AGENDA

INNER WEST COUNCIL

COUNCIL MEETING

THURSDAY 12 OCTOBER 2017

6.30PM

Location: Ashfield Service Centre, 260 Liverpool Road, Ashfield

Live Streaming of Council Meeting

In the spirit of open, accessible and transparent government, this meeting of the Inner West Council is being streamed live on Council's website. By speaking at a Council meeting, members of the public agree to being recorded and must ensure their speech to the Council is respectful and use appropriate language. A person who uses defamatory, discriminatory or offensive language may be exposed to liability for which Council takes no responsibility. Any part of this meeting that is held in closed session will not be recorded

Pre-Registration to Speak at Council Meetings

Council is encouraging members of the public to pre-register their interest to speak at Council Meetings as the Meeting venues have a maximum number they can hold. Members of the public can pre-register up until 2pm of the day of the Meeting. If you wish to register your interest please fill in a Register to Speak Form, available from the Inner West Council website, including:

- your name;
- contact details;
- item on the Agenda you wish to speak to; and
- whether you are for or against the recommendation in the agenda.

What happens after I submit the form?
Your request will then be added to a list that is shown to the Chairperson on the night of the meeting.

Are there any rules for speaking at a Council Meeting?
The following rules apply when addressing a Council meeting:

- keep your address to the point, the time allowed for each speaker is limited to three minutes with one extension of not more than three minutes with the approval of the Council. This time limit applies, no matter how many items are addressed by the speaker;
- when addressing the Meeting you must speak to the Chairperson;
- the Chairperson may curtail public participation where the information being presented is considered repetitive or irrelevant.

Where Items are deferred, Council reserves the right to defer speakers until that Item is heard on the next occasion.

Accessibility
Inner West Council is committed to ensuring people with a disability have equal opportunity to take part in Council and Committee Meetings. If you have any access or disability related participation needs and wish to know more ring 9392 5657.

Persons in the public gallery are advised that under the Local Government Act 1993, a person may NOT tape record a Council meeting without the permission of Council.

Any persons found recording without authority will be expelled from the meeting.

"Record" includes the use of any form of audio, video and still camera equipment or mobile phone capable of recording speech.

An audio recording of this meeting will be taken for the purpose of verifying the accuracy of the minutes.

SUMMARY OF ITEMS

The following provides a summary of the items to be considered at the meeting.

1. **Acknowledgement of Country**

2. **Apologies**

3. **Notice of Webcasting**

4. **Disclosures of Interest (Section 451 of the Local Government Act and Council's Code of Conduct)**

5. **Confirmation of Minutes** **Page**

Minutes of 21 September 2017 Council Meeting **5**

6. **Mayoral Minutes**

Nil at the time of printing.

7. **Staff Reports**

ITEM		Page
C1017 Item 1	Draft Submission on Westconnex M4-M5 Link Environmental Impact Statement	**9**
C1017 Item 2	Revised Draft Sydenham to Bankstown Urban Renewal Corridor Strategy	**10**
C1017 Item 3	Planning Proposal Snapshot of 4-38 Carrington Road, Marrickville	**162**
C1017 Item 4	Merger Implementation	**196**
C1017 Item 5	Administrator's End of Term Report	**229**
C1017 Item 6	2017/18 Budget and 2018/19 Budget Process.	**249**
C1017 Item 7	Local Government NSW Annual Conference	**252**
C1017 Item 8	Panel of Code of Conduct Reviewers	**273**
C1017 Item 9	Local Traffic Committee Meeting held on 3 August 2017 and 7 September 2017	**275**
C1017 Item 10	Investment Report as at 31 July 2017	**345**
C1017 Item 11	Investment Report as at 31 August 2017	**380**
C1017 Item 12	Tabling of Pecuniary Interest Returns of Designated Staff for the Return Period 1 July 2016 to 30 June 2017	**415**

NOTICES OF MOTION

ITEM		Page
C1017 Item 13	Notice of Motion: Hire Bike Services	416
C1017 Item 14	Notice of Motion: Pedestrian Safety on Croydon Road, Croydon	417
C1017 Item 15	Notice of Motion: Pedestrian Safety on Frederick Street, Ashfield	418
C1017 Item 16	Notice of Motion: Pedestrian Safety in Haberfield and Leichhardt	419
C1017 Item 17	Notice of Motion: Inner West Waterways	420
C1017 Item 18	Notice of Motion: Council Response to the NSW Revised Draft Sydenham to Bankstown Urban Renewal Corridor Strategy	421
C1017 Item 19	Notice of Motion: Expediting The Delivery Of The Upgrade Of Sporting Fields And A Skate Park In Callan Park	422
C1017 Item 20	Notice of Motion: Reversing OSHC fee increases	423
C1017 Item 21	Notice of Motion: Unwinding The Unelected Council's Ban On Dogs In Pubs	424
C1017 Item 22	Notice of Motion: Making the Inner West a leader in renewable energy	425
C1017 Item 23	Notice of Motion: Pride in the Inner West	427
C1017 Item 24	Notice of Motion: A healthier Inner West	428
C1017 Item 25	Notice of Motion: Supporting our Creative Communities	429
C1017 Item 26	Notice of Motion: Establishment of a Sydenham to Bankstown Corridor Committee	431
C1017 Item 27	Notice of Motion: Australia Day	438
C1017 Item 28	Notice of Motion: Council to Enter Cities Power Partnership with the Climate Council and Prepare Report	439
C1017 Item 29	Notice of Motion: Resident Precinct Committees	571

Item 1

Minutes of Extraordinary Council Meeting held on 21 September 2017

Meeting commenced at 6.30pm

Present:

Darcy Byrne	Mayor
Julie Passas	Deputy Mayor
Marghanita Da Cruz	Councillor
Mark Drury	Councillor
Colin Hesse	Councillor
Sam Iskandar	Councillor
Tom Kiat	Councillor
Pauline Lockie	Councillor
Victor Macri	Councillor
Lucille McKenna	Councillor
Rochelle Porteous	Councillor
Vittoria Raciti	Councillor
John Stamolis	Councillor
Louise Steer	Councillor
Anna York	Councillor
Rik Hart	Interim General Manager
Peter Gainsford	Deputy General Manager Assets and Environment
Michael Tzimoulas	Deputy General Manager Chief Financial and Administration Officer
John Warburton	Deputy General Manager Community and Engagement
Ian Naylor	Manager Civic and Executive Support
Katherine Paixao	Business Paper Coordinator (Minute Taker)

The Interim General Manager acted in the role of Chairperson until the election of the Mayor.

1. Acknowledgement of Country by Chairperson

"I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present."

2. Notice of Live Streaming of Council Meeting

The Interim General Manager advised that the Council meeting was being streamed live on Council's website and members of the public must ensure their speech to the Council is respectful and use appropriate language.

DISCLOSURES OF INTERESTS: Nil.

C0917 Item 1 Oath or Affirmation of Office for Councillors

Councillors Passas, Raciti, Iskandar, McKenna, Macri and Stamolis read out an Oath of Office during the meeting.

Councillors Drury, York, Byrne, Lockie, Hesse, Steer, Da Cruz, Kiat and Porteous read out an Affirmation of Office during the meeting.

C0917 Item 2 Election of Mayor and Deputy Mayor

The Interim General Manager advised that the election of Mayor and Deputy Mayor will be conducted in accordance with the provisions of the Local Government Act and Regulations.

The Interim General Manager advised that he has received nominations for the position of

Item 1

Mayor for Councillor Byrne and Councillor Lockie.

RESOLVED (DRURY/HESSE)

THAT in the view of openness and transparency the election for Mayor and Deputy Mayor be conducted by a show of hands.

CARRIED UNANIMOUSLY

The Interim General Manager asked all Councillors who support Councillor Byrne being the first nomination received, for the position of Mayor to raise their hands.

Councillor Byrne received 8 votes

The Interim General Manager asked all Councillors who support Councillor Lockie being the second nomination received for the position of Mayor, to raise their hands.

Councillor Lockie received 7 votes

The Interim General Manager declared that Councillor Byrne to be elected Mayor.

The Mayor, Councillor Byrne assumed the Chair.

The Interim General Manager advised that he has received nominations for the position of Deputy Mayor for Councillor Passas and Councillor Hesse.

The Interim General Manager asked all Councillors who support Councillor Passas being the first nomination received, for the position of Deputy Mayor to raise their hands.

Councillor Passas received 8 votes

The Interim General Manager asked all Councillors who support Councillor Hesse being the second nomination received, for the position of Deputy Mayor to raise their hands.

Councillor Hesse received 7 votes

The Interim General Manager declared that Councillor Passas to be elected Deputy Mayor.

MATTER ARISING – TERM OF DEPUTY MAYOR

RESOLVED (BYRNE/MCKENNA)

THAT in accordance with the provisions of Section 231(2) of the Act, the Deputy Mayor be appointed for a term of 1 Year and the Deputy Mayor be elected annually.

CARRIED UNANIMOUSLY

C0917 Item 3 Amendment to Council Meeting Schedule

RESOLVED (DRURY/MCKENNA)

THAT the Ordinary Council Meeting scheduled for 26 September 2017 be replaced with an Ordinary Council Meeting on 12 October 2017.

CARRIED UNANIMOUSLY

C0917 Item 4 Panel of Code of Conduct Reviewers

MOTION (DRURY/MCKENNA)

THAT Council appoint as its Code of Code of Reviewer Panel for a period of 4 years (expiring on 21 September 2021) the following:

Name	Organisation
Phil O'Toole	Centium Group Pty Ltd
Peter Moroney	Nemesis Consultancy Group Pty Ltd
John Renshaw / Kelvin Kenney	O'Connor Marsden & Associates Pty Ltd
Wayne Gilbert	PKF Forensic and Risk Services Pty Ltd
Monica Kelly	Prevention Partners
Kath Roach	SINC Solutions
Rob Ryan	Strategic Risk Solutions
Kathryn Thane	Train Reaction Pty Ltd
Council's Internal Ombudsman*	Internal Ombudsman Service

AMENDMENT (PASSAS/HESSE)

THAT this matter be deferred to allow background information on the panel members to be provided to Councillors.

For the Amendment were Councillors Da Cruz, Hesse, Kiat, Lockie, Macri, Passas, Porteous, Raciti, Stamolis and Steer (10).

Against the Amendment were Councillors Byrne, Drury, Iskandar, McKenna and York (5).

The Amendment was declared carried and the Motion lapsed.

C0917 Item 5 Referral of Draft 30 June 2017 Financial Statements for Audit

RESOLVED (DRURY/MCKENNA)

1. **That Council refer the draft 2016/17 financial reports for audit pursuant to S413 of the *Local Government Act 1993***

2. **That Council be provided with a summary report of all merger costs for the Ordinary Council Meeting on 24 October.**

CARRIED UNANIMOUSLY

URGENCY MOTION – AUSTRALIAN MARRIAGE LAW POSTAL SURVEY

RESOLVED (KIAT/DRURY)

That Council consider an urgency motion in relation to the Australia Marriage Law Postal Survey.

For the Motion were Councillors Byrne, Da Cruz, Drury, Hesse, Iskandar, Kiat, Lockie,

Macri, McKenna, Porteous, Stamolis, Steer and York (13).

Against the Motion were Councillors Passas and Raciti (2).

The Mayor declared the matter to be urgent.

RESOLVED (KIAT/DRURY)

THAT Council:

1. **Supports the right of LGBTQI couples in the Inner West and across Australia to marry;**

2. **Accepts the responsibility to support our local LGBTQI community by supporting the "Yes" campaign in the Australian Marriage Law Postal Survey;**

3. **Undertakes as a matter of urgency to design and obtain banners in support of the "Yes" campaign for immediate display in prominent, high-traffic locations across the Council area, with at least three banners to be erected in each of the five Council Ward areas, in locations and in languages chosen in consultation with local LGBTQI community groups where they exist (for example, the Summer Hill Rainbow Crossing group);**

4. **Actively promote support of equal marriage and a "Yes" vote in the survey prominently through the Council's website, social media and other relevant electronic communications;**

5. **Send a letter to the Prime Minister which expresses the concerns of the Inner West community about the Postal survey as an approach to seeking a response to marriage equality rights.**

For the Motion were Councillors Byrne, Da Cruz, Drury, Hesse, Iskandar, Kiat, Lockie, Macri, McKenna, Porteous, Stamolis, Steer and York (13).

Against the Motion were Councillors Passas and Raciti (2).

URGENCY MOTION - M4-M5 LINK ENVIRONMENTAL IMPACT STATEMENT

RESOLVED (PORTEOUS/PASSAS)

THAT Council consider an urgency motion in relation to the M4-M5 Link Environmental Impact Statement.

CARRIED UNAMOUSLY

The Mayor declared the matter to be urgent.

RESOLVED (PORTEOUS/STEER)

THAT the Mayor and General Manager immediately write to the Minister for Planning and request that a further 30 days be added to the exhibition period for the WestConnex Stage 3 M4-M5 Link EIS.

CARRIED UNAMOUSLY

Meeting closed at 8.01pm.

Item 1

Item No: C1017 Item 1

Subject: DRAFT SUBMISSION ON WESTCONNEX M4-M5 LINK ENVIRONMENTAL IMPACT STATEMENT

File Ref: /

Prepared By: Kendall Banfield - Manager WestConnex Unit

Authorised By: Gill Dawson - Group Manager Strategic Planning

SUMMARY

A report on the Draft Submission will be distributed prior to the Meeting.

RECOMMENDATION

THAT Council:

1. Receive and note the Draft Submission;

2. Note that the final submission will be submitted by the 16 October 2017 deadline; and

3. Receive a further report with a copy of the final submission at the Ordinary Council Meeting on 24 October.

Item 2

Item No: **C1017 Item 2**

Subject: **REVISED DRAFT SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY**

File Ref: /

Prepared By: Peter Failes - Urban Design Planner and Peter Wotton - Strategic Planning Projects Coordinator

Authorised By: Elizabeth Richardson - Group Manager Development Assessment and Regulatory Services

SUMMARY

This report concerns the revised draft Strategy for the Sydenham to Bankstown Urban Renewal Corridor released in June 2017 by the State Government for community consultation.

Whilst a number of amendments have been made from the initial draft 2015 Strategy, which will have a positive local impact including the retention of high quality character areas, Council continues to have concerns with a number of other matters contained within the revised draft Strategy.

Council officers have carried out a detailed assessment of the revised draft strategy and have identified a number of issues and concerns. Officers have recommended that a number of amendments be made to the revised draft Strategy to address those concerns and issues.

Officers have prepared a draft submission for Council's consideration and that submission is attached as **ATTACHMENT 4**. A Final Submission will be presented at the Ordinary Council Meeting on 24 October.

The report recommends that Council endorse the draft submission.

RECOMMENDATION

THAT:

1. **The report be received and noted.**
2. **Council endorse the draft submission at ATTACHMENT 4, to be lodged with the Department of Planning and Environment.**
3. **The Final Submission be presented to the Ordinary Council Meeting on 24 October.**

---

1. BACKGROUND

The Sydenham to Bankstown Urban Renewal Corridor Strategy (the Strategy) is a 20 year (to 2036) State Government plan which established a strategic planning framework for urban renewal growth along the new Sydney Metro rail system. Within the Inner West local government area (LGA), the Strategy applies to the Sydenham Railway Precinct, Marrickville Railway Precinct and the Dulwich Hill Railway Precinct.

The Strategy will allow increased residential densities and building heights to reach the targets set for additional homes and jobs in these three precincts.

The first draft of the Strategy was released in October 2015. Following a period of community consultation and the public meeting in November 2015, the former Marrickville Council lodged a submission with the Department of Planning and Environment (DPE) in December 2015 (**ATTACHMENT 1**).

The revised draft Sydenham to Bankstown Urban Renewal Corridor Strategy (revised draft Strategy) was released for public comments in June 2017. The exhibition period closed on 3 September 2017. However, the DPE granted the Inner West Council (IWC) additional time to provide its detailed submission that would be reported to the incoming elected Council.

In the interim, and following the public meeting held on 10 August 2017, Council's Interim General Manager submitted a letter to the DPE outlining key concerns raised with the revised draft Strategy and provided a summary of matters raised by the community at the public meeting (**ATTACHMENT 2**).

2. OVERVIEW OF THE FIRST DRAFT STRATEGY 2015

Key pages from the first draft Strategy 2015 can be found in the Marrickville Council 2015 submission at **ATTACHMENT 1**. The full set of documents including background material is available on the DPE's web site at: http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Sydenham-to-Bankstown-Urban-Renewal-Corridor/Documents

The key issues raised by the former Marrickville Council were:

- The loss of too much of the character and fabric of the established, historic and intact inner city suburbs of Marrickville and Dulwich Hill;
- Protection of all listed heritage items and other high quality period buildings and streetscapes within the precincts must be ensured;
- Concerns for the sudden and divisive impact this significant change will have on established communities, with zoning changes led by the private sector;
- Need for the next level of design investigation – precinct wide master planning and a related statutory framework;
- If the Strategy acts as the only guide for privately led rezonings there will be poor and uncoordinated planning outcomes;
- Lack of focus on practical measures to ensure liveability, urban and environmental outcomes related to housing affordability, design excellence, high quality streetscapes/public domain, schools and childcare, precinct sustainability and environmental management matters such as water sensitive urban design, biodiversity management, Cooks River management and waste management; and
- Funding is needed to cover the significant investment in public open space, schools, streetscape, public domain improvements and related community infrastructure.

The former Marrickville Council's points of agreement with the first draft Strategy were:

- The principle of increasing densities around high-capacity public transport;
- Recognition of the additional work required for the public domain for each local town centre;
- A continuous regional east-west walking/cycling link from Sydenham to Bankstown along the existing rail corridor;
- Increased residential density in the Meeks Road/Gerald Street area where it is outside of the most severely affected aircraft noise areas and where is can act as a buffer to the industrial areas;
- No change to the north-eastern parts of the Marrickville precinct given the smaller lot sizes and to ensure city views from properties to the south;

Item 2

- Extension of redevelopment areas south-east from Marrickville Station along the southern side of the railway line as these areas have good access to the station and include larger regularly-shaped blocks;
- A maximum height of 5-6 storeys around Dulwich Grove light rail stop; and
- Redevelopment of areas adjacent to the future GreenWay; around Dulwich Hill Station and around the Loftus Street car park with their proximity, accessibility and established apartment context.

3. OVERVIEW OF THE REVISED DRAFT STRATEGY 2017

Key pages from the revised draft Strategy 2017 can be found at **ATTACHMENT 3**. The full set of documents including background material is available on the DPE's web site at: http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Sydenham-to-Bankstown-Urban-Renewal-Corridor/Documents

The comparison between the first draft Strategy and the revised draft Strategy reveals that only some of the former Marrickville Council and the communities' concerns were taken on board and some increased or additional land use strategies are now proposed:

3.1 SYDENHAM STATION PRECINCT

FIRST DRAFT STRATEGY 2015	REVISED DRAFT STRATEGY 2017
Additional dwellings to 2036	
87	500 (+413)
New jobs to 2036	
1,101	711 (-390)
Land use and density	
	73 Mary Street (Precinct 75) and Victoria Road Precinct included as being subject to determination of planning proposals
	60-62 Mary Street and 9-15 Unwins Bridge Road included to allow for more intensive employment uses and indoor recreation uses as a future business/enterprise area
	Marrickville Road (between Meeks Road and Sydney Street) – main street shop top housing height limit increased, allowing up to 6 storeys
	Gleeson Avenue and Unwins Bridge Road – main street shop top housing height limit increased, allowing up to 6 storeys
Employment	
	Support the future Sydenham Station Creative Hub which will encourage a vibrant night time economy including more bars and restaurants
	The enterprise area amended to reflect Council's plans for a creative hub. The northern boundary is now Sydney Street and Fitzroy Street and eastern boundary is Saywell Street
Transport, traffic and access	
	A more direct pedestrian connection and public domain enhancement to be provided between Sydenham Railway Station and the Marrickville Metro shopping centre
	Pedestrian improvements to Burrows Avenue, Railway Parade and Gleeson Avenue, Marrickville Road and Sydenham Road, including changing Road from one-way to two-way system

FIRST DRAFT STRATEGY 2015	REVISED DRAFT STRATEGY 2017
	Extend bus route from Tempe to Airport and Wolli Creek
Open Space	
	New urban plaza included in front of a new Metro Station entries and other public domain enhancements
	A new community space or urban plaza and other public domain improvements on the edge of Sydney Pit

The changes from the first draft Strategy and changes from Council's current primary development controls set out in Marrickville Local Environmental Plan 2011 (such as permissible land use and building height) are shown in Figures 1 and 2.

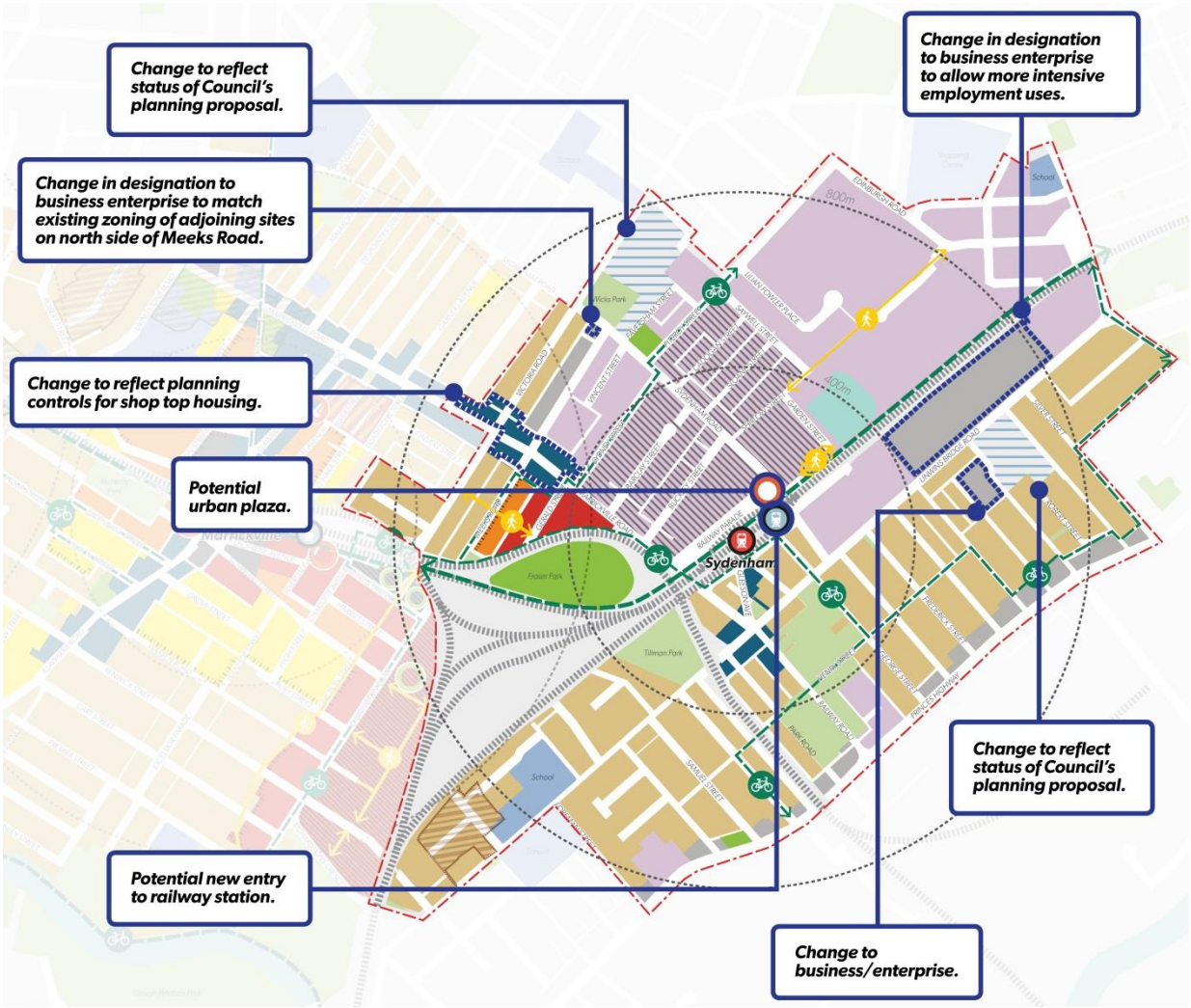


Figure 1 - Changes from first draft Strategy – Sydenham Station Precinct

Item 2

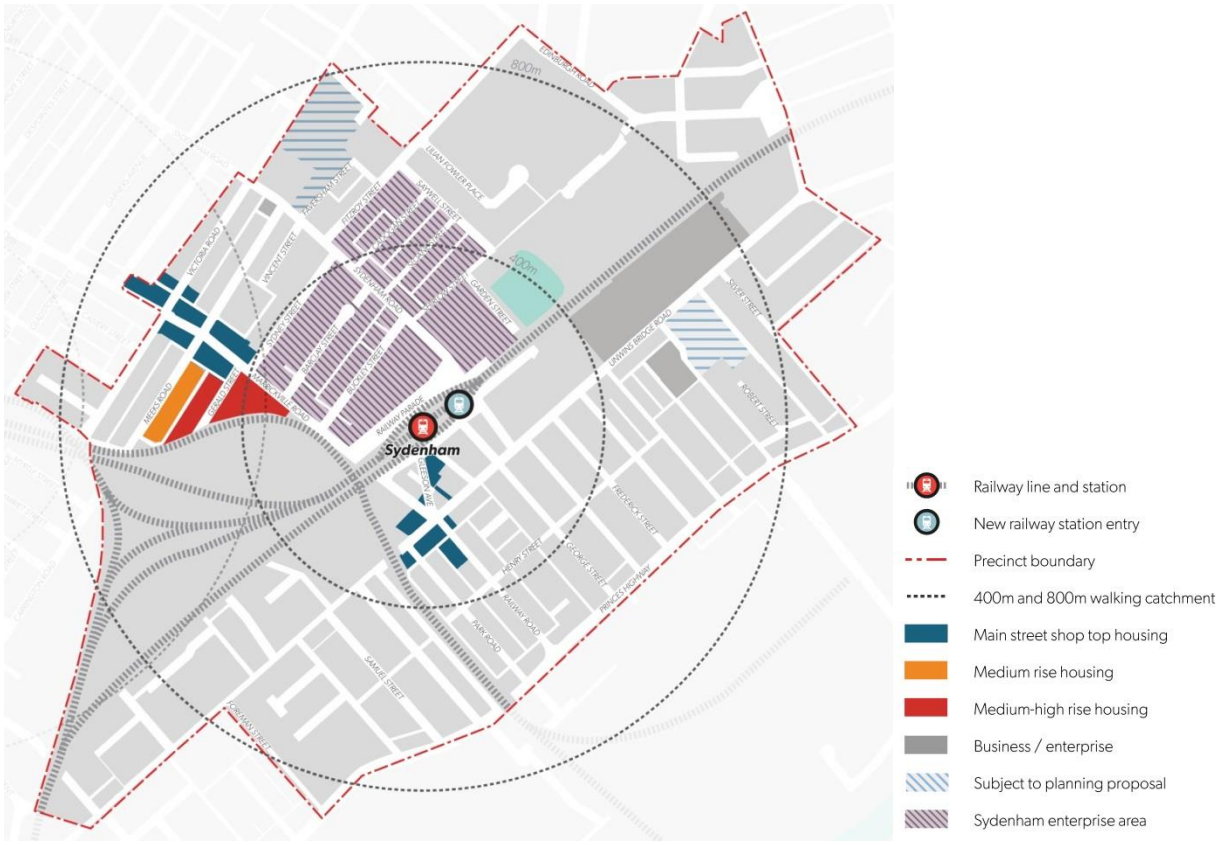


Figure 2 - Changes from Council's current planning framework – Sydenham Station Precinct

3.2 MARRICKVILLE STATION PRECINCT

FIRST DRAFT STRATEGY 2015	REVISED DRAFT STRATEGY 2017
Additional dwellings to 2036	
3,978	6,000 (+2,022)
New jobs to 2036	
1,309	555 (-754)
Land use and density	
	29-55 Francis Street and 1-25 and 34 Fletcher Street – height limit reduced to low rise housing, allowing up to 4 storeys (as area is within 500m of railway station)
	2-28 Arthur Street – reduced to medium rise housing, allowing up to 5 storeys
	Silver Street and Gladstone Street – removed from zoning uplift
	Central Avenue and 56-76 Calvert Street – reduced to medium rise housing, allowing up to 5 storeys
	1-29 O'Hara Street – increased to medium rise housing, allowing up to 5 storeys
	31-41 O'Hara Street – increased to high rise and/or mixed use, allowing up to 12 storeys (with additional height potentially achieved on larger site where community facilities and/or public open space provided)
	50-54 Calvert Street and 2-34 O'Hara Street – New area proposed for low rise housing, allowing up to 4 storeys (as area is within 500m of railway station)
	2-12 and 13-17 Warburton Street and 1-7 Greenbank Street – reduced to medium rise housing, allowing up to 5 storeys

FIRST DRAFT STRATEGY 2015	REVISED DRAFT STRATEGY 2017
	Area south of Greenbank Street – reduced to low rise housing, allowing up to 3 storeys
	2-24 Station Street (adjacent to Marrickville Station) – removed from uplift zoning for new urban plaza
	369-383 Illawarra Road – increased to high rise and/or mixed use, allowing up to 12 storeys
	1-3 Schwebel Street – increased to high rise and/or mixed use, allowing up to 12 storeys (with additional height potentially achieved on larger site where community facilities and/or public open space provided)
	22-26 Schwebel Street – increased to medium-high rise, allowing up to 8 storeys
	Area south of Schwebel Street – reduced to low rise housing, allowing up to 3 storeys
	3 Myrtle Street and 3-5 Carrington Road – increased to high rise and/or mixed use, allowing up to 12 storeys (with additional height potentially achieved on larger site where community facilities and/or public open space provided)
	The former Marrickville hospital site – increased to high rise and/or mixed use, allowing up to 12 storeys
Heritage	
	Correctly showed the David Street Heritage Conservation Area as a single dwelling area
	A new Heritage Conservation Area is proposed comprising Silver Street and Gladstone Street
	The southern side of Greenbank Street and Church Street are identified as low rise housing to provide more gradual transition to the single dwelling areas to the south and west
	The area to the south of Schwebel Street including Grove Street, High Street, Ivanhoe Street and Ruby Street have been identified for low rise housing following Council's submission that this area be retained because of its local character
Transport, traffic and access	
	Potential new entry to railway station at Victoria Road
	Enhanced pedestrian amenity and safety with 40km/h high pedestrian activity area in Illawarra Road and enhanced crossing at intersection of Illawarra and Petersham Road as well as Illawarra Road and Warburton Street / Schwebel Street
Open Space	
	2-24 Station Street and at the north eastern side of Riverdale Avenue – opportunity for two new urban plazas at the station entrances and improvements to the streetscape along Leofrene Avenue
	The opportunity for a public open space along the railway line adjoining 3 Myrtle Street and 3-5 Carrington Road and a centrally located park and north-south pedestrian connection with the redevelopment of the Carrington Road precinct
	The opportunity for pedestrian connection / along the edge of the canal to the west of and parallel to Carrington Road
	Improvements to McNeilly Park

Item 2

The changes from the first draft Strategy and changes from Council's current primary development controls set out in Marrickville Local Environmental Plan 2011 (such as permissible land use and building height) are shown in Figures 3 and 4.

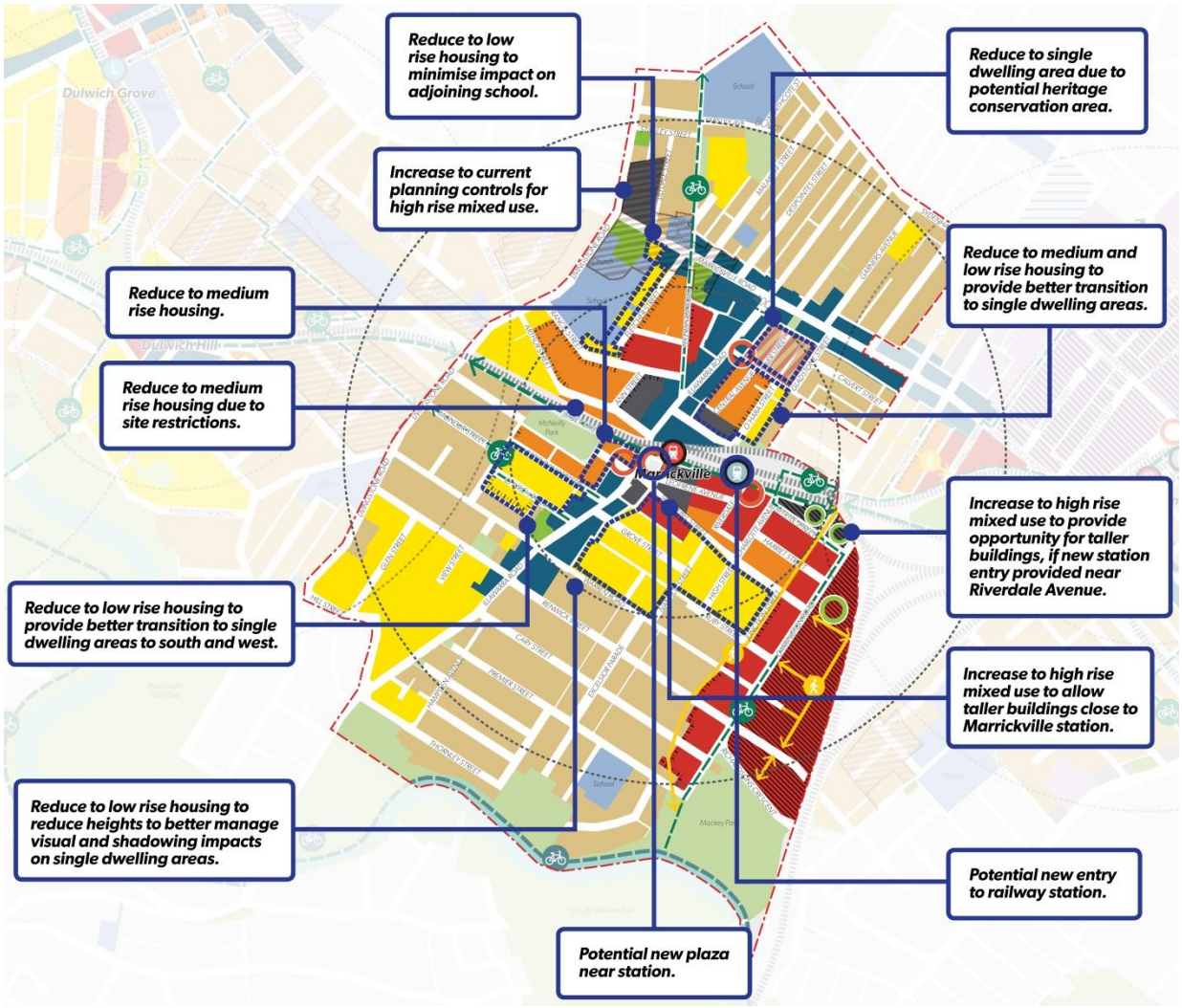


Figure 3 - Changes from first draft Strategy – Marrickville Station Precinct

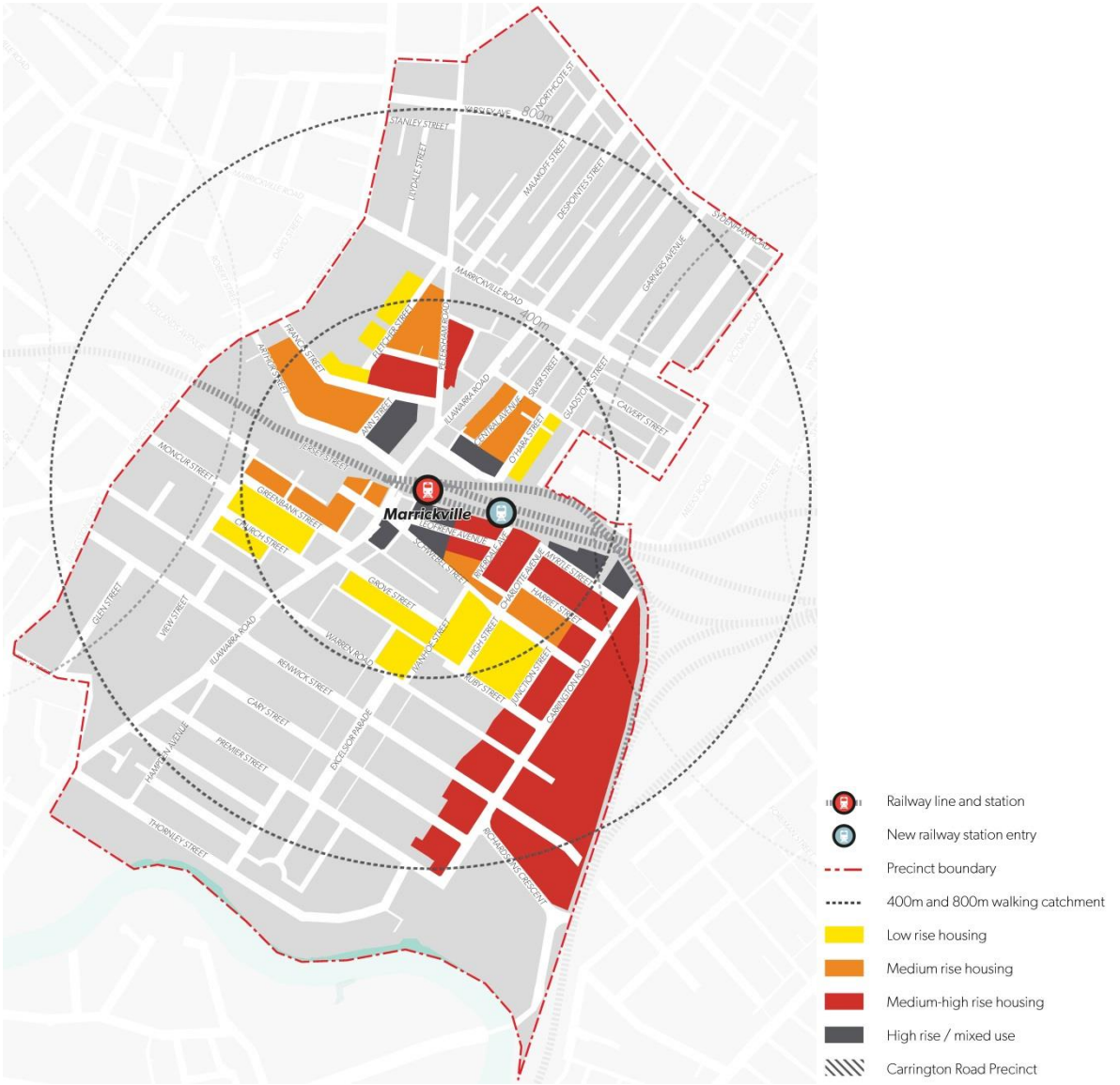


Figure 4 - Changes from Council's current planning framework – Marrickville Station Precinct

3.3 DULWICH HILL STATION PRECINCT

FIRST DRAFT STRATEGY 2015	REVISED DRAFT STRATEGY 2017
Additional dwellings to 2036	
2,059	2,000 (-59)
New jobs to 2036	
284	275 (-9)
Land use and density	
	Durham Street, Macarthur Parade, Beach Road and Kintore Street – removed from zoning uplift
	North of Marrickville Road – removed from zoning uplift
	394-400 Marrickville Road, 161-199 Livingstone Road, 2-26 David Street and 44-48 Robert Street – removed from zoning uplift and from the Precinct entirely)
	1-7 Dulwich Street, 197-205 Denison Street and 90A to 104 Constitution Road - New area proposed for low rise housing, allowing up to 3 storeys (and new part of the Precinct)

Item 2

FIRST DRAFT STRATEGY 2015	REVISED DRAFT STRATEGY 2017
	2-10 The Parade – reduced to low rise housing, allowing up to 3 storeys
	73-101 Ewart Street – removed from zoning uplift
	66-78 Ewart Street, 266-284 and 277-299 Wardell Road, 47-55 Riverside Crescent, 10-12 Dibble Avenue and 10 Pilgram Avenue – reduced to low rise housing, allowing up to 3 storeys
	53-71 Ewart Street 51A-57A Ewart Lane – Increased to medium high rise housing, allowing up to 8 storeys
Heritage	
	Retain more streets for low-density housing, in particular the areas to the south of Ewart Street and north of Beach street due to street character
	Identify 73-101 Ewart Street (west of Ness Avenue) as a potential new Heritage Conservation Area
	Identify 66-70 Ewart Street (near intersection with Wardell Road) as a potential new Heritage Conservation Area
Transport, traffic and access	
	New entry to Metro railway station; improved separation of pedestrian footway on Wardell Road bridge over railway and investigate signalised crossing of Wardell Road / Dudley Street
	New street or pedestrian connection through eastern edge of Hercules Street development
	The investigation of a crossing over the light rail at Blackwood Avenue between Dulwich Hill Public School and the area included in the Hercules Street Masterplan
	40km/h high pedestrian area on Wardell Road
	Extend bus route from Tempe to Airport and Wolli Creek
Open Space	
	Potential new urban plaza at new Metro Station entry
	Improvements to the Jack Shanahan Reserve and a new entrance from Hercules Street via a cut through of the raised embankment
	Implement part of Iron Cove to Cooks River GreenWay and new open space in the light rail corridor as and associated with Hercules Street development
	Use of school grounds for after-hours community uses
Environment	
	In order to enhance the native habitats for long-nosed bandicoots, new open space area proposed along the rear of the properties on Hercules Street adjoining the light rail line should be planted with appropriate trees and vegetation that would create new habitat for bandicoots

The changes from the first draft Strategy and changes from Council's current primary development controls set out in Marrickville Local Environmental Plan 2011 (such as permissible land use and building height) are shown in Figures 5 and 6.

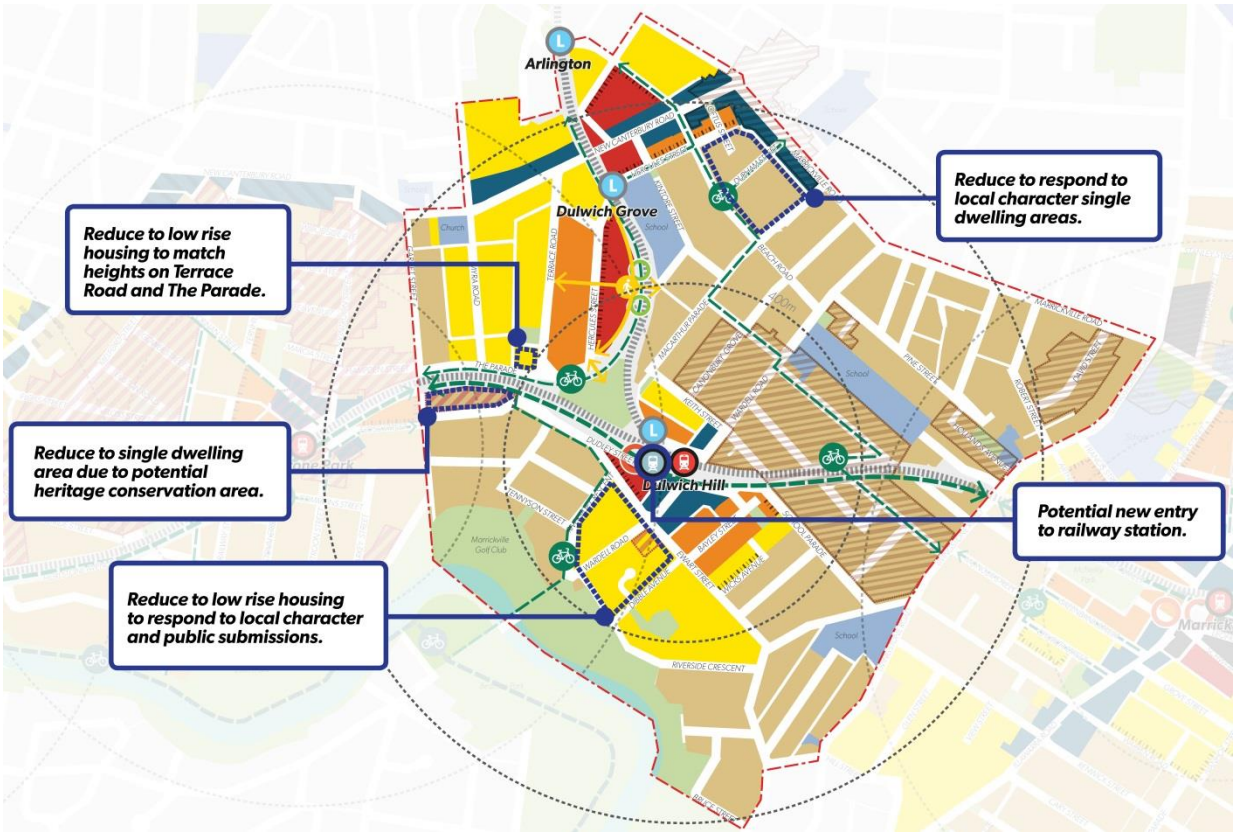


Figure 5 - Changes from first draft Strategy - Dulwich Hill Station Precinct

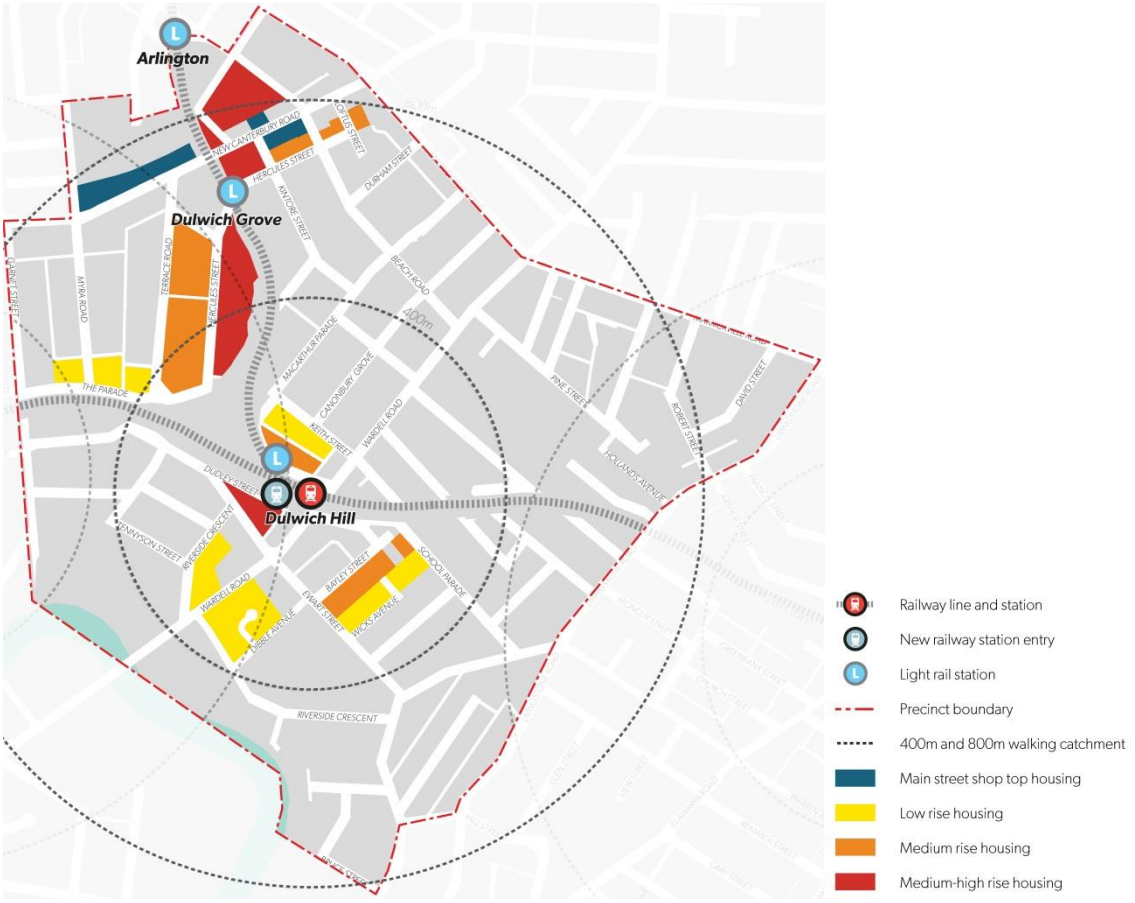


Figure 6 - Changes from Council's current planning framework - Dulwich Hill Station Precinct

4. COMMUNITY ENGAGEMENT

Council has taken a proactive approach to assist the Inner West Council community understand the contents and implications of the revised draft Strategy and promoted the community making submissions to the DPE on the exhibition.

In this regard Council has:

- established Your Say Inner West project page, which was viewed by more than 1,000 people at the following link: http://www.yoursayinnerwest.com.au/sydenham-to-bankstown-urban-renewal-corridor;
- distributed a brochure to 16,500 nearby residences;
- distributed posters at key locations around the LGA;
- promoted the exhibition and public meeting in social and traditional media, and on Council's website and e-news - media release at the following link: https://www.innerwest.nsw.gov.au/news-hot-topics/media/media-releases/sydenham-to-bankstown-urban-renewal-corridor-back-on-the-agenda);
- held a public meeting on 10 August 2017 at Marrickville Town Hall which was attended by 350 people;
- recorded the meeting and uploaded the video at Your Say Inner West.

From the public meeting and submissions received from key groups including The Southern Sydney Regional Organisation of Councils (SSROC), Marrickville Golf and Community Club and Golf Course, Save Dully and Save Marrickville South the following concerns were raised:

- The need for effective collaboration and high level of engagement between the Inner West Council and the City of Canterbury Bankstown Council.
- There is overdevelopment proposed in the strategy. These plans have not been written for us, they have been written for developers.
- Marrickville and Dulwich Hill have been asked to take too much density.
- The revised draft Strategy makes no reference to affordable housing and sets no targets throughout the corridor. Similarly, the Strategy makes no mention or provision of affordable rental housing for key workers.
- The revised draft Strategy does not have a detailed and comprehensive infrastructure and delivery plan that is integrated to the land use planning for the corridor.
- The infrastructure should be planned before deciding the height of buildings.
- There is little evidence that the Sydenham-Bankstown Corridor and the related transport network and infrastructure are informed by traffic study or analysis. It is important to undertake the traffic analysis.
- Rather than fixing an existing rail line, we should be prioritising parts of Sydney that do not have these services. There are also concerns regarding the privatisation of the train line. Why are we ripping up and replacing an existing and good service?
- Additional waste management infrastructure will be inevitably required to meet the challenge of additional dwellings and people.
- It is not clear in the draft strategy how funds for the identified or other needed infrastructure will be generated and how the infrastructure will be delivered. Section 94 is inadequate as a source of funds for local infrastructure.
- The NSW Government needs to provide clarity on Value Capture and Voluntary Planning Agreements (VPA).
- Marrickville Golf Course is the only golf course in the Inner West Council local government area. How does Council propose to support older citizens sporting activities, if the only golf course within the municipality is reduced in size, or closed entirely?
- We have a deficit of open space. The existing open space areas are already at full capacity. There will be insufficient open space to support the additional development

proposed and the height of the proposed buildings will overshadow these open space areas.

