



Ordinary Council Meeting  
15 March 2016

Attachments



## ATTACHMENTS

### FINANCE AND WORKS COMMITTEE

FW009-16 February 2016 Investment Report

Attachment 1: February 2016 Council Investment Summary .....7

Attachment 2: February 2016 Council Investment Report .....9

### HOLROYD TRAFFIC COMMITTEE

HT017-16 Item 1603/02 - Nowra Street, Greystanes - Proposed Installation of 'No Stopping' Restrictions - Consultation Results

Attachment 1: Plan – Proposed 'No Stopping' restrictions at the Intersection of Greystanes Road with Nowra Street, Greystanes .....17

Attachment 2: Previous Report – HT150-15.....19

HT018-16 Item 1603/03 - Intersection of Burford Street with Merrylands Road, Merrylands - Installation of 'No Right Turn' Restriction - Traffic Management Plan (TMP) Approval

Attachment 1: Plan – Intersection of Burford Street with Merrylands Road, Merrylands – 'No Right Turn' restriction and median .....25

Attachment 2: RMS TMP Approval .....27

Attachment 3: Previous Report – HT146-15.....29

Attachment 4: Previous Report - HT091-15 .....37

Attachment 5: Previous Report – HT067-14.....41

HT019-16 Item 1603/04 - Driftway Drive, Pemulwuy - Request to Reduce the Length of 'Bus Zone' Restriction

Attachment 1: Plan – Driftway Drive, Pemulwuy – 'Bus Zone' .....49

HT020-16 Item 1603/05 - ANZAC Day Dawn Service - Monday, 25 April 2016 - Proposed Short Term Full Road Closure

Attachment 1: Plan - ANZAC Day Dawn Service – Proposed Short Term Full Road Closure Plan.....53

HT021-16 Item 1603/06 - ANZAC Sunday March and Service - Sunday, 17 April 2016 - Proposed Temporary Short Term Full Road Closures

Attachment 1: Plan - ANZAC Sunday March and Service - Traffic Management Plan .....57

### CORRESPONDENCE AND OFFICERS' REPORTS

CCL013-16 Linnwood Estate Reserve - Tamplin Road Reserve

|   |    |
|---|----|
| Attachment 1: CCL092-15 of 15 December 2015 - Linnwood Estate Reserve -<br>Tamplin Road Reserve ..... | 61 |
| CCL015-16 Register of Reports to be Considered by Council   |    |
| Attachment 1: Register of Outstanding Reports as at 15 March 2016.....                                | 73 |



# **HOLROYD CITY COUNCIL**

## **FINANCE AND WORKS COMMITTEE**

### **ATTACHMENTS**

**15 March 2016**

# **DOCUMENTS ASSOCIATED WITH**

**FW009-16**

## **FEBRUARY 2016 INVESTMENT REPORT**

|          |   |          |
|----------|---|----------|
| <b>1</b> | <b>February 2016 Council Investment Summary .....</b> | <b>7</b> |
| <b>2</b> | <b>February 2016 Council Investment Report.....</b>   | <b>9</b> |

| HOLROYD CITY COUNCIL INVESTMENT SUMMARY<br>FEBRUARY 2016      |                      |                      |                      |                      |  |
|---|----------------------|----------------------|----------------------|----------------------|--|
|   | Feb-16               | YTD Current Year     | Feb-15               | YTD Previous Year    |  |
| <b>Total Cash Investment - Beginning of the Period</b>        | \$ 73,884,984        | \$ 66,385,669        | \$ 62,150,369        | \$ 54,010,624        |  |
| Reinvestments   | \$ -                 | \$ -                 | \$ -                 | \$ -                 |  |
| <b>Cash Investments for the period</b>                        |                      |                      |                      |                      |  |
| Cash Deposits   | \$ 3,317,119         | \$ 11,843,860        | \$ 304,096           | \$ 4,921,675         |  |
| Cash Withdrawals  |                      | (13,121,383)         |                      | (8,032,034)          |  |
| New Term Deposit  | \$ 1,000,000         | \$ 29,000,000        | \$ 3,000,000         | \$ 12,980,000        |  |
| Term Deposits Matured   | \$ (3,000,000)       | \$ (17,000,000)      | \$ (4,000,000)       | \$ (6,000,000)       |  |
| Senior Floating Rate Notes and Bonds                          |                      | \$ (3,478,445)       |                      | \$ 1,998,680         |  |
| <b>Total Increase/(Decrease) in Investment for the period</b> | <b>\$ 1,317,119</b>  | <b>\$ 7,244,032</b>  | <b>\$ (695,904)</b>  | <b>\$ 5,868,321</b>  |  |
| <b>Income Earned</b>  |                      |                      |                      |                      |  |
| Appreciation / (Depreciation)                                 | \$ -                 | \$ -                 | \$ -                 | \$ -                 |  |
| Interest Earned   | \$ 189,490           | \$ 1,761,891         | \$ 197,112           | \$ 1,772,632         |  |
| <b>Total Interest Earned for the period</b>                   | <b>\$ 189,490</b>    | <b>\$ 1,761,891</b>  | <b>\$ 197,112</b>    | <b>\$ 1,772,632</b>  |  |
| <b>Total Cash Investment - End of the Period</b>              | <b>\$ 75,391,592</b> | <b>\$ 75,391,592</b> | <b>\$ 61,651,577</b> | <b>\$ 61,651,577</b> |  |
| <b>TOTAL INCOME EARNED FOR THE PERIOD</b>                     | <b>\$ 189,490</b>    | <b>\$ 1,761,891</b>  | <b>\$ 197,112</b>    | <b>\$ 1,772,632</b>  |  |
| <b>Average Investment Balance</b>                             | \$ 74,638,288        | \$ 70,888,631        | \$ 61,900,973        | \$ 57,831,101        |  |
| <b>Interest Earned for the period %</b>                       | 0.25%                | 2.41%                | 0.32%                | 3.07%                |  |
| <b>Estimated Annualised Interest Earned %</b>                 | 3.05%                | 3.61%                | 3.82%                | 4.60%                |  |
| <b>Actual Annualised Interest Earned %</b>                    |                      |                      | 4.30%                | 4.30%                |  |



INVESTMENT REPORT FEBRUARY 2016

Bench Marking

| Bench Mark                       | Bench Mark % | Actual % |
|----------------------------------|--------------|----------|
| UBSA Bank Bill Index Rate        | 2.41%        | 2.99%    |
| Reserve Bank Cash Reference Rate | 2.00%        | 1.66%    |

Performance by Type

| Category                                  | Balance \$ | Average Interest Rates | Difference to Benchmark | Percentage of Total Portfolio |
|---|------------|------------------------|-------------------------|-------------------------------|
| Cash at Call                              | 8,846,512  | 1.83%                  | -0.17%                  | 11.73%                        |
| Term Deposit                              | 48,980,000 | 3.01%                  | 0.60%                   | 64.97%                        |
| Senior Fixed & Floating Rate Notes and Bo | 17,565,080 | 2.92%                  | 0.51%                   | 23.30%                        |
| Total                                     | 75,391,592 | 2.85%                  | 0.64%                   | 100%                          |

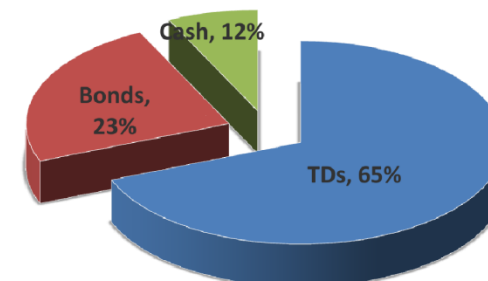
Restricted Funds

| Restriction Type               | Balance \$ |
|--------------------------------|------------|
| External Restrictions - Sec 94 | 19,171,770 |
| External Restrictions - Other  | 10,279,453 |
| Internal Restrictions          | 17,065,952 |
| Unrestricted                   | 28,874,418 |
| Total                          | 75,391,592 |

Allocation by Product Type

| Product Type | Percentage |
|--------------|------------|
| TDs          | 65%        |
| Bonds        | 23%        |
| Cash         | 12%        |

