

The RMS has advised that *“there are a range of issues which needs to be further addressed by the proponent and considered by Council in determining whether the Planning Proposal should proceed through the Gateway process in its current form.*

It is further noted that the RMS has advised:

- *Transport improvements to accommodate the proposed development shall be at full cost to the developer. It should be noted that current NSW Government policy is that land use development should not result in any additional cost to government in the provision of supporting infrastructure.*

- *The external key intersections such as Parramatta Road/Woodville Road and Crescent Street/Woodville Road will require significant infrastructure improvements to provide additional capacity to accommodate traffic generated by the proposed development. This is likely to be further exacerbated by the cumulative transport impacts generated by other known proposed developments in proximity to the subject site and consideration should also be given to the cumulative transport impacts of similar high density mixed zonings on sites adjacent the subject site should the planning proposal set a precedent for this precinct;*
- *That the proponents own TIA indicates ...the walking distance from the site to two of these stations (Granville & Merrylands) are in excess of 1.2 km and the shortest walking distance is to Harris Park station, which is 1km. **Though there may be some future residents who may be willing to and would be encouraged to walk or ride to the station, the number is unlikely to be substantial to the extent that would significantly reduce traffic generation from the site;** and*
- *Due to the scale of the proposed development and potential impacts on public transport infrastructure, it is recommended that Council forward the planning proposal to Transport for NSW for review and comment.*

The RMS also provided Traffic and Transport Study Requirements for undertaking a strategic transport evaluation of any proposal for this area, including a two stage assessment process to determine the proposals feasibility. This was recommended to ensure that the all potential strategic impacts are assessed and ensure that no cost for infrastructure is transferred to the NSW State Government. This is considered to align with a core principle of A Plan for Greater Sydney of ensuring that urban renewal is coordinated with infrastructure provision and is a matter that concerns the basic strategic suitability of the proposal.

### ***Traffic Volumes***

The capacity to absorb additional traffic from redevelopment on the site and the GSEL West Area is a critical factor in determine the future development potential of the area. The GSEL West Area has only three points of vehicular access as shown in the table below along with the pre and post development intersection performance.

<b>Intersection</b>	<b>Pre Development</b>	<b>Post Development</b>
Woodville Road/Crescent Street	Los F ( failed)	Los F (failed)
Pitt Street/Walpole Street	Los B	Los C
Pitt Street/ Robert Street	Not assessed	Not assessed

Table 7: Intersection Performance Pre and Post Development

Should the remainder of the B5 and IN2 land in the GSEL West Area be redeveloped the total impact on the performance of the above intersections and in particular on the Pitt Street/ Walpole Street and Robert street intersections will be negatively impacted and possibly fail. The proponent was requested to assess this but no analysis has been

undertaken to determine at what level of development (and traffic generation) these intersections fail. Council's Traffic Engineer has also advised of major safety issues associated with the performance of the Walpole Street and Pitt Street intersection which will be exacerbated from increased traffic volumes on Walpole Street resulting from the proposed development.

Council's Traffic Engineer identified issues with the assumptions used in the TIA for assessing traffic generation and has advised:

- the adopted residential parking rates used in the TIA assume a residential unit mix of 45% of 2 bedroom and 50% of 1 bedroom and does not reflect recent development patterns in the Holroyd LGA for multi-unit housing with *the number of 2 bedroom units are in the range of 70-80% of the total units. Therefore, the report should be revised to demonstrate the parking and traffic impact of the proposed development on the adjacent road network based on the more realistic assumptions; and*
- that traffic impacts have not been assessed on the basis of the development at its year of completion and that *the estimated traffic generation should be applied to the existing traffic volume at the completion year. For instance, if the proposed development is going to be fully completed by 2018, the existing traffic volume (2015) should be increased in accordance with the existing traffic growth rate to the year 2018 based on the RMS traffic data and ....The traffic impact assessment should be done based on the traffic volume at the completion year.*

The TIA therefore underestimates the potential traffic impacts of the development and remodeling is required to take into account revised assumptions and the development potential of the remaining GSEL West Area and the requirements of the RMS and Transport for NSW.

### **Urban Design Assessment:**

Council Officers have conducted an urban design review of the proposal and the urban design report upon which it is based. In addition a peer review of the proponent's urban design; urban design method and report was undertaken by David Lock and Associates Town Planning and Urban Design (DLA) which is included as Attachment 8

### ***Urban Design Justifications and Assumptions***

The urban design assumptions and justifications for the development concept which are the basis of the proposed site yield, density and height and FSR controls as quoted throughout the proponent's studies and specifically in urban design report are presented and assessed in the Table below.

**Table 8 - Urban Design/Planning Assumptions/Justifications**

<b>Proponents Urban Design Rationale/Assumptions</b>	<b>Assessment</b>
<i>The site responds to the urban structure of the area</i>	The site does not respond to the urban structure and context of the location
<i>The site is a Gateway Site</i>	The north eastern corner of the site has the potential to present as a visual marker, but should do so without affecting the primacy of buildings in the Granville Town Centre or core DNPRS core urban renewal area. The argument alone does not justify the heights and densities proposed.
<i>Two Planning proposals in the Parramatta LGA on Parramatta Road are directly relevant as evidence of the proposals suitability</i>	The reference to other planning proposals is immaterial and not relevant as each site must be designed in its context. The quoted proposals are development infill sites in the core of the Granville precinct and are not comparable to the subject site. The heights and density of the quoted proposals have were not approved by the DP&E and have been reduced to comply with the height and FSR principles established under the DNPRS. The heights and density of the proposal are inconsistent with the DNPRS.
<i>The site is accessible to rail (walking distance) 3 rail stations and the density of the development as a result is suitable</i>	The site does not have practical pedestrian access to any rail station as shown by the application of appropriate standards and a lack of barrier free access. Only part of the site is within a 800m walking radii of the Harris Park Rail Station and the linear distance to the site is 1000m (as shown in the proponents own Traffic Impact Assessment). The walking time has been tested at 10 minutes to the eastern extremity of the site and the site cannot be considered to be accessible to any rail station. The RMS confirms this conclusion in Attachment 7
<i>The urban design relates to zoning patterns and related built form controls. "The scale of the Site speaks to both Local Government areas"</i>	The urban design does not relate to existing or proposed nearby zones or the pattern of existing or potential pattern of development that is relevant to the site's context. The urban design does not relate to building height limits identified by DNPRS for the areas directly adjoining the site and on Church Street. DLA have confirmed this in Attachment 8.
<i>There are no heritage impacts on the Vauxhall Inn</i>	Council has received heritage advice that the Vauxhall is likely to be impacted by the proposed

<i>(Heritage Report)</i>	development and the urban design report does not respond to this.
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Table 8: Assessment of Urban Design/Planning Assumptions/Justifications

Further detailed comments on the urban design rationale, method and assumptions are provided DLA in Attachment 8.

Based on the above assessment, the assumption underlying the proponents urban design does not respond sites actual planning context, urban structure of the locality, planning and physical constraints applying the land or its location. This particularly affects the definition of suitable building height planes and building envelopes that have been used to establish the residential development yield for the site and the setting of floor space controls. This has resulted in the generation of an unsupportable amount of floor space and at an excessive density for the site as a whole.

### ***Urban Design Method, Evidence and Documentation***

The proposed development is based on a number of urban design assumptions that have been assessed as not being appropriate to the sites planning and development context. In this regard the urban design report has not been based on suitable urban design method and has also failed to provide suitable analysis and development data for evaluation. Consequently the density development yield proposed is unsuitable for the site considering its context and constraints.

The application and documentation of a clear, urban design method and adoption of appropriate assumptions is a fundamental requirement for establishing the basis of urban design out comes and associated planning controls particularly where buildings are more than 6 Storey in height. SEPP 65 Apartment Design Guidelines (ADG) contains a suitable approach and method for establishing the development capacity of sites and systematic approach to establishing, built forms for different development scenarios, development typologies, the need to test different floor space scenarios and the range of and scope of documentation required to be provided.

However, the proponents urban design report does not meet these typical analytical requirements and or respond with sufficient detail with respect to the sites planning or development context. David Lock and Associates have assessed the urban design method, urban design report, urban design and master plan used as the basis of the proposed yield and density of the development. They have identified a number of issues related to the proposal which make it unsuitable as the basis of a planning proposal. The general conclusions of the peer review are:



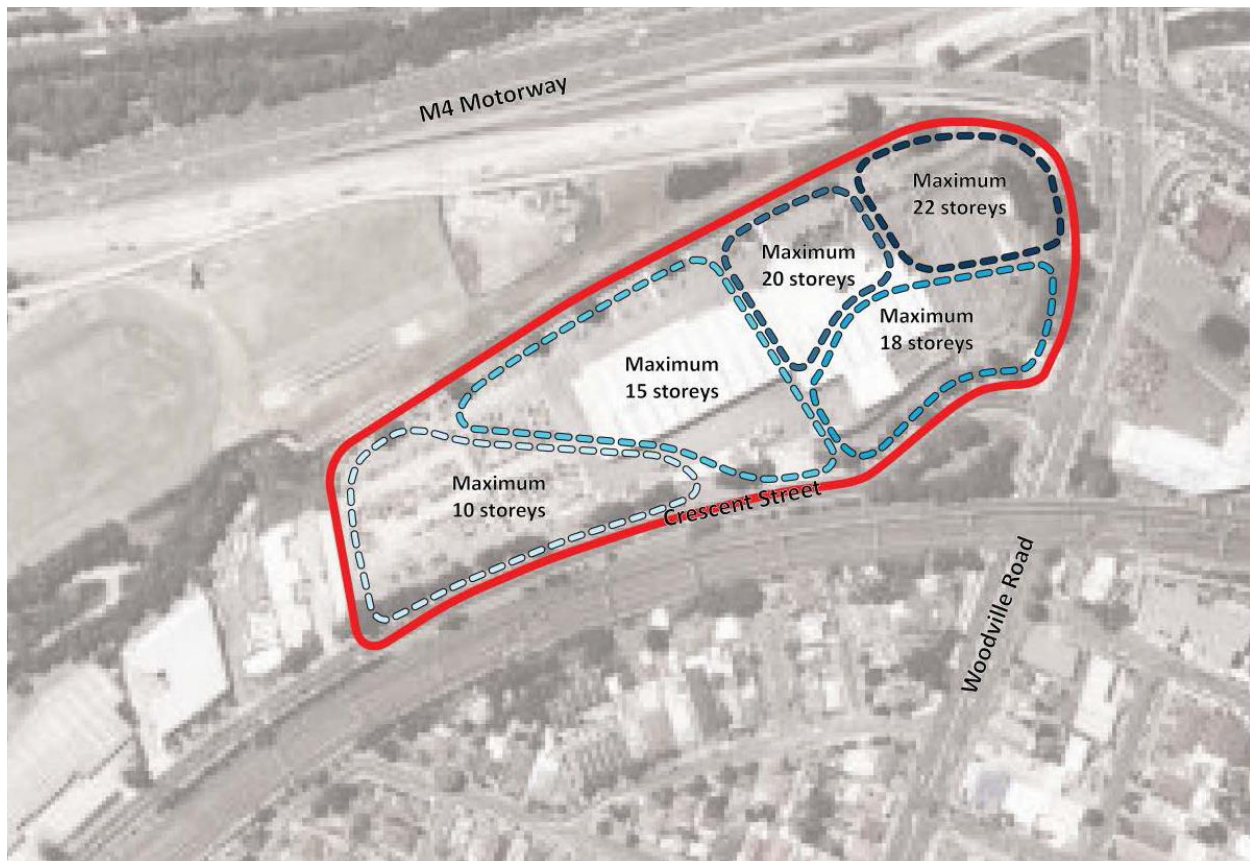
- *The proposal is generally unresponsive to the strategic context and in particular, the Parramatta Road Strategy and LEP;*
- *Overall, the proposal is not responsive to either the existing or proposed and emerging urban environment, progression of buildings and topography,*
- *Both the gross FSR and net FSR calculations have not been provided and these are required to assess the proposal;*
- *The proposal is partially non-compliant with SEPP (65) and ADG,*
- *On balance, the Master Plan does not respond to the urban design principles outlined in Section 2.3 of the (the proponents own) urban design report;*
- *The density analysis does not provide comparable case studies in relation to size, scale, uses, context and access to transport - The density of the development is not provided or identified in any of the reports;*
- *There is no clear link between Master Plan Options 1 and 2 and Option 3;*
- *As the Master Plan Options progress, they become less responsive to the urban design principles outlined in Section 2.3 of the Report - they do not represent an evolution towards an improved outcome;*
- *The assumptions used to develop the FSR and yield are not compliant with the ADG and DCP and are therefore misleading and inaccurate;*
- *There are inaccuracies between the key statistics, the 3D renders, the masterplan and the floor space Difference in yield calculation;*
- *The existing context analysis should be far greater and should have informed the proposed design through analysis of topography, views and vistas and existing built form. The Report should include a neighbourhood scale assessment that includes topography, contours, drainage, vegetation patterns, services and future infrastructure requirements.*
- *On balance, the Master Plan does not respond to the urban design principles outlined in Section 2.3 of the Report.*

Based on Councils own assessment and as confirmed by DLA the development concept and urban design, proposed yield, resulting densities and the requested built form controls have not been appropriately formulated or documented and are unsuitable as a basis of a planning proposal. More specifically DLA identified the following:

- the urban design and urban design report needs to be revised;
- the building heights proposed are not responsive to the sites context;
- Suitable height principles for the site include ranging from 22 to 10 storeys which needs to be balanced against a conservative approach to density consistent with the principles of the New Draft Parramatta Road Strategy, capacity of local road network, inadequate access to rail stations and constraints applying to the land (the height principles identified by DLA for the site are shown below);
- That the proposal is contrary to maintaining the primacy of the core Granville urban renewal area or maintain the hierarchy of urban centres in the area

- The proposal does not respond to the heights of buildings in its development context and..... *The site analysis provided does not meet this objective. The site analysis should be based on the existing context and not the proposed design;*
- The site analysis is inadequate and *should be based on the existing context and not the proposed design* and area of analysis needs to be increased to neighbourhood scale;
- The site has poor public transport access and is not in walkable distance to rail stations to warrant the densities proposed;
- key development data and calculations required to assess the proposal have not been provided and there are discrepancies in the information provided;
- That the comparative examples quoted as evidence of suitability cannot be related to the site and are not reasonable comparisons;
- There is a discrepancy in the area of zoned open space which equates to 7,300 and not the 11,000m quoted in the reports;
- That previously unaffected low density residential areas are unnecessarily overshadowed to the south of the site;
- The urban design is non-compliant with numerous parts of the ADG;
- The net FSR *is calculated to be approximately 7:1 across the site. The high density nature of the proposal is further evident within Section 7.2 of the Report, where it proposes a gross FSR in the eastern portion of the site of 6:2. Though it is agreed that the north eastern portion of the site is most capable of housing taller buildings, it is clear from both the strategic context and the patterns associated with the surrounding FSR's, this FSR is an inappropriate outcome for the site and an overdevelopment of the land;*
- The urban design analysis is inadequate and would need to be revised to support any planning proposal;
- The proposed height and FSR are unsuitable as a basis of a planning proposal for the site.

In relation to the above, Councils expert urban design consultants (DLA) establish that the proponent has not established a sound planning and urban design basis for the requested planning controls or the resulting densities and which are unsuitable as the basis of a planning proposal. It was further recommended that a revision of the urban design is required.



DLA Recommended Maximum Height Principles

### **Alternative Approaches:**

It is strongly advised that until such time as full precinct review of the GSEL West Area is undertaken that residential and specifically R4 High Density Residential Zones should not be applied. The proponent has been advised of alternative approaches which could now be pursued in relation to 1 Crescent Street of which Alternative 2 is recommended for consideration. The alternatives are:

#### ***Alternative 1 – New Proposal for B2/B6 High Rise Mixed Use with Major Public Transport Node***

Undertaken by submitting a new planning proposal in response to the issues identified in this report including the planning principles and requirements identified in Attachment 9, the DLA review at Attachment 8, the requirements of the RMS at Attachment 7 and Transport for NSW and any other matters specified by Council.

Should the proponent wish to pursue Alternative 1 adherence to the planning principles and requirements identified in Attachment 9 are considered necessary to ensure that a planning case with strategic merit can be established, tested and verified. These are recommended to Council as the basis of any revised or new planning proposal that seeks to achieve a medium-high rise outcome for the land.

With the proposal required to demonstrate through evidence that the proposed zone, height and FSR controls requested are suitable for the site and have been established through detailed modelling and new or revised studies.

*Alternative 2 – New Proposal for B2/B6 Low Rise Mixed Use Proposal with Local Transport Corridor*

Undertaken by submitting a new planning proposal that is consistent with employment generating activities, retention of employment lands, and the DNPRS including a minimum provision of 0.8:1 employment floor space and a conservative density and height suited to the current 'fringe of centre location'. This would be in accordance with the development parameters in the table below.

Location:	B4 (minus SP2)	R4 (minus SP2)	Parts of B4 & R4	RE2
Alternative Zone	B2 Local Centre	B6 Enterprise Corridor + Office premises	SP2 Infrastructure (5m wide)	RE1 Public Recreation (1 ha)
FSR	2.5:1	1.5:1	NIL	NIL
Min. non-residential	1:1	0.5:1	N/A	N/A
Storeys	6-7 storeys	4-5 storeys	N/A	N/A
Height	29m	21m	N/A	N/A

Floor Space	For 350 potential jobs
FSR	2:1 (Maximum)
Density	420 Dwellings (approx.) @ 100 Dwelling per hectare
Public Open Space	1ha Minimum
Road Widening – Transport Reservation	5m Minimum
Built Form/s	Free standing, mixed and adaptable building forms

Recommended Alternative

Alternative 2 (Low Rise Mixed Use) is recommended as more suitable for the site. A high rise development scenario (over 6 storeys in height) as offered in Alternative 1 would require prior to a planning proposal the completion of new studies and detailed site, traffic and transport analysis and modelling.

*Precinct Planning Project*

The redevelopment of the Parramatta Road Corridor is currently being investigated by UrbanGrowth NSW. This draft strategy represents the current and most relevant planning framework for shaping how the GSEL West Area can be considered for urban renewal opportunities. Investigating the GSEL West Area in the context of the DNPRS is considered a strategically sound, transparent and viable way for assessing the future development opportunities of the area in a way that can take into account the interests of all land owners and the principles established by the DNPRS.

Further Investigations

There is a strong case for investigating how the GSEL West Area might be intensified to achieve urban renewal objectives on a precinct basis. This has the benefit of:

- the aggregation of issues to ensure that the frame area and individual sites can be placed in their appropriate planning context;
- lowers the cost of studies required;
- allows the investigation of issues at the most appropriate scale of analysis;
- offer the best chance of presenting a case for rezoning or increasing the intensity of land use in the area consistent with urban renewal policies and objectives;
- achieve a suitable urban structure, urban design and built form controls
- allows council to assess and plan for all likely cumulative increases in infrastructure and community assets;
- allowing the formulate a suitable Section 94 Plan for the area or equivalent approach for a VPA that fairly apportions development costs to all landowners; and
- Offers a sound basis for pursuing funding support from the State government in the context of the DNPRS

Pursuing a precinct based planning investigation for the GSEL West Area is considered to be an appropriate response to investigating the land for redevelopment and is recommended to Council.

Planning Proposal Options:

Three options are available to Council, being:

- Option 1 - That Council proceed with the submission of the planning proposal for 1 Crescent Street, Holroyd as requested.
- Option 2 - That Council not proceed with the preparation of a planning proposal for 1 Crescent Holroyd Street as requested on the basis of:
- a) Insufficient strategic merit or justification;

- b) The lack of suitability of the zoning, height and FSR controls requested; and
- c) Negative strategic impacts on the Draft New Parramatta Road Strategy.

Option 3 - That a planning proposal for 1 Crescent Street, Holroyd be prepared for 'Alternative 2 – B2/B5 Low Rise Mixed Use, with Local Transport Corridor'.

It is recommended that Council resolve in accordance with Option 2.

### **Conclusion:**

The proponents for 1 Crescent Street have argued the strategic merits of the proposal in terms of broad policy, it has not been demonstrated through suitable evidenced based planning arguments that the proposal is strategically justified or warranted. On the balance of the arguments presented the proposal is unsuitable for progressing to a Gateway determination and other planning options remain available.

In terms of the likely development outcome, it is considered that the requested proposal would establish a new urban neighbourhood which has the characteristics of a local centre in terms of function, land use and traffic generation. However this would be at a density greater than established centres and "core urban renewal areas" and without adequate public transport. The resulting densities are considered unacceptable and would have major negative strategic impacts with regards to traffic impacts. The following issues are identified:

- a) Loss of employment potential – the proposal would result in a net loss of employment land and potential loss of employment floor space and a reduction of employment potential in an established employment generating precinct.
- b) Residential density – The creation of a unplanned high density local centre, without adequate public transport at an excessive and inappropriate density that would negatively impact on the urban hierarchy and the Draft New Parramatta Road Strategy principles for "frame" and "core" areas.
- c) Urban design and scale/building height – excessive building heights for this location based on an unsuitable contextual analysis and relying on comparisons that are not comparable to the proposal. The proposal will also result in unnecessary overshadowing of low density residential properties to the south of the rail line.

While there is strategic merit in investigating the opportunity for intensifying development on the site and within the GSEL generally the proponents development

scheme, zone and built form controls have been deemed unsuitable for achieving a strategically justified or balanced development outcome for the land.

Overall, the proposal does not provide a suitable response to the planning, policy and development context of the site and has not demonstrated strategic merit.

It is further considered that the proposal will result in significant negative strategic impacts including negative impacts upon the DNPRS and in preventing a comprehensive approach to the potential urban renewal of the remainder of the GSEL West Area.