- Linear and pocket parks are not family friendly. We need parks where children can play.
- There are no plans for new schools, community centres or public halls. The only public school in Marrickville is already at full capacity.
- The revised draft Strategy does not place the desired emphasis on liveability.
- Concerns are raised regarding where the transition points are.
- The proposed rezoning of new areas of Dulwich Hill and other suburbs should be delayed so the State Government does not place unnecessary additional pressure on the Bankstown line as it progressively shuts down to build the Metro.
- The revised plan for west Carrington Road in its current form does not transition appropriately from single dwellings to increased zoning heights. It would have a major impact on the houses nearby through overshadowing, reduced privacy, physical domination of existing housing and changes to appearance of the streetscape.
- The LGA is rich in heritage, industrial and creative precincts, streetscapes and Aboriginal history. We need to keep Marrickville's heritage and streetscapes. It is good that the revised draft Strategy protects heritage items, but there is nothing about the protection of streetscapes. The plans disregard the quality of these historic streets and the character of the area will change because of this development. The character is what makes our suburbs significant.
- Retain the heritage streetscape elements, as well as heritage buildings and significant streetscapes, in the southern part of the Marrickville Precinct and retain the heritage industrial buildings along Carrington Road. No areas should be designated for increased density, until a formal independent heritage assessment has been conducted of these areas.
- The revised draft Strategy endorses shop top housing, however this does not work. There are many examples of vacant shop top housing in the area.
- New households will require parking and there must be a parking management plan. New residents will require cars and parking as public transport will not meet all transport needs.
- Protect and foster Carrington Road as a vital enterprise hub for Sydney.
- A number of individual items that reflect Dulwich Hill's diverse and interesting history and are worthy of heritage protection now face demolition under these plans.
- The final precinct plan should support the Uniting Church in Constitution Road, the former maternity hospital at The Parade and the Greek Church in Hercules Street as potential heritage items and should indicate that further heritage items will be investigated in the rezoning process.
- The revised draft Strategy designates the triangular block bordered by Constitution Road, Denison Road and New Canterbury Road for eight-storey development. Concerns about this intense development include: the lack of strategic planning merit as only part of this block is within the 800m radius from Dulwich Hill station, the block's heritage character, there is no guarantee in the precinct plan that the affordable housing lost under this process will be replaced by new affordable rental housing, two bus stops along New Canterbury Road directly adjacent to the block are proposed to be removed and the impacts on existing developments.
- Similarly there are concerns with the block bounded by Hercules Street, Consett Street and Terrace Road, which will be the primary development area for Dulwich Hill. Concerns include heritage impacts, height limits and open space appearing as private use for the unit dwellings.
- Hercules Street industrial site - the most intense development on the site should be on the New Canterbury Road frontage (no more than eight storeys) and for development on the Hercules Street frontage to be limited to four storeys.

Item 2

- Undertake a contaminated land assessment of the industrial area of the proposed Carrington Precinct and west Carrington Road and undertake flood management planning prior to the development of a final proposal.
- Our history, amenity, sustainability are undermined by these plans.

5. DISCUSSION

Council acknowledges the challenge of providing the required housing and jobs to meet Sydney's forecast growth and the strategic merit in focusing renewal around transport infrastructure and within urban centres. It is also noted that a number of amendments have been made from the initial draft Strategy which will have a positive local impact including the retention of high quality character areas.

Notwithstanding, Council continues to have issues and concerns with the revised draft Strategy. Those issues and concerns are detailed in the attached submission.

The key issues and concerns with the revised draft Strategy are as follows:

- Lack of transparency about the forecast dwelling and employment numbers in the revised draft Strategy. With the removal of some areas and reduced heights from the original draft Strategy, it is difficult to understand how a similar or significantly greater number of dwellings are now forecast in the revised draft strategy, especially in the Marrickville Station Precinct, which has over 2,000 more dwellings in the revised draft Strategy.
- Some areas being included for zoning uplift, especially in the Marrickville Station Precinct, resulting in the loss of character and fabric. Some of the areas requested to be removed by Council have instead been reduced to low rise housing. The attached submission identifies areas where height continues to be a concern and areas recommended to be removed from any zoning uplift.
- The removal or impact on key Marrickville employment and businesses lands which have been identified to be in high demand through independent analyses. This is of particular relevance within the Sydenham Station Precinct.
- Not providing a comprehensive whole-of-government plan for the required additional infrastructure and services. The anticipated increase in population will undoubtedly result in increased need for affordable rental housing, child care, schools, health care facilities, open space, recreation facilities, road upgrades, new or improved pedestrian and cycling connections and community facilities. No mechanism has been devised that will efficiently and transparently fund the delivery and/or upgrade of local or regional level infrastructure items. This is a significant shortfall of the revised strategy and must be addressed prior to the final strategy being released. Failing to address this issue will delay the delivery of housing and jobs across the Corridor.
- The proposed Greenway South West is strongly supported. However, the draft Strategy has, not adequately addressed the provision of local open space, only specifying that new parks would be left to Council to provide and that there is the potential for part of the Marrickville Golf Course to be repurposed for open space. Land for open space should be identified upfront and funding mechanisms identified. Section 94 will not be sufficient to provide the new open space areas required for the incoming community identified in the Strategy.
- Despite Council's previous request for affordable housing targets or provision of an inclusionary mechanism, the revised draft Strategy still has not provided any policy or regulatory options to address the issue of affordable rental housing. This critical issue must be addressed by the final strategy.
- Implementing the Strategy will require funding to be made available from the State. Prior to any planning proposals being supported by Council detailed studies such as traffic, urban design and infrastructure planning must be prepared and finalised to ensure

incoming growth and associated cumulative impacts can be appropriately managed by Council. Commitment to such funding has yet to be made by the State.

- The revised draft Strategy has not adequately considered urban design criteria such as orientation, topography, lot depths and configuration, width of streets, views relationships with open space and development parcels. Council's previous submission considered that detailed precinct wide master planning was integral to progress the Strategy, ensuring optimal planning outcomes, however this has not been undertaken. Council is concerned that some blocks and groups of blocks designated for medium-high and high rise housing will cause significant overshadowing, visual bulk, streetscape and view impacts on existing residences.

A summary of the issues and concerns raised by Council officers, as detailed in the attached submission, are as follows:

(NB The number reference in the heading to each issue is the reference number used in the draft submission)

2. Strategic Context

The revised draft Strategy has a number of inconsistencies with relevant strategic planning documents including A Plan for Growing Sydney, the Draft Central District Plan and certain Section 117 Directions.

The Strategy should be amended to ensure consistency with those documents.

3. Infrastructure

The Strategy does not provide a comprehensive whole-of-government plan for the required additional infrastructure and services, including mechanism(s) that will efficiently and transparently fund the delivery and/or upgrade of those local or regional level infrastructure items.

The Strategy must establish a regional approach for the funding and implementation of the required infrastructure and a State Government commitment to the funding of key infrastructure.

The Strategy needs to address the infrastructure and funding issues raised in Section 3 of Council's submission including issues relating to:

- Active transport;
- Open space, recreational facilities and public domain infrastructure;
- Street, traffic, parking and stormwater infrastructure; and
- Social infrastructure

All the necessary additional infrastructure and services need to be itemised and incorporated, and appropriately detailed, into the respective Land Use Plan, Infrastructure Plan and Infrastructure Schedule for each precinct. Such documentation should include details of the infrastructure type, hierarchy of facilities (local, district or regional), priority works, indicative timeframe for delivery and funding mechanisms as well as an estimated cost of works (like the infrastructure schedule contained in The Parramatta Road Corridor Urban Transformation Strategy).

4. Employment Land and Economic Development

The Strategy's proposed rezoning of industrial land would have a significant negative impact on employment, availability of industrial floor space, supply chains, markets and synergies between businesses and Sydney's creative/cultural institutions.

The downside for the local economy would be the loss of a substantial amount of relatively affordable land, the greater percentage of which is currently occupied by creative industries. Those businesses will be lost when the properties they currently occupy are either demolished or rezoned for medium to high density residential or mixed use development.

The purported opportunity sites referred to in the AEC Employment Analysis have exceptional economic value as industrial lands. The Strategy should be amended to retain those sites for the reasons detailed in Section 4 of Council's submission.

5. Transport

The Strategy requires a more integrated transport approach as detailed in Section 5 of Council's submission.

In order to create a more sustainable future, it is essential that the increased residential densities (and employment opportunities) should not be solely designed to make the metro more viable, they should offer genuine city shaping opportunities and start to guide a more sustainable city through more sustainable neighbourhoods.

For the reasons detailed in Council's submission the Strategy should be based on an integrated approach to transport. The Strategy should be amended accordingly.

The Strategy should also be amended to address the specific transport comments for the respective precincts detailed in Section 5 of Council's submission.

6. Heritage

A comprehensive heritage study of the areas within the respective precincts should be undertaken to determine whether there are any sites or areas of environmental heritage significance to the area not currently identified as heritage items, heritage conservation areas or draft heritage items or heritage conservation areas. That study should be carried out before any changes are contemplated to existing land use zonings and/or density and scale controls to ensure that any new planning controls respect the existing built environment and any identified heritage significance.

The Strategy should be amended to incorporate the outcomes of that study and to address the other heritage issues raised in Section 6 of Council's submission.

7. Affordable Housing

The Strategy does not provide an affordable rental housing target or mechanisms to address the issue of the provision of affordable rental housing.

It is essential that the Strategy sets an appropriate affordable rental housing target and that the State Government make amendments to State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in the Sydenham to Bankstown Urban Renewal Corridor and that the State Government make relevant amendments to the environmental planning instruments applying to all local government areas in the Corridor to permit the levying of affordable housing contributions for residential development in the Corridor, to enable the creation of Affordable Rental Housing in perpetuity under the management of a Registered Community Housing Provider.

8. Environment

The Strategy should be amended to include a comprehensive sustainability framework with objectives, strategies and targets and measures.

9. Strategic Implementation and Staging

Implementing the Strategy will require funding to be made available from the State. Prior to any planning proposals being supported by Council detailed studies such as traffic, urban design and infrastructure planning must be prepared and finalised to ensure incoming growth and associated cumulative impacts can be appropriately managed by Council. Commitment to such funding has yet to be made by the State.

10. Urban Design

The revised draft Strategy has not adequately considered urban design criteria such as orientation, topography, lot depths and configuration, width of streets, views, relationships with open space and development parcels. For example, as detailed in Section 10 of Council's submission, some of the land designated for medium-high rise and high rise housing in the Strategy do not support the height/density proposed in terms of solar access, visual bulk and streetscape considerations, based on the principles and guidelines applying to such development under SEPP 65 and the Apartment Design Guide (ADG).

The Strategy needs to be amended, as detailed in Section 10 of Council's submission, to ensure compliance with those principles and guidelines.

11. Precinct Specific Issues

The draft submission recommends a number of changes be made to the Land Use Plan, Infrastructure Plan and Schedule and other changes for each of the respective Precincts. Those amendments are detailed in Section 11 of Council's submission.

The recommended changes for each precinct are shown in the following diagrams:

11.1 Sydenham Station Precinct

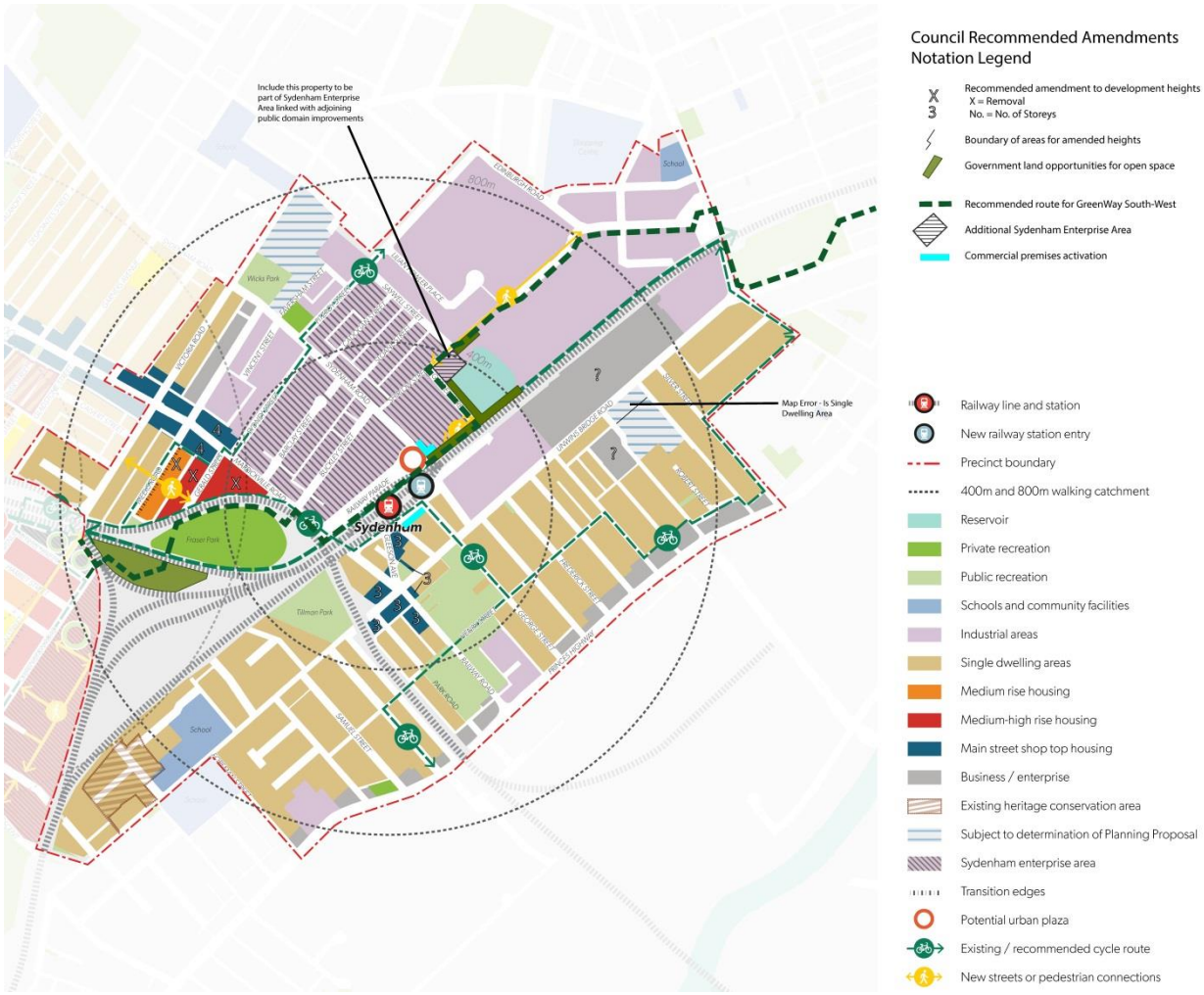


Figure 7 – Council Marked Up Plan for the Sydenham Station Precinct

11.2 Marrickville Station Precinct

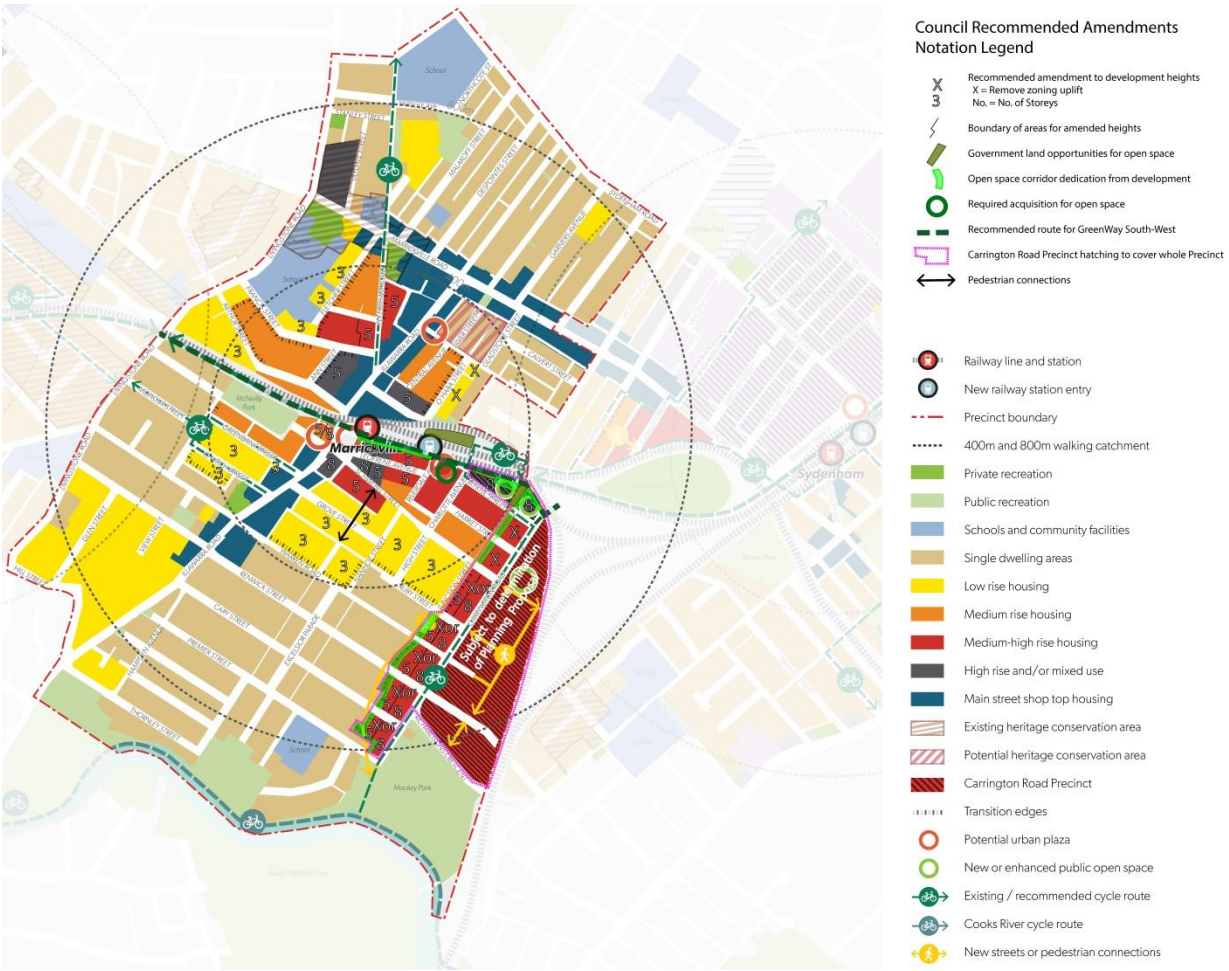


Figure 8 – Council Marked Up Plan for the Marrickville Station Precinct

11.3 Dulwich Hill Station Precinct

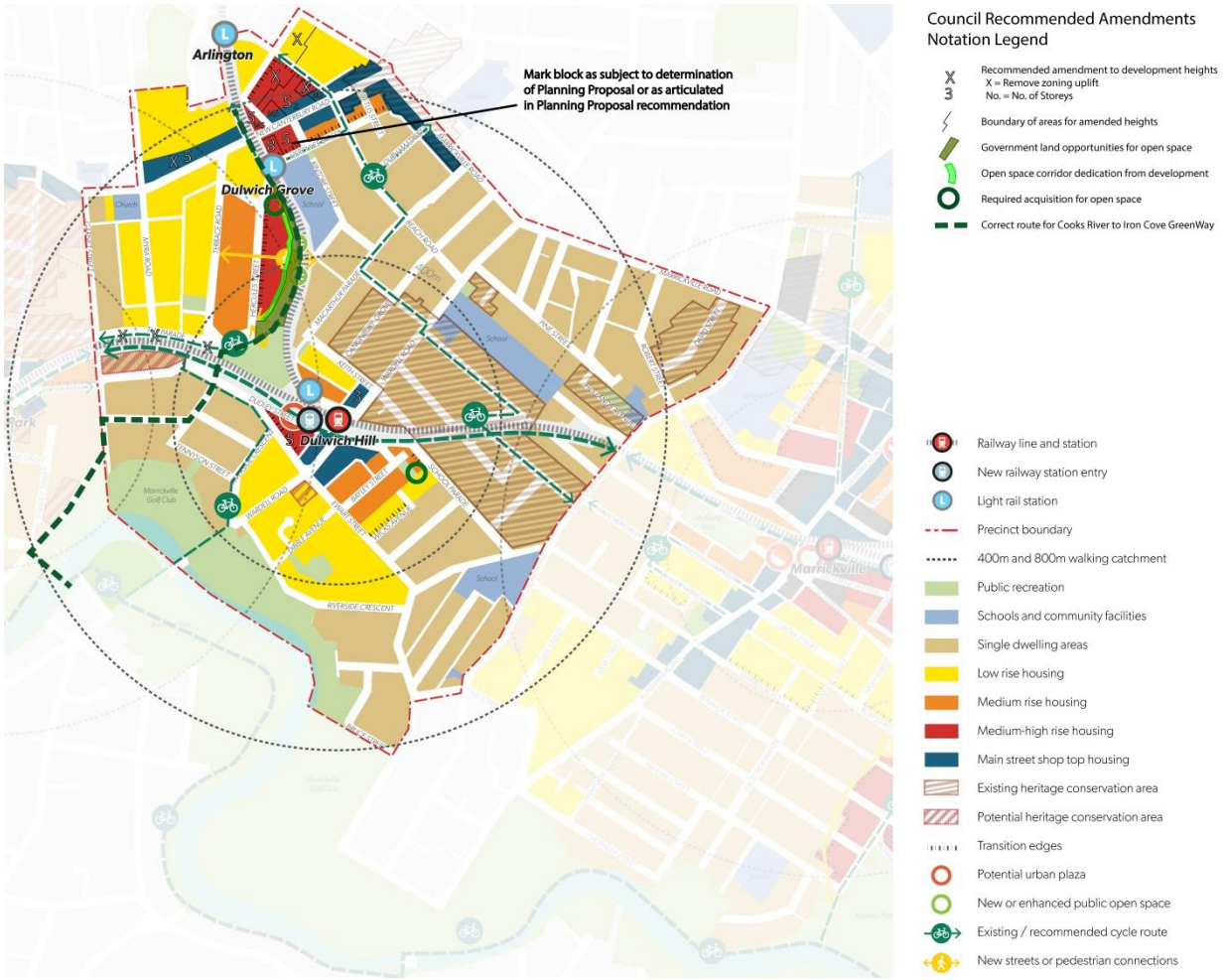


Figure 9 – Council Marked Up Plan for the Dulwich Hill Station Precinct

6. FINANCIAL IMPLICATIONS

The *Sydenham to Bankstown Urban Renewal Corridor Strategy* is a NSW Government project. There are no financial implications for Council at this stage.

7. OTHER STAFF COMMENTS

The revised draft Strategy for the Sydenham to Bankstown Urban Renewal Corridor was referred to the relevant sections of Council for their consideration. Their referral responses and the issues they raised in relation to the revised draft Strategy have been incorporated into the draft submission.

8. PUBLIC CONSULTATION

The DPE is responsible for the public exhibition of the revised draft Strategy for the Sydenham to Bankstown Urban Renewal Corridor Strategy. The revised draft Strategy was released for public comments in June 2017. The exhibition period closed on 3 September 2017.

However as detailed previously, the DPE has granted the Inner West Council (IWC) additional time to provide its detailed submission to enable the matter to be reported to the newly elected Council.

In the interim, and following the public meeting held on 10 August 2017, Council's Interim General Manager submitted a letter to the DPE outlining key concerns with the revised draft Strategy and provided a summary of matters raised by the community at the public meeting.

9. CONCLUSION

Whilst a number of amendments have been made from the initial draft Strategy, which will have a positive local impact including the retention of high quality character areas, Council continues to have concerns with a number of other matters contained within the revised draft Strategy.

Council officers have carried out a detailed assessment of the revised draft strategy and have identified a number of issues and concerns. Officers have recommended that a number of amendments be made to the revised draft Strategy to address those concerns and issues.

Officers have prepared a draft submission for Council's consideration and that submission is attached as **ATTACHMENT 4**.

ATTACHMENTS

1.⇩ Marrickville Council Submission (Dec 2015) on initial draft 2015 Strategy
2.⇩ Initial Council submission (6 Sept 2017) on revised draft 2017 Strategy
3.⇩ Selected pages from revised draft 2017 Strategy
4.⇩ Draft Council submission on revised draft 2017 Strategy

Item 2

MARRICKVILLE council

Submission from Marrickville Council

Sydenham to Bankstown Urban Renewal Corridor Strategy

December 2015

CONTENTS

1. **SUMMARY** 1
2. **STRATEGIC FRAMEWORK & STRUCTURE PLANNING** 2
3. **INFRASTRUCTURE AND SERVICES** 3
4. **HERITAGE** 5
5. **ENVIRONMENT** 5
6. **HOUSING AFFORDABILITY & CHOICE** 6
7. **STRATEGY IMPLEMENTATION** 7
8. **PRECINCT REVIEWS** 7
   - **8.1** SYDENHAM PRECINCT 7
   - **8.2** MARRICKVILLE PRECINCT 12
   - **8.3** DULWICH HILL PRECINCT 15

1. SUMMARY

Marrickville Council acknowledges the challenges of Sydney's growth and the benefits of additional housing and jobs in established, central and accessible urban areas. A number of the directions in the Sydenham to Bankstown Urban Renewal Corridor Strategy (the Strategy) are supported and many are already being progressed by Council, including the rezoning of the Carrington Road industrial area, the renewal of the Old Hospital Site to include a considerable amount of housing, shop top housing in the strip centres and the creative enterprise precinct west of Sydenham Station.

Our concerns with the Strategy are:

a. The loss of too much of the character and fabric of the established, historic and intact inner city suburbs of Marrickville and Dulwich Hill.
   - The loss of detached housing in some streets is not supported. In others there is a need for closer examination of interface issues so that the impact on high quality detached dwelling streetscapes is minimised.
   - Protection of all listed Heritage Items and other high quality period buildings/streetscapes within the precincts must be ensured.

b. Need for the next level of design investigation – precinct wide master planning and a related statutory framework. If the Strategy acts as the only guide for privately led rezonings there will be poor and uncoordinated planning outcomes.
   - The existing subdivision pattern and street network are the most significant factors that underpin the history and character of these inner city suburbs. Planning

Attachment 1

provisions must focus on the means to retain this with workable building typologies, car parking strategy and policy (including appropriate maximums and new ways to accommodate cars centrally across a precinct).

- A variety of heights and density would be the best way to integrate new development with established detached dwelling areas and main street development, rather than a blanket approach.
- Council's draft *Public Domain Study* and studies associated with Council's integrated place-making project *Today's/Tomorrow's Dulwich Hill* are relevant reference points.
- A staged implementation should be considered, with highest priority on industrial lands and areas close to the railway stations and main streets, followed by the lower priority areas more removed areas from these locations.

c. Lack of focus on practical measures to ensure livability, urban and environmental outcomes related to housing affordability and diversity, design excellence, high quality streetscapes/public domain, schools and childcare, precinct sustainability and environmental management matters such as water sensitive urban design, biodiversity management, Cooks River management and waste management.

d. Funding is needed to cover the significant investment in public open space, schools, streetscape, public domain improvements and related community infrastructure including affordable housing to service an increased population. If the total cost of this infrastructure is determined before the Strategy is finalised, a portion of the uplifted land values could be redirected to pay for this, but only if this occurs before such uplift is capitalised, as land is traded.

e. Marrickville Council holds grave concerns for the sudden and divisive impact this significant change will have on established communities, particularly if it is permitted to commence in an ad hoc manner, with zoning changes led by the private sector.

The investment in an improved rail service must be matched with an innovative approach to urban renewal. It appears that the Strategy sets a course for the same late 20th century approach to large footprint, car-oriented medium and high density urban development that would destroy the existing fine grained, human scaled qualities of Marrickville and Dulwich Hill.

An evaluation of the Sydenham, Marrickville and Dulwich Hill precinct plans, noting points of agreement/disagreement, matters for further investigation and requested Strategy modifications concludes the submission.

2. STRATEGIC FRAMEWORK & STRUCTURE PLANNING

The principle of increasing densities around high-capacity public transport is supported. It is noted that the Strategy includes a constraints analysis for each of the relevant railway stations and has identified matters such as transport and movement, open space, topography, flooding, heritage, strata title development and social infrastructure.

However, this needs to be supported by a detailed assessment of the existing urban form to further define and refine opportunities and constraints within each area. The Strategy does not include this level of assessment or master planning – instead, it proceeds from the initial constraints analysis to proposed built forms which 'blanket' certain areas. This is not a satisfactory approach to assessing each area's individual characteristics.

For example, the Strategy applies to residential areas on the southern side of Marrickville Station which includes unique topography which varies significantly from Illawarra Road to Carrington Road, where flooding constraints are significant. This area is also characterised by narrow roads which impede access, particularly for larger vehicles. This pattern of blocks, streets and lanes are a major asset of the area that needs to be taken into account so that new density can work with it, not overwhelm it.

Without this detailed urban design assessment there is no understanding of potential impacts and solutions and the Strategy does not explain how this area can successfully accommodate the changes proposed.

Whilst heritage conservation areas have been quarantined from new development, heritage items and period buildings are not afforded the same level of protection. The Strategy identifies heritage items as a constraint however they are still shown included in areas for new development. How these buildings will be treated is unclear. If they are to be retained, how will the interface with new development be managed? A master planning process would be able to identify these issues and achieve a suitable outcome.

The Strategy includes numerous actions with resource implications such as *"a public domain Strategy should be prepared for each town centre"*, *"develop a street tree planting Strategy for all town centres"*; and *"develop a streetscape Strategy for each town centre"*. While recognition of this additional public realm design work is supported, it is unclear how this would be financed and managed and they are not included in the Infrastructure Schedule within the Strategy. Council does not have the necessary funds and S94 funds would be limited and unpredictable. Upfront commitment of funds is required to achieve integrated, planned outcomes and are essential for the creation of liveable communities before redevelopment begins.

3. INFRASTRUCTURE AND SERVICES

The anticipated increase in population will result in increased need for open space, recreation and community facilities. Although the Dulwich Hill Precinct Infrastructure analysis accompanying the Strategy notes that there is currently good amenity in the form of local open space, Council's own study (*Recreation User Needs Research Report 2011*) finds this to be in undersupply for even the current population. There may be adequate pocket parks but there is an undersupply of larger usable spaces. With the forecast increases in population, new baseline studies are required.

The Strategy has not placed appropriate consideration towards additional infrastructure and services that are relevant to the State Government, or considered the strategic impacts of higher densities on infrastructure and services from a whole-of-government approach. There is no consideration for the increased demand or pressures that will be placed on schools or hospitals from an increase in the population along the rail corridor. Royal Prince Alfred hospital already services one of the largest catchments in metropolitan Sydney, and with an ageing population, the strategy has not given proper consideration to this important subject. Additionally, the Strategy has not considered the additional demand for education services from a growing population in the Inner West. Previous advice on these matters seem outsourced to the relevant Departments, who we are told are conducting their own strategic reviews of capacity and services, however the Strategy fails to integrate the various reviews into a whole-of-government planning response or instrument for planning Sydney's future.

Additionally, the Marrickville Local Government Area covers approximately 17 square kilometres of Inner Western Sydney; however is the only LGA along the Strategic Corridor

that is placed to face the greatest changes to its services and communities. The Strategy does not adequately address the cumulative pressures and challenges that will be placed on infrastructure and services in our area, when taking into consideration the NSW Government's plans to concurrently redevelop and significantly increase densities along the Parramatta Road Growth Corridor.

The Strategy places heavy demands upon Council's S94 Contributions Plan to build the financial capacity for much of the additional infrastructure including the purchase of land for open space, particularly sports fields and local area parks. With high land values and the $20k cap on levies, purchase of open space is not feasible to meet current needs, let alone with the planned growth.

There is a need to provide for the improvement of streets as a recreation resource in order to meet demand with greater prioritisation of pedestrians over cars, active transport options, improved footpath widths, particularly within the retail strip centres and increased housing density areas.

The Strategy should ensure that 'place-making' is implemented in redevelopment areas to ensure that community scale and belonging is maintained. Key to this is a high quality public domain, which includes gathering places and public art. In this regard, the Strategy should consider, and be consistent with, Council's draft *Public Domain Study* (soon to be publicly exhibited) and studies associated with Council's integrated place-making project *Tomorrow's Dulwich Hill*. Council would be pleased to supply further information on these projects.

The Strategy identifies the Calvert Street carpark within the Marrickville commercial centre as a 'potential urban plaza' however the carpark is located on a freehold site owned by Council and is zoned for future redevelopment.

The Greek Orthodox Parish of Saint Nicholas at 205 Livingstone Road is also identified as public open space in the Strategy's Dulwich Hill precinct plan. However, the church is currently zoned as RE2 Private Recreation, meaning this zone has incorrectly been included in the Strategy as *public* open space. The fact that both public and private open space has been included in the Strategy is misleading and gives the appearance that there is more open space than is actually accessible by the public. If all open space is to be included within the Strategy, the plan must distinguish between public and private open space. Open space provision shown in the Strategy should be reviewed to provide an accurate assessment of these areas.

The proposal for a continuous regional walking/cycling link from Sydenham to Bankstown along the existing rail corridor is supported in principle but requires further detail around linkages with local areas and streets. The suggestion of it being funded with S94 funds from different Councils would make it unattainable and likely to be delivered in short disconnected lengths. From Council's experience with the Greenway, the engineering for such a facility, adjacent a rail corridor, may be cost prohibitive. To succeed it would need to be funded and delivered by the NSW Government as a single project with timely delivery, ideally in conjunction with the Sydney Metro.

The Strategy makes a vague statement that NSW Government is investigating a range of funding sources to deliver the required infrastructure, including mechanisms which will enable the NSW Government to share the uplift value created by increased density. Apart from public transport and major road works being funded by NSW Government, all other infrastructure is shown in the Strategy to be funded from S94 and as discussed above these funds will not be adequate to deliver the infrastructure required. The final Strategy must include a clear statutory mechanism to enable adequate funding, including value capture.

Marrickville Council currently does not meet the minimum floor area requirement per person for libraries as recommended by the State Library of NSW. Council's current properties cannot accommodate the level of growth required to meet this standard, and due to the increasing land values it is not expected that Council would be able to meet this standard. Funds and/or strategies to address this shortage are required to ensure Council meets the standard, or at the very least does not reduce the current level of library floor space provided per person.

4. HERITAGE

The Strategy needs to be modified to provide adequate protection of significant existing and emerging heritage features as follows:

- Council resolved in July 2015 to extend the existing South Dulwich Hill HCA 29 to include Nos. 231-245 Wardell Road, Dulwich Hill. These properties comprise a group of shops which date from the period circa 1900-1920. The Strategy identifies these properties for 'Main street shop top housing' which would impact the identified conservation values.
- Ensure protection of individually listed Heritage Items in their setting and other contributory features including:
  - 2-10 & 1-11 Warburton Street, Marrickville;
  - both sides of Church Street as single dwellings - retain low rise housing at west end, south side but opposite existing residential flat buildings only;
  - single dwellings in Silver Street, Marrickville;
  - single dwellings on both sides of Gladstone Street;
  - significant street features including split level roads, stone walls, stone kerbs and street trees; and
  - existing natural rock landscape where visible at property boundaries.

5. ENVIRONMENT

As the existing population along the corridor is expected to double by 2036, the capacity of existing infrastructure and services, including water, sewerage, gas and power, will need to be upgraded to support this increase. Although these details have been identified within the overall Strategy, the following matters have not been identified:

- the condition of the Cooks River and Salt Pan Creek and enhancement of their environmental and ecological health;
- opportunities for using alternative water for non-potable usage by replacing potable water, such as stormwater harvesting and wastewater recycling;
- inclusion of water sensitive urban design and water management facilities, such as bio-retention swales, rain gardens and bio-retention tree pits, and stormwater quality management measures within the corridor and along the Cooks River;
- enhancement of existing biodiversity along the corridor which is currently in a degraded condition; and
- waste management, energy management and other sustainability initiatives in the corridor.

With regard to the enhancement of biodiversity, Part 2.13 of MDCP 2011 includes a Biodiversity Map which identifies:

- Wildlife Corridor areas, which extend along the Cooks River corridor and GreenWay corridor (along the Inner West light rail line); and
- Bandicoot Protection Area, which extends along GreenWay.

Where development is proposed in these areas, Part 2.13 of the DCP requires an assessment of significance for bandicoots and/or must incorporate native vegetation as part of any landscaping works. As portions of both of these areas are within the Dulwich Hill precinct, this is a consideration for the Strategy and is a constraint for the extent to which urban renewal can encroach into known bandicoot habitat. At the very least, Council anticipates that such an assessment would be a requirement for any development resulting from the strategy.

Higher density development in these areas provides an opportunity to improve waste collection techniques. This includes automated pneumatic waste collection systems and centralised collection points rather than numerous individual bins on footways impeding pedestrian access.

This renewal project will provide opportunities to integrate these environmental factors in a systematic manner.

6. HOUSING AFFORDABILITY & CHOICE

Housing diversity, choice and affordable supply is fundamental to urban renewal in global cities across the world. It is therefore disappointing that no mention is made of affordable housing in the Strategy, and that the opportunity to address housing diversity, choice or affordability in the proposed urban renewal has not been highlighted in the Strategy as a means of containing land speculation and prices in the urban renewal precincts.

Research shows that increasing supply, without intervention in the market, will not achieve housing diversity, choice or affordable supply. It is widely accepted that a complex range of demand and supply drivers must be addressed to achieve housing affordability and that, if change is adopted, the effects will be long term. The needed actions are amply documented in the *Report on the NSW Parliamentary Inquiry into Social, Public and Affordable Housing*, and the *Report on the Commonwealth Senate Economic References Committee Inquiry into Affordable Housing in Australia*.

Both reports document the need for immediate action to address the escalating housing affordability crisis in Sydney (and elsewhere in Australia) and indicate a mandatory inclusion of affordable housing (inclusionary zoning) and value uplift capture are the most workable and successful mechanisms to achieve affordable housing in the short term.

The only way to achieve affordable housing that will address the immediate housing and homelessness crisis is to mandate a component of all residential development as affordable housing (3-4% is a generally accepted rate in Sydney, although higher rates of 10-50% are used in other global cities' urban renewal projects). Further there needs to be capture of the value uplift that is created by upzoning, and significant investment of public money in transport infrastructure, for public benefit. Most authorities push for capture of 50% of land value uplift as contribution towards public benefits (including affordable housing) in renewal areas.

Marrickville Council is concerned there are no affordable housing targets, or reference to the mechanisms that are needed (value uplift capture, mandatory contributions on all residential

development) in the Strategy. Marrickville Council requests that affordable housing targets be included, in addition to general housing and employment targets.

Council is privy to two corridor strategies – Sydenham to Bankstown and Parramatta Road Transformation. Neither has given any detailed consideration to affordable housing. This is an oversight and Council requests that affordable housing be funded in part by land value capture created by the Strategy rather than the value being directed to a few fortunate landowners.

Council requests that the Department of Planning & Environment (DP&E) incorporates reference to housing diversity, choice and affordability in the Strategy, and reference to planning mechanisms that will achieve housing diversity in the Sydenham-Bankstown Urban Renewal Precincts.

While Council has development controls and strategies aimed at housing diversity, choice and affordability, these have little effect on housing diversity, choice or affordability because they can't address the macroeconomic/taxation factors and market factors that are the major barriers to the supply of housing diversity, choice and affordability. Without Federal and State action on this complex range of drivers of demand and supply, the planning mechanisms requested in this submission are required to ensure affordable housing supply, and enforcement status is required for development controls that require a mix of dwelling types, sizes and tenures.

7. STRATEGY IMPLEMENTATION

The Strategy states that the plan will be achieved via state environmental planning policies for priority precincts; ad-hoc planning proposals and comprehensive LEP reviews. Good planning outcomes of this scale cannot possibly be achieved if development is allowed to occur in an ad-hoc manner, without binding obligations for delivery against certain agreed liability targets and precise built outcomes, determined through precinct wide master planning. This would need to occur before LEP amendments could be commenced.

A staged implementation may also be appropriate with highest priority areas away from the single detached housing streets which are most sensitive to the changes.

These issues need to be resolved as a matter of urgency as Council is aware of developers already approaching land owners about possible property sales based on the redevelopment potential identified in the draft Strategy. Council is also aware of property owners deferring building works to their properties due to the draft Strategy.

8. PRECINCT REVIEWS

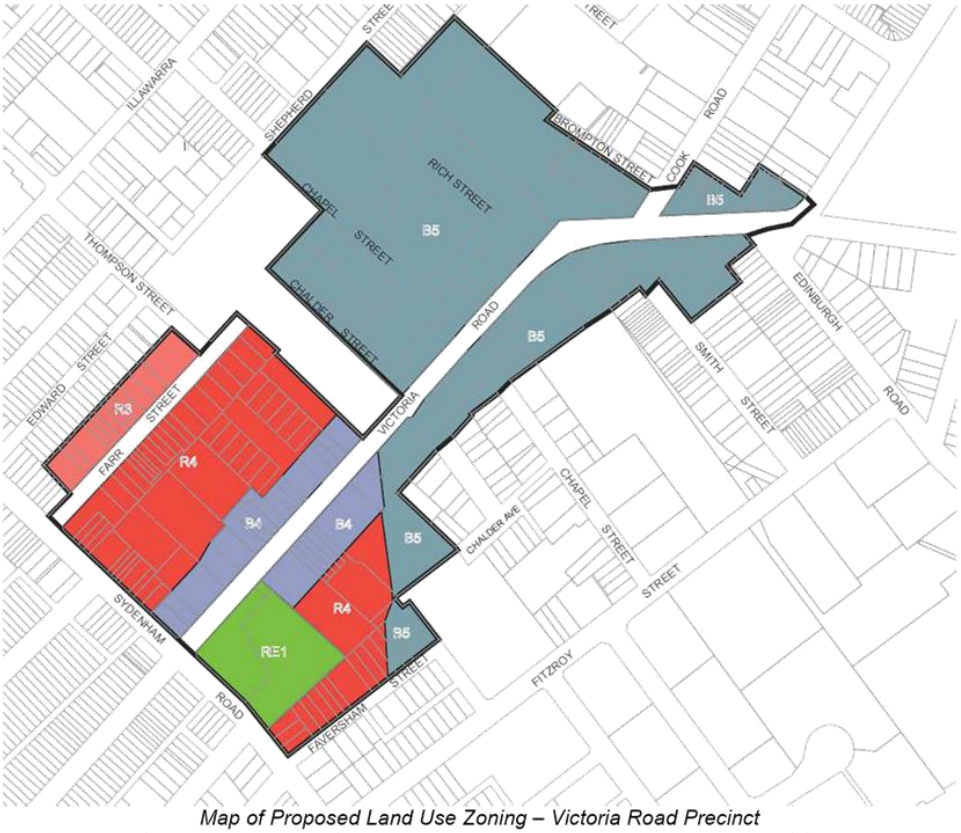
8.1 SYDENHAM PRECINCT

General Comments:

Sydenham has been identified as having the potential to *"diversify into an intensive employment area with a mix of new business activities, such as creative industries."* (Sydenham Precinct – Land Use and Infrastructure Analysis p. 9). The Strategy aims to intensify the existing business precinct and provide opportunity for improved pedestrian and cycling amenity as well as identifying housing opportunities.

It should be noted that at its meeting on the 3rd of November 2015, Council resolved to submit a planning proposal affecting parts of the Sydenham Precinct in the Enterprise Area (block on the corner of Victoria and Sydenham Roads and incorporating Wicks Park) for Gateway Assessment.

The planning proposal seeks to adopt new land uses to encourage a mix of new business activities in the Victoria Road Precinct and medium to high density residential zonings around Wicks Park in the small northwest corner of the precinct. It has the support of Council and is in the area less affected by aircraft noise and less likely to impact on existing residential areas within the 800m zone. This newly identified residential component should be included in the homes targets to reduce the intensity around Marrickville Station.



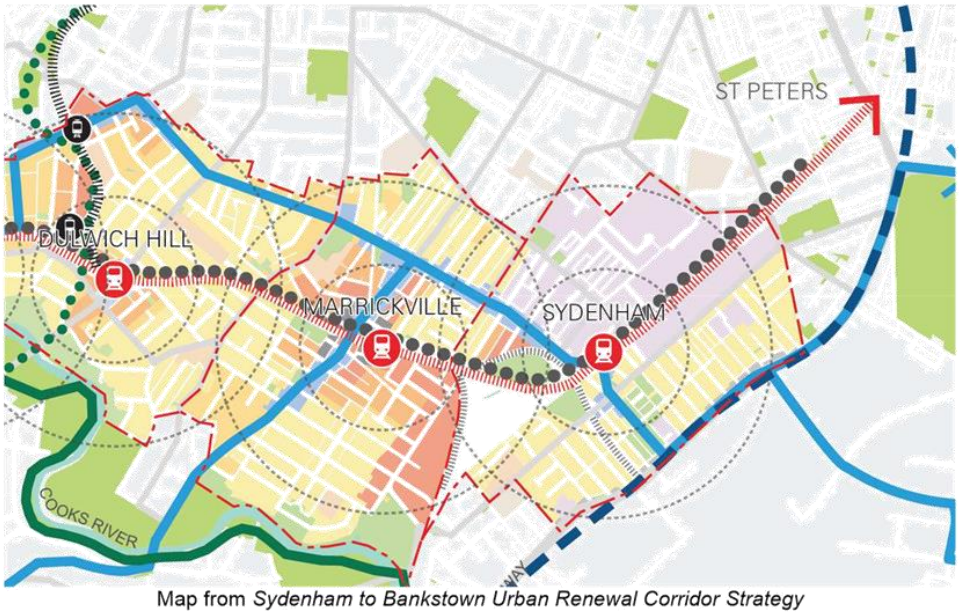
Map of Proposed Land Use Zoning – Victoria Road Precinct
Source: Planning Proposal for the Victoria Road precinct – JBA Planning Report Appendix B: Proposed LEP Maps

Points of Agreement:

- The Strategy's proposal for residential development and increased density in the Meeks Road/Gerald Street area is generally supported where it is outside of the most severely affected aircraft noise areas and where it can act as a buffer to the industrial areas as well as compliment recent rezonings for live/work accommodation. The DP&E should give consideration to the recently completed *Marrickville Employment Lands Study*

review however to ensure that this land is surplus to future industrial needs given potential rezonings of other industrial land (see note below) in this area. Although this area may be affected by flooding and freight rail noise, the southern part of Gerald Street could include low to medium rise elements. This would be appropriate given its isolated location and its outlook over Frazer Park and railway lands, which could be improved to be part of the open space network. Taller buildings in the location would not significantly affect low density residential areas.

- The suggested east-west regional cycle link along the rail corridor from Sydenham to Bankstown appears to have merit however the success depends on detail of how it would integrate with local streets. It appears to end in the St Peters area and there is opportunity to continue the proposed cycleway to Sydney Park and to link to other established and planned cycle infrastructure in the City of Sydney and the cycle ways planned as part of WestConnex. There is also opportunity for this section to form part of a *greater* east-west link across Sydney.



Map from *Sydenham to Bankstown Urban Renewal Corridor Strategy*

- As is also discussed in the Strategy, a bridge link could be provided across the railway from Meeks Road to Carrington Road, allowing access to the isolated Fraser Park and the unutilised railway lands (see map below).

Location map showing Frazer Park and surrounding railway lines

- There is an opportunity for an additional bridge link at the eastern edge of the railway land space to Tillman Park would further improve connectivity and access to open space.

- Further investigation of the largely unused railway land in the Sydenham and Frazer park precinct generally may present opportunities for active and passive open space and bush regeneration to increase biodiversity. There may even be development opportunities on some of this land if access issues are solvable.

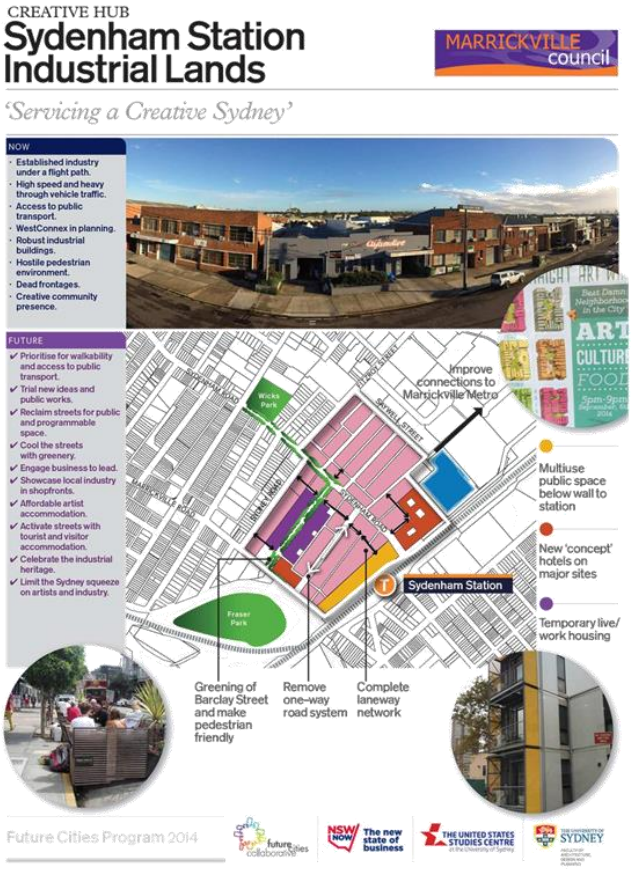
Points of Disagreement and Further Investigation:

- The Strategy highlights opportunity for improved urban amenity in the Sydenham precinct and Council requests that there be more specific mention of what could be achieved such as:
  - Improvements to the Shirlow Street to Sydney Steele Road walk/cycle corridor;
  - Removal of the one way couplet which operates on Buckley Street, Sydenham Rd, Marrickville Rd and Railway Parade;
  - Improvement to the pedestrian priority with a slowing of though vehicle movements, additional and enhanced crossing points of main roads; and
  - Street tree planting.