Allocation by Product Type



FW009-16

Attachment 2

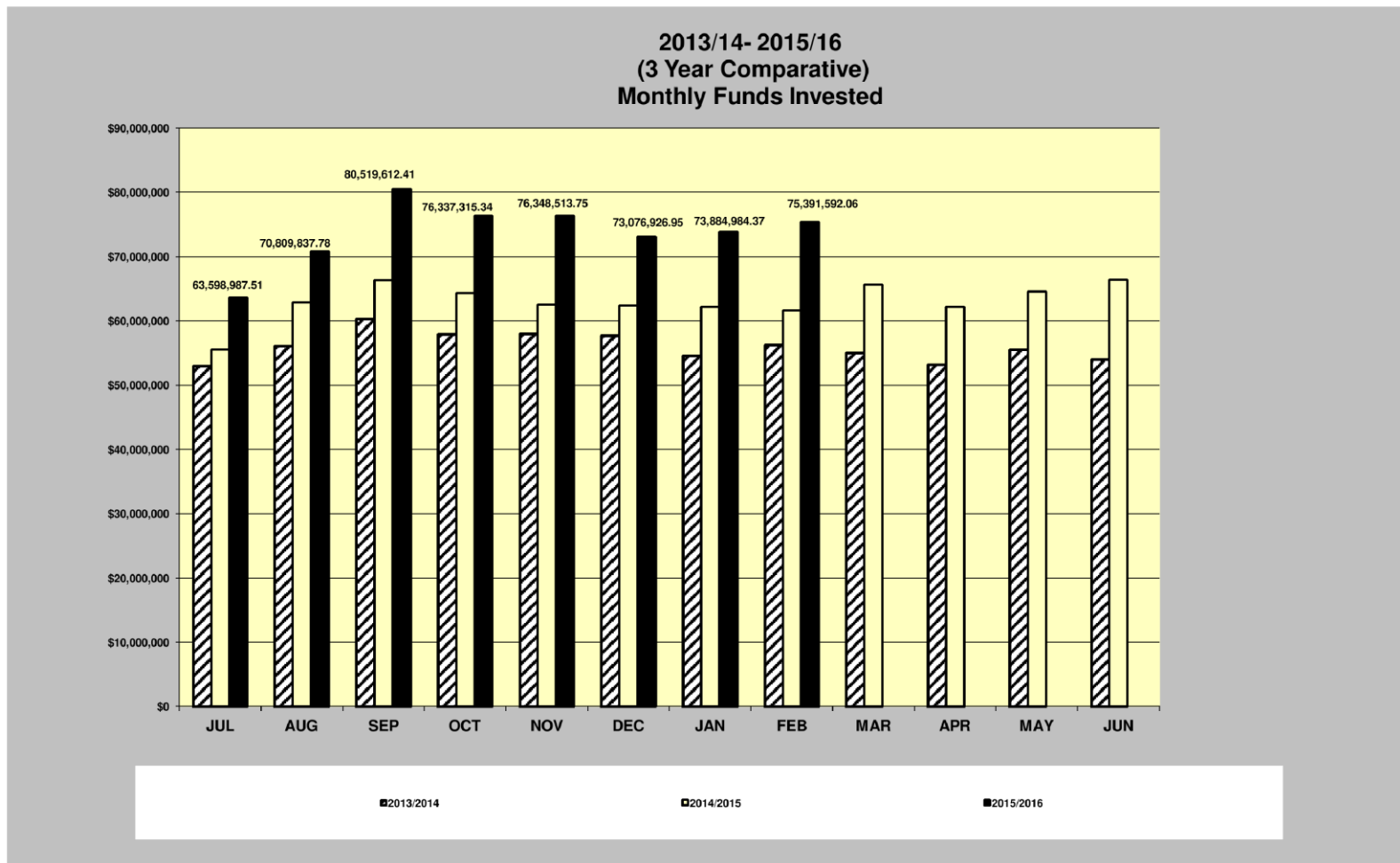
| INVESTMENT HOLDINGS FEBRUARY 2016 |                   |                  |  |                    |                |   |                         |              |
|-----------------------------------|-------------------|------------------|--|--------------------|----------------|---|-------------------------|--------------|
| Fund<br>Manager                   | Lodgement<br>Date | Maturity<br>Date | ADI S&P Issuer<br>Rating / Product<br>Rating *** | Interest<br>Rate % | FYTD<br>INCOME |   | Total Funds<br>Invested | %<br>Holding |
| <u>Term Deposits</u>              |                   |                  |  |                    |                |   |                         |              |
| AMP Bank                          | 7&14/08/2015      | 7&14 /02/2017    | A+ / A+  | 3.10%              | \$ 85,695.89   |   | \$ 5,000,000.00         | 6.63%        |
| ANZ Bank                          | 24/02/2016        | 24/08/2016       | AA- / AA-  | 3.15%              | \$ 58,105.75   |   | \$ 2,000,000.00         | 2.65%        |
| ANZ Bank                          | 16/09/2015        | 18/01/2016       | AA- / AA-  | 3.00%              | \$ 20,383.56   | * | \$ -                    | 0.00%        |
| AUSWIDE BANK                      | 1/10/2015         | 3/10/2017        | BBB / BBB  | 2.95%              | \$ 23,020.54   |   | \$ 1,000,000.00         | 1.33%        |
| BANK of QUEENSLAND                | 25/02/2016        | 25/08/2016       | A- / A-  | 3.15%              | \$ 19,553.44   |   | \$ 1,000,000.00         | 1.33%        |
| BANK of QUEENSLAND                | 11/10/2013        | 11/10/2016       | A- / A-  | 4.50%              | \$ 30,082.20   |   | \$ 1,000,000.00         | 1.33%        |
| BENDIGO & ADELAIDE BANK           | 1/09/2015         | 31/08/2017       | A- / A-  | 2.90%              | \$ 71,745.21   |   | \$ 5,000,000.00         | 6.63%        |
| BENDIGO & ADELAIDE BANK           | 10/09/2015        | 13/09/2017       | A- / A-  | 2.92%              | \$ 13,760.00   |   | \$ 1,000,000.00         | 1.33%        |
| BENDIGO & ADELAIDE BANK           | 1/10/2015         | 2/10/2017        | A- / A-  | 3.00%              | \$ 24,821.92   |   | \$ 2,000,000.00         | 2.65%        |
| BEYOND BANK                       | 8/08/2014         | 8/08/2017        | BBB+ / BBB+                                      | 4.10%              | \$ 27,408.20   |   | \$ 1,000,000.00         | 1.33%        |
| CITI BANK                         | 11/01/2016        | 11/07/2016       | A- / A-  | 2.90%              | \$ 19,520.57   |   | \$ 1,000,000.00         | 1.33%        |
| CITI BANK                         | 14/09/2015        | 15/03/2016       | A- / A-  | 3.10%              | \$ 53,301.09   |   | \$ 3,000,000.00         | 3.98%        |
| COMMONWEALTH BANK                 | 10/05/2013        | 11/05/2016       | AA- / AA-  | 4.55%              | \$ 30,416.43   |   | \$ 1,000,000.00         | 1.33%        |
| COMMONWEALTH BANK                 | 3/06/2014         | 3/06/2017        | AA- / AA-  | 4.20%              | \$ 28,076.69   |   | \$ 1,000,000.00         | 1.33%        |
| COMMONWEALTH BANK                 | 25/07/2014        | 25/07/2017       | AA- / AA-  | 4.05%              | \$ 27,074.00   |   | \$ 1,000,000.00         | 1.33%        |
| COMMONWEALTH BANK                 | 27/08/2014        | 27/08/2016       | AA- / AA-  | 3.75%              | \$ 24,817.80   |   | \$ 990,000.00           | 1.31%        |
| COMMONWEALTH BANK                 | 27/08/2014        | 27/08/2017       | AA- / AA-  | 3.90%              | \$ 25,810.53   |   | \$ 990,000.00           | 1.31%        |
| ING BANK                          | 2/09/2013         | 2/09/2015        | A- / A-  | 0.00%              | \$ 7,276.72    | * | \$ -                    | 0.00%        |
| ING BANK                          | 5/09/2013         | 9/09/2015        | A- / A-  | 0.00%              | \$ 8,247.68    | * | \$ -                    | 0.00%        |
| ME BANK                           | 4/03/2013         | 4/03/2016        | BBB+ / BBB+                                      | 4.05%              | \$ 27,074.00   |   | \$ 1,000,000.00         | 1.33%        |
| ME BANK                           | 5/08/2014         | 4/08/2017        | BBB+ / BBB+                                      | 4.05%              | \$ 54,147.93   |   | \$ 2,000,000.00         | 2.65%        |
| NATIONAL AUSTRALIA BANK           | 27/02/2015        | 27/08/2015       | AA- / AA-  | 0.00%              | \$ 4,973.70    | * | \$ -                    | 0.00%        |
| NATIONAL AUSTRALIA BANK           | 27/08/2015        | 27/05/2016       | AA- / AA-  | 2.80%              | \$ 52,752.88   |   | \$ 3,000,000.00         | 3.98%        |
| NATIONAL AUSTRALIA BANK           | 4/09/2015         | 4/06/2016        | AA- / AA-  | 2.80%              | \$ 19,315.16   |   | \$ 1,000,000.00         | 1.33%        |
| NATIONAL AUSTRALIA BANK           | 7/09/2015         | 7/07/2016        | AA- / AA-  | 2.77%              | \$ 38,395.62   |   | \$ 2,000,000.00         | 2.65%        |
| NATIONAL AUSTRALIA BANK           | 9/09/2015         | 9/08/2016        | AA- / AA-  | 2.80%              | \$ 19,301.37   |   | \$ 1,000,000.00         | 1.33%        |
| NATIONAL AUSTRALIA BANK           | 2/09/2015         | 2/06/2016        | AA- / AA-  | 2.80%              | \$ 34,805.47   |   | \$ 2,000,000.00         | 2.65%        |
| NATIONAL AUSTRALIA BANK           | 20/03/2014        | 18/03/2016       | AA- / AA-  | 4.03%              | \$ 26,940.28   |   | \$ 1,000,000.00         | 1.33%        |
| NATIONAL AUSTRALIA BANK           | 1/04/2014         | 1/04/2016        | AA- / AA-  | 4.08%              | \$ 27,274.53   |   | \$ 1,000,000.00         | 1.33%        |
| NATIONAL AUSTRALIA BANK           | 2/09/2014         | 2/09/2015        | AA- / AA-  | 0.00%              | \$ 6,400.00    | * | \$ -                    | 0.00%        |

| INVESTMENT HOLDINGS FEBRUARY 2016                   |                           |                  |  |                    |                        |   |                         |               |
|---|---------------------------|------------------|--|--------------------|------------------------|---|-------------------------|---------------|
| Fund<br>Manager                                     | Lodgement<br>Date         | Maturity<br>Date | ADI S&P Issuer<br>Rating / Product<br>Rating *** | Interest<br>Rate % | FYTD<br>INCOME         |   | Total Funds<br>Invested | %<br>Holding  |
| RABO DIRECT BANK                                    | 3/09/2014                 | 1/09/2016        | A+ / A+  | 3.70%              | \$ 24,734.42           |   | \$ 1,000,000.00         | 1.33%         |
| RABO BANK   | 20/11/2015                | 22/05/2018       | A+ / A+  | 3.10%              | \$ 21,616.35           |   | \$ 2,000,000.00         | 2.65%         |
| RABO BANK   | 8/12/2015                 | 10/07/2015       | A+ / A+  | 3.10%              | \$ 14,140.90           |   | \$ 2,000,000.00         | 2.65%         |
| SUNCORP METWAY                                      | 7/08/2013                 | 7/08/2015        | A+ / A+  | 0.00%              | \$ 8,953.45            | * | \$ -                    | 0.00%         |
| SUNCORP METWAY                                      | 30/08/2013                | 28/08/2015       | A+ / A+  | 4.20%              | \$ 13,578.13           | * | \$ -                    | 0.00%         |
| SUNCORP METWAY                                      | 5/11/2015                 | 4/11/2015        | A+ / A+  | 3.01%              | \$ 44,661.91           |   | \$ 2,000,000.00         | 2.65%         |
| <b>TERM DEPOSITS TOTAL</b>                          |                           |                  |  |                    | <b>\$ 1,068,589.81</b> |   | <b>\$ 48,980,000.00</b> | <b>64.97%</b> |
| <b>SENIOR FIXED &amp; FLOATING RATE NOTES</b>       |                           |                  |  |                    |                        |   |                         |               |
| BANK of QUEENSLAND                                  | 10/07/2014                | 12/06/2018       | A- / A-  | 3.35%              | \$ 32,348.83           |   | \$ 1,500,000.00         | 1.99%         |
| BANK of QUEENSLAND                                  | 8/08/2014                 | 24/06/2019       | A- / A-  | 3.47%              | \$ 22,241.12           |   | \$ 1,000,000.00         | 1.33%         |
| BANK of QUEENSLAND                                  | 6/11/2014                 | 6/11/2019        | A- / A-  | 3.35%              | \$ 21,697.51           |   | \$ 1,000,000.00         | 1.33%         |
| BENDIGO & ADELAIDE BANK                             | 17/05/2013                | 17/05/2017       | A- / A-  | 3.43%              | \$ 22,599.96           |   | \$ 1,000,000.00         | 1.33%         |
| BENDIGO & ADELAIDE BANK                             | 17/09/2014                | 17/09/2019       | A- / A-  | 3.28%              | \$ 31,602.33           |   | \$ 1,500,000.00         | 1.99%         |
| BENDIGO & ADELAIDE BANK                             | 18/08/2015                | 18/08/2020       | A- / A-  | 3.34%              | \$ 17,593.26           |   | \$ 1,000,000.00         | 1.33%         |
| COMMONWEALTH BANK                                   | 24/12/2010                | 24/12/2015       | AA- / AA-  | 0.00%              | \$ 19,746.56           | * | \$ -                    | 0.00%         |
| COMMONWEALTH BANK                                   | 22/02/2012                | 24/12/2015       | AA- / AA-  | 0.00%              | \$ 42,238.23           | * | \$ -                    | 0.00%         |
| CREDIT SUSSIE BANK                                  | 6/08/2014                 | 16/07/2019       | A / A  | 0.00%              | \$ 24,255.20           | * | \$ -                    | 0.00%         |
| CREDIT SUSSIE BANK                                  | 29/04/2015                | 29/04/2020       | A / A  | 3.44%              | \$ 22,070.14           |   | \$ 1,000,000.00         | 1.33%         |
| CREDIT UNION OF AUSTRALIA                           | 20/03/2014                | 20/03/2017       | BBB+ / BBB+                                      | 3.66%              | \$ 23,550.93           |   | \$ 1,000,000.00         | 1.33%         |
| CREDIT UNION OF AUSTRALIA                           | 28/05/2014                | 20/03/2017       | BBB+ / BBB+                                      | 3.66%              | \$ 23,550.94           |   | \$ 1,000,000.00         | 1.33%         |
| GREATER WESTERN BUILDING SOCIETY                    | 15/04/2013                | 15/04/2016       | BBB / BBB  | 3.81%              | \$ 12,330.76           |   | \$ 500,000.00           | 0.66%         |
| GREATER WESTERN BUILDING SOCIETY                    | 7/06/2013                 | 7/06/2016        | BBB / BBB  | 3.76%              | \$ 24,335.07           |   | \$ 1,000,000.00         | 1.33%         |
| HERTIAGE BANK                                       | 19/06/2012                | 20/06/2017       | BBB+ / BBB+                                      | 0.00%              | \$ 96,300.53           | * | \$ -                    | 0.00%         |
| HERTIAGE BANK                                       | 25/06/2013                | 20/06/2017       | BBB+ / BBB+                                      | 7.25%              | \$ 51,619.92           |   | \$ 1,065,080.00         | 1.41%         |
| HERTIAGE BANK                                       | 14/06/2013                | 14/06/2016       | BBB+ / BBB+                                      | 3.65%              | \$ 23,469.80           |   | \$ 1,000,000.00         | 1.33%         |
| HERTIAGE BANK                                       | 7/05/2015                 | 7/05/2018        | BBB+ / BBB+                                      | 3.43%              | \$ 22,246.58           |   | \$ 1,000,000.00         | 1.33%         |
| NEWCASTLE BUILDING SOCIETY                          | 7/04/2015                 | 7/04/2020        | BBB+/BBB+  | 3.67%              | \$ 23,664.82           |   | \$ 1,000,000.00         | 1.33%         |
| UNITED BANK OF SWITZERLAND                          | 27/08/2014-<br>17/09/2014 | 27/08/2019       | A-/A-  | 3.22%              | \$ 41,745.36           |   | \$ 2,000,000.00         | 2.65%         |
| <b>SENIOR FIXED &amp; FLOATING RATE NOTES TOTAL</b> |                           |                  |  |                    | <b>\$ 599,207.85</b>   |   | <b>\$ 17,565,080.00</b> | <b>23.30%</b> |
|   |                           |                  |  | <b>FYTD</b>        |                        |   |                         |               |
| <b>Cash Funds</b>                                   |                           |                  |  | Return % p.a.      |                        |   |                         |               |
| ANZ - Busienss on line                              | 21/06/2011                |                  | AA- / AA-  | 1.30%              | \$ 9,725.31            |   | \$ 1,000,000.00         | 1.33%         |
| CBA - Business on Line                              |                           |                  | AA- / AA-  | 1.90%              | \$ 84,368.51           |   | \$ 7,846,512.06         | 10.41%        |
| <b>CASH FUNDS TOTAL</b>                             |                           |                  |  |                    | <b>\$ 94,093.82</b>    |   | <b>\$ 8,846,512.06</b>  | <b>11.73%</b> |
| <b>TOTAL</b>  |                           |                  |  |                    | <b>\$ 1,761,891.48</b> |   | <b>\$ 75,391,592.06</b> | <b>100%</b>   |