### **Supporting Documentation:**

In addition to the attachments provided in this report, the following documentation will be made available for view on Council's Website:

- Appendix 1 - Final Urban Design & Landscape Report
- Appendix 2 - Final Arborist Assessment
- Appendix 3 - Final Ecological Assessment
- Appendix 4 - Final Heritage Impact Statement
- Appendix 5 - Final Holroyd Councillor Briefing
- Appendix 6 - Final Economic Impact Assessment
- Appendix 7 - Final Traffic Impact Assessment
- Appendix 8 - Final Flood Assessment
- Appendix 9 - Final Retail Impact Assessment
- Appendix 10 - Final Contamination Risk Assessment
- Appendix 11 - Final Acoustic Assessment
- Appendix 12 - Final Geotechnical Assessment
- Appendix 13 - Final Servicing Requirements Assessment
- Appendix 13 - Final Water Sensitive Urban Design Strategy Assessment
- Appendix 14 - Final Social Impact Assessment
- Appendix 15 - Final Community and Stakeholder Consultation
- Appendix 15 - Final Community and Stakeholder Consultation
- Proponent Letter of 130115
- Proponents Letter of 091215
- Proponents Letter of 231205
- Urban Design & Landscape Report

### **Consultation:**

Should Council resolve to proceed with a planning proposal a formal public consultation will be undertaken post gateway determination in accordance with the provisions of the Environmental Planning and Assessment Act 1979.

In preparing the report Council Officers consulted with the UrbanGrowth NSW with respect to the Draft Parramatta Road Strategy and the Department of Planning and Environment.

### **Financial Implications:**

There are major financial implications for Council associated with this report with respect to the cost of infrastructure, services and developer contributions planning. If the GSEL West Area is rezoned and redeveloped at the requested density there will be significant costs associated with:

- Infrastructure upgrades;
- Open space delivery and embellishment;
- Delivery of community facilities and assets.

### ***Development Contributions***

It is important for Council to establish developer contributions for 1 Crescent Street prior to any rezoning of the land or the adoption of the height and FSR controls that determine the sites development capacity and dwelling yield. While the applicant has indicated a willingness to enter into a voluntary planning agreement, the basis of such an agreement has not been established and it should not be prematurely concluded that the proposed public open space contribution or provision of floor space for childcare facilities or other community assets are appropriate.

In setting a development contribution for the site Council should retain the option of preparing a Section 94 Plan and undertaking further studies to verify the demand for services and community assets based on its own assessments. It is recommended that these assessments form the base line position for any Voluntary Planning Proposal (VPA) the Council may wish to consider. Further, any S94 Plan or VPA should be agreed by Council prior to public consultation and then exhibited with any planning proposal.

### **Policy Implications:**

There are major policy implications for Council associated with this report with respect to:

- The Holroyd Residential Development Strategy and Holroyd Local Environmental Plan which have established the hierarchy of local centres and their densities ;
- How council will considered and or process other potential requests for planning proposals in the GSEL and the specifically the GSEL West Area and which are expected to be submitted if Council proceeds with the subject planning proposal; and



- The cost of managing and planning for multiple uncoordinated requests for planning proposals in the GSEL

### **Communication / Publications:**

Numerous land owners in the GSEL have approached Council since the proposal informally advertised through a consultation exercise conducted by the proponent. This has raised significant issues about the process by which any rezoning of the GSEL may proceed and the requirements for planning proposals. In order to not raise expectations and to ensure clear communication it would be beneficial to advise all relevant land owners of the Councils position on rezoning and any work program it may wish to develop and endorse.

### **Report Recommendation:**

- i) That Council resolve to not proceed with the preparation of a planning proposal for 1 Crescent Holroyd Street as requested by the proponent on the basis of:
  - a) Insufficient strategic merit or justification;
  - b) The lack of suitability of the zoning, height and FSR controls requested; and
  - c) Negative strategic impacts on the Draft New Parramatta Road Strategy.
- ii) That Council resolve to receive a report on undertaking a precinct planning project to comprehensively review the GSEL West Area and to take into account the interests of all land owners.
- iii) That in any future planning proposal for 1 Crescent Street the planning principles and requirements included in Attachment 9- be applied.
- iv) That any study briefs commissioned by a proponent for 1 Crescent Street be approved and endorsed by Council to ensure that the full range of planning and urban design matters are addressed.
- v) That any future planning proposal request be accompanied by a Voluntary Planning Agreement (VPA) to be agreed by Council prior to public consultation.

### **Attachments:**

1. Council Letter Strategic Merit Assessment
2. Proponents requested Zone Height and FSR
3. Proponents Planning Report
4. Hill PDA Economic Peer Review
5. Section 117 Direction 1.1 Industrial and Business Zones
6. RMS Letter

7. David Lock Associates Urban Design Peer Review and Urban Design Principles
8. Council Planning Principles and Requirements

## Planning Proposal Request for 42-44 Dunmore Street Wentworthville (Wentworthville Mall)

Responsible Department:	Environmental and Planning Services
Executive Officer:	Director of Environmental & Planning Services
File Number:	INFOC/19 - BP16/8
Delivery Program Code:	5.1.1 Oversee the land use planning, design and compliance framework for managing and facilitate appropriate development 5.2.1 Identify strategies that support the development of local centres and business areas across the City 7.1.2 Ensure land use planning recognises and promotes business and employment centres 8.8.1 Oversee and implement Council's Residential Development Strategy and appropriate housing opportunities through land use planning 8.2.1 Ensure housing growth is focused around centres and planning controls do not compromise housing affordability 9.3.1 Ensure planning and development implements Environmentally Sustainable Design Principles

PROPOSAL DETAILS	
<b>Address</b>	42-44 Dunmore Street, Wentworthville
<b>Owner</b>	Austino Wentworthville Pty Ltd. Company details have been provided under separate cover.
<b>Proponent</b>	JBA Planning on behalf of Austino Wentworthville Pty Ltd
<b>Current Zoning/ Planning controls</b>	Zoning: B2 Local Centre Height: 23m FSR: 2.4:1
<b>Proposed Zoning/ Planning Controls</b>	Zoning: B2 Local Centre Height: 55m-88m FSR: 7.5:1

### Summary:

A planning proposal has been submitted for property 42-44 Dunmore Street Wentworthville requesting to amend the following development standards contained within Holroyd Local Environmental Plan 2013:

- Increase the maximum building height from 23 metres (6 storeys) to 88 metres (25-26 storeys) fronting Dunmore Street and 55 metres (15 storeys) fronting Pritchard Street East.
- Increase the maximum floor space ratio (FSR) from 2.4:1 to 7.5:1.

The proponent is also seeking to enter into a voluntary planning agreement (VPA) with Council in order to dedicate an embellished public mall/pedestrian link space and first level community and commercial floor space which would be created in the future redevelopment of the site.

The request for a planning proposal has been lodged by JBA Planning Consultants on behalf of the owner Austino Wentworthville Pty Ltd.

The purpose of this report is to provide a pre-Gateway assessment of the strategic merit of the proposal for Council's consideration, in order to progress to the next stage of the plan making process. Four options have been provided for Council's consideration. It is recommended that Council proceed with an alternative planning proposal for 67m (20 storeys) and 30m (8 storeys) and 6:1 FSR (inclusive of floor space bonuses).

#### **Site and Location:**

The subject site is currently known as 'Wentworthville Mall' and is within 150m walking distance of Wentworthville Railway Station. The site is situated between the southern side of Dunmore Street and the northern side of Pritchard Street East, between Garfield Street and Station Street.

The site consists of a single lot, zoned B2 Local Centre under Holroyd Local Environmental Plan 2013 (Holroyd LEP 2013) and is 8,837m<sup>2</sup> in size. The site currently contains an IGA Supermarket (2,309m<sup>2</sup>) and 32 speciality shop premises including St George Bank, TAB and a Pharmacy. Currently 199 car parking spaces are provided on site.

The site adjoins an existing single storey commercial premise to the east and a site under development for a 5/6 storey mixed use development to the west.

The site is not affected by stormwater flooding. No vegetation exists on site; however a number of street trees exist on the footpath where awnings are not located.

It is noted that a development application for the redevelopment of the subject site, including the construction of over 67 apartments, was approved by Council in June 2010. This consent expired in June 2015.

**Background:**

Date	Event
20 February 2015	Meeting with landowner. Advised of concerns regarding heights over 20 storeys and that previous plans by Council for 15 storeys were not proceeded with. Advised Wentworthville Revitalisation Planning Project is underway.
29 June 2015	Planning proposal lodged by JBA Planning on behalf of landowners Austino Pty Ltd.
17 August 2015	Meeting held with proponent and landowner. Proponent informed that the proposal request did not provide sufficient strategic merit justification for the requested heights and density.
2 September 2015	A letter was issued to the proponent, requesting additional information in order to assess the planning proposal. The request included: <ul style="list-style-type: none"> <li>• Further strategic merit justification in relation to the centre context, economic and feasibility and suitability of non-residential floor space.</li> <li>• A detailed social impact assessment</li> <li>• Mapped maximum building heights and FSR</li> <li>• Further justification for a blanket approach to height across the site</li> <li>• Detailed floor space testing</li> <li>• Further detail on the VPA</li> <li>• Further traffic related information</li> <li>• Justification for non-compliance in the provision of parking spaces</li> </ul>
30 September 2015	Wentworthville Planning and Place Making Strategy released for community consultation.
28 Oct 2015	Proponent lodged additional information, notably including an amendment to the proposed height of buildings, creating a spilt height across the site of 88m fronting Dunmore Street and 55m fronting Pritchard Street East
15 Dec 2015	Meeting held with the landowner. Landowner informed that the submitted planning proposal as submitted had deficient planning justification (strategic merit).
6 January 2016	A letter was issued to the proponent informing them that the pre-gateway assessment of the planning proposal request has commenced, however additional social impact assessment information was still to be provided. Feedback was also provided to the applicant: <ul style="list-style-type: none"> <li>• The density and height of the proposal does not respond to the</li> </ul>

	<p>context of Wentworthville Centre.</p> <ul style="list-style-type: none"> <li>• Concern with the potential overshadowing on Pritchard Street East properties.</li> <li>• Concern that no accessible path of travel is provided in the mall space.</li> <li>• The mall space does not entirely achieve the desired outcomes intended by the creation of the Dunmore Street Plaza.</li> <li>• Concern with the quality of public space in the Prichard square component due to overshadowing.</li> </ul>
28 January 2016	Briefing was presented to Councillors by the proponent regarding the proposal.
2 February 2016	Additional supporting information provided to Council including an amended social impact assessment, solar access diagrams for the proposed public space and amended maximum building height map.

### Current Planning Controls:

The site is currently entirely zoned B2 Local Centre under Holroyd LEP 2013 (Figure 1) and is identified as being located within the Wentworthville Town Centre. The entirety of the site has a maximum building height of 24m under Holroyd LEP 2013 (Figure 2).

The entirety of the site has a maximum floor space ratio of 2.4:1 under Holroyd LEP 2013 (Figure 3).

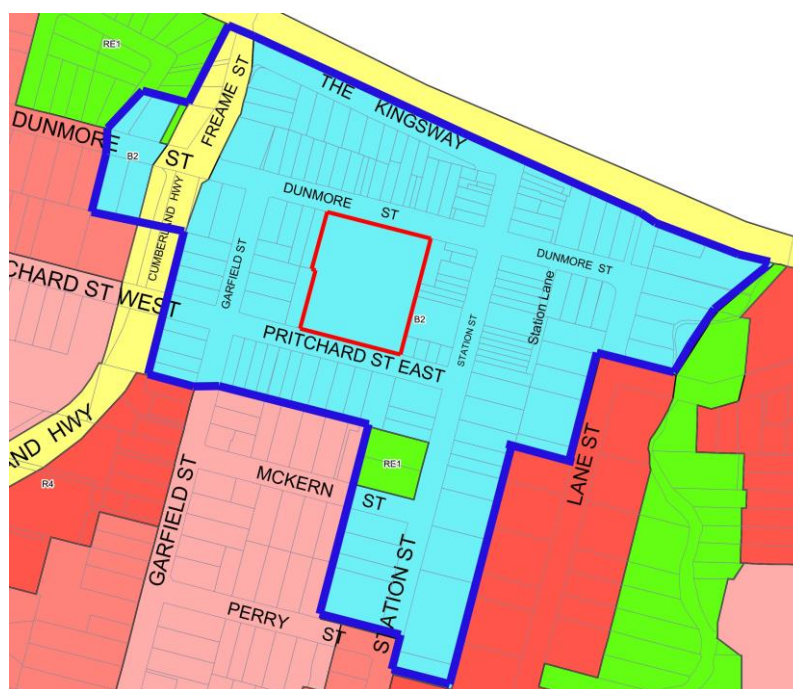


Figure 1- Zoning map of Wentworthville Centre (subject site outlined)

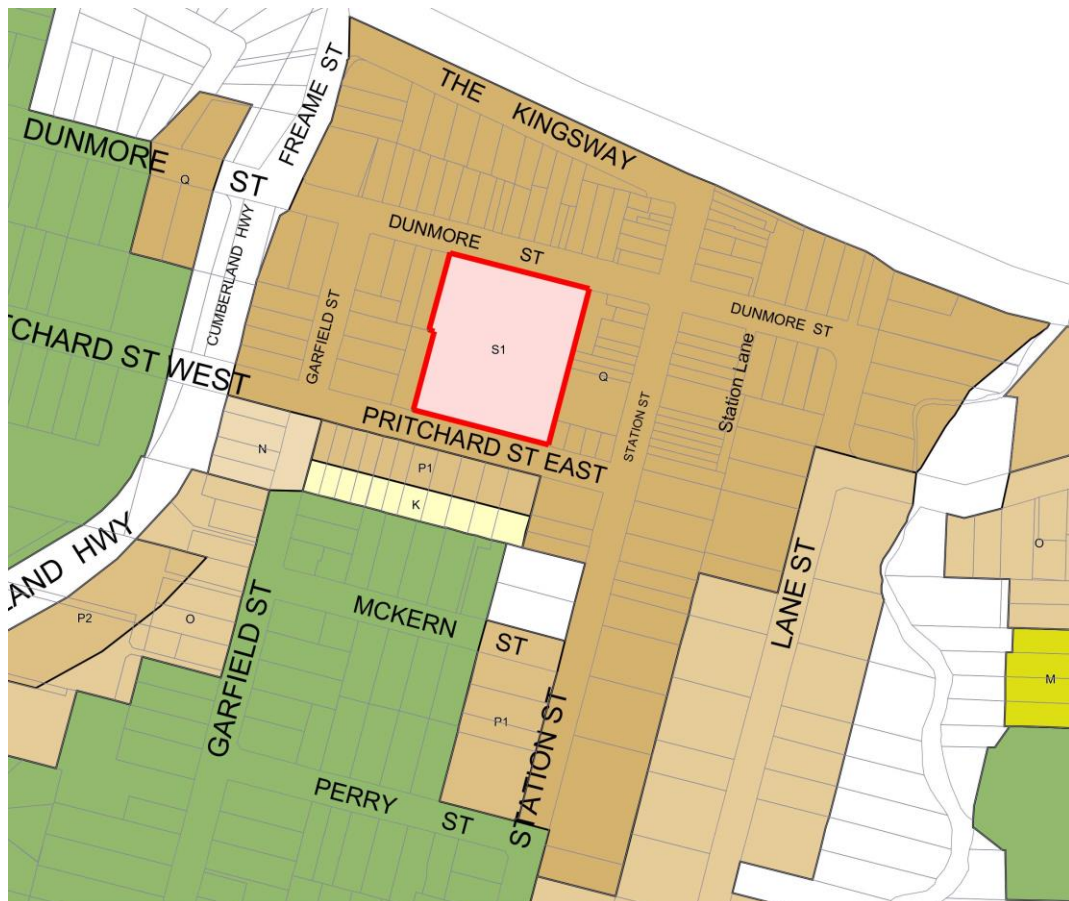


Figure 2- Maximum height of buildings (subject site highlighted)



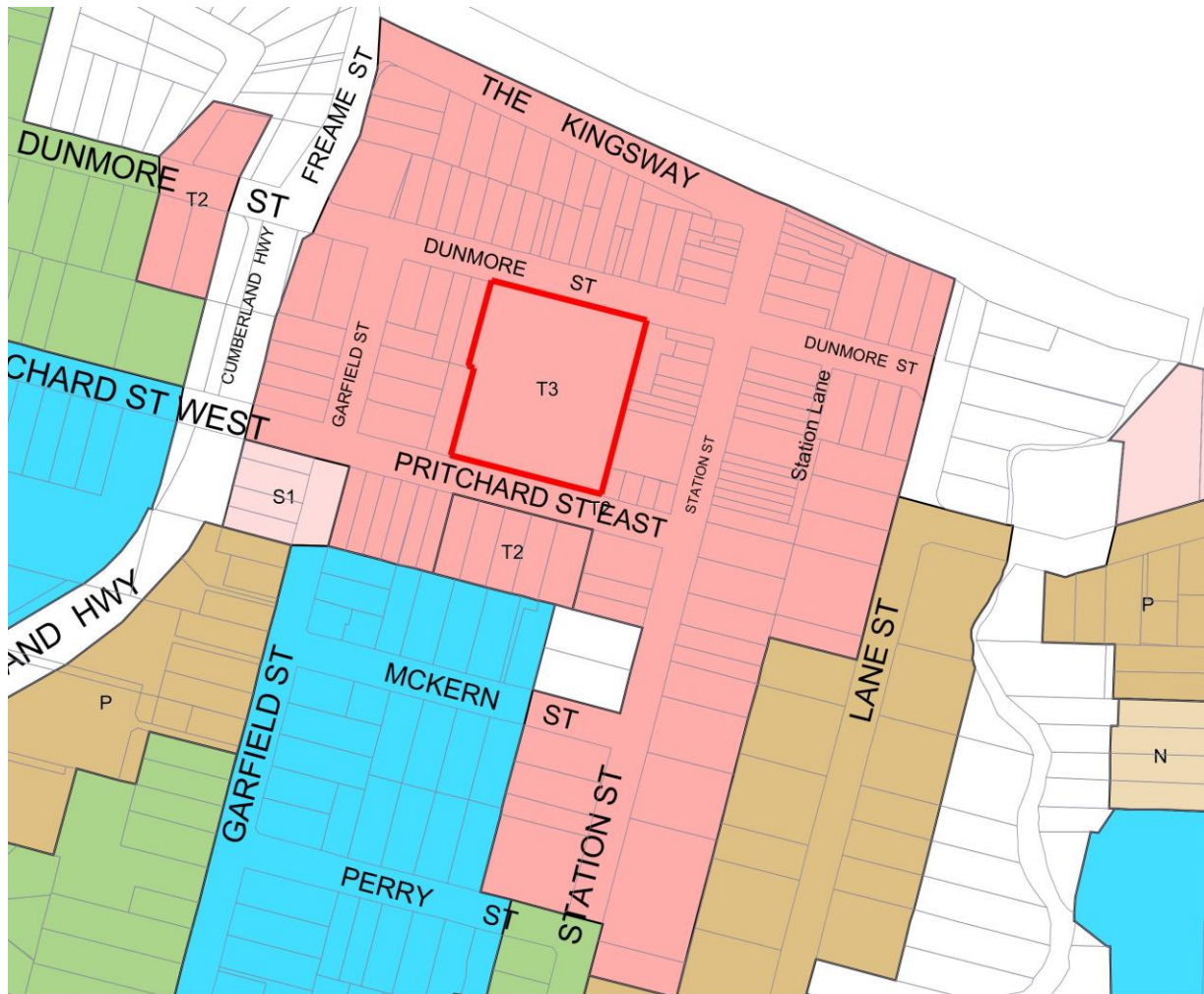


Figure 3- Maximum Floor Space Ratio (subject site highlighted)

The site does not contain any items of Environmental heritage under Holroyd LEP 2013 (Figure 4). Several items of Environmental heritage are located in the general vicinity of the site including Wentworthville Post Office (item #108).



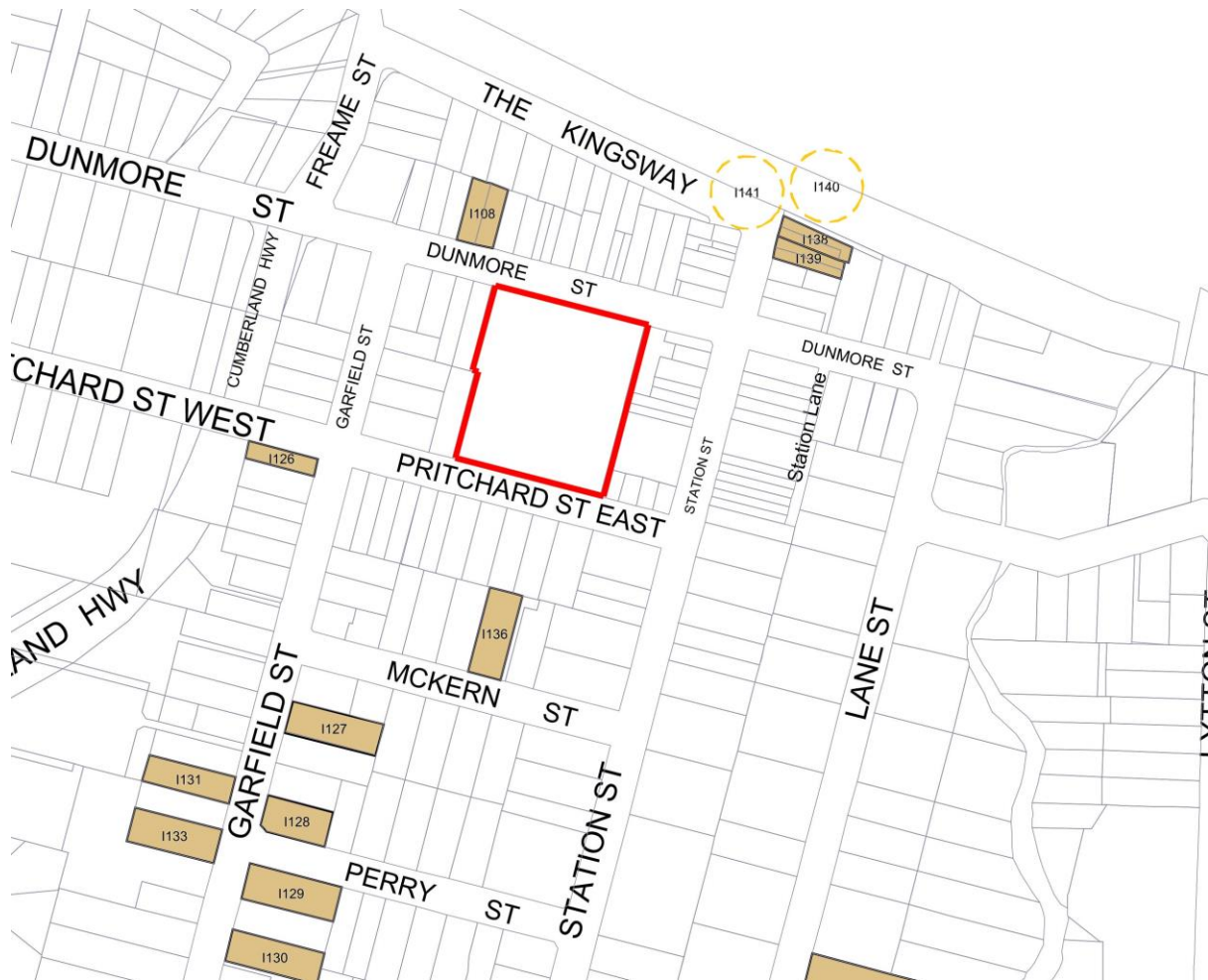


Figure 4- Heritage items in the vicinity of subject site

### **Planning Proposal**

The planning proposal request seeks a significant increase to the height and density achievable on the site in order to enable redevelopment for a higher yielding mixed commercial and shop top housing (apartment) development.