  A commitment to the above would be consistent with Council's adopted vision for this area and an overdue shift towards recognising these streets for the important role they have for pedestrians and cyclists trying to access Sydenham Station, as a priority above vehicles. A better balance could be achieved with minimal expenditure and would be consistent with the government's other objectives of relieving surface road with the construction of WestConnex.

- The Strategy's proposed Sydenham Enterprise Area be amended to mirror Council's proposed Sydenham Station Creative Hub (map attached). This will ensure consistency between Council's local planning policies and the DP&E's Sydenham Precinct Strategy. The Council's proposed Hub has its northern boundary at Sydney Road and Fitzroy Street and its eastern boundary at Saywell Street and has been identified as more suitable for enterprise and creative uses.

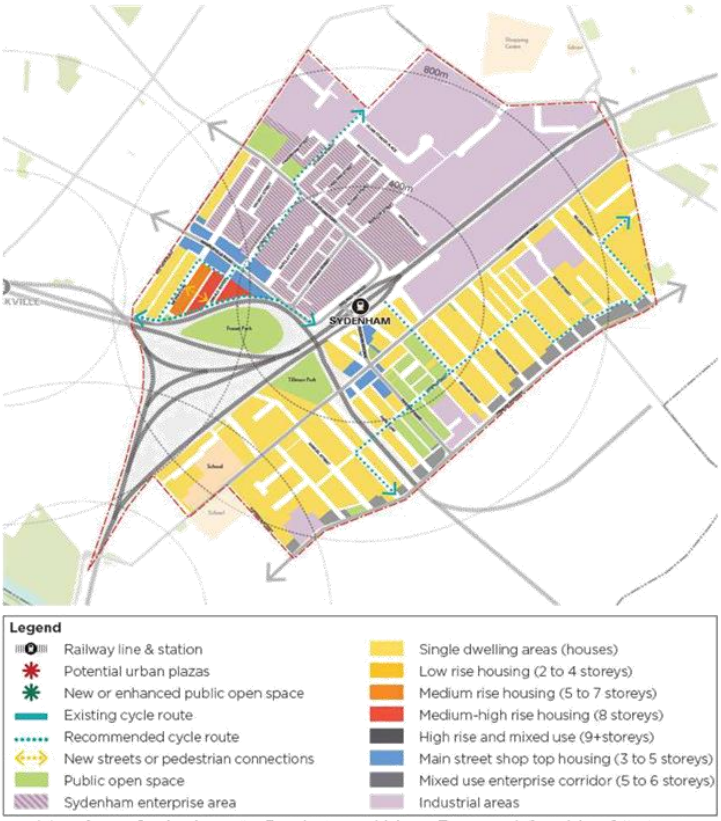
Item 2



Tactical interventions and land use changes from Future Cities Program 2014, as reported to Council December 2014.

- Investigate a possible location for commuter parking.

Attachment 1



Map from *Sydenham to Bankstown Urban Renewal Corridor Strategy*

8.2 MARRICKVILLE PRECINCT

General Comments:

Currently, MLEP 2011 and MDCP 2011 define the Marrickville centre as a 'town centre', where shoptop housing around 5-6 storeys is permitted in the main streets and some adjacent residentially-zoned areas. On some key sites, development is permitted up to 8 or 9 storeys. The Marrickville centre is surrounded by single storey dwellings and residential flat buildings of 1 to 3 storeys with a mix of housing types and quality. Although the latter represents a relatively lower density of development, it exists within a compact and fine-grained subdivision of allotments with narrow street blocks that makes the area permeable and walkable.

The building stock includes quality period housing and attractive streetscapes, which the community values. The Carrington Road industrial land is identified as a site for housing and the landholder is progressing a planning proposal for this land.

The renewal of the Old Hospital site although just outside the 800m zone, contains a considerable amount of housing which should be included in the homes targets to reduce the impact on the residential areas surrounding Marrickville Station.

Points of Agreement:

- The Strategy's proposal that there be no change to the north-eastern parts of the precinct (i.e. that they remain as predominantly detached houses) is appropriate given the smaller lot sizes and to ensure city views from properties to the south are not blocked. Care is needed with the relationship between main street development and medium-high rise behind, as has been raised above in general comments about density and height.

- There is logic to extending redevelopment areas south-east from Marrickville Station along the southern side of the railway line, as these areas have good access to the station and include larger regularly-shaped blocks. There is also merit in identifying Schwebel Street for redevelopment between existing apartment buildings.

- Higher scale development (i.e. medium rise and mixed use) has been considered close to the rail corridor, which is generally accepted.

- There is merit in providing medium rise housing around McNeilly Park with good aspect and outlook.

Points of Disagreement and Suggested Amendments:

- Excluding Carrington Road, areas to the south of the rail line should generally only be considered for low and medium rise housing in the context of building heights in the centre. Wherever there are quality streetscapes and/or period buildings, single dwelling housing should be the default provision.

- The blanket high rise housing on the western side of Carrington Road may create difficult interface issues with existing housing in Premier, Cary, Renwick Streets and Warren Road and will not sit well at this low point in the topography.

- Many of the areas identified for 5+ storey development contribute to the village character of the Marrickville town centre. The narrow streets in this precinct will not readily accommodate the street wall heights proposed. If these densities are to be pursued in the final Strategy then the suggested further precinct wider master planning work should test and justify this. A plan which works as a further layer upon the existing urban fabric (rather than wholesale redevelopment) will be more successful.

- Prominent areas such as High Street and surrounds (at the top of the ridge) should be excluded from higher density development with single dwelling housing the preferred outcome.

- The heights proposed in Grove, Ivanhoe and High Streets will result in visual and shadowing impacts to properties to the south. If any change is proposed, low rise housing should be considered as the maximum to enable new infill development of a reasonable scale to co-exist with retained buildings. There are potential opportunities to offset this with higher densities to Schwebel Street to take advantage of the outlook to the City.

- Greenbank and Church Street are intact attractive streetscapes. It is recommended that increased zoning density be restricted north of Greenbank Street, allowing development to address the park. South of Greenbank Street and north and south of Church Street

should remain single dwelling housing. The areas immediately surrounding McNeilly Park should ensure a uniform street wall and overall height.

- The 9+ heights proposed for Arthur and Ann Street would result in a high walling effect. Much of the Arthur Street land is already subject to proposals or approvals for lower heights and the Strategy should revise this for consistency with the MLEP.

- The balance of redevelopment areas in the north-western part may have merit however the extent to which they extend north and west and the overall heights need to be considered closely. With a number of churches, schools and other civic buildings there are townscape qualities in this area that will be affected by this level of transformation. A new walk/cycle link should be provided to join Fletcher Street to Francis Street.

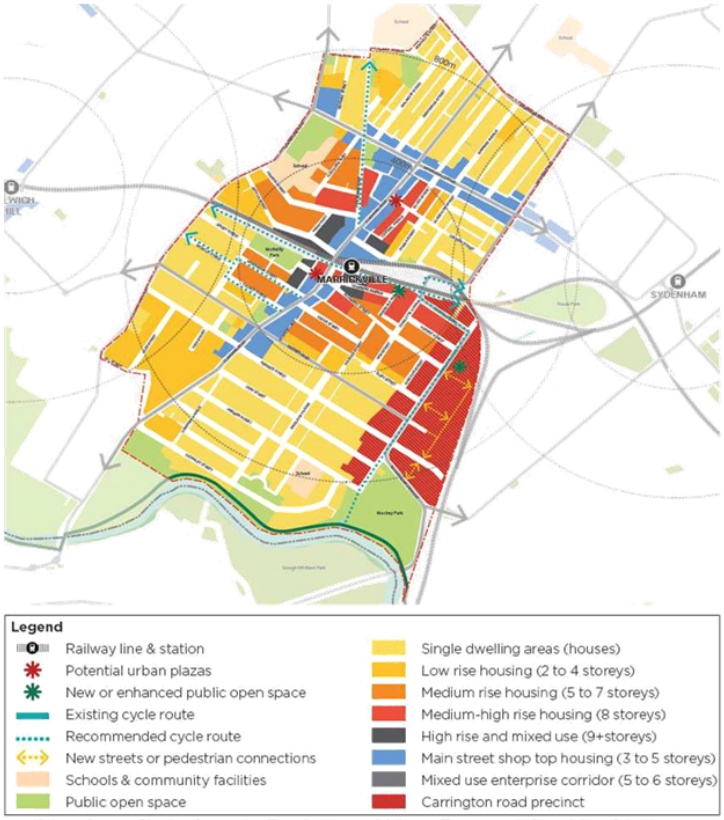
- Given the narrow property depth, rapid transition in scale and topography the eastern side of Central Avenue should be reduced to 'medium rise' height. A new lane should be shown from O'Brien Lane to Illawarra Lane and from Tuohy Lane to Albion Street. While not part of the redevelopment area, it would be desirable to create a link at the end of Queen Street to Cavey Street, possibly as open space linking to an expanded O'Hara Street playground.

- The new street and pedestrian bridge connection on Myrtle Street may be better located on the alignment of Carrington Road to provide pedestrian access over the railway land to Meeks Road and possible access to the large area of adjacent railway land. This could be delivered as part of the redevelopment of the Carrington Road industrial area (eastern side).

- A new pedestrian link should be identified from Esk Lane to Schwebel Street, aligned to create a back-street pedestrian link from Marrickville Station to the Cooks River.

- A potential location for a commuter car and bike park for Marrickville Station is recommended. A site has been identified in the *Marrickville Town Centre Parking Strategy*. The area is between the railway tracks near the Victoria Road rail underpass. This 3,000sqm area could house a multi-level commuter car and bike park with up to 100 car spaces per level.

Item 2



Map from *Sydenham to Bankstown Urban Renewal Corridor Strategy*

8.3 DULWICH HILL PRECINCT

General Comments:

Currently MLEP 2011 and MDCP 2011 classify the Dulwich Hill centre as a 'local centre', where shoptop housing of up to 5-6 storeys is permitted. It is logical that new residential development outside the centre should therefore be more in the range of 3-6 storeys. The 'Future Precinct Character' for Dulwich Hill however indicates medium rise housing, which ranges from 5 to 7 storeys, and medium high rise, which is 8 storeys (only one storey greater).

The Dulwich Hill precinct should be extended to include the entire Dulwich Hill centre (i.e. business-zoned land), to include the northern part on New Canterbury Road and Seaview Street, as it would allow the Strategy to examine the whole of the Dulwich Hill commercial centre and consider the MLEP 2011 and MDCP 2011 controls relating to this area.

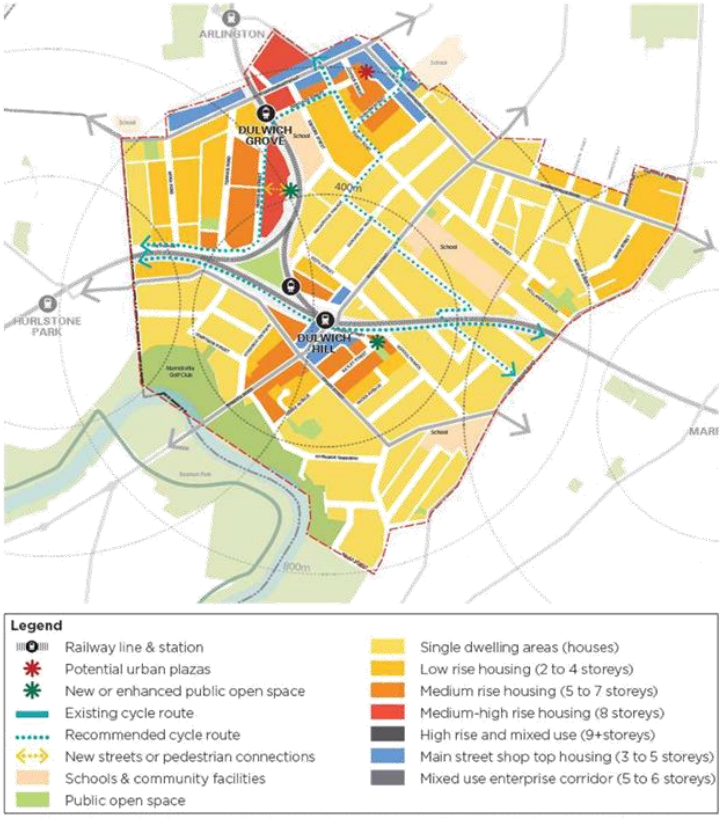
The Strategy identifies redevelopment of the Council-owned Loftus Street public car park for provision of an urban plaza. There is another Council-owned car park on Seaview Street. Council has previously investigated both these car parks for new development and public open space. From this assessment, the Seaview Street car park was considered the most suitable for redevelopment, including an urban plaza. This area has B2 Zoning, a higher

Attachment 1

FSR, HOB and a master plan within MDCP 2011. The urban plaza will also be incorporated in a *Dulwich Hill Public Domain Master Plan* now being finalised. The Loftus Street car park may also have potential to be redeveloped, but current controls only allow limited density, and there is no master plan. Any future master plan should retain provision for commuter car and bike parking retention on the site.

Points of Agreement

- In the area around Dulwich Grove light rail stop, a maximum height of 5-6 storeys has a contextual logic.
- There is merit in identifying areas for redevelopment around Dulwich Hill Station and around the Loftus Street car park, with their proximity, accessibility and established apartment context.



Map from *Sydenham to Bankstown Urban Renewal Corridor Strategy*

Points of Disagreement and Suggested Amendments:

- The block bounded by Hercules Street, Beach Road, Macarthur Parade and Kintore Street is not supported for renewal due the high quality streetscapes. Similarly

significant concerns are raised for the loss of streetscape on the northern side of Macarthur Parade between Beach Rd and Marrickville Rd.

- The block bounded by Hercules Street, Consett St and Terrace Rd should remain with largely intact detached housing with higher scale development to occur further to the west where there are developable parcels on and among the 3 and 4 storey walk-ups.

- The proposed 2-4 story apartments on land between Ewart St and the railway line, west of Ness Avenue is questioned as it is currently a high quality streetscape, is isolated from existing apartments and removed from the centres and station. Similarly, significant concerns are raised for the loss of streetscape on Wardell Road between Ewart Street and the Cooks River, as it displays a high quality streetscape with Victorian and Federation houses.

- The Strategy identifies low rise (i.e. 2-4 storeys apartments) on Livingstone Road, David Street, Marrickville Road and Hastings Street, Marrickville. The corners of Marrickville Road and Livingstone Road contain heritage items and David Street is a Heritage Conservation Area. It is assumed that this classification is an error, with the applicable heritage conservation area classification and the highly valued streetscapes. If it is not an error, it is strongly opposed.

NB: Apart from the streets and areas mentioned in the specific points of agreement and disagreement above and as mentioned in the summary section at the start of this submission, there are general concerns with the loss of too much of the character and fabric in many streets across the broader Dulwich Hill precinct. The DP&E is strongly urged to examine measures to reduce these impacts. The fact that Council has not mentioned disagreement with development in some streets does not mean that it supports development in those streets.

MARRICKVILLE council

Notes from public meeting re Sydenham-Bankstown Strategy

Held at 6:30-8:00pm on Wednesday 25 November 2015
at Marrickville Town Hall

Approx. 400 people in attendance

Summary Notes

Speakers (in order of appearance)

Brian Barrett	General Manager, Marrickville Council (meeting MC)
Tim Moore	Director Planning & Environmental Services, Marrickville Council
Clr Jo Haylen	Marrickville Councillor and State Member for Summer Hill
Clr Melissa Brooks	Marrickville Councillor
Jessica D'Arienzo	Save Dully Action Group
Sam Iskandar	Mayor of Marrickville

Brian Barrett

- Meeting opened at 6:30pm; welcomed attendees and acknowledgment of the traditional owners
- The Mayor sends an apology for not being able to open the meeting due to an alternative engagement
- The Secretary or nominee from the Department of Planning & Environment (DP&E) had been invited to speak at the meeting; the invitation had been declined
- Council has asked the DP&E to extend the exhibition period, and this has now happened – the close date for submissions has been moved from 6 December 2015 to 31 January 2016
- The issues raised at this meeting will be attached to Council's final submission when lodged with the DP&E
- Council staff are available with maps to answer queries after the meeting

Tim Moore

- Gave a PowerPoint presentation to explain what was proposed in the draft Strategy and outlined the main issues raised in Council's submission to the Department of Planning and Environment
- The presentation included images taken from the DP&E's strategy documents, supplemented by photographs to illustrate issues that may arise from new development, e.g. interfaces between new apartments and dwelling houses

Jo Haylen

- Development proposed in the strategy extends too far from the stations and is too high
- Concerned that many apartments will be constructed well ahead of when the Metro rail is implemented

- There will also be a period when the rail line will need to be closed altogether to implement the Metro
- The strategy has no detail and no mechanism for funding necessary infrastructure
- The strategy will bring many extra people, but not many extra jobs
- The biggest omission is affordable housing – development from the strategy should fund affordable housing
- It is a poorly thought-through plan which will have serious impacts on affected communities
- The strategy is 'developer driven' rather than 'community driven'
- Density is not bad in itself, but must be done well and be driven by the community, not developers

Melissa Brooks

- Thanked staff for drafting Council's submission and organising this meeting at short notice
- No affordable housing targets or requirements contemplated in the strategy - any uplift as substantial as what is proposed should be accompanied with a regime of value capture and or / inclusionary zoning. This needs to be done upfront and can't be an afterthought.
- Land is needed for more than just housing – it is also needed for community infrastructure such as new schools.
- The strategy envisions uplift primarily happening through private acquisition and likely consolidation of lots - local and state authorities will struggle to acquire appropriate sites for future community needs, especially schools, childcare, health infrastructure and open space. The strategy includes new or improved open space - those 'improvements' may not necessarily deliver the required open space particularly given the existing open space deficit in Marrickville.
- The strategy makes little mention of the protection of biodiversity and the natural environment

Jessica D'Arienzo

- Owns a strata-titled unit and is also concerned about the recent change in rules whereby a unit block can be sold with a 75% owners' vote
- There is confusion in the community about the difference between the 'single dwelling' and 'low rise' development categories, especially as the colours for these two areas are very similar
- The Save Dully action group includes an architect, who has examined the impact of the built form proposed by the strategy and has produced block diagrams and photomontages showing how development proposed by the strategy would appear (these were shown at the meeting)
- Some of the interfaces between apartment areas and single dwelling areas would be "brutal", and the general built form would be "horrifying"
- In some instances, tall apartment buildings are proposed on both sides of a street, which will create a canyon effect
- The strategy will have a major impact on heritage and streetscape, particularly in Dulwich Hill where many original subdivisions and houses remain intact
- The strategy has not identified the bandicoot/biodiversity zone as a constraint to development

- Dulwich Hill currently has a lack of open space, and the strategy does not propose any significant extra areas of open space – this is exacerbated by the fact that the community has been "locked out" of school grounds
- The strategy should fund the implementation of the GreenWay, but it barely mentions the GreenWay
- The strategy seems to be all about housing – few additional jobs are proposed
- Schools and childcare centres in the area are already over-subscribed – the increased population will worsen this situation
- The community is encouraged to visit savedully.com and register on the mailing list
- Save Dully members will be handing out flyers at the corner of Marrickville Road and Seaview Street Dulwich Hill from 8am to 3pm on Saturday 28 November 2015

Comments from the audience

- Concerned about excessive densities which are not compatible with the desired future character of the area
- We are losing our history, as heritage houses will be demolished
- The strategy is not creating new jobs - where are the guarantees for jobs? Plans for long-term future employment are not clear in the strategy
- Although residents are not obliged to sell, those who choose not to sell will be overshadowed by new buildings and forced out
- It will be particularly difficult for elderly residents if they feel compelled to sell and move
- Most new apartments will be 1-2 bedrooms – where are 4+ person families supposed to live?
- People, especially families, shouldn't be forced to live in an apartment
- Interested to know the extent of development already allowed verses what development is allowed by this strategy – this would help us understand this strategy
- New development will mean sense of community will disappear
- Good quality houses in Central Avenue and Silver Street should be saved from development - in Silver Street this includes terrace houses
- Concerned about the 9+ storeys development category – this could include very tall buildings, such as the 16-storey building previously proposed for Station Street, Marrickville
- Concerned that open space is proposed on some privately-owned dwelling lots
- Concerned about the cumulative effect of development
- Lack of parking is already an issue – development will make this worse
- Some "beautiful" houses will be demolished for "ugly" apartments
- The diversity of Marrickville needs to be protected
- Pleasing to hear that heritage is being defended by the community
- Although the NSW Government states that they are providing a transport 'solution', the Metro will be using an existing rail line, and no new lines are proposed
- The Metro alone is not a sufficient 'driver' for the kinds of densities proposed
- People should look closely at the Metro proposal and other transport infrastructure proposed when making a submission on this strategy
- Concerned that the additional population will make the existing sewage overflow pollution problem worse, which will detrimentally affect the Cooks River

- New development will also increase the extent of impervious surfaces, making flooding and stormwater pollution worse
- Concerned that many people who grew up in Marrickville can't afford to live here now - would like to think that the strategy will make it possible for these people to buy a unit in Marrickville, but expects that none of the units built will be affordable
- Many of the 1970s & 1980s walk-up flats are affordable, have a good community feel and include greenspace – concerned that this won't be the case in the new apartment developments
- Concerned that the strategy does not include sustainability initiatives for the new development
- The only way to protect these areas from excessive development is to fight together and take legal action if possible
- Commends Council on the submission, but feels that Council has not argued strongly enough to protect the residents on the southern side of Marrickville Station from development
- Traffic on Schwebel Street Marrickville is "already a nightmare" and will be far worse after development occurs
- The Metro rail project is about creation of private-sector public transport, and the development proposed is about providing customers for that service
- As most people will need to stand on the Metro, it will not be good for older people
- When making a submission, people should identify all the infrastructure items they feel are inadequate
- Concerned that the strategy does not consider heritage, including HCAs and Heritage Items
- It may be a 20-year plan, but our children will live with the consequences
- Not opposed to development per se, but it needs to be done well
- Not enough consideration of where people will park their cars

Sam Iskandar (Mayor)

- Council has heard a strong message at this meeting
- Council will stand with you
- We will fight for our history and culture

The meeting concluded at 8:06pm

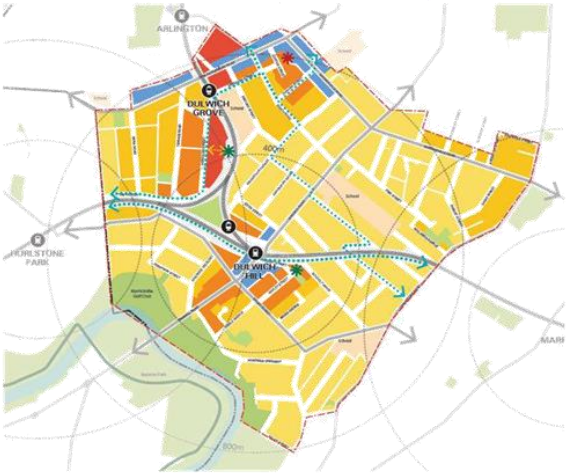
11/12/2015

Item 2

Save Dully Action Group

Jessica D'Arienzo
Spokesperson

Dulwich Hill structure plan map



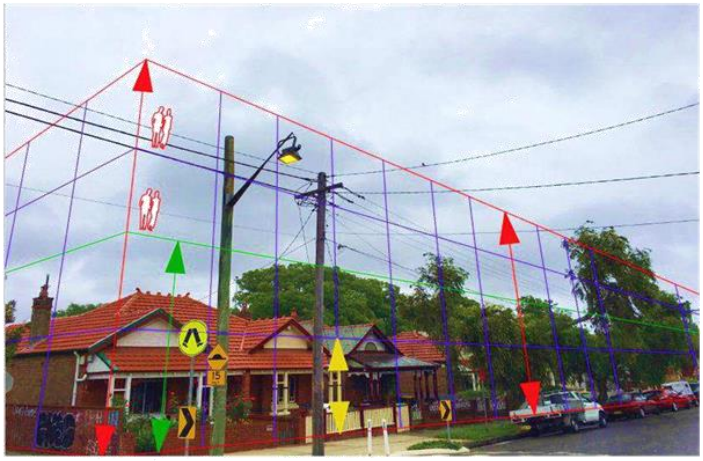
1

Attachment 1

11/12/2015

Item 2

Potential impact on **Beach Rd - 4 storeys**



Potential impact on **Constitution Rd - 8 storeys**

Attachment 1

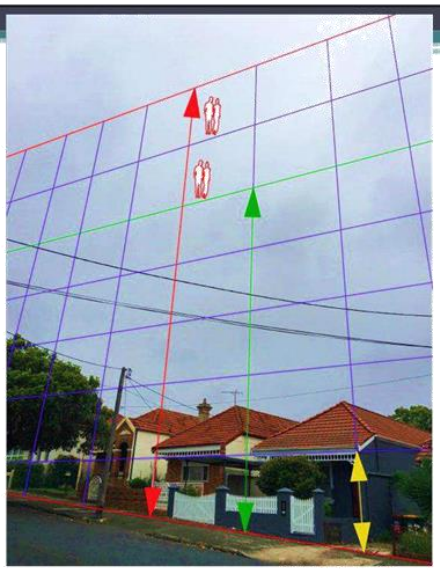
2

11/12/2015

Item 2

Potential impact on Hercules St - 8 storeys

Potential impact on Durham St - 7 storeys



3

Attachment 1

Item 2

11/12/2015

Potential impact on **Loftus St - 7 storeys**

Potential impact on **Wardell Rd - 7 storeys**

Attachment 1

4

11/12/2015

Original homes and subdivision plans from Macarthur Estate, 1901

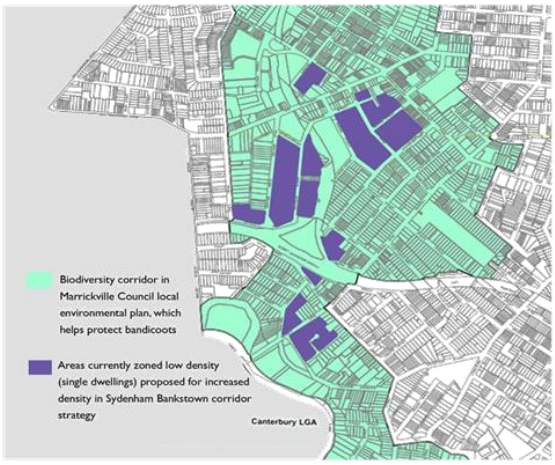
5

11/12/2015

Item 2

Likely impact on **bandicoot** population

Impact on mapped bandicoot habitat



Attachment 1

6

11/12/2015

Item 2

Open space impacts

- Marrickville Council says Dulwich Hill has **insufficient open space** for the current population
- Despite this, only a **small increase** in parkland next to Jack Shanahan Reserve proposed – insufficient for 2,000 new homes
- Community has been **locked out** of using Dulwich Hill public school grounds
- Proposed funding for 'GreenWay' cycling route is stated but this is not shown on the precinct map so details are sketchy

Infrastructure and other issues

1. No guaranteed additional school, child-care or health infrastructure
2. Only 284 new jobs proposed
3. No affordable housing targets
4. Lack of public participation and community consultation

Attachment 1

7

11/12/2015

Item 2

Conclusion

Plans are:

Grossly excessive
Misleading
Poorly communicated

Find out more

www.savedully.com

Join our mailing list
savedully@hotmail.com

DULWICH HILL
Save Dully
ACTION GROUP

Attachment 1

8

INNER WEST COUNCIL

OUR REF: 15/5639

6th September 2017

Mr Brendan Nelson
Deputy Secretary
Growth, Design and Programs
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Nelson

INITIAL SUBMISSION ON THE REVISED DRAFT SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY

I refer to your letter dated 15 August 2017 providing Inner West Council additional time to provide its detailed submission on the revised draft Strategy. A draft detailed submission will be reported to the incoming elected Council at the first available meeting for its consideration, which is anticipated to be in October 2017. Following which, Council will forward its formal position on the revised draft strategy to the Department.

In the interim, this letter outlines Council's concerns identified to date. A summary of matters raised by the community at the Public Meeting held on 10 August 2017 has also been attached for information.

Council acknowledges the challenge of providing the required housing and jobs to meet Sydney's forecast growth and the strategic merit in focusing renewal around transport infrastructure and within urban centres. It is also noted that a number of amendments have been made from the initial draft Strategy which will have a positive local impact including the retention of high quality character areas.

Notwithstanding, Council continues to have concerns with the revised draft Strategy. In this regard, Council's initial key concerns with the Strategy are:

- Lack of transparency about the forecast dwelling and employment numbers in the revised draft Strategy. Given the removal of areas and reduced heights from the draft Strategy, it is difficult to understand how a similar or significantly greater number of dwellings are now forecast, especially in the Marrickville Precinct, which has 2,000 additional dwellings.
- Some areas being included for zoning uplift, especially in the Marrickville Precinct, resulting in the loss of character and fabric. Some of the areas requested to be removed by Council have instead been reduced to low rise housing. Our detailed submission will identify areas where height continues to be a concern and areas recommended to be removed for zoning uplift.
- The removal or impact on key Marrickville employment and businesses lands which have been identified to be in high demand through independent analyses. This is of particular relevance within the Sydenham Precinct.
- Not providing a comprehensive whole-of-government plan for the required additional infrastructure and services. The anticipated increase in population will undoubtedly result in increased need for affordable housing, child care, schools, health care facilities, open

Customer Service Centres
Ashfield | P (02) 9716 1800 | E info@ashfield.nsw.gov.au | 260 Liverpool Road Ashfield NSW 2131
Leichhardt | P (02) 9367 9222 | E leichhardt@lmc.nsw.gov.au | 7-15 Wetherill Street Leichhardt NSW 2040
Petersham | P (02) 9335 2222 | E council@marrickville.nsw.gov.au | 2-14 Fisher Street Petersham NSW 2049

space, recreation facilities, road upgrades, new or improved pedestrian and cycling connections and community facilities. No mechanism has been devised that will efficiently and transparently fund the delivery and/or upgrade of local or regional level infrastructure items. This is a significant shortfall of the revised strategy and must be addressed prior to the final strategy being released. Failing to address this issue will delay the delivery of housing and jobs across the Corridor.

- The proposed Greenway South West is strongly supported. However, the draft Strategy has, not adequately addressed the provision of local open space, only specifying that new parks would be left to Council to provide and that there is the potential for part of the Marrickville Golf Course to be repurposed for open space. Land for open space should be identified upfront and funding mechanisms identified. Section 94 will not be sufficient to provide the new open space areas required for the incoming community identified in the Strategy.
- Despite Council's previous request for affordable housing targets or provision of an inclusionary mechanism, the revised draft Strategy still has not provided any policy or regulatory options to address the issue of affordable housing. This critical issue must be addressed by the final strategy.
- Implementing the Strategy will require funding to be made available from the State. Prior to any planning proposals being supported by Council detailed studies such as traffic, urban design and infrastructure planning must be prepared and finalised to ensure incoming growth and associated cumulative impacts can be appropriately managed by Council Commitment to such funding has yet to be made by the State.
- The revised draft Strategy has not adequately considered urban design criteria such as orientation, topography, lot depths and configuration, width of streets, views, relationships with open space and development parcels. Council's previous submission considered that detailed precinct wide master planning was integral to progress the Strategy, ensuring optimal planning outcomes, however this has not been undertaken. Council is concerned that some blocks and groups of blocks designated for medium-high and high rise housing will cause significant overshadowing, visual bulk, streetscape and view impacts on existing residences.

As indicated above, Council will lodge a detailed submission following the formal consideration of a report by the newly elected Inner West Council.

Should you have any queries about this initial submission, please direct these to Gill Dawson, Manager Strategy and Policy on 9367 9044.

Yours sincerely

Rik Hart
Interim General Manager

Sydenham to Bankstown Revised Draft Urban Renewal Corridor Strategy

Summary of matters raised by the community at the Marrickville Town Hall Public Meeting, held on 10 August 2017

- Plan the infrastructure before deciding the height of buildings. The only public school in Marrickville is already at full capacity.
- We have a deficit of open space, they are already at full capacity. The height of the proposed buildings will overshadow these open space areas.
- Linear and pocket parks are not family friendly. We need parks where children can play.
- The LGA is rich in heritage, industrial and creative precincts, streetscapes and has a rich Aboriginal History. We need to keep Marrickville's heritage and streetscapes. It is good that the strategy protects heritage items, but there is nothing about the protection of streetscapes. The plans disregard the quality of these historic streets and the character of the area will change because of this development. The character is what makes our suburbs significant.
- Our history, amenity, sustainability are undermined by these plans.
- There is overdevelopment proposed in the strategy. These plans have not been written for us, they have been written for developers.
- Marrickville and Dulwich Hill have been asked to take too much density.
- The proposed 8 storeys on the western side of Carrington Road does not transition adequately with the adjoining single storey dwellings.
- There are no targets, no inclusionary zoning and no regard for low cost housing.
- The Strategy endorses shop top housing, however this does not work. There are many examples of vacant shop top housing in the area.
- Where are the transition points?
- Rather than fixing an existing rail line, we should be prioritising parts of Sydney that do not have these services. There are also concerns regarding the privatisation of the train line. Why are we ripping up and replacing an existing and good service?

NSW GOVERNMENT Planning & Environment

Sydenham to Bankstown

Sydenham to Bankstown Urban Renewal Corridor Strategy

CHAPTER 1

3.2 Forecast housing growth

Dwelling growth forecasts are shown in the maps and graph across the page. Bankstown, Campsie and Marrickville Station Precincts are forecast for the largest growth over the life of the Strategy with approximately 6000 additional dwellings forecast for these Station Precincts by the year 2036. By contrast Hurlstone Park and Sydenham Station Precincts are forecast for just 100 and 500 additional dwellings respectively. These dwelling growth forecasts are based on a combination of land use designation and market factors affecting take-up. The total number of dwellings forecast for the entire Corridor as a result of the changes proposed in the Strategy is 35,400.

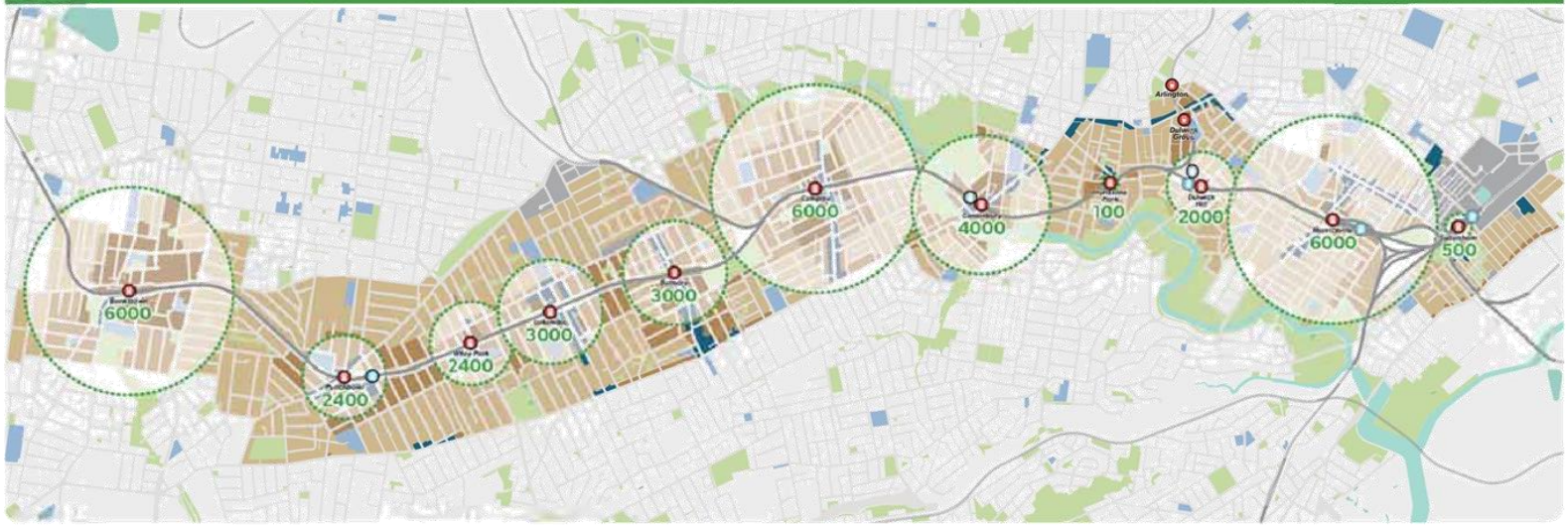
It is important to note that market indicators suggest that demand for growth across the Corridor is quite varied. Some Station Precincts have high demand for additional housing now, particularly Marrickville, Canterbury and Campsie. Whereas Lakemba and Wiley Park Station Precincts are likely to develop a stronger market for new housing in the medium to long term. The Department has nominated different implementation approaches with market demand in mind. Where market demand is strong there is an opportunity to leverage demand for growth to deliver access, public realm and open space improvements.

CAMPSIE

Source: Sydenham to Bankstown Corridor Dwelling Forecasts, AEC, October 2016

SECTION 3: THE REVISED STRATEGY

FIGURE 5: CORRIDOR HOUSING GROWTH



Source: Sydenham to Bankstown Corridor Dwelling Forecasts, AEC, October 2016

3.3 Forecasts jobs growth

The draft South District Plan gives jobs targets to 2036 for the Campsie and Bankstown Station Precincts of 7,000 to 7,500 and 17,000 to 25,000 respectively. This represents a slightly higher jobs growth for Bankstown than forecast in the AEC report prepared for the corridor which forecast approximately 12,000 jobs in Bankstown in total by 2036, but aligns with Campsie forecasts. Both Campsie and Bankstown are identified as District Centres in the plan. District Centres are expected to play a significant role in providing regional jobs growth.

The South District Plan describes the employment role of the Campsie as a civic and administrative hub. The Plan describes Bankstown having a mixture of retail, healthcare, community and civic services. The Plan notes the importance of supporting hospital and allied health services in the Precinct. It also notes opportunities to grow lifestyle and education uses.

When detailed master planning and studies for planning proposals for the Campsie and Bankstown Station Precincts are undertaken this work will provide a clearer picture of the employment floorspace opportunities in these precincts.

The AEC report also notes opportunities to increase employment densities on existing employment lands. It also notes that renewal of existing shops has the potential to attract new and exciting retail. The table opposite details job forecasts as proposed in the AEC report.

FIGURE 6: EMPLOYMENT FORECASTS

Total Employment

	2011	2016	2021	2026	2031	2036	2041
Sydenham	5,795	6,338	6,554	6,666	6,846	7,049	7,300
Marrickville	2,775	3,151	3,282	3,382	3,545	3,707	3,885
Dulwich Hill	1,119	1,288	1,350	1,396	1,482	1,563	1,649
Hurlstone Park	534	574	621	673	727	790	867
Canterbury	1,334	1,399	1,478	1,573	1,676	1,796	1,949
Campsie	4,952	5,474	5,898	6,320	6,752	7,238	7,823
Belmore	2,529	2,733	2,852	2,989	3,135	3,302	3,505
Lakemba	2,320	2,573	2,742	2,923	3,103	3,309	3,562
Wiley Park	619	687	763	851	942	1,051	1,196
Punchbowl	1,300	1,425	1,552	1,702	1,851	2,024	2,244
Bankstown	8,869	9,352	9,940	10,535	11,152	11,846	12,671
Total	32,146	34,994	37,033	39,009	41,212	43,675	46,653

Net Additional Employment

	2021	2026	2031	2036	Change 2016-2036
Sydenham	217	111	180	203	711
Marrickville	131	99	164	161	555
Dulwich Hill	62	46	86	81	275
Hurlstone Park	47	52	55	62	216
Canterbury	79	95	104	120	398
Campsie	424	423	432	486	1765
Belmore	119	137	146	167	569
Lakemba	169	180	180	206	735
Wiley Park	76	88	91	109	364
Punchbowl	127	150	149	173	599
Bankstown	588	594	618	693	2493
Total	2,039	1,976	2,203	2,462	8680

Source: Sydenham to Bankstown Corridor Dwelling Forecasts, AEC, October 2016

INNER WEST COUNCIL
Council Meeting
12 October 2017
Attachment 3
Item 2

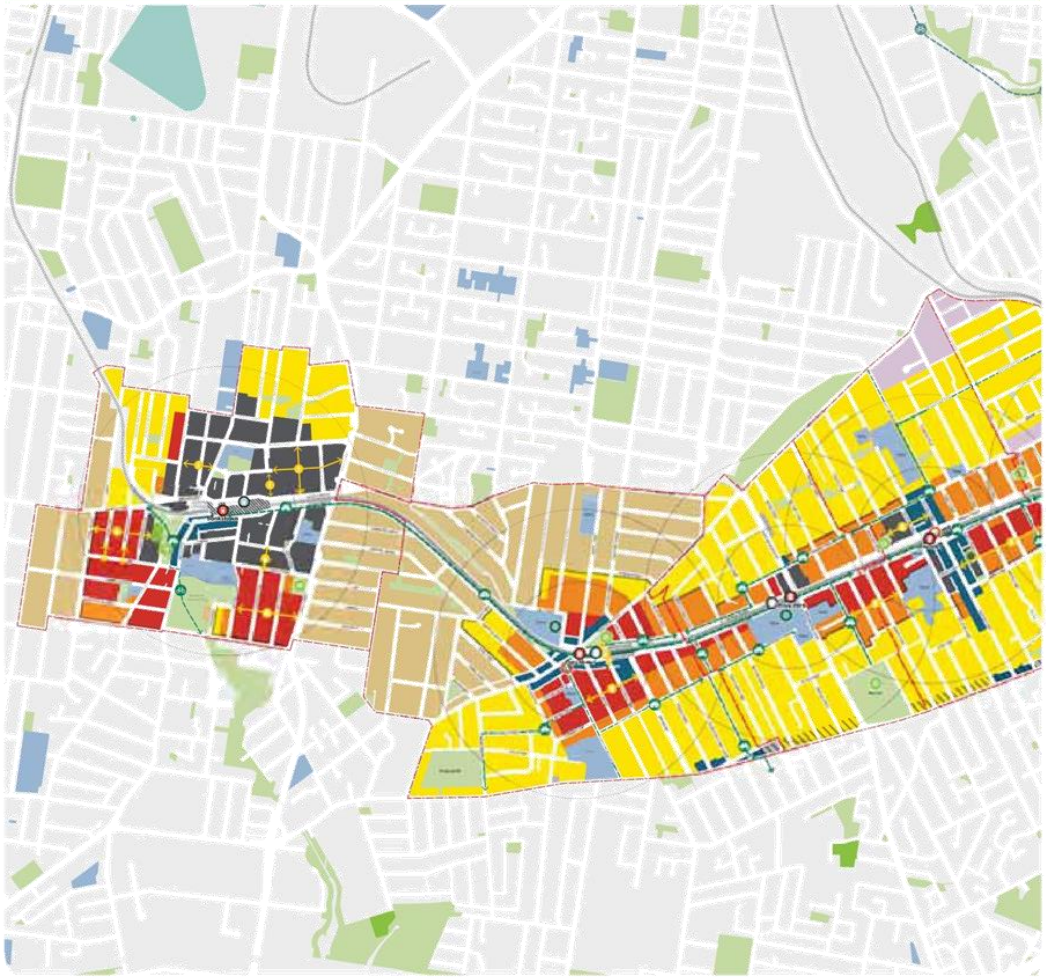
3.4 Framework for renewal

Details of proposed land uses for each of the individual Station Precincts are provided in the precinct chapters (Chapters 2-12 of this report). The map across the page shows the overall pattern and structure of proposed land use across the corridor.

Key design principles that have informed proposed land uses across the corridor are:

- Locating density close to transport and amenity;
- Ensuring positive development outcomes and appropriate transition between areas of high and low change; and
- Colocation of density with complementary infrastructure and services.

FIGURE 7: LAND USE MAP



Item 2

Attachment 3

SECTION 3: THE REVISED STRATEGY

LAND USE MAP CONTINUED

Sydenham to Bankstown Urban Renewal Corridor Strategy 23

NSW GOVERNMENT Planning & Environment

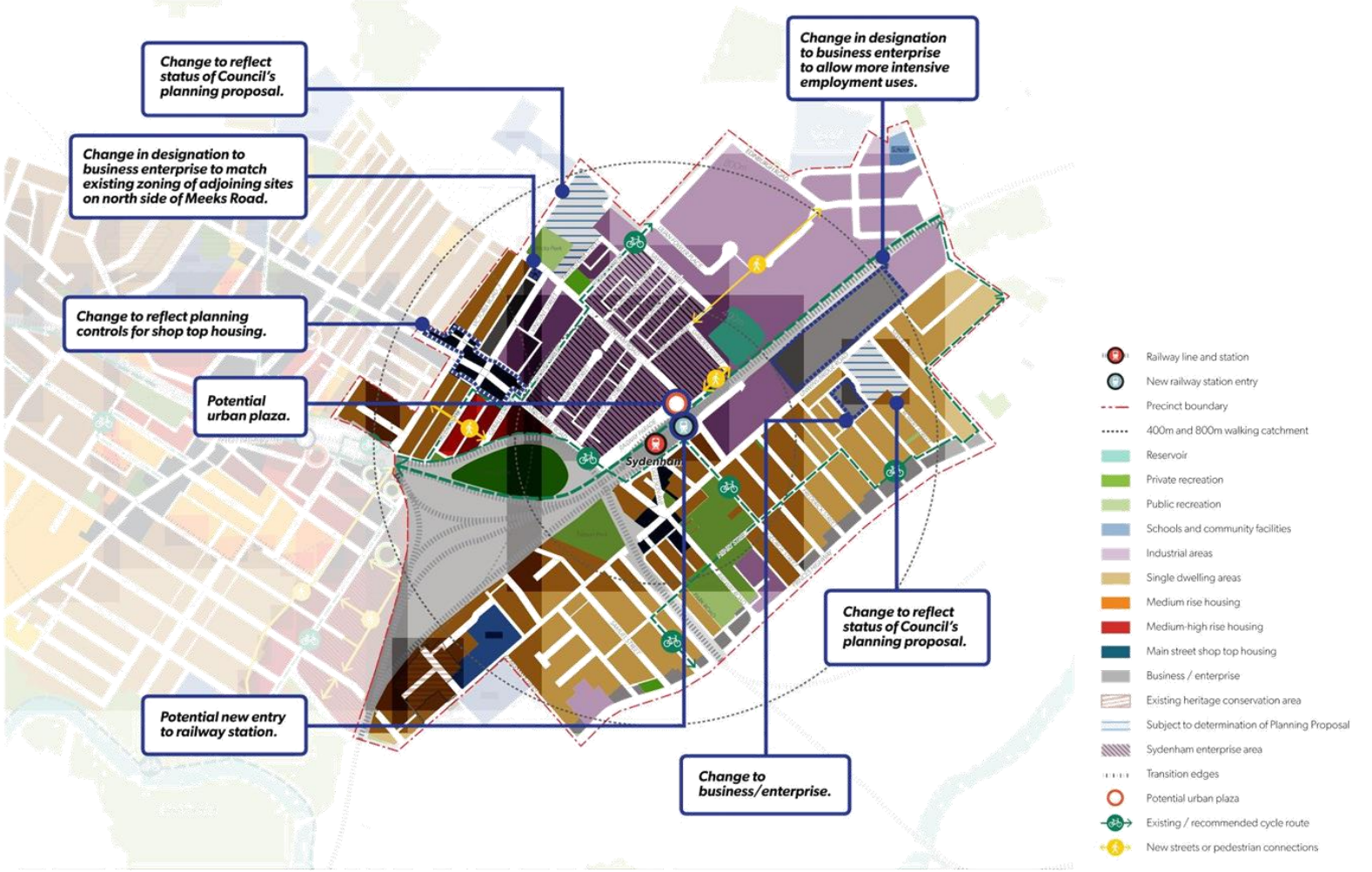
Sydenham Station Precinct

Sydenham to Bankstown Urban Renewal Corridor Strategy

CHAPTER 2

SECTION 5: KEY CONSIDERATIONS

FIGURE 21: WHAT'S CHANGED FROM THE DRAFT STRATEGY – SYDENHAM STATION PRECINCT



Sydenham 21

6

6.1 Vision

A creative and dynamic centre that increases and diversifies employment opportunities with new and exciting businesses and industries, cafes, bars, restaurants and venues for live music.

Pockets of residential development, including live/work spaces to help bring a greater range of activity to Sydenham.

Retain the industrial warehouse buildings that contribute to the character of the area and adaptively re-use them in new development.

Improve the quality of the public realm with new footpaths, street trees and street lighting to create a great place to live and work.

6.2 Strategic intent

The strategic intent of the Land Use Strategy provides the core planning principles and outcomes that should guide development in the future. The local planning direction that has been prepared in conjunction with this Strategy will include a reference to this strategic intent and any planning applications relating to the Sydenham Station Precinct will need to be generally compliant with these objectives.

The strategic intent of the Land Use Strategy is as follows:

- Allow residential development to occur within the area bounded by Marrickville Road, Meeks Road and the rail line;
- Retain land on Unwins Bridge Road and Mary Street for industrial purposes but over time permit these sites to transition to other employment and/or recreation uses with greater employment densities;
- Diversify employment activities within the Sydenham Enterprise Area by permitting business and office premises associated with creative industries, bars, cafes, restaurants and live music venues;
- Ensure that the future development of any surplus land at the Marrickville Dive Site incorporates employment generating uses (such as business, retail and/or light industry) and provides public connections and potential public access to new open space alongside the reservoir;
- Identify the land north of Edinburgh Road / Murray Street and Victoria Road, including Marrickville Metro Shopping Centre, as a future opportunity for redevelopment and renewal to be investigated by Inner West Council;
- Permit a mix of residential, employment and industrial uses in the Victoria Road and Mary Street precincts;
- Encourage the adaptive re-use of existing industrial and warehouse buildings which contribute to the character of Sydenham;
- Ensure that any residential development adjacent to the freight line is designed to mitigate against noise and vibration;
- Future development is to protect existing trees; maintain the existing urban forest and increase tree canopy cover in accordance with state and local Policies;
- Development will deliver affordable housing in accordance with state and local affordable housing policy;
- Protect the airspace and operating requirements of Sydney Airport while permitting residential development between the 25 and 30 ANEF contours provided adequate noise attenuation is provided; and
- Require satisfactory arrangements be in place for the provision of State and regional infrastructure to support development prior to construction.