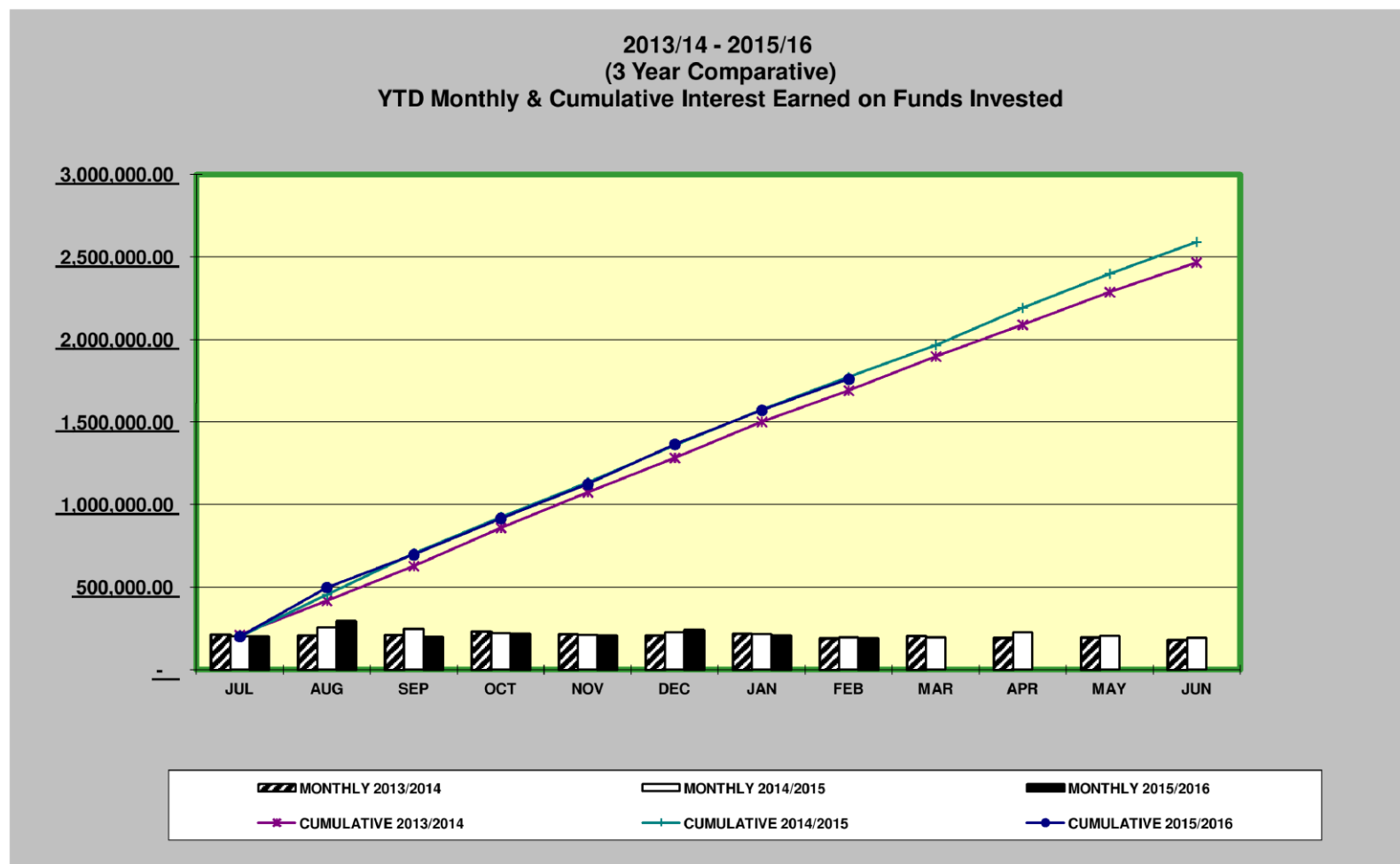
\*Term Deposits matured & Floating Rate Notes Sold during this Financial Year .

FW009-16

Attachment 2

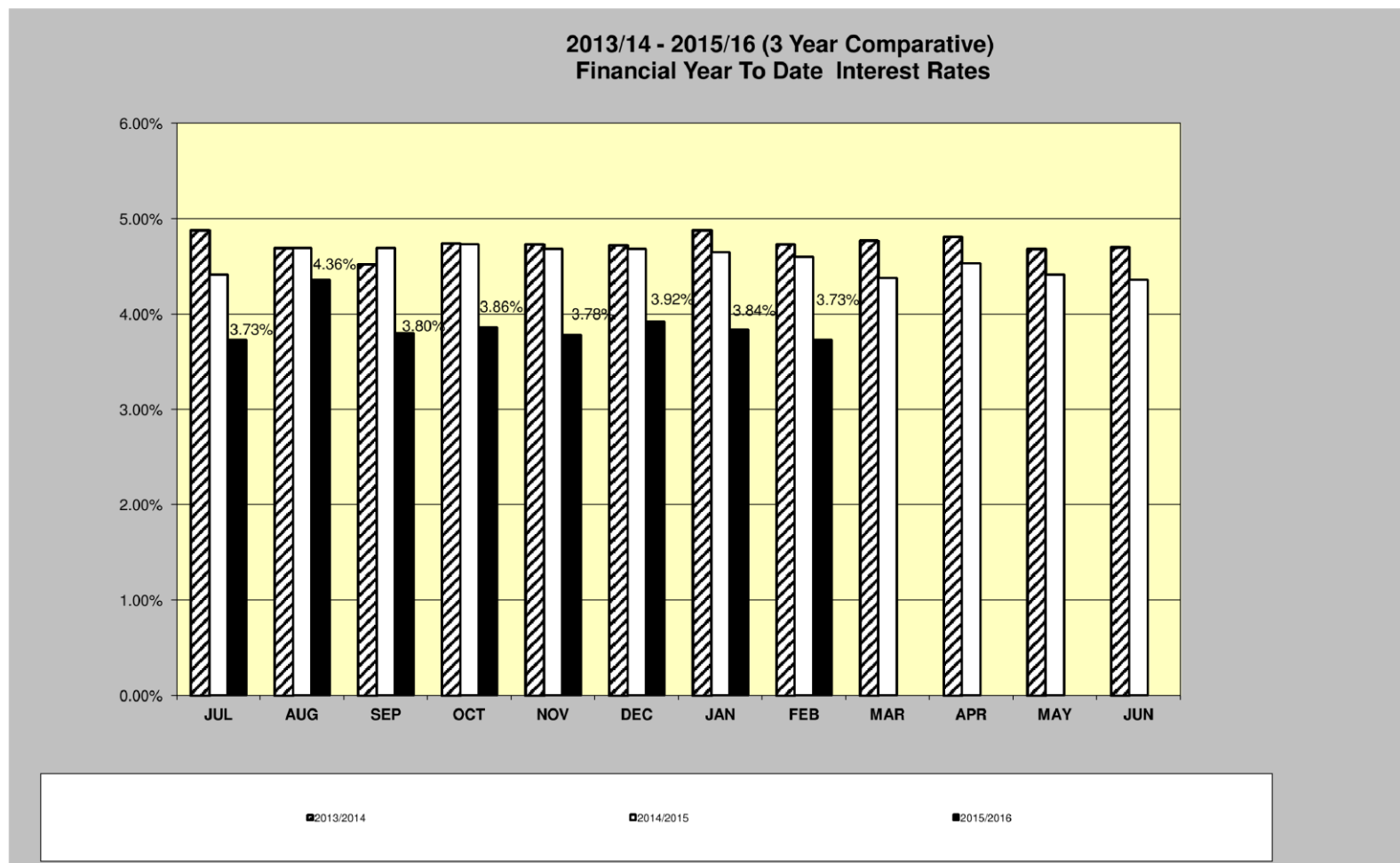






FW009-16

Attachment 2



# **HOLROYD CITY COUNCIL**

## **HOLROYD TRAFFIC COMMITTEE**

### **ATTACHMENTS**

**15 March 2016**

# **DOCUMENTS ASSOCIATED WITH**

**HT017-16**

## **ITEM 1603/02 - NOWRA STREET, GREYSTANES - PROPOSED INSTALLATION OF 'NO STOPPING' RESTRICTIONS - CONSULTATION RESULTS**

|          |  |           |
|----------|--|-----------|
| <b>1</b> | <b>Plan – Proposed ‘No Stopping’ restrictions at the Intersection<br/>of Greystanes Road with Nowra Street, Greystanes .....</b> | <b>17</b> |
| <b>2</b> | <b>Previous Report – HT150-15 .....</b>  | <b>19</b> |



|   |      |            |         |
|---|------|------------|---------|
| TITLE:  |      |            |         |
| NOWRA STREET, GREYSTANES<br>PROPOSED 'NO STOPPING' RESTRICTIONS |      |            |         |
| Drawn:  | K.W. | Scale:     | N.T.S.  |
|   |      | Drawing N° | 1A03/02 |

16 Memorial Avenue  
PO Box 42, Merrylands NSW 2160  
T 02 9840 9840  
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E records@holroyd.nsw.gov.au  
www.holroyd.nsw.nov.au

Engineering  
Services





HT150-15

2 December 2015

## Item 1512/16 - Late Item - Intersection of Nowra Street with Greystanes Road, Greystanes - Proposed Installation of 'No Stopping' Restrictions

Responsible Department: Engineering Services  
 Executive Officer: Director of Engineering Services  
 File Number: INFOC/22 - BP15/1734  
 Delivery Program Code: 20.1.1 Council maintains effective working relationships with local MPs and their staff, government agencies and departments  
 16.1.1 Ensure effective traffic movement within Holroyd town centres  
 15.1.2 Facilitate coordinated approach to road and pedestrian safety

### Summary:

Council has received a request for the installation of parking restrictions on the corner of Nowra Street at the intersection with Greystanes Road, Greystanes.

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

### Report:

Council has received a request to consider the installation of 'No Stopping' restrictions at the corners of Nowra Street at the intersection with Greystanes Road, Greystanes.

Council Officers have investigated the request by undertaking a site inspection. The site inspection revealed that when cars are parked too close to the intersection, sufficient sight distance may not always be available. Under the Australian Road Rules, vehicles are prohibited from parking within 10 metres of any unsignalised intersection. Where the demand for on-street parking is high and formal 'No Stopping' signs are absent, the potential exists for drivers to 'ignore' this rule.

### Conclusion:

It is considered that the installation of 'No Stopping' restrictions at the corners of Nowra Street at the intersection with Greystanes Road will significantly improve sight distance for motorists at this location thereby improving safety and reducing the potential for crashes.

### *Holroyd Traffic Committee Comments*

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Holroyd City Council  
 HT150-15 – Item 1512/16 - Late Item - Intersection of Nowra Street with Greystanes Road, Greystanes - Proposed Installation of 'No Stopping' Restrictions

HT017-16

Attachment 2

HT017-16

Attachment 2

HT150-15

2 December 2015

The Holroyd Traffic Committee commented that the installation of parking restrictions was previously considered and supported by Council (approximately 20 years ago). The poles were erected for the parking restrictions, however they were removed by residents.

The Committee commented that the installation of 'No Stopping' restrictions at the corners of Nowra Street at the intersection with Greystanes Road will improve safety for all road users. The Committee also commented that when cars are parked on both sides of Nowra Street, adequate travel lanes for two vehicles passing each other is not available. Therefore, the installation of 'No Stopping' restrictions on northern side of Nowra Street to improve traffic movement is supported.

**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 corner of Nowra Street at the intersection with Greystanes Road, Greystanes in accordance with the attached plan be supported.
- ii) The installation of 'No Stopping' restrictions on northern side of Nowra Street, Greystanes in accordance with the attached plan be supported.
- iii) The affected residents be consulted and the results of the consultation be reported to the Holroyd Traffic Committee if any objections are received.

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Holroyd City Council

HT150-15 – Item 1512/16 - Late Item - Intersection of Nowra Street with Greystanes Road, Greystanes - Proposed Installation of 'No Stopping' Restrictions



HT150-15

2 December 2015

**Council Resolution**

Resolved on the motion of Clr. Dr. Brodie, seconded Clr. Rahme that:

- i) The installation of 'No Stopping' restrictions at the corner of Nowra Street at the intersection with Greystanes Road, Greystanes in accordance with the attached plan be supported.
- ii) The installation of 'No Stopping' restrictions on northern side of Nowra Street, Greystanes in accordance with the attached plan be supported.
- iii) The affected residents be consulted and the results of the consultation be reported to the Holroyd Traffic Committee if any objections are received.

**Attachments:**

1. Plan – Nowra Street, Greystanes – Proposed installation of 'No Stopping' Restrictions

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Holroyd City Council

HT150-15 – Item 1512/16 - Late Item - Intersection of Nowra Street with Greystanes Road, Greystanes - Proposed Installation of 'No Stopping' Restrictions

HT017-16

Attachment 2



# **DOCUMENTS ASSOCIATED WITH**

**HT018-16**

## **ITEM 1603/03 - INTERSECTION OF BURFORD STREET WITH MERRYLANDS ROAD, MERRYLANDS - INSTALLATION OF 'NO RIGHT TURN' RESTRICTION - TRAFFIC MANAGEMENT PLAN (TMP) APPROVAL**

|          |  |           |
|----------|--|-----------|
| <b>1</b> | <b>Plan – Intersection of Burford Street with Merrylands Road,<br/>Merrylands – ‘No Right Turn’ restriction and median .....</b> | <b>25</b> |
| <b>2</b> | <b>RMS TMP Approval .....</b>  | <b>27</b> |
| <b>3</b> | <b>Previous Report – HT146-15 .....</b>  | <b>29</b> |
| <b>4</b> | <b>Previous Report - HT091-15 .....</b>  | <b>37</b> |
| <b>5</b> | <b>Previous Report – HT067-14 .....</b>  | <b>41</b> |









HT018-16

Attachment 2

### Summary

**Holroyd City Council** has submitted a Traffic Management Plan (TMP) in accordance with the Roads and Maritime Services *Procedures for Use in the Preparation of a Traffic Management Plan (2001)*. The TMP proposed to install a full time 'No Right Turn' restriction and pedestrian refuge at the intersection of Burford Street with Merrylands Road in Merrylands. The implementation of restrictions is in association with the nearby proposed mixed use development application on Addlestone Road and Merrylands Road.