The proposal seeks to:

- Increase the maximum height of buildings from 24m (6-7 storeys) to
  - 88m (25 - 26 storeys) - northern part of the site fronting Dunmore Street, and
  - 55m (15 storeys) - southern part of the site fronting Pritchard Street East (Figure 5).
- Increase the maximum floor space ratio (FSR) from 2.4:1 to 7.5:1 (Figure 6).
- Provide Council, via a Voluntary Planning Agreement (VPA), 600m<sup>2</sup> community space, 2,570m<sup>2</sup> public open mall space (including embellishments), Commercial space and a pedestrian crossing at Dunmore Street. This is in addition to future Section 94 development contributions.

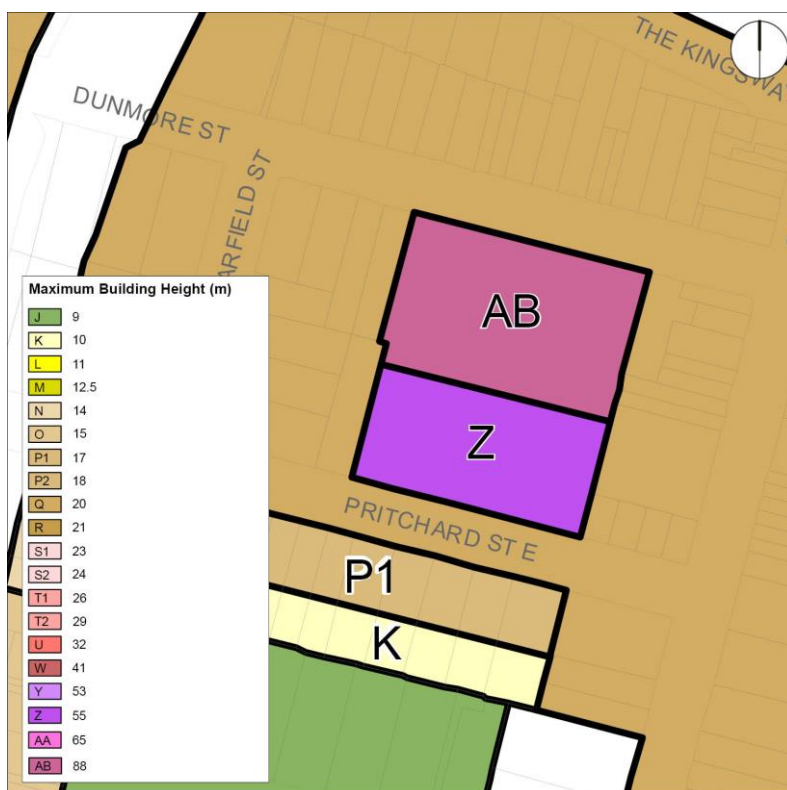


Figure 5- Proposed maximum height of buildings

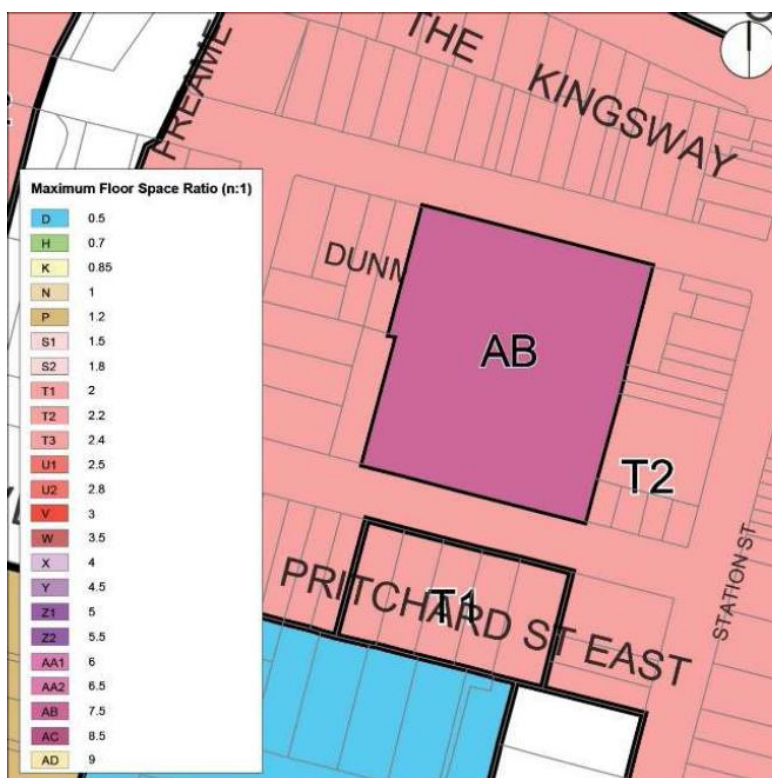


Figure 6- Proposed Floor space ratio

The proposal seeks to enable the creation of an open mall development, providing open air pedestrian access between Dunmore Street and Pritchard Street East via a 20m wide pedestrian mall, spilt across 3 levels (due to site levels - Figure 7).

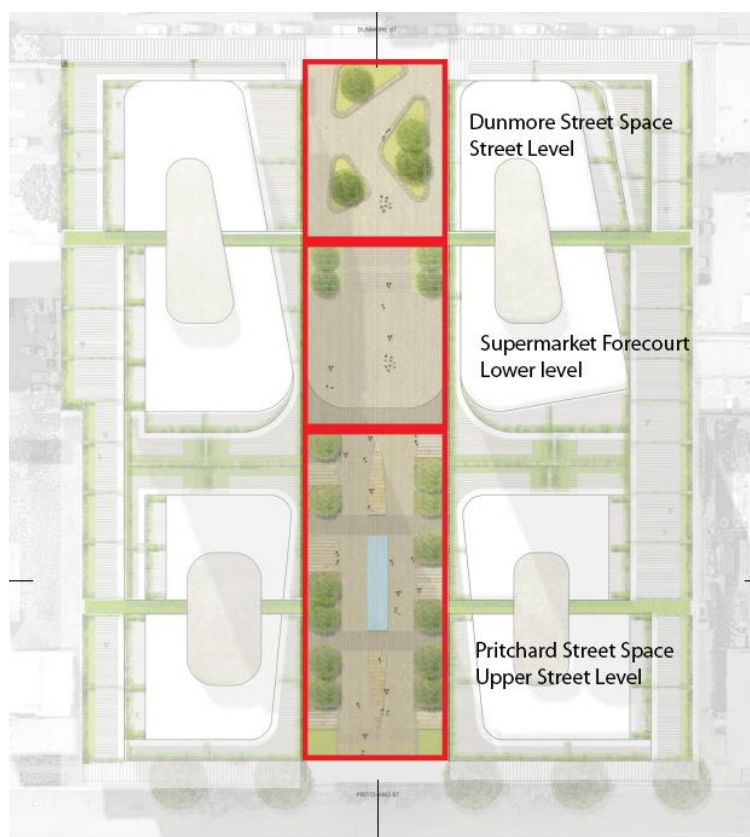


Figure 7- Proposed Public Mall spaces (three levels)

The request submits the intention of providing ground and first floor retail and commercial land uses including a 4,000m<sup>2</sup> supermarket, medical centre and community uses. It is noted that while the request does not provide any firm commitment such as a planning mechanism to ensure this floor space is provided within a future development application, the concept confirms that a supermarket with such floor space is generally achievable on the site.

No request for design excellence provisions or an FSR bonus for the provision of commercial floor space has been made.

As indicated in the concept provided the requested increase in height and density would enable the creation of a mixed commercial and residential development containing 4 towers comprising:

- two 26 storey towers fronting Dunmore Street and;
- two 15 storey towers fronting Pritchard Street East, including a 3 storey podium

The proposal would result in the creation of 698 dwellings (560 dwellings per hectare), 880 car parking spaces and over 9,000m<sup>2</sup> in commercial and retail floor space. This could result in up to \$20.7m in retail expenditure per annum once the development is complete and occupied.

A copy of the planning proposal request report and supplementary information are provided in Attachments 1 and 2. In addition, further reports provided by the proponent are available for viewing on Council's website.

The planning proposal request precedes the preparation of a planning proposal resulting from the exhibition of the Planning and Place Making Strategy for Wentworthville Centre.

A summary table comparing the planning proposal request with Holroyd LEP 2013, the exhibited Wentworthville Planning & Place Making Strategy and the previously exhibited Draft LEP 2012 is provided in Attachment 3.

### **Strategic Merit Assessment of Planning Proposal:**

An assessment of the application is provided:

#### *Wentworthville Planning and Place Making Strategy 2015*

The site is located within the study area of the Wentworthville Centre Revitalisation Planning Project and was subject to the exhibition of the Wentworthville Centre Planning and Place Making Strategy. The Strategy was informed by expert studies and community consultation and provided actions and recommendations to revitalise Wentworthville Centre. A comparison of the compliance of the proposal request against the key priorities is provided in Attachment 4.

The Strategy makes specific recommendations for the Mall site, including:

- A maximum building height and FSR:
  - **Option 1** (Figures 8-9)
    - 2 towers of 12-13 storeys (fronting Dunmore Street),
    - 8 Storeys (fronting Pritchard Street East),
    - FSR between 4:1- 4.5:1
  - **Option 2-** (Figures 10-11)
    - One tower of 18 Storeys (fronting Dunmore Street),
    - 8 storeys (fronting Pritchard Street East) and,
    - FSR of 4:1-5:1



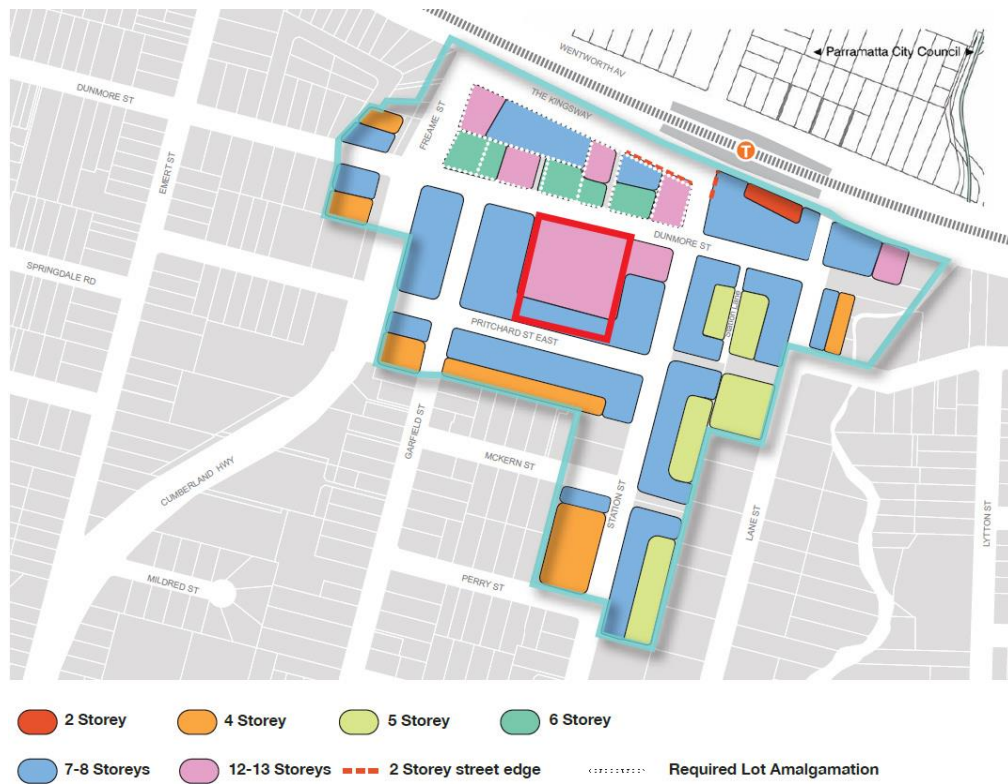


Figure 8- Wentworthville Strategy (option 1) building heights

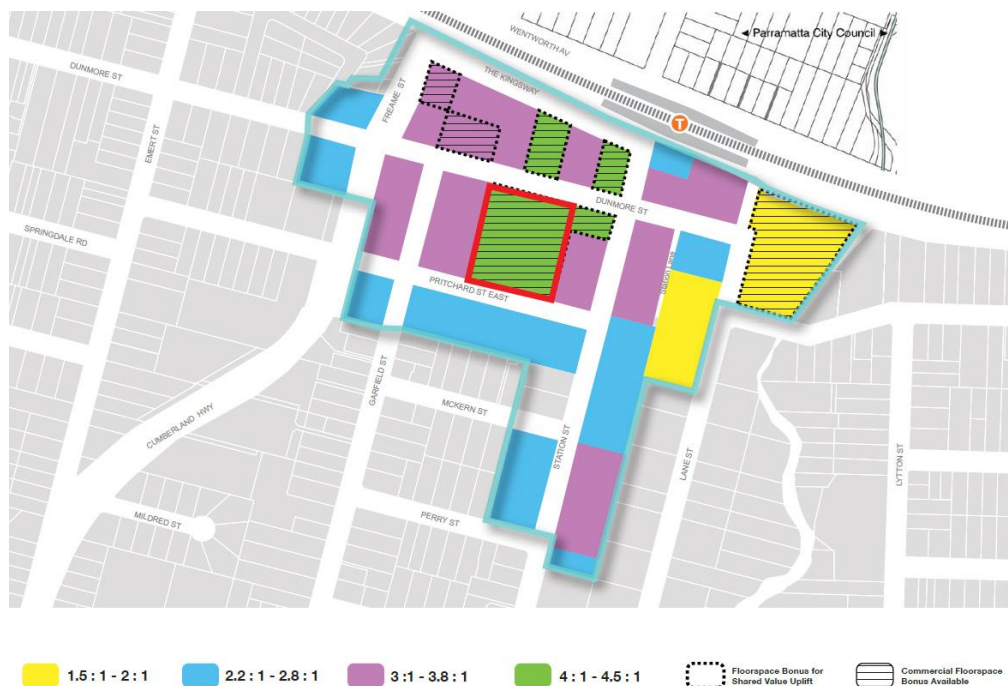


Figure 9 - Wentworthville Strategy (option 1) floor space ratio

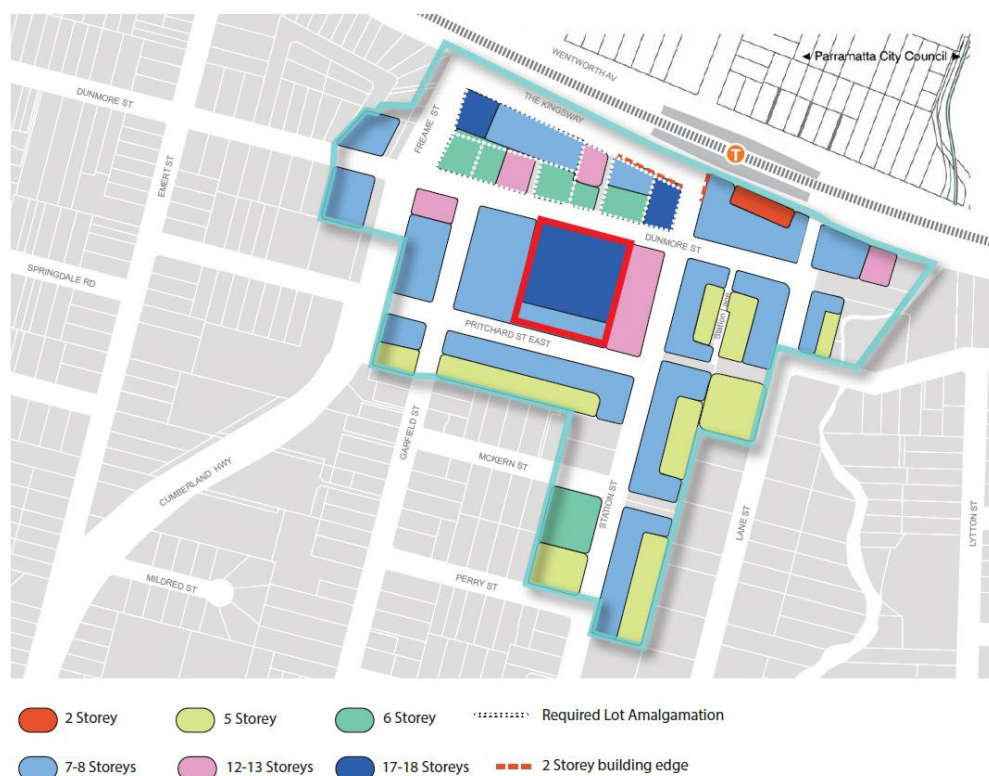


Figure 10- Wentworthville Strategy (option 2) building heights

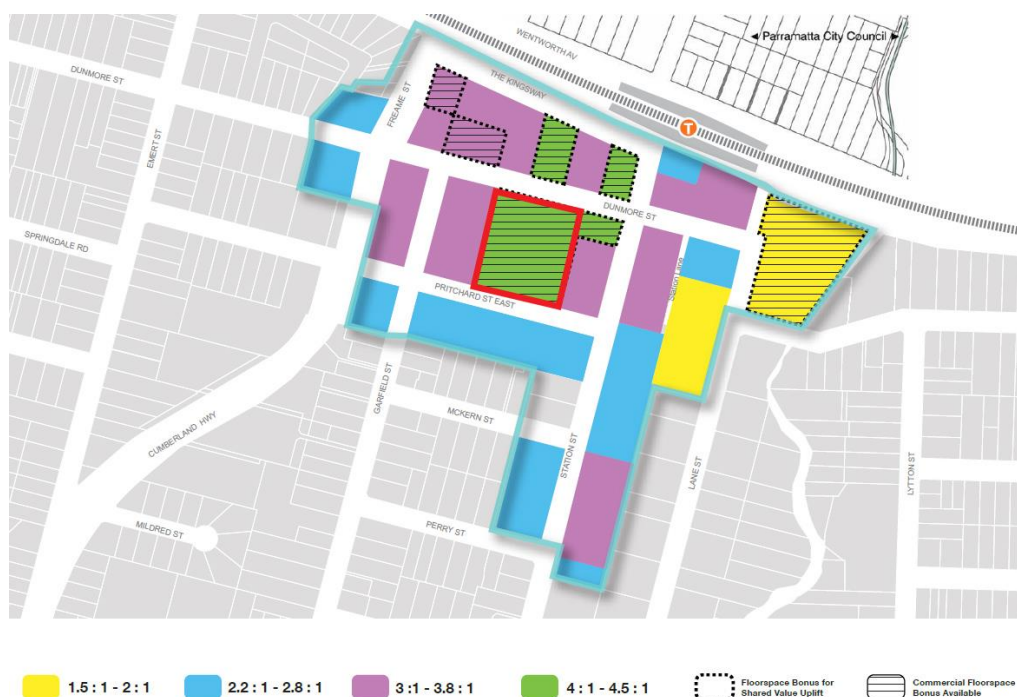


Figure 11 - Wentworthville Strategy (option 1) floor space ratio

- The provision of public open space to form part of the Dunmore Street Plaza (724.24m<sup>2</sup>)
- The provision of a site through link between Dunmore Street and Pritchard Street East (no dimension specified)

Public exhibition of the Strategy concluded in November 2015. It is anticipated matters regarding the exhibition and a planning proposal request will be reported to Council in March/April 2016.

The planning proposal request *is partly consistent* with the Strategy in such that it:

- highlights an intention to facilitate the redevelopment and revitalisation of a key site within Wentworthville Centre.
- acknowledges the suitability of a large site in the core of the centre by indicating the provision of floor space for a full line supermarket anchor.
- proposes a through site link between Dunmore Street and Prichard Street East.
- indicates the provision of first floor commercial floor space.
- proposes a pedestrian crossing on Dunmore Street.

The planning proposal request *is inconsistent* with the exhibited Strategy as it:

- departs significantly from the proposed maximum building height and proposes four towers.
- departs significantly from the proposed maximum floor space ratio,
- proposes a reorientation of public open space from the on street public plaza (Dunmore Street Plaza) to an internal pedestrian mall connecting Dunmore Street with Pritchard Street East with a series of 'public plazas' located across three levels.

An assessment of the suitability of the planning proposal request, considering the merit of these departures from the Strategy and the overall suitability of the proposal is provided below.

#### *Merit Assessment- Height and Density*

The proposal request seeks to obtain an additional 8 storeys fronting Dunmore Street and an additional 7 storeys fronting Pritchard Street East compared to the Planning & Place Making Strategy.