Item 2

Attachment 3

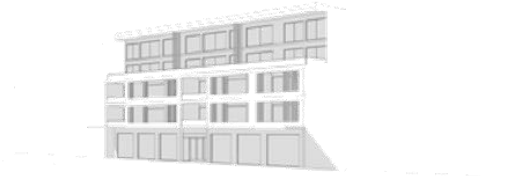
SECTION 6: THE REVISED STRATEGY

FIGURE 22: THE REVISED LAND USE PLAN – SYDENHAM STATION PRECINCT

SECTION 6: THE REVISED STRATEGY

6.3 Built form typology in the Sydenham Station Precinct

Main street shop top housing



- Main-street shop top housing is to be a maximum of six storeys;
- Four-storey street wall to align with predominant street wall along Marrickville Road built to the street alignment;
- Upper levels to be setback to minimise scale of building to the street;
- Provide active retail frontages at street level;
- Retain heritage items and incorporate into new developments; and
- Respect the rhythm and scale of building widths and parapet heights.

Medium rise housing

- Medium rise housing is to be a maximum of five storeys;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Provide a front landscape setback, typically 3-6 metres; and
- Include side and rear setbacks to retain amenity and privacy for residents of adjoining properties.

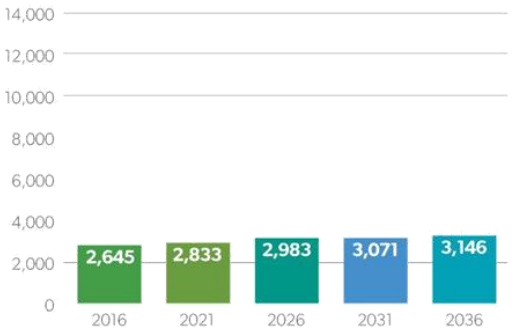
Medium high rise housing

- Medium-high rise housing is to be a maximum of eight storeys;
- Two to three storey podium should be provided along Marrickville Road frontage with upper levels setback to match scale of existing shops/terraces;
- Taller building elements (i.e. up to 12 storeys) could be considered on street corners;
- Landscape setbacks, typically 3 metres, will be required at street level;
- Ensure articulation in the facade is provided to reduce apparent scale and create interest; and
- Terrace style individual entries at ground level.

6.4 Revised forecasts

Careful analysis of market trends, development feasibility and population changes has been undertaken to establish a projection of dwelling take up in the first 20 years. The proposed changes to the land uses and built form controls in the Sydenham Station Precinct would provide 500 additional dwellings by 2036.

FIGURE 23: FORECAST DWELLINGS BY 2036



The graph above shows the forecast take-up of development and the total number of dwellings in the precinct resulting from the proposed land use changes. The take-up rate is important to identify the infrastructure needs to support growth.

The actual dwellings achieved by 2036 may differ to those forecast, as they will be dependent on several factors including economic and market conditions, social trends, technological changes, housing preferences and immigration levels. Infrastructure and services required to accommodate growth will be periodically reviewed to ensure that infrastructure is delivered in a timely and coordinated way and where possible keeps pace with growth and development over time by service providers to identify the need for additional services or works that may be required.

FIGURE 24: VIEWS OF SYDENHAM

Source: © SaltyDingo, 2016

Market demand

Development prospects are generally favourable in the inner station precincts (Sydenham, Marrickville and Dulwich Hill), with ownership fragmentation and high existing-use values the main impediments to development feasibility. Areas identified for higher density are conducive for redevelopment outcomes. In contrast, only incremental take-up of development opportunities in areas with lower densities is likely. Medium density products (townhouses, villas, duplexes) are unlikely to be delivered unless a site is vacant or can be acquired at a low cost.

While demand for new dwellings is strong consistent with inner ring suburbs across Sydney), the lack of large scale opportunities for development has hindered the supply of new housing. While some developers have been able to acquire and consolidate former industrial sites, these opportunities are few and far between and as a consequence, competition for these sites is strong.

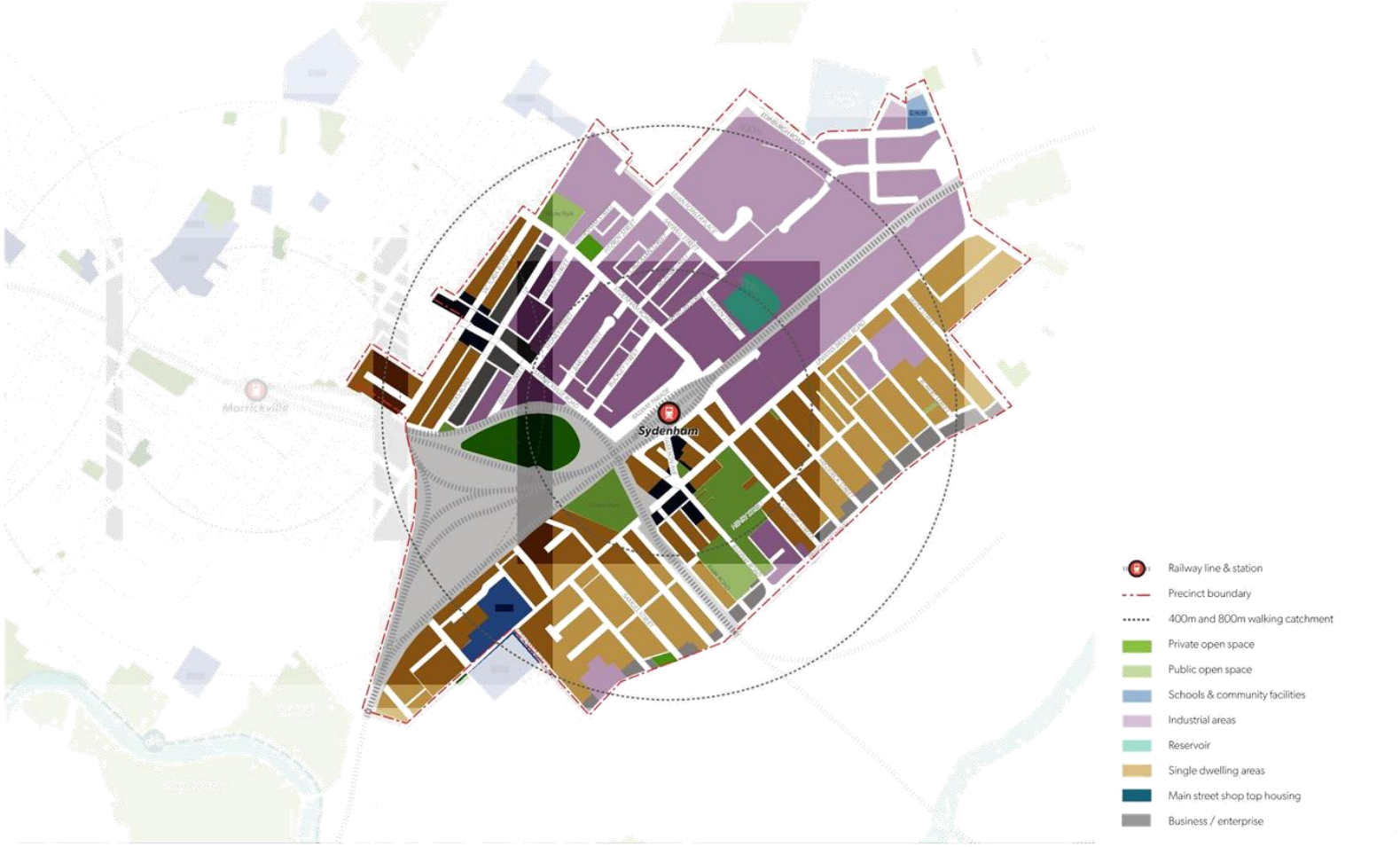
Development take-up is subject to both demand-side and supply-side factors and there is a direct relationship between population growth and housing demand. Households consider factors such as cost, location and convenience to their place of work when making decisions about the type and quality of housing within their financial capability.

Market demand within the inner station precincts and their broader suburbs is healthy and sustained, consistent with observations across inner ring suburbs where a variety of public transport options are available as well as access to an amenity-rich environment. Despite, relatively modest demand projected for the inner station precincts, it is conceivable that these station precincts will serve to accommodate unmet demand from areas outside the station precincts. Supply-led demand is expected to occur in the inner station precincts as feasible development opportunities are unlocked.

SECTION 6: THE REVISED STRATEGY

6.5 Change from current planning framework

FIGURE 25: CURRENT PLANNING FRAMEWORK – SYDENHAM STATION PRECINCT



Item 2

Attachment 3

SECTION 6: THE REVISED STRATEGY

FIGURE 26: CHANGE FROM CURRENT PLANNING FRAMEWORK

ACTIONS

7

The following key actions for the next 12 months will drive the implementation of the Strategy in the Sydenham Station Precinct:

Design of the GreenWay South West
DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link, and linear park should surplus rail land become available.

Public Domain and Station Access Plans
Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Sydenham will provide improved pedestrian and bicycle access.

Finalisation of the Strategy and Local Planning Direction
DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the strategy.

Special Infrastructure Contribution
DPE is preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the Corridor. The SIC levy will fund a range of community, transport and open space infrastructure.

Planning for Schools
The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.

Precinct Support Scheme Funding
DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the Corridor.

Sydenham Station Creative Hub
Inner West Council will exhibit a Planning Proposal, including potential public domain improvements to Sydenham and Marrickville Roads, to complement the night time uses proposed the Sydenham Station Creative Hub.

Item 2

Attachment 3

SECTION 7: ACTIONS

FIGURE 27: ACTION STRATEGY – SYDENHAM STATION PRECINCT

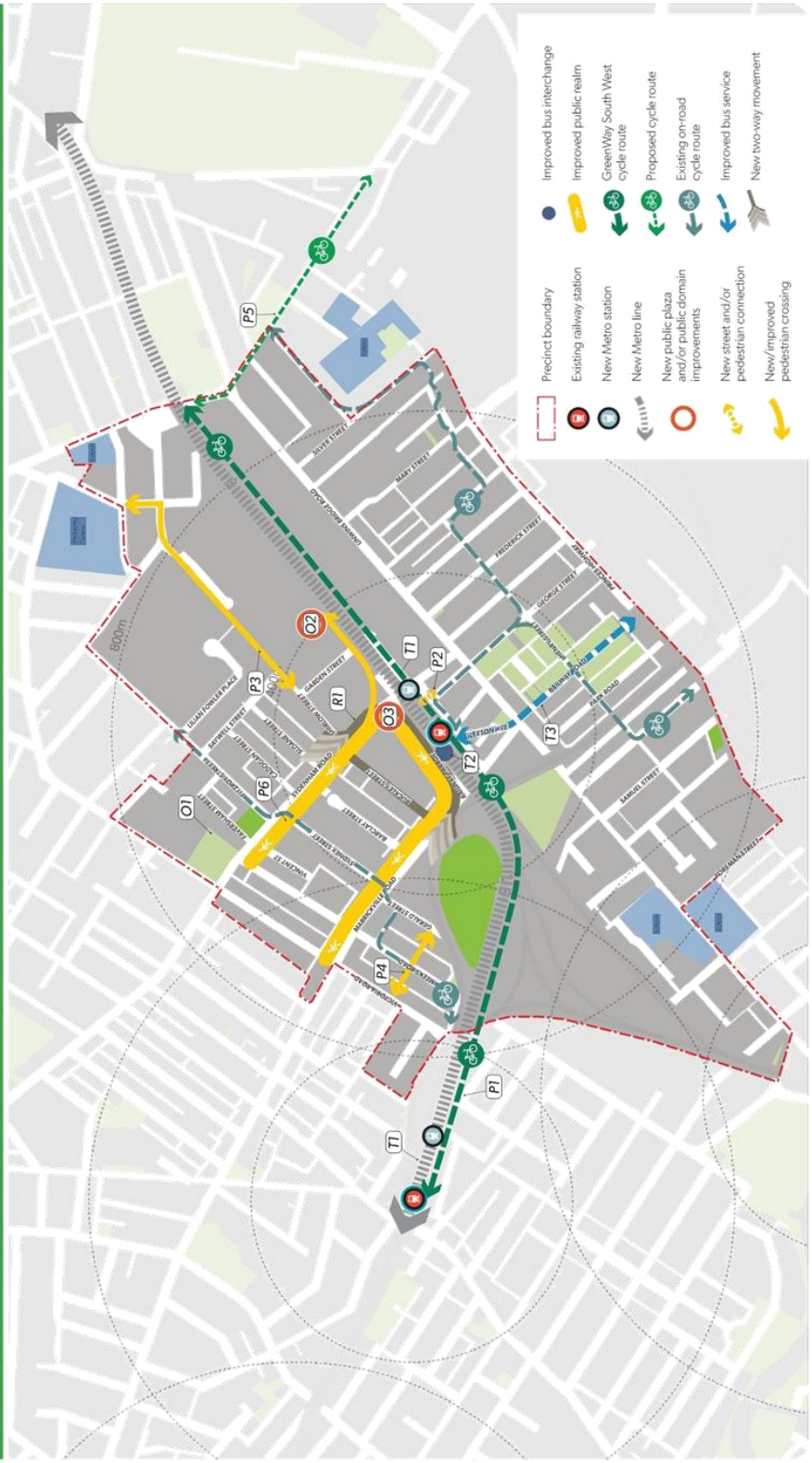
Item 2

Attachment 3

8

INFRASTRUCTURE

FIGURE 28: INFRASTRUCTURE – SYDENHAM STATION PRECINCT



Sydenham to Bankstown Urban Renewal Corridor Strategy

SECTION 8: INFRASTRUCTURE

The following table provides an overview of the infrastructure projects that have been identified to support growth in the Sydenham station precinct:

Item	Measure	Responsibility	Justification
Public Transport			
T1	Sydney Metro City and Southwest, including: ● New modern metro stations that are fully accessible; ● Improved pedestrian access and bicycle parking; and ● Improved public domain around the station.	Sydney Metro is currently preparing the Sydenham to Bankstown EIS for public exhibition in 2017. Services are expected to start in 2024.	The existing Bankstown Line between Bankstown and Sydenham will be upgraded and converted to metro standards, increasing services from eight an hour in the peak to 15 new metro trains every hour with real time information at metro stations and on board trains (Sydney Metro, 2017).
T2	Improve layout of Railway Parade and Gleeson Avenue and provide pedestrian crossing on the western approach.	Council	The intersection at Railway Parade and Gleeson Avenue immediately north of the station currently acts as a barrier to pedestrian movements (ARUP, 2015).
T3	Extend bus route 425 from Tempe to Sydney Airport (T1 Terminal and T2/T3 Terminal).	Transport for NSW	Sydney Airport is a key employment destination in future year for residents of the corridor. A good quality public transport service will be required to accommodate this demand to reduce car dependency to these centres (ARUP, 2015).

Item	Measure	Responsibility	Justification
Roads			
R1	Remove one-way couplet and make Marrickville Road, Sydenham Road and Railway Parade two way roads.	RMS / Council	The one-way traffic network is proposed to be replaced with a conventional two-way system, enabled by the reduced traffic volumes resulting from WestConnex. Two new traffic signals could be provided to create safe vehicle distribution and pedestrian movement (Andrew Burns Architects, 2016).
Walking & Cycling			
P1	New shared bicycle and pedestrian path along the existing rail corridor between Bankstown and Sydenham stations.	DPE / Council	This measure would enhance local movement across the corridor, particularly for those people both living and working within the corridor. It would encourage short trips to be made by non-motorised modes instead of private vehicles (ARUP 2015).
P2	Upgrade the pedestrian refuge on Burrows Avenue (near intersection with George Street) to a pedestrian crossing.	Council	Improving pedestrian access across Burrows Avenue would support travel to/from Sydenham station, promoting local trips and enhancing accessibility (ARUP, 2015).
P3	New pedestrian connection between Shirlow Street and Sydney Steel Road.	To be delivered as works in kind by developers as the corridor develops.	Improve connectivity between Sydenham Road and Marrickville Metro (CM+, Conybeare Morrison, 2016).

SECTION 8: INFRASTRUCTURE

Item	Measure	Responsibility	Justification
Walking & Cycling continued			
P4	New pedestrian connection between Victoria Road and Gerald Street.	To be delivered as works in kind by developers as the corridor develops.	Improving connectivity will encourage active and public transport use (JBA, 2015).
P5	New separated cycleway along Campbell Street.	To be delivered as part of the WestConnex St Peters Interchange.	Campbell Street will be widened to two lanes in each direction with 50km/h speed limit and off street parking, with widened verge and separated cycle path and footpath (WestConnex, 2015).
P6	Public domain improvements along Marrickville Road, Sydenham Road and Railway Parade.	Council	Marrickville Road and Sydenham Road are proposed to be converted from vehicle oriented streets to mixed streets that incorporate pedestrian footpaths, cycleway, car movement, parking, lighting and treescape, providing an improved level of pedestrian amenity (Andrews Burns Architects, 2016).

Item	Measure	Responsibility	Justification
Parks and Open Space			
O1	Improvements to Wicks Park.	Council	Improving this existing open space will support increased demand for open space as a result of this development.
O2	New community space or urban plaza that incorporates the Sydenham Pit and Drainage Pumping Station.	The plaza could be delivered after the Sydney Metro is operational.	An upgraded public domain could be provided to the south and western edges of the reservoir, linking through to the station forecourt via the existing concrete hardstand, re-conceived as a 'goods line' landscape (Andrew Burns Architects, 2016).
O3	Improve public realm around the station including new urban plaza near the intersection of Railway Parade and Sydenham Road.	Sydney Metro	Boulevard streetscapes of Marrickville and Sydenham Roads could linked by an upgrade plaza treatment to Railway Parade, clarifying pedestrian, cycle, bus and vehicle movements (Andrew Burns Architects, 2016).

9

9.1 Finalisation of the Strategy

Following exhibition of this Strategy, the Department of Planning and Environment, in consultation with Council and key stakeholders will make any amendments required prior to finalisation. The Strategy will inform future land use change and guide development in the precinct. Once finalised, the Strategy will be implemented through amendments to local planning instruments, local planning investigations and planning proposals.

To ensure future land use change is consistent with the Strategy a local planning direction under Section 117 Direction of the *Environmental Planning and Assessment Act 1979* will be applied to the revised Strategy.

The local planning direction will require future amendments to any local or state planning instruments or planning proposals to be generally consistent with the Strategy.

In particular, future rezoning proposals should demonstrate consistency with the following sections of the strategy:

- Figure 22 – Revised Land Use plan;
- Section 6.2 – Strategic Intent;
- Section 6.3 – Built Form Typology; and
- Section 8 – Infrastructure Strategy.

9.2 Planning pathways

To achieve the objectives of the Strategy, changes to the current planning controls in the Marrickville Local Environmental Plan (LEP) 2011 are required. This includes amendments to the zoning, height, density, and built form controls. This would occur through local council and private proponent led planning proposals.

Council rezoning

Local councils periodically review the land use zoning planning controls that apply in their local government area. This is normally undertaken as comprehensive review of a councils LEP. The local council would prepare a planning proposal detailing the amendments to the LEP, which would need to be generally consistent with the Strategy.

Local planning proposals

Local planning proposals can be prepared by land owners or developers to amend the zoning and planning controls that apply to their land. Planning proposals will need to be generally consistent with this Strategy.

NSW GOVERNMENT Planning & Environment

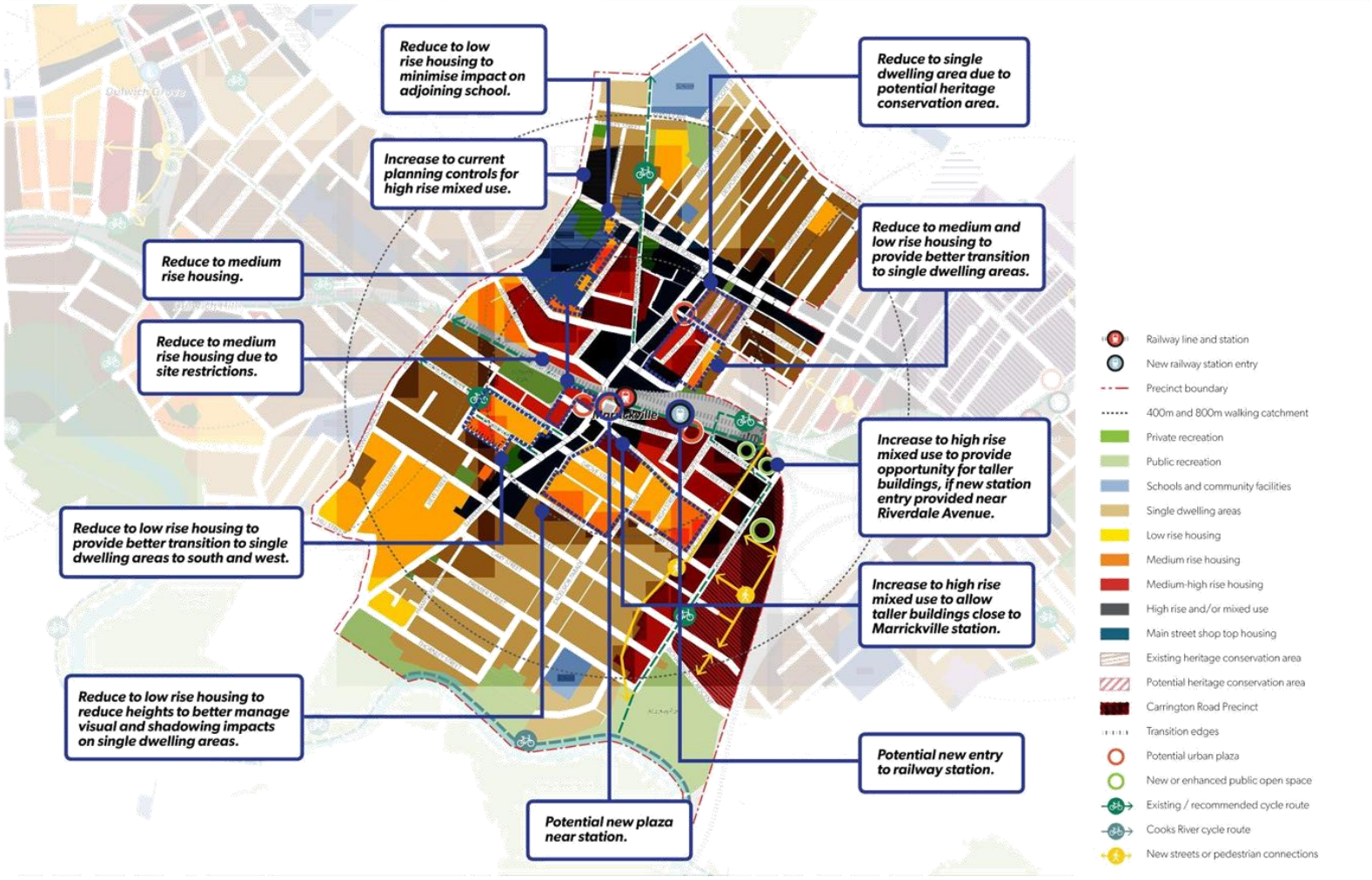
Marrickville Station Precinct

Sydenham to Bankstown
Urban Renewal Corridor Strategy

CHAPTER 3

SECTION 5: KEY CONSIDERATIONS

FIGURE 23: WHAT'S CHANGED FROM THE DRAFT STRATEGY – MARRICKVILLE STATION PRECINCT



6

6.1 Vision

A diverse and vibrant community focused around a reinvigorated Illawarra Road.

A new station forecourt plaza that will act as a central meeting point of the Marrickville Station Precinct with a range of active uses.

Future development along Carrington Road will deliver improved connections and new open space to support existing and future residents of the Marrickville Station Precinct.

Valued low density neighborhood areas are retained.

Improve the quality of the public areas with new footpaths, street trees and street lighting to create a great place to live and work.

The potential for a new linear park along the metro line could create a new and interesting place for leisure and recreation.

6.2 Strategic intent

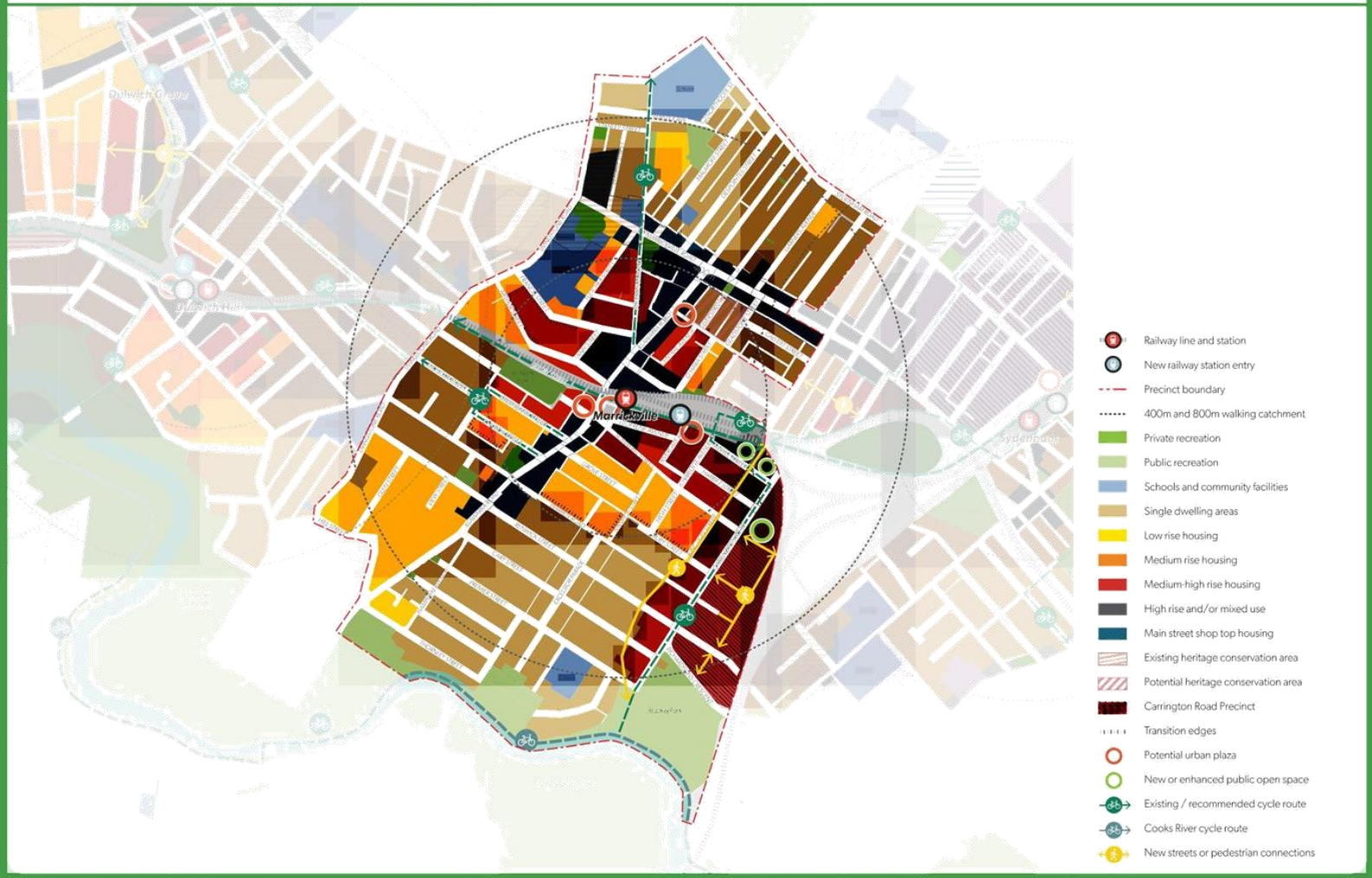
The strategic intent of the Land Use Strategy provides the core planning principles and outcomes that should guide development in the future. The local planning direction that has been prepared in conjunction with this revised Strategy will include a reference to this strategic intent. Any planning applications relating to the Marrickville Station Precinct will need to be generally compliant with these objectives.

The strategic intent of the Land Use Strategy is as follows:

- Future development delivers a new public plaza on Warburton Street;
- New development will create a new public open space between Riverdale Avenue and Carrington Road and Myrtle Street that enhances existing connection to a potential new metro station entrance;
- Development delivers new pedestrian and cycle connections throughout Marrickville Station Precinct;
- Development around McNeilly Park addresses the park to encourage greater passive surveillance and access to amenity;
- Shop top housing along Illawarra Road incorporates a street wall height that is consistent with the predominant two storey and parapet street wall height with potential for high rise development between Schwebel and Grove Streets subject to addressing overshadowing, NSW Apartment Design Guide requirements and providing some public benefit in the development;
- Existing neighbourhood area bounded by Calvert, Gladstone Streets and Illawarra and Marrickville Lanes are to retain existing low density character and investigated as a potential Heritage Conservation Area;
- Retain key heritage buildings and tree planting along Carrington Road as part of any future development;
- The future redevelopment of Carrington Road Precinct will incorporate 15% of the total site area as public open space and high rise development could be consolidated on the northern portion of Carrington Road subject to compliance with airport height restrictions and satisfying the NSW Apartment Design Guide;
- The future redevelopment of Carrington Road Precinct is to be mixed use supporting the retention of smaller scale industrial uses on lower floors in keeping with the existing mixed use character of the suburb and the precinct. Use ground floor light industrial uses as a means to address the potential negative streetscape impacts of raised ground floor residential levels required to respond to flood levels;
- Future development in the Marrickville Station Precinct will be generally consistent with the building typologies in the Land Use Strategy;
- Ensure that any residential development adjacent to the freight line is designed to mitigate against noise and vibration;
- Future development is to protect existing trees; maintain the existing urban forest and increase tree canopy cover in accordance with state and local Policies;
- Development will deliver affordable housing in accordance with state and local affordable housing policy; and
- Require satisfactory arrangements be in place for the provision of State and regional infrastructure to support development prior to construction.

SECTION 6: THE REVISED STRATEGY

FIGURE 24: THE REVISED LAND USE PLAN – MARRICKVILLE STATION PRECINCT



SECTION 6: THE REVISED STRATEGY

6.3 Built form typology in the Marrickville Precinct

Low rise housing

- Typically a terrace / townhouse of two to three storeys or a four storey residential flat building if located within 500 metres from rail station;
- Provide front landscape setbacks ranging from 3-6 metres;
- Side and rear setbacks are to retain amenity for residents of adjoining neighbours;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Retain heritage items and incorporate into new developments;
- Reduce height at the interface of single dwelling areas (i.e. Church Street) to provide an appropriate transition; and
- Council are encouraged to review existing height and FSR controls as part of their comprehensive LEP review to improve development feasibility within the existing land use zone.

Medium rise housing

- Medium rise housing is to be a maximum of five storeys;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Provide a front landscape setback, typically 3-6 metres;
- Include side and rear setbacks to retain amenity for residents for adjoining neighbours;
- Retain heritage items and incorporate into new developments; and
- Retain reasonable solar access for adjoining properties.

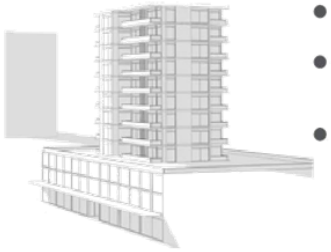
Main street shop top housing

- Principally located along Illawarra Road an d Marrickville Road, where existing fine grain retail is located;
- Generally consistent with the existing Council planning controls;
- Predominant two-storey street wall with parapet to be retained as part of redevelopment of high rise/mixed use to the rear;
- Provide active retail frontages at street level;
- Build to the street alignment and to the side boundary to retain a consistent streetscape ;
- Retain heritage items and incorporate into new developments; and
- Provide awnings for pedestrian weather protection.

Medium/high rise housing

- Medium/high rise housing is to be a maximum of eight storeys;
- Built form is broken into three tiers, with upper level transitioning further from the setback to provide appropriate scale to the street;
- Landscape setbacks, typically 3 metres, will be required at street level;
- Ensure articulation in the facade is provided to reduce apparent scale and create interest;
- Terrace style individual entries at ground level; and
- Height and built form of the Carrington Road Precinct are to be established through detailed masterplanning at the planning proposal stage.

High rise and/or mixed use up to 12 storeys

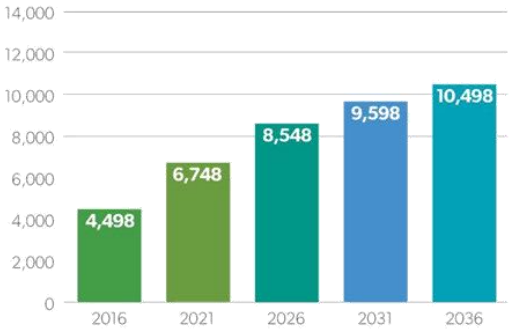


- High rise and mixed use is to be a maximum of 12 storeys;
- Promote high quality design through incorporating design excellence processes;
- Encourage slender buildings with good separation for light and air, and minimise overshading of main streets and pubic open space; and
- Additional height may be achieved on large sites in consolidated ownership where community facilities and/or public open space is provided to Council. Taller buildings shall achieve design excellence and have a slim building profile.

6.4 Revised forecasts

Careful analysis of market trends, development feasibility and population changes has been undertaken to establish a projection of dwelling take up in the first 20 years. The proposed changes to the land uses and built form controls in the Marrickville Station Precinct would provide 6000 additional dwellings by 2036.

FIGURE 25: FORECAST DWELLINGS BY 2036



The graph above shows the forecast take-up of development and the total number of dwellings in the precinct resulting from the proposed land use changes. The take-up rate is important to identify the infrastructure needs to support growth.

These figures take into consideration development already approved and under construction. Careful analysis of market trends, development feasibility and population changes has been undertaken to establish a projection of dwelling take up in the first 20 years.

The actual number of dwellings achieved by 2036 may differ to those forecast, as they will be dependent on several factors including economic and market conditions, social trends, technological changes, housing preferences and immigration levels. Infrastructure and services required to accommodate growth are periodically reviewed to ensure that infrastructure is delivered in a timely and coordinated way and where possible keeps pace with growth and development over time by service providers to identify the need for additional services or works that may be required.

FIGURE 26: VIEWS FROM MARRICKVILLE

Source: © SaltyDingo 2016

Market demand

AEC were engaged by the Department to investigate how the level of demand for residential apartments in the short, medium and long term would impact on the likelihood of development occurring.

Development prospects are generally favourable in the inner station precincts (Sydenham, Marrickville and Dulwich Hill), with ownership fragmentation and high existing-use values the main impediments to development feasibility. Areas identified for higher density will be more feasible to develop. In contrast, only incremental take-up of development opportunities in areas with lower densities is likely. Medium density products (townhouses, villas, duplexes) are unlikely to be delivered unless a site is vacant or can be acquired at a low cost.

While demand for new dwellings is strong (consistent with inner ring suburbs across Sydney), the lack of large scale opportunities for development has hindered the supply of new housing.

While some developers have been able to acquire and consolidate former industrial sites, these opportunities are few and far between and as a consequence, competition for these sites is strong.

Development take-up is subject to both demand-side and supply-side factors and there is a direct relationship between population growth and housing demand. Households consider factors such as cost, location and convenience to their place of work when making decisions about the type and quality of housing within their financial capability.

Market demand within the inner station precincts and their broader suburbs is healthy and sustained, consistent with observations across inner ring suburbs where a variety of public transport options are available as well as access to an amenity-rich environment. Despite, relatively modest demand projected for the inner station precincts, it is conceivable that these station precincts will serve to accommodate unmet demand from areas outside the station precincts. Supply-led demand is expected to occur in the inner station precincts as feasible development opportunities are unlocked.

INNER WEST COUNCIL
Council Meeting
12 October 2017
Attachment 3
Item 2

SECTION 6: THE REVISED STRATEGY

6.5 Change from current planning framework

FIGURE 27: CURRENT PLANNING FRAMEWORK – MARRICKVILLE STATION PRECINCT

Item 2

Attachment 3

SECTION 6: THE REVISED STRATEGY

FIGURE 28: CHANGE FROM CURRENT PLANNING FRAMEWORK

ACTIONS

7

The following key actions for the next 12 months will drive the implementation of the Strategy in the Marrickville Station Precinct:

Design of the GreenWay South West
DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link and linear park should surplus rail land become available.

Public Domain and Station Access Plans
Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Marrickville will provide improved pedestrian and bicycle access.

Finalisation of the Strategy and Local Planning Direction
DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the Strategy.

Special Infrastructure Contribution
DPE is preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the corridor. The SIC levy will fund a range of community, transport and open space infrastructure.

Planning for Schools
The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.

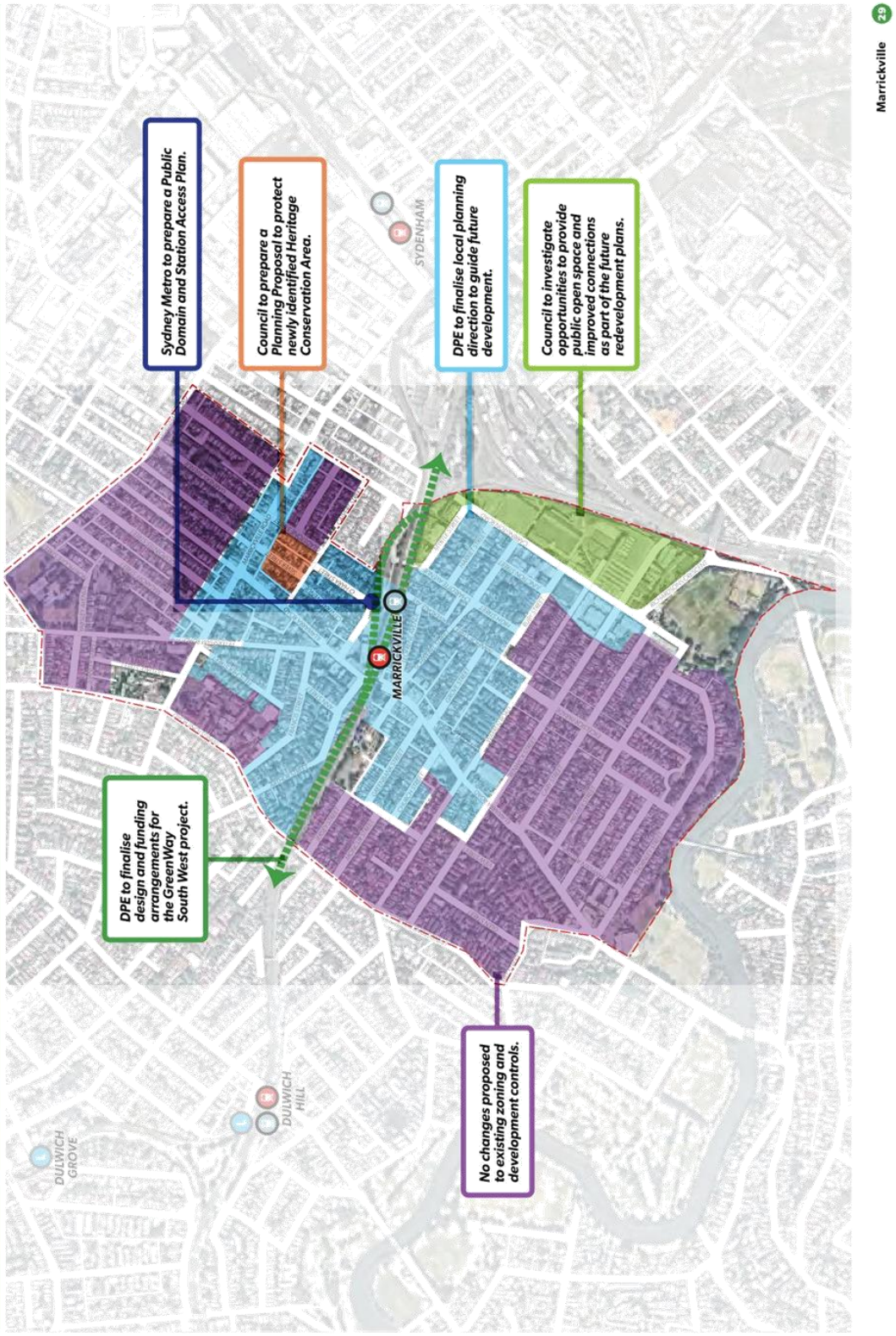
Precinct Support Scheme Funding
DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the corridor.

Heritage Conservation
Inner West Council will prepare a Planning Proposal to protect newly identified Heritage Conservation Areas along Silver Lane and Gladstone Street within the Marrickville Precinct.

Open Space
Plans for improved connections to existing open space will be included in proposals to rezone existing industrial land along Carrington Road and Myrtle Street. Large sites subject of planning proposals will also be required to deliver new public open space within their sites.

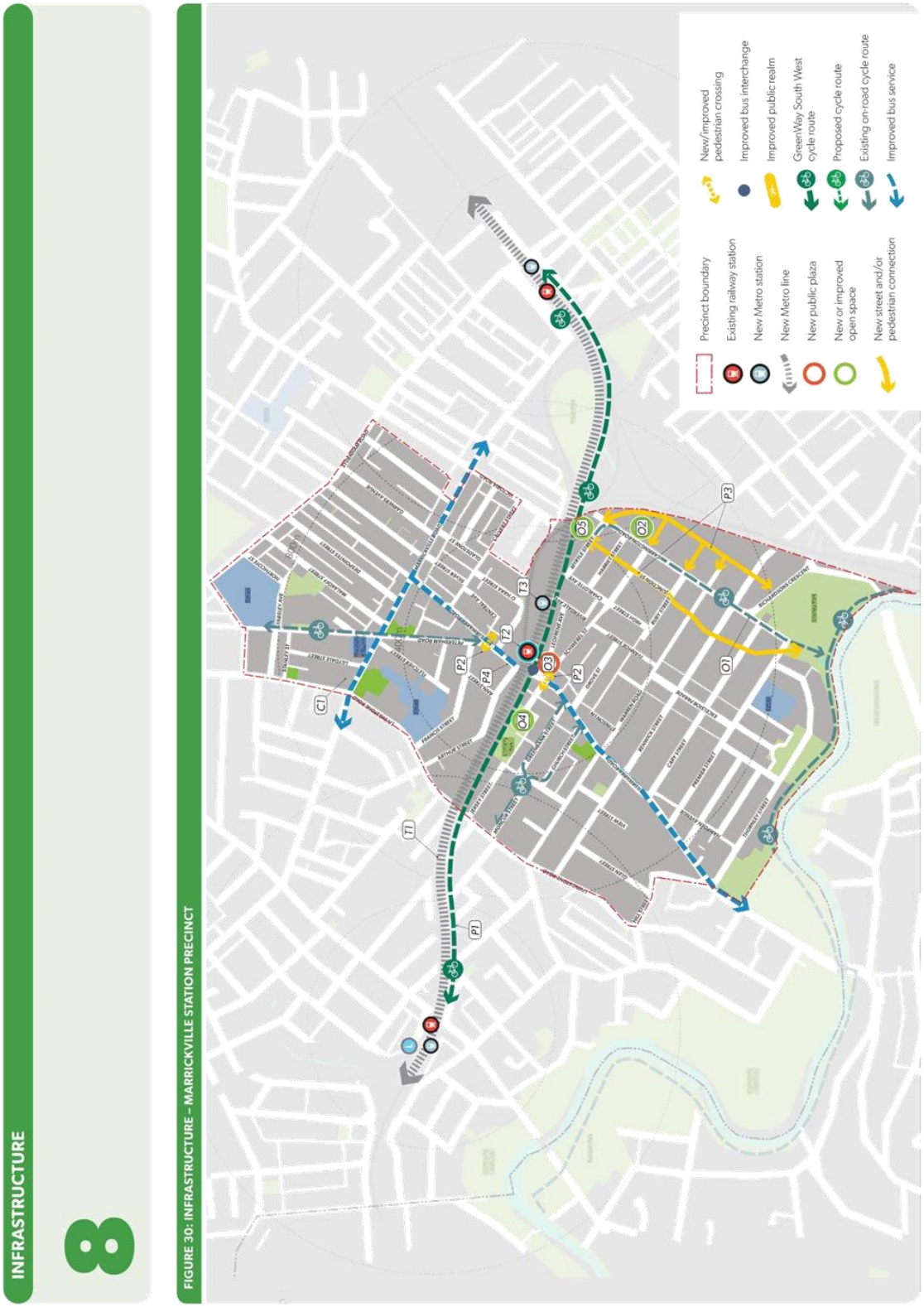
SECTION 7: ACTIONS

FIGURE 29: ACTION STRATEGY – MARRICKVILLE STATION PRECINCT



Item 2

Attachment 3



Sydenham to Bankstown Urban Renewal Corridor Strategy

SECTION 8: INFRASTRUCTURE

The following table provides an overview of the infrastructure projects that have been identified to support growth in the Marrickville Station precinct.

Measure		Responsibility	Justification
Public Transport			
T1	Sydney Metro City & Southwest, including: ● New modern metro stations that are fully accessible; ● Improved pedestrian access and bicycle parking; and ● Improved public domain around the station.	Sydney Metro is currently preparing the Sydenham to Bankstown EIS for public exhibition in 2017.	The existing Bankstown Line between Bankstown and Sydenham will be upgraded and converted to metro standards, increasing services from eight an hour in the peak to 15 new metro trains every hour with real time information at metro stations and on board trains (Sydney Metro, 2017).
T2	Upgrade interchange between rail and bus.	Transport for NSW	Sydney Metro potentially requires changes to existing interchange arrangements in the vicinity of the stations, including changes to locations of bus stops, new/relocated kiss and ride, taxi ranks (Sydney Metro, 2017).
T3	Potential new entry to Marrickville Station near Charlotte Avenue.	Transport for NSW	Marrickville Station entry from Illawarra Road has a poor pedestrian address. A new plaza and entry into the station and an improved retail edge will draw new residents from the Carrington Precinct into the area (Tyrrell Studio, 2016).

Measure		Responsibility	Justification
Walking & Cycling			
P1	Potential new shared bicycle and pedestrian path along the existing rail corridor between Bankstown and Sydenham stations.	DPE / Council	This measure would enhance local movement across the corridor, particularly for those people both living and working within the corridor. It would encourage short trips to be made by non-motorised modes instead of private vehicles (ARUP 2015).
P2	Improve pedestrian amenity, accessibility and safety around the precinct: ● New pedestrian crossing on the southern approach of Illawarra Road/Petersham Road; and ● New pedestrian refuge on Warburton Street at Illawarra Road.	Council	There are limited east-west crossing opportunities on Illawarra Road between the signals at the station access and the northern side of Petersham Road, encouraging jay-walking. A pedestrian crossing on Illawarra Road would provide an additional crossing opportunity and could result in reduced uncontrolled crossings. A crossing near Warburton Street would improve pedestrian access to Marrickville Station (ARUP, 2015).
P3	New streets within the Carrington Road Precinct which continue the existing road network west of Carrington Road.	To be delivered as works in kind by developers.	Accessibility required to support growth proposed in this development (JBA 2015).
P4	New 40km/h high pedestrian activity area on Illawarra Road.	Inner West Council	High pedestrian activity areas promote local movements by walking and cycling and support the place function of the corridor. They are effective in enhancing safety and reducing the volume of through traffic movements (ARUP, 2015).

SECTION 8: INFRASTRUCTURE

	Measure	Responsibility	Justification
Parks and Open Space			
O1	Improve the existing on-road cycleway along Carrington Road.	Inner West Council	A series of connected new open spaces along the rail corridor edges between Marrickville Station and Fraser Park off the potential to provide new open space and improve pedestrian and cycle access between Marrickville and Sydenham. There is the opportunity to provide a number of linear open space corridors between the Cooks River and Marrickville Station through the Carrington Precinct (Tyrrell Studio, 2016).
O2	New open space as part of the redevelopment of the Carrington Road precinct.	To be delivered as works in kind by developers.	
O3	Improve public realm around the station including creating a new urban plaza on Illawarra Road adjacent to the existing entry to the railway station.	Sydney Metro	Create a new public square at the intersection of Illawarra Road and Leofrene Avenue that creates a new generous retail square and entrance to Marrickville Station (Tyrrell Studio, 2016).
O4	Undertake improvements to McNeilly Park.	Council	Continue Green Link along rail edge from McNeilly Park under Illawarra Road to Marrickville Station and beyond. Rear garages and fences provide a poor relationship to McNeilly Park. New development should provide a residential address to the open space (Tyrrell Studio, 2016).
O5	New open space between Myrtle Street and railway line.	To be delivered as works in kind by developers.	Create three open space links through the Carrington Precinct, including along rail line edge, Carrington Road, Junction Street and stormwater canal (Tyrrell Studio, 2016).

	Measure	Responsibility	Justification
Education & Community Infrastructure			
C1	New library and community hub at the former Marrickville Hospital site.	To be delivered as works in kind by developers.	Council is partnering with Mirvac to develop the former Marrickville Hospital site. The development consists of a new Marrickville Community Hub with a larger library and much needed community and cultural facilities, open space and residential apartments (Inner West Council, 2016).

9

9.1 Finalisation of the strategy

Following exhibition of this Strategy, the Department of Planning and Environment, in consultation with Council and key stakeholders will make any amendments required prior to finalisation. The Strategy will inform future land use change and guide development in the precinct. Once finalised, the Strategy will be implemented through amendments to local planning instruments, local planning investigations and planning proposals.

To ensure future land use change is consistent with the Strategy a local planning direction under Section 117 Direction of the *Environmental Planning and Assessment Act 1979* will be applied to the revised Strategy.

The local planning direction, will require future amendments to any local or state planning instruments or planning proposals to be generally consistent with the Strategy.

In particular, future rezoning proposals should demonstrate consistency with the following sections of the strategy:

- Figure 24 – Revised Land Use plan;
- Section 6.2 – Strategic Intent;
- Section 6.3 – Built Form Typology; and
- Section 8 – Infrastructure Strategy.

9.2 Planning pathways

To achieve the objectives of the Strategy, changes to the current planning controls in the Marrickville Local Environmental Plan (LEP) 2011 are required. This includes amendments to the zoning, height, density, and built form controls. This would occur through local council and private proponent led planning proposals.

Council rezoning

Local councils periodically review the land use zoning planning controls that apply in their local government area. This is normally undertaken as comprehensive review of a councils LEP. The local council would prepare a planning proposal detailing the amendments to the LEP, which would need to be generally consistent with the Strategy.

Local planning proposals

Local planning proposals can be prepared by land owners or developers to amend the zoning and planning controls that apply to their land. Planning Proposals will need to be generally consistent with this Strategy.