Merrylands Road is a collector road that runs in an east-west direction. It has a width of 13m and parking is not permitted on both sides. Land use on this street is generally residential with mixed use and enterprise corridor in Merrylands Town Centre. Burford Street is a local road that runs in a north-south direction. It has a width of 10m and parking is permitted on both sides. Land use on this street is generally residential.

Council received a request for the installation of a 'No Right Turn' restriction at the intersection of Burford Street with Merrylands Road, in association with the proposed mixed use development application at 1 Addlestone Road and 272 – 284 Merrylands. The traffic impact assessment report indicated that the proposed development will generate 126 peak hour vehicle trips with the intersection of Merrylands Road with Burford Street operating at a level of service (LOS) 'E' in the morning and LOS 'F' in the afternoon peak.

Council is not proposing any modifications to ameliorate the impact of re-assigned traffic. Traffic flow on Burford Street wanting to travel east onto Merrylands Road would require an alternative route from other local streets such as Addlestone Road or Memorial Avenue. Eastbound traffic on Merrylands Road wanting to travel onto Burford Street would require alternative routes such as Chetwynd Road or Cambridge Street.

Public transport is not affected by the proposal as there are no public transport services running through Burford Street.

Emergency will not be affected as the proposal has been designed to accommodate 12.5m vehicles. In addition, emergency vehicles are exempt from the proposed turn restrictions.

There are no heavy vehicle routes along Merrylands Road and Burford Street.

Pedestrian and cyclist access is not restricted.

Council completed a public consultation with the affected residents and business owners for the proposal. Of the 239 letters distributed 24 responses were received with 14 in support and 10 objections. The majority of the objections received were in regards to the inconvenience and access restriction caused for traffic travelling to and from Burford Street.

In Council's opinion the proposed 'No Right Turn' restrictions and pedestrian refuge will improve traffic flow on Merrylands Road under the existing and future conditions as it will stop right turning vehicles from blocking through vehicles.





HT018-16

Attachment 2

**Recommendation**

The submission from Holroyd City Council has satisfactorily addressed the necessary requirements of the TMP and is **Recommended for Approval**.

**RECOMMENDED**


Mark Carruthers  
Traffic Engineering Officer  
Network and Safety Services

**CONCURRENCE**


Dina Hanna  
Network and Safety Officer  
Network and Safety Services

**CONCURRENCE**


Kshitij Shah  
Senior Network and Safety Officer  
Network and Safety Services


**CONCURRENCE**


Daryl Ninham  
Manager Network and Safety Services  
Network and Safety Services

**APPROVAL**


Mary Whalan  
A/Network and Safety Manager  
Network and Safety

**APPROVAL**


  
Steven Head  
Network General Manager Sydney  
Sydney Region



HT146-15

2 December 2015

## Item 1512/12 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed 'No Right Turn' Restriction Associated with a Proposed Development - Consultation Results

Responsible Department: Engineering Services  
 Executive Officer: Director of Engineering Services  
 File Number: INFOC/22 - BP15/1730  
 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 5 August 2015 considered a report (vide HT091-15) regarding a request for the installation of 'No Right Turn' restrictions at the intersection of Burford Street with Merrylands Road, in association with the proposed mixed use development application at 1 Addlestone Road and 272 – 284 Merrylands Road, Merrylands. Council resolved that:

- "i) The installation of the proposed 'No Right Turn' restriction and the median at the intersection of Burford Street with Merrylands Road, Merrylands in accordance with the attached plan be supported.*
- ii) The affected residents and businesses be consulted and the results of the consultation be reported to the Holroyd Traffic Committee if any objections are received.*
- iii) A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for approval.*
- iv) The applicant and Council's Environmental and Planning Services section be notified of the outcome generally."*

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

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Holroyd City Council

HT146-15 – Item 1512/12 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed 'No Right Turn' Restriction Associated with a Proposed Development - Consultation Results

HT018-16

Attachment 3

HT018-16

Attachment 3

HT146-15

2 December 2015

**Report:**

Consultation was carried out following Council's resolution on this matter. There were 239 letters with an attached survey and plan distributed to residents and owners, 24 responses were received with 14 in support and 10 objections.

Residents that supported and objected to the proposal provided the following comments in the table below:

| #                | Resident Comments  | Council Comments  |
|------------------|--|---|
| <b>Support</b>   |  |   |
| 1                | It is very dangerous to cross this road as I am elderly and live at the corner unit. It would be good if the 'No Right Turn' sign became a permanent sign. Also a set of lights or a pedestrian crossing would also be advisable as a measure for safety for all pedestrians and cars. Thank you | The proposed median island in Burford Street at the intersection with Merrylands Road includes a pedestrian refuge which will provide safety for pedestrians crossing the road.                         |
| 2                | I agree with Councils proposal as it is not safe in peak traffic to make a right turn from Burford into Merrylands Road  | Noted.  |
| 3                | Less accident  | Noted.  |
| 4                | I am in favour for 'No Right Turn' restriction continually thank you   | Noted.  |
| <b>Objection</b> |  |   |
| 5                | After consultation with Senior Traffic Engineer, Ali Shahi the installation of a part time 'No Right Turn' restriction is in fact a permanent installation and would be a detriment to the accessibility of Burford St for residents.  | Installation of the proposed 'No Right Turn' restriction and the median at the intersection of Burford Street with Merrylands Road, Merrylands, will improve safety for both pedestrians and motorists. |
| 6                | I am against the proposed 'No Right Turn' it's the way I am supposed to go to work   | Alternate routes are available to access the road network in the area   |
| 7                | It is coming at a stage where we cannot turn right into any street from Merrylands Road coming the westerly direction.<br>Oxford Street and Chetwynd Street are already no right turn and that leaves only Cambridge and Burford   | See 5   |

Holroyd City Council

HT146-15 – Item 1512/12 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed 'No Right Turn' Restriction Associated with a Proposed Development - Consultation Results

HT146-15

2 December 2015

HT018-16

Attachment 3

|  |  |
|--|--|
| <p>Streets where we can turn right. If Holroyd Council stops cars from entering right into Burford Street all cars from the neighbourhood coming from the westerly direction will have to use Cambridge Street and that will create more bank up of cars on Merrylands road turning right into one street. Then it won't be long before you guys will also stop cars entering Cambridge Street because of the bank up cars. This is ridiculous, why should we drive an extra kilometre to get to our place around the block?</p> <p>Before Holroyd Council approved the application of the massive building block at 272-284 Merrylands Road I personally wrote and warned Council not to approve such a massive block of units because it will create a lot of traffic in the area which is already bad. I suggested a much smaller block of units up to only 4 storey instead of the current 9 storey. Your office rejected my application.</p> <p>Holroyd Council has completely lost the plot and cannot plan anything right and now we are about to suffer the consequences because of bad planning. It's no wonder why the state government wants to merge the councils. Councils like Holroyd Council are the cause of the merging. I have seen this issue only last week on the media, that Council's gone out of control with building all these high rise in the wrong spots and creating massive problems. Council are only interested in one thing, and this is making more money from land rates.</p> <p>I don't know why your department is asking the public for their opinion when your office already has taken the decision to go ahead with what they want.</p> |  |
|--|--|

Holroyd City Council

HT146-15 – Item 1512/12 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed 'No Right Turn' Restriction Associated with a Proposed Development - Consultation Results

HT018-16

Attachment 3

HT146-15

2 December 2015

|    |  |       |
|----|--|-------|
| 8  | Heading east towards the shopping centre there is already a 'No Right Turn' at Oxford Street so this would create only 1 right turn between Chetwynd Road and Addlestone Street. A lot of traffic would be forced into Cambridge Street which already has traffic due to Merrylands Bowling Club   | See 5 |
| 9  | Why should this cause an inconvenience to the residents on Burford Street? If the property developers want unrestricted access they should enter from the other side (on Addlestone Road) also. They're blocking off parking so people cannot park on the street. Who gave them permission to do this? There is limited parking already on Burford Street without them preventing us from using half the street.   | See 5 |
| 10 | I am not in favour of the proposed installation of part time 'No Right Turn' restriction at junction of Merrylands Road and Burford Street. Burford Street is relatively quiet and light in traffic turning into Merrylands Road. Residents at Burford Street have always the convenience of right turning to Merrylands Road at all times. As matter of principle it is not fair that residents should be disadvantaged and inconvenienced due to adverse traffic impact of the proposed development at 1 Addlestone Road and 272-284 Merrylands.<br>The proposed development at 1 Addlestone Road and 272-284 Merrylands Road is going to increase the traffic volume at Burford Street many times making traffic conditions worse with more than 200 vehicles going in and out of the proposed development at Burford Street.<br>The proposed part time 'No Right | See 5 |

Holroyd City Council

HT146-15 – Item 1512/12 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed  
 'No Right Turn' Restriction Associated with a Proposed Development - Consultation Results

HT146-15

2 December 2015

HT018-16

Attachment 3

|    |   |   |
|----|---|---|
|    | <p>Turn' restriction at junction of Merrylands Road and Burford Street is going to reduce vehicles right turning into Merrylands Road at peak hours. The additional traffic at Burford Street due to the proposed development will have vehicles at other times banking up waiting to make right turns to Merrylands Road. In the long run, the junction of Merrylands Road and Burford Street should be signalised to allow safe and regulated flow of traffic from Burford Street to Merrylands Road going both directions, and vice versa.</p> <p>As the local traffic conditions at Burford Street will be made worse as consequence of the proposed development, it is fair and reasonable for the developer to pay for the junction of Merrylands Road and Burford Street to be signalised to provide a long term solution.</p> |   |
| 11 | <p>Please consider 2 hour parking limits in Burford Street. People park all day in street walk to rail station and catch train to work. At times they park very close to driveways. It's very dangerous to exit our driveway. I have seen several near accidents. Please reply to my appeal.</p>  | <p>Paring study shall be undertaken in the area for the installation of time limited parking restrictions</p> |

Based on the above comments the following Options can be considered by the Holroyd Traffic Committee:

- **Option 1:** Installation of full time 'No Right Turn' restriction at the intersection of Burford Street with Merrylands Road.
- **Option 2:** Do nothing.

#### Conclusion:

The installation of the proposed median island will improve safety for pedestrians and motorists.

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Holroyd City Council

HT146-15 – Item 1512/12 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed 'No Right Turn' Restriction Associated with a Proposed Development - Consultation Results



HT146-15

2 December 2015

*Holroyd Traffic Committee Comments*

The RMS representative commented that additional 'No Right Turn' sign shall be installed on the proposed median island advising motorists of the right turn restriction.

**Consultation:**

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

**Financial Implications:**

The cost associated with the proposed signage and median shall be borne 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 installation of full time 'No Right Turn' restriction at the intersection of Burford Street with Merrylands Road, Merrylands 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 affected businesses and residents be notified of the outcome generally.

**Council Resolution**

Resolved on the motion of Clr. Dr. Brodie, seconded Clr. Rahme that:

- i) The installation of full time 'No Right Turn' restriction at the intersection of Burford Street with Merrylands Road, Merrylands in accordance with the attached plan be supported.

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Holroyd City Council

HT146-15 – Item 1512/12 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed 'No Right Turn' Restriction Associated with a Proposed Development - Consultation Results

HT146-15

2 December 2015

- 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 affected businesses and residents be notified of the outcome generally.

**Attachments:**

1. Plan – Intersection of Burford Street with Merrylands Road – Proposed 'No Right Turn' restriction and median
2. Previous Report – HT091-15 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed Part Time 'No Right Turn' Restriction Associated with a Proposed Development
3. Previous Report – HT067-14 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed part time 'No Right Turn' restriction associated with a proposed development

HT018-16

Attachment 3

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Holroyd City Council

HT146-15 – Item 1512/12 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed 'No Right Turn' Restriction Associated with a Proposed Development - Consultation Results





HT091-15

5 August 2015

## Item 1508/11 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed Part Time 'No Right Turn' Restriction Associated with a Proposed Development

Responsible Department: Engineering Services  
 Executive Officer: Director of Engineering Services  
 File Number: INFOC/22 - BP15/1047  
 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 4 June 2014 considered a report (vide HT067-14) regarding a request for the installation of part time 'No Right Turn' restrictions at the intersection of Burford Street with Merrylands Road, in association with the proposed mixed use development application at 1 Addlestone Road and 272 – 284 Merrylands Road, Merrylands. Council resolved in part that:

- "i) The installation of 'No Right Turn' restriction and 'seagull' median on Burford Street to restrict right turn movements at the intersection of Merrylands Road with Burford Street be supported.*
- ii) The installation of the 'No Right Turn' restriction and 'seagull' median be undertaken as part of the proposed development at 1 Addlestone Road and 272 – 284 Merrylands Road, Merrylands. The applicant to prepare plans in accordance with Australian Standards, Austroads and RMS Supplement which shall be reported to the Holroyd Traffic Committee."*

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

### Report:

Council received a development application for a mixed use development at 1 Addlestone Road and 272 – 284 Merrylands Road, Merrylands (i.e. the entire frontage of Merrylands Road between Burford Street and Addlestone Road). The proposed development will consist of a 9 storey building comprising of 146 residential units (16 x

Holroyd City Council

HT091-15 – Item 1508/11 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed Part Time 'No Right Turn' Restriction Associated with a Proposed Development

HT018-16

Attachment 4

HT091-15

5 August 2015

1 bedrooms, 118 x 2 bedrooms and 12 x 3 bedrooms), 7 commercial tenancies (1957m2 on ground floor and 280m2 on first floor) and 246 off-street parking spaces.