Under the Strategy, additional FSR can be obtained for sites with proposed heights of 12 storeys and over, in order to provide first floor commercial floor space, resulting in an additional storey. Noting the indicative provision of first floor commercial floor space in the proposal request, in order to be consistent with the Strategy, the assessment will be based on a departure of 7 storeys fronting Dunmore Street. Further discussion on ensuring commercial floor space is provided as per the indicative plan is provided further in the report.

Redevelopment of Wentworthville Centre (and other existing rail based Centres) for increased densities is supported by key planning documents including Sydney

Metropolitan Strategy “*A Plan for Growing Sydney*”, Draft Central West Subregional Strategy and this has influenced the preparation of the Strategy for Wentworthville Centre. No debate is provided regarding the suitability of Wentworthville Centre for the provision of new dwellings within a highly accessible area, however, the heights and overall density of the proposal must be determined as being suitable for the Centre at the regional, local and immediate contexts.

Listed is a summary of the major points provided by the proponent supporting the suitability of the height and density of the proposal:

- building heights of 15 storeys, with 'urban marker' buildings of 25 storeys would be appropriate for a centre such as Wentworthville.
- 'comparable' rail based centres have been identified as St Leonards (38 storeys), Rhodes, Olympic Park, Wentworth Point (25- 26 storeys), Carlingford and Burwood (18 storeys)
- the proposed height aligns with those proposed on the Bonds site (factoring natural topography).
- two planning proposals lodged in the 'comparable' centre Granville propose heights of 34-35 storeys.
- the proposed FSR for Wentworthville would be lower than Parramatta and Merrylands (over 7.5:1), but greater than Granville/Epping (6:1), Auburn/Lidcombe (5:1).
- an increased FSR will bring Wentworthville Centre into alignment with Centres for which more recent planning has been undertaken on order to incentivise renewal.
- the proposed FSR will remain lower than Merrylands, thereby maintaining a hierarchy.

#### Assessment Response

- Wentworthville is Holroyd's second largest centre to Merrylands. It is located ideally to assist in providing additional housing, complimentary employment and local services to Westmead and Parramatta CBD. Councils Strategy has acknowledged its strategic location and balanced its context to surrounding lower scale apartment buildings, dwellings and other local centres (such as Pendle Hill).
- Under the Sydney Metropolitan Strategy:
  - Wentworthville is not identified within the 'Greater Parramatta' area (Merrylands and Granville Centres are) all within a 'Greater Parramatta Precinct'.
  - Wentworthville is not identified as a 'Strategic Centre' unlike St Leonards, Rhodes, Olympic Park and Burwood
  - Wentworthville is not located within an Urban Activation Precinct, such as Wentworth Point.



Strategic Centres, Urban Activation Centres and centres within the Greater Parramatta area are not considered to be directly 'comparable' centres to Wentworthville. The context of Wentworthville Centre compels lower heights and densities than permitted for these Centres.

- Expert studies and community consultation forming Councils Strategy have determined that building heights suitable for the size, role and context of Wentworthville Centre should be 8-12 storeys with few 'urban markers' at 18 storeys. It is accepted that due to its size and location, the Mall site (section fronting Dunmore Street) has the ability to accommodate greater building heights to add meaning to the urban structure of the Centre, without detracting from the overall character and predominant scale and amenity of the Centre. The Strategy identifies this by supporting an 'urban marker' on the site.
- It is believed that the proposal will be taller than the highest building on the Bonds Site.
- It is understood that the planning proposals in Granville referenced by the applicant have either been significantly reduced in height by the Department of Planning & Environment or are yet to be determined due to inconsistencies with the Draft Parramatta Road Revitalisation Plan.
- The planning proposal request does not provide sufficient justification for the request of building heights above what is proposed under Councils Strategy. Economic assessment demonstrating that the current controls and the draft Strategy controls are not achievable has not been provided. Councils own feasibility report has indicated development under the current controls was generally not feasible, however an FSR of 3.36 would enable a feasible development.
- A modest increase in building height, (fronting Dunmore Street) may be considered in order to further reflect the core location of the site within the Centre, compared to the other urban markers located at the railway station and the entrance from the Cumberland Highway. A height of 20 storeys (67m- including any floor space bonus) would have urban design merit, would not create any additional overshadowing impacts, would not be inconsistent with the context of the centre and would not comprise the draft Strategy.
- An appropriate height transition within the site is necessary to provide a built form transition to lower building heights in McKern Street and to enable the achievement of solar access for current and future residents on Pritchard Street East. Concern is raised that a number of sites on Pritchard Street East would have difficulty in achieving satisfactory solar access where 15 storeys is proposed. Additionally, 15 storeys is not considered a suitable transition height to sites opposite and adjacent (8-12 storeys) and is a significant departure from the Strategy. While consideration may be given to 12 storeys (42m) in this location, where it does not impact the achievement of solar access to current and future residents of Pritchard Street East, it is recommended that an 8 storey height limit would be more suitable for this location.

- The proposed FSR of 7.5:1 is excessive and is a density only suitable for higher order strategic centres. It is understood that the proposed FSR is not necessary for achieving feasibility for redevelopment. The FSR proposed in the draft strategy was lesser, as only one 18 storey tower and an 8 Storey street wall development was proposed. Consideration could be given to increasing the FSR in order to enable an additional tower of up to 20 storeys. An additional tower of this height should not create any additional overshadowing impacts to Pritchard Street East. This increase is assessed as being consistent with Councils Strategy as it would be sensitively located to reinforce the core of the Centre. A maximum FSR of 5:1- 6:1 (inclusive of any floor space bonus) would be considered appropriate for the context of the site within the Centre.
- An FSR of 5:1-6:1 generally results in a dwelling density of 400-500 dwellings per hectare, which is appropriate for a site in the core (heart) of a planned large town centre on a railway station. It is noted that the planning proposal request FSR of 7.5:1 would equate to between 500-600 dwellings per hectare.

#### *Merit Assessment- Economic Considerations*

Given it's the capacity and location, the site is central to the revitalisation of the Centre. Councils Planning and Place Making Strategy has ensured that future development of the site is feasible and provides development potential incentives to enable its short term redevelopment.

- 5,204m<sup>2</sup> of commercial floor space currently exists on site, including a supermarket (2,309m<sup>2</sup>).
- Under Councils Strategy over 10,000m<sup>2</sup> of commercial floor space could be achieved, including floor space bonus for a supermarket and 1<sup>st</sup> floor commercial floor space.
- The planning proposal request proposes over 9,000m<sup>2</sup> of commercial GFA, the provision of a 4,000m<sup>2</sup> supermarket, medical centre, community space and 18 speciality shops.
- The indicative plans show the 4,000m<sup>2</sup> supermarket space to include loading, shared pedestrian areas and a separate retail premises, rendering the actual supermarket size to be just over 3,000m<sup>2</sup>. Councils' economic and retail feasibility consultants have confirmed that the 4,000m<sup>2</sup> full line supermarket size recommended in Councils study is an internal lettable area and does not include a loading or pedestrian areas or other ancillary retail. In order to provide a larger supermarket space, amended plans would be presented at development application stage. It is noted that the applicant has not provided any studies or information supporting a supermarket less than 4,000m<sup>2</sup>.
- The proponent has chosen to provide a substantial proportion of the ground floor as public open space, rather than maximising potential retail floor space.

- The proponent is proposing to provide a significant amount of floor space on the 1st floor as community space for a suitable community facility, rather than maximising commercial floor space returns.
- The planning proposal does not provide a planning mechanism to ensure the provision of the supermarket or upper floor commercial space.
- The applicant has provided supporting information noting that the value uplift of the site above an FSR of 5.5:1 translates into a dollar value of \$7.95m and that the value of the public benefits proposed is greater than this amount (\$8.59m). This is based on an assumption of the base FSR being 5:1 (compared to the 3-3.5:1 in the Strategy) and that Council is willing to accept the proposed public benefits. The Wentworthville Planning & Place Making Strategy proposed sharing the value uplift of floor space above 8 storeys.

Council's Strategy proposes floor space bonus mechanisms for the provision of a full line supermarket on the mall site and 1<sup>st</sup> floor commercial floor space where a site is 12 storeys or greater. This is an approach to encourage commercial uses without reducing the residential floor space potential of a site.

The planning proposal request does not guarantee a future development application will include a supermarket or 1<sup>st</sup> floor commercial floor space. It is therefore recommended that any supported planning proposal for the site include provisions providing an additional floor space of 0.5:1 for the provision of a full line supermarket (4000m<sup>2</sup>) and 0.5:1 for the provision of above ground floor commercial floor space.

#### *Merit Assessment – Public Open Space*

The proposal request has indicated the delivery of 2,570m<sup>2</sup> of 'civic plaza' public open space, to be provided as two plazas and a forecourt, running north/south, between Dunmore Street and Pritchard Street East, forming a pedestrian mall between the proposed buildings on the site (Figure 5).

The space is formed within the mandatory building separations, primarily impacting the achievable retail/commercial floor space, as this area of separation would normally be required for residential towers under SEPP 65 and the Apartment Design Guide (ADG). The embellished spaces are intended to be provided to Council as part of a VPA. The proposal indicates the public open spaces would represent a \$5.15m contribution to the community. The planning proposal has indicated that this public space is intended to also form the communal open space for residents of the site.

The proposal request has not indicated the provision of land to form part of the 'Dunmore Street Plaza', as required by the Wentworthville Centre Planning and Place Making Strategy. The Dunmore Street Plaza is an 8m wide addition to the existing 4m wide footpath proposed from the Mall site to the corner of Dunmore and Station

Streets, creating a 1,500m<sup>2</sup> promenade space capitalising on the northerly aspect and include activities such as outdoor dining, seating, public art and other suitable temporary uses, widening the street to 28m to create an open, pedestrian focused Dunmore Street.

The Strategy did not propose a larger public space on the Mall site to ensure that the achievement of a supermarket anchor would not be compromised. A public space on the street contributes to the entire Centre, ensuring the movement of pedestrians is not internalised on one site and that the public space would activate the street. The Strategy also identified a through site link on the Mall site to increase permeability through the street block.

The following assessment is made on the proposed public space:

- The Dunmore Street Plaza creates a pedestrian focus to the Centre, working collaboratively with the proposed main street by-pass to encourage pedestrian movement and vitality to the streetscape. Through the widening of the street the plaza makes a positive public domain contribution by reducing the impact of any taller buildings
- The proposed public space/pedestrian link on the Mall site is an enclosed internalised space, which does not provide the same positive impacts to the street as the Plaza. The space is wider than the Dunmore Street Plaza and would allow some other activities, however it will have the effect of drawing people off the street into the mall space, rather than encouraging activity along the street.
- The section of the proposed public space which fronts Dunmore Street is considered to be complimentary to the Dunmore Street Plaza and would make a contribution to an active streetscape.
- The proposals public space/pedestrian link will not perform the same important contribution to the streetscape as the Dunmore Street Plaza and would not be recommended as a suitable replacement.
- The proposals Dunmore Street space receives an acceptable level of solar access (see investigation on Council's website). The Dunmore Street Plaza would receive adequate solar access.
- The proposed public spaces create a through site link, however they are not connected by accessible paths of travel, rather by stairs and lifts. Lifts on their own are not considered an acceptable accessibility solution.
- The supermarket forecourt may be well used by patrons of the supermarket, however it is disconnected from both Dunmore Street and Pritchard Street East and it is envisaged it would not be as highly trafficked as the Dunmore Street space.
- The Pritchard Street space would receive just over 1 hour a day of solar access in mid-winter, which is not a satisfactory amenity. This could lead to the space being less frequented, providing an opportunity for crime and other security issues. It is recommended that this space is not accepted as a land dedication.

- The proposed public space is not suitable to be the sole communal space provided to residents of the site.
- Where Council chooses to accept some or all of the proposed spaces through a VPA, consideration would need to be given to matters surrounding future maintenance, security and public liability.

The creation of the Dunmore Street Plaza is a key deliverable of the Strategy and was well received by the community. As a consequence of the exhibition, it will be the expectation of the community that this space is to be delivered. While components of the public open space of planning proposal request are supported, this space is assessed as being complimentary to the Dunmore Street Plaza but not suitable to replace it.

The indicative plans have been designed without the Dunmore Street Plaza, therefore the development design would need to be revised if the Plaza was mandated. This would amount to a reduction of 8 metres across the podium (1,632m<sup>2</sup>) and 8 metres (including a 3 metre upper storey setback) across both residential towers (up to 8,000m<sup>2</sup>). The floor space could be replaced by increasing the commercial floor space on the ground floor, removing the Pritchard St space and increasing the podium height. Council could also consider reducing the upper storey setback for the towers, which would only create a tower shortfall of just over 5,000m<sup>2</sup>.

It is not considered appropriate for Council to enter into a VPA for the dedication of public open space where this is proposed to also double as the communal open space for residents.

For any planning proposal supported for the Mall site, it is recommended that the land forming the Dunmore Street Plaza, be zoned SP2 Infrastructure to deliver this space through a future amended Section 94 development contributions plan.

#### *Traffic and Transport Considerations*

The planning proposal request indicates that:

- Vehicular access would be obtained from Pritchard Street East.
- 880 parking spaces are proposed to be provided (533 spaces for residential and 341 for retail and commercial).
- Provision of a pedestrian crossing on Dunmore Street is proposed.
- Traffic modelling of the post development conditions demonstrates that the intersection of Dunmore Street and Station Street would operate near capacity.

Vehicular access to the development is provided from Pritchard Street East. This is consistent with Councils Planning and Place Making Strategy which indicates that vehicular entries would not be permitted onto primary active frontages.

While the provision of parking is not directly assessed for the planning proposal request it is noted that the supporting information indicates a significant shortfall in the provision of parking spaces on the site. No spaces are proposed to be provided for studio units and visitor parking. Under SEPP 65 and Holroyd DCP 2013 and additional 182 parking spaces are required. The applicant has explained that the lesser rate is satisfactory due to the close proximity to the railway station, however it is concluded that the density of the proposal is too high and has enabled this shortfall.

No details have been provided regarding the provision of bicycle parking in the development.

The provision of a pedestrian crossing on Dunmore Street is consistent with Council's Strategy and supports a pedestrian focus for Dunmore Street. This crossing is to be provided to Council via a VPA. Details on the specific form and location of the crossing are to be determined in consultation with Councils Engineering Services Department.

The proposal demonstrates an impact on the level of service at the intersection of Dunmore Street and Station Street, which would operate a level of service D (near capacity). Council's background studies for the Planning and Place Making Strategy indicate that future development in the Centre and through traffic would also cause this intersection (and several others) to hit their capacities. Councils Engineering Services Department have indicated that the increase in vehicular traffic as a result of the additional dwellings under the planning proposal request, as compared with built form option 2 under Councils Strategy will not have a further dramatic impact on the road network. Councils Strategy proposes the implementation of a traffic bypass in the Centre and its importance in managing traffic within Wentworthville Centre is further highlighted by this application.

#### *Voluntary Planning Agreement*

A Voluntary Planning Agreement (VPA) under Section 93F of the Environmental Planning and Assessment Act 1979 can be made between a developer and Council, which can require the developer to dedicate land, pay a monetary contribution or any other public benefit to be used for a public purpose. A VPA does not exclude the application of Councils existing section 94 plan unless agreed by Council, however it can be made in lieu of, if agreed to by Council.

The proponent has submitted a letter of offer to enter into a VPA with Council (Attachment 5). A number of on-site public benefits are proposed to be provided to the community:

- **2,570m<sup>2</sup> of embellished public open space including:** Dunmore Street space (683m<sup>2</sup>), Supermarket Forecourt (593m<sup>2</sup>) Pritchard Street space (1,294m<sup>2</sup>). Embellishment of these spaces include CCTV, paving, lighting, public art, free Wi-Fi, provision for events, furniture, landscaping, notice board.
- **600m<sup>2</sup> of commercial floor space for community uses** (to be managed by Council, the development strata or NGO)
- **Commercial floor space for professional consulting rooms** (no size or proposed management arrangements indicated)
- **Road crossing works for Dunmore Street**, including surface paving, traffic calming and fencing.

The letter of offer does not propose exclusion from the payment of contributions under Holroyd Section 94 Contributions Plan 2013.

The letter of offer indicates a number of public benefits that should be further examined. The following comments are made in relation to the letter of offer:

- There is reservation in the acceptance of any public open space which proposed to double as communal open space for residents. Council would be in effect paying for the maintenance of a strata asset.
- It is not intended that any of the proposed public open spaces will be accepted in lieu of the provision of the Dunmore Street Plaza.
- The long term cost of maintenance of the public open spaces requires further consideration.
- A needs analysis would be required in respect to the proposed commercial floor space offered. Holroyd s94 Development Contributions Plan 2013 indicated the need for the expansion/addition of a number of community facilities in Wentworthville. Noting the proposed redevelopment of the existing library site into a community hub and the incompatibility for the proposed commercial floor space to become a child care centre, further review is needed in order to determine the suitability of the space for future community uses.
- Investigation into the management of any commercial floor space and on-going costs involved is to be undertaken.

The VPA is to be further assessed and negotiated with the applicant and then publicly exhibited with a planning proposal following any Gateway Determination. It is recommended that delegation is provided to the General Manager to negotiate the VPA on behalf of Council, which will be reported back to Council after public exhibition.

#### *Design and Amenity Considerations*

The supporting documentation verifies the designs compliance with the requirements of State Environmental Planning Policy No. 65, specifically the Apartment Design Code,

with respect to the achievement of solar access for dwellings within the development, cross ventilation and building separations.

The dwelling mix proposed for the development is:

- Studio - 130 (18.6%)
- 1 bedroom - 202 (28.93%)
- 2 bedroom - 300 (42.97%)
- 3 bedroom - 66 (9.4%)

Councils' studies support the predominant supply of 2 bedroom units (with a car parking space). The proposed supply of studio units within the Wentworthville market is questioned, specifically in the knowledge that no parking spaces are proposed for these units.

Concern has been raised with the overshadowing impact of the proposed 15 storey towers on Pritchard Street East and it is recommended that these be reduced in height.

The proposed street wall height in the indicative plan does not align with the Strategy, however this can be addressed during the development assessment process.

#### *Social & Cultural Considerations*

The proponent has submitted a social impact assessment and Impact Management Plan, as required by Councils Social Impact Assessment Policy 2012. Council's Social Planner has assessed the plans as adequately addressing the full scope of relevant impacts of the proposal (both positive and negative).

The major identified positive impacts of the proposal are:

- the valuable provision of new social infrastructure without any drain on public resources or existing s94 funds
- Providing additional residential units within Wentworthville, contributes to alleviating Sydney's housing affordability.
- Increasing safety by providing active frontages

The negative impacts of the proposal are:

- Increase in traffic
- Construction noise and occupation noise
- Development impacts such as privacy and solar access
- Streetscape character
- Open space



The assessment concludes that “*there is a nexus between the amount of additional floor space that translates to development profit and the ability to provide a series of social and community benefits*”. The assessment recommends that the benefits of the public spaces, through site link and renewed shopping precinct should not be “*jeopardised by any insistence of Council to reduce the overall yield of the proposal*”. Unfortunately the Social Impact Assessment does not provide any justification for this statement and fails to acknowledge the wider planning considerations to determine the appropriate densities and building heights. It is noted that both development options under Council’s Planning and Place Making Strategy have been tested as economically feasible.

#### *Environmental Considerations – Flooding and Contamination*

A Stage 1 Environmental Site Assessment has been provided by the proponent. The review has found no obvious sources of contamination; however this conclusion is limited by the lack of in-depth information of the land uses. The report highlights the potential for site contamination from the fill material, on site commercial uses (including dry cleaning and car parking) and hazardous building materials used in the construction of current and former buildings. Councils Environmental Health Section have reviewed the report and conclude that the recommendations provided in the environmental site assessment should be enacted prior to demolition and construction.

The subject site is not identified as a flood control lot, however a future development application for the site would be required to introduce on site detention provisions.

#### *117 Directions*

Section 117 of the Environmental Planning and Assessment Act 1979 allows the minister for planning to give directions to Councils regarding the principles, aims, objectives or policies to be achieved or given effect to in the preparation of draft local environmental plans (LEPs).

The proposal is generally consistent with the 117 Directions and no objection is raised in this respect.

#### *Agency Consultation*

The requirement for consultation with relevant agencies would be identified in the Gateway determination, as would the minimum requirement for public exhibition of the Planning Proposal.

**Options:**

Four options have been provided for Councils consideration and are detailed below. Option A is the planning proposal request as submitted, Option B is the development standards as proposed under Option 1 of the Wentworthville Planning & Place Making Strategy, Option C is as proposed under Option 2 of the Strategy and Option D – a hybrid option, enabling a two towers of 20 storeys, retaining 8 storeys to Pritchard Street and an FSR of up to 6:1 with bonuses. Both option 2 and 3 would require the provision of the Dunmore Street Plaza and this is recommended to be obtained through entering into a VPA.

**OPTION A - Planning Proposal Request as submitted**

- i) Increase the maximum building height to 88m (approx. 25-26 storeys) fronting Dunmore Street and 55m (approx. 15-16 storeys) fronting Pritchard Street East.
- ii) Increase the maximum floor space ratio to 7.5:1
- iii) The provision of a public open space and pedestrian link corridor between Dunmore Street and Pritchard Street East, being 20 metres wide.
- iv) A Voluntary Planning Agreement.

**OPTION B - Option 1 of Wentworthville Planning & Place Making Strategy**

- i) Increase the maximum building height to 46m (approx. 13 storeys) fronting Dunmore Street and 30m (approx. 8 storeys) fronting Pritchard Street East.
- i) Increase the maximum floor space ratio to 3.5:1.
- ii) Create a provision which enables a floor space bonus of 0.5:1 for the construction of a full line supermarket on the subject site.
- iii) Create a provision which enables a floor space bonus of 0.5:1 for the provision of commercial floor space above ground floor.
- iv) The zoning and dedication of Dunmore Street Plaza as part of a Voluntary Planning Agreement.