NSW GOVERNMENT Planning & Environment

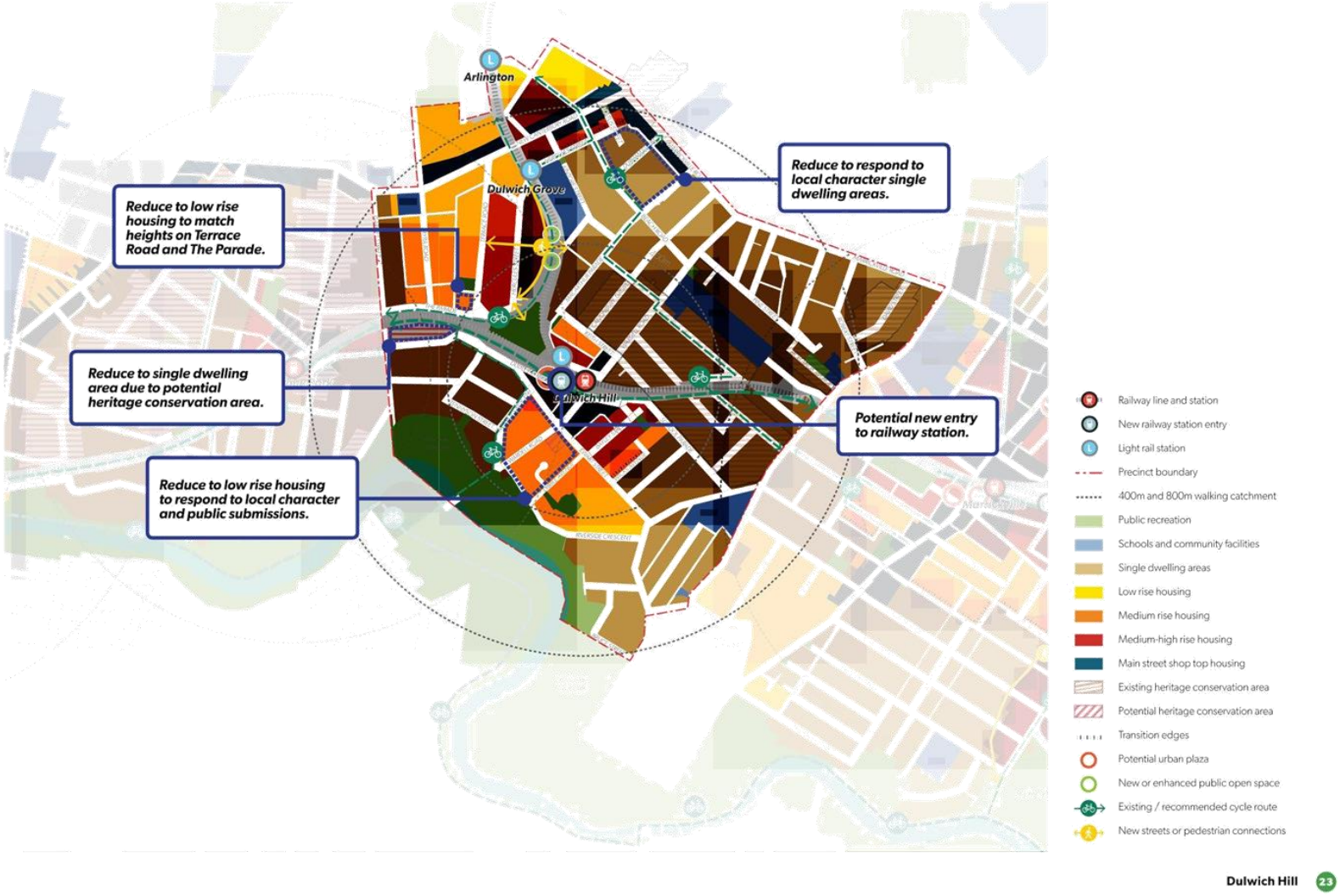
Dulwich Hill Station Precinct

Sydenham to Bankstown Urban Renewal Corridor Strategy

CHAPTER 4

SECTION 5: KEY CONSIDERATIONS

FIGURE 26: WHAT'S CHANGED FROM THE DRAFT STRATEGY – DULWICH HILL STATION PRECINCT



Dulwich Hill 23

6

6.1 Vision

A local centre that provides a high quality living environment with good transport connections.

Pockets of new homes will help to bring a greater range of activity and housing options to Dulwich Hill.

Support the heritage and conservation areas which contribute to the character of the area along with the 'village-like' feel of the neighbourhood.

Improve the quality of the footpaths, street trees and lighting, especially around Wardell Road and the railway station, to create an enhanced local centre.

The potential for a new linear park along the metro line could provide a new and interesting place for leisure and recreation.

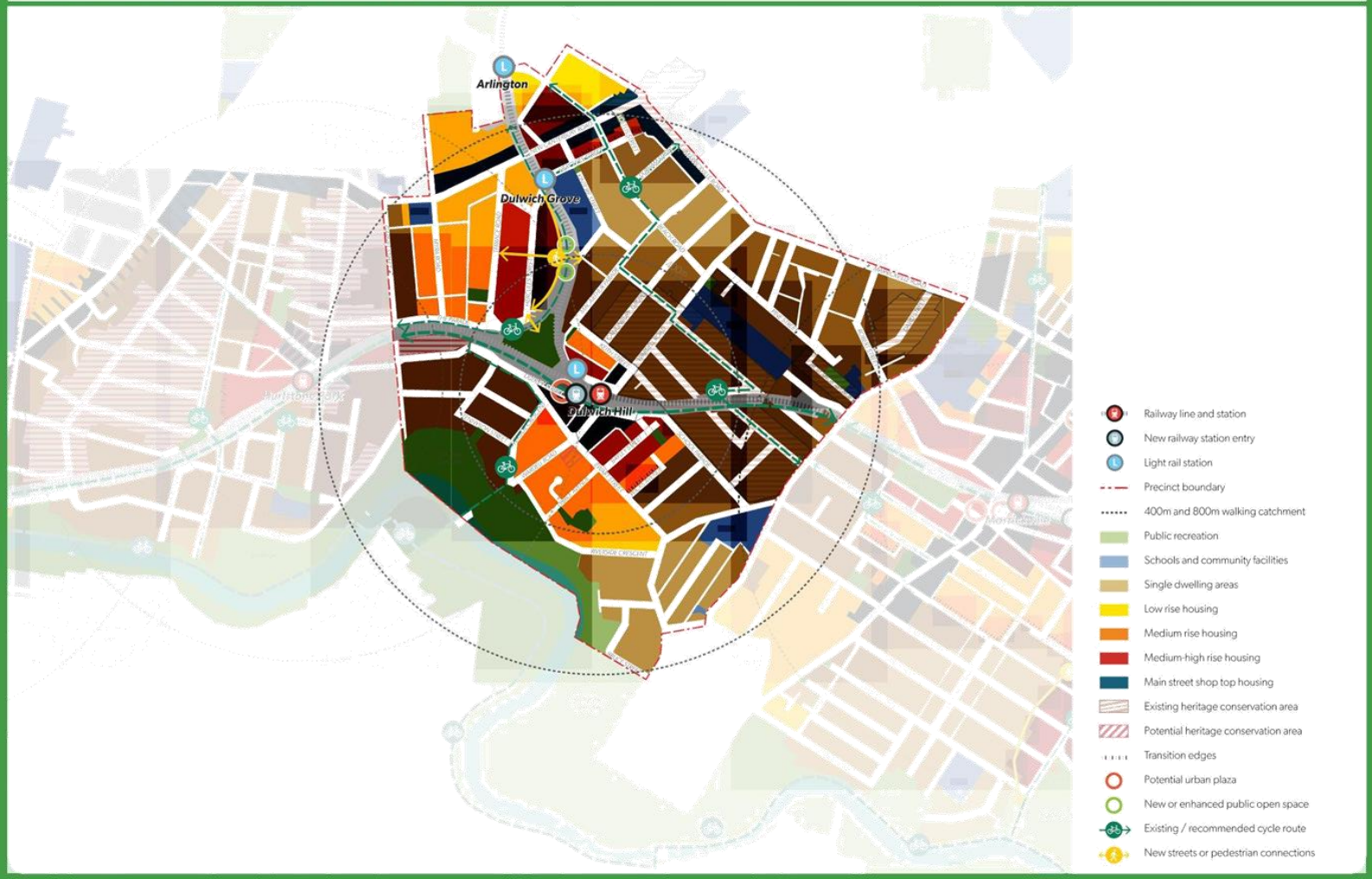
6.2 Strategic intent

The strategic intent of the Land Use Strategy provides the core planning principles and outcomes that should guide development in the future. The draft local planning direction that has been prepared in conjunction with this strategy includes a reference to this strategic intent and any Planning Proposals relating to the Dulwich Hill Station Precinct will need to be generally consistent with these objectives.

The strategic intent of the Land Use Strategy is as follows:

- Allow shop top housing development along Wardell Road directly to the north as far as Keith Street and south to Ewart Street focusing in the area immediately around the train station;
- Allow shop top housing along New Canterbury Road and Marrickville Road as far south as the intersection with Macarthur Parade;
- Allow small pockets of medium rise residential development on the north and south sides of Bayley Street transitioning down to low rise residential development to the south-east and south-west;
- Permit medium high rise and medium rise residential development in the area covered by the Hercules Street Masterplan ensuring that any development occurring follows the objectives of the masterplan;
- Ensure that development around Hercules Street facilitates the development of a through site link connecting to Terrace Road and includes setbacks of a generous enough width to develop a new public street or pedestrian route along the western edge of the light rail line;
- Support the formalisation of a new crossing over the light rail line at Blackwoood Avenue;
- Ensure that any residential development adjacent to the freight line is designed to mitigate against noise and vibration;
- Future development is to protect existing trees; maintain the existing urban forest and increase tree canopy cover in accordance with state and local Policies;
- Development will deliver affordable housing in accordance with state and local affordable housing policy;
- Ensure that areas identified as having heritage or local character merits are protected and that new development responds sensitively; and
- Require satisfactory arrangements be in place for the provision of State and regional infrastructure to support development prior to construction.

FIGURE 27: THE REVISED LAND USE PLAN – DULWICH HILL STATION PRECINCT



SECTION 6: THE REVISED STRATEGY

6.3 Built form typology in the Dulwich Hill Precinct

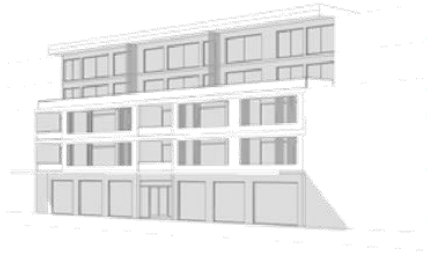
Low rise housing

- Typically a terrace / townhouse of two to three storeys;
- Provide front landscape setback ranging from 3-6 metres between street alignment and building line where there is no activity;
- Side and rear setbacks are to retain amenity for residents of adjoining neighbours;
- Reduce height at the interface of single dwelling areas (i.e. Wick Avenue and Keith Street) to provide an appropriate transition; and
- Council are encouraged to review existing height and FSR controls as part of their comprehensive LEP review to improve development feasability within the existing land use zone.

Medium rise housing

- Medium rise housing is to be a maximum of five storeys;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Provide a front landscape setback, typically 3-6 metres;
- Include side and rear setbacks to retain amenity for residents for adjoining neighbours;
- Retain heritage items and incorporate into new developments; and
- Retain reasonable solar access for adjoining properties.

Main street shop top housing



- Principally located along Wardell Road, where existing fine grain retail is located;
- Generally consistent with the existing Council planning controls;
- Up to three-storey street wall with parapet to be retained and upper floors setback;
- Provide active retail frontages at street level;
- Build to the street alignment and to the side boundary to retain a consistent streetscape;
- Retain heritage items and incorporate into new developments; and
- Provide awnings for pedestrian weather protection.

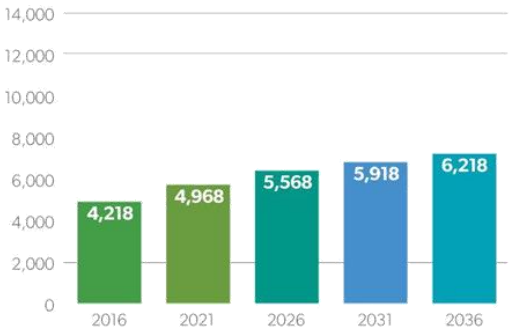
Medium / high rise housing

- Medium-high rise housing is to be a maximum of eight storeys;
- Built form is broken into three tiers, with upper level transitioning further from the setback to provide appropriate scale to the street;
- Landscape setbacks, typically 3 metres, will be required at street level;
- Ensure articulation in the facade is provided to reduce apparent scale and create interest; and
- Terrace style individual entries at ground level.

6.4 Revised forecasts

Careful analysis of market trends, development feasibility and population changes has been undertaken to establish a projection of dwelling take up in the first 20 years. The proposed changes to the land uses and built form controls in the Dulwich Hill Station Precinct would provide 2,000 additional dwellings by 2036.

FIGURE 28: FORECAST DWELLINGS BY 2036



The graph above shows the forecast take-up of development and the total number of dwellings in the precinct resulting from the proposed land use changes. The take-up rate is important to identify the infrastructure needs to support growth.

The actual dwellings achieved by 2036 may differ to those forecast, as they will be dependent on several factors including economic and market conditions, social trends, technological changes, housing preferences and immigration levels. Infrastructure and services required to accommodate growth will be periodically reviewed to ensure that infrastructure is delivered in a timely and coordinated way and where possible keeps pace with growth and development over time by service providers to identify the need for additional services or works that may be required.

FIGURE 29: COOKS RIVER PARKLANDS

Source: © Salty Dingo 2016

Market demand

Development prospects are generally favourable in the inner station precincts (Sydenham, Marrickville and Dulwich Hill), with ownership fragmentation and high existing use values the main impediments to development feasibility. Areas identified for higher density are conducive for redevelopment outcomes. In contrast, only incremental take-up of development opportunities in areas with lower densities is likely. Medium density products (townhouses, villas, duplexes) are unlikely to be delivered unless a site is vacant or can be acquired at a low cost.

While demand for new dwellings is strong consistent with inner ring suburbs across Sydney, the lack of large scale opportunities for development has hindered the supply of new housing. While some developers have been able to acquire and consolidate former industrial sites, these opportunities are few and far between and as a consequence, competition for these sites is strong.

Development take-up is subject to both demand-side and supply-side factors and there is a direct relationship between population growth and housing demand. Households consider factors such as cost, location and convenience to their place of work when making decisions about the type and quality of housing within their financial capability.

Market demand within the inner station precincts and their broader suburbs is healthy and sustained, consistent with observations across inner ring suburbs where a variety of public transport options are available as well as access to an amenity-rich environment. Despite relatively modest demand projected for the inner station precincts, it is conceivable that these station precincts will serve to accommodate unmet demand from areas outside the station precincts. Supply-led demand is expected to occur in the inner station precincts as feasible development opportunities are unlocked.

SECTION 6: THE REVISED STRATEGY

6.5 Change from current planning framework

FIGURE 30: CURRENT PLANNING FRAMEWORK – DULWICH HILL STATION PRECINCT

Item 2

Attachment 3

SECTION 6: THE REVISED STRATEGY

FIGURE 31: CHANGE FROM CURRENT PLANNING FRAMEWORK

ACTIONS

7

The following key actions will drive the implementation of the Strategy in the Dulwich Hill Station Precinct:

Design of the GreenWay South West
DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link and linear park should surplus rail land become available.

Planning for Schools
The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.

Public Domain and Station Access Plans
Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Dulwich Hill will provide improved pedestrian and bicycle access.

Precinct Support Scheme Funding
DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the corridor.

Finalisation of the Strategy and Local Planning Direction
DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the Strategy.

Open Space
Council will complete the 'missing link' of the GreenWay connecting Iron Cove to the Cooks River.

Special Infrastructure Contribution
DPE is preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the corridor. The SIC levy will fund a range of community, transport and open space infrastructure.

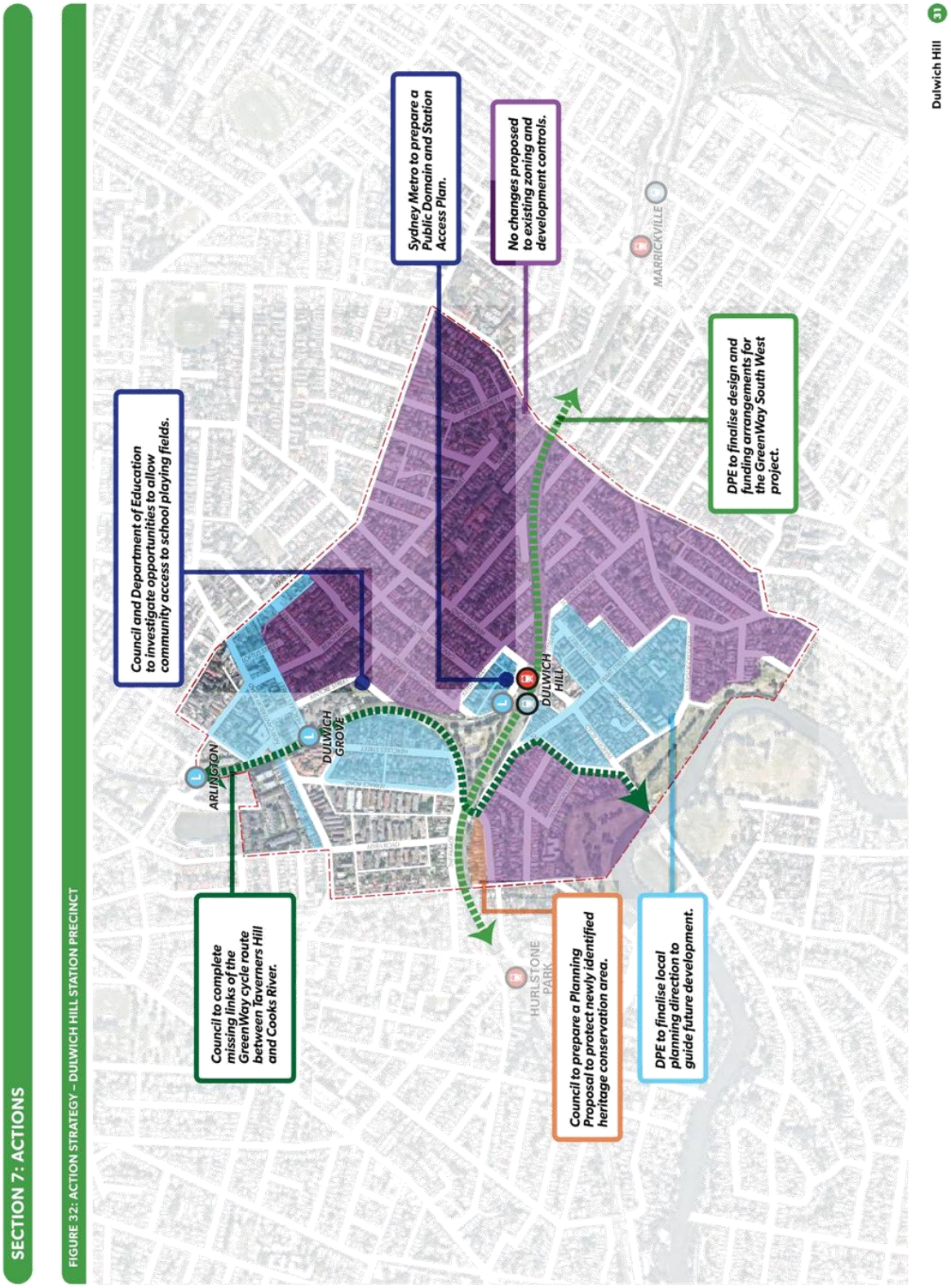
Heritage Conservation
Council will prepare a Planning Proposal to formalise the protection of potential Heritage Conservation Areas on Ewart Street and Wardell Road.

Item 2

Attachment 3

SECTION 7: ACTIONS

FIGURE 32: ACTION STRATEGY – DULWICH HILL STATION PRECINCT



Item 2

Attachment 3

INFRASTRUCTURE

8

FIGURE 33: INFRASTRUCTURE – DULWICH HILL STATION PRECINCT

32 Sydenham to Bankstown Urban Renewal Corridor Strategy

SECTION 8: INFRASTRUCTURE

The following table provides an overview of the infrastructure projects that have been identified to support growth in the Dulwich Hill Station Precinct:

Measure		Responsibility	Justification
Transport			
T1	Sydney Metro City & Southwest, including: ● New modern metro stations that are fully accessible; ● Improved pedestrian access and bicycle parking; and ● Improved public domain around the station.	Sydney Metro is currently preparing the Sydenham to Bankstown EIS for public exhibition in 2017.	The existing Bankstown Line between Bankstown and Sydenham will be upgraded and converted to metro standards, increasing services from eight an hour in the peak to 15 new metro trains every hour with real time information at metro stations and on board trains (Sydney Metro, 2017).
T2	Upgrade interchange between rail, buses and light rail.		Sydney Metro will require changes to existing interchange arrangements in the vicinity of the stations, including changes to locations of bus stops, new/ relocated kiss and ride, taxi ranks (Sydney Metro, 2017).
T3	Extend bus route from Tempe to Airport and Wolli Creek.	Transport for NSW	Sydney Airport is forecast to be a key employment destinations for residents in the corridor. A good quality public transport service will be required to accommodate this demand to reduce car dependency to these centres (ARUP, 2015).
Walking & Cycling			
P1	Potential new shared bicycle and pedestrian path along the existing rail corridor between Bankstown and Sydenham stations.	DPE / Council	This measure would enhance local movement across the corridor, particularly for those people both living and working within the corridor. It would encourage short trips to be made by non-motorised modes instead of private vehicles (ARUP 2015).

Measure		Responsibility	Justification
Walking & Cycling continued			
P2	Extend the GreenWay cycle route between Lewisham and Dulwich Hill.	Council	Extension of the route to Dulwich Hill would provide residents at the eastern end of corridor a viable means of travelling to key employment centres via bicycle (ARUP, 2015). Excess rail land to be dedicated to Council for management.
P3	Improve pedestrian amenity, accessibility and safety around the precinct: ● Improved separation and protection for pedestrians walking along the railway overbridge adjacent to the station access; and ● Investigate a signalised crossing at the Wardell Street/Dudley Street intersection.	Council	The pedestrian environment on the railway overbridge adjacent to the station is poor. No protection or separation is provided between the footpaths and road carriageway, apart from a short section of pedestrian fencing opposite the station access. The Wardell Road / Dudley Street intersection is used by a significant number of pedestrians accessing Dulwich Hill station. Provision of this measure would enhance accessibility and safety for customers travelling to and from Dulwich Hill station. (AURP, 015).
P4	Convert the section of road between Ewart Street and Wardell Road to a 10km/h shared zone.	Sydney Metro	This measure would improve pedestrian access and safety for customers travelling to and from Dulwich Hill station – supporting local trips (ARUP, 2015).
P5	New pedestrian connection through Marrickville Golf Course to the Cooks River.	Council	Review current access and use arrangements for the Marrickville Golf Course, aiming to increase public use, make more/better connections along and across the river for walking and cycling (panovscott, 2016).

SECTION 8: INFRASTRUCTURE

	Measure	Responsibility	Justification
Walking & Cycling continued			
P6	New street (12m wide) connecting Terrace Road to the new linear park along the railway line.	To be delivered as works in kind by developers.	Improving connectivity will encourage active and public transport use (JBA, 2017).
P7	Investigate intermediary crossings (near Blackwood Avenue) across the Inner West light rail line.	Transport for NSW	This crossing would allow school students of Dulwich Hill Public School ease of access to the GreenWay and Jack Shanahan Reserve (panovscott, 2016).
P8	New pedestrian connection from Hercules Street to Jack Shanahan Reserve.	Council	The only street frontage enjoyed by the park occurs between the two rail overpasses on Terrace Road. A new on grade entrance to Jack Shanahan Reserve would improve access and arrival experience at the Reserve (panovscott, 2016).
P9	New 40km/h high pedestrian activity area on Wardell Road.	Council	High pedestrian activity areas promote local movements by walking and cycling and support the place function of the corridor. They are effective in enhancing safety and reducing the volume of through traffic movements (ARUP, 2015).
10	New street or pedestrian route along the western edge of the light rail line.	To be delivered as works in kind by developers.	This would include the 'missing link' of the GreenWay cycle and pedestrian route and provide improved habitats (panovscott, 2016).

	Measure	Responsibility	Justification
Parks and open space			
O1	New linear park along the light rail line bounded by Hercules Street.	To be delivered as works in kind by developers.	The structure plan identifies the need for Hercules Street to include a new or enhanced public open space. The proposal locates this at the precinct's northern tip, which enjoys good solar access and the opportunity to augment the GreenWay (panovscott, 2016).
O2	New urban plaza on Ewart Lane.	To be delivered as works in kind by developers.	A strategy is recommended for the new southern station entrance, parking spaces and required station services building that will enable on grade connections to Wardell Road in the east and the GreenWay linear park along Ewart Lane in the west (panovscott, 2016).
Education & Community Infrastructure			
C1	Provide community access (outside school hours) to facilities at Dulwich Hill Primary School.	Council / Department of Education	There are many underutilised open space opportunities close to urban centres; including school grounds, at grade carparks and infrastructure easements. There is an opportunity to make use of these as public open spaces to minimise the amount of new open space that has to be provided (NSW Government Architect's Office, 2015).

9

9.1 Finalisation of the Strategy

Following exhibition of this Strategy, the Department of Planning and Environment, in consultation with Council and key stakeholders will make any amendments required prior to finalisation. The Strategy will inform future land use change and guide development in the precinct. Once finalised, the Strategy will be implemented through amendments to local planning instruments, local planning investigations and planning proposals.

To ensure future land use change is consistent with the Strategy a local planning direction under Section 117 Direction of the *Environmental Planning and Assessment Act 1979* will be applied to the revised Strategy.

The local planning direction, will require future amendments to any local or state planning instruments or planning proposals to be generally consistent with the finalised Strategy.

In particular, future rezoning proposals should demonstrate consistency with the following sections of the strategy:

- Figure 27 – Revised Land Use plan;
- Section 6.3 – Built Form Typology;
- Section 6.2 – Strategic Intent; and
- Section 8 – Infrastructure Strategy.

9.2 Planning pathways

To achieve the objectives of the Strategy, changes to the current planning controls in the Marrickville Local Environmental Plan (LEP) 2011 are required. This includes amendments to the zoning, height, density, and built form controls. This would occur through local council and private proponent led planning proposals.

Council rezoning

Local councils periodically review the land use zoning planning controls that apply in their local government area. This is normally undertaken as comprehensive review of a council's LEP. The local council would prepare a planning proposal detailing the amendments to the LEP, which would need to be generally consistent with the Strategy.

Local planning proposals

Local planning proposals can be prepared by land owners or developers to amend the zoning and/or planning controls that apply to their land. Planning Proposals will need to be generally consistent with this Strategy.

Item 2

INNER WEST COUNCIL

Submission from Inner West Council

Revised Draft Sydenham to Bankstown Urban Renewal Corridor Strategy

October 2017

CONTENTS

1. SUMMARY 2
2. STRATEGIC CONTEXT 5
3. INFRASTRUCTURE AND FUNDING 14
4. EMPLOYMENT LAND, BUSINESS AND ECONOMIC IMPACT 26
5. TRANSPORT 28
6. HERITAGE 33
7. AFFORDABLE HOUSING 37
8. ENVIRONMENT 43
9. STRATEGY IMPLEMENTATION AND STAGING 43
10. URBAN DESIGN 44
11. PRECINCT REVIEWS 45

Attachment 4

1. SUMMARY

Council acknowledges the challenge of providing the required housing and jobs to meet Sydney's forecast growth and the strategic merit in focusing renewal around transport infrastructure and within urban centres. It is also noted that a number of amendments have been made from the initial draft Strategy which will have a positive local impact including the retention of high quality character areas.

Notwithstanding, Council continues to have issues and concerns with the revised draft Strategy. Those issues and concerns are detailed in the attached submission.

The key issues and concerns with the revised draft Strategy are as follows:

- Lack of transparency about the forecast dwelling and employment numbers in the revised draft Strategy. With the removal of some areas and reduced heights from the original draft Strategy, it is difficult to understand how a similar or significantly greater number of dwellings are now forecast in the revised draft strategy, especially in the Marrickville Station Precinct, which has over 2,000 more dwellings in the revised draft Strategy.
- Some areas being included for zoning uplift, especially in the Marrickville Station Precinct, resulting in the loss of character and fabric. Some of the areas requested to be removed by Council have instead been reduced to low rise housing. The attached submission identifies areas where height continues to be a concern and areas recommended to be removed from any zoning uplift.
- The removal or impact on key Marrickville employment and businesses lands which have been identified to be in high demand through independent analyses. This is of particular relevance within the Sydenham Station Precinct.
- Not providing a comprehensive whole-of-government plan for the required additional infrastructure and services. The anticipated increase in population will undoubtedly result in increased need for affordable rental housing, child care, schools, health care facilities, open space, recreation facilities, road upgrades, new or improved pedestrian and cycling connections and community facilities. No mechanism has been devised that will efficiently and transparently fund the delivery and/or upgrade of local or regional level infrastructure items. This is a significant shortfall of the revised strategy and must be addressed prior to the final strategy being released. Failing to address this issue will delay the delivery of housing and jobs across the Corridor.
- The proposed Greenway South West is strongly supported. However, the draft Strategy has, not adequately addressed the provision of local open space, only specifying that new parks would be left to Council to provide and that there is the potential for part of the Marrickville Golf Course to be repurposed for open space. Land for open space should be identified upfront and funding mechanisms identified. Section 94 will not be sufficient to provide the new open space areas required for the incoming community identified in the Strategy.
- Despite Council's previous request for affordable housing targets or provision of an inclusionary mechanism, the revised draft Strategy still has not provided any policy or regulatory options to address the issue of affordable rental housing. This critical issue must be addressed by the final strategy.
- Implementing the Strategy will require funding to be made available from the State. Prior to any planning proposals being supported by Council detailed studies such as traffic, urban design and infrastructure planning must be prepared and finalised to

ensure incoming growth and associated cumulative impacts can be appropriately managed by Council. Commitment to such funding has yet to be made by the State.

- The revised draft Strategy has not adequately considered urban design criteria such as orientation, topography, lot depths and configuration, width of streets, views relationships with open space and development parcels. Council's previous submission considered that detailed precinct wide master planning was integral to progress the Strategy, ensuring optimal planning outcomes, however this has not been undertaken. Council is concerned that some blocks and groups of blocks designated for medium-high and high rise housing will cause significant overshadowing, visual bulk, streetscape and view impacts on existing residences.

A summary of the issues and concerns raised by Council officers, as detailed in the attached submission, are as follows:
(NB The number reference in the heading to each issue is the reference number used in the draft submission)

2. Strategic Context

The revised draft Strategy has a number of inconsistencies with relevant strategic planning documents including A Plan for Growing Sydney, the Draft Central District Plan and certain Section 117 Directions.

The Strategy should be amended to ensure consistency with those documents.

3. Infrastructure

The Strategy does not provide a comprehensive whole-of-government plan for the required additional infrastructure and services, including mechanism(s) that will efficiently and transparently fund the delivery and/or upgrade of those local or regional level infrastructure items.

The Strategy must establish a regional approach for the funding and implementation of the required infrastructure and a State Government commitment to the funding of key infrastructure.

The Strategy needs to address the infrastructure and funding issues raised in Section 3 of Council's submission including issues relating to:

- Active transport;
- Open space, recreational facilities and public domain infrastructure;
- Street, traffic, parking and stormwater infrastructure; and
- Social infrastructure

All the necessary additional infrastructure and services need to be itemised and incorporated, and appropriately detailed, into the respective Land Use Plan, Infrastructure Plan and Infrastructure Schedule for each precinct. Such documentation should include details of the infrastructure type, hierarchy of facilities (local, district or regional), priority works, indicative timeframe for delivery and funding mechanisms as well as an estimated cost of works (like the infrastructure schedule contained in The Parramatta Road Corridor Urban Transformation Strategy).

4. Employment Land and Economic Development

The Strategy's proposed rezoning of industrial land would have a significant negative impact on employment, availability of industrial floor space, supply chains, markets and synergies between businesses and Sydney's creative/cultural institutions.

The downside for the local economy would be the loss of a substantial amount of relatively affordable land, the greater percentage of which is currently occupied by creative industries. Those businesses will be lost when the properties they currently occupy are either demolished or rezoned for medium to high density residential or mixed use development.

The purported opportunity sites referred to in the AEC Employment Analysis have exceptional economic value as industrial lands. The Strategy should be amended to retain those sites for the reasons detailed in Section 4 of Council's submission.

5. Transport

The Strategy requires a more integrated transport approach as detailed in Section 5 of Council's submission.

In order to create a more sustainable future, it is essential that the increased residential densities (and employment opportunities) should not be solely designed to make the metro more viable, they should offer genuine city shaping opportunities and start to guide a more sustainable city through more sustainable neighbourhoods.

For the reasons detailed in Council's submission the Strategy should be based on an integrated approach to transport. The Strategy should be amended accordingly.

The Strategy should also be amended to address the specific transport comments for the respective precincts detailed in Section 5 of Council's submission.

6. Heritage

A comprehensive heritage study of the areas within the respective precincts should be undertaken to determine whether there are any sites or areas of environmental heritage significance to the area not currently identified as heritage items, heritage conservation areas or draft heritage items or heritage conservation areas. That study should be carried out before any changes are contemplated to existing land use zonings and/or density and scale controls to ensure that any new planning controls respect the existing built environment and any identified heritage significance.

The Strategy should be amended to incorporate the outcomes of that study and to address the other heritage issues raised in Section 6 of Council's submission.

7. Affordable Housing

The Strategy does not provide an affordable rental housing target or mechanisms to address the issue of the provision of affordable rental housing.

It is essential that the Strategy sets an appropriate affordable rental housing target and that the State Government make amendments to State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in the Sydenham to Bankstown Urban Renewal Corridor and that the State Government make relevant amendments to the environmental planning

instruments applying to all local government areas in the Corridor to permit the levying of affordable housing contributions for residential development in the Corridor, to enable the creation of Affordable Rental Housing in perpetuity under the management of a Registered Community Housing Provider.

8. Environment

The Strategy should be amended to include a comprehensive sustainability framework with objectives, strategies and targets and measures.

9. Strategic Implementation and Staging

Implementing the Strategy will require funding to be made available from the State. Prior to any planning proposals being supported by Council detailed studies such as traffic, urban design and infrastructure planning must be prepared and finalised to ensure incoming growth and associated cumulative impacts can be appropriately managed by Council. Commitment to such funding has yet to be made by the State.

10. Urban Design

The revised draft Strategy has not adequately considered urban design criteria such as orientation, topography, lot depths and configuration, width of streets, views, relationships with open space and development parcels. For example, as detailed in Section 10 of Council's submission, some of the land designated for medium-high rise and high rise housing in the Strategy do not support the height/density proposed in terms of solar access, visual bulk and streetscape considerations, based on the principles and guidelines applying to such development under SEPP 65 and the Apartment Design Guide (ADG).

The Strategy needs to be amended, as detailed in Section 10 of Council's submission, to ensure compliance with those principles and guidelines.

11. Precinct Specific Issues

The draft submission recommends a number of changes be made to the Land Use Plan, Infrastructure Plan and Schedule and other changes for each of the respective Precincts. Those amendments are detailed in Section 11 of Council's submission.

The recommended changes for each precinct are shown in marked up diagrams.

2. STRATEGIC CONTEXT

2.1 A Plan for Growing Sydney (2014)

A Plan for Growing Sydney includes principles on how to accommodate population growth and housing supply relevant to the Strategy. The revised draft Strategy may assist achievement of *Principle 1 - Increasing housing choice around all centres through urban renewal in established areas* and *Direction 2.1 - Accelerate housing supply across Sydney* as it will provide additional residential accommodation in close proximity to existing services and public transport.

The revised Strategy is however inconsistent with *Direction 1.9 - Support priority economic sectors* and related *Action 1.9.2 Support Key Industrial Precincts with Appropriate Planning*

Controls. The action emphasises the importance of employment and urban services land to Greater Sydney's productivity.

The action requires that the questions in the Industrial Lands Strategic Assessment Checklist are assessed for proposed rezonings of industrial lands. That checklist has not been addressed in the *AEC Sydenham to Bankstown Corridor Employment Analysis* for the Department of Planning and Environment despite the significant tracts of industrial land that are earmarked for rezoning. *A Plan for Growing Sydney* clearly intends to protect industrial land in and around the airport from being lost to residential development, which the revised draft Strategy fails to do.

The revised draft Strategy for the Sydenham Station and Marrickville Station Precincts could result in a substantial loss of industrial land in those precincts. The AEC Employment Analysis accepts that there is significant demand for industrial space in those areas and that there is limited stock for sale or lease: "*the industrial areas of Sydenham and Marrickville are established and have wide market appeal. Recent development of strata industrial units has been met by high levels of market acceptance. Anecdotal evidence indicates rising price levels and a dearth of availability* (page iii)". According to the AEC employment profiles of the four opportunity sites in the Inner West Council LGA, the number of jobs potentially lost is up to 4,729 due to these rezonings. Many of those jobs are jobs of locals.

The Australian Research Council's August 2017 report *Made in Marrickville: Enterprise and cluster dynamics at the creative industries-manufacturing interface* found that the Carrington Road precinct alone contains 223 businesses, employs over 1,800 people and can be discerned as 15 functional clusters.

The Industrial Lands Strategic Assessment Checklist second question is *Does a site contribute to a significant industry cluster and is it near key economic infrastructure?* Surprisingly, the AEC study fails to identify the significant industry cluster of creative-manufacturing industries in Marrickville and Sydenham and the contribution they make to the national economy, and that they are close to key economic infrastructure at Port Botany, the Airport and the Central Business District. The revised draft strategy could destroy those significant industry clusters.

The *Made in Marrickville* report found that Sydney's status as a global city relies on the Carrington Road precinct due to its complex networks that span the city, the nation and the globe. Cultural icons such as Sydney Opera House, Sydney Theatre Company, Sydney Gay and Lesbian Mardi Gras, Chinese New Year, and Vivid Festival all rely on supplier and servicing relationships with Carrington Road enterprises which include many companies that have been Oscars, BAFTAs and ARIA award winners. In this regard the revised draft Strategy's proposed rezoning of large tracts of industrial land that support creative-manufacturing industries in the Sydenham and Marrickville precincts, contradicts *A Plan for Growing Sydney* Direction 3.4 that aims to '*Promote Sydney's heritage, arts and culture*'.

The AEC Employment Analysis does not provide sufficient detail of the businesses and employment on the sites earmarked for rezoning as no land use survey has been undertaken. The desktop assessment is not sufficient evidence to justify rezoning industrial sites. It also does not adequately address the potential negative impacts of the Strategy's proposed alternative employment zones such as business/enterprise zones would have on existing businesses or other potential industrial tenants. The introduction of conventional business or office uses, would change the character of the Sydenham and Marrickville precincts, displace existing uses and change commercial property market perceptions of the areas. This would in turn lead to higher rents for light industrial uses and displace these uses from these critical industrial sites. This in turn would result in the closure of businesses that require proximity to supply chains and markets and that depend on those interconnections.

The proposed rezoning of industrial land as suggested in the revised draft strategy will significantly reduce the industrial land supply in the subregion and the ability to meet future demand for industrial land activity and employment targets, failing to address this question in the industrial lands strategic assessment checklist.

The 2014 Employment Lands Development Program by the Department of Planning and Environment reports that the Central subregion only had an overall vacancy rate of 3% across all its industrial precincts. This is barely sufficient to allow for turnover of tenants.

The AEC Employment Lands Study found that there will be a shortfall of industrial floor space in most Strategy Corridor precincts by 2041 and an overall unmet demand for approximately 247,900sqm (24.79 hectares) of industrial GFA. This shortfall is likely to be further exacerbated by the following Planning Proposals, which seek to rezone large areas of industrial land in the Sydenham Station and Marrickville Station Precincts:

Sydenham Station Precinct:

- Victoria Road Precinct (approximately 18 hectares, some of which is located in the Precinct); and
- Mary Street, St Peters, known as Precinct 75 (approximately 13,395sqm based on Proponent's PP).

Marrickville Station Precinct:

- Carrington Road (approximately 7.8 hectares based on Proponent's PP)

The cumulative loss of industrial land will result in a deficit of industrial land in the Inner West LGA, and largely eliminate the scope for existing industrial enterprises in the area to grow and adapt. Given that there is already a supply and demand gap for industrial land in the Inner West and a need to increase the stock of industrial floor space, the revised draft Strategy should be amended to ensure that those significant industry clusters and the existing businesses that provide urban services for the local population and other businesses are protected and retained to support a diverse local community and economy.

2.2 Towards Our Greater Sydney 2056

As part of the Greater Sydney Commission's review of *A Plan for Growing Sydney,* the document entitled *Towards Our Greater Sydney 2056* provides broad objectives in relation to the future operation of Greater Sydney being *A Productive Sydney, A Liveable Sydney* and *A Sustainable Sydney*. The revised draft Strategy is consistent with some of the broad aims of that document as it seeks to provide additional residential accommodation near an existing centre with good access to services and public transport. However, given the:

- intensity of some of the proposed development heights and lack of detailed urban design framework;
- loss of significant and highly strategic employment lands;
- lack of required studies and a comprehensive infrastructure plan and funding mechanisms to meet the needs of a significantly increased population;
- lack of any affordable rental housing policy, and appropriate mechanisms to facilitate the provision of such housing; and
- lack of sustainability targets, framework and guidelines for sustainable development,

it is considered the likely outcome, based on revised draft Strategy, would not fully achieve these objectives for the Sydenham to Bankstown corridor.

2.3 Draft Central District Plan

The draft Central District Plan (dCDP) aims to facilitate well-coordinated, integrated and effective planning for land use, transport and infrastructure over the next 20 years. The following assessment considers the revised draft Strategy, having regard to key relevant sections of the (dCDP):

Section 3.6 – Protect and manage employment and urban services land

Productivity Priority 5 of the draft CDP requires a precautionary approach to the rezoning of industrial land for urban services or adding permitted uses. The District Plan notes that in 2015, the Central subregion had 1,490 hectares of zoned employment and urban services land, which represented 11% of Greater Sydney's total stock. Only 4% of this land was undeveloped.

The dCDP also confirms that even small parcels of employment and urban services land are important to the District's economy and that rezonings for non-industrial uses reduce potential long term growth and improvements in productivity, consequently that employment land stock needs to be protected.

The 2015 HillPDA Industrial Precinct Review for the NSW Department of Planning and GSC District Plans, provides a health check for all 135 industrial precincts in Greater Sydney. Each precinct was scored on job generation, function and output with an overall scale of 0 to 15. With a score of 13 the Marrickville industrial precinct is the second highest scoring precinct out of the 135 precincts, sitting just below the combined Port Botany/Banksmeadow precinct. Meeks Road also scored highly at 11. The most successful small precincts scored between 9 and 10.5 with the Tempe and Carrington Road industrial area scoring above average at 10.5.

The 2015 HillPDA Industrial Precinct Review referred to in the covering report to Council recognises the challenges of creating new employment lands in inner city areas and makes the following key points that support the retention of industrial floor space in the Marrickville Station and Sydenham Station Precincts:

- there is strong price driven demand for small industrial spaces (under 500sqm) in the Central Subregion (page 81);
- more creative types of uses (designers, food production and sale etc) are attracted to the Subregion (page 81);
- small local industries (furniture storage and renovation, printeries, food production and creative industries) flourish in these locations, given nearby local demographics (page 83);
- in terms of industrial trends, there is a growing and evolving demand for industrial areas within inner city and middle ring suburbs of Sydney to serve the needs of the growing local population (i.e. panel beaters and household trades) (pages 68-69);
- growing demand for more intensive backroom data storage and archives close to inner city offices (page 68); and
- growing demand for urban support services as a result of forecast rate of residential and business population growth (page 68).

Consequently the extent and nature of the draft revised Strategy's proposed rezoning of industrial land in the Sydenham Station and Marrickville Station Precincts is in direct conflict with Productivity Priority 5 of the District Plan.

Section 4.3 - Improving housing choice

The dCDP establishes a housing target for the Inner West Council to provide an additional 5,900 dwellings by 2021. The dCDP requires Council to undertake a number of actions in relation to housing supply, including the following:

- monitor and support the delivery of Inner West's five-year housing target of 5,900 dwellings;
- work with adjoining Councils to plan and delivery urban renewal in the Sydenham to Bankstown corridor; and
- investigate local opportunities to address demand and diversity in and around local centres and infill areas with a particular focus on transport corridors and other areas of high accessibility.

Council is monitoring the delivery of the housing in the Inner West LGA and is on track to reach the five year housing target set for the LGA.

Section 4.4.4 - Deliver Affordable Rental Housing

The dCDP requires the relevant planning authority to include an Affordable Rental Housing Target as a form of inclusionary zoning and sets a target of 5% to 10% of new floor space at rezoning stage. As discussed in the body of the report the revised draft Strategy does not provide an affordable rental housing target or mechanisms to address the issue of the provision of affordable rental housing.

Section 4.6 - Create Great Places

The dCDP encourages design led planning that produces good quality integrated urban design as key elements of a people centred, sustainable, liveable environment. The dCDP requires growth to be managed to create healthy, well designed, safe and inclusive places that encourage economic and social activity, vibrancy and community spirit. Again the intensity of development proposed, impact on heritage and character of the affected suburbs; loss of employment land, inadequacy of infrastructure planning and other deficiencies identified in this submission are such that it is considered the revised draft Strategy would not create great places, instead it will worsen what currently makes Sydenham, Marrickville and Dulwich Hill great.

Section 4.7 - Foster cohesive communities in the Central District

Section 4.7.2 of the dCDP stresses the importance of arts and culture for connected communities and vibrant public places and states that; "*Arts and cultural policy, investment and actions should be well integrated into urban development. This can be achieved through planning proposals for urban renewal areas and priority precincts...*" As a high density precinct with 15 significant creative industries clusters the Marrickville Road precinct and in particular Carrington Road area with over 8 hectares of industrial land is an important element of the overall cultural ecology of the Inner West and Greater Sydney that needs to be nurtured. The Commission also describes the importance of night-time economies and live music, which is also a specialisation of the Marrickville Station and Sydenham Station Precincts.

The draft Sydenham to Bankstown Urban Renewal Corridor Strategy states its vision for the Sydenham precinct as "*a creative and dynamic centre that increases and diversifies employment opportunities with new and exciting businesses and industries, cafes, bars, restaurants and venues for live music.*" The existing IN1 General Industrial zoning

provisions under MLEP 2011 allow live music venues. The introduction of substantial new residential population in areas currently zoned industrial is likely to conflict with creative industries in existing industrial zones and undermine this vision.

2.4 Marrickville Urban Strategy (2007), Marrickville Local Environmental Plan 2011 and Marrickville Section 94/94A Contributions Plan 2014

The Marrickville Urban Strategy (MUS) was adopted by Council in 2007. It establishes a vision and co-ordinated directions addressing a range of planning, community, and environmental issues, to guide short, medium and long term strategic planning policies for the former Marrickville LGA. The MUS was developed in response to employment and housing targets established through the draft South Subregional Strategy (dSSS) and its overriding strategy, Sydney Metropolitan Strategy City of Cities, A Plan for Sydney's Future (December 2005).

The MUS supports the aim of locating additional residential development in and around existing centres with good access to public transport and services. The MUS adopted six urban renewal approaches to inform policy options for future residential development within the LGA. These are:

1. Focus on residential density in and around centres;
2. Focus on commercial zoned land in centres;
3. Rezone select industrial sites;
4. Develop new centres;
5. Rezone select special use sites; and
6. Increase density in infill areas.

Marrickville Local Environmental Plan 2011 (MLEP 2011) incorporated those urban renewal approaches, creating many new areas for increased residential densities in order to meet the 25 year housing target of 4,150 additional dwellings. Since the commencement of the MLEP 2011 a higher than anticipated growth has occurred, which has meant the former Marrickville LGA was easily on track to meet those required housing targets. MLEP 2011 was based on a manageable growth, established collectively with support of the Marrickville LGA community and supported by Marrickville Section 94/94A Contributions Plan 2014.

Whilst the Rate cap and S94 cap makes it difficult to maintain existing infrastructure and provide the required infrastructure for new residents already for sustainable growth, the revised draft Strategy, with significantly increased dwelling projections, will further place pressure on local, regional and state infrastructure, making growth increasingly unsustainable, without a comprehensive State government supported infrastructure plan.

2.5 Inner West Council Interim Statement of Vision and Priorities

Council's adopted Interim Statement of Vision and Priorities currently guides Council until a single Community Strategic Plan is developed for the Inner West. The Interim Statement, which was adopted by Council at its meeting on 28 March 2017, contains the following eight high level priorities:

- Planning and development;
- Transport;
- Social vitality, creativity and quality of life;
- Sustainability and the environment;
- One Council;
- Local industry and business;

- Advocacy; and
- Local democracy.

The revised draft Strategy does not fully achieve those priorities as discussed throughout this submission.

2.6 Section 117 Directions

The following Section 117 Directions are relevant to the revised draft Strategy:

Direction 1.1 - Business and Industrial Zones
The relevant objective of Direction 1.1 is (1) (b) to protect employment land in business and industrial zones, and applies because (3) future planning proposals consistent with the Strategy will affect land within an existing or proposed business or industrial zone. The relevant provisions are that the planning proposal (4) (a) must give effect to the objectives of this direction, (b) retain the areas and locations of existing business and industrial zones, and (d) not reduce the total potential floor space area for industrial uses in industrial zones.

However under (5) a planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the planning proposal that are inconsistent are: (c) in accordance with the relevant Regional Strategy, Regional Plan or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction.

The revised draft Strategy's proposed rezoning of substantial tracts of industrial zoned land and certain business zoned land is inconsistent with Direction 1.1 because it contradicts Productivity Priority 5 of the Draft Central District Plan to protect and support employment and urban services land.

Under *The Revised Land Use Plans* for the Marrickville Station and Sydenham Station Precincts in the revised draft Strategy, some land that is currently zoned B7 Business Park, IN1 General Industrial or IN2 Light Industrial under MLEP 2011 is proposed for either "*Medium rise housing*" or "*Medium-high rise housing*" which, if implemented, would result in the loss of that land for employment purposes.

The draft Central District Plan states that "*despite high demand for employment and urban services land in the Central District, there has been significant market speculation and pressure to rezone them to retail and residential uses.*" (page 68).

The Plan notes that since 2011 a total of 45 hectares of employment and urban services land in the District has been rezoned for other uses (page 68). There are currently a number of current planning proposals relating to employment and urban services land within the Inner West LGA, which if approved, would further increase the loss of employment and urban services land in the District.

The Plan notes that research carried out by the Greater Sydney Commission on employment and urban services land has "*reaffirmed their value, underpinned by the economic contributions they make and the strong demand for this comparatively rare resource.*" (page 68)

The Strategy should be amended to ensure that it does not result in further reductions to this valuable, important and "*comparatively rare resource*".

Direction 2.3 - Heritage Conservation

The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.