Following Council's resolution on this matter, the applicant has prepared a plan of the 'No Right Turn' restriction and 'seagull' median at the intersection of Burford Street with Merrylands Road, Merrylands.

Council's Officer has reviewed the plan to ensure the design complies with the requirements of the relevant guidelines and standards.

#### *Holroyd Traffic Committee Comments*

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

#### **Conclusion:**

It is considered that the installation of the proposed 'No Right Turn' restriction and the median at the intersection of Burford Street with Merrylands Road, Merrylands, will improve safety for both pedestrians and motorists. Therefore, the installation of the proposed 'No Right Turn' restriction and the median in accordance with the attached plan is supported.

#### **Consultation:**

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

#### **Financial Implications:**

The cost associated with the proposed signage and median shall be borne 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 installation of the proposed 'No Right Turn' restriction and the median at the

Holroyd City Council

HT091-15 – Item 1508/11 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed Part Time 'No Right Turn' Restriction Associated with a Proposed Development

HT091-15

5 August 2015

HT018-16

intersection of Burford Street with Merrylands Road, Merrylands in accordance with the attached plan be supported.

- ii) The affected residents and businesses be consulted and the results of the consultation be reported to the Holroyd Traffic Committee if any objections are received.
- iii) A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for approval.
- iv) The applicant and Council's Environmental and Planning Services section be notified of the outcome generally.

**Council Resolution**

Resolved on the motion of Cllr. Sarkis, seconded Cllr. Whitfield that:

- i) The installation of the proposed 'No Right Turn' restriction and the median at the intersection of Burford Street with Merrylands Road, Merrylands in accordance with the attached plan be supported.
- ii) The affected residents and businesses be consulted and the results of the consultation be reported to the Holroyd Traffic Committee if any objections are received.
- iii) A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for approval.
- iv) The applicant and Council's Environmental and Planning Services section be notified of the outcome generally.

Attachment 4

**Attachments:**

1. Plan – Proposed 'No Right Turn' restriction and median at the intersection of Burford Street with Merrylands Road, Merrylands
2. Previous Report - HT067-14

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Holroyd City Council

HT091-15 – Item 1508/11 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed Part Time 'No Right Turn' Restriction Associated with a Proposed Development



HT067-14

4 June 2014

## **Item 1406/09 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed part time 'No Right Turn' restriction associated with a proposed development**

Responsible Department: Engineering Services  
 Executive Officer: Director of Engineering Services  
 File Number: 2013/450-02 - BP14/735  
 Delivery Program Code: 20.1.1 Council maintains effective working relationships with local MP's and their staff, government agencies and departments  
 16.1.1 Ensure effective traffic movement within Holroyd town centres  
 15.1.2 Facilitate coordinated approach to road and pedestrian safety

### **Summary:**

Council has received a request for the installation of a part time 'No Right Turn' restriction at the intersection of Burford Street with Merrylands Road, in association with the proposed mixed use development application at 1 Addlestone Road and 272 – 284 Merrylands Road, Merrylands.

This report outlines the outcome of the assessment of the proposal.

### **Report:**

Merrylands Road is a collector road that runs in an east-west direction. It has a width of 13m and parking is not permitted on both sides. Land use on this street is generally residential with mixed use and enterprise corridor in Merrylands Town Centre.

Burford Street is a local road that runs in a north-south direction. It has a width of 10m and parking is permitted on both sides. Land use on this street is generally residential.

Merrylands Road and Burford Street form a T-intersection with priority on Merrylands Road.

The latest Roads and Maritime Services (RMS) crash data indicates 8 crashes have been reported at the junction of Merrylands Road with Burford Street within the last 5 years.

Council has received a development application for a mixed use development at 1 Addlestone Road and 272 – 284 Merrylands Road, Merrylands (i.e. the entire frontage of

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Holroyd City Council

HT067-14 – Item 1406/09 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed part time 'No Right Turn' restriction associated with a proposed development

HT018-16

Attachment 5

HT067-14

4 June 2014

Merrylands between Burford Street and Addlestone Road). The proposed development will consist of a 9 storey building comprising of 146 residential units (16 x 1 bedrooms, 118 x 2 bedrooms and 12 x 3 bedrooms), 7 commercial tenancies (1957m<sup>2</sup> on ground floor and 280m<sup>2</sup> on first floor) and 246 off-street parking spaces.

Access driveways to the site are proposed on Addlestone Road (for commercial at grade carpark) adjacent to the existing speed hump and on Burford Street (for commercial and residential basement).

A traffic impact assessment report prepared by the applicant's traffic engineer consultant (Thompson Stanbury Associates, 2013) has been submitted to Council as part of the development application.

The report indicated that the proposed development will generate 126 peak hour vehicle trips (83 peak hour vehicle trip for commercial taking into account 20% reduction as the proposal is in the town centre and 43 peak hour vehicle trips for the residential).

SIDRA intersection analysis was undertaken and the results indicated that the surrounding streets will operate at a satisfactory level of service (LOS) except the intersection of Merrylands Road with Burford Street. Merrylands Road with Burford Street operates at LOS 'E' in the morning and LOS 'F' in the afternoon peak. However, the degree of saturation will be within the acceptable levels.

Therefore, it was proposed that a part time 'No Right Turn' restriction during peak periods is to be installed at the intersection. SIDRA intersection analysis indicated that the installation of the proposed part time 'No Right Turn' restriction will improve the LOS of Merrylands Road with Burford Street intersection from 'E'/'F' to 'B' in the morning. The afternoon will remain poor at LOS 'F', however with improved average delay and degree of saturation.

As a result of the proposed part time 'No Right Turn' restriction, right turning vehicles will be redistributed to Merrylands Road with Addlestone Road intersection. It is projected that the traffic volume at this intersection will increase up to 150 veh/hr during peak periods due to the proposed development. SIDRA analysis was undertaken which indicated that the intersection will operate within acceptable LOS and degree of saturation.

A road safety assessment was also undertaken at Addlestone Road with Merrylands Road, particularly with regard to the safety of the pedestrian crossing across Addlestone Road. The traffic report indicated:

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Holroyd City Council

HT067-14 – Item 1406/09 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed part time 'No Right Turn' restriction associated with a proposed development



HT067-14

4 June 2014

*“A raised marked pedestrian crossing provided over Addlestone Road at its junction with Merrylands Road. The facility, when combined with a sign posted High Pedestrian Activity 40km/h speed limit along both Merrylands road and Addlestone Road, approaching warning signage and good sight distance between the crossing and the approach roads is considered to provide pedestrians with a safe and efficient management facility to cross Addlestone Road.”*

*“It is however acknowledged that the likelihood of turning movements from Merrylands Road to Addlestone Road being delayed by these pedestrians utilising the facility could be increased. Such delays are however unlikely to have any unreasonable impacts on the efficiency of existing through Merrylands Road traffic movements as the existing pavement width (and existing parking restrictions) allow trailing through vehicles to pass decelerating or stationary vehicles wishing to undertake left and right turning movements. In consideration of this and the above discussion, no additional measures are considered to be warranted or therefore recommended for implementation.”*

Council Officers have assessed the development application and the proposed ‘No Right Turn’ restriction during peak periods at Merrylands Road with Burford Street.

The proposed part time ‘No Right Turn’ restriction during peak periods will improve the operation of the Merrylands Road with Burford Street intersection and the redistribution of traffic into the intersection of Merrylands Road with Addlestone Road will unlikely have significant impact on this intersection. However, as a consequence of the proposed part time ‘No Right Turn’ restriction traffic will be redistributed to the intersection of Merrylands Road with Cambridge Street.

Council Officers’ previously undertook a road safety assessment of Merrylands Road between Chetwynd Road and Treves Street. The assessment indicated that there have been some crashes involving right turn movement at the intersection of Merrylands Road with Cambridge Street. However, considering the previous report (vide HT063-13) recommended ‘No Right Turn’ restrictions onto Oxford Street access will be restricted to the R4 high density residential zone lands and Merrylands Bowling Club, south of Merrylands Road.

A study should be undertaken to determine an access strategy for Merrylands Road following the turn restrictions. The study should investigate providing right turn movements from Merrylands Road into Burnett Street. As part of the Section 94 development contribution study for Merrylands CBD, a ring road collector road route to bypass Merrylands CBD was recommended between Military Road and Pitt Street via St Ann Street, Chetwynd Road, Lockwood Street and Walpole Street.

#### **Conclusion:**

The proposed development at 272-284 Merrylands Road and 1 Addlestone Road will increase traffic in the area and a part time ‘No Right Turn’ restriction for peak period

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Holroyd City Council

HT067-14 – Item 1406/09 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed part time ‘No Right Turn’ restriction associated with a proposed development

HT067-14

4 June 2014

can be considered at the intersection of Merrylands Road with Burford Street. This proposal has merits and issues which has been detailed in this report.

***Holroyd Traffic Committee Comments:***

The following comments were provided at the Holroyd Traffic Committee Meeting:

- ‘No Right Turn’ restriction is supported considering the close proximity to the signalised intersection of Merrylands Road with Treves Street.
- The ‘No Right Turn’ restriction should be all day and physical restricted with a ‘seagull’ median on Burford Street.
- A raised median on Merrylands Road cannot be implemented due to the carriageway width of Merrylands Road.
- The applicant raised no issue with the installation of a ‘seagull’ median on Burford Street.
- The RMS representative commented that Burford Street is too narrow for parking and two way flow. The installation of ‘No Stopping’ will be investigated separate to the development application.

**Consultation:**

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

**Financial Implications:**

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

**Policy Implications:**

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

**Communication / Publications:**

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

**Report Recommendation:**

The Holroyd Traffic Committee recommends that:

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Holroyd City Council  
 HT067-14 – Item 1406/09 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed part time ‘No Right Turn’ restriction associated with a proposed development



HT067-14

4 June 2014

HT018-16

- i) The installation of 'No Right Turn' restriction and 'seagull' median on Burford Street to restrict right turn movements at the intersection of Merrylands Road with Burford Street be supported.
- ii) The installation of the 'No Right Turn' restriction and 'seagull' median be undertaken as part of the proposed development at 1 Addlestone Road and 272 – 284 Merrylands Road, Merrylands. The applicant shall prepare plans in accordance with Australian Standards, Austroads and RMS Supplement which shall be reported to the Holroyd Traffic Committee.
- iii) The installation of 'No Parking' restriction on Burford Street be investigated and the result reported back to the Holroyd Traffic Committee.
- iv) The affected businesses and residents be consulted and the result be reported back to the Holroyd Traffic Committee if objections are received.
- v) The applicant and Environmental Planning Services be notified of the outcome generally.

#### Council Resolution

Note: Standing Orders were suspended to permit the following speaker to address the meeting: Ms. Gillian Kirby.

On resumption, it was resolved on the motion of Clr. Colman, seconded Clr. Whitfield that:

- i) The installation of 'No Right Turn' restriction and 'seagull' median on Burford Street to restrict right turn movements at the intersection of Merrylands Road with Burford Street be supported.
- ii) The installation of the 'No Right Turn' restriction and 'seagull' median be undertaken as part of the proposed development at 1 Addlestone Road and 272 – 284 Merrylands Road, Merrylands. The applicant to prepare plans in accordance with Australian Standards, Austroads and RMS Supplement which shall be reported to the Holroyd Traffic Committee.
- iii) The installation of 'No Parking' restriction on Burford Street be investigated and the result reported back to the Holroyd Traffic Committee.
- iv) The affected businesses and residents be consulted and the result be reported back

---

Holroyd City Council

HT067-14 – Item 1406/09 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed part time 'No Right Turn' restriction associated with a proposed development

Attachment 5

HT067-14

4 June 2014

to the Holroyd Traffic Committee if objections are received.

- v) The applicant and Environmental Planning Services be notified of the outcome generally.