**OPTION C - Option 2 of Wentworthville Planning & Place Making Strategy**

- i) Increase the maximum building height to 61m (approx. 18 storeys) fronting Dunmore Street and 30m (approx. 8 storeys) fronting Pritchard Street East.
- ii) Increase the maximum floor space ratio to 4:1.
- iii) Create a provision which enables a floor space bonus of 0.5:1 for the construction of a full line supermarket on the subject site.
- iv) Create a provision which enables a floor space bonus of 0.5:1 for the provision of commercial floor space above ground floor.
- v) The zoning and dedication of Dunmore Street Plaza as part of a Voluntary Planning Agreement.

**OPTION D - Increase height and FSR and provision of Dunmore Street Plaza**

- i) Increase the maximum building height 68m (approx. 20 storeys) fronting Dunmore Street and 30m (approx. 8 storeys) fronting Pritchard Street East.
- ii) Increase the maximum floor space ratio to 5:1
- iii) Create a provision which enables a floor space bonus of 0.5:1 for the construction of a full line supermarket on the subject site.
- iv) Create a provision which enables a floor space bonus of 0.5:1 for the provision of commercial floor space above ground floor.
- v) The zoning and dedication of Dunmore Street Plaza as part of a Voluntary Planning Agreement.

**Conclusion:**

The Wentworthville Mall site is the largest land holding in single ownership in the core of Wentworthville Centre. Any redevelopment of this site would have the potential to stimulate the revitalisation and renewal of Wentworthville Centre.

The request for a planning proposal seeks to increase the existing height and floor space ratio development standards on the site substantially from the current Local Environmental Controls and in addition dedicate a portion of land as public open space, connecting Dunmore Street to Pritchard Street East.

Council has recently exhibited the Wentworthville Centre Planning & Place Making Strategy, which proposes building height and floor space ratio increases across the centre and includes the provision of new public spaces, traffic management solutions as part of a whole of centre approach to revitalisation.

The planning proposal request for 42-44 Dunmore Street Wentworthville is a substantial departure from the proposed heights, floor space ratio of the Strategy and has provided an alternative public open space option to the proposed Dunmore Street Plaza.

An assessment of the suitability of the planning proposal request, considering the merit of these departures from the Strategy and the overall suitability of the proposal has been undertaken. The assessment indicates that small departures in respect to height and floor space ratio could be considered consistent with Councils Planning and Place Making Strategy, however justification for the proposals requested height and FSR is has not been founded. The proposals public open space, whilst large in area, does not achieve the same streetscape contribution as the Dunmore Street Plaza and is not recommended to replace this space; however the sections of the proposed public open space could positively contribute to public space in the Centre.

It is recommended that Council endorse Option D.

### **Supporting Documentation:**

In addition to the attachments provided in this report, the proponents supporting documentation below will be made available for view on Council's Website:

- Amended Social Impact Assessment
- Communal Open Space Solar Access Investigation
- Community Consultation Report
- Concept Design Report
- Flood and Stormwater Management
- Impact Management Plan
- Social and Economic Benefits Assessment
- Social Impact Assessment
- Stage 1 Environmental Site Assessment
- Traffic Report
- Traffic Report Supporting Material
- Updated Ground Floor Plan
- Urban Design Report
- Valuation Advice of Bonus Floor Space

### **Consultation:**

This report proposes that community consultation be carried out as determined by the Department of Planning and Environment when it issues a gateway determination of the planning proposal. Nonetheless, it is recommended that the Planning Proposal include the following:

- The Planning Proposal being exhibited for 28 days (subject to gateway determination conditions) at the Council administration building and at Wentworthville and Merrylands libraries.
- The Planning Proposal being displayed on the Council website.
- The Planning Proposal being advertised in the local newspaper during the first and second weeks of the community consultation.
- Letters being sent to neighbouring properties opposite and adjacent to the site.

### **Financial Implications:**

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

**Policy Implications:**

This report proposes to forward to the Department of Planning and Environment a planning proposal that may potentially result in an amendment to Holroyd Local Environmental Plan 2013.

The requested proposal (Option A) is not consistent with the exhibited Wentworthville Planning & Place Making Strategy. The recommended proposal (Option D) is substantially consistent with the Strategy, providing for the envisioned Dunmore Street Plaza, two storeys higher than the Strategy Option 2 heights.

**Communication / Publications:**

It is proposed that, after the Department of Planning & Environment issues a Gateway Determination, the Planning Proposal would be advertised in the local newspaper during the first and second weeks of the community consultation period.

**Report Recommendation:**

- i) That Council prepare a planning proposal for Gateway submission and public consultation in accordance with Option D for 42 - 44 Dunmore Street, Wentworthville.
- ii) That delegated authority is provided to the General Manager to proceed with negotiations for a Voluntary Planning Agreement with the land owner for the planning proposal.
- iii) That Council advise the Department of Planning that Council wishes to exercise its plan making delegations for this planning proposal.
- iv) That pending Gateway Determination, Council undertake community consultation in relation to the Planning Proposal.

**Attachments:**

1. Planning Proposal Report
2. Planning Proposal Report- Additional Information
3. Comparison of Planning Proposal Request to current controls, previous draft controls and Strategy controls
4. Comparison of Planning Proposal Request and Key Priorities of Wentworthville Centre Planning & Place Making Strategy
5. Voluntary Planning Agreement- Draft Heads of Agreement

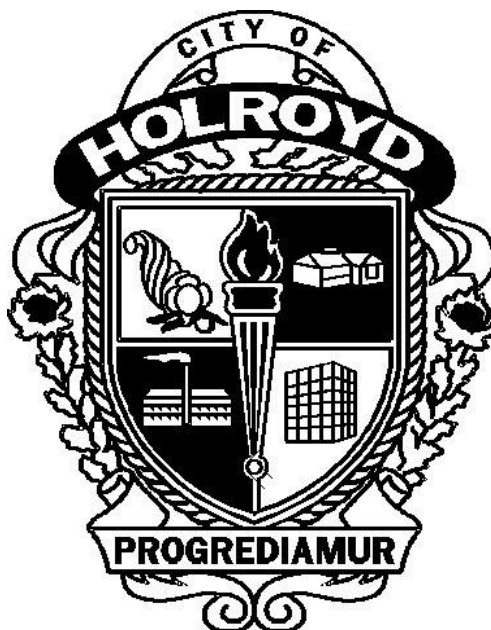




## FINANCE AND WORKS COMMITTEE







## 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, 16 February 2016.**

### **Summary:**

FW004-16	SUBJECT: 2015/2016 BUDGET - QUARTERLY REVIEW AS AT 31 DECEMBER 2015 BP16/20 .....	81
FW005-16	SUBJECT: AUSTRALIAN GOVERNMENT'S STRONGER COMMUNITIES PROGRAMME 2015-16 BP16/111 .....	85



## 2015/2016 Budget - Quarterly Review as at 31 December 2015

Responsible Department: Corporate and Financial Services  
 Executive Officer: Director of Corporate & Financial Services  
 File Number: INFOC/16 - BP16/20  
 Delivery Program Code: 19.1.1 Maintain Council's financial position

FW004-16

### Summary:

This report presents the December Quarterly Budget Review for the 2015/2016 Financial Year in accordance with Part 9, Division 3, Section 203 of the Local Government (General) Regulation 2005.

### Report:

A review of the 2015/2016 Budget for the quarter ending 31 December 2015 was carried out by Budget Managers, Chief Financial Officer and the Management Accountant in conjunction with the Senior Management Team (SMT).

A summary of the original adopted budget and subsequent variations follows:

### *2015/16 Quarterly Budget Review – 31 December 2015 Budget Reconciliation*

	<b>Council Report</b>	<b>Total Income</b>	<b>Expenditure &amp; Reserves</b>	<b>Net Effect on Budget</b>
		\$	\$	\$
<b>Adopted - Original Budget</b>	CCL042-15	(160,810,237)	160,810,237	0
July to September Review	FW047-15	(214,633)	214,633	0

### **Items voted by Council since adoption of Original Budget**

Section 94 Project - Acquisition of 5 Harvey Place and 9 Linden Street	COTW011-15	(2,276,180)	2,276,180	0
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## Toongabbie

Section 94 Project –  
Acquisition of 213  
Merrylands Road  
Merrylands

COTW015-15 (1,650,000) 1,650,000 0

Section 94 Infrastructure  
Priority Works

FW033-15 (2,197,000) 2,197,000 0

Carry Forward Requests  
for Year ended 30/06/2015

FW048-15 (18,080,104) 18,080,104 0

October to December  
Review

(521,628) 521,628 0

**Revised Budget - as at 31  
December 2015**

(185,749,782) 185,749,782 0

The major budget adjustments in the December 2015-16 Budget Review are:

Item	Amount	Description
Works associated with the upgrade of the Piazza	\$80k	Transferred from unrestricted interest income
Guildford Community Centre Kitchen Renovation	\$46k	Transferred from Centre Based Meals Reserve
Pemulwuy Children Centre Shade and Playground upgrade	\$25.5k	Transferred from Children Services Reserve

**Statement by Responsible Accounting Officer (Darrell Jefferys – Chief Financial Officer):**

*"Pursuant to Part 9, Division 3, Section 203 of the Local Government (General) Regulation 2005, I believe that the financial position of Council in relation to the 2015/2016 Budget is satisfactory having regard to the estimates of income and expenditure, and that no adverse trends are evident, subject to the adjustments contained in this report."*

**Conclusion:**

As at 31 December 2015 there were no unfunded income or expenditure budget variations. All variations identified by Budget Managers have been funded within the budget(s) under their control.

The 31 December 2015 Quarterly Budget Review maintains a balanced budget position.

**Consultation:**

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

**Financial Implications:**

The variations identified within this report present, as at 31 December 2015, a balanced budgetary position.

**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 Finance and Works Committee recommends that the December 2015/2016 Quarterly Budget Review be received and variations adopted.

**Attachments:**

1. Budget Department Summary
2. Budget Resource Summary



## Australian Government's Stronger Communities Programme 2015-16

Responsible Department: Engineering Services  
 Executive Officer: Director of Engineering Services  
 File Number: INFOC/16 - BP16/111  
 Delivery Program Code: A2.4.1 Manage the range of grant funding programs  
 A4.1.1 Provide parks and recreational facilities which meet the community needs and lifestyle priorities.  
 D20.1.1 Council maintains effective working relationships with local MP's and their staff, government agencies and departments.

FW005-16

### Summary:

Council at the meeting of 15 September 2015 (FW037-15) resolved to submit grant applications for projects under the Australian Government's Stronger Communities Programme 2015-16.

In January 2016, the Australian Government advised that five of the grant applications in the Federal electorate of Greenway have been approved for funding and at the meeting on 2 February 2016 (FW003-16) Council provided matching funds for the five projects.

The Australian Government has now advised that the three grant applications in the Federal electorate of McMahon have also been approved for funding. The one remaining project in Parramatta is still being reviewed.

This report provides details of the three successful small capital projects and Council's allocation of matching funds for the grants from the Australian Government's Stronger Communities Programme 2015-16 for these projects.

### Report:

The Australian Government's Department of Infrastructure and Regional Development announced that the Stronger Communities Programme (SCP) for 2015-16 to provide funding for community groups and local Councils to invest in small capital projects in each of the 150 Federal Electorates. A second round of the SCP is proposed for mid February 2016.

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. 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.

Council submitted grant applications to the Federal Members of Parliament (MPs) in Holroyd's electorates of Greenway, Parramatta, McMahon and Blaxland for the 2015-16 round of the Stronger Communities Program (SCP) in accordance Council's resolution at the meeting of 15 September 2015 (FW037-15).

Recommended applications were submitted by MPs to the Department of Infrastructure and Regional Development by 30 October 2015 and included five in Greenway, one in Parramatta and three in McMahon. The three nominated projects for Blaxland were unsuccessful and not submitted to the Department of Infrastructure and Regional Development.

Council has received advice from the Department of Infrastructure and Regional Development that the three projects in the federal electorate of McMahon are successful. The funding amount is the same as the amount sought for all of the successful projects.

Dirrabari Reserve, Pemulwuy was submitted for the amount of \$10,000 grant funding during the Expression of Interest phase however the project was supported for the amount of \$8,000 grant funding by the McMahon electorate. The final submission to the Department of Infrastructure and Regional Development for this project included a reduced scope of works in accordance with the revised grant funding amount.

The Department of Infrastructure and Regional Development also advised the one (1) project in the federal electorate of Parramatta is still being reviewed.

### *Successful Projects*

The following table lists Holroyd Council's successful projects and the required Council matching funding:



*Table 1 – Holroyd City Council's Successful Projects for the Stronger Communities Programme 2015 -16*

<b>Project</b>	<b>Estimated Cost \$</b>	<b>Successful Grant \$</b>	<b>Required Council Funding \$</b>
<b>McMahon Electorate</b>			
<i>Dirrabari Reserve</i> <i>Watkin Tench Parade, Pemulwuy</i> Additional play equipment for younger children and rubber softfall amendments	16,000	8,000	8,000
<i>Central Gardens Park</i> <i>Merrylands Road, Merrylands West</i> Bush Preschool and Environmental Learning Centre – development of an outdoor area to demonstrate sustainable and ecological initiatives	40,000	20,000	20,000
<i>Maple Street Park</i> <i>Maple Street, Greystanes</i> Installation of playground equipment	50,000	20,000	30,000
	<b>\$106,000</b>	<b>\$48,000</b>	<b>\$58,000</b>

Funding for the Stronger Communities Programme 2015-2016 is the same as the amount sought for all of the successful projects. The total estimated cost of the three (3) successful projects is \$ 106,000 and Council requires a contribution of \$58,000 of its share of the funding requirement.

The Engineering Services budget for 2015-2016 has a total amount of \$ 250,000. From this budget, Council has approved the matching funding of \$144,500 (FW052-15) for Community Building Partnership 2015 and matching funding of \$62,500 (FW003-16) for the Stronger Communities Programme 2015–2016 for a total amount of \$207,000. Funding of \$43,000 is available for Council's allocation from the Engineering Services

budget and the remaining \$15,000 to be allocated from Council's Engineering Services Budget savings.

**Conclusion:**

Council at its meeting of 15 September 2015 (FW037-15), in considering project submissions, resolved to provide matching funding for any grants obtained under the Australian Government's Stronger Communities Programme 2015-16.

At the meeting on 2 February 2016 (FW003 -16) Council provided matching funds for the five projects in the electorate of Greenway.

The value of the Stronger Communities Programme 2015-16 grants for the Federal electorate of McMahon is \$106,000.

Funding is available for Council's allocation from the Engineering Services budget for the amount of \$43,000 with the amount of \$15,000 to be allocated from Council's Engineering Services Budget savings.

It should be noted that the projects funded under the Stronger Communities Programme 2015-16 should be ready to commence early 2016.

**Consultation:**

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

**Financial Implications:**

Council's share of funding will be allocated as discussed in the 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 Council approve matching funds for the three projects under the Stronger Communities Programme 2015-16 as detailed in the report.
- ii) That the Federal Member of Parliament for the electorate of McMahon be thanked for the grants provided under the Stronger Communities Programme 2015-16.

**Attachments:**

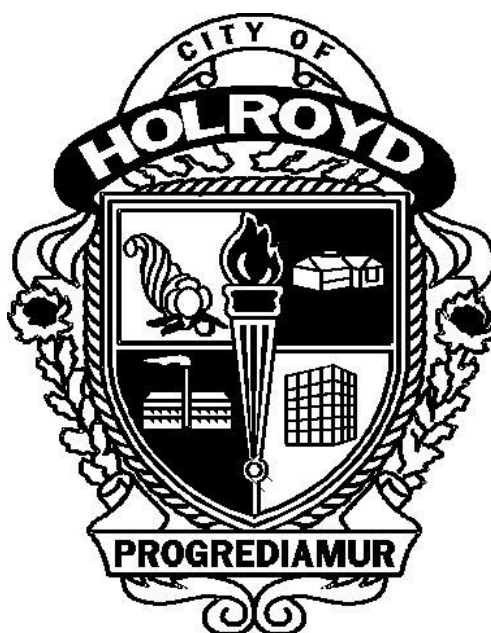
Nil





## HOLROYD TRAFFIC COMMITTEE





## HOLROYD TRAFFIC COMMITTEE

**Index of the Meeting of the Holroyd Traffic  
Committee of the Council of the City of Holroyd,  
held in Council Chambers, Memorial Ave,  
Merrylands on Tuesday, 16 February 2016.**

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## Holroyd Traffic Committee - 3 February 2016

Responsible Department: Engineering Services  
 Executive Officer: Director of Engineering Services  
 File Number: INFOC/22 - BP16/48  
 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

HT001-16

### Summary:

The following matters were listed for consideration at the meeting of the Holroyd Traffic Committee held at 10:00am on Wednesday, 3 February 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. David Zahen	- Transit Systems
Ms. Elisabeth Majnaric	- Council
Ms. Maria Cavanna	- Council
Mr. Dennis Urena	- Council
Ms. Chrystal McClelland	- Council
Mr. A. Di Mascio	- Owner (Item 4 only)
Ms Vikki Fenech	- Resident (Item 4 only)
Mr. Bill Morcos	- Business Owner – APW Service Station (Item 12 Only)
Mr. Tony Decaria	- Licensee McDonalds (Item 12 only)
Mr. Steve Brady	- Merrylands RSL (Item 13 only)

*Apologies*

Ms. Dina Hanna	- Roads and Maritime Services
Mr. Nick Veljanovski	- Transit Systems

*Schedule 1 & 2 Items*

- 1602/01 - Minutes of the Holroyd Traffic Committee Meeting of 2 December 2015 Considered by Council at its Meeting of 15 December 2015
- 1602/02 - Intersection of Guildford Road with Cardigan Street, Guildford – Request for ‘No Stopping’ Restrictions – Consultation Results
- 1602/03 - Intersection of High Street with Junction Street, Granville – Review Part Time ‘No Right Turn’ Restrictions
- 1602/04 - McCredie Road, Guildford – Relocation of Existing Bus Stop
- 1602/05 - Kippax Street and Whalans Road, Greystanes – Speeding Issues
- 1602/06 - Pitt Street and Sheffield Street, Holroyd – Proposed Median Island Associated with Development Application – TMP Approval
- 1602/07 - Goodall Street and Joyce Street, Pendle Hill – Proposed Modification to the Existing ‘No Right Turn’ Restriction – TMP Approval
- 1602/08 - Thames Street (Northern Entry), Merrylands West – Request for Parking Restrictions Near Central Gardens Work Compound
- 1602/09 - Shannon Avenue, Merrylands – Proposed Installation of ‘No Stopping’ Restrictions
- 1602/10 - Lane Street, Wentworthville – Time Restricted Parking - Traffic Management Plan (TMP) Approval and Proposed Directional Signage
- 1602/11 - Berith Road, Greystanes – Proposed ‘5 Tonne’ Load Limit – Consultation Results
- 1602/12 - Military Road, Merrylands – Proposed Parking Restrictions
- 1602/13 - Late Item – Fairfield Road and Dursley Road, Yennora – Federal Nation Building Blackspot Program 201/-2016 – Proposed Intersection Upgrade

**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



## **Item 1602/01 - Minutes of the Holroyd Traffic Committee Meeting of 2 December 2015 considered by Council at its meeting of 15 December 2015**

Responsible Department: Engineering Services  
Executive Officer: Director of Engineering Services  
File Number: INFOC/22 - BP16/49  
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 December 2015 were considered by Council at its meeting held on 15 December 2015.

This report outlines the resolution of the Council meeting.

### **Report:**

It was resolved on the motion of Clr. Dr. Brodie, seconded Clr. Rahme 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 1602/02 - Intersection of Guildford Road with Cardigan Street, Guildford - Request for 'No Stopping' Restrictions - Consultation Results

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/50
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 20 October 2015 considered a report (vide HT107-15) regarding the installation of 'No Stopping' restrictions at the intersection of Guildford Road with Cardigan Street, Guildford. Council resolved that:

- "i) The installation of 'No Stopping' restrictions at the intersection of Guildford Road with Cardigan Street, Guildford in accordance with the attached plan be supported.*
- ii) The affected residents be consulted and the result be reported back to the Holroyd Traffic Committee if objections are received."*

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

### Report:

Consultation was carried out with the affected residents on this matter. There were approximately 21 letters with an attached survey and plan distributed to residents and owners with only one objection received.

The resident that objected to the proposal provided the following comments in the table below:

#	Resident Comments	Council Comments
	<b>Objection</b>	
1	We have 1 garage and 2 cars for 2 adults at home. It is already difficult as it is at present to find parking. If you put 'No Stopping' signs you are bound to make some revenue as people will have no option but to still park on those strips of road / street. The only other option would be to sell our cars. I hope you take our concern seriously and don't go ahead with 'No Stop' signs.	The proposal would result in the loss of one parking space on Guildford Road which can be accommodated on the nearby streets.

Based on the consultation result, only one objection was received from a local resident which raised concerns regarding loss of on-street parking. Council's Officers have responded to the resident in the table above.

As part of the investigation of the intersection, Council Officers have observed a missing 'Give Way' sign and associated linemarking. These traffic facilities will be reinstalled as part of these works.

### **Conclusion:**

The proposal would remove one on-street parking space on Guildford Road, however, the proposed intersection treatment would improve road safety for all road users.

### ***Holroyd Traffic Committee Comments***

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

### **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 installation of 'No Stopping' restrictions at the intersection of Guildford Road with Cardigan Street, Guildford in accordance with the attached plan be supported.
- ii) The reinstatement of the missing 'Give Way' and associated linemarking on Cardigan Street, Guildford in accordance with the attached plan be supported.
- iii) The affected residents be notified of the outcome generally.

**Attachments:**

- 1. Previous Report - HT107-15
- 2. Plan – Guildford Road and Cardigan Street, Guildford – Proposed 'No Stopping' restrictions



## Item 1602/03 - Intersection of High Street with Junction Street, Granville - Review Part Time 'No Right Turn' Restrictions

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/51
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 the Holroyd Local Area Command (HLAC) to review the recent installation of part time 'No Right Turn - 7am–10am and 3pm–7pm, Mon – Fri' restrictions at the intersection of High Street with Junction Street, Granville.