A comprehensive heritage study of the areas within the respective precincts should be undertaken to determine whether there are any sites or areas of environmental heritage significance to the area not currently identified as heritage items, heritage conservation areas or draft heritage items or heritage conservation areas. That study should be carried out before any changes are contemplated to existing land use zonings and/or density and scale controls to ensure that any new planning controls respect the existing built environment and any identified heritage significance.

Direction 3.1 - Residential Zones

The objectives of this Direction are to encourage a variety of housing types, make efficient use of infrastructure, and minimise the impact of residential development on the environmental and resource lands.

The Direction requires planning proposals to encourage housing that will broaden the choice of building types and locations available in the housing market; make more efficient use of existing infrastructure and services; reduce the consumption of land on the urban fringe; and be of good design.

Future planning proposals consist with the Strategy will be consistent with this direction as it provides increased densities near an existing centre with good access to public transport (transit oriented development) and would therefore reduce demand for land on the urban fringe. However, as discussed elsewhere other infrastructure is required to support such significant residential density to provide this new housing. There is also concern that significant redevelopment of some of the older apartments would remove more affordable housing stock, reducing choice. Accordingly, some blocks containing older apartment buildings are recommended to be reduced in development height to limit likelihood of being redeveloped in the short to medium term.

Direction 3.4 - Integrating Land Use and Transport

As highlighted elsewhere, future planning proposals consistent with this Strategy will increase densities in a highly accessible location.

Direction 3.5 - Development Near Licensed Aerodromes

The objectives of this Direction are to ensure the safe and effective operation of aerodromes; ensure that aerodrome operations are not jeopardised by hazards or obstructions; and that residential development near aerodromes are safe for human occupation.

Future planning proposals consistent with this Strategy will increase height and density of building development standards. The revised draft Strategy proposes increasing to 6 storey main street shop top housing in Sydenham (in Gleeson Avenue and Unwins Bridge Road), which are located in areas heavily affected by aircraft noise (30-35 ANEF), contrary to the 117 direction, which directs that planning proposals must not rezone land for residential purposes or to increase residential density where the ANEF exceeds 25.

The revised draft Strategy also proposes to rezone land in Gerald Street from IN2 Light Industrial, IN1 General Industrial and B5 Business Development for Medium-high rise

housing, and increase height/density for certain land in Marrickville Road, which is located in the 25-30 ANEF bands, also contrary to the 117 direction.

Whilst the previous draft Sydenham Precinct Land Use and Infrastructure Analysis identifies that "*The precinct is in an area with a level of aircraft noise above 25 ANEF that significantly restricts the development of new residential development opportunities.*", it does not justify or give consideration to the objectives of this 117 direction, as required under the Direction. Accordingly, those properties are not supported for new or increased residential from what is currently permitted under MLEP 2011 for such land.

Under the Direction there is a requirement to take into consideration the Obstacle Limitation Surface (OLS) as defined by that Department of the Commonwealth. It is noted that some of the Urban Design Peer Review Recommendations in the revised draft Strategy include building heights expressed in storeys that would penetrate the OLS (e.g. Carrington Road).

Direction 4.1 - Acid Sulfate Soils

The objective of this Direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.

The Strategy relates to land that is identified as acid sulfate soil on the Acid Sulfate Soils Maps under MLEP 2011. Most of the land in the Sydenham to Bankstown Urban Renewal Corridor is located on land containing acid sulfate soils. In the case of the Sydenham Station and Marrickville Station Precincts much of that land is specified as Class 2 acid sulfate land.

As the Strategy would result in an intensification of land uses on certain land identified as having a probability of containing acid sulfate soils, under the Direction an acid sulfate soils study assessing the appropriateness of the change of land use given the presence of acid sulfate soils would need to be carried out.

Direction 4.3 - Flood Prone Land

The objectives of this Direction are to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.

The Strategy relates to land in the former Marrickville LGA that is identified as flood liable land under the planning controls applying to the land.

Under Part 6 of the Direction a planning proposal must not contain provisions that apply to the flood planning areas which inter alia:

> *"(c) permit a significant increase in the development of that land,*
> *(d) are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services"*

The draft revised Strategy would permit a significant increase in the development on certain land within the respective precincts.

Council's floodplain management process has identified flood affected areas and the information from these studies should be used as a basis of any further local studies or risk assessments that may be required in the flood planning process.

Any further flood studies required should be funded by the Department and this work should be undertaken in close consultation with Councils.

The implementation of the draft Strategy will require additional infrastructure to accommodate the growing population and a sustainable funding source to deliver this. It is important to clearly know how that infrastructure will be provided and how it will be funded.

Direction 7.1 - Implementation of A Plan for Growing Sydney

The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in *A Plan for Growing Sydney*.

(Refer to discussion in *Part 2.1 A Plan for Growing Sydney (2014)* of this submission)

3. INFRASTRUCTURE AND FUNDING

The revised draft Strategy does not provide a comprehensive whole-of-government plan for the required additional infrastructure and services. The anticipated increase in population will undoubtedly result in increased need for open space, recreation facilities, community facilities, child care, schools, out-of-school care, health care facilities, affordable housing, road upgrades and new or improved pedestrian and cycling connections.

The revised draft Strategy includes Infrastructure Plans and Infrastructure Schedules that itemise proposed infrastructure projects for each of the three Precincts. However, only some of the infrastructure recommendations in the various background reports and studies have translated into the respective Land Use Plans and Infrastructure Plans, some amendments to these are required and a large number of additional infrastructure projects are required. Also the level of detail in these maps and schedules are insufficient. An example of a more detailed and comprehensive implementation tool that the DPE could have used as a model, is the infrastructure schedule used in The Parramatta Road Corridor Urban Transformation Strategy. That document provided infrastructure type, hierarchy of facilities (local, district or regional), priority works, indicative timeframe for delivery and funding mechanisms as well as an estimated cost of works.

No mechanism(s) has been devised that will efficiently and transparently fund the delivery and/or upgrade of local or regional level infrastructure items. This is a significant oversight of the revised draft Strategy and must be addressed prior to the final strategy being released. Failing to address this issue will delay the delivery of housing and jobs across the Corridor. A Special Infrastructure Contribution Plan (SIC) to identify the regional infrastructure improvements is yet to be released. This task is listed as one of the key actions that will drive the implementation of the Strategy in the individual documents for Dulwich Hill, Marrickville and Sydenham Station Precincts. However none of the items listed in the Infrastructure Schedules in Sydenham, Marrickville and Dulwich Hill Station Precincts is to be delivered as part of the SIC. The recommended mechanism for delivery of some of the required infrastructure as 'works in kind' by developers is an unquantified ad-hoc tool, which does not provide certainty to the community. All other works apart from public transport and major road works shown in the Infrastructure Schedule are to be funded from S94 which is inadequate to deliver the infrastructure required.

Given the scale of redevelopment proposed for the Sydenham to Bankstown renewal corridor, which goes far beyond what Council is able to reasonably absorb and service for a rapidly increasing population, the DPE must establish a regional approach for the funding and implementation of the required infrastructure and a State Government commitment to the funding of key infrastructure that Council will not be able to fund. It should also be noted

that some of the infrastructure projects identified to be funded fully of partly by Council in the revised Strategy are regional infrastructure. A clear example of this is the GreenWay South West project, which can create a shared pedestrian / cycle corridor and with the embellishment of existing open space; acquisition of land and constructing new open spaces where there a gaps along this link; and enhancement of feeder paths collectively create a part of the Sydney Green Grid as regional infrastructure.

3.1 Transport

3.1.1 Active Transport

The proposed GreenWay South West is strongly supported. If designed to a high standard, this regional active transport corridor provides great potential to create connections to and between existing open spaces, centres, transport nodes, employment and other activity hubs along the route. The GreenWay South West can also provide a recreational facility in itself for walking and cycling, with walking in particular having been identified as the most frequent type of recreational activity in the Marrickville Recreation Needs Study 2011. Also it can provide a trunk route that gives access to a multitude of branch routes off this (including regional Cooks River and Cooks River to Iron Cove GreenWay routes), providing links to other open space and activation hubs and as a broader active transport network.

While the GreenWay South West is potentially a great initiative, the wording of the revised draft Strategy lacks certainty and commitment that this initiative will be implemented, stating *'DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link and linear park should surplus rail land become available'* in the Actions and providing a '*Potential new shared bicycle and pedestrian path along the existing rail corridor between Bankstown and Sydenham stations'*. Neither does the revised draft Strategy make clear how implementation will be funded, with the responsibility shown as both DPE and Council, with the previous draft Strategy indicating it would be funded through S94 and the State Government not yet having established a SIC. The suggestion of it being funded with S94 funds from different Councils would make it unattainable and likely to be delivered in short disconnected lengths. From Council's experience with the Cooks River to Iron Cove GreenWay, the engineering for such a facility adjacent to a rail corridor may be cost prohibitive and gaining access to rail land problematic. To succeed it would need to be funded and delivered by the NSW Government as a single project with timely delivery, in conjunction with the Sydney Metro.

To maximise the effectiveness of the GreenWay South West, achieving it's functionality potential, depends on creating a continuous high standard corridor design that maximises connectivity, accessibility; safety; comfort; attractiveness; activation at appropriate place; biodiversity and water sensitivity.

To achieve these objectives the proposed GreenWay South West concept master plan is to include the following elements in the scope:

- minimum 3.5 metre to 4 metre wide shared use path and associated cycle and pedestrian facilities, e.g. bike racks, signs, bubblers, shaded seats/rest areas, lighting;
- safe crossing of street barriers to movement, wherever feasible through the use of bridges and tunnels to create a regional standard of safe unimpeded access, (especially where crossing of busy roads are required) or secondly provision of high standard crossing facilities;
- water sensitive urban design, wherever feasible;
- public art and consistent, high quality street furniture and public domain treatments, e.g. best practice lighting, signage, fencing;

- use of indigenous species for tree planting and landscaping along the corridor and in adjacent areas;
- establishment of compensatory bush care sites along the Sydenham to Bankstown corridor in situations where existing patches of vegetation need to be cleared to make way for construction of Sydney Metro and GreenWay South West;
- effective integration with existing open space and recreational areas, e.g. ovals, parks, children's play areas in close proximity to the GreenWay South West corridor;
- incorporation of activation elements wherever possible, particularly in new development sites/precincts adjacent to the Sydenham to Bankstown Corridor . This can include fitness stations, cafes, community gardens, meeting places, heritage interpretation and special interest hubs/facilities/pop ups e.g. environmental art, skate boarding facilities, outdoor learning spaces for school and university students etc; and
- effective integration with existing town centres along the GreenWay South West corridor.

To achieve a complete active transport network integrated with the GreenWay South West, the State Government needs to fund the provision of pedestrian and cycle feeder branches that links to / from and across the main east/west GreenWay South West "spine", that provide links to open spaces (particularly district and regional parks) as well as to centres, transport nodes, employment and other activity hubs as identified by Council.

3.2 Open Space, Recreation Facilities and Public Domain Infrastructure

While the proposed GreenWay South West is strongly supported, it is not considered the section running through the Inner West LGA would form a 'linear park' as described in the Vision and Actions of the revised draft Strategy, given it's limited width creating limited scope to be considered parkland. It does however have the potential to be a linear form of greened open space, connecting a series of parks and other open space activity nodes.

The background draft *Bankstown to Sydenham Corridor Strategy: Open Space and Recreation Strategy* (draft Open Space and Recreation Strategy) supporting the revised draft Strategy is not based on a broad recreational needs study, only physical open space and public domain analysis. Notwithstanding this, the draft Open Space and Recreation Strategy proposes locations for open space upgrades; opportunities for shared school access; new open spaces where there are local open space gaps; and streetscape and laneway upgrades to provide pedestrian links. However, not all these have been committed to in the revised draft Strategy. Predominantly, the Infrastructure Plans and Schedules specifies that these open space initiatives would be left to Council to provide or negotiate as part of development or the other bodies (Dulwich Hill Primary School and Marrickville Golf Course), which is uncertain. Required upgrading of existing parks; land required for acquisition and construction of new open space; and other public domain improvements required must be clearly identified upfront, establish schedules of works; be accurately costed and commit to State Government funding mechanisms to enable its delivery. Section 94 will be insufficient to provide the new open space areas required for the incoming community identified in the Strategy.

The Strategy recommends provision of community access (outside school hours) to facilities at Dulwich Hill Primary School to address lack of public open space. The school has one basketball court that will be inadequate to provide for recreational need of additional 5,000-6,000 residents.

The type and size of the new open space delivered by conversion of the Carrington Road industrial precinct is not defined and are open to interpretation. The revised draft Strategy should clearly state that any new public open space created by the urban renewal on large

sites should be provided in addition to the area of communal open space, i.e. more than 25% of the site as per standards in the Apartment Design Guide.

To ensure adequate open space and recreation facilities are provided to meet the needs of the existing and new populations the following is recommended:

- Base the proposed open space and recreation facilities on a comprehensive recreation needs assessment;
- Ensure recommendations from the GreenWay South West and other public domain / urban design reports are included in the Infrastructure Plan;
- Ensure pedestrian and bicycle connections to existing significant open space are upgraded to meet demands from increased population – Cooks River Parklands, Enmore Park, Tempe Reserve, Sydenham Green;
- Land acquisitions for additional recreation areas should be based on need – i.e. the greatest need in Marrickville is to upgrade facilities in larger district and regional parks. If it is not possible to provide significantly sized land acquisitions within the town centres to create large open space areas, then improvements to the connections to these district and regional facilities should be the priority;
- In general funding for park improvements is better to be allocated to upgrading regional facilities – Tempe Reserve, Cooks River Parklands etc;
- Provide improvements that make these connecting streets 'people places' that allow for informational recreation / interaction with separated bicycle connections, shade trees, safe and quality pedestrian pavements, street furniture including seating, bicycle racks, drink fountains, rubbish bins and integrated public art;
- Increase setbacks for development sites adjoining pedestrian /cycle connections to enhance the public domain;
- Provide separation from busy thoroughfares and traffic corridors with multifunctional green infrastructure including rain gardens to increase the pedestrian perception of separation and safety from traffic;
- Review opportunities for shared use of school grounds and church grounds for recreation within the area; and
- Support the implementation of the Inner West Council (Public Domain Planning) draft master plans for both Dulwich Hill Station Precinct and Sydenham Station - Marrickville Road East.

Specific comments on open space initiatives are as follows:

- Council is supportive of the provision of an additional open space to serve the significant block of medium and medium-high density housing adjacent to Hercules Street. There is inconsistency of where this open space should be provided between the revised draft Strategy Land Use Plan, Infrastructure Plan, Fine Grain Public Domain Study for Dulwich Hill prepared by Panovscott; and the draft Open Space and Recreation Strategy. Council considers the best location for open space would be at the north end of this development area adjacent to the bridge over the light rail GreenWay corridor, where the land has less slope, to provide an entry into the Cooks River to Iron Cove GreenWay open space corridor, as well as to provide local open space to serve this development as well as other development further to the north. This space needs to be of sufficient scale and useability to provide recreation opportunities and effective relief from the built environment and enhance the connection and between the open space at Jack Shanahan reserve and the parklands to the north near Arlington. To create this space would require acquisition and open space construction commitment in the Infrastructure Plan and Schedule. There is a good evidence base for this acquisition in the Marrickville Recreation Needs Research

2012, which identifies Dulwich Hill as an area with a very low supply of open space per capita to the north of Jack Shanahan reserve.

- The Dulwich Hill Land Use Plan and Infrastructure Plan and Schedule is to make clear that dedication or easement is required for a 10 metre strip of land of land adjoining the light rail / Cooks River to Iron Cove GreenWay corridor for open space and pedestrian / cycle public access.
- As proposed in the draft Open Space and Recreation Strategy to reinforce the regional GWSW corridor linking a series of open spaces, additional open space is required along the corridor where there are currently gaps along the corridor, as well as serving local open space needs for the surrounding community as follows:
  - expansion of the Tom Kenny Reserve in Bayley Street, Dulwich Hill, to a size that can function as a park and a destination for people travelling along the GWSW, which would require the public acquisition of approximately 6 properties to the north and east of the current park to create a park approximately 3,700sqm with a direct visual and physical and connection to the GWSW corridor that passed adjacent.
  - the area designated for potential urban plaza (associated with an eastern entrance to the Metro Station) is also an area identified as a gap in local open space also proposed in the Marrickville Fine Grain and Open Space Study prepared by TyrrelStudio. Open space at this location will also provide more open and direct physical and visual link from Leofrene Street to Myrtle Street; direct access to a park space and green outlook from apartments for this intense high density area.

  As they are tied to the provision of the GreenWay South West as regional open space corridor, these two open space areas should also be classed as regional infrastructure and be funded through the Special Infrastructure Contribution being developed for the Sydenham to Bankstown Corridor.

3.3 Street, Traffic, Parking and Stormwater Infrastructure

In order to identify the required street, traffic, parking and stormwater infrastructure needs for a future population increase, further detailed studies will need to be undertaken so that an Infrastructure Plan can be developed. The studies will need to identify the requirements, costings and priority of implementation. These studies should be funded by the DPE and this work should be undertaken in close consultation with Council and other stakeholders. This study process is seen as a key requirement to ensure infrastructure needs are considered. The studies should also identify the funding source which is sustainable, not just for the implementation but also for the ongoing maintenance and renewal that will be required. The mechanism to provide this funding needs to be achievable so that the complete infrastructure list that is developed will be delivered in line with the priority needs.

With the development of the Sydenham to Bankstown Urban Renewal Corridor, opportunities to improve flooding issues along the corridor should be prioritised and implemented to reduce flooding impacts and the risks that come with flooding. Council's floodplain management process has identified flood affected areas and the information from these studies should be used as a basis of any further local studies or risk assessments that may be required in the flood planning process. Any further flood studies required should be funded by the DPE and this work should be undertaken in close consultation with Council.

3.4 Social Infrastructure

3.4.1 Background

The Sydenham to Bankstown Social Infrastructure Study (SIS) prepared by ARUP on behalf of the NSW Department of Planning and Environment, Revised August 2017, presents *a*

DRAFT

high level assessment of social infrastructure that is provided by local government… and state government… The study excludes social infrastructure provided by the non-government and private sectors (e.g. childcare, educational facilities and places of worship). Community Services and Culture has a number of concerns regarding methodology, assumptions, stakeholder consultation and the adequacy of research and analysis upon which social infrastructure needs have been projected.

3.4.2 Methodology (SIS section 1.2)

The benchmarking approach utilised by the SIS is not well suited to urban infill developments on this scale. A detailed needs-based assessment informed by a future population profile and analysis of current demand and supply is required to assess future social infrastructure needs (as acknowledged in the SIS, page 19). Assessment of capacity of existing facilities to meet community demand will assist in future infrastructure planning.

Cumulative demand impacting on social infrastructure within the Corridor, originating from regional developments such as Bays Precinct, Green Square and Parramatta Road, has not been assessed.

Issues concerning the potential to expand existing infrastructure and/or develop new facilities in an increasingly densified footprint needs to be further examined.

The SIS acknowledges that further studies need to be undertaken, including the analysis of leading practice in urban renewal; evaluation of capacity of existing social infrastructure; and development of a future social profile. There should also be an analysis of any negative impacts of the draft Strategy on the existing population, including the identification of strategies to ameliorate such impacts. The studies recommended by SIS together with the assessment of cumulative impacts should be completed prior to approval of the Final Sydenham to Bankstown Urban Renewal Strategy.

The desktop audit of existing and planned infrastructure is incomplete. Notwithstanding that the Study includes a list of references in section 19 from former Marrickville Council (including Section 94 Plan; Facilities Needs Research; Youth Strategy; and Community Strategic Plan 2023), the Study does not include any analysis of these documents in the "Local Policy Framework" (Section 4.2). Despite this section including several pages regarding social infrastructure needs from Canterbury and Bankstown Councils, there is no reference to or analysis of the needs of the former Marrickville Council or Inner West Council. The Study needs to analyse the various reports from the former Marrickville Council listed in the References so that social infrastructure needs encompass the needs that have already been identified. This analysis should also reference the recently adopted Inner West Council Inclusion Access Plan 2017-21.

https://www.innerwest.nsw.gov.au/ArticleDocuments/233/Inclusion-Action-Plan-2017-2021.pdf.aspx

together with other relevant reports from the former Marrickville Council, such as Let's Talk Marrickville South which addresses the needs of lower socio-economic families in the area.

The population projections (Refer Section 3) do not attempt to stratify population by age/ stage of life sections, necessary for prediction of childcare, education, health, open space, and recreational facilities.

Given the role played by both community providers and the private sector in providing social infrastructure, particularly in areas such as child care; education; arts and culture; and recreation, the assessment of infrastructure provided by the non-government and private

sectors will assist with needs assessment and infrastructure planning. For example, despite the number of creative industries operating in the area there are no arts and cultural facilities listed under existing social infrastructure. Consequently, this important part of the Inner West's cultural infrastructure is not recognised or adequately addressed.

3.4.3 Stakeholder Consultation (SIS Section 1.4)

Notwithstanding commentary drawn from the Sydney Local Health District Plan 2012-2017 our understanding is that Sydney Local Health District has not been consulted at district level by the Department of Planning and Environment on the Draft Strategy. Council considers this as a significant omission, particularly in relation to community-based health services and consultative services required to support growing populations in the proposed "vertical village" environment.

3.4.4 Benchmark Standards (SIS Section 5.3)

Table 2 (pages 19-20) lists the benchmarks applied in the Study and are based on the NSW Growth Centres Commission and the NSW Department of Planning for the provision of social infrastructure. The benchmark for the provision of long day care centres, occasional care centres, outside school hours care, pre-schools etc would have greater merit if the size/capacity of the facility specified was known (e.g. the benchmark standard for long day care centres on page 20 states 1:320 children aged 0-5 years). Assessment of long day care needs should incorporate analysis of capacity of existing centres as well as projections of future demand based on future population profile of new residents.

The SIS notes the inadequacy of benchmarks to predict school needs (Section 5.3, p19) – the same principle applies to all other social infrastructure.

The current provision of cultural infrastructure is not benchmarked in any of the Sydenham to Bankstown precincts, with readings at "0". This omits both the current provision of local government cultural infrastructure, and as previously indicated, the significant proportion of local and Greater Sydney cultural infrastructure provided by NGO and private sector organisations. If rezoning changes in this area are to proceed, with affordable industrial lands replaced by residential developments, the responsibility to provide cultural and creative infrastructure for the area/ Greater Sydney will fall back on local and state government.

Council supports SSROC's call for the development of joint NSW government/local government liveability indices for urban infill projects, developed a theme of *"Improving liveability alongside growth and intensification"*.

3.4.5 Social Infrastructure Assessment (Sections 7, 8 and 9)

The following comments are provided on the various social Infrastructure, including comments on the SIS assessment.

3.4.5.1 Child care

Demand outstrips supply at all of Council's education and child care facilities, including early learning centres; family day care; before and after school care; and Council's pre-school. Likewise private centres and community based providers all have waiting lists. This highlights the need for research into existing infrastructure capacity referred to earlier.

3.4.5.2 Education

Council notes that as Ferncourt Public School is the only public primary school in the Marrickville precinct, there will need to be careful consideration of the capacity of this school to meet current let alone future needs. The SIS notes that the Education Department is currently undertaking work to identify the capability of schools in the Corridor to meet community needs. Council would appreciate being provided with the resulting report to assist with Council's strategic planning processes when it becomes available.

3.4.5.3 Libraries

The State Library of NSW People Places A Guide for Public Library Buildings in New South Wales (3rd Edition) provides the basis for the following comments regarding the planning for libraries in Marrickville, Sydenham and Dulwich Hill. It is noted that it appears the State Library of NSW formulas / recommendations have not been used in the document so items such as distance between and transport availability, non-resident members and existing and future plans for libraries in adjoining areas have not been considered.

When calculating the number and size of libraries, the State Library recommends that the non-resident workforce should be included in any of the calculations. This has not been done.

The report does not consider the existing square metres of the libraries. Currently the Sydenham and Dulwich Hill libraries are under the recommended sizes based on the current population – let alone future population. The recommendations should consider existing size / square metres and the existing facilities offered within the current libraries, that is meeting rooms, quiet study etc.

The proposal also suggests the expansion and / or upgrade of the Dulwich Hill library. This is a newly built library. The nature of the site means that expansion is virtually impossible as it is located on the ground floor of high density housing.

The authors may be under the impression that the existing Marrickville library will remain when the new library opens, that is, it is stating that there are currently 2 facilities (there is only 1) and that 2.5 will be required. The wording states that the new Library / Community hub is going to be a community centre and that the existing library should be upgraded.

Clarity regarding the definition of what comprises a community centre would be helpful. The Community Hub, is not really a community hub. It is basically one medium sized meeting room, with three meeting rooms upstairs that will be used for library programs.

3.4.5.4 Cultural Infrastructure (including arts/cultural centres)

Cultural infrastructure is a key priority for the Inner West community (Inner West Community Vision Statement 2016; Marrickville Council Community Strategy 2023, KRA 2; Cultural Action Plan 2016 – 2020, CE2). The area has the highest concentration for people working in the creative and cultural industries (9.4%, 2011 Census), with particular specialisations in the visual arts and music. The cultural sector (including a large proportion of private and NGO cultural practitioners) provide a range of engagement, employment and public activation opportunities in the area. They primarily utilise affordable rental spaces to carry out their activities, largely in industrial areas. Council is concerned about the potential loss of these creative industries in the Sydenham and Marrickville Precincts under the Draft Strategy.

Projections for infrastructure provision (page 5) should take into consideration re-zonings in the area. If industrial areas that house significant cultural infrastructure are rezoned to

residential, cultural infrastructure needs will be greatly impacted. Losing local industrial lands changes workforce proximity for cultural workers and access to cultural spaces for the local community. This loss includes spaces for cultural producers, live music venues and a range of arts practitioners. The report titled Made in Marrickville: Enterprise and cluster dynamics at the creative industries-manufacturing interface (Gibson et al, 2017, page 24) identifies there are 59 local creative and cultural organisations in the Carrington Road precinct alone.

Acknowledging the high importance of cultural infrastructure, and the value of the sector to the local community and Greater Sydney (Greater Sydney Commission's Central District Plan, 4.7.2), Council seeks to support the continuing provision of this infrastructure through planning mechanisms and community plans. These mechanisms and plans include:

- Striving to acknowledge the value of industrial lands to cultural organisations and creative industries and seeking to protect these.
- Providing a range of cultural and planning information, resources and support for cultural organisations and spaces (*Cultural Action Plan 2016 – 2020, CE2*)
- Access to Council's Arts and Culture Grants ($150,000 to be distributed in 2017) and programs, including the Open Studio Trail program (100 participating art spaces in 2017).

Proposed zoning changes in the Marrickville precinct (particularly the Carrington Road) area will see a significant loss to the Inner West's already diminished industrial-cultural areas, with knock on effects on the Sydenham precinct and more broadly into Greater Sydney. The Made in Marrickville report argues that the cultural infrastructure provided by industrial lands in Carrington Road are critical for Sydney to remain a competitive and liveable global city (Made in Marrickville, p. 9). If rezoning changes that result in a loss of industrial lands and cultural spaces in this area are to proceed, the responsibility to provide cultural and creative infrastructure for the Corridor's (and Greater Sydney's) cultural sector will fall back on local and state government.

There is no clear plan to find new spaces for displaced cultural organisations and creative practitioners resulting from rezoning changes as part of the Sydenham to Bankstown Urban Renewal Corridor. The Made in Marrickville report argues that the area's creative cluster is unique within Sydney and is "strongly place-embedded and proximity dependent" (p. 9) with a significant amount of cluster linkages, local cross-pollination and links to major Sydney CBD arts and cultural organisations and events. For this reason, cultural spaces cannot simply be moved further afield or broken apart.

The NSW Government's vision for Sydenham as part of the Urban Renewal Corridor is "a creative and dynamic centre that increases and diversifies employment opportunities with new and exciting businesses and industries, cafes, bars, restaurants and venues for live music." Council's Sydenham Station Creative Hub rezoning proposal aims to support some of these arts and cultural activities, particularly live music. However, proposed rezoning in nearby Carrington Rd area will greatly squeeze the availability of suitable cultural spaces in the Sydenham area, thereby diminishing the viability of live music venues and late night cultural activity. The local or state government provision of cultural infrastructure would then be required to make this vision a reality.

The SIS identifies the need for "**performing arts/cultural centres**" in the Sydenham, Marrickville and Dulwich Hill precincts. Such facilities will be crucial to these precincts, especially given the previously described impact on artists from any potential loss of industrial land. There is a need for analysis of the unique characteristics of these precincts and the type of arts/cultural facilities that may be suitable. For example, the Sydenham area

may be suited to providing for live music venues/performance spaces that requires long operational hours, scale and areas where noise will not disturb residents. East Marrickville may be able to best accommodate cultural spaces for artist practitioners and creative producers in large, multi-use shared spaces. Dulwich Hill may be able provide an incubation hub for lower impact visual arts such as studios and residencies.

3.4.5.5 Halls, community centres and youth centres

The SIS considers the need for various sized community centres, meeting halls and youth centres. Council's halls and meeting rooms are intensively used at present and the high level of demand means that some bookings cannot be accommodated. The demand in new apartment developments for limited community spaces means that these spaces already struggle to meet the demand for playgroups and small social/family functions.

Council supports the provision of additional venues, and also suggests that further work is required to assess the potential to enhance and/or expand existing infrastructure and make all facilities accessible (examples include Marrickville Town Hall; St Peters Town Hall; Herb Greedy Hall and Seaview Street Hall). The potential to complement existing recreational facilities such as the Jack Shanahan Skate Park should also be explored.

The potential for facilities to be multi-purpose and multi-generational should be considered to optimise use, promote social inclusion and enable inter-generational programs. Locations should be well located in terms of accessibility, public safety and active transport linkages to residential areas.

There are a number of community organisations in this corridor that provide essential services to vulnerable and disadvantaged residents (e.g. Marrickville Legal Service). A number of these groups are located along railway corridors where accommodation is more affordable, and may therefore be at risk of being displaced. For example, any impact on the community transport service in Carrington Road (which meets the needs of frail aged people and people with disabilities) needs to be assessed. If this valuable service is impacted, alternative locations and facilities to accommodate this service and its fleet of vehicles must be identified as part of the other work already recommended.

3.4.5.6 Health

The importance of quality, accessible social infrastructure and open space, in terms of health and well- being, for people and families living in apartments should be considered. Infill developments and associated increased density will necessitate accessible meeting places and open space to promote social inclusion and encourage connections between existing and new residents. Note earlier comment regarding the need for the Sydney Local Health District to be consulted at district level by regarding the Draft Strategy and the assessment of health infrastructure needs.

3.4.5.7 Aged Care

The SIS does not address planning for an ageing population in terms of Commonwealth Government guidelines for aged care beds per head of population. This infrastructure requires significant advanced planning and needs to be considered.

3.4.6 Social Infrastructure Requirements for Precincts identified in Draft Strategy

While the SIS identified a significant number of infrastructure requirements in each of the precincts, the Draft Strategy only identified two infrastructure projects, including one in Marrickville and one in Dulwich Hill (no infrastructure requirements are noted for Sydenham):

- the new Marrickville library, already in construction; and

- the provision of community access outside school hours at Dulwich Hill Public School, which the Strategy justifies as follows: "There is an opportunity to make use of these public open spaces to minimise the amount of new open space that has to be provided" (Dulwich Hill Station Precinct, page 34).

As the Marrickville library is already under construction and the Dulwich Hill Public School already exists, the draft Strategy identifies no new infrastructure requirements to accommodate the increased population and density anticipated in the Corridor by 2036. The discrepancy between the Study's findings and those of the Draft Strategy is substantial. For example, variance in the requirements for performing arts/cultural facilities and halls and centres is as follows:

	Additional arts/cultural centre required based on SIS	Additional arts/cultural centre identified based on Draft Strategy
Sydenham Station Precinct	0.3	0
Marrickville Station Precinct	0.8	0
Dulwich Hill Station Precinct	0.3	0
Total for the 3 Precincts	1.4	0

	Additional halls/centres required based on SIS	Additional halls/centres identified based on Draft Strategy
Sydenham Station Precinct	3.1	0
Marrickville Station Precinct	6.6	0
Dulwich Hill Station Precinct	3.8	0
Total for the 3 Precincts	13.5	0

With regard to the draft Strategy's proposal to address needs in Dulwich Hill by accessing Dulwich Hill Public School outside school hours, the following should be noted:

- any use of schools outside school hours cannot be guaranteed, and would be subject to negotiations with the school and the development of a Heads of Agreement in the first instance, followed by a Formal Joint Use Project Agreement.
- Council's Park Planner advises that the facilities and open space at Dulwich Hill Public will do little to address the area's needs in terms of sporting field infrastructure and open space, with one hard stand basketball court area being the only area for potential community use. Furthermore, there is limited opportunity for enhanced greenspace on this site or improved amenity through greening.

3.4.7 General Comments

The SIS refers to the need for "*innovative and compact built form solutions such as vertical mixed use and flexible indoor and outdoor spaces" (p21).* Investigation into innovative approaches to the provision of social infrastructure both within Australia and abroad may assist with addressing some of the social infrastructure planning challenges referenced in the SIS and are supported.

While the SIS addresses the need for community centres, it does not explicitly reference recreational facilities as part of the social infrastructure needs of the precincts. Indoor recreational facilities and outdoor facilities such as playgrounds could also be considered as part of the social infrastructure needs of the precincts, unless they are addressed elsewhere in the Sydenham to Bankstown Corridor Project.

An important part of existing social infrastructure serving local families is the Magic Yellow Bus that visits local parks providing support to parents with young children. This service enables workers to link vulnerable parents to social support services. This less traditional approach to providing social infrastructure does not appear to be captured in the SIS. Similar models could be considered to meet future needs of families moving into the corridor.

The identification of future social infrastructure requirements needs to reflect the leading practice approach of walkable and/or cycleable neighbourhoods. The number and location of community resources should reflect the principles contained in the Healthy Urban Development Checklist (NSW Health, 2009). Item PA1.3 of the Checklist (NSW Health, 2009 p57) refers to a comfortable walking distance of 400-500 metres (or approximately 5 minutes of walking) between housing and frequent destinations such as shops, parks, schools etc.

The literature reviewed in the Checklist indicates that walkable communities that allow for informal and casual encounters as people walk to local destinations contribute to social connectedness (NSW Health, 2009, p119-120) as well as physical fitness. Any further analysis of the social infrastructure needs of the Corridor should consider and plan for walkability as a core objective in determining the location and number of social infrastructure assets.

Social infrastructure associated with urban development projects often lags behind resident occupation, in part due to the nature of the developer contribution system being tied to final occupation of all lots. The Healthy Urban Development Checklist document notes that in Greater Western Sydney this delay in social infrastructure development has resulted in "significant inequities in access to services" (NSW Health, p 112). The planning and development of social infrastructure in the Corridor needs to occur much earlier in the process, with funding strategies in place to ensure this occurs from when residents first settle (NSW Health, Checklist item S13.1, p.116).

The responsibility for funding the infrastructure needs of the Corridor has not been adequately addressed. While the Draft Strategy states that DP&E will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the corridor, this funding prioritises projects such as stormwater, recreation, parks and public domain improvements.

As well as requiring clarification regarding how the proposed new social infrastructure will be funded, there needs to be recognition of the ongoing operational costs associated with management of new facilities. Costs of staffing, maintaining and operating facilities will be significant and need to be factored in when the costs of future social infrastructure provision are considered. Where possible expansion and improvement of existing infrastructure should be considered as part of the response to infrastructure needs.

3.4.8 Further Work Recommended

The following detailed planning and research recommended by the SIS, in order to ensure social infrastructure planning reflects future population growth, is supported by Council, with Council recommended amendments noted:

- *Ongoing engagement with delivery agencies, local authorities and other stakeholders to inform more detailed social infrastructure planning.*
- *Undertake a comprehensive evaluation of the capacity of the existing social infrastructure* – This should be undertaken and reviewed by stakeholders before being finalised. This should include community organisations that support disadvantaged communities.
- *Inner West and Canterbury-Blacktown Councils to work with the sub-regional planning team of Department to coordinate social planning, funding and delivery of social infrastructure across the corridor.*
- *Review the Department of Education and Communities' Schools Assets Strategic Plan and School Cluster Asset Plans, when available, to confirm education infrastructure needs* – A population breakdown of age and stage of life data for predicted incoming populations is required.
- *Prepare a comprehensive future social profile to understand the potential particular needs of the new residents, workers and visitors within the corridor based on indicative age profile and other key demographic indicators relating to household size and composition, household incomes, labour force participation rates, education levels, rates of car ownership and dwelling mix.*
- *Identify the privately operated community facilities operating within and servicing the corridor and their level of contribution to addressing existing and future needs.*
- *Research into emerging leading practice in providing and delivering social infrastructure in urban infill environments.*
- *Continued tracking of population and worker growth, demographics, community needs and infrastructure capacity and provision to ensure timely implementation and needs of the existing and emerging community are realised.*
- *Engagement with emergency services providers to align their infrastructure planning with expected growth and explore ways to share infrastructure between emergency services agencies, for example, streamlining asset management, training services and facilities, back end administration resources and even shared stations.*
- *Locating new community facilities to reinforce the hierarchy of centres along the corridor.*

3.4.9 Conclusion

The Social Infrastructure Study has a number of significant methodological limitations. Without the further research recommended by both the Study itself and Council, the planning for social infrastructure in the Corridor will be flawed and community needs will not be adequately met. Furthermore, it is of concern that the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy does not reflect the Social Infrastructure Study in terms of the social infrastructure required by 2036. The failure of the NSW government to commit to the development of any new social infrastructure in the Draft Strategy will compromise the ability of the Corridor to provide an environment for healthy, creative and inclusive communities.

4. EMPLOYMENT LAND, BUSINESS AND ECONOMIC IMPACT

This section supplements the Council's core strategic economic and employment concerns set out in Section 2 above.

It is accepted that development in the corridor will create a significant number of temporary jobs in the construction industry and the fixture and fittings retail sector. The increased

population will also fuel demand for goods and services in the retail, health, leisure, entertainment and other local consumer based enterprises.

Unfortunately the proposed loss of industrial floor space would mean that many existing businesses would find it impractical to relocate to western Sydney and will cease trading or leave the region altogether. This would result in significant losses of industrial jobs, unique award winning businesses, specialist experience, world class creative enterprises and talent that cannot be offset by short term jobs in construction or longer term low value retail and leisure employment.

The Strategy's proposed rezoning of industrial land would therefore have a significant negative impact on employment, availability of industrial floor space, supply chains, markets and synergies between businesses and Sydney's creative/cultural institutions.

The downside for the local economy would be the loss of a substantial amount of relatively affordable land, the greater percentage of which is currently occupied by creative industries. These businesses will be lost when the properties they currently occupy are either demolished or rezoned for medium to high density residential or mixed use development. It is envisaged that any preserved commercial and/or industrial property will attract even higher rental premiums than those already being paid in this rare industrial area close to the city of Sydney, Sydney Airport and Port Botany.

The concept of building over the railway storage/shunting area in the future would require a massive injection of resources which would in turn demand a high return on investment, traditionally in the form of sales or rentals. This would rule out take up of such new premises by creative industries that depend on having affordable space.

The collective impact of this urban renewal corridor, WestConnex, and the Parramatta Road revitalisation will accelerate the gentrification process, which has already severely eroded the once rich cultural diversity of the Inner West. This trend is clearly seen in the Census and the Inner West Council's Community Profile statistics.

Disappointingly the revised Strategy has largely ignored or glossed over the opportunity costs of the proposed re-zonings in an obvious drive to achieve predetermined outcomes. It is contended that some of those outcomes are not based on sound land use planning principles.

The purported opportunity sites referred to in the AEC Employment Analysis have exceptional economic value as industrial lands and should largely be retained as such. Council has empirical evidence drawn from extensive economic development collaboration with local business owners. This includes facilitating access to state and federal assistance such as Enterprise Connect and the establishment of the Marrickville Manufacturers Association Inc. which owns and promotes the use of "Made in Marrickville" as a premium brand for locally manufactured goods.

This evidence is supported by the Australian Research Council August 2017 *Made in Marrickville: Enterprise and cluster dynamics at the creative industries-manufacturing interface Carrington Road* precinct paper. This seminal report is based on international best practice. It highlights the need to rethink urban development and land use change that have adverse impacts on industrial land, especially where it is the physical link between cultural production and manufacturing. Additional evidence supporting the findings in this paper can be found in a number of direction papers prepared by the CSIRO.

The above report, points out that under current IN1 General Industrial and IN2 Light Industrial zonings the industrial lands identified as opportunity sites "*bring investment, jobs,*

vitality and liveability to Sydney, underpin its global city functions, and generate locally made goods and services that are distinctive to this city."

Although already referenced in this report it is worth re-stating that the Carrington Road site alone contains 223 businesses, employs over 1,800 people and can be discerned as 15 functional clusters.

The opportunity cost also includes loss of the fine grain that makes the Inner West a vibrant and culturally diverse place that attracts highly talented people from across the globe. The four 'Ts", as espoused by Richard Florida in Rise of the Creative Class, which define truly creative locales, transport, talent, technology and tolerance are also the defining characteristic of all four of the Strategy's opportunity sites.

Without these industrial lands the Inner West will become a collection of characterless, low value dormitory precincts. There is no evidence of any need for further retail space and there is a current glut of shop vacancies in various parts of the Inner West LGA, other sections of the Corridor and adjacent suburbs.

Empirical evidence and global trending overwhelmingly support the retention of the industrial land zoning of the opportunity sites as their highest and best use. Removal or dilution of that zoning will have significant detrimental impacts well beyond the borders of the Inner West LGA.

5. TRANSPORT

5.1 Integrated Transport

This project creates a unique one-off opportunity to start reshaping our city and set the scene for future, precinct-based, redevelopment. In many ways the revised draft Strategy appears to focus on providing residential densities in Transit Orientated Developments (TODs) that will assist in providing a viable population to support the new metro line.

However, the Sydney Metro project (like much of Sydney's transport network) is still a very CBD-centric system re-enforcing the existing *hub and spoke* network; with the City and Parramatta as the 2 core hubs. In order to better cater for the long-term needs of the Sydney Region it is essential that increased north-south connections collectively be provided.

Consequently, it is suggested that both TOD and Development Orientated Transit (DOT) principles, providing new transport networks to connect existing land use hubs, should be employed to ensure that the Sydney Metro is not the only transport initiative proposed to cater for the increased population (resident, visitor and worker). And in catering for these three user groups a variety of transport modes must be readily available throughout the week during both day and night-time hours.

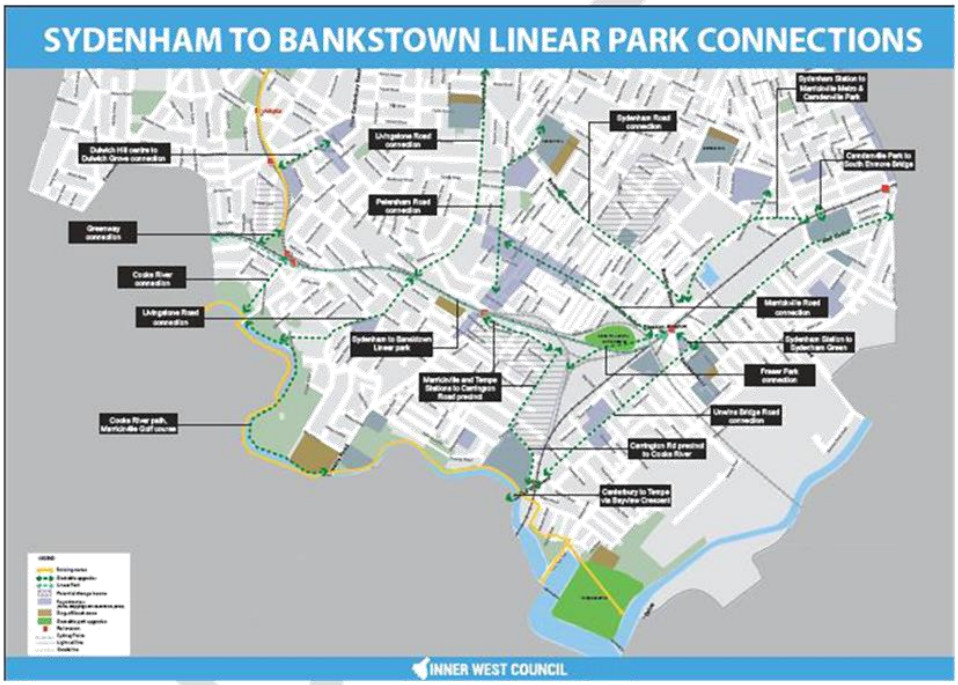
5.1.1 Regional Transport Network

At this stage the revised draft Strategy only addresses north-south connectivity through an enhanced bus service between Bankstown and Parramatta, and the corridor's proximity to the Inner West Light Rail Service.

Opportunities should be explored to provide links between the Sydney Metro (and associated precincts) and the T1, T2 and T3 heavy rail lines. This could be provided through enhanced bus services and/or opportunities for new transport technology, as well as enhanced active transport links.

DRAFT

While the revised draft Strategy discusses completion of the existing Cooks River to Iron Cove GreenWay and creation of a new GreenWay South West, it is also essential that a trellis of feeder paths be developed to link both elements of the GreenWay to adjacent suburbs. In particular improved connectivity between the GreenWay South West as a linear park and existing open space is essential. While the idea of the GreenWay South West as a linear park is welcome, it is not a solution to the issue of insufficient open space in the local area and thus its role in the wider open space network and how it connects to other spaces is imperative. The requirement for this needs to be worded more strongly in the final Strategy than *IWC should consider…* etc. Council has undertaken work on these critical links feeding to and from the GreenWay South West and how this must be integrated into GreenWay South West plans as they develop, which has been shared with DPE and Government Architects Office recently. A copy of that plan titled "Sydenham to Bankstown Linear Park Connections" is reproduced below:



5.1.2 Modelling

Prior to the project proceeding it is essential that a detailed analysis of existing and likely future traffic movements be determined. The most appropriate mechanism to develop this evidence base would be to create a traffic movement model for the street network of the corridor and each Precinct.

This modelling should include both:

- Mesoscopic analysis – examining impacts along the whole corridor and how those impacts affect adjacent areas; and
- Microscopic analysis – examining impacts within and immediately adjacent to each precinct.

The model(s) should permit a series of development and traffic management scenarios to be tested; providing stakeholders with opportunities to examine the likely implications of various combinations of land use/floor space with traffic management measures (including rates of parking provision). This would ultimately assist in ensuring acceptable levels of traffic flow, rates of parking provision and the creation of environmentally and aesthetically suitable precincts.

It should include agreed mode share targets and assist in designing a road hierarchy and transport management scenario which will facilitate an agreed *desired future* for the corridor and each precinct, rather than being designed to accommodate a variation of the status quo.

5.1.3 Creating a Sustainable Future

Ultimately, it is considered essential that the increased residential densities (and employment opportunities) should not be solely designed to make the metro more viable, they should offer genuine city shaping opportunities and start to guide a more sustainable city through more sustainable neighbourhoods. This could be achieved through the:

- creation of 10 minute walkable neighbourhoods, with either car-free or limited traffic internal environments created within the precincts (possibly shared zones or pedestrian priority areas);
- provision of precinct-wide 30km/h speed limits, in recognition of the likely increased pedestrian activity;
- inclusion of mode share targets, which aim at reducing private car dependency;
- provision of on-site parking controls, which reflect the high level of public transport accessibility by permitting zero rates of provision and cap maximum rates of on-site parking provision in a manner which supports prescribed mode share targets;
- limiting of the amount of parking to be provided (see above) should be disassociated (not on the same title as the dwelling or workplace) and disengaged parking (parking for each precinct should be contained within several suitably positioned facilities rather than under or adjacent to each building) in buildings designed for adaptive re-use (as parking becomes less important to the precinct's viability). In addition to rationalising the location of parking spaces and their acquisition, this arrangement will reduce the number of kerb-crossings/driveways and correspondingly reduce pedestrian/vehicle conflict within the precincts;
- provision of opportunities for both internal and external car share facilities, as well as suitably located pick-up/set-down areas;
- provision of a mix of internal (within developments) and external (kerbside or in parking areas) electric vehicle charging points/stations; and
- provision of a prescribed proportion of soft stand areas and WSUD to assist in reducing heat island impacts in the precincts.

5.2 Specific Transport Comments in Sydenham Precinct

- With regard to the fine grain elements around Sydenham Station, consisting of:
  - removing the one-way pair and introducing safer, more attractive and pedestrian friendly roads;
  - improving pedestrian connectivity between the station and Marrickville Town Centre including creating raised threshold entries to side streets off Marrickville and Sydenham Roads;
  - improving cycle connectivity between the station and Marrickville Metro, Frazer Park/Carrington Road and Sydenham Green;

DRAFT

- increasing pedestrian safety on all approaches to the station and improving circulation around the new entry in particular; and
- ensuring accessible interchange between rail and other modes at the station

there is a great deal of consistency with Council's planning, which is supported.

- The Marrickville Dive Site is now proposed to be used permanently by Sydney Metro as a stabling facility (bounded by Sydney Steel Road, Edinburgh Road, the railway line the Sydenham Pit). Accordingly the planning for this area needs to be amended to reflect these changes. Council's submission on the modification of the Sydney Metro Stage 1- Chatswood to Sydenham, proposed that use of this site above the train storage facility be developed for a creative industry hub. This was proposed given the site saw the loss of a large amount of light industrial and creative industry businesses when demolished for the purposes of the dive site, in addition to the nearby areas being under threat, notably Victoria Road, Carrington Road and Myrtle Street. Further, aircraft noise and OLS restrictions limit the future use of the site significantly in terms of potential use.
- In this submission Council also included that the new Sydney Metro Sydenham Station concourse be designed to increase permeability of site and connectivity across tracks, which should be reflected in the revised draft Strategy.
- Council supports the proposal for improved pedestrian movement on Railway Parade and Sydenham/Marrickville Roads, as well as between Sydenham Station and Marrickville Metro Shopping Centre.
- A shared pedestrian / cycle path solution for connecting Sydenham, Tempe and Marrickville Stations has been presented to DPE and Sydney Metro, which could form part of the GreenWay South West route. This would provide connectivity between Sydenham Station with the Carrington Road precinct via Frazer Park, combined with the opportunity to unlock new open space in the Sydney Water and railway reserve areas adjoining Myrtle Street / Carrington Road and improve connectivity. The mark up of the Sydenham and Marrickville Precincts shows this recommended route.
- Infrastructure projects T2, R1, P6 and O3 all need to be developed in tandem, fully integrated to ensure best pedestrian and cycle enhancement outcomes.
- P3 to be delivered by Sydney Metro as perimeter works to the Dive Site needs to be clearly documented as involving full street transformation works, rather than just a footpath upgrade.
- Including P7 relating to project works to Bedwin Bridge and the Edinburgh Road/Edgware Road intersection plus surrounds, to ensure improvements to pedestrian and cycle networks do not terminate at Bedwin Road but are integrated into the surrounding network and provide connection to wider destinations such as Sydney Park and King Street.
- O2 should be delivered by Sydney Metro in tandem with the works planned so that this can open at the time of railway opening (or prior).
- More work is needed on the bus routes and stop locations around the station than is set out at present. Achieving an accessible interchange is crucial, which we believe is possible via two way bus routings outside of the new accessible station entry and with new pedestrian crossings incorporated at this location.
- The Infrastructure projects needs to identify how space can be provided to allow for a two way separated cycleway across Gleeson Bridge.