**Attachments:**

1. Traffic Letter Report - 1 Addlestone Road & 272-284 Merrylands Road, Merrylands - 2014
2. Traffic Report - 1 Addlestone Road & 272-284 Merrylands Road, Merrylands – 2013
3. Redistribution of Traffic Flow Diagram – Merrylands Road between Fowler Road and Treves Street
4. Crash Diagram – Right Turn Crashes – Merrylands Road between Fowler Road and Treves Street

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Holroyd City Council

HT067-14 – Item 1406/09 - Intersection of Burford Street with Merrylands Road, Merrylands - Proposed part time 'No Right Turn' restriction associated with a proposed development

# **DOCUMENTS ASSOCIATED WITH**

**HT019-16**

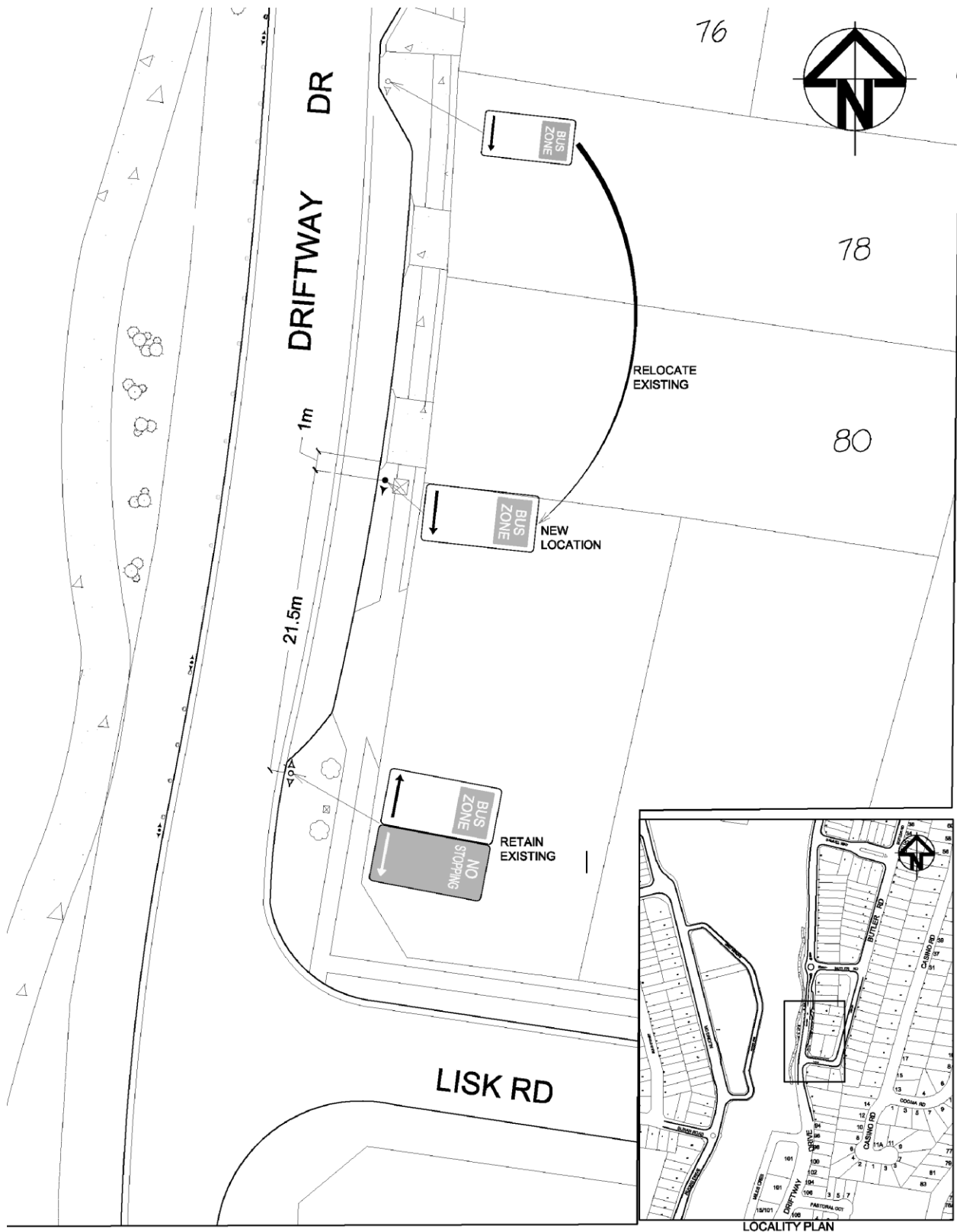
## **ITEM 1603/04 - DRIFTWAY DRIVE, PEMULWUY - REQUEST TO REDUCE THE LENGTH OF 'BUS ZONE' RESTRICTION**

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Plan – Driftway Drive, Pemulwuy – 'Bus Zone' .....</b> | <b>49</b> |
|----------|---|-----------|



HT019-16

Attachment 1



**Holroyd City**  
a place for everyone

## Engineering Services

16 Memorial Avenue  
PO Box 42, Merrylands NSW 2160  
T 02 9840 9840  
F 02 9840 9898  
E records@holroyd.nsw.gov.au  
www.holroyd.nsw.gov.au

## TITLE :

**DRIFTWAY DRIVE, PEMULWUY  
PROPOSED CHANGES OF BUS ZONE**

Drawn: K.W.

Scale: N.T.S.

Drawing N°

Checked: A.T.

Date: 13/03/16

1603/04



# **DOCUMENTS ASSOCIATED WITH**

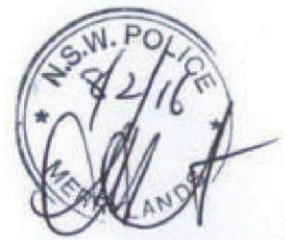
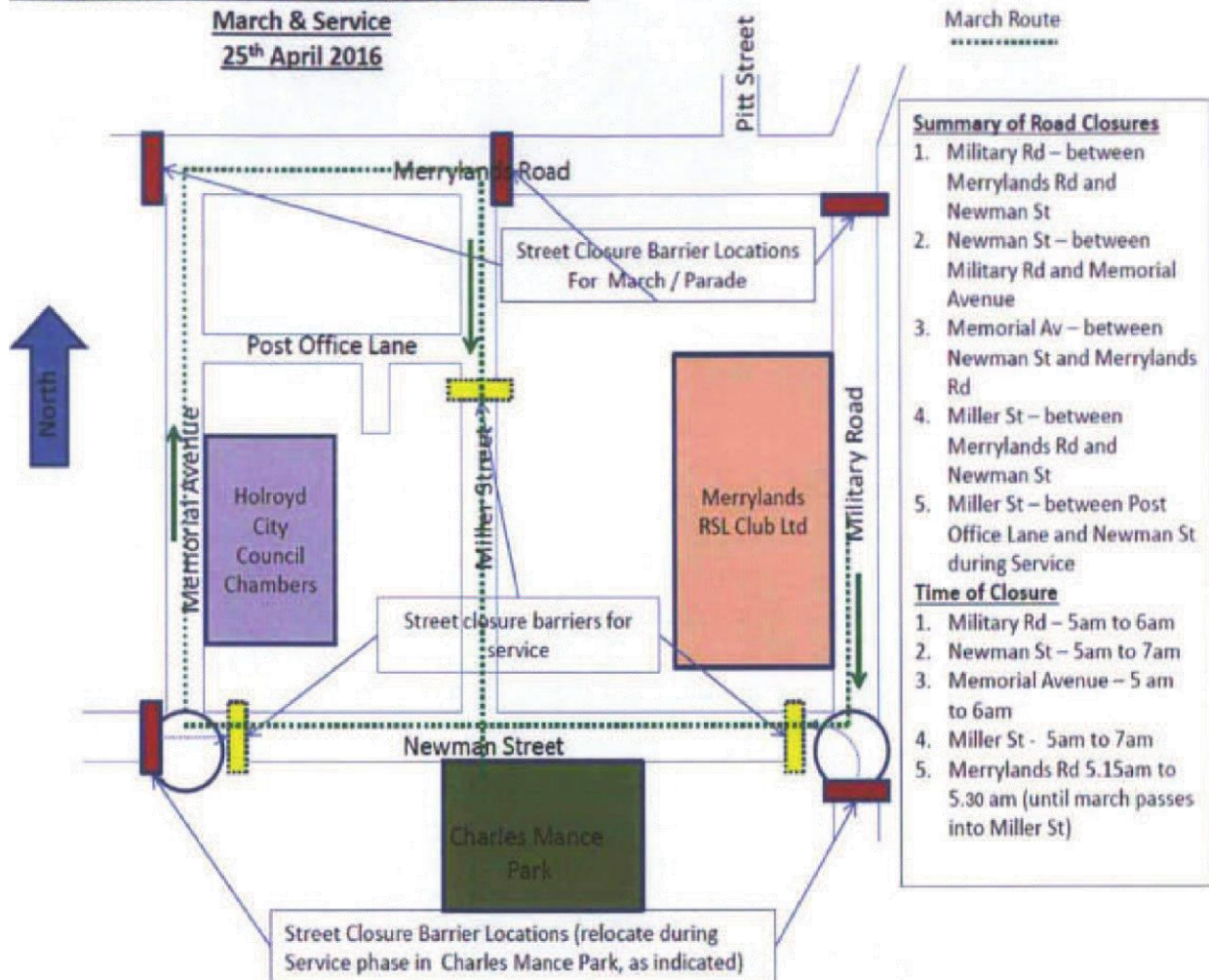
**HT020-16**

## **ITEM 1603/05 - ANZAC DAY DAWN SERVICE - MONDAY, 25 APRIL 2016 - PROPOSED SHORT TERM FULL ROAD CLOSURE**

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Plan - ANZAC Day Dawn Service – Proposed Short Term Full<br/>Road Closure Plan .....</b> | <b>53</b> |
|----------|---|-----------|



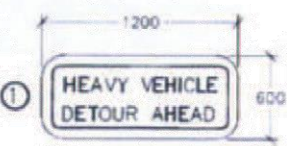
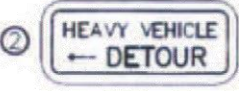
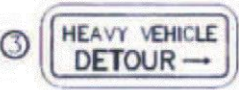
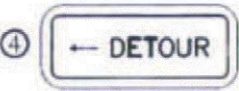
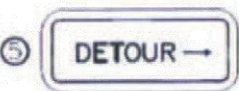


**Merrylands RSL Sub Branch ANZAC Day Dawn Service****March & Service**  
**25<sup>th</sup> April 2016**

HT020-16

Attachment 1

**MERRYLANDS RSL SUB BRANCH***"THE PRICE OF LIBERTY IS ETERNAL VIGILANCE"*

| SIGNS USED & REFERENCE NUMBERS  |  |
|---|--|
| ①    | MOUNTED ON BARRIER BOARD<br>FACING SOUTH NEAR<br>YORK STREET, HALF ON ROAD |
| ②    | MOUNTED ON BARRIER BOARD<br>ON FOOTWAY NEAR ST ANN                         |
| ③   | MOUNTED ON BARRIER BOARD<br>ON FOOTWAY @ ST ANN + MEMORIAL                 |
| NOTE:<br>SIGNS 1 + 2 + 3 CUSTOM MADE, ABOUT 1200 x 600<br>BLACK TEXT ON YELLOW BOARD  |  |
| ④  | T5-1A (L) ON BARRIER BOARD   |
| ⑤  | T5-1A (R) ON BARRIER BOARD   |

**TEMPORARY ROAD CLOSURE**  
**ANZAC Day Dawn Service**  
**5:00 AM TO 7:00 AM**  
**MONDAY 25TH APRIL 2016**



# **DOCUMENTS ASSOCIATED WITH**

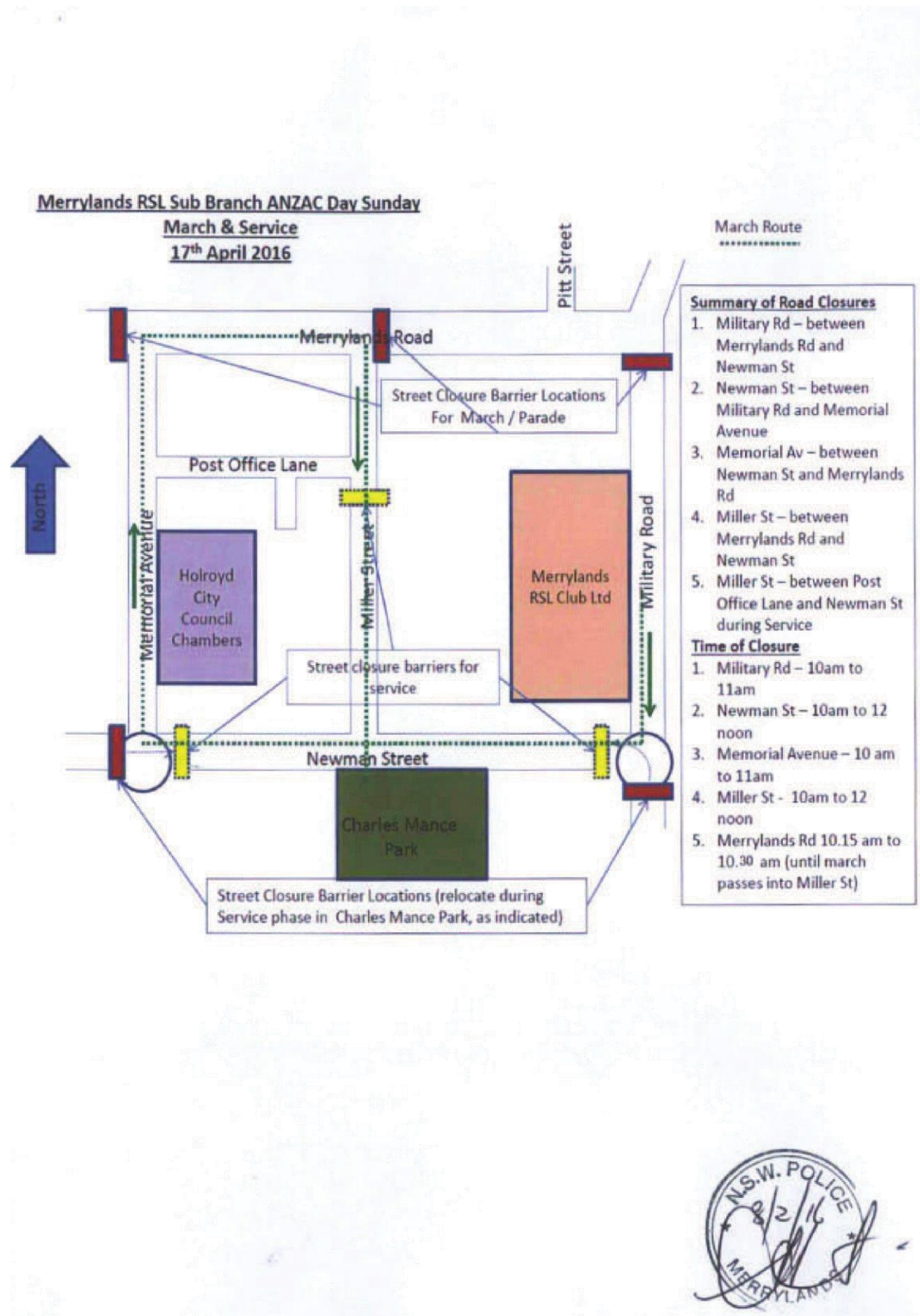
**HT021-16**

## **ITEM 1603/06 - ANZAC SUNDAY MARCH AND SERVICE - SUNDAY, 17 APRIL 2016 - PROPOSED TEMPORARY SHORT TERM FULL ROAD CLOSURES**