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

### Report:

Council has recently installed part time 'No Right Turn - 7am–10am and 3pm–7pm, Mon – Fri' restriction from High Street into Junction Street, Granville. The purpose of this restriction is to restrict right turn movements during peak hours from High Street into Junction Street and left turn movements from Junction Street into Church Street.

As a result of this restriction, a large number of motorists are performing U-turns at the eastern end of Junction Street and traveling towards Church Street (i.e. turning left from High Street into Junction Street, performing U-turns on Junction Street and traveling towards Church Street), which defies the purpose of the intent and causes enforcement issues. In this regard, NSW Police requested Council to review the current restriction.

Council's Officers have investigated the request and found that the installation of centre linemarking (BB lines) would improve the problem. To maintain on-street parking spaces on both sides, it is required 10.2m road width (i.e. 4.2m parking lanes on both sides and 6m travelling lanes, total 10.2m). However, due to insufficient road width (existing approximately 9.8m), the on-street parking on both sides needs be removed, which would impact adversely on the on-street parking and residents' amenity in the area.

It is noted that the northern section of Junction Street (east of High Street) has two on-street parking. To minimise the impact on loss of on-street parking and maintain parking spaces on the southern side of Junction Street, it is recommended to install the proposed BB linemarking on the northern section of the road. In addition, to avoid any traffic issues on the northern side of the Junction Street, it is also recommended to install 'No Stopping' restrictions at this section which would result in remove two on-street parking.

### **Conclusion:**

The proposed treatment described in the report would improve road safety and resolve enforcement issues.

### ***Holroyd Traffic Committee Comments***

The RMS representative provided the following comments via email:

- The proposed 'No Stopping' restriction is within 1km radius of Granville Station which is a nominated train station, however, the existing parking spaces are already restricted (existing '2P 8am-6pm Mon-Fri, 8am to 12pm Sat') along this section therefore, does not require TfNSW approval.

### **Consultation:**

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

### **Financial Implications:**

The 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 matter be deferred until a site meeting has been undertaken with the Holroyd Local Area Command and a further report be brought back to the Traffic

Committee following the site meeting.

- ii) The Holroyd Local Area Command be notified of the outcome generally.

**Attachments:**

1. Plan – Junction Street, Granville – Proposed BB linemarking, ‘No Stopping’ restrictions



## Item 1602/04 - McCredie Road, Guildford - Relocation of Existing Bus Stop

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/52
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 15 December 2015 considered a report (vide HT141-15) regarding the relocation of the existing bus stop on McCredie Road, Guildford. Council resolved that:

- "i) The matter be deferred with a further investigation being undertaken and the result brought back to the Holroyd Traffic Committee for consideration.*
- ii) The affected businesses and residents be notified of the outcome generally."*

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

### Report:

Council at its meeting of 15 December 2015 considered a report (vide HT141-15) regarding the relocation of the existing bus stop on McCredie Road, Guildford. Council resolved that:

- "i) The matter be deferred with a further investigation being undertaken and the result brought back to the Holroyd Traffic Committee for consideration.*
- ii) The affected businesses and residents be notified of the outcome generally."*

Following Council's resolution, Council's Officers have undertaken further investigation and found that the existing 'Bus Zone' sign in the plan was located at an incorrect location. In this regard, the design plan has been amended to reflect existing 'Bus Zone and Bus Stop' restrictions in front of 2 McCredie Road, Guildford.

**Conclusion:**

The proposed relocation of the bus stop and 'Bus Zone' sign would improve access for resident at 2 McCredie Road, Guildford.

***Holroyd Traffic Committee Comments***

The first speaker (Tony) presented at the meeting and provided the following comments:

- Questioned the Holroyd Traffic Committee members of how long the bus stop has been there. He believes the bus stop has been located in the current location for 70-80 years.
- The garbage bins in front of his property will be affected.
- Was of the opinion that the bus stop was to be removed.
- Doesn't agree with the reasoning for relocating the bus zone.
- Not supporting the bus zone relocation.

The second speaker (Vikki) presented at the meeting and provided the following comments:

- The prime issue is the current location presents a danger to the public with Work Health & Safety (WH&S) issues which may result in compensation claims.
- The bus driver does not have adequate manoeuvrability and hits the bus stop signs which are continuously replaced at the expense of rate payers.
- Garbage bins are everywhere and are collected with parked cars along the street with no issues, Guildford Road is an example of this.
- The bus stop has only been in its present location for approximately 5 years which was relocated without any notice to residents. This may have been moved due to the installation of the concrete median.

The Holroyd Traffic Committee commented that a redesign of the existing bus stop shall be undertaken by shifting the bus zone east of the existing bus stop for 20m from the power pole with affected residents being consulted.

The extension of the footpath and installation of a concrete slab as per Disability Discrimination Act (DDA) requirements be supported.

**Consultation:**

Notification 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 grant.

**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 relocation of bus stop and 'Bus Zone' signs on McCredie Road, Guildford to the east in accordance with the attached plan be supported.
- ii) The extension of the footpath and installation of a concrete slab as per Disability Discrimination Act (DDA) be supported.
- iii) The affected residents be consulted and the result be reported back to the Holroyd Traffic Committee if any objections are received.

**Attachments:**

- 1. Plan – McCredie Road, Guildford – Proposed Bus Stop and Bus Zone relocation
- 2. Previous Report HT141-15



## Item 1602/05 - Kippax Street and Whalans Road, Greystanes - Speeding Issues

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/53
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 complaint from a local resident regarding burnout / speeding issues on Kippax Street and Whalans Road, Greystanes and has requested Council to review these streets to provide traffic calming devices.

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

### Report:

Kippax Street is a local road that runs in a north-south direction with a default speed limit of 50 km/h. It has a width of approximately 10m and parking restrictions are applied on both sides. Land use at this section of the street is generally residential.

Whalans Road is a local road that runs in an east-west direction with a default speed limit of 50 km/h. It has a width of approximately 10m and parking is permitted on both sides.

The latest Roads and Maritime Services (RMS) crash data indicated that one crash has been reported on Kippax Street and five crashes have been reported on Whalans Road within the last five years.

Traffic counts were undertaken on Kippax Street between Merrylands Road and Whalans Road and on Whalans Road between Kippax Street and Brighton Street in October 2015. The results of Kippax Street indicated an Annual Average Daily Traffic (AADT) volume of 2060 vehicles/day, an 85<sup>th</sup> percentile speed of 51.5 km/h (i.e. 85% of the vehicles travelling along this section of roadway travelled at speed below 51.5 km/h) and the mean (average) vehicle speed of 43 km/h.

The results of Whalans Road indicated an AADT volume of 1859 vehicles/day, an 85<sup>th</sup> percentile speed of 56.2 km/h and the mean (average) vehicle speed of 48.4 km/h.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Kippax Street and Whalans Road in accordance with the criteria set out in Holroyd City Council's Local Area Traffic Management (LATM) Policy. The assessments are summarised in the tables below:

Table 1.1 - Kippax Street – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	5
Road Characteristics	35	17
Community Support & other factors	5	3
Total	100	<b>40</b>

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

Table 1.2 - Kippax Street – Action

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 devices
41-60	Council to review traffic data in 6 months
<b>25-40</b>	<b>Monitor street and review traffic data after 12 months</b>
<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.

Table 2.1 - Whalans Road – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	10
Road Characteristics	35	19
Community Support & other factors	5	3
Total	100	<b>47</b>

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

Table 2.2 – Whalans Road – Action

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 devices
<b>41-60</b>	<b>Council to review traffic data in 6 months</b>
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.
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The LATM results in the tables above indicates that Council to review traffic data in 6 and 12 months on Whalans Road and Kippax Street respectively.

### **Conclusion:**

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Kippax Street and Whalans Road in accordance with the criteria set out in Holroyd City Council's LATM Policy. The result of the LATM assessment indicated to review traffic data in 6 and 12 months on Whalans Road and Kippax Street respectively.

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

### **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 report be received.
- ii) The concerned resident be notified of the outcome generally.

### **Attachments:**

Nil



## Item 1602/06 - Pitt Street and Sheffield Street, Holroyd - Proposed Median Island Associated with Development Application - TMP Approval

Responsible Department: Engineering Services  
 Executive Officer: Director of Engineering Services  
 File Number: INFOC/22 - BP16/54  
 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 17 November 2015 considered a report (vide HT131-15) regarding proposed median island extension to restrict all right turn movements on Pitt Street at the intersection of Sheffield Street. Council resolved in part that:

- “i) The extension of the existing median on Pitt Street across Sheffield Street to restrict all right turn movements at the intersection of Pitt Street with Sheffield Street in accordance with the attached plan be supported.*
- iii) A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for approval and the matter be reported back to the Holroyd Traffic Committee following approval of the TMP.”*

This report outlines the result of action undertaken in accordance with Council’s resolution.

### Report:

Following Council’s resolution, the applicant’s traffic consultant amended the plan to address Holroyd Traffic Committee’s comments. Following submission of the amended plan, Council’s Officers have prepared a Traffic Management Plan (TMP) and submitted it to the Roads and Maritime Services (RMS) for approval.

Council has received a letter from the RMS advising that the submitted TMP for the proposed median island extension to restrict all right turn movements at the intersection of Pitt Street with Sheffield Street has been approved.

**Conclusion:**

The submitted Traffic Management Plan (TMP) for the proposed median island extension to restrict all right turn movements at the intersection of Pitt Street with Sheffield Street has been approved by the RMS.

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

**Consultation:**

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

**Financial Implications:**

The cost associated with the extension of the existing median island and associated signs and linemarking 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 report be received.
- ii) The applicant, affected businesses and residents be notified of the outcome generally.

**Attachments:**

1. Plan – Pitt Street and Sheffield Street, Holroyd – Proposed modification to the existing 'No Right Turn' restriction and 'Do Not Queue Across Intersection' sign
2. Letter – RMS TMP Approval
3. Previous Report - HT131-15



## Item 1602/07 - Goodall Street and Joyce Street, Pendle Hill - Proposed Modification to the Existing 'No Right Turn' Restriction - TMP Approval

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/55
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 17 November 2015 considered a report (vide HT127-15) regarding modification to the existing 'No Right Turn' restriction at the intersection of Goodall Street with Joyce Street, Pendle Hill. Council resolved in part that:

- "i) The proposed 'No Right Turn – 6am – 9am, 3pm – 6:30pm, Mon – Fri, Buses Excepted' and 'Do Not Queue Across Intersection' sign at the intersection of Goodall Street with Joyce Street, Pendle Hill in accordance with the attached plan be supported.*
- ii) A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for approval and the matter be reported back to the Holroyd Traffic Committee following approval of the TMP."*

This report outlines the result of action undertaken in accordance with Council's resolution.

### Report:

Following Council's resolution, Council's Officers have prepared a Traffic Management Plan (TMP) and submitted it to the Roads and Maritime Services (RMS) for approval.

Council has received a letter from the RMS advising that the submitted TMP for the proposed modification to the existing 'No Right Turn' restriction has been approved at the intersection of Goodall Street with Joyce Street, Pendle Hill.

**Conclusion:**

The submitted Traffic Management Plan (TMP) for the proposed modification to the existing 'No Right Turn' restriction has been approved by the RMS.

***Holroyd Traffic Committee Comments***

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

**Consultation:**

Notification 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 report be received.
- ii) The affected businesses and residents be notified of the outcome generally.

**Attachments:**

- 1. Letter – RMS TMP Approval
- 2. Previous Report - HT127-15
- 3. Plan – Goodall Street and Joyce Street, Pendle Hill – Proposed modification to the existing 'No Right Turn' restriction and 'Do Not Queue Across Intersection' sign

## **Item 1602/08 - Thames Street (Northern Entry), Merrylands West - Request for Parking Restrictions near Central Gardens Work Compound**

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/56
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's Assets & Operations Department has requested that the Holroyd Traffic Committee consider the installation of parking restrictions at the entrance to the Central Gardens work compound located on Thames Street (northern entry), Merrylands West.

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

### **Report:**

Council's Assets & Operations Department has requested the installation of parking restrictions at the entrance to the Central Gardens work compound located on Thames Street (northern entry), Merrylands West. Safe and quick access to the park is required and should be provided at all times. However, it has been observed that residents and visitors park their vehicles on the roadway and restrict access for service vehicles to the park.

Council's Officer investigated the matter by undertaking a site inspection and measuring the width of the access roadway. The site investigation revealed that when cars are parked on the roadway within Thames Street, access to the Central Gardens work compound is restricted.

### **Conclusion:**

It is considered that the installation of 'No Parking' within Thames Street and 'No Stopping' around the tangent points within Serpentine Street will improve access to the Central Gardens work compound. Therefore, it is recommended that the installation of 'No Parking' restrictions in accordance with the attached plan be supported.

***Holroyd Traffic Committee Comments***

The RMS representative provided the following comments via email:

The recommendation in the report is for 'No Parking' restrictions on the access roadway to the Central Gardens work compound. However, the plan also shows 'No Stopping' restrictions at the intersection of Thames Street and Serpentine Street.

The Holroyd Traffic Committee generally agrees with the recommendation of this report with amendments in the report relating to 'No Stopping' provisions around the tangent point of the kerb return as shown in the attached plan as per RMS advice.

**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 installation of 'No Parking' of restrictions within Thames Street on the access roadway to the Central Gardens work compound in accordance with the attached plan be supported.
- ii) The installation of 'No Stopping' restrictions at the intersection of Serpentine Street and Thames Street (northern entry) in accordance with the attached plan be supported.
- iii) Residents be notified of the outcome generally.

**Attachments:**

1. Plan – Central Gardens, Merrylands – Proposed Parking Restrictions



## Item 1602/09 - Shannon Avenue, Merrylands - Proposed Installation of 'No Stopping' Restrictions

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/57
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 7 October 2015 considered a report (vide HT120-15) 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 installation 'No Stopping' restrictions at the corners of Shannon Avenue at the intersection with Clarence Street in accordance with the attached plan be supported.*
- ii) Council's Parking Officers and the NSW Police be requested to monitor this area in regards to illegal parking.*
- iii) The residents be notified of the outcome generally."*

Following the installation of 'No Stopping' restrictions, Council received correspondence to extend the existing 'No Stopping' restrictions. 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 is 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.

#### **Conclusion:**

The Holroyd Traffic Committee consider the above three options.

#### ***Holroyd Traffic Committee Comments***

The RMS representative provided the following comments via email:

- With regards to Option 2, in this case the BB lines would need to be shortened to 8m to allow motorists to overtake parked vehicles.

The Holroyd Traffic Committee recommends that Option 3 – Do nothing be supported with the area being monitored and a review being undertaken within the next 12 months.

#### **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 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.

**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 - HT120-15



## Item 1602/10 - Lane Street, Wentworthville - Time Restricted Parking - Traffic Management Plan (TMP) Approval and Proposed Directional Signage

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/58
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 June 2015 considered a report (vide HT058-15) regarding a request from a local business owner to introduce time restricted parking spaces in the carpark located on Lane Street, Wentworthville. Council resolved that:

- "i) The installation of '2P 8:30am-6pm Mon-Fri 8:30am-4:30pm Sat' parking restrictions at Council's carpark in Lane Street, Wentworthville in accordance with the attached plan be supported.*
- ii) A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for approval and the matter be reported back to the Holroyd Traffic Committee following approval of the TMP.*
- iii) The proposal be advertised in the local newspapers.*
- iv) The concerned business owner be notified of the Traffic Committee comments generally.*
- v) Plan of the directional signs advising residents of the Holroyd Council's parking in Lane Street be prepared and be reported to the Holroyd Traffic Committee for consideration."*

This report outlines the result of action undertaken in accordance with Council's resolution.

**Report:**

The proposal was advertised in the local newspapers as per Council's resolution. No objections were received by businesses or residents, however comments were raised that the time restricted parking should be regularly patrolled.

Following consultation, Council's Officers prepared a Traffic Management Plan (TMP) and submitted it to the Roads and Maritime Services (RMS) in September 2015 for approval.

Council received a letter from the RMS in October 2015 advising that the submitted TMP for the proposed '2P 8:30am-6pm Mon-Fri 8:30am-4:30pm Sat' parking restrictions at Council's carpark in Lane Street, Wentworthville has been approved.

In accordance with item v) of Council's resolution, Council Officers also prepared locations for directional signage to assist residents and consumers to finding appropriate parking. A concept plan to install directional signage on Station Street and at the intersection of Garfield Street with Pritchard Street is attached for the Holroyd Traffic Committees consideration.

**Conclusion:**

The submitted TMP for the proposed '2P 8:30am-6pm Mon-Fri 8:30am-4:30pm Sat' parking restrictions at Council's carpark in Lane Street, Wentworthville has been approved by the RMS.

***Holroyd Traffic Committee Comments***

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

**Consultation:**

Notification 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 report be received.
- ii) The installation of directional signage on Station Street and at the intersection of Garfield Street with Pritchard Street, Wentworthville as per the attached plan be supported.
- iii) The affected businesses and residents be notified via newspaper of the outcome generally.

**Attachments:**

- 1. Plan – Lane Street, Wentworthville – Installation of ‘2P 8:30am-6pm Mon-Fri 8:30am-4:30pm Sat’ parking restrictions
- 2. RMS TMP Approval
- 3. Previous Report - HT058-15
- 4. Concept Plan – Directional Signage



## Item 1602/11 - Berith Road, Greystanes - Proposed '5 Tonne' Load Limit - Consultation Results

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/59
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 April 2014 considered a report (vide HT037-14) regarding heavy vehicles accessing Berith Road, Greystanes which is frequently being used as a manoeuvring area by heavy vehicles causing damage to resident's properties and road pavement. Council resolved:

- "i) The installation of a '5 tonne limit' restriction on Berith Road, Greystanes in accordance with the attached plan be supported.*
- ii) A request be made to the Roads and Maritime Services (RMS) to determine the location of the advanced warning signs on the Great Western Highway.*
- iii) The affected residents and other stakeholders be consulted and the result be reported back to the Holroyd Traffic Committee if objections are 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 11 letters with an attached survey were distributed to residents, owners and other stakeholders (i.e. APW Petrol Station and McDonalds), 5 responses were received with 3 in support and 2 objections.

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

Issue	Residents Comments	Council Officers Comments
<b>Supported</b>		
1	Yes I have noticed the heavy vehicle trucks parking and damaging the road. I accept the proposal.	Noted.
2	I hope that this limit will stop trucks coming down the street and damaging mine and other properties in the street. This street also needs a stronger police presence doing regular patrols. That might stop antisocial behaviour.	The NSW Police will be advised to monitor this area in regards to antisocial behaviour.
<b>Objection</b>		
3	I believe we should not be restricting access to Berith Road at all. Trucks should have access and have the ability to stop refuel or grab lunch at their convenience.	<p>Council sought previous advice from the NSW Police and the RMS (vide HT037-14). The NSW Police commented that an exemption would apply to delivery vehicles when there is no alternate route (i.e. Berith Road would need to be used for delivery purposes) and petrol tankers that could only access APW Petrol Station from Berith Road entry as opposed to the Great Western Highway due to the size of the vehicle.</p> <p>It was also advised that meal breaks are unlikely to be defined as heavy vehicle destinations, therefore, other vehicles in excess of the weight restriction that travel to McDonalds will not have an exemption.</p> <p>Unfortunately, the road is not wide enough to allow heavy vehicles to turn around safely without damaging Council's road pavement or residents properties especially around the cul-de-sac.</p>
4	We strongly oppose the 5 tonne trucking limit on Berith Road, Wentworthville.	Council Officers have contacted the owner of APW to clarify these comments.



<p>This road is a critical transport avenue for our fuel delivery trucks and custom base which facilitate our existing use rights as a service station on this corner.</p> <p>If Council was to impose this restriction, it would impede on the business's ability to receive fuel and stock deliveries and will have a dramatic effect on our current right to trade.</p> <p>We suggest marking the area free of parked vehicles which would enable unobstructed manoeuvrability within the street.</p> <p>We will strongly contest this proposal as this will impact on our existing business use rights and will affect our service station dramatically.</p>	<p>The business owner commented that 50% of their business would be lost as heavy vehicles are unable to access the driveway on the Great Western Highway as there is not enough turn-around space. Therefore, trucks must enter from the Berith Road driveway. If the restriction is implemented, heavy vehicles would be unable to stop and re-fuel as this is not part of their destination. Refer to comment 3.</p> <p>The proposed 'No Stopping' restrictions will not assist with pavement damage on Berith Road.</p>
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Residents / businesses that objected to the proposal believe that McDonald's and the APW Petrol Station will be significantly impacted. Council sought advice previously from the NSW Police and the Roads and Maritime Services (vide HT037-14). The NSW Police advised that an exemption would apply to delivery vehicles when there is no alternate route (i.e. Berith Road would need to be used for delivery purposes) and petrol tankers that could only access APW Petrol Station from Berith Road entry as opposed to the Great Western Highway due to the size of the vehicle.

It was also advised that meal breaks are unlikely to be defined as heavy vehicle destinations, therefore, other vehicles in excess of the weight restriction that travel to McDonalds will not have an exemption.

Under the *Australian Road Rules 2008*, Council vehicles (i.e. street sweepers and garbage trucks) would also be exempt from this proposed restriction.

Based on the above comments, it is recommended that the Holroyd Traffic Committee consider the following three options:

- Option 1: Council enter into an agreement with commercial properties to provide a capital contribution to the upkeep of the road.
- Option 2: Proceed with the installation of a '5 tonne load limit'.

- Option 3: Do Nothing.

### **Conclusion:**

The '5 tonne load limit' restriction will protect Council roads, improve road safety, and overall residential amenity. The proposal will protect Council's Assets and the signage will be installed under the Road Transport (Mass, Loading and Access) Regulation 2005 therefore a Traffic Management Plan (TMP) is not required.

However, the proposal will impact consumers and commercial properties on Berith Road.