5.3 Specific Transport Comments in Marrickville Precinct

- Council strongly agrees with the need for a new Marrickville Metro Station entry at Victoria Road (T3). This is essential to provide connectivity to the station for all of the

potential new development in the Carrington Road/Myrtle Street precinct and ensure that as high a proportion as possible of new residents use sustainable means of travel. It must be noted that the Sydney Metro EIS (currently on exhibition) does not include an additional entrance at this location. It is essential that this be reintroduced and Council strongly encourages DPE condition its inclusion, which will be included in our submission on the EIS. It is believed that Sydney Metro removed this entrance, which was previously proposed, because of its proposed size and inability to fit at that end of the station. However, a smaller secondary entrance would be more fitting in this location, while still being able to provide essential access to the platforms.

- The report acknowledges previously raised community concerns regarding vehicle movement and traffic congestion, however this cannot simply be deferred until the planning proposal stage and must be raised in principle now. An approach must be included for addressing these matters and a strategy set out for how these crucial issues could be tackled. The time for robust conversations around car-free/car-capped/disassociated parking (as raised above) is now, not later.
- A new significant station plaza at Station Street (O3) is welcome, however the Sydney Metro EIS currently shows only a slightly widened Station Street, which implies acquisition of approximately a third of the Station Street block, rather than the whole block as indicated in the revised draft Strategy. Council would support acquisition of the whole block and creation of a significant plaza at this location, having a high standard of design and incorporating adequate activating facilities, and that this must be done (including the necessary acquisitions) by Sydney Metro.
- The fine grain study acknowledges the importance of Carrington Road not competing with the established Illawarra Road shopping strip. Further to this it is important that any future development in the Carrington Road precinct does not become a new regional attractor in itself, given the traffic/parking chaos that can result.
- Intersections at Marrickville Road/Petersham Road and Warburton Street/Illawarra Road need upgrades for pedestrian movement enhancement.
- McNeilly Park improvements (O4) should be undertaken by Sydney Metro when they use the park for stormwater upgrades.
- Additional bus routes are welcome to support additional residential growth but further consideration is required as to how best to connect to desired destinations rather than creating circuitous, unattractive, bus routes.
- The GreenWay South West route, is supported to run through the rail / Sydney Water reserve located behind Myrtle Street adjacent to the railway line from the level railway crossing provided safe crossing of Victoria Road is provided, most likely requiring a pedestrian bridge, justified give the road traffic and dangerous curved road configuration to enable safe and high amenity connection as a regional GreenWay.
- The additional provision of a pedestrian link, from Victoria Road on the northern side of the railway line to Marrickville Road is also supported, as it will also allow links further to the north, noting that it will only occur incrementally if industrial properties are redeveloped in Gerald Street.
- The proposal for the Stormwater Channel running parallel to Carrington Road to be used as a new pedestrian connection and open space will have poor amenity, and would be not supported unless significant widening was to occur, by the dedication or easements being provided as part of redevelopment of adjoining industrial properties.

5.4 Specific Transport Comments in Dulwich Hill Precinct

- It is not clear how the connection between the Cooks River to Iron Cove GreenWay and GreenWay South West will occur. While design ideas for this connection are recommended in the Fine Grain Public Domain Study, using the disused fork of the

former goods line as an active transport link, upgrading the link under the railway to Ewart Street and linking to the GreenWay South West (having a new pedestrian bridge over Terrace Road), these are not included as infrastructure projects in the map and table of the revised draft Strategy. This important connection needs to be made clear and allowance for this enabled in future development, particularly by Sydney Metro.

- Any ideas for open space / urban plaza adjacent to the new Sydney Metro Dulwich Hill Station entrance (O2) needs to be incorporated into Sydney Metro plans and delivered by Sydney Metro as part of the redevelopment of station. It is good that the revised draft Strategy recognises the need to incorporate the relevant section of the GreenWay South West into this open space / urban plaza. It also needs to consider how new infrastructure around the station integrates with the established trees along Ewart Street to the west of the car park.
- Infrastructure project T3 for bus network improvements serving Dulwich Hill are welcome as Dulwich Hill station is currently served by only a single route. The introduction of Metro services and improved integration with light rail will likely require investigation into additional routes to/from the station.
- Improved connections between new developments around Dulwich Grove Light Rail stop and existing Dulwich Hill town centre should also be included to be delivered as works in kind by developers.

6. HERITAGE

The last comprehensive heritage study in the Marrickville LGA commenced in 2008. There has not been a comprehensive study in almost 10 years. Gentrification has been enormous in that time. The more recent Southern Areas Heritage Study was not comprehensive; a small list of items and Heritage Conservation Areas (HCAs) were identified for assessment on the combined basis of their potential significance and the estimated threat of development at that time. There will be many properties which are now considered under threat, which were not previously. Additionally, community views as to what is significant have evolved. Relying only on the existing LEP listings would be an oversight of the revised draft Strategy and even existing heritage items have not been identified on the Land Use Plans. Additionally there are some draft heritage items which are currently with the DPE as MLEP 2011 (Amendment No. 10) awaiting gazettal. Mapping of the existing, draft and potential heritage items is essential to evaluate development potential. Accordingly, before proposing any changes to scale and density, all areas affected by the strategy, must be reviewed against the Office of Environment and Heritage criteria for heritage listing – *Assessing Heritage Significance*, published by the NSW Heritage Office, 2001. The ramifications of not doing so will be potential loss of heritage significance. A comprehensive Heritage Assessment must be done before the finalisation of the Strategy.

The comments in this report highlight the need to identify sites of potential significance in addition to the existing and draft items, and to subsequently provide the appropriate site specific/responsive zonings/height limits. In the same way that existing and potential HCAs are indicated on the Land Use Plan, existing listed heritage items, draft heritage items and potential heritage items to be investigated that are supported in the final Strategy should be designated on the Land Use Plan, so as to inform consideration of appropriate land use controls at the planning proposal stage for these sites and the surrounding setting.

6.1 Dulwich Hill Station Precinct

6.1.1 Positive Revisions

The following revisions to the revised draft Strategy are positive for heritage:

- The extension of areas nominated as Single Dwelling Housing;

- The nomination of the precinct north of Ewart Street as an HCA;
- The inclusion of 231-245 Wardell Road in the South Dulwich Hill HCA; and
- The down grading of the south Wardell Road area and The Parade south of Allison Park as Low Rise Housing.

6.1.2 Development Supported

- five to six storey heights around Dulwich Grove light rail station however, the significance of the Greek Church at 28 Hercules Street and the Interwar shoptops at 466-470 New Canterbury Road should be evaluated;
- appropriate scaled development south of Keith Street; and
- all areas now nominated as single dwelling zones.

6.1.3 Limitations of Heritage Assessment

The NBRS study was too limited in its scope; only evaluating for block based potential HCAs, not smaller HCAs or potential heritage items. A comprehensive heritage assessment of every property effected, by the changes proposed in the strategy, needs to be undertaken by the Department. Additionally the lack of coordinated fine grained urban planning with heritage has meant that opportunities to retain clusters of heritage buildings as small HCAs and items, has been overlooked. The approach is oversimplified.

6.1.4 Limitations of Urban Design

More detailed master planning has been provided in the form of Panovscott's opportunities and design solutions for select sites, public spaces and connections, however within the blocks between Hercules Street and Terrace Road a detailed, fine grain level of planning is not evident in the Masterplan by JBA.

The JBA Masterplan is a generic massing diagram which only establishes the maximum development allowable within the constraints of the ADG and the topography. It does not demonstrate that significant heritage values have been considered, nor that quality, place based urban design will result. For example the whole block has been discounted as an HCA, and potential heritage items and smaller HCAs within it have not been assessed. The inclusion of individual and small clusters of heritage buildings within an up scaled urban renewal project is proven to add value through diversity and richness in local character and building type.

6.1.5 Potential Heritage Items to be Investigated

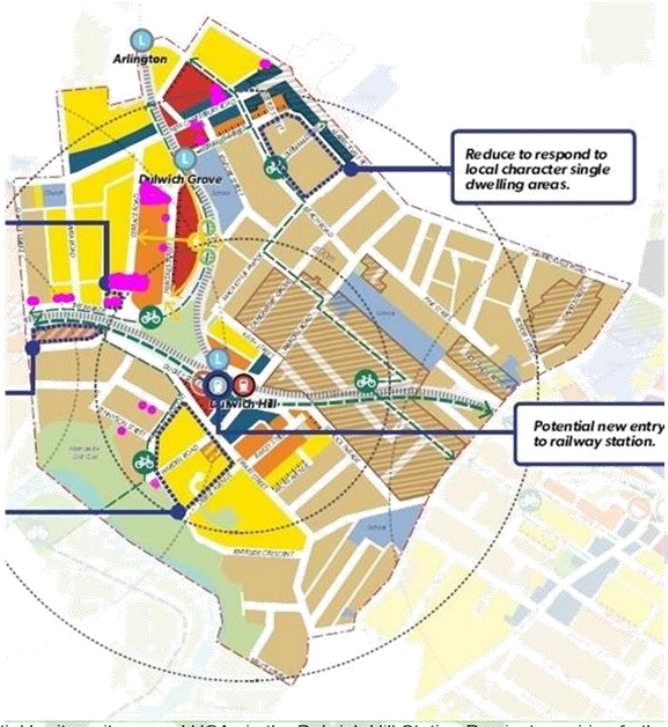
Preliminary investigation of the Precinct by Council's Heritage and Urban Design Advisor has identified the following properties that warrant further investigation for potential listing as a heritage item, also mapped below in pink colour:

- 59-65 Terrace Road – Potential HCA with Allison Park opposite – an intact group of 4 Federation timber and stone cottages
- 1-3 Consett Street, 42 Hercules Street and 11-17 Terrace Road – potential HCA – substantially intact group of representative Victorian, Federation and Interwar houses
- 50 and 62 Hercules Street – potential heritage Items – intact, representative Federation timber cottages
- 2 The Parade – potential heritage Item – intact Federation corner house and former Maternity Hospital
- 151 Constitution Road – potential heritage item – Inter-war Uniting Church with significant social history
- 521 New Canterbury Road – potential heritage item - Inter-war apartments

DRAFT

Item 2

- 39 Dulwich Street Dulwich Hill – potential heritage item – Inter-war flats



Map of potential heritage items and HCAs in the Dulwich Hill Station Precinct requiring further assessment (coloured pink)

6.2 Marrickville Station Precinct

6.2.1 Fine Grained Urban Planning

The proposed opportunities identified by TYRRELLSTUDIO have suitably evaluated effects on existing heritage sites, however the page describing opportunities at Fraser Park and surrounding rail lands, which have been rightly identified for improved community access and utilisation, has the wrong text on it and therefore cannot be understood. The proposed opportunity envisaged at Leofrene and Riverdale Avenues needs a full analysis of the heritage value of the subdivision – see comments below:

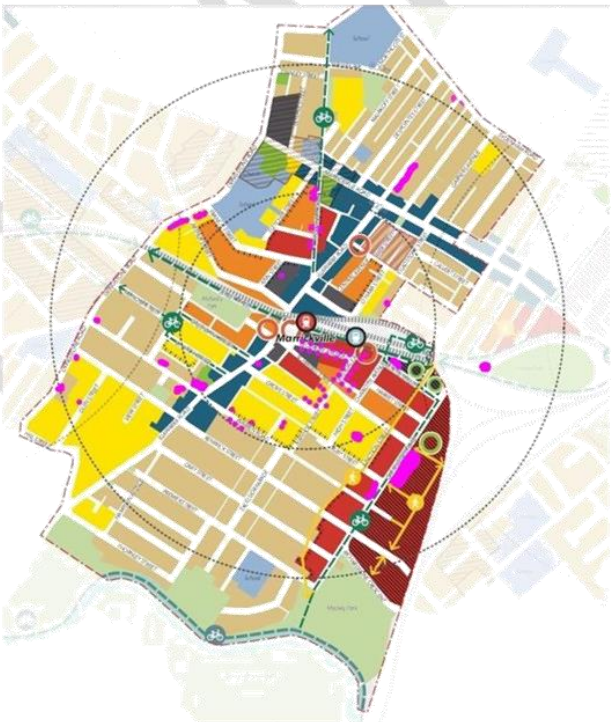
6.2.2 Potential HCAs requiring assessment:

Preliminary investigation of the Precinct by Council's Heritage and Urban Design Advisor has identified the following properties that warrant further investigation for potential listing as a heritage item, also mapped below in pink colour:

- Carrington Road Industrial Precinct – potential HCA – industrial heritage, social heritage and geographic heritage – investigation and determination of the significance of ongoing industrial activity in the Carrington Road Precinct;
- Both sides of Leofrene and Riverdale Avenues – potential HCA – subdivision of substantially intact, representative Inter-War Californian Bungalows;

Attachment 4

- Ivanhoe and Grove Streets – potential HCA - a high proportion of Victorian and Federation houses: e.g. 6 and 6A Ivanhoe Street, former stone stable at 25 Grove Street and terrace at 21 Grove Street;
- 206-218 Livingstone Road – potential HCA – substantially intact block of Federation semis and a house;
- 61, 62, 64, 66 and 71 Warren Road – potential heritage item – representative middle class Victorian housing on the ridge;
- 7 Glen Street – potential heritage item –Victorian /Federation cusp two storey semi;
- 220- 234 Livingstone Road – potential heritage item – two storey Victorian corner store and terrace row;
- 322 Livingstone Road – potential heritage item – Victorian Filigree house;
- 4 Ann Street Marrickville – potential heritage item – locally rare sandstone house on rock, intact Late Victorian/Federation with front fence;
- 108-106 Petersham Road – potential heritage item – Victorian Italianate double fronted houses;
- 85, 87 and 89 Petersham Road – potential heritage item – Victorian Rustic Gothic and Federation cusp Houses;
- 111-117 Petersham Road – potential heritage item – two storey Victorian terrace row;
- 119-125 Petersham Road – potential heritage item – single storey terrace row with corner shop;
- 11 Cavey Street Marrickville – potential heritage item – timber cottage with 'stone' weatherboards; and
- 202 and 204 Livingstone Road is not part of the school zone.



Map of potential heritage items and HCAs in the Marrickville Station Precinct requiring further assessment (coloured pink)

6.3 Sydenham Station Precinct

6.3.1 Fine Grained Urban Planning

The fine grain study by Andrew Burns Architects is generally supported and will have positive impacts on heritage items like the Sydenham Detention Basin. The only queries regarding heritage are set out below:

6.3.2 Potential Heritage Items

Sydenham's older housing stock is largely protected from new development by the aircraft noise restrictions to residential development, however Meeks Road is in an area earmarked for medium rise development and needs to be assessed.

Preliminary investigation of the Precinct by Council's Heritage and Urban Design Advisor has identified the following properties that warrant further investigation for potential listing as a heritage item, also mapped below in pink colour:

- 64 Meeks Road – potential heritage item – Two storey Queen Anne style grand terrace, which is rare in Sydenham; and
- 80-110 Unwins Bridge Road Sydenham – is not the subject of the Precinct 75 planning proposal. It is mistakenly captured as such on the map. It is a substantially intact row of Federation semis and houses and therefore should be retained as a single dwelling zone.

Map of potential heritage items in the Sydenham Precinct requiring further assessment (coloured pink)

7. AFFORDABLE HOUSING

The revised Strategy states (in part):

The Department acknowledges that housing affordability is an issues (sic) for Sydneysiders. It is becoming increasingly difficult for many to own a home or live where they would like to

(for example near family and friends or work). The strategy increases housing supply, which is how this Government plans to address housing affordability.

In relation to this issue and the question *How has the Strategy been revised?* the following comment was provided:

Noted. The State Government is currently investigating a range of policy options to address the issue of affordable housing provision.

It is extremely disappointing that policy options to address the issue of the provision of affordable housing have not been incorporated into the revised strategy. The issue of the provision of affordable housing is not a new issue. It was an issue identified when the original Sydenham to Bankstown Urban Renewal Corridor Strategy was released in 2015. Since that time the affordable housing crisis in Sydney has further escalated.

Policy options to address the issue of the provision of affordable rental housing need to be incorporated into the revised strategy with those options being placed on exhibition for community consultation.

7.1 Market Failure and Affordable Housing

The claim that *Government plans to address housing affordability* by increasing *housing supply* does not address the issue of *affordable housing*.

Whilst there has been a significant increase in *housing supply* in the Inner West Council area in recent years it is clear that the market is not providing affordable housing for the vast majority of very low, low and moderate income households who need it in the Inner West Council area, and is not replacing existing stock of housing that is affordable to those groups as it is lost through gentrification and redevelopment.

Research shows that increasing supply, without intervention in the market, will not achieve housing diversity, choice or affordable supply. It is widely accepted that a complex range of demand and supply drivers must be addressed to achieve housing affordability and that, if change is adopted, the effects will be long term.

Council's research strongly indicates that virtually no new housing constructed in the future will be affordable to any very low or low income households, or to moderate income families, without strong intervention through the planning system including a policy to share land value uplift, particularly in larger brownfield and redevelopment sites as well as major State urban renewal projects.

7.2 State Government Commitment to the Provision of Affordable Housing in Government-led Urban Renewal Projects and on Government-owned Sites

Action 2.3.3 Deliver more opportunities for Affordable Housing of The Plan for Growing Sydney states (in part) that:

The Government will:

- *provide affordable housing in Government-led urban renewal projects and on Government-owned sites to meet the shortfall in affordable housing...*

The Sydenham to Bankstown Urban Renewal Corridor Strategy is a Government-led urban renewal project. The Strategy clearly needs to include appropriate provisions to facilitate the provision of affordable housing *to meet the shortfall in affordable housing*. It is regrettable

that those provisions were not incorporated in the original Strategy as developers are already buying up existing land parcels within the corridor.

The draft Central District Plan acknowledges that *housing supply and diversity are only part of the solution, and an Affordable Rental Housing Target complements these approaches to the affordable housing challenge.*

The Draft Central District Plan proposes an Affordable Rental Housing Target that builds on Action 2.3.3 of A Plan for Growing Sydney. The Draft Central District Plan sets a target of 5% to 10% (page 103).

7.3 The Need for Land Value Sharing

An Affordable Rental Housing Target should have been set in the strategy for the Sydenham to Bankstown Urban Renewal Corridor from the outset so that it would be very clear to developers how much they need to factor into site acquisitions. The inclusion of an affordable rental housing target in the original strategy would have also helped as a means of containing land speculation and prices in the urban renewal corridor.

It is contended that the only way to achieve affordable housing that will help to address the immediate housing and homelessness crisis is to mandate a component of all residential development within the Sydenham to Bankstown Urban Renewal Corridor as affordable housing.

Strong intervention through the planning system in the form of mechanisms to capture an equitable share of land value uplift are required. Those mechanisms should be included in the Strategy.

The Inner West Council is alarmed there are no affordable housing targets, or reference to the mechanisms that are needed (value uplift capture, mandatory contributions on all residential development) in the Strategy. Council recommends that affordable housing be funded in part by land value capture created by the Strategy rather than the value being directed to a few fortunate landowners as a result of planning decisions.

The Inner West local government area (LGA) faces some of the most serious housing affordability challenges in Australia. Research commissioned by Council reveals a large, disproportionate and growing number of local residents in housing stress. That research shows that the market is not providing affordable housing for the vast majority of very low, low and moderate income households in the LGA. Nor is the market replacing existing housing stock lost through gentrification and redevelopment that is affordable to these groups.

Council's Affordable Housing Policy (adopted 28th March 2017) aims to increase the provision of affordable housing in the LGA by stronger intervention through the planning system in the form of mechanisms to capture an equitable share of land value uplift, together with mandatory contributions or inclusionary zoning in larger development sites within the LGA and in major State redevelopment projects. It is argued that such mechanisms offer Council the best means of increasing housing affordability for very low to moderate income households and retaining social diversity within the Inner West community.

7.4 Affordable Rental Housing Target and SEPP 70

Based upon extensive feasibility modelling, Council's Affordable Housing Policy provides for a 15% Affordable Housing Contribution within new release areas, brownfield and infill sites, and major private and public redevelopments, including on State Government land and in

State urban renewal projects, including the Sydenham to Bankstown Urban Renewal Corridor that are within the Inner West Council area. This affordable housing contribution applies to such land that is subject to rezoning or amendment to planning controls that provide for increased density.

Further, the Affordable Housing Policy applies to proposed developments comprised of 20 or more dwellings or that have a Gross Floor Area of 1,700m2 or greater across the LGA.

Modelling and research indicates that the most likely areas that will experience redevelopment will be older industrial areas and areas of lower quality commercial development, and that developments will be generally be able to sustain a 15% levy without adversely affecting redevelopment.

However, economic modelling also shows that some types of redevelopment may be adversely affected by a 15% levy, for example, mid-rise development on smaller lots. Therefore, a threshold of 20 units, or 1,700m2 of Gross Floor Area has been selected as a development that is of sufficient scale to generally avoid such development disincentives.

Council's Affordable Housing Policy also calls for a 30% affordable housing levy to be applied to State Government owned land.

Affordable rental housing targets are currently subject to the outcomes of Voluntary Planning Agreements (VPAs). It is Council's view, however, that inclusion in SEPP 70 – Affordable Housing (Revised Schemes) will substantially improve Council's capacity to increase the supply of affordable housing in LGA.

In accordance with key directions in the Greater Sydney Commission's Draft Central District Plan, Council is seeking amendments to SEPP 70 and will make relevant amendments to its three principle LEPs (Marrickville, Leichhardt and Ashfield) in order to permit a levying of Mandatory Affordable Housing Contributions to create Affordable Rental Housing in perpetuity under the management of a Registered Community Housing Provider.

7.5 Open Letter to State Government

Similar mechanisms to boost the supply of affordable housing were recommended in an Open Letter to Premier Mike Baird and Planning Minister Rob Stokes in September 2016 by some of the State's leading planning experts, housing and homeless peaks and property sector representatives.

This letter was signed by Committee for Sydney CEO Tim Williams, Homelessness NSW CEO Katherine McKernan, NSW Federation of Housing Associations CEO Wendy Hayhurst, Professor Bill Randolph, Director of the City Futures Research Centre (UNSW), and Professor Peter Phibbs, (Faculty of Architecture, Design and Planning - University of Sydney).

The Open Letter urged the NSW Government to think beyond the strategy of unlocking new land for housing and introduce measures to help people locked out of the market. These measures included:

- inclusionary zoning and setting affordable housing targets for privately owned development sites;
- setting ambitious targets for affordable housing on all Government owned development sites;
- Government incentives to trigger private and not-for-profit investment into affordable housing; and

- support for an Affordable Housing Financial Intermediary that would enable community housing providers to access well-priced, long-term funds from institutional investors bringing down their costs and stretching the benefit of a fixed amount of Government financial support.

7.6 Joint Communiqué on Affordable Housing

Measures similar to those in the Open Letter above were recently included in a Joint Communiqué arising from an Affordable Housing Forum held at University of Technology Sydney on 24 July 2017. Organised by Southern Sydney Regional Organisation of Council (SSROC), Planning Institute of Australia (PIA) and Community Housing Providers, the forum was attended by nearly 200 representatives from the Government, development industry, community housing and non-Governmental sectors, together with research, housing and urban development experts.

The Joint Communiqué, released on 23rd August 2017, noted that as of 2017, 373,000 households in NSW cannot get into housing at market rates or are under rental stress. More than 5,000 social and affordable dwellings per year are required in Sydney, while only 10,000 are being planned for the next 20 years.

To address the chronic lack of affordable housing, the Communiqué calls on the State Government to recognise affordable housing as essential infrastructure for a sustainable, inclusive and productive city. Measures recommended to help boost the supply of affordable housing included the following:

- recognise Sydenham-Bankstown Corridor as a priority target for affordable housing in the Central and South Districts that should be subject to Growth Infrastructure Compact agreement;
- expand SEPP 70 to enable more councils to embed inclusionary zoning schemes within local planning frameworks, particularly in growth areas or areas undergoing renewal; and
- enable councils to include a mandatory requirement for affordable housing in their LEPs where there is land value uplift to support its application, including in Government land.

7.7 National and International Inclusionary Zoning Schemes

Inclusionary zoning schemes designed to increase the supply of affordable housing are not new to Australia. For example South Australia has introduced such schemes with a contribution rate of 15%.

For example, The Housing Plan for South Australia, introduced in 2005, mandates that 15 per cent of new dwellings in all significant development projects be affordable, including at least 5 per cent for high-needs groups. In the initial phase of the scheme, the affordable housing requirement was applied to Government land releases on the urban fringe only. However, the policy is now being applied to urban renewal sites. As of 30 June 2014, the South Australia Inclusionary Zoning scheme had delivered 1,489 affordable homes, with a further 3,300 are committed in coming years.

Inclusionary zoning schemes designed to address a chronic undersupply of affordable housing have also been implemented internationally. For example, Prof Bill Randolph from City Futures at UNSW has referred to London in this regard:

Faced with a similar investor fuelled 'dash to density' across that city, and spurred on by a growing community backlash against the practices of developers to effectively get out of

providing the affordable housing required under the London Plan, the new London Mayor, Sadiq Khan, has drawn up an Affordable Homes Program. This proposes that all new developments need to show how they achieve 35% *genuinely affordable* homes without subsidy – i.e. derived entirely through a value sharing arrangement. If they do, they get a speedy decision. If not, then a team of valuation experts will tease over the developers' feasibility assessments to see if they really can't afford to provide the required amount of affordable homes. The chances are if they can't, the proposal will be rejected.

Prof Randolph emphasises that the approach adopted in London goes to the crux of the value sharing argument. He argues that the debate *should be about the price developers pay for the land they want to build on and how much of the resulting uplift is deemed 'reasonable' profit, not about demanding more density*. Accordingly, value sharing should be seen as an important funding mechanism available to Governments to help pay for this much needed infrastructure.

7.8 Inclusive Renewal and the Benefits of a Non-Profit Renewal Corporation

Apart from introducing *inclusive renewal* processes entailing genuine engagement with local communities and stakeholders, Prof Randolph argues that the Sydenham to Bankstown Urban Renewal Corridor offers a *real opportunity to establish an arms-length non-profit Renewal Corporation or agency to work with local councils (with land holdings), local land owners and businesses, communities (particularly those in older strata properties), the development sector and community housing providers in consortia or joint ventures to re-plan and renew these town centres*.

7.9 Summary

In summary, key findings of the research underpinning Council's Affordable Housing Policy, include the following.

The Inner West Council LGA has experienced some of the most rapid real increases in housing prices (rental and purchase) over the past decade, with accelerating trends in recent years. Even the lowest priced strata dwellings are no longer affordable to very low and low income households, and are generally affordable only to the upper end of the moderate income band.

This is leading to serious impacts on the social and economic fabric of the local community including:

(a) a large, disproportionate and growing number of local people are in housing stress, and sacrificing basic necessities to pay for their housing costs;

(b) considerable displacement of historical populations through ongoing gentrification and non-replacement of affordable and lower cost housing;

(c) very high current and projected levels of unmet need for affordable housing including for key workers and more vulnerable groups such as aged pensioners and people with a disability.

As indicated previously, Council's economic modelling strongly indicates that virtually no new housing constructed in the future will be affordable to any very low or low income households, or to moderate income families, without strong intervention through the planning system to capture a reasonable share of land value uplift to fund affordable rental housing in perpetuity, and the direct creation of affordable housing on public land.

DRAFT

Capturing a share of land value uplift before rezoning occurs is reasonable and feasible. This is not a tax. Rather, it is a mechanism for capturing a reasonable share of the unearned increment in land value uplift created through the planning actions of government.

It is Council's view that major State Government-led urban renewal projects such as the Sydenham to Bankstown Urban Renewal Corridor offer a rare opportunity to generate affordable rental housing on a reasonably large scale through inclusionary zoning measures.

These projects should meet community standards and expectations with respect to height and density. They should also incorporate a quantified component of affordable housing designed to successfully address the State's substantial need for affordable housing.

8. ENVIRONMENT

Significant concern is raised with the lack of background study, objectives, targets and measures in relation to sustainable development. Sydenham to Bankstown is not consistent with the approach taken by Urban Growth for the nearby Parramatta Road Urban Transformation Program, producing the Parramatta Road Corridor Urban Transformation Strategy in November 2016 (PRCUTS), comparable to the Sydenham to Bankstown Strategy. PRCUTS consisted of a number of strategies, plans, and supporting technical documents, including a Sustainability Report describing the sustainability interventions to be applied to target World Class Urban Renewal. Although Council considered the scope too narrow to bring about world class urban renewal, the PRCUTS does at least set a framework to measure sustainability performance against four key measures:

1. Transport use (vehicle kilometres travelled per person per day);
2. Water consumption (ML per person per year);
3. Greenhouse gas emissions (tonnes per person per year); and
4. Household living affordability ($ per household per year)

The PRCUTS also put forward three *key interventions for World Class Renewal*:

1. High Performance Buildings;
2. Reduced and Decoupled Strategic Parking; and
3. Urban Resilience and Infrastructure Delivery.

The Sydenham to Bankstown Urban Renewal Corridor Strategy should develop a comprehensive sustainability framework with objectives, strategies and targets and measures. Building on the approach taken by the PRCUTS the sustainability framework could incorporate:

- Transport
- Water consumption
- Greenhouse gas emissions
- Household living affordability
- Precinct green cover targets
- Renewable Energy targets
- Stormwater pollutant load reduction targets
- Construction Materials & Recycling
- Urban Ecology
- Zero waste to landfill

9. STRATEGY IMPLEMENTATION AND STAGING

Implementing the Strategy will require funding to be made available from the State. Prior to any planning proposals being supported by Council detailed studies such as traffic, urban

design and infrastructure planning must be prepared and finalised to ensure incoming growth and associated cumulative impacts can be appropriately managed by Council Commitment to such funding has yet to be made by the State.

10. URBAN DESIGN

The revised draft Strategy has not adequately considered urban design criteria such as orientation, topography, lot depths and configuration, width of streets, views, relationships with open space and development parcels. Council's previous submission considered that detailed precinct wide master planning was integral to progress the Strategy, ensuring optimal planning outcomes, however this has not been undertaken. The urban design investigations and reviews that have been undertaken have only considered the areas at a high level, without appreciating what is realistic to be developed on each block.

Urban design analysis of critical blocks designated for medium-high rise and high rise housing by Council, applying SEPP 65 and the Apartment Design Guide (ADG) principles and guidelines, reveals that some of these blocks do not support the height/density proposed in terms of solar access, visual bulk and streetscape considerations. It is also evaluated that given the small width and depths of many blocks; fragmented property ownership; narrow streets; and major shadowing implications, that 12 storey height / building typology is not appropriate in this context for infill development. 12 storey built form typologies would only be appropriate on large sites in isolated positions, which is a very rare condition in the Inner West LGA's traditional historic urban morphology. In order to create a cohesive integration of new development into the existing built environment; appropriate transitions; create varied streetscapes; avoid streets being 'walled in'; and allow view outlooks, it is necessary to incorporate nuancing of some of the areas designated for 8 storey development height (especially in the area south-east of Marrickville Station).

Council can see no reason why the Marrickville Precinct should incorporate a variation in the height allowed in the low rise housing development areas, where located within 500m of Marrickville Station (which represents all the low rise areas). The removal of a 4 storey typology does not allow for the required variation of building form needed to be applied to certain areas to achieve sensitive infill and transition adjacent to single dwelling housing. There is a significant development impact difference between 3 and 4 storey development when infilling adjacent to single dwelling housing, especially as these areas are more likely to develop sporadically over a longer time frame, based on development uptake of existing areas with similar planning controls.

In view of the above, certain blocks or parts of blocks are recommended for lower height or variations in heights, which is discussed in the Precinct Review sections below and marked up in detail on the Recommended Amendments to the Land Use Plans.

While there has been further public domain investigations in the three precincts, only some of these design ideas have been translated into the Land Use Plans and Infrastructure Plans. Accordingly, Council has marked up on the Recommended Amendments to the Land Use Plans what additional public domain initiatives should be shown as appropriate on the Land Use Plans, Infrastructure Plans and itemised in the Infrastructure Table.

The public domain matters shown consist of:

- open space corridor dedication of land;
- government land where there are opportunities for open space;
- areas where acquisitions for new local open space are required;
- amendment to the GreenWay South West route alignment;

- designation of the full Carrington Road Precinct;
- pedestrian connections; and
- addition of Sydenham Enterprise Area.

The most sustainable; safe; vibrant; and overall liveable precincts contain a mix of land use; a diversity of activity; and mix of operation in the day and night. This provides opportunities for people to live and work in the district; supports a walkable city; creates vibrant places as people activate the street; and facilitates a highly interactive community network. This is true of the Sydenham and Marrickville Precincts which are gifted to have significant employment lands, which are a critical part of the functioning and character of these Precincts, with the nature of this broadening as the type of employment and businesses continue to evolve in the Precincts and broader district. This is further enriched by the history of the Precinct; fine grain of the street and subdivision patterns and highly diverse building stock (which supports diversity of activity) that has developed slowly over a long time. Urban renewal, especially rapid extensive renewal that results in the loss of employment land and diversity and a move towards residential homogeneity will be deleterious to retaining and continuing to enhance Sydenham and Marrickville as great mixed use places.

11. PRECINCT REVIEWS

11.1 Sydenham Station Precinct

Meeks Road and Gerald Street Employment Land

As addressed in the Strategic Context and Employment Land, Business and Economic Impact sections the B7 Business Park, IN2 Light Industrial and IN1 General Industrial zoned land in Meeks and Gerald Street proposed for medium and medium-high rise housing is considered strategic employment land and is not supported and is recommended to be retained as currently zoned. If the DPE was to continue with the designation of this area for residential redevelopment, a new designation colour and legend key is to be shown on the Land Use Plan and a new land use type is required to be included in the Built Form Typology, for a mixed employment and residential land use.

Marrickville Road

As a consequence of the above, the proposed main street shop top housing area identified in Marrickville Road, from Meeks Road to Gerald Street / Sydney Street, is not supported to be increased in height / density to 6 storeys, as noted in the built form typology, as it would increase the residential conflict with retained industrial land. Accordingly, this area is recommended to be reduced to 4 storeys.

Mary Street and Unwins Bridge Road Business Enterprise Area

Also as discussed in the Strategic Context and Employment Land, Business and Economic Impact section, 60-62 Mary Street, Sydenham and 9-15 Unwins Bridge Road, Sydenham the existing zoning already supports office and business premises for creative industries in the IN2 Light Industrial zone and the loss of further industrial land, even to a business zone is not supported. In view of the circumstances the subject land should be retained as currently zoned and the Strategy amended accordingly.

Commercial Premises Adjacent to Sydenham Station Metro Entrance

Consistent with the Sydenham Fine Grain Public Domain Study, the “new corner building” at 1-11 Sydenham Road, Marrickville has now been acquired by Sydney Metro and will likely be completely demolished during construction. Reuse of the site is to be determined but the strip fronting the new public plaza outside of the station entry should be a suitable land use enabling commercial premises and potentially forming part of the new plaza. The same applies to current residential land fronting Burrows avenue opposite the new eastern metro

entrance (136 George Street, Sydenham and 11Swain Street, Sydenham), having a land use allowing low scale commercial premises, supporting the existing three shopfronts and allowing potential additional infill shopfronts. Given the location directly under the flight path, these areas not appropriate for any form of new residential. Accordingly, it is recommended to designate these areas to allow commercial premises (but with no residential) requiring a new designation colour and legend key to be shown on the Land Use Plan and a new land use type being included in the Built Form Typology.

Main street shop top housing in Gleeson Avenue and Unwins Bridge Road
The main street shop top housing areas identified in this area, is also highly affected by aircraft noise and should not be increased in height / density to the proposed 6 storeys as noted in the built form typology. Accordingly, this area is recommended to be reduced to 3 storeys.

Expansion of Sydenham Enterprise Area adjacent to the Sydenham Pit
Given the location of 32 Shirlow Street, Marrickville and 39-45 Garden Street, Marrickville adjacent to the Sydenham Pit, with public domain opportunities (as identified in the Sydenham Fine Grain Public Domain Study); the route of the GreenWay South West; and potential for industrial activation around the Sydenham Pit area. In view of the circumstances it is recommended that these properties be included in the Sydenham Enterprise Area.

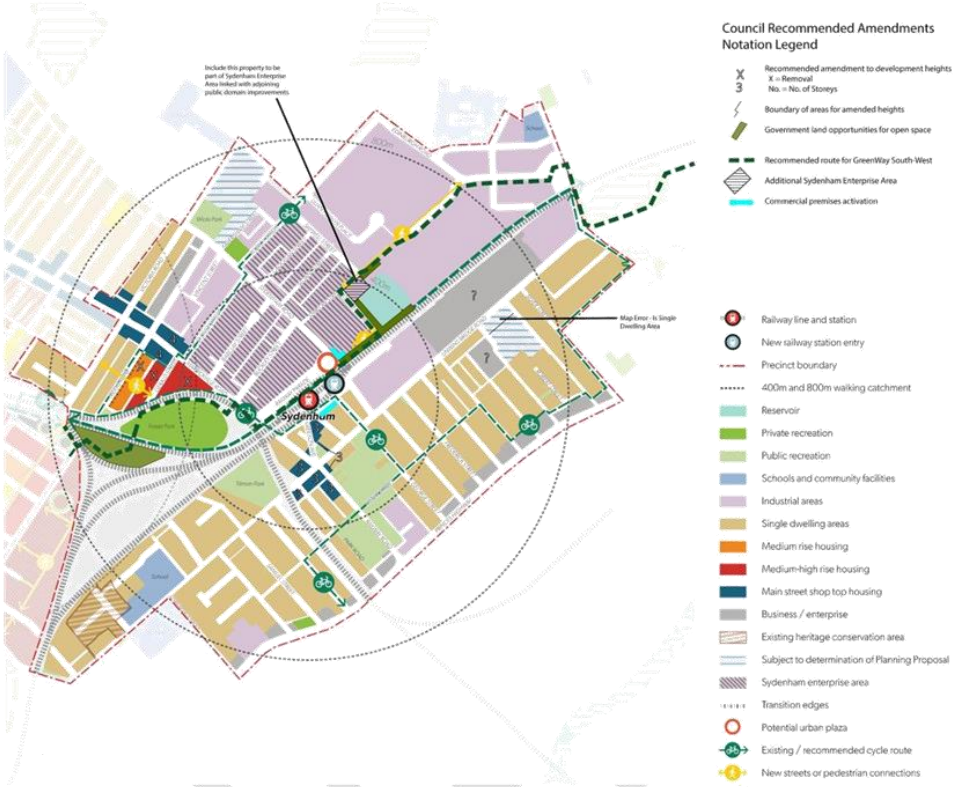
Mapping Error
The properties 80-110 Unwins Bridge Road, Sydenham are not the subject of the Precinct 75 planning proposal. It is mistakenly captured as such on the Land Use Plan. The Land Use Plan for the precinct needs to be amended with the subject properties designated as "Single dwelling areas".

GreenWay South West Route
Amendment to the GreenWay South West route is recommended to reflect other proposed infrastructure projects and Council's investigations for most desirable and cost effective route.

Open Space Amendments
It is recommended the Land Use Plan and Infrastructure Plan indicate Government land where there are opportunities for renewal as open space (between the railway lines south of Fraser Park and around the edge of the Sydenham Pit and link to Sydenham Station).

Council Marked up Plan for the Sydenham Station Precinct
Council Marked Up Plan for the Sydenham Station Precinct is below and attached, relating to recommended amendments to the Land Use Plan, Infrastructure Plan and other relevant sections of the Sydenham Station Precinct Plan:

Item 2



11.2 Marrickville Station Precinct

As address in the Urban Design Section of this submission all the Low rise housing areas should be limited to a maximum of 3 storeys.

Petersham Road

Due narrowness of Petersham Road and orientation of blocks the proposed medium-high rise housing (8 storey) areas on the eastern side of Petersham Road, Marrickville (the properties 98-126 Petersham Road) will cause excessive shadow impacts on existing and future and dominant closed in streetscape scale. In view of the circumstances it is recommended that the Land Use Plan for the precinct be amended to designate those properties as "Medium rise housing" (5 storeys).

Ann Street/Arthur Street/Francis Street

Due to the fragmented, odd shape, orientation and topography of properties, the proposed high density housing (12 storey) area for the properties on the eastern side of Ann Street, Marrickville, properties on the northern side of Arthur Street and properties on the southern side of Francis Street (2-10 Ann Street, 1-7 Arthur Street and 2-6A Francis Street) will cause severe shadowing of adjoining existing and future housing and could not be developed as proposed. In view of the circumstances it is recommended that the Land Use Plan for the precinct be amended to designate those properties as "Medium rise housing" (5 storeys).

Attachment 4

Byrnes Street and south western end of O'Hara Street
Due to the location to the north of the existing "Revolution" mixed use development at 359 Illawarra Road, Marrickville on the former Marrickville RSL site and the narrowness of the blocks, the proposed high density housing (12 storey) area in Byrnes Street/O'Hara Street for the properties 1-15 Byrnes Street and 31-41 O'Hara Street, Marrickville, will cause excessive shadowing of existing apartments and dominant closed in streetscape scale. In view of the circumstances it is recommended that the Land Use Plan for the precinct be amended to designate those properties as "Medium rise housing" (5 storeys).

O'Hara Street
The proposed low rise housing on the south-eastern side of O'Hara Street for the properties 2-36 O'Hara Street, Marrickville is a new area designated for higher density residential redevelopment, presumably intended to create a transition between the medium rise housing (5 storey) area and the single dwelling area to the south-east. However, while only low rise housing, given the orientation and topography it will still cause major shadowing and visual bulk impacts on the adjoining single dwelling area it is considered it is better to create the transition from 5 storey apartments (recommended in the previous section "Byrnes Street and south western end of O'Hara Street") to single dwelling housing across O'Hara Street, which would create acceptable outcomes.

In view of the circumstances it is recommended that the Land Use Plan for the precinct be amended to designate the properties 2-36 O'Hara Street as "Single dwelling areas".

Area south of Marrickville Station
As discussed in the Urban Design Section of this submission it is not considered a12 storey scale built form is an appropriate typology that can fit contextually into traditional Marrickville Road main street streetscape. However, with the proposed creation of a significant new plaza adjacent to Station Street, creating an enlarged street and square open space, there is the opportunity to be surrounded by 8 storey form, to create a comfortable relationship and balance between space and surrounding built form.

Leofrene Avenue, Riverdale Avenue and Charlotte Avenue
It is acknowledged that this area has strategic merit for redevelopment given its location adjacent to the station, good orientation of the street and large and regular shaped properties. However, the proposed12 storey form is not supported as discussed in the Urban Design section. It is considered appropriate to propose a mix of medium-high rise (8 storeys) and medium rise (5 storeys) built form, to break up the streetscape scale, ensure there is good solar access and enable views from existing apartments in Schwebel Street over 5 storey forms. This would be further enhanced by the provision of park open space in combination with the urban plaza at the northern end of Riverdale and Charlotte Avenues, providing green outlook for existing and new apartments. To enhance the pedestrian/cycle public path located south of the railway line that will provide important connection to/from higher density to the south-east, it is recommended properties adjacent to this path be required to dedicate land for path widening.

Schwebel Street (southern side)
The area already contains significant residential density and as older apartments which would be likely to be redeveloped with a "medium-high rise" designation. While it appears an 8 storey scale form is workable in terms of shadowing of existing single dwellings to the south, which remain and are likely to continue to remain despite being zoned for low rise apartment housing for the past 45 years, this significant increase in scale will cause significant visual bulk impacts. The scale up on the bluff will be dominant in broader views. Also the redevelopment of these apartments in the short to medium term is questioned in terms of loss of more affordable apartment housing with more expensive new housing and the sustainability implications with the loss of the embodied energy and waste implications of

the redevelopment of a substantial group of apartments. It is recommended for this area to be reduced to 5 storeys, which will be unlikely to be redeveloped in the short to medium term up to (i.e. 15 years), but allow turn over in the long term (greater than 15 years), when these buildings come to the end of their useful life.

Carrington Road and northern side of Myrtle Street

As addressed in the Strategic Context and Employment Land, Business and Economic Impact sections the IN2 Light Industrial and IN1 General Industrial zoned land in Carrington Road and Myrtle Street proposed for medium-high and high rise housing is considered strategic employment land and is not supported. As shown in the initial draft Strategy all this employment land is to be shown as the Carrington Road Precinct, consistent with Council's MDCP 2011. Also the land on the eastern side of Carrington Road is required to be marked as Subject to determination of Planning Proposal, consistent with how the other land the subject of planning proposals, is identified on the Land Use Plans, to avoid preempting the land use outcome for that land.

If the DPE was to continue with the designation of the IN2 Light Industrial zoned land on the western side of Carrington Road and northern side of Myrtle Street for residential redevelopment, then:

- a new designation colour and legend key is to be shown on the Land Use Plan and a new land use type is required to be included in the Built Form Typology, for a mixed employment and residential land use;
- there is no basis for the block north of Myrtle Street to be 12 storeys, which will cause excessive shadowing impacts on existing single dwelling housing and on future housing, dominance over the heritage item and excessive scale in the streetscape, and is recommended to be reduced to medium-high rise housing (8 storeys), identify the heritage item and show a required transition edge between new development and the heritage item;
- the blocks on Carrington Road, located between Premier Street and Schwebel Street, are required on the western side to drop down to medium rise housing (5 storeys); and
- properties adjoining the canal or the GreenWay South West route adjacent to the railway to provide a strip of land of land as a dedication or easement to provide the space to enable the effective operation of the proposed pedestrian connections and linear open space and where adjoining single dwelling housing enable the establishment of large tree canopy to provide an appropriate transition and buffer.

GreenWay South West Route

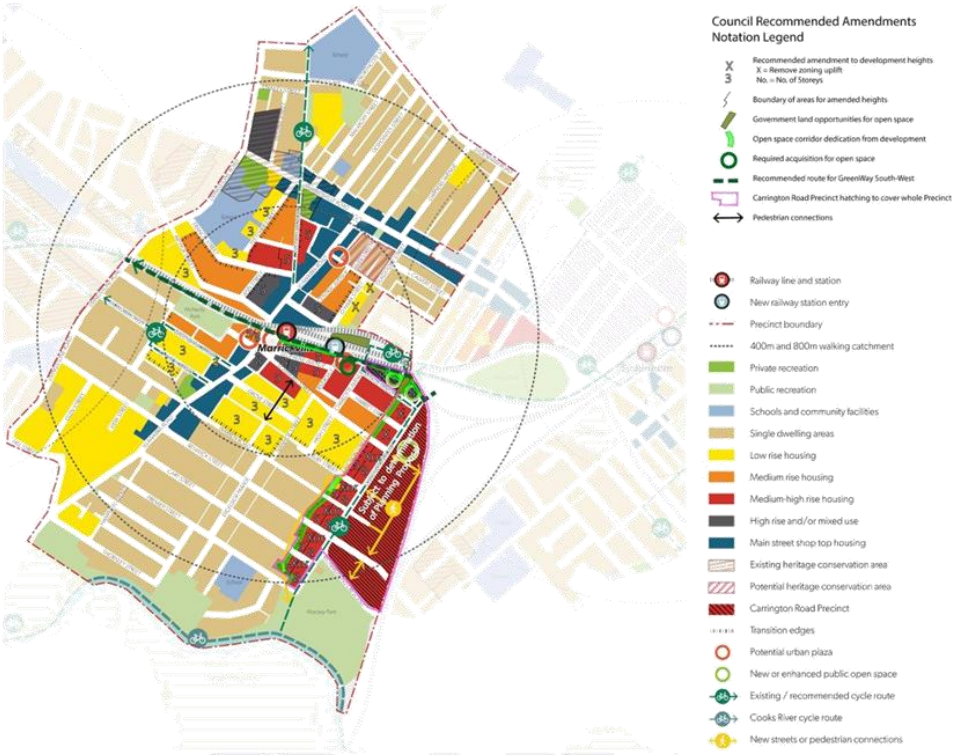
Amendment to the GreenWay South West route is recommended to reflect other proposed infrastructure projects and Council's investigations for the most desirable and cost effective route.

Open Space Amendments

It is also recommended the Land Use Plan and Infrastructure Plan indicate Government land where there are opportunities for renewal as open space (between the railway lines off Victoria Road; south of the railway line north of Myrtle Street and the north-south canal area west of Carrington Road up to Myrtle Street).

Council Marked up Plan for the Marrickville Station Precinct

Council Marked Up Plan for the Marrickville Station Precinct is below and attached, relating to recommended amendments to the Land Use Plan, Infrastructure Plan and other relevant sections of the Marrickville Station Precinct Plan:



11.3 Dulwich Hill Station Precinct

Block bounded by New Canterbury Road, Kintore Street, Hercules Street and the light rail corridor

The subject block is currently the subject of a Planning Proposal, which is under review by the DPE. The block should either be marked as "Subject to determination of Planning Proposal", consistent with how the other properties are identified on the Land Use Plans, to avoid preempting the land use outcome for this property, or at least it should be designated to reflect the built form articulation to reflect the Council report recommendations on the Planning Proposal.

Area North of New Canterbury Road and Light Rail corridor

The area south-east of Denison Road, between Dulwich Street and Constitution Road, was not originally identified in the initial draft Strategy. This area combined with the area south-east of Denison Road, south of Constitution Road, contains high quality groups of single dwelling housing. As identified in the Heritage section the uniting church at 151 Constitution Road is a potential heritage item. Accordingly, it is recommended these areas be removed and remain as single dwelling areas. The remaining area of the block bounded by New Canterbury Road, Constitution Road and Denison Street contains a complicated mix of lots and existing residential flat buildings, making it very problematic to develop to the proposed medium-high rise housing (8 storey) scale in terms of shadow and visual bulk impacts. Also the redevelopment of these apartments in the short to medium term is questioned in terms of loss of more affordable apartment housing with more expensive new housing and the sustainability implications with the loss of the embodied energy and waste implications of the redevelopment of a substantial group of apartments, some of which front onto New Canterbury Road, with 521 New Canterbury Road being a potential heritage item.