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Plan - ANZAC Sunday March and Service - Traffic<br/>Management Plan.....</b> | <b>57</b> |
|----------|---|-----------|



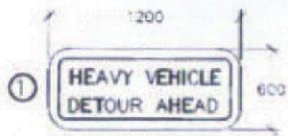
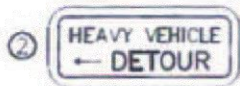

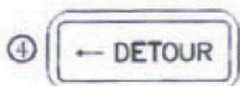
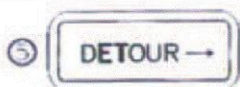




HT021-16

Attachment 1

**MERRYLANDS RSL SUB BRANCH***"THE PRICE OF LIBERTY IS ETERNAL VIGILANCE"*

| SIGNS USED & REFERENCE NUMBERS  |  |
|---|--|
| ①    | MOUNTED ON BARRIER BOARD<br>FACING SOUTH NEAR<br>YORK STREET, HALF ON ROAD |
| ②    | MOUNTED ON BARRIER BOARD<br>ON FOOTWAY NEAR ST ANN                         |
| ③   | MOUNTED ON BARRIER BOARD<br>ON FOOTWAY @ ST ANN + MEMORIAL                 |
| NOTE:<br>SIGNS 1 + 2 + 3 CUSTOM MADE, ABOUT 1200 x 600<br>BLACK TEXT ON YELLOW BOARD  |  |
| ④  | TS-A (L) ON BARRIER BOARD  |
| ⑤  | TS-A (R) ON BARRIER BOARD  |

**TEMPORARY ROAD CLOSURE  
ANZAC SUNDAY  
10:00 AM TO 12:30  
SUNDAY 17<sup>th</sup> APRIL 2016**



**HOLROYD CITY COUNCIL**

**COUNCIL**

**ATTACHMENTS**

**15 March 2016**

# **DOCUMENTS ASSOCIATED WITH**

**CCL013-16**

## **LINNWOOD ESTATE RESERVE - TAMPLIN ROAD RESERVE**

|          |  |
|----------|--|
| <b>1</b> | <b>CCL092-15 of 15 December 2015 - Linnwood Estate Reserve -<br/>Tamplin Road Reserve ..... 61</b> |
|----------|--|



CCL092-15

15 December 2015

## Linnwood Estate Reserve - Tamplin Road Reserve

Responsible Department: Corporate and Financial Services  
 Executive Officer: Director of Corporate & Financial Services  
 File Number: INFOC/1 - BP15/1805  
 Delivery Program Code: 5.4.1 Undertake a review of Heritage items and conservation areas and provide initiatives to conserve heritage

### Summary:

The purpose of this report is to provide an update on the Linnwood Estate Reserve – Tamplin Road Reserve matter and to seek Council’s direction as to how it wishes to proceed with the sale of the Tamplin Road Reserve site.

Council at its meeting of 17 November 2015, resolved in accordance with Option 1, being Council, as Trust Manager of the Linnwood Estate (R1031568) Reserve Trust and Tamplin Road (R1031588) Reserve Trust, resolve to resign from its role as Trust Manager of both the Linnwood Estate Reserve Trust and Tamplin Road Reserve Trust and return care, control, management and restoration of the Trusts to Crown Lands.

Council received a valid Notice of Motion of Rescission in relation to this matter, and in accordance with Council’s Code of Meeting Practice, considered the Rescission Motion at the next Ordinary Council Meeting of 1 December 2015. The Rescission Motion was passed, and a replacement resolution was provided as follows:

*“Resolved on the motion of Clr. Grove, seconded Clr. Zaiter that Council return item CCL085-15 to the meeting of 15 December 2015 for consideration.”*

It should be noted that since the Council meeting of 1 December 2015 a meeting has now been confirmed for January 2016 with the Minister for Heritage, The Hon Mark Speakman, SC MP to review the outstanding approvals required from the Heritage Council to proceed with the subdivision of the site.

This report is now presented to Council for consideration in accordance with the resolution of 1 December 2015.

### Report:

On 28 October 2014, Council considered report (COTW020-14) in relation to the sale of the Tamplin Road Reserve site, the proceeds of which will be used for the restoration and ongoing maintenance of the Linnwood Estate. At that meeting, Council considered a number of options for the sale of the site, and resolved:

Holroyd City Council  
 CCL092-15 – Linnwood Estate Reserve - Tamplin Road Reserve

1

CCL013-16

Attachment 1

CCL092-15

15 December 2015

- "i) That Council resolve in accordance with Option 2, being sale by Request for Tender, in relation to the process for sale of the Tamplin Road Reserve site.
- ii) That Council resolve in accordance with Option B, being to engage a third party organisation to market the Tamplin Road Reserve Site, in relation to the marketing of the Tamplin Road Reserve site."

The following is an update on the progress made in relation to the integrated development applications lodged with Council, and referred to the Heritage Office, necessary to progress the sale of the Tamplin Road Reserve site. The date was revised as at August 2015, however provides further progress since that date:

Timeline for Sale of Tamplin Road Reserve Site:

| No  | Detail   | Date              | Revised Date    | Revised As at August 2015 |
|---|--|-------------------|-----------------|---------------------------|
| <i>Sale Options</i>                       |  |                   |                 |                           |
| 1   | Conditional Consent granted by Minister  | 29-Jul-14         | No change       | No change                 |
| 2   | Appointment of Legal Adviser   | 24-Sep-14         | No change       | No change                 |
| 3   | Initial meeting with Council's legal adviser and Crown Lands regarding sale process  | 16-Oct-14         | No change       | No change                 |
| <i>Sale Options (cont)</i>                |  |                   |                 |                           |
| 4   | Council resolve option for sale of land and any conditions imposed   | 28-Oct-14         | No change       | No change                 |
| <i>Subdivision of Land</i>                |  |                   |                 |                           |
| 5   | Application for subdivision lodged (Includes preparation and approval of survey plan from Crown Lands, preparation of planning and consultant reports, application for demolition of laundry on proposed land to be subdivided, integrated development notification and referrals and assessment of application) | 1-Dec-14          | 3-Feb-15        | 3-Feb-15                  |
| 6   | Determination of subdivision application by Council resolution   | 3 / 17 March 2015 | 5 / 19 May 2015 | 6 / 20 Oct-15             |
| 7   | Draft Plan of Subdivision referred to Crown Lands for authorisation to lodge with the Land and Property Information  | 30-Mar-15         | 30-May-15       | 31-Oct-15                 |
| 8   | Draft Plan of Subdivision lodged with Land and Property Information (registered plan may take up to 8 weeks)   | 17-Apr-15         | 15-Jun-15       | 13-Nov-15                 |
| <i>Sale Negotiations and Finalisation</i> |  |                   |                 |                           |
| 9   | Contract for Sale prepared (using draft Plan of Subdivision) and any tender documentation (as  | 17-Mar-15         | No change       | 27-Nov-15                 |

Holroyd City Council  
CCL092-15 – Linnwood Estate Reserve - Tamplin Road Reserve

2

CCL092-15

15 December 2015

|    |   |           |           |              |
|----|---|-----------|-----------|--------------|
|    | resolved by Council)  |           |           |              |
| 10 | Contract for sale and tender (if required) documentation referred to Crown Lands for authorisation and confirmation to proceed, including a draft governance structure for the distribution of proceeds of sale towards Linnwood Estate | 30-Mar-15 | No change | 11-Dec-15    |
| 11 | Marketing the sale of land (maximum 6 weeks)  | May-15    | No change | Jan-15       |
| 12 | Receipt of registered Plan of Subdivision   | Jun-15    | Aug-15    | 29-Jan-16*   |
| 13 | Council resolve purchaser and price / Contracts exchanged   | Jul-15    | Oct-15    | Feb-16       |
| 14 | Submission to Crown Lands with preferred buyer and price  | Aug-15    | Nov-15    | Feb / Mar-16 |
| 15 | Ministerial consent granted and sale finalised  | Sep-15    | Dec-15    | Apr-16       |

#### Delays Experienced in Obtaining Response from the Heritage Office:

The application for subdivision (consolidation of two lots into one and subdivision of the one lot into two) was lodged with the Heritage Office on 18 February 2015. The Heritage Office provided comment to Council's Planning Section that no assessment would be made of the application until Council's public exhibition of the subdivision application closed, and any submissions received be referred to the Heritage Office to be incorporated into the application. Submissions closed on 27 March 2015, with one submission received from the Guildford Leagues Club. This submission was referred to the Heritage Office.

In accordance with the Heritage Office's "*The Approvals Process*" document, they must make a determination on any application within 21 days of the receipt of the submissions.

On 11 June 2015, Council's Planning Section were advised by the Heritage Office that comments will be received by Council shortly, "*more than likely sometime next week*".

On 23 June 2015, Council's Strategic Planning Section received a call from the Heritage Office regarding the subdivision and demolition applications. The Heritage Office apologised for the delay in the assessment of the applications, giving the reason that the applications were only reallocated to a new officer last week. At this time, there was discussion whether the applications would be assessed separately or together. At this time, Council's Strategic Planning Section was advised that the applications would be assessed separately and that they "*both complied with the policies of the CMP*".

On 29 June 2015, Council's Strategic Planning Section received another call from the Heritage Office. The Heritage Office officer confirmed that the applications would be

Holroyd City Council

CCL092-15 – Linnwood Estate Reserve - Tamplin Road Reserve

3

CCL013-16

Attachment 1

CCL092-15

15 December 2015

assessed separately and that a report on the subdivision application would be prepared and signed off the following week. The Heritage Office confirmed that the application for the laundry demolition would be referred to the Approvals Committee, which would meet in early August 2015.

On 10 July 2015, Council's Strategic Planning Section received a call from the Heritage Office regarding the subdivision and demolition applications. At this time, the Heritage Office had made enquiries for confirmation surrounding "*the removal of the footings and excavation around the laundry, noting that the site has high archaeological potential*". It was at this time that Council's Strategic Planning Section had noted that Council may be required to provide a basic archaeological report and to nominate an archaeologist to be on site during the demolition. Both Council's Strategic Planning Section and Planning Section received a call from the Heritage Office confirming that a baseline archaeological report would be required to be submitted for assessment with the proposal for the demolition. At this time, Council's Strategic Planning Section expressed the concern that the applications had been with the Heritage Office for quite some time and that it may appear "unfair" to request additional information so late in the process. The officer from the Heritage Office said they would investigate whether the provision of an archaeological report and archaeologist requirement can be conditioned. It was at this time the matter was escalated to Council's Director of Corporate & Financial Services and Director of Planning Services to contact the Director of the Heritage Office.

On or about 17 July 2015, Council's Directors contacted the Director of Heritage and requested escalation of the assessment of the subdivision and demolition applications. At this time, the Heritage Director confirmed that both applications would be referred to the Approvals Committee in August 2015.

On 17 July 2015, Council's Planning Section received an email from the Heritage Office requesting further and supplementary information in relation to both applications. The Heritage Office gave a turnaround time of three days for Council to provide this information, which entailed an external report, to enable the matter to be referred to the August 2015 Approvals Committee.

Council's Planning and Strategic Planning Sections confirmed that Council would not have the necessary supplementary and further information available by the required deadline and asked that the matter be referred to the September 2015 Approvals Committee. Parallel to the correspondence between the Heritage Office and Council, a consultant was appointed to prepare the baseline archaeological report and further information in response to the Heritage Office's requirements.