### ***Holroyd Traffic Committee Comments***

The first speaker (Tony) presented at the meeting and provided the following comments:

- Not aware of any community consultation prior to 22 January 2016. Corporate Office may be receiving all correspondence previously.
- Licensee for McDonalds for 19 years.
- The access on Berith Road is critical for McDonalds and imposing a limit would significantly impact McDonalds.
- McDonalds have maintained the premises and undertaken works to help traffic flow on Berith Road.
- Some trucks park within the carpark (including garbage dump trucks) but some trucks also park on Berith Road.
- Trucks use Berith Road as a turning bay around the cul-de-sac.
- Suggested to install 'No Standing' or 'No Stopping' along Berith Road to resolve the issue.
- Motor vehicles parked / dumped on the road.
- Happy with 12 month trial basis with load limit signage being installed beyond the driveway of McDonalds.

The second speaker (Bill) presented at the meeting and provided the following comments:

- One of the owners of APW Petrol Station.
- If advance warning signs are installed on surrounding streets indicating a load limit it may deter customers from entering APW.
- Vehicles using Berith Road as a U-turn bay causing congestion on the street.
- APW have reconstructed the site in February 2015 to reduce congestion and streamline the process.

- Consider a '5 tonne load limit' restriction on Crosby Street as motorists are using Crosby Street as a U-turn bay.
- Believes vehicles will use McDonalds driveway to undertake a U-turn to exit out of Berith Road which has happened previously at APW.
- If Police Officers are enforcing the area, vehicles may use McDonalds or APW driveway as a deterrent.
- Majority of vehicles enter from Great Western Highway and 50% exit onto Berith Road to travel east onto the Great Western Highway.
- McDonalds and APW operate differently, McDonalds establishment stop and eat but APW is fast paced and congestion impacts the business as customers become irritated.

The RMS representative provided the following comments via email:

- With regards to Option 1, this is not a matter for Traffic Committee.
- With regards to Option 2, in 2 April 2014 Traffic Committee Meeting, the report states that the proposal is to protect Council's Assets and the signage is to be installed under the Road Transport (Mass, Loading and access) Regulation 2005. If the proposal is to protect Council's Assets, a Traffic Management Plan is not required.
- As advised previously, the advance load limit warning signs on Great Western Highway should be removed from the plan as the signage location and details will be determined by the RMS.

The Holroyd Traffic Committee provided the following comments

- Trucks are damaging Council's roads and causing parking problems in local streets.
- Option 1 is not a viable option as the road damage can be caused by trucks not utilising McDonalds or APW Petrol Station.
- A trial for 12 months be undertaken with a '5 Tonne Load Limit' restriction with the installation of warning signs and enforcement signs beyond McDonalds
- Council to investigate road narrowing with traffic calming devices (islands) following the 12 month trial with signage.
- NSW Police to verify legislation regarding heavy vehicle access and enforcement.
- Council prepare an updated design by installing '5 tonne load limit' advance warning signage along the Great Western Highway and Jones Street with the installation of load limit enforcement signage beyond the McDonalds driveway.
- The revised design to be brought back to the Holroyd Traffic Committee for review.

### **Consultation:**

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

**Financial Implications:**

The RMS Black Grant funding is not applicable for the installation of '5 Tonne Load Limit' signage. Council will source funding under the Traffic Management Capital Expenditure budget.

**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 Council prepare an updated design by installing '5 tonne load limit' advance warning signage along the Great Western Highway and Jones Street with the installation of load limit enforcement signage beyond the McDonalds driveway. The revised design to be brought back to the Holroyd Traffic Committee for review. It is intended to implement the signage on a 12 month trial basis.

**Attachments:**

1. Plan – Berith Road, Greystanes – Proposed '5 tonne load limit' restriction
2. Previous Report – HT037-14
3. Previous Report – HT153-13

## Item 1602/12 - Military Road, Merrylands - Proposed Parking Restrictions

Responsible Department:	Engineering Services
Executive Officer:	Director of Engineering Services
File Number:	INFOC/22 - BP16/60
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 Merrylands RSL Club regarding changes to the existing on-street parking restrictions on Military Road, Merrylands.

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

### Report:

Council at its meeting of 20 October 2015 considered a report (vide HT119-15) regarding changes to the existing on-street parking restrictions on Military Road, Merrylands. Council resolved that:

- "i) The conversion of the existing 'No Parking Buses Excepted 3:30pm – 8:30am Mon – Sun' be converted to 'No Parking Buses Excepted' on the western side of Military Road, be supported as per the attached plan.*
- ii) The conversion of the existing '1P 8:30am – 6pm, Mon – Fri, 8:30am – 12:30pm Sat' parking spaces on western side of Military Road near the Club be converted to 'No Parking 10am – 4pm Buses Excepted' as per the attached plan.*
- iii) The conversion of 13 of Merrylands RSL Club Patrons Only spaces be converted to '1P 8:30am – 6pm, Mon – Fri, 8:30am – 12:30pm Sat' on the eastern side of Military Road, north of Merrylands RSL be supported as per the attached plan.*
- iv) The conversion of the remaining parking spaces on the eastern side of Military Road (excluding disabled spaces) be converted to '1P 8:30am – 10am' be supported as per the attached plan.*

- v) *The conversion of 15 (including one disabled) of Merrylands RSL Club Patrons Only spaces to '1P 8:30am – 10am Authorised Vehicles Excepted' on the eastern side of Military Road be supported as per the attached plan.*
- vi) *The 'Merrylands RSL Club Patrons Only' signs be removed by the club.*
- vii) *All costs associated with the proposed changes be borne by The Merrylands RSL Club.*
- viii) *The Merrylands RSL Club or the land owner sign an agreement with the Holroyd Council prior to implementation of the proposed parking restrictions on the eastern side of Military Road.*
- ix) *The Merrylands RSL Club be notified of the Holroyd Traffic Committee comments generally."*

Council has received a request from Merrylands RSL Club to amend the approved changes to the on-street parking on Military Road, Merrylands. In a letter to Council, Merrylands RSL Club has requested the following changes:

- The '1P 8:30am – 10am' on the eastern side of Military Road (excluding disabled spaces) be converted to '1P 8:30am – 12:00pm'.
- The remaining existing '1P 8:30am – 6pm, Mon – Fri, 8:30am – 12:30pm Sat' parking spaces on western side of Military Road (north of the speed hump) be converted to 'No Parking 10am – 4pm Buses Excepted'

The Merrylands RSL Club has indicated that the original proposal was to make the entire western side of Military Road for bus parking (10 car spots currently) and change the parking bay closest to the train station (13 spots) in lieu of this.

### **Conclusion:**

The proposed changes will improve pick up / drop off areas the club patrons. Therefore, it is recommended the proposed changes be supported in accordance with the attached plan.

### ***Holroyd Traffic Committee Comments***

A speaker presented at the meeting and provided the following comments:

- Request '1P 8:30am-10am' parking restrictions on the eastern side of Military Road be converted to '1P 8:30am-12.00pm' as commuters could park from 9am onwards.

- Request for the remaining existing '1P 8:30am – 6pm, Mon – Fri, 8:30am – 12:30pm Sat' parking spaces on western side of Military Road (north of the speed hump) be converted to 'No Parking 10am – 4pm Buses Excepted'
- Merrylands RSL is awaiting response from State Rail Authority to formalise an agreement with Council.

The Holroyd Traffic Committee provided the following comments:

- The parking agreement between Merrylands RSL and Holroyd City Council needs to be formalised and in place to allow Council to enforce the signs.
- The Holroyd Traffic Committee agrees with the recommendation of this report.

**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 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 '1P 8:30am – 10am' on the eastern side of Military Road (excluding disabled spaces) be converted to '1P 8:30am – 12:00pm' be supported.
- ii) The remaining existing '1P 8:30am – 6.00pm, Mon – Fri, 8:30am – 12:30pm Sat' parking spaces on western side of Military Road (north of the speed hump) be converted to 'No Parking 10am – 4pm Buses Excepted' be supported.
- iii) These Changes are subject to the parking arrangement with Council
- iv) The Merrylands RSL Club be notified of the Holroyd Traffic Committee comments generally.

**Attachments:**

1. Plan – Military Road, Merrylands – Proposed On-Street Parking Restrictions
2. Previous Report – HT119-15



## **Item 1602/13 - Late Item - Fairfield Road and Dursely Road, Yennora - Federal Nation Building Blackspot Program 2015/2016 - Proposed Intersection Upgrade**

Responsible Department: Engineering Services  
 Executive Officer: Director of Engineering Services  
 File Number: INFOC/22 - BP16/61  
 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 on 2 June 2015 considered a report (vide HT040-15) regarding the Federal Nation Building Blackspot Program 2015/2016 financial year (approved projects). Council resolved that:

- "i) The report be received.
- ii) The matter be reported to the Holroyd Traffic Committee once the detailed designs of the proposed signal modification at the intersection of Fairfield Road with Dursley Road, Yennora is completed."

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

### **Report:**

Following Council's resolution, Council's Officers have undertaken a review of the proposed intersection upgrade at Fairfield Road with Dursley Road, Yennora, and prepared the detailed design plans (including signs and linemarking) for submission to the Roads and Maritime Services (RMS) for approval.

The Traffic Control Signal (TCS) plan was in the process of being reviewed by the RMS, subject to relocating the existing bus stop and 'Bus Zone' signs on the western side of Fairfield Road (south approach). The TCS plan is awaiting signature from the RMS which should be finalised after the Holroyd Traffic Committee meeting.

The existing bus stop and 'Bus Zone' signs would need to be relocated south of the current location. The proposed relocation is required to improve traffic flow at the intersection.

### **Conclusion:**

The Traffic Control Signal (TCS) plan was prepared and submitted to the RMS for approval. The RMS is in the process of reviewing the traffic signal plan subject to the relocation of existing bus stop and 'Bus Zone' signs on the western side of Fairfield Road (south approach). The proposed intersection treatment described in this report would improve road safety by reducing the road crashes at this intersection and will benefit the community and other road users.

### ***Holroyd Traffic Committee Comments***

The RMS Representative provided comments via email that the TCS plan is awaiting signature from the RMS which should be finalised after the Holroyd Traffic Committee meeting. The TCS plan has not been approved by RMS yet but it is going through the approval process.

The Holroyd Traffic Committee generally agrees with the recommendation of this report with the proposed changes to the report indicating that the signs and linemarking proceed.

### **Consultation:**

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

### **Financial Implications:**

The proposed treatments to be funded by Federal Government under Nation Blackspot Program 2015/2016 FY – Total value \$373,000 (100% funded by the RMS).

### **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 signs and linemarking at Fairfield Road and Dursley Road, Yennora be supported subject to the Traffic Control Signal (TCS) plan being approved by RMS.
- ii) The affected businesses be notified of the outcome generally.

**Attachments:**

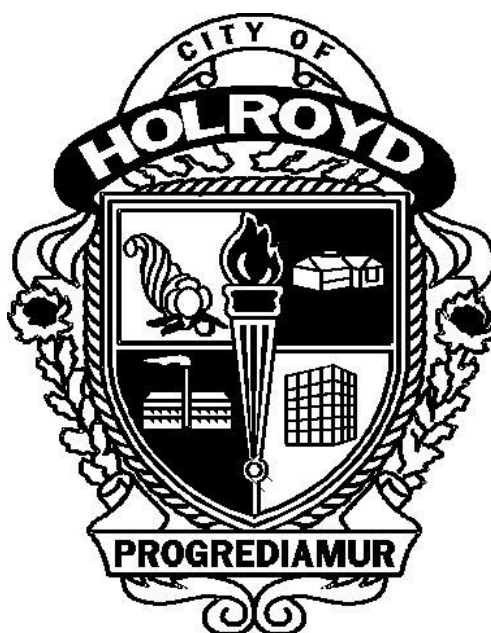
1. Plans – Fairfield Road and Dursley Road, Yennora – Proposed signs and linemarking
2. Previous Report - HT040-15





## AUDIT AND GOVERNANCE COMMITTEE





## AUDIT AND GOVERNANCE COMMITTEE

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## Minutes of Audit and Governance Committee - Meeting held on 8 February 2016

Responsible Department: General Manager  
 Executive Officer: General Manager  
 File Number: INFOC/13 - BP16/113  
 Delivery Program Code: 19.3.1 Ensure legislative requirements are met in a timely manner

### Summary:

The following matters were listed for consideration at the meeting of the Audit and Governance Committee held at 6:00 p.m. on Monday, 8 February 2016, in the General Manager's Conference Room, 16 Memorial Avenue, Merrylands.

### Report:

#### *Present:*

Dr. Jim Taggart OAM	-	Independent External Member / Chairperson
Mr. Taqi Reshty	-	Independent External Member
Ms. Monica Kelly	-	Independent External Member
Mr. Greg Wright	-	Independent External Member
Clr. Lisa Lake	-	Councillor
Clr. Michael Zaiter	-	Councillor
Clr. Greg Cummings	-	Mayor (Non-Voting Member)
Mrs. Lisa Oldridge	-	Acting Director Corporate & Financial Services (Non-Voting Member)
Mr. Warren Taylor	-	Manager Governance (Non-Voting Member)
Mr. Darrell Jefferys	-	Chief Financial Officer (Non-Voting Member)

#### *Apologies:*

Clr. Joseph Rahme	-	Councillor
Ms. Angela Higgins	-	External Auditor (PricewaterhouseCoopers - Non-Voting Members)
Mr. M. Keaney	-	External Auditor (PricewaterhouseCoopers - Non-Voting Members)
Mr Merv Ismay	-	General Manager (Non-Voting Member)
Mr. Tim Butler	-	Deputy General Manager (Non-Voting Member)

*Recommendations:*

1602/01 SUBJECT: ISSUES RAISED AT PREVIOUS AUDIT AND GOVERNANCE COMMITTEE MEETING

The Audit and Governance Committee recommends that:

- i) The information be received and noted.
- ii) The contracts for security and cleaning be examined for duration and change of entity.

1602/02 SUBJECT: PROGRESS REPORT – INTERNAL AUDIT OF COUNCIL'S INFORMATION TECHNOLOGY OPERATIONS

The Audit and Governance Committee recommends that the information be received and noted.

1602/03 SUBJECT: AMENDMENTS TO LOCAL GOVERNMENT ACT – AUDITING

The Audit and Governance Committee recommends that the following responses form part of Council's submission to the Office of Local Government on Phase 1 of Amendments to the Local Government Act:

*Item 8.1*

Proposal for Internal Audit Committee to endorse the Annual Report as being factually accurate.

Response:

Council opposes the suggested amendment in that it is unactionable, impractical and adds a layer of bureaucracy that neither assists nor falls within the ambit of an Audit and Governance Committee.

*Item 8.2*

Proposal to reduce compliance burdens on Council by removing the need for a State of the Environment Report being prepared every four years within the Annual Report, and in lieu of a report on environmental issues outlined in the objectives of the current community strategic plan each year within the Annual Report and End of Term Report.

Response:

Support.

*Item 8.3*

Establish an improved performance management and reporting framework to mandate that Councils report benchmarking results and align performance requirements with the Integrated Planning and Reporting process.

Response:

Support on the basis that consistent methodology permits consistent performance comparisons to be made and benchmarks are uniform. However, Council submits that specific requirements be introduced in a number of stages to permit Councils to progressively develop skills and procedures.

*Item 8.4*

A mandatory requirement be introduced that all Councils have an internal audit discipline and that a wide range of audit functions be imposed on an Independent External Audit Committee.

Response:

Oppose on the basis that proposals confuse the role of external independent members of an Audit and Governance Committee with the function of conducting internal audits on agreed activities.

Council opposes the concept that the Chair of the Audit and Governance Committee be required to biannually submit a report to Council on the Council's performance management, good governance and continuous improvement. This concept confuses information sharing with resource sharing. Council opposes sharing joint internal audit arrangement with other Councils.

Council requests access to the Exposure Bill in order to clarify suggested reforms.

*Item 8.5*

Auditor-General to commission industry-wide papers on important issues to encourage consistency in reporting and auditing standards.

Response:

Support, provided that Local Government does not suffer from further cost shifting.

*Items 8.6 and 8.7*

Proposal for amendments to relocate detailed financial controls and other requirements from the Accounting Code and Local Government Act to the Local Government (General) Regulation.

Response:

Support, as this will provide greater flexibility for the Local Government industry to influence successful change.

*Item 8.8*

Proposal that Local Government audits become the responsibility of the NSW Auditor-General with transitional arrangements to be negotiated through the Office of Local Government.

This would mean that Council is unable to appoint its own Auditor by public tender, with the Auditor-General responsible for all aspects of the Audit.

Response:

Oppose on the basis that:

- Use of the Auditor-General would be cumbersome and without the ability to adjust to unique local requirements.
- Use of revolving audit personnel would remove audit consistency and drive cost increases.
- Commercial entities have flexibility to select and appoint auditors and similar arrangements should be available to Local Government. However Council considers that an acceptable alternative process would be for the Auditor-General to provide a schedule of approved auditors suitable to the Council's needs with Council having the ability to select the most appropriate audit group for a six year appointment under the supervision of the Auditor-General.

1602/04 SUBJECT: PROGRESS REPORT ON AUDIT OF PROCUREMENT AND CONTRACT MANAGEMENT AUDIT ACTION PLAN

The Audit and Governance Committee recommends that the report be received and noted.

1602/05 SUBJECT: INTERNAL AUDIT PROGRAM 2015/2016

The Audit and Governance Committee recommends that:

- i) Consideration of quotations received for the internal audit of investments be deferred to the next meeting of the Committee, and respondents be requested to review submissions made.
- ii) Council accept the quotation provided by The Centium Group, Option A, for an internal audit of Council's Asset Management procedures.
- iii) Council inform unsuccessful auditing firms of the outcome.

1602/06 SUBJECT: DEVELOPMENT OF A GOVERNANCE AND PROBITY PLAN

The Audit and Governance Committee recommends that the matter be deferred to the next 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 matter.

**Policy Implications:**

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

**Communication / Publications:**

A report consolidating responses to all elements of the Phase 1 Review of the Local Government Act will be submitted to Council on 1 March 2016.

**Report Recommendation:**

The Audit and Governance Committee recommends that the report be received and noted.

**Attachments:**

Nil

## Item 1602/01 - Issues Raised at Previous Audit and Governance Committee Meeting

Responsible Department: General Manager  
 Executive Officer: General Manager  
 File Number: INFOC/13 - BP16/106  
 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 an update on a range of issues discussed by Council on 23 November 2015.

### Report:

#### *Cleaning Contract*

The tender for cleaning was accepted by the Council on 15 December 2015 and a contract finalised with 'The Sparkle Team Pty Ltd' commenced on 1 February 2016.

#### *Security Contract*

The tender for cleaning was accepted by Council on 15 December 2015 and a contract finalised with 'Secure Corp' commenced on 1 February 2016.

#### *Credit Card Policy*

On 1 December 2015, Council adopted the Credit Card Policy as recommended by the Committee. The Policy has now been implemented.

#### *Security Video Camera*

A review of video security has been completed with the view of providing improved video security of Council's high use public areas such as entrances and counter/service areas of Administration, Library and Holroyd Function Centre. Additionally, the street frontages of these areas have been included in the review to give greater passive surveillance as a direct request from NSW Police. Guildford Pool has had its aged CCTV system renewed under the SRV. A total of 11 cameras were replaced to provide improved security for patrons and staff.

Council determined the most appropriate system, and the information will be stored on Network Video Recorders permitting approximately 30 days storage.

The system cost \$38,000 and was funded through the Special Rate Variation (SRV) to provide a technically superior outcome that can be expanded in the future.

Video coverage is currently under Stage 1, sixteen IP Network cameras have been installed to replace some of the antiquated analogue system. Stage 2 is to be completed during quarter 4 of 2016 to complete the replacement of the analogue system within the Civic precinct. Further roll out will occur to Wentworthville and Merrylands Pools as funding becomes available.

### ***Register of Government contracts***

In noting that Council's contracts were published on Council's website by 30 November 2015, the Committee resolved that:

"A review be conducted to ascertain whether insurance contracts accessed by Council through Metropool need to be included in the Register".

A review has been conducted, concluding that there is no requirement to publish insurance arrangements on Council's website.

Insurance policies accessed by Council are policies secured in the names of either Metropool or the United Insurance Pool, and Council has access to the various insurance policies through a process of collective procurement.

Council and both Pools report insurance arrangements in their respective Annual Reports.

### **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 associated with this report.

### **Communication / Publications:**

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



**Report Recommendation:**

The Audit and Governance Committee recommends that:

- i) The information be received and noted.
- ii) The contracts for security and cleaning be examined for duration and change of entity.

**Attachments:**

Nil



## Item 1602/02 - Progress Report - Internal Audit of Council's Information Technology Operations

Responsible Department: General Manager  
Executive Officer: General Manager  
File Number: INFOC/13 - BP16/105  
Delivery Program Code: 19.1.1 Maintain Council's financial position

### Summary:

A progress report is submitted on arrangements made to proceed with an internal audit of Council's Information Technology (IT) operations.

### Report:

On 23 November 2015, the Audit and Governance Committee recommended that Council accept the terms of reference for an internal audit by The Centium Group Pty Ltd of Council's Information Technology operations at a fixed price quotation of \$21,175 including GST.

Council approved this recommendation on 1 December 2015 and engaged The Centium Group on 4 December 2015.

A copy of the Internal Audit Proposed has previously been provided to Councillors under separate cover.

A number of initial consultations have been held where a scoping document was discussed and a timetable agreed. A list of requirements in terms of policies and procedures, along with testing and screenshots were requested. The IT Manager is working to deliver these documents and complete required testing over the coming week.

The audit will consist of three main areas:

1. Information Security
2. Business Continuity and Disaster Recovery
3. General Controls

### *Timetable*

An indicative completion date for presentation of a draft report is 31 March 2016.

The Director of The Centium Group has acknowledged the need to attend a meeting of the Audit and Governance Committee to present and discuss findings.

**Consultation:**

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

**Financial Implications:**

There are no financial implications associated with this report.