Accordingly, it is considered only the existing areas zoned Neighbourhood Centre in MLEP 2011 be designated for main street shop top housing and the remaining properties be designated for medium rise housing (5 storeys).

The triangular block to the north-east of the light rail corridor on the corner of New Canterbury Road and Denison Street
This area designated for medium-high rise housing (8 storeys) would be too dominant given major exposure from views along New Canterbury Road, would be inconsistent with the prevailing 5 storey street fronting form along this part of New Canterbury Road and would be difficult to integrate an 8 storey element, given the block shape. Accordingly, it is recommended this block be reduced to 5 storeys, which is best as main street shop top housing, fronting New Canterbury, given proximity to the Dulwich Grove Light Rail Stop entrance.

Area to the north of New Canterbury Road, between the light rail corridor and Union Street:
Redevelopment for increased residential density is supported for this strip, which provides the opportunity for a dual frontage apartments that limits openings to the noisy New Canterbury Road and opens living areas and balconies to the favourable northern aspect. However, the extension of commercial use is not supported past the light rail corridor, which is the natural end for any commercial activity, to contain the Dulwich Hill centre. Accordingly, it is recommended this strip be changed to medium rise housing (5 storeys).

Wardell Road, between Bedford Crescent and Keith Street
Given this strip of main street shop top housing is located in a draft heritage conservation area, it is appropriate to limit development (on the properties 231-245 Wardell Road, Dulwich Hill) to 3 storeys to limit the impact on additions above the heritage elements, and to be consistent with it's current 3 storey height of building controls which currently applies to the properties under MLEP 2011.

Triangular block bounded by Ewart Street and Ewart Lane
It is assessed that the medium-high rise housing (8 storeys) designated for this block (the properties 51A-71 Ewart Street, Marrickville) will create excessive shadowing and visual bulk impacts on existing single dwelling houses to the south-west and apartments to the south-east and make it difficult for the redevelopment for low rise housing to the south to achieve the required solar access, exacerbated by the topography. It will be very dominant in the streetscape given the block prominent position as viewed down Ewart Street.

In view of the circumstances it is recommended that the Land Use Plan for the precinct be amended to designate those properties as "Medium rise housing" (5 storeys).

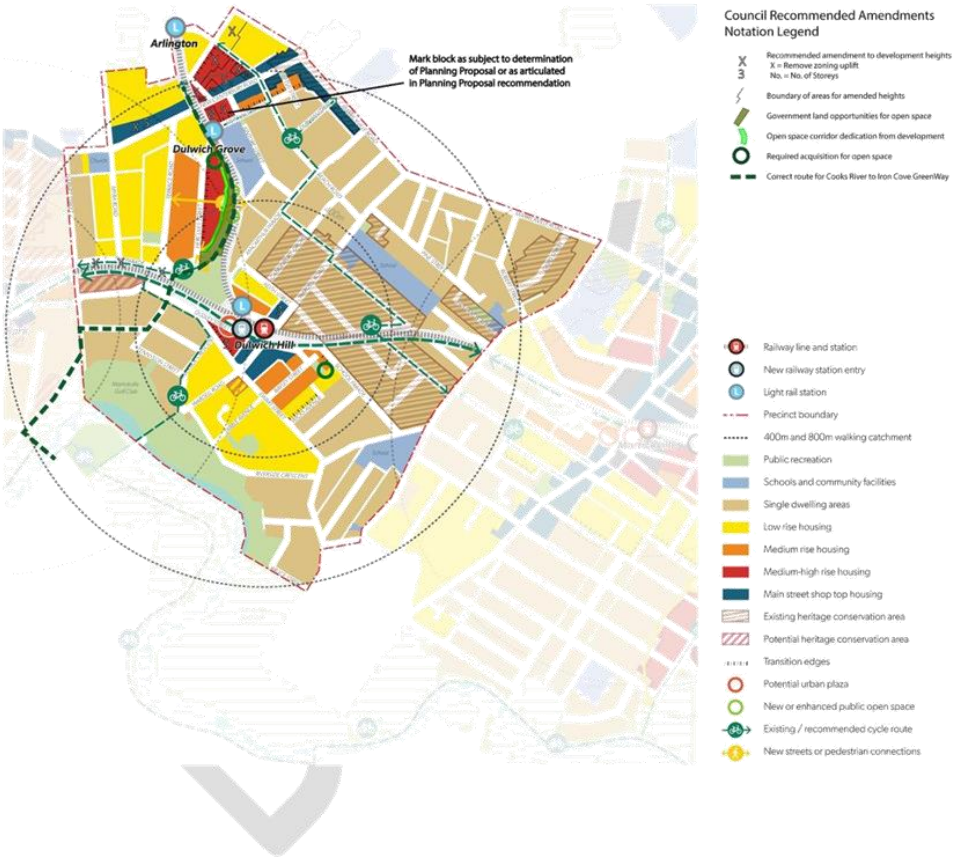
Cooks River to Iron Cove GreenWay Route
The route of the Cooks River to Iron Cove GreenWay is incorrect running along The Parade and should follow Terrace Road; Ness Avenue; Garnet Street; Tennent Parade to the Cooks River pedestrian bridge crossing. The connection with the GreenWay South West is unclear and should happen at Terrace Road, near the intersection with Ewart Street.

Open Space Amendments
It is also recommended the Land Use Plan and Infrastructure Plan indicate Government land where there are opportunities for renewal as open space (between the light rail lines and the Hercules Street redevelopment properties) and to enhance the provision of this part of the Iron Cove to Cooks River GreenWay corridor. It is also recommended that the rear of those Hercules Street properties backing onto the GreenWay be clearly marked as being required to dedicate land for open space widening.

Given the gap in local open space and to provide a series of parks along the GreenWay South West and Cooks River to Iron Cove GreenWay, property acquisitions and creation of new or expanded open space is required respectively adjacent to Tom Kenny Reserve in Bayley Street and at the top of the Hercules Street development area adjoining the light rail corridor.

Council Marked up Plan for the Dulwich Hill Station Precinct

Council Marked Up Plan for the Dulwich Hill Station Precinct is below and attached, relating to recommended amendments to the Land Use Plan, Infrastructure Plan and other relevant sections of the Dulwich Hill Station Precinct Plan:



Item 3

Item No: **C1017 Item 3**

Subject: **PLANNING PROPOSAL SNAPSHOT OF 4-38 CARRINGTON ROAD, MARRICKVILLE**

File Ref: 17/4718

Prepared By: Katie Miles - Strategic Planner

Authorised By: Gill Dawson - Group Manager Strategic Planning

SUMMARY

On 22 May 2017, Council received a Planning Proposal for the site known as 4-38 Carrington Road, Marrickville. The Planning Proposal seeks to amend Marrickville Local Environmental Plan (MLEP) 2011 as follows:

- Rezone the IN1 General Industrial zoned land to part B2 Local Centre and part R4 High Density Residential;
- Impose varied maximum building height development standards for the site of 25 metres, 50 metres up to a maximum height of 105 metres; and
- Increase the floor space ratio (FSR) development standard from 0.95:1 to 3.15:1.

The purpose of this report is to provide an overview of the Planning Proposal for Council's information. Please note that Council officers have undertaken a preliminary assessment of the proposal and advised the proponent in a letter of the additional information required. A further report will be provided to Council once additional information from the Proponent has been received and a detailed assessment of the proposal has been carried out.

RECOMMENDATION

THAT Council receives and notes this report.

BACKGROUND

The Planning Proposal at 4-38 Carrington Road, Marrickville, was lodged with Council on 22 May 2017. It seeks to rezone 7.8 hectares of IN1 General Industrial to part B2 Local Centre and part R4 High Density Residential under the *Marrickville Local Environmental Plan 2011*. The justification for the Planning Proposal is reliant upon the NSW Government's Draft Sydenham to Bankstown Urban Renewal Corridor Strategy, and the former Marrickville Council's *Employment Lands Study 2008,* prepared by SGS Economics and Planning.

The Planning Proposal also seeks to impose a varied maximum building height development standards of 25 metres to 105 metres (up to 35 storeys assuming a floor to floor height of 3 metres), and increase the FSR development standard from 0.95:1 to 3.15:1 across the entire site. This will facilitate approximately 2,616 new dwellings and 17,306m^2 of non-residential floor area (consisting of 10,257m^2 of commercial floor area and 7,049m^2 of retail floor area). However, it will remove approximately 63,630m^2 of existing industrial floor area.

Current Status:

Council officers from various sections of Council and NSW Roads and Maritime Services (RMS) have carried out a preliminary assessment of the proposal. The preliminary assessment has identified that additional information is required to enable a detailed assessment of the proposal. A letter has been sent to the Proponent on 29 September 2017 requesting that additional information and supporting studies be submitted as part of the

Planning Proposal to allow for a detailed assessment. A copy of that letter is provided as **ATTACHMENT 1.**

No voluntary planning agreement (VPA) has been submitted with the Planning Proposal at this stage.

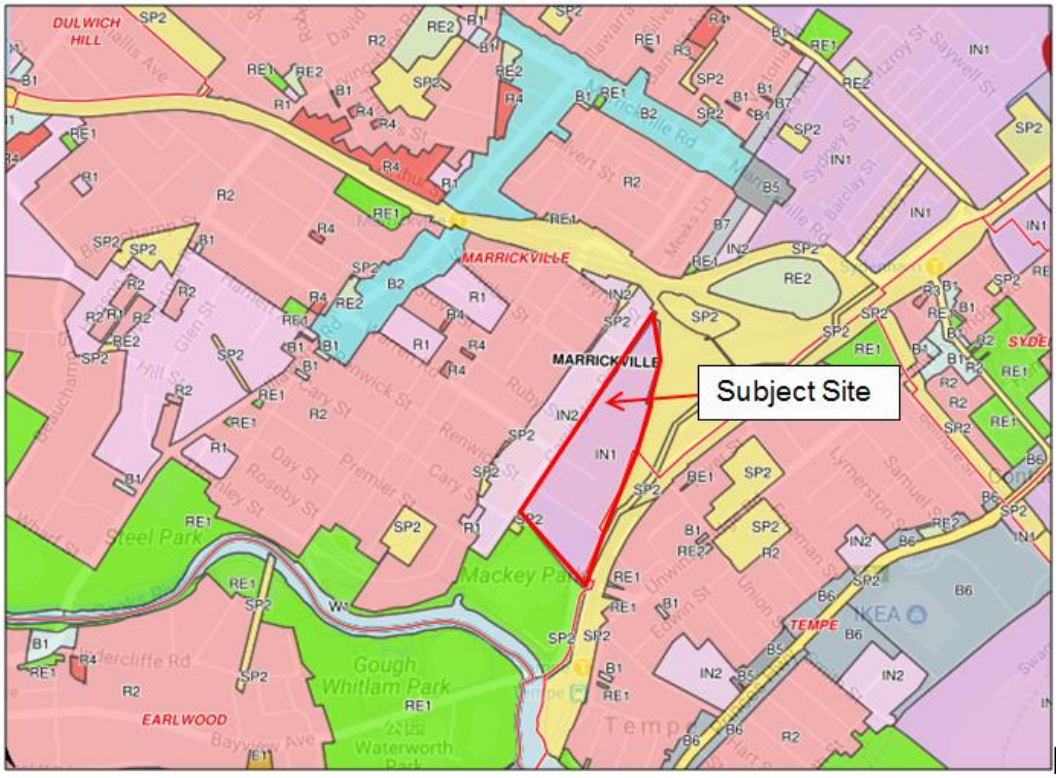


Image 1: Location of 4-38 Carrington Road currently zoned IN1 General Industrial under *Marrickville Local Environmental Plan 2011*.

Image 2: Indicative Built Form Layout described by the current Planning Proposal.

Item 3

Key Issues:

A future report will be provided to Council once additional information from the Proponent has been received and a detailed assessment of the proposal has been carried out. Any future report will critically analyse the Planning Proposal and address the following issues:

- Loss of employment/industrial floorspace including creative industries;
- Inclusion of commercial/retail floorspace away from the local centre;
- Cumulative traffic and transport impacts;
- Flood prone land;
- Heritage and local character area impacts;
- Urban Design;
- Impacts on Sydney Airport height limits (concurrence of Commonwealth required);
- Provision of open space, recreational facilities and local community infrastructure;
- No affordable housing provision has been nominated;
- Environmental and sustainability impacts;
- Land use conflicts and noise/amenity impacts with existing industrial, aircraft noise and freight railway line; and
- Community benefits and a Voluntary Planning Agreement

FINANCIAL IMPLICATIONS

Additional supporting studies will be required for this Planning Proposal and the proponent will need to fund the studies in accordance with Council's Schedule of Fees and Charges.

Council should be aware of the potential cost implications of funding a precinct wide traffic study. Whilst Council can obtain partial funds from developers as part of the Planning Proposal process, this relates only to the impacts of their proposal and cannot be wholly obtained to assess the cumulative traffic/transport impacts of the precinct. Given the ad hoc nature in which Planning Proposals are being lodged, and the absence of a policy to obtain monetary contributions to fund precinct wide traffic studies, Council should acknowledge there is potential that the costs will be borne by Council.

OTHER STAFF COMMENTS

Strategic Planning has issued internal referrals to various sections of Council and also referred the Planning Proposal to RMS for preliminary assessment. The comments raised from this preliminary assessment were detailed in a letter to the proponent. Upon the submission of additional information, Council staff will carry out a full assessment and report the matter to Council.

PUBLIC CONSULTATION

The proponent will be required to provide additional information prior to public consultation on the proposal. A full report will be presented to council in due course that will address public consultation arrangements.

CONCLUSION

Council has received a Planning Proposal for the site known as 4-38 Carrington Road, Marrickville. The Planning Proposal seeks to amend *Marrickville Local Environmental Plan 2011* by rezoning the land, impose a varied building height development standard and increase the floor space ratio development standard.

The purpose of this report is to provide an overview of the Planning Proposal for Council's information. The Planning Proposal will be reported back to Council in the future once a detailed assessment of the additional information as part of the proposal has been carried out.

ATTACHMENTS

1. ⇩ Request for Additional Information Letter - PPLN201700003 - 4-38 Carrington Road Marrickville

Item 3

INNER WEST COUNCIL

Contact: Harjeet Atwal
Phone: 9335 2247
Date: 29 September 2017

MECONE PTY LTD
Attn: Kate Bartlett
On behalf of GVP Group Pty Ltd
Level 12, 179 Elizabeth Street
Sydney NSW 2000

Dear Madam,

RE: PLANNING PROPOSAL PPLN201700003 - 4-38 CARRINGTON ROAD, MARRICKVILLE

Reference is made to your planning proposal application submitted to Council for 4-38 Carrington Road, Marrickville.

An initial assessment of the application has been carried out by various sections of Council and Roads and Maritime Services (RMS). The following additional information and justification needs to be provided to allow Council to complete a thorough assessment of the planning proposal. This letter does not indicate Council's support or otherwise for the planning proposal as a complete assessment cannot be undertaken until these matters have been addressed.

The following two attachments set out Council's requirements:

- Attachment 1 - Assessment of Justification Summary. This is a checklist of whether key strategic merit questions, policies and heads of consideration have been fully addressed. It identifies the additional information that is required to justify the Planning Proposal. This summary is informed by the additional relevant sections of Attachment 2.
- Attachment 2 - Detailed Comments.

Please note: Council would like to facilitate discussions with RMS, Department of Planning and Environment, proponents/property owners of adjacent properties within the Carrington Road precinct to assist in the preparation of the additional information outlined within the attachments.

Should you have any questions or require additional information, please contact Harjeet Atwal 9335 2247.

Yours sincerely

Harjeet Atwal
PLANNING OPERATIONS MANAGER
Trim No. 108202.17

Customer Service Centres
Petersham | P (02) 9335 2222 | E council@marrickville.nsw.gov.au | 2-14 Fisher Street, Petersham NSW 2049
Leichhardt | P (02) 9367 9222 | E leichhardt@lmc.nsw.gov.au | 7-15 Wetherill Street Leichhardt NSW 2040
Ashfield | P (02) 9716 1800 | E info@ashfield.nsw.gov.au | 260 Liverpool Road Ashfield NSW 2131

Attachment 1

Attachment 1 : Planning Proposal (PP) Request To Amend Local Environmental Plan (LEP) - Assessment Of Justification Summary				
Key Questions	**Relevant Planning Study, Strategy, Matter or Issue.**	**Meets Requirements/ Consistent**	**Does Not Meet Requirements/ Inconsistent**	**Additional Justification / Evidence Required**
1. Is the PP the result of a strategic study or report?	2014 Marrickville Employment Land Study		X	Needs to retain industrial uses.
	August 2017 Made in Marrickville Carrington Road Precinct Study (produced for the Australian Research Council)		X	Conclusions that the Precinct has 223 businesses, 1,800 full-time equivalent jobs and the site 148 enterprises & 894-1440 jobs necessary to Sydney's status as a global city need to be addressed.
2. Is the PP the best way of achieving policy objectives or intended outcomes, or is there a better way?	The PP has not demonstrated that alternative approaches to delivering all the objectives have been fully considered, for example is this the best site in which to provide 2,600 dwellings.		X	Comparative analysis of alternative approaches needs to be provided. It needs to be sufficiently detailed to allow a valid merit assessment.
	August 2017 State government adopted Better placed : A strategic design policy for the built environment of NSW		X	The PP has not fully addressed the guidance provided by the State government's urban design policy.
3. Is the PP consistent with the objectives and actions of applicable regional, sub-regional or district or strategy (including any exhibited draft plans or strategies)?	This question responds to Q3 in the Department of Planning's "Guide to preparing planning proposals"		X	The short one or two sentence Comments in the PP Table 5 Strategic Merit Test are inadequate. For example evidence of how the PP responds to a change in circumstance and why it is the most appropriate response is required.
3 a) Does the PP have strategic merit?	Plan For Growing Sydney 2014		X	Needs to address all Goals, Directions and Actions individually with evidence of consistency or explanation of

				why particular items are not applicable to this PP. In particular the PP must fully address the Industrial Strategic Lands Assessment Checklist with detailed evidence to support its interpretation of the checklist criteria (See Question 6 below for clarification of which Checklist is appropriate).
	Draft Towards Our Greater Sydney 2056		X	Needs to address each of the three core priorities and sub-priorities.
	Draft Central District Plan November 2016		X	Needs to address all Priorities, Actions and Outcomes individually with evidence of consistency or explanation of why particular items are not applicable to this PP.
	Directions for a Greater Sydney 2017 - 2056		X	Needs to address consistency with 10 Guiding Principles individually. Suitable evidence required.
	Draft Sydenham to Bankstown Renewal Corridor Strategy (Council and RMS have indicated that the PP should be deferred until the Strategy is final. This will give the proponent time to address requirements that the current version does not consider or only partly considers.)		X	Desired future character, building heights, FSR, master-planning entire precinct including adjacent sites, retention of industrial uses and open space provision are among the Strategy themes not adequately addressed by the PP (See Attachment 2 for details).

	Relevant local Council strategy endorsed by the Department of Planning.	Not applicable (NA)		
	Responding to a change in circumstances.		X	The PP has not provided evidence that it responds appropriately to a change in circumstances.
3 b) Does the PP have site specific merit in relation to?	the natural environment		X	The PP needs to fully address a number of environmental issues including flood risk, drainage, the Cooks River Floodplain Risk Management Study and Plan, Water Sensitive Urban Design & urban forest canopy (See Attachment 2 for additional detail).
	the existing uses, approved uses and likely future uses		X	The PP states the site has 383 jobs and would have 896 jobs in future. The August 2017 Made in Marrickville: Carrington Road Precinct study shows there are 148 enterprises & 894-1440 full-time equivalent jobs on the site & this cluster is necessary to Sydney's status as a global city. The PP needs to address in explicit detail how these businesses & jobs will be accommodated in this urban renewal project.
	the services and infrastructure that are or will be available to meet the demands that would arise from the proposal and financial arrangements for infrastructure provision.		X	The PP has not demonstrated that the local road network could accommodate this development. Both RMS and Council concur on this point.

				Active transport infrastructure also requires additional provision. No documentary confirmation from relevant agencies for the acceptability of the proposed building heights in respect of aircraft safety is provided. No provision for adequate flood control infrastructure & ongoing maintenance is proposed.
4. Is the PP consistent with the Council's local strategy or other local strategic plan?	2014 Marrickville Employment Land Study		X	Needs to retain industrial uses.
	Marrickville Community Strategic Plan 2023		X	The PP needs to address how it will facilitate each of the Key Result Areas, Outcomes, Strategies & Actions identified in the strategy.
	IWC Draft Statement of Vision and Priorities		X	The PP needs to address how it will facilitate each of the 8 Priorities and the sub-priorities within these.
5. Is the PP consistent with applicable State Environmental Planning Policies (SEPPS)?	A PP of this scale needs a detailed explanation supported by evidence of how it meets the requirements of relevant SEPPs.		X	Additional urban design studies are needed to show compliance with SEPP 65. The PP states that this will be done at the DA stage, but that would be too late to ensure this proposed residential precinct would achieve high quality urban design outcomes.
6. Is the PP consistent with applicable s117 directions?	A PP of this scale needs a detailed explanation supported by evidence of how it		X	In particular s117 Directions 1.1, 3.4, 3.5, 4.3, 5.10 and

	meets the requirements of relevant s117 directions. The responses in the PP are inadequate. For example in respect of s117 Direction 1.1 the PP Economic Impact Assessment (EIA) refers to the 2010 Metropolitan Plan For Sydney 2036 Industrial Lands Strategic Assessment Checklist; however the Checklist the EIA then refers to is actually the Checklist from the 2013 Draft Metropolitan Strategy for Sydney to 2031. The one in the 2010 Plan is different (Refer page 141 for Summary).			7.1 have not been fully addressed with appropriate evidence to support the claims of consistency put forward. For example in the case of Direction 1.1 the supporting EIA uses the 2013 Draft Metropolitan Strategy for Sydney to 2031 Industrial Lands Strategic Assessment Checklist as a method of demonstrating the consistency, but the material provided does not fully meet the criteria set by the Checklist. Amongst other issues it only addresses the industrial land stock in the region and not in the subregion. It also does not substantiate how the PP would increase employment on the site when there are already more jobs on the site than the number claimed as the total new jobs in the proposed redevelopment.
7. Is there any likelihood that critical habitats or threatened species, populations or ecological communities, or their habitats will be adversely affected by the PP?	The PP has not defined the relationship of the site and the proposed development to the Cooks River wildlife corridor, adjacent "Supporting Habitats" & the Canary Island Date Palms habitat for nesting Australian White Ibis on Carrington Road.		X	The PP needs to specify what studies will be necessary to assess the significance of these matters & related environmental factors prior to any possible Gateway submission.
8. Are there other likely environmental effects of the PP & how does it propose to manage these?	The scope of potential environmental effects not covered by question 7 above and that would arise from this PP have not been fully		X	The PP needs to explain how it would increase the urban forest canopy in accordance

	addressed. The sustainability framework "One Planet Living" provides a benchmark that could be applied to this precinct to deal with likely environmental effects.			with the Draft Central District Plan, Marrickville Urban Forest Strategy, and Marrickville Community Strategic Plan. It also needs to explain how it would deal with waste management, urban heat island and air pollution impacts (See Attachment 2 for additional detail).
9. Has the PP adequately addressed social and economic effects?	The scope of all potential social and economic effects that would arise from this PP have not been fully addressed.		X	Attachment 2 details the additional evidence needed to demonstrate that potential negative social and economic impacts are avoided or mitigated to an appropriate level. This is also essential to show that an LEP amendment could be completed in a reasonable timeframe without social and economic impacts becoming a significant limitation. There needs to be a Social Impact Assessment, that incorporates a Net Community Benefit Test. The short-comings include: the PP does not give enough evidence to show that employment & existing creative industry cluster impacts can be addressed; a more comprehensive heritage assessment is required; and not enough public open

				space is provided.
	IWC Affordable Housing Policy		X	The PP needs to show how it will meet the requirement of this policy for 15% genuine affordable housing provision. Proponent needs to provide their development feasibility report for review to test the PP's claim that providing affordable housing in line with the Draft Central District Plan is "uneconomical".
10. Is there adequate public infrastructure for the planning proposal?	This question typically applies to PP for developments of over 150 lots; substantial urban renewal, infill projects and that will create additional demand on infrastructure.		X	The PP suggests existing and proposed infrastructure will be adequate to meet the needs of the proposal. Attachment 2 shows that is not the case. The comments of RMS are an example of how the PP does not answer this question fully. The PP also needs to provide an acceptable draft satisfactory arrangements provision for contributions to local & State government infrastructure provision.
11. What are the views of State and Commonwealth public authorities to be consulted in accordance with a Gateway determination?	Evidence of pre-lodgement consultation and agreements with such public authorities in relation to progression of the PP should be provided.		X	Documentation of such material for aviation and other authorities such as NSW Education is required.
12. Is a site specific Draft Development Control Plan (DCP) required?	This is very large site, which has the potential to create a new urban village. Consequently the PP must be supported by a detailed DCP.		X	Provide detailed Draft DCP to amend Marrickville DCP 2011 Part 9 and provide draft Parts 9.44.4 Precinct Specific Controls and 9.44.5 Site Specific Controls in particular.

Attachment 2 – Additional Justification / Evidence Required Details

Requirements for additional justification, evidence and amendments to the Planning Proposal including supporting documents such as the Hill PDA Economic Impact Assessment (EIA) are highlighted in bold.

1. Economic Development and Loss of Industrial Land

The Carrington Road Precinct is currently zoned IN1 - General Industrial under Marrickville Local Environmental Plan 2011 (MLEP 2011) and is occupied by various small and medium scale creative industries. The planning proposal seeks to rezone the site to R4 – High Density Residential and B2 – Local Centre. The residential component would consist of approximately 2600 dwellings and the non-residential component in the B2 – Local Centre zone would have a gross floor area (GFA) of approximately 17,000sqm.

The Carrington Road Precinct is close to established retail/commercial centres such as Marrickville Town Centre and Marrickville Metro (which is currently undergoing expansion). **The provision of retail/commercial floor area in the site including the 1,900sqm supermarket could negatively affect the viability of the existing centres by redirecting customers/patrons and business operators to the proposed precinct and needs to be reduced.** The Draft Sydenham to Bankstown Corridor Fine Grain Study recommends that new retail provision for the Carrington Precinct should build upon the existing Marrickville retail structure rather than create a separate competing retail centre. This study suggests retail should be located on the northern edge of the precinct along Myrtle Street and Leofrene Avenue to link the new Charlotte Avenue and the existing station entrances.

The Draft Sydenham to Bankstown Corridor Strategy aims to retain some employment uses and small scale industrial uses at Carrington Road. **The existing stock of industrial and employment land uses within the Inner West Local Government Area (LGA) is limited and in high demand. The Planning Proposal must be amended to retain industrial floor space on site for industrial uses.** Current planning proposals under consideration by Council/Department of Planning and Environment will reduce the stock. This will result in a shortfall of industrial and employment land in Marrickville. The AEC Employment Lands Study for the Draft Sydenham to Bankstown Corridor Fine Grain Study found that there will be a shortfall of industrial floor space in most precincts by 2041 and unmet demand for approximately 247,900sqm of industrial GFA in the Corridor.

The potential loss of industrial land will displace industries which will be forced to move or be priced out due to escalating rents. This in turn will cause the closure of businesses that require proximity to supply chains and markets and depend on these interconnections. Action 4.1 of the Marrickville Employment Lands Study identified the Carrington Road precinct as an opportunity for urban renewal, but envisaged rezoning to a combination of industrial and residential uses. The planning proposal only provides for residential and retail/commercial zones and no industrial zones or provision for industrial floor space.

The proposals net loss of industrial floor space is inconsistent with S.117 Directions, and the Draft Central District Plans Productivity Priority No. 5. The Hill PDA 2015 Industrial Precinct Review prepared to inform the Draft Central District Plan has not been referred to in the Planning Proposal. The Tempe, Carrington Road industrial area scores above average (10.5) in the health check provided by this Review. **The Planning Proposal must be amended to address these concerns through increased provision of industrial floor space.**

Many of the businesses on site are small to medium enterprises (SME) supporting local employment. The Australian Research Council's August 2017 report *Made in Marrickville: Enterprise and cluster dynamics at the creative industries-manufacturing interface, Carrington Road precinct* identifies 148 enterprises & 894-1440 full-time equivalent jobs on the site and 15

functional enterprise clusters in the precinct with a creative industry/manufacturing interface that is vital to the economic functioning of global cities.

The Federal Government commissioned this study "to foster and deepen the creative industries / manufacturing interface through spatial planning and policy". Consequently this report which has taken the Carrington Road Precinct as one of its three Australian case studies is a particularly authoritative and objective benchmark for how the future of the Precinct should be planned by Local, State and Federal government. Council considers it is therefore a key strategic study that must be referenced and the issues it raises fully addressed by any Planning Proposal to rezone land in the Precinct.

The Planning Proposal EIA Page 34 – Response 7 refers to 896 jobs on the site. This will not balance more than 4,500 residents when 80% (2011 Census) of local residents leave the area for work and does not improve local work opportunities. In fact, as indicated in *Made in Marrickville* the rezoning would result in a net loss of jobs (894-1440 full-time equivalent jobs on the site).
The *Made in Marrickville* report concludes that Sydney's status as a global city relies on the Carrington Road precinct due to its complex networks that span the city, the nation and the globe. Cultural icons such as Sydney Opera House, Sydney Theatre Co. Sydney Gay and Lesbian Mardi Gras, Chinese New Year, and Vivid Festival all rely on supplier and servicing relationships with Carrington Road enterprises which include many companies that have been Oscars, BAFTAs and ARIA award winners.

The creative clusters on the site require to be co-located on affordable, physically suitable industrial land close to major economic and cultural hubs including the Central Business District, airport and Port Botany. The existing industrial land has the right mix of older, low rent buildings with suitable roof heights and truck access, and host many similar micro-enterprises that cannot afford the rents required for conventional, modern commercial premises.

Made in Marrickville states "the assumption that inner-city manufacturing can and will simply relocate to large greenfield sites on the city fringe is not borne out empirically". Should suitable space not be available locally, many of the Carrington Road premises will cease trading or leave Sydney altogether, resulting in significant job losses, industry, experience, enterprises and talent that cannot be offset by short term jobs in construction and retail.

The retail floor area within the Planning Proposal should be reduced and the commercial/industrial component increased to encourage industrial activity with diverse employment and designed to accommodate the existing manufacturing-creative industries and urban services uses. The proposal must incorporate multi-use floor plates for a variety of business/industry sizes and types. Alternative zoning options such as B4 – Mixed Use, B6 – Enterprise Corridor, B7 – Business Park and Industrial zoning such as IN2 Light Industrial supporting a mix including industrial uses should be provided.

Page 24 of the EIA report suggests that Marrickville has an unemployment rate of 5.3% and the creation of additional jobs on the site will assist in ameliorating the rate. This figure is based on 2011 census and **needs to be reassessed with regard to the type of employment created by the development, the 2016 census unemployment rate,** and the degree of congruence between the two as the real rate for active jobseekers is more like 3.8%. Also, the EIA page 33 – response 5 **must be updated to acknowledge the amount and potential impact of the loss of casual employment and lower skilled employment which is currently offered on the site.**

The heritage listed 10 Carrington Road and proposed heritage listed 16 Carrington Road are proposed to be adapted to provide 'creative spaces', co-working spaces and the like to accommodate start-ups, commercial creative activities and other emerging businesses. **The redevelopment should show how it will be able to accommodate the existing low cost rental base for creative industries.** To achieve this will require recognition of the relatively low employee/sqm ratio found in these types of employing sectors. In order to minimise commercial displacement and commercial closures of existing users, consideration may be required to create

10

these spaces early in the project so as to maximise the opportunity to retain as many as possible of the existing employers and jobs.

Council will engage an independent consultant to undertake a review of the economic development impacts of the planning proposal and the Hill PDA Economic Impact Assessment. Further information may be required on completion of this review. The costs of this review must be paid for by the proponent in accordance with Councils Fees and Charges and Clause 11 of the Environmental Planning and Assessment Regulations, 2000.

2. Traffic and Transport

Roads and Maritime Services

Roads and Maritime Services (RMS) have raised concerns about whether the planning proposal should proceed prior to completion of planning investigations for the Sydenham to Bankstown Priority Precinct. **RMS recommended the proposal be deferred until such time that the Sydenham to Bankstown Priority Precinct planning investigations and Traffic and Transport Impact Assessment is finalised and a funding delivery mechanism for infrastructure is adopted**. RMS provided two sets of comments.

In the first set they RMS advised:

(i) Any planning proposal for the site should be consistent with the intended outcomes of the strategic planning investigations for the Precinct.
(ii) The proposal may set a precedent with other land owners within the precinct requesting increased uplifts and land uses inconsistent with the overall vision for the precinct as outlined in the Sydenham to Bankstown strategy.
(iii) The potential cumulative traffic and transport impacts of this and other future proposals on an already constrained local and regional road and transport network should be assessed in the context of the cumulative Traffic and Transport Impact Assessment for the Sydenham to Bankstown Priority Precinct with the level of developer contribution commensurate with an identified Special Infrastructure Contribution for the Precinct.

In the second set of more detailed comments, RMS advised that:

(i) In the absence of an agreed funding mechanism established for the Sydenham to Bankstown Priority Precinct, a Voluntary Planning Agreement would need to include an agreed package towards local and regional road and transport infrastructure works required to support the scale and level of development as well as costings, timings and trigger points for the staged delivery of transport infrastructure upgrades.
(ii) **The Traffic Impact Assessment (TIA) prepared by The Transport Planning Partnership is considered insufficient in regards to its assessment of the cumulative traffic and transport impacts of the proposed development on the surrounding local and regional road network. Additional traffic and transport analysis is required for the following matters:**

a. The adopted traffic generation rates have been derived from the traffic generation rates published in the Roads and Maritime Services Technical Direction TD 13/04a for high density residential developments using the AM / PM vehicle trips per car space. This is not supported given the high level of residential dwellings proposed for the development and the unknown nature of the commercial and retail components of development. **It is recommended that traffic generation be calculated based on the maximum developable yield for the site and should therefore be calculated using AM / PM vehicle trips per unit and GFA respectively**. Using the Sydney average for AM /PM peak vehicle trips per unit would therefore result in a higher number of vtph in the AM / PM peak than that calculated in the TIA and acknowledges that development (or the

particular type of land use) often generates more traffic than the car spaces provided. This may result in an increase in on-street parking on streets around the development.

b. **An addendum to the TIA should confirm the distribution/assignment of traffic generation and the background growth rate used.**

c. **The SIDRA modelling has been undertaken for a limited number of intersections surrounding the proposed area (three intersections). RMS is not wholly satisfied that a thorough assessment of the cumulative traffic impacts of development has been undertaken on the surrounding local and regional road network. The addendum to the Traffic and Transport Assessment should undertake network wide modelling assessment which assesses the traffic impacts of development on the broader regional road network. Council's comments below identify additional intersections that must be analysed.**

d. **The Traffic and Transport Assessment must provide information in relation to the mode share of trips generated by the proposal and users in particular for public transport services, pedestrians and cyclists. Further information is therefore required in relation to future public transport, pedestrians and cyclists demand generated by the proposal and the adequacy of existing and future public transport services including Sydney Metro City and Southwest and active transport infrastructure to cater for additional trips generated by the proposal.**

e. **An addendum to the TIA will need to provide further information in relation to the proposed intersection upgrades and associated traffic modelling assumptions as follows:**

- **Identify the assumptions used in the traffic modelling for the phasing arrangement and cycle times for proposed intersection upgrades.**
- **There are issues with the proposed upgrade at the Unwins Bridge Road/Richardson Crescent (TCS 463) intersection which will need to be addressed:**
  - **The short dual right movement from Richardson Crescent needs to be modelled with full pedestrian protection.**
  - **The majority movement for the right turn from Richardson Crescent into Unwins Bridge Road then left into Gannons Road towards the Princes Highway. The dual right would have very limited benefit as this lane would be required to merge into a single lane at the roundabout at Unwins Bridge Road and Gannons Road. This arrangement needs to be considered in the modelling.**
  - **The short right turn bay southbound on Unwins Bridge Road would only need a few cars to queue out then block all traffic on Unwins Bridge Road. Given the main phase at this intersection is the southbound through and right turn from Unwins Bridge Road, this arrangement would be inefficient.**
  - **Reducing the footpath widths to provide lane modifications impacts pedestrian safety. Footpaths in this location are extensively used by school children travelling to/from Tempe Station to nearby schools. RMS need evidence of consultation undertaken with surrounding schools and support given for the footpath reduction.**
  - **This intersection has recently been upgraded due to pedestrian safety concerns (widening of kerb ramp, improvement of turning paths, phasing changes) which should be taken into consideration as part of any intersection upgrade.**
  - **The existing intersection configuration does not have additional capacity to accommodate the proposed lane modifications as outlined in the Traffic Report. Land acquisition of public and privately owned lands is therefore required to facilitate the proposed intersection upgrade with land to be acquired presently used as public footpaths and private gardens. RMS seek advice that an in principle agreement has been made with Council and private land owners for the lands identified for future intersection upgrade.**

12

f. **Insufficient information has been submitted to support the proposal for an intersection upgrade at the Victoria Road/Marrickville Road (TCS 68) intersection. An amended Traffic Assessment should provide a more detailed analysis of the proposed changes to enable a proper assessment of the proposed upgrade.**
g. It is noted that the TIA highlighted that even without the proposed improvements, some intersections would operate above capacity Level of Service F in coming years, even if the proposed development did not proceed (as modelled under Scenario 2). It should be noted that **with the upcoming uplifts associated with the Sydenham to Bankstown Priority Precinct, the cumulative traffic impacts will place even greater strain on existing intersections and increased pressure on an already constrained road network. Regardless, the proponent will need to quantify the traffic impacts of their development on the road network and provide appropriate mitigation measures to support the scale and level of development**.
h. **Submission of relevant SIDRA model files for further detailed assessment**.

(iii) Given the provision of existing and future public transport services surrounding the site area, **RMS has serious concerns with the proposal to provide approximately 3,500 car parking spaces on-site given the influence that car parking provision has on potential traffic generation. Further analysis should be undertaken to determine car parking requirements for a development of comparable size and mix of developments in close proximity to public transport as a benchmarking exercise to determine an appropriate level of car parking. RMS strongly encourages a concerted effort to reduce the provision of car parking spaces with justification required for such a high provision given the parking rates outlined in the RMS Guide to Traffic Generating Development and State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development**.

The proposed Green Travel Plan is noted and supported, however it needs **more detailed information and additional work on its implementation** through either approval for the Planning Proposal and/or as a condition of consent for Development Applications.

Inner West Council Traffic Concerns

Some concerns outlined below may be similar to RMS comments and must be addressed.

Council is concerned that the development could become a sub-regional attractor placing significant pressure on local neighbourhoods and road networks. **The Planning Proposal does not consider the cumulative impacts of numerous proposals/developments in the vicinity of the site**. Given the scale of the proposal, significant population growth could occur prior to completion of the necessary transport infrastructure that underpins the Sydenham to Bankstown Strategy.

A Precinct Wide Traffic Analysis needs to be completed in partnership with RMS and Transport for NSW for the planning proposal and the proponent will need to fund the costs of this study in accordance with Council's Schedule of Fees and Charges. The Analysis should consider an option to significantly reduce private residential parking in the development to demonstrate how this might mitigate adverse cumulative traffic impacts.

This analysis must address the cumulative traffic impacts of the Planning Proposal and other proposed significant developments in the local area, such as the approved Marrickville Metro expansion, the potential Victoria Road Precinct planning proposal (bounded by Addison Road; Fitzroy Street; Sydenham Road; Shepherd and Farr Streets), recently approved Masters development at 74 Edinburgh Road Marrickville, Sydney Airport precinct and West Connex. It should also include a scenario which examines the

western side of Carrington Road being redeveloped and each intersection along Carrington Road with development impacts on both sides of the road.

The TIA submitted with the Planning Proposal was reviewed by Council's Traffic Engineer and the following revisions are necessary:

(i) Additional details and intersection analysis for:
- Warren Road/Illawarra Road,
- Renwick Street/Illawarra Road,
- Schwebel Street/Illawarra Road,
- Carrington Road/Warren Road,
- Carrington Road/Renwick Street,
- Carrington Road/Schwebel Street,
- Roundabout intersection of Richardsons Crescent/Richardsons Crescent near Mackay Park,
- Each intersection along Carrington Road with development impacts on both sides of the road,
- All intersections within the site,
- Intersection capacity analysis for length of queuing data for each base case and scenarios, and
- Information on all inputs into the intersection analysis model and reasoning and include analysis data (SIDRA) electronically.

(ii) Details of heavy vehicle routes and access points for the site and impacts on the aforementioned intersections.

(iii) Details of retail/commercial circulation, collections and deliveries and impact on local traffic volumes.

(iv) Richardson's Crescent/Unwins Bridge Road is a problem area for traffic and pedestrians and a solution that addresses both is required. Particular concern is raised for pedestrians/cyclists between the site and Mackey Park and at the Richardsons Crescent intersection roundabout.

(v) Investigate potential pedestrian crossing options for Carrington Road, particularly in the vicinity of the proposed commercial uses.

(vi) An analysis of the transport and traffic merits of road widenings at:
- Richardsons Crescent from Carrington Road to its signalised intersection at Unwins Bridge Road.
- Unwins Bridge Road between Edgar Street and Gannon Street. This road widening would involve 2 north bound lanes from the roundabout at Gannon Street to Richardsons Crescent and improved left turn out manoeuvres for heavy vehicles from the Richardsons Crescent into Unwins Bridge Road. This could also facilitate the widened footpath at this location and may improve the safety of school children going to and from Tempe High and Primary Schools on Unwins Bridge Road. This would necessitate the acquisition of adjacent properties.

(vii) Investigate potential signalised intersection at Unwins Bridge Road and Gannon Street as a result of the additional traffic.

(viii) The Traffic Assessment estimates that the development would generate 50% travel to work by car to/from the site at present; a significant modal shift from this figure must be achieved for any future development. This modal shift to public/active transport from typical car based travel to work patterns in the area has to be significantly increased.

Commentary on the provision of a Travel Plan is welcome **however clarity is required about who would be responsible for its implementation and on how targets will be achieved. Further information is required on the rationale for splits in the traffic assignments. Latest census data must be used to develop the modal split and information is required for the modal split data and reasoning**.

(ix) Any associated loss of existing on-street parking surrounding the development site must be clearly identified. **Examine options to provide additional on-street parking or maintain at a minimum the existing on-street parking along Carrington Road and Richardsons Crescent. Clarification of the proposed loss of 8 "On Street" parking spaces during the evening peak on Victoria Road (noted at bottom of Table 6.4 of the Traffic Assessment).**

Transport

The planning proposal should be amended as follows to encourage the use of public and active transport:

(i) **An additional entry to Marrickville Station (Sydney Metro) should be facilitated by this proposal to encourage new residents to travel by train.**

(ii) **The provision of 15 Council authorised car-share parking spaces with confirmation of an agreement in principle with a relevant car-share company that would operate these spaces. The number of car-share spaces should be increased if the number of residential car spaces are reduced to mitigate cumulative traffic generation;**

(iii) **An agreement in principle with transport authorities to provide public bus services that identifies appropriate bus routes/stop locations within the site.**

(iv) **Pedestrian and bicycle routes must be prioritised and not just skirt the site along the eastern channel. They must provide access to the destination points throughout the site, bicycle parking and connections to all local active transport routes.**

(v) **The proposal does not provide a meaningful network of pedestrian and bicycle connections other than that to nearby railway stations, despite project objectives recognising the importance of achieving connectivity to a range or destinations. An assessment of connectivity to a more comprehensive range of destinations is required, for example retail destinations such as Marrickville Road and Marrickville Metro, recreation facilities such as Enmore Park/Pool and Cooks River, and local schools and childcare facilities;**

(vi) **Provide a shared cycleway connection through the rail land into Fraser Park and then provide a separated cycleway and pedestrian path through the proposed site to link into Mackay Park and along Cooks River. The purpose of this concept is to have connectivity for cyclists and pedestrians to Marrickville Road (east precinct) and to Sydenham Railway Station.**

(vii) **Identify through-site cycling links as part of the precinct shared zone (see point (x) below) and more direct routes to external trip attractors including local train stations and connecting bicycle routes to ensure safe, comfortable and convenient conditions for cycling.**

(viii) **Establish principles for appropriate width and separation of the bicycle path from adjacent footpaths consistent with Austroads guidance i.e. desirable minimum width of 3 metres for a two-way bicycle path**

15

(ix) **Identify complementary measures to encourage cycling in addition to the provision of cycling routes through the site for example by:**

- **Improving bicycle priority and visibility at intersections of bicycle paths and local streets to reduce delays/perceived disconnection at the intersections, for example a priority crossing of Carrington Road north of Myrtle Street and bicycle boxes/advanced stop lines at signalised intersections into and out of the site;**
- **Creating low-speed environments on streets within the site so that they can function as bicycle boulevards in which bicycle riders of all ages and abilities can feel safe and confident;**
- **Working with Sydney Trains/Sydney Metro to ensure adequate provision of bicycle parking at nearby train stations;**
- **Installing bicycle wayfinding signage consistent with Council's Bicycle Plan.**

(x) **The precinct should be designed to be a shared zone for pedestrians, cyclists and traffic.**

Additional pedestrian and cycle bridges are to be provided over the railways to Tempe and to Meek Street to strive to meet the 400 metres walk to station planning principle as per the Draft Sydenham to Bankstown Corridor Strategy.

The Planning Proposal must reflect Action P3 of the Strategy which states that new streets within the Carrington Road Precinct will continue the existing road network west of Carrington Road to be delivered as works in kind by developers (also to be reflected in a Voluntary Planning Agreement).

A proposed new street and pedestrian bridge connection on Myrtle Street may be better located on the alignment of Carrington Road to provide pedestrian access over to Meeks Road in the Sydenham Station Precinct.

(xi) **The non-residential uses of the site should be carefully balanced so as to sufficiently service the development without creating an excessive attractor and placing significant additional pressure on local road networks, from traffic, parking and pedestrian perspectives.**

(xii) **It is noted that local observations have witnessed actual traffic volumes in the vicinity of the site being significantly less than RMS estimates for industrial sites such as this. However, the TIA continues to suggest that the ~748vph that may be created by the proposal would be similar to that which could be created by development under the existing permitted land uses, which is incongruent with the previous statements on current activity.**

3. Heritage Impacts

The site contains a heritage item (Item No. I68) consisting of the building façade at 10 Carrington Road as listed under Clause 5.10 of Marrickville LEP 2011 (MLEP 2011) and a proposed heritage item, the former A.H. Peters Motor Body Factory at 16 Carrington Road. The site is located in the vicinity of various heritage items and heritage conservation areas under Clause 5.10 of MLEP 2011.

The Statement of Heritage Impact (SOHI) submitted with the planning proposal should be revised to include the following:

(i) **Assessment of the potential heritage significance of the whole site and in particular the building at 10 Carrington Road against Heritage Council's criteria. The assessment should include gradings of the significance of components in accordance with Heritage Council guidelines. There should also be an explanation as to why the existing structure cannot be retained and adaptively re-used**.

16

(ii) **Assessment of the potential heritage significance of the industrial building at 144 Renwick Street against the Heritage Council's gazetted guidelines.**

(iii) The SOHI concludes that the site had negligible archaeological potential. **The former A.H. Peters Motor Body Factory at 16 Carrington Road was not included as a part of the assessment and may have some industrial archaeological potential. An appropriate assessment is required in this regard.**

Please note: Further amendments of the planning proposal may be required subject to the findings of the above assessments.

In addition to the above, the following information is required to assist in the heritage assessment of the planning proposal:

(i) **Architectural plans clearly showing the intended extent of proposed demolition, alterations and extensions of the heritage items, including but not limited to**
- **The demolition of the former canteen and necessary reinstatement of the original facade;**
- **Retention of an adequate length of the return walls at the ends of 10 Carrington Road; and**
- **Any alterations to the rear part of 16 Carrington Road.**

(ii) **Details of the intended scope of conservation work on the listed heritage items and a general commitment to conservation according to the principles of the Burra Charter. In addition, the heritage significant Canary Island palms on the footpath must be protected.**

(iii) **Street-level perspectives showing the relationship of the new buildings to the heritage items. The proximity and height of the building immediately to the south of 16 Carrington Road overwhelm the two-storey factory building. Consequently, the size, form, position/relationship of the new building to 16 Carrington Road should be revised.**

(iv) **Visual impact assessment for the nearby conservation areas to the east of the site.**

An Oral History record should also be undertaken for this site to capture people's stories and have an official record for this site.

4. Urban Design, Building Height and Density

Draft Sydenham to Bankstown Corridor Strategy (SBCS)

The proposed density is excessive for this site and locality and inconsistent with the desired future character of the precinct and area. The Precinct is not identified as a possible local, district, specialised or strategic centre.

The scale of the proposal exceeds the density and scale envisioned by the SBCS. The Carrington Road Precinct is identified as medium-high rise housing defined as being a maximum of 8 storeys, with an acknowledgement that increased density could be achieved in the northern section, whereas the Planning Proposal has located the bulk of its density at the southern end. The blanket FSR proposal of 3.15:1 is not supported, each of the proposed buildings should be subject to an individual site specific assessment and DCP amendments to ascertain opportunities and constraints within the wider context.

Council supports a detailed master planning process (refer to comments further below under "Urban Design") that ensures the objectives of the Urban Renewal Corridor are implemented.

17

This development would create a new village and the broad brush 'blanket' planning approach adopted by the Planning Proposal is inadequate.

The Planning Proposal should also address the Better Placed policy released by the NSW Government Architects Office that champions good design and great places.

Impacts on Sydney Airport

The height limit (Sydney Airport's Obstacle Limitation Surface – OLS) above the site is 51 metres above ground level. The proposal seeks a maximum building height of RL 105 metres. This exceeds the OLS height limitation by over 100%. This may also apply to cranes during the construction stages. The proponent has included an 'Airspace Constraints Assessment' that has concluded the proposed building heights would not interfere with Sydney Airport; however, this document has not been peer reviewed by the relevant Government Authority. The proposed building heights above the existing OLS (51 metres) requires prior submission of the relevant applications, supported by detailed assessments and safety testing under the Airports (Protection of Airspace) Regulations (APAR), CASA and other relevant requirements.

The proponent has not lodged an application or attached any correspondence with the Commonwealth Department of Infrastructure and Regional Development. The heights have not been reviewed by the relevant Federal agencies at this stage**