The matter was considered by the Heritage Council Approvals Committee on 2 September 2015. Council received an email on 18 September 2015 (over two weeks



CCL092-15

15 December 2015

after the date of the meeting being held) from the Heritage Office providing the resolution from the Approvals Committee, with the following additional requirements to be provided by Council:

- "1. The Heritage Council of NSW requires the preparation and submission of a Masterplan and Development Control Plan (DCP) for the Linnwood site prior to consideration of the Integrated Development Application (IDA) for the subdivision proposal. The DCP is to provide guidelines for future development including proposed heights (conceptual elevations), setbacks, density, landscape requirements, footprint, building envelopes, roof forms and access requirements to Linnwood from both Tamplin and Byron Roads (including cycle or pedestrian links).*
- 2. Requires the preparation and submission of a business plan which provides details of financial arrangements to ensure proceeds of the sale are used for conservation of Linnwood estate, taking into account s94 fees arising from subdivision, and involvement of Crown Lands and the Trust.*
- 3. Resolves to defer the IDA for the demolition of the Laundry Building until the endorsement of the Masterplan and the determination of the IDA for the subdivision of the site.*
- 4. Requests that the Heritage Division to investigate the need or role of a heritage agreement."*

Council responded to the Heritage Office on Friday, 18 September 2015 to advise of their attendance at the Supplementary Approvals Committee Meeting to be held on 22 September 2015 and provided a copy of Council's Development Control Plan for the site as well as the conditional Ministerial Consent for the sale of the Tamplin Road Reserve site. In response to the resolution of the Approvals Committee above, the following was provided to the Heritage Office:

1. The requirement of a Masterplan, in my view, would be the responsibility of any developer for the site. Council does not yet know the types of development that will exist on the site and therefore, should not be required to submit a Masterplan. Council's adopted DCP provides guidance for building controls, etc.
2. Council will develop a business plan, with the full financial arrangements ensuring the proceeds of the sale are used for the conservation of Linnwood in line with the requirements of the State Government. In this regard, and as Council in conjunction with Crown Lands, is yet to determine the future use of the site – the requirement to submit a business plan is premature.
3. Noted.

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Holroyd City Council

CCL092-15 – Linnwood Estate Reserve - Tamplin Road Reserve

5

CCL013-16

Attachment 1

CCL092-15

15 December 2015

4. Unsure of this requirement of the Heritage Division and will this delay the approval of any subdivision and/or demolition application until such time as the scope and/or agreement has been entered into by the Heritage Office?

The meeting was held on 22 September 2015 between the Heritage Council Approvals Committee and Council Officers and Heritage Adviser. The following resolutions were received from the Heritage Council NSW:

1. *Acknowledges importance of maintaining and conserving Linnwood and Holroyd City Council's efforts in this regard.*
2. *Advises Holroyd City Council that in accordance with S91A of the Environmental Planning and Assessment Act 1979 it is not prepared to issue an approval under S63 of the Heritage Act 1977 for the following reasons:*
  - a. *The proposed demolition of the laundry building will result in the loss of a surviving built structure, assessed of high significance that provides evidence of the 1920s service upgrade for the Truant School period. The demolition of the laundry will diminish the identified historical associations with this significant occupation phase of the site.*
  - b. *Insufficient information has been submitted to demonstrate that options for retention and/or interpretation of the laundry building have been explored.*
3. *Advises Holroyd City Council that the Approvals Committee invites the application to be resubmitted with the following information:*
  - a. *A detailed archaeological assessment and research design that assesses the potential impact of the proposed subdivision on the significance of Linnwood SHR item. The assessment is to be prepared by a suitably qualified archaeologist. Qualifications of the Archaeologist are to be provided.*
  - b. *A Development Control Plan (DCP) and concept master plan for the whole Linnwood SHR site, that provides guidelines for future development of the Linnwood site, including proposed heights (conceptual sections and elevations), setbacks, density, landscape requirements, footprint, topography and spatial relationships, building envelopes, roof forms and how access from both Tamplin and Byron Roads would be achieved (including cycle, vehicular, and pedestrian links). The DCP should consider the broader context and wider public domain.*
  - c. *The Master Plan and DCP for the site should recognise the extant values of the Laundry building and its association / relationship with the Dormitory and Truant school occupation phase and provide appropriate guidelines for conservation, options for retention and / or interpretation of the Laundry building as part of any future development, such as possible incorporation into open space.*
  - d. *A Business Case, or business plan for Linnwood outlining financial arrangements to ensure proceeds of the sale (noting what funds are anticipated from the sale) are used*

CCL092-15

15 December 2015

*for the conservation of Linnwood. This should include a schedule of immediate conservation works and ongoing maintenance, taking into account S94 contribution fees (under the Environmental Planning and Assessment Act 1979) arising from the subdivision, and involvement of Crown Lands and the Trust.*

4. *The Committee notes that this information will benefit both Holroyd City Council and potential future purchasers, to ensure certainty and the long term benefits for the whole Linnwood SHR site.*
5. *The Committee requests that the application for the demolition of the laundry be considered as part of any future subdivision application.*

Council's Director of Environmental and Planning Services and Director of Corporate and Financial Services met with the Director of Heritage on 21 October 2015 to discuss the resolutions handed down by the Heritage Council Approvals Committee and to request the delegation of any future application to the Heritage Office. Further, on 2 November 2015 Council Officers met with staff of the Heritage Office to clarify the level of detail required for any future application to be lodged for the demolition of the laundry and the subdivision of Tamplin Road Reserve.

It is noted from the delay in the assessment of both of Council's integrated development applications (subdivision and demolition of laundry), the numerous requests for further information and evidence of professional credentials of Council's consultants, CityPlan, who have been involved with the Linnwood Estate and Conservation Management Plan since the early 2000s, that the burden upon Council to continue with the sale of the Tamplin Road Reserve site, and ultimately, the care, control, management and restoration of the Linnwood Estate may wish to be reviewed by Council.

Indicative Timeline and Costs of a New Development Application:

Should Council wish to engage the consultants to prepare the necessary documentation for a second development application for the demolition of the laundry and subdivision of Tamplin Road Reserve, the following indicative timeline is provided:

| Detail   | Indicative Completion Date      |
|--|---------------------------------|
| Preparation of amended detailed DCP to cover the entire Linnwood Estate (including a minimum of 24 day exhibition) | May 2016<br>(4 to 6 months)     |
| Investigation of Options for the Laundry Building  | January 2016<br>(1 to 2 months) |
| Detailed Archaeological Study  | January 2016<br>(1 to 2 months) |

CCL013-16

Attachment 1

CCL092-15

15 December 2015

|  |                              |
|--|------------------------------|
| Preparation of a Business Plan (dependent upon the research for the DCP) | July 2016<br>(1 to 2 months) |
| Resubmit combined DA – Subdivision and demolition of Laundry             | August 2016                  |
| Determination of Subdivision and Demolition of Laundry                   | December 2016                |
| Draft Subdivision Plan Lodged with LPI                                   | January 2017                 |

The following indicative costs are also provided for a new development application:

| Detail  | Cost                |
|---|---------------------|
| Costs expended to date for DAs  | \$26,500            |
| <i>Indicative Future Costs for Second DA*</i>   |                     |
| Quantity Surveyor   | \$15,000            |
| Heritage Consultant   | \$15,000            |
| Detailed Archaeological Report  | \$15,000            |
| Preparation of Master Plan / Business Plan<br>Revision of DCP   | \$10,000 - \$30,000 |
| Financial Advisor   | \$5,000             |
| DA Fees   | \$2,000             |
| <b>Indicative Total</b>   | <b>\$82,000</b>     |
| *Costs indicative only, subject to Heritage Office clarifying the detail required to be submitted to ensure satisfying Heritage Council |                     |

#### Aboriginal Land Claim:

It is noted that the Linnwood Estate Reserve (Linnwood House) is not susceptible to an Aboriginal Land Claim due to the activity currently on the site, ie community use consistent with the purpose of the reservation in accordance with Government Gazette dated 25 February 2011.

However, the Tamplin Road Reserve (vacant land) is susceptible to an Aboriginal Land Claim at any time, but especially when the proposed sale of the land is advertised / gazetted. Any Aboriginal Land Claim lodged for the Tamplin Road Reserve will halt the progress for the proposed sale of the Tamplin Road Reserve site.

#### Options for Consideration by Council:

Holroyd City Council  
CCL092-15 – Linnwood Estate Reserve - Tamplin Road Reserve

8



CCL092-15

15 December 2015

In this regard, the following options are presented to Council for consideration:

1. Council, as Trust Manager of the Linnwood Estate (R1031568) Reserve Trust and Tamplin Road (R1031588) Reserve Trust, resolve to resign from its role as Trust Manager of both the Linnwood Estate Reserve Trust and Tamplin Road Reserve Trust and return care, control, management and restoration of the Trusts to Crown Lands.

It is noted that Council accepted the appointment of Trust Manager to the Tamplin Road Reserve Trust conditional upon the Minister providing consent to the sale of the Tamplin Road Reserve site, the proceeds of which will be applied to the restoration and ongoing maintenance of the Linnwood Estate. Council has now exhausted its attempts at reconciling the continued requests for further information from the Heritage Office, noting the sale of the Tamplin Road Reserve site has been part of the Conservation Management Plan and on the agenda of a number of State Government agencies since the early 2000's.

2. Note the comments from the Heritage Council Approvals Committee, and re-submit a fresh integrated development application for the consolidation and subdivision of the two sites into one, including the demolition of the laundry building, in accordance with the comments received from the Heritage Office.

**Consultation:**

Should Council resolve to re-submit a fresh integrated development application, including the additional documentation requested by the Heritage Office, Council will be required to consult further with the community on this matter, including the development of an amended Development Control Plan, as well as consultation on the new integrated development applications for the subdivision and demolition of the laundry building.

**Financial Implications:**

Should Council resolve to re-submit a fresh integrated development application for the consolidation and subdivision of the two sites into one, including the demolition of the laundry building, in accordance with the comments received from the Heritage Office, significant costs will be associated with the appointment of consultants and preparation of the additional documentation, in the order of \$82,000 and which has not been provided for in Council's current budget. These costs will need to be allocated from Council's existing budget.

**Policy Implications:**

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

CCL092-15

15 December 2015

**Communication / Publications:**

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

**Report Recommendation:**

That Council resolve in accordance with Option 1 and Option 2 as outlined in this report.

**Council Resolution**

Resolved on the motion of Clr. Grove, seconded Clr. Lake that a report come back to Council following the outcome of the meeting with the Minister for Heritage, The Hon. Mark Speakman SC MP, to be held in January 2016.

**Attachments:**

- Nil

# **DOCUMENTS ASSOCIATED WITH**

**CCL015-16**

## **REGISTER OF REPORTS TO BE CONSIDERED BY COUNCIL**

|          |  |           |
|----------|--|-----------|
| <b>1</b> | <b>Register of Outstanding Reports as at 15 March 2016 .....</b> | <b>73</b> |
|----------|--|-----------|



| Matters to be Considered by Council as at 15 March 2016 |                   |  |             |                  |  |
|---|-------------------|--|-------------|------------------|--|
|   | Item No           | Subject  | Referred To | File No/Comments | Status   |
| 15.12.2015  | Matter Arising    | Reallocation of funds to be invested into Council's Building Renewal Program                     | DLCS        | HC-06-13-24      | A report from Council's Library and Community Services be presented to Council in April 2016 providing options for the reallocation of \$1.6 million from Council's SRV Program, options to include the Wentworthville Long Day Care Centre, and the expansion of other existing Long Day Care Centres in order to meet regulatory changes / industry standards.   |
| 01.12.2015  | COTW025-15        | Offer to Purchase Land for Open Space  | DCFS        | HC-07-01-9       | Negotiations are underway with the relevant property owners and a report on the outcome of successful negotiations will be provided.   |
| 10.11.2015  | CCL082-15         | Notice of Motion - Future Resource and Advocay Priorities of the Westmead Alliance               | DEPS        | HC-08-07-30      | Report to be prepared considering the future resourcing and advocacy priorities of the Westmead Alliance, with a view to lifting the profile of the Westmead precinct on the State and Federal Government's infrastructure agenda for Council's consideration. It is anticipated this report will be provided to Council in March / April 2016.  |
| 03.11.2015  | Matter of Urgency | Affordable Housing in the Holroyd Local Government Area  | DEPS        | HC-19-08-2       | Report to be prepared for Council's consideration that examines the need for affordable housing in the Holroyd Local Government Area in June / July 2016.  |
| 03.03.2015  | Min. 53           | Development of a Governance and Probity Plan for Future Planning and Major Development Proposals | GM          | SC125            | The Governance and Probity Plan for Future Planning and Major Development Proposals was referred to the Audit and Governance Committee to progress the development of the Plan. The Audit and Governance Committee met on 8 February 2016 (report attached to the 16 February 2016 Council Meeting Agenda) which has deferred this matter to the following Audit and Governance Committee for consideration. |
| Matters Finalised as at 15 March 2016                   |                   |  |             |                  |  |
| Date  | Item No           | Subject  | Referred To | File No/Comments | Status   |
| 15.12.2015  | CCL092-15         | Linnwood Estate Reserve - Tamplin Road Reserve   | DCFS        | PR-122-11-0/05   | Report to this meeting.  |