**Policy Implications:**

There is no policy implications associated with this report.

**Communication / Publications:**

There is no communication and publications associated with this report.

**Report Recommendation:**

The Audit and Governance Committee recommends that the information be received and noted.

**Attachments:**

Nil

## Item 1602/03 - Phase 1 Amendments to Local Government Act - Auditing

Responsible Department: General Manager  
 Executive Officer: General Manager  
 File Number: INFOC/13 - BP16/104  
 Delivery Program Code: 19.3.1 Ensure legislative requirements are met in a timely manner

### Summary:

The purpose of this report is to provide members of Council's Audit and Governance Committee the opportunity to provide feedback as part of Council's submission on proposed amendments to the Local Government Act.

### Report:

On 8 January 2016, the Office of Local Government released a Circular and Explanatory Paper requesting submissions by 15 March 2016 dealing with proposed amendments to the Local Government Act.

Phase 1 of the review gives attention to auditing issues.

Pages 23, 25, 26 and 28 of the Explanatory Paper – Proposed Phase 1 Amendments are attached to this report.

The following summary of key issues is provided to assist feedback during the Committee Meeting.

### *Proposal 8.1*

Audit and Governance Committee is to endorse the Annual Report to ensure it is factually accurate.

### Comment:

Support

### *Proposal 8.2*

Require the State of Environment Report to be included in the Annual Report once every 4 years.

Comment:

Support

***Proposal 8.4***

Require Councils to have an internal audit function and enlarge the Audit Charter to include:

- Compliance
- Risk
- Fraud Control
- Good Governance
- Performance in implementing Community Strategic Plan and Delivery Program
- Service Reviews
- Continuous Improvement
- Long term sustainability
- Chair to report to Council biannually.

Comment:

Guidelines yet to be developed must provide flexibility in requirements and stage the introduction of Audit Committees to have the confidence to assure much more detailed roles.

***Proposal 8.5***

Auditor-General to conduct industry wide performance review on key areas.

Comment:

Support; but ensure funding is provided by the State Government.

***Proposal 8.8***

All external audits to be the responsibility of the NSW Auditor-General.

This would mean that Councils would be unable to appoint to appoint their auditor as the Auditor-General would have this role. No doubt the role will be outsourcing to existing auditing concerns, but Council would no longer have the need to call tenders for audit work.

Comment:

Oppose, on the grounds that advantages may become overwhelmed by excessive on costs, and the loss of support and understanding of the unique characteristics of the local area.

Conclusion:

Comments and suggestions on these issues are invited.

Council will consider all issues raised before a response is provided to the Office of Local Government.

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 associated with this report.

Communication / Publications:

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

Report Recommendation:

The Audit and Governance Committee recommends that the following responses form part of Council's submission to the Office of Local Government on Phase 1 of Amendments to the Local Government Act:

*Item 8.1*

Proposal for Internal Audit Committee to endorse the Annual Report as being factually accurate.

Response:

Council opposes the suggested amendment in that it is unactionable, impractical and adds a layer of bureaucracy that neither assists nor falls within the ambit of an Audit and Governance Committee.

*Item 8.2*

Proposal to reduce compliance burdens on Council by removing the need for a State of the Environment Report being prepared every four years within the Annual Report, and in lieu of a report on environmental issues outlined in the objectives of the current community strategic plan each year within the Annual Report and End of Term Report.

Response:

Support.

*Item 8.3*

Establish an improved performance management and reporting framework to mandate that Councils report benchmarking results and align performance requirements with the Integrated Planning and Reporting process.

Response:

Support on the basis that consistent methodology permits consistent performance comparisons to be made and benchmarks are uniform. However, Council submits that specific requirements be introduced in a number of stages to permit Councils to progressively develop skills and procedures.

*Item 8.4*

A mandatory requirement be introduced that all Councils have an internal audit discipline and that a wide range of audit functions be imposed on an Independent External Audit Committee.

Response:

Oppose on the basis that proposals confuse the role of external independent members of an Audit and Governance Committee with the function of conducting internal audits on agreed activities.

Council opposes the concept that the Chair of the Audit and Governance Committee be required to biannually submit a report to Council on the Council's performance management, good governance and continuous improvement. This concept confuses information sharing with resource sharing. Council opposes sharing joint internal audit arrangement with other Councils.



Council requests access to the Exposure Bill in order to clarify suggested reforms.

*Item 8.5*

Auditor-General to commission industry-wide papers on important issues to encourage consistency in reporting and auditing standards.

Response:

Support, provided that Local Government does not suffer from further cost shifting.

*Items 8.6 and 8.7*

Proposal for amendments to relocate detailed financial controls and other requirements from the Accounting Code and Local Government Act to the Local Government (General) Regulation.

Response:

Support, as this will provide greater flexibility for the Local Government industry to influence successful change.

*Item 8.8*

Proposal that Local Government audits become the responsibility of the NSW Auditor-General with transitional arrangements to be negotiated through the Office of Local Government.

This would mean that Council is unable to appoint its own Auditor by public tender, with the Auditor-General responsible for all aspects of the Audit.

Response:

Oppose on the basis that:

- Use of the Auditor-General would be cumbersome and without the ability to adjust to unique local requirements.
- Use of revolving audit personnel would remove audit consistency and drive cost increases.
- Commercial entities have flexibility to select and appoint auditors and similar arrangements should be available to Local Government. However Council considers that an acceptable alternative process would be for the Auditor-General to provide a schedule of approved auditors suitable to the Council's needs with

Council having the ability to select the most appropriate audit group for a six year appointment under the supervision of the Auditor-General.

**Attachments:**

1. Circular No. 16-01 / 8 January 2016 - New Local Government Act Development Consultation
2. Explanatory Paper - Proposed Phase 1 Amendments

## Item 1602/04 - Updated Audit of Procurement and Contract Management Audit Action Plan

Responsible Department: Corporate and Financial Services  
Executive Officer: Director of Corporate & Financial Services  
File Number: INFOC/13 - BP16/107  
Delivery Program Code: 19.1.1 Maintain Council's financial position

### **Summary:**

In consideration of the earlier IAB report on Procurement and Contract Management the Committee requested the attached report on:

- Update of the previous Procurement and Contract Management Audit Plan.

### **Report:**

There are only three remaining open items on the Procurement and Contract Management Process Plan being:

- Appointment of the Strategic Procurement Specialist role whereby the recruitment role is in process and the appointment expected to be made by 31 March 2016, subject to Office of Local Government Merger Proposal Guidelines.
- Installation of new Authority (business ERM computer system) for 'on-line procurement requisitioning' scheduled to commence in April 2016 and go-live July 2016 subject to Office of Local Government Merger Proposal Guidelines.
- Annual Procurement Plan for expenditure > \$150k to be completed for new budget year 2016/2017 first quarter.

As these three items have been given firm priorities and will be implemented in the near future, consideration be given to closing the attachment of Procurement and Contract Management Audit Plan.

### **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 associated with this report.

**Communication / Publications:**

A verbal report will be provided by the Chief Financial Officer.

**Report Recommendation:**

The Audit and Governance Committee recommends that the report be received and noted.

**Attachments:**

1. Revised Procurement and Contract Management Audit Action Plan

## Item 1602/05 - Internal Audit Program 2015 / 2016

Responsible Department: General Manager  
 Executive Officer: General Manager  
 File Number: INFOC/13 - BP16/108  
 Delivery Program Code: 19.1.1 Maintain Council's financial position

### Summary:

A progress report is submitted on quotations received to conduct two internal audits on programs recommended by the Committee on 23 November 2015 and approved by Council on 1 December 2015.

### Report:

At its meeting of 23 November 2015, the Audit and Governance Committee recommended that internal audits be conducted between late February 2016 and late May 2016 on:

- a) Asset Management
- b) Investments,

and that quotations be sought from appropriate organisations for consideration of the Audit and Governance Committee meeting on 8 February 2016.

Quotations have been received from the following auditing firms, none of which have been interviewed at this stage:

	<u>Investments</u>	<u>Asset Management</u>
	\$	\$
The Centium Group (Rob McKimm)	10,875 (including long term investments)	12,425
The firm provided Option B for a revised specification applicable to Asset Management		16,620
Prosperity Audit Services (Alex Hardy)	5,900	13,750

Hills Rogers Spencer Steer (Gary Mottau)	4,300	15,800
Pitcher Partners (Carl Millington)	13,875	16,650

Quotations received have been circulated to Councillors under separate cover.

### *Analysis*

An analysis of all quotations received will be provided to Councillors under separate cover.

### **Consultation:**

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

### **Financial Implications:**

Costings to undertake the two audits are within the existing budgetary allocation.

### **Policy Implications:**

There are no policy implications associated with this report.

### **Communication / Publications:**

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

The Audit and Governance Committee recommends that:

- i) Consideration of quotations received for the internal audit of investments be deferred to the next meeting of the Committee, and respondents be requested to review submissions made.
- ii) Council accept the quotation provided by The Centium Group, Option A, for an internal audit of Council's Asset Management procedures.
- iii) Council inform unsuccessful auditing firms of the outcome.

**Attachments:**

Nil





## Item 1602/06 - Development of a Governance and Probity Plan

Responsible Department: General Manager  
 Executive Officer: General Manager  
 File Number: INFOC/13 - BP16/109  
 Delivery Program Code: 1.3.1 Coordinate committees and activities to facilitate participation in Council decision making

### Summary:

A progress report outlines work currently in progress to develop a Governance and Probity Plan relating to how Council deals with planning and major development issues.

### Report:

On 13 March 2015, Council resolved:

*“That a Governance and Probity Plan be developed for considering future planning and major development proposals and referred to the Audit and Governance Committee for further discussion and consideration.”*

Council initially sought assistance from professional probity planners, O’Connor Marsden, who endeavoured to assist by tabling templates for specific redevelopment projects in other Council areas. This process did not address needs defined by the above resolution.

Council then contacted Stan Kondilios, Lawyer of Hall & Wilcox, who assembled many documents provided by Council, and conducted a workshop with the Mayor, General Manager and staff on 2 September 2015.

The Audit and Governance Committee considered a progress report on 8 September 2015 and requested that Committee members be permitted to attend a proposed Councillor Workshop.

On 7 November 2015, a Workshop was held that was attended by Councillors, Committee Members, General Manager, Directors and Staff.

The draft “Probity Plan with regard to Development Applications received by Council” which was discussed at the Workshop has been distributed under separate cover.

*Outcomes of Workshop held on 7 November 2015*

The workshop reached the following conclusions:

1. The Draft Governance and Probity Plan as circulated be referred to the February 2016 meeting of the Audit and Governance Committee.
2. Internal organisation information be provided to give Councillors a greater understanding of the mechanics of major proposals.

*Planning*

The Workshop discussions identified the following matters:

- Update and clarification of back office procedures within the Planning Portfolio.
- Description of the Development Application process, how they operate and how are delegations best used to achieve consistent and sound outcomes (who has authority to do what? What peer processes are in place, and how is the workload distributed to minimise familiarity?)
- The IHAP procedure is unclear, who is the decision maker?
- Clarification of the JRPP process relating to staff reporting direct to JRPP, and how may Councillors access reports and make representations?
- What is a practical method of Councillors requesting feedback and conveying ratepayer views/submissions back to Council.
- To reduce complaints suggesting a slow DA process, Council should send copies of correspondence to the owner every time that the applicant is not the owner.
- What are the call back provisions for a Councillor requesting that an application be processed by Council resolution instead of under delegation?
- Review the Policy dealing with the Interaction between Councillors and staff.
- Consider fresh information provided at the Workshop about rescission motions, in light of the Woollahra Municipal Council Vs Secure Parking case.

On 10 December 2015, information was distributed to all Councillors and members of the Audit and Governance Committee on all the items listed above, with the exception of:

- Council's Policy on "Provision of Information To and Interaction between Committees and Staff".

This document has been exhaustively reviewed and will be finalised in the next two weeks.

- Implications for the rescission motions case heard in the recent Woollahra Municipal Council Vs Secure Parking has not yet been examined in detail.

The Draft Plan is tabled for further discussion.

**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:**

Additional policy development may result from further discussions, but nothing in this report has an impact on Policy at this time.

**Communication / Publications:**

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

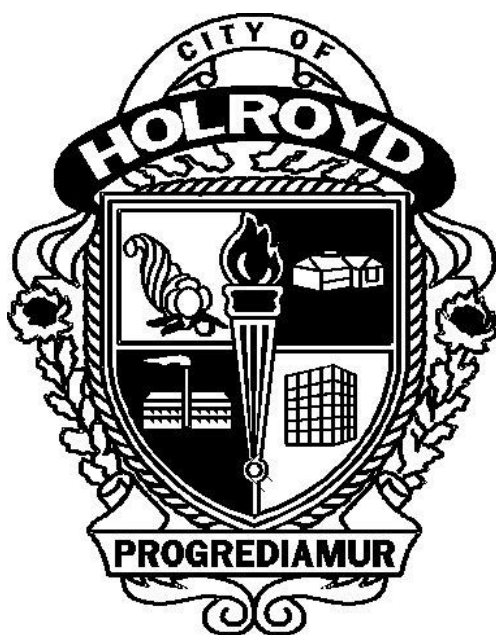
**Report Recommendation:**

The Audit and Governance Committee recommends that the matter be deferred to the next meeting.

**Attachments:**

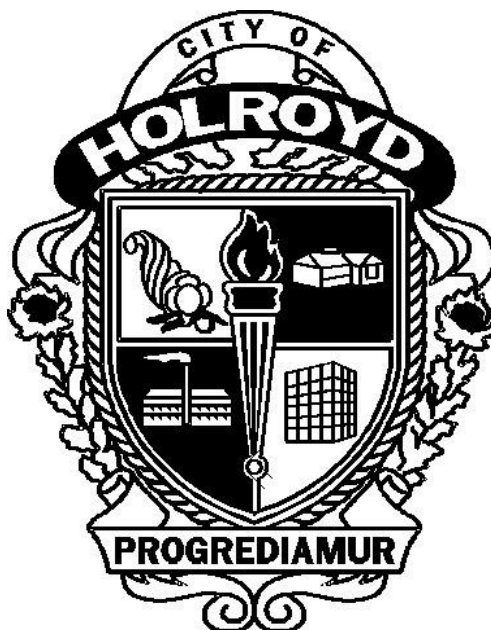
Nil





## COUNCIL





## COUNCIL

**Index of the Meeting of the Council of the City  
of Holroyd, held in Council Chambers,  
Memorial Ave, Merrylands on Tuesday, 16  
February 2016.**

### **Summary:**

CCL004-16	SUBJECT: 2013-2017 DELIVERY PROGRAM (INCORPORATING 2015/16 OPERATIONAL PLAN) - QUARTER 2 REPORT BP15/1896 .....	183
CCL005-16	SUBJECT: REGISTER OF REPORTS TO BE CONSIDERED BY COUNCIL BP16/93 .....	185
CCL006-16	SUBJECT: RESPONSE TO PUBLIC FORUM QUESTION BP16/2...	187





## 2013-2017 Delivery Program (incorporating 2015/16 Operational Plan) - Quarter 2 Report

Responsible Department: Corporate and Financial Services  
Executive Officer: Director of Corporate & Financial Services  
File Number: INFOC/1 - BP15/1896  
Delivery Program Code: 17.3.1

### **Summary:**

The purpose of this report is to present the following:

- 1) The 2013 – 2017 Delivery Program (incorporating the 2015/2016 Operational Plan) Quarter 2, October to December 2015 Progress Report.
- 2) The 2015/2016 Special Rate Variation Quarter 2, October to December 2015 Progress Report.

### **Report:**

Councils are required to present a progress report against its Delivery Program and Operational Plan to inform the Council and its community on the status of key projects and initiatives. The Quarter 2 Progress Report for the 2013 – 2017 Delivery Program and 2015/2016 Operational Plan provides a thorough progress and performance update on Council's Operational Plan priorities.

As part of Council's approved Special Rate Variation (SRV), the Office of Local Government requires Council to report on the progress of works funded from the SRV. The Quarter 2 Progress Report for the SRV provides a thorough progress and performance update on Council works funded from the SRV.

Both reports will be made available on Council's website for community viewing at: <http://www.holroyd.nsw.gov.au/your-council/reports/>

A copy of the report will be provided to Councillors under separate cover.

### **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:**

The Quarter 2 Progress Reports for the 2013 – 2017 Delivery Program (incorporating the 2015/2016 Operational Plan) and SRV will be published on Council's website.

**Report Recommendation:**

- i) That the 2013 – 2017 Delivery Program (incorporating the 2015/2016 Operational Plan) Quarter 2, October to December 2015 Progress Report be received.
- ii) That the 2015/2016 Special Rate Variation Quarter 2, October to December 2015 Progress Report be received.

**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 - BP16/93  
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 16 February 2016.

### Report:

The Register of Reports to be considered by Council for the period as at 16 February 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 as at 16 February 2016



## Response to Public Forum Question

Responsible Department: Environmental and Planning Services  
 Executive Officer: Director of Environmental & Planning Services  
 File Number: INFOC/1 - BP16/2  
 Delivery Program Code: 18.3.1 Council responds to the community within specified timeframes

### Summary:

On 15 December 2015, Mr. Mark Pigram raised a question to the Public Forum in relation to stakeholder consultation for the planning of Westmead Precinct.

In accordance with Council's Code of Meeting Practice, a letter of reply has been provided to Mr. Pigram, and details of the response are presented for Council's information under the heading "Response to Public Forum Questions".

No debate is permitted on the response in accordance with Clause B6.1(6) Code of Meeting Practice.

### Question:

Mr. Pigram raised the following question:

*"Noting press articles highlighting:*

- *Holroyd Councillor views of the need to widen Bridge Road Railway Bridge and to include "major stakeholders" in consultation for the planning of the Holroyd side of Westmead;*
- *The State Government proposal for Light Rail from Westmead in addition to the Heavy Rail, Transitway and Taxi priorities with an inclusion of increasing residential densities along its route;*
- *The NSW Roads Minister rejecting a further off ramp from the M4 proceeding down Bridge Road;*
- *The NSW Government refusing to fund a four lane widening of the Bridge Road Bridge;*
- *Western Sydney University proposing a major redevelopment of the Westmead UWS/St Vincent's site without reference to the "Westmead Alliance";*
- *Western Sydney Area Health Service planning a major car park redevelopment at Westmead Hospital without reference to the "Westmead Alliance"; and*
- *Council having previously adopted and supported that a Bridge Road Bridge widening should only be for three lanes.*

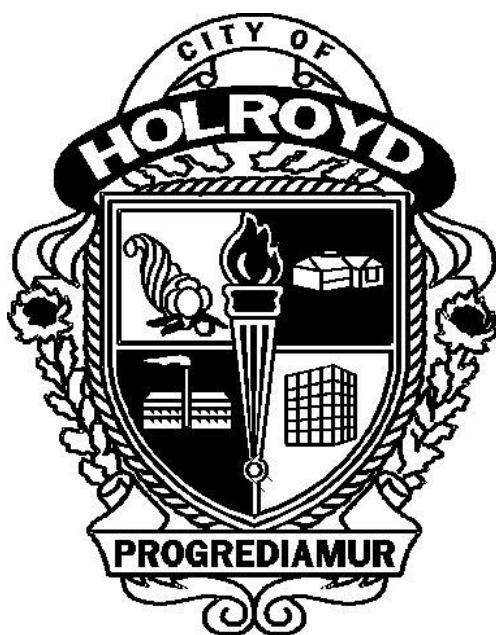
*Can Council please advise who is determining Council policy, Council in meeting or Councillors through the press and why does Holroyd Council, noting its claims against amalgamation, not include residents as major stakeholders needing to be consulted over planning and transport issues for the Westmead Precinct, rather than residents just being told by Council what is good for them."*

**Response:**

- The process for making Council policy involves the preparation of a draft policy by Council staff, which is reported to a formal meeting of Council, where Council makes a decision to adopt or not adopt the policy.
- An initial meeting to discuss the Westmead Precinct will be held with major stakeholders (leading service providers), as resolved by Council on 6 October 2015. It is expected that this meeting will take place early in 2016.
- Local landowners, residents and business owners in the study area and the broader community have been identified as stakeholders in the project scoping document that was reported to Council on 6 October 2015. It is intended that these stakeholders would be consulted during the strategy development stage, as well as during the public exhibition stage.

**Attachments:**

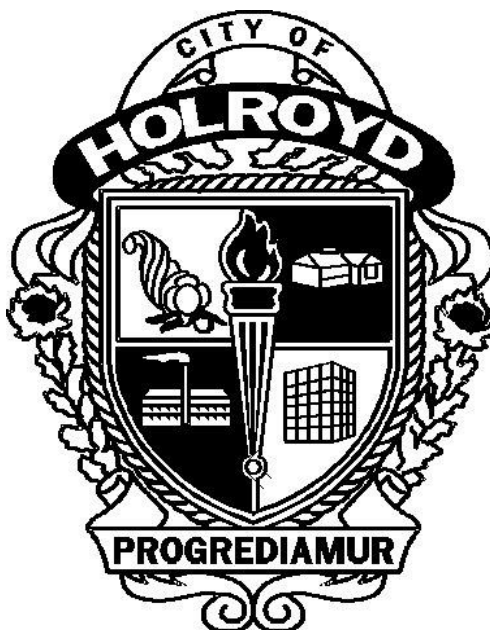
Nil



## CLOSED COUNCIL







## CLOSED COUNCIL

**Index of the Meeting of the Closed Council of  
the Council of the City of Holroyd, held in  
Council Chambers, Memorial Ave, Merrylands  
on Tuesday, 16 February 2016.**

### **Summary:**

- COTW002-16    SUBJECT: HOLROYD COMMUNITY SAFETY COMMITTEE -  
                                 ADDITIONAL NOMINATION BP16/112
- COTW003-16    SUBJECT: 18-20 MCFARLANE STREET, MERRYLANDS  
                                 BP16/90
- COTW004-16    SUBJECT: MERRYLANDS STATION AND MCFARLANE  
                                 STREET PRECINCT REVIEW BP16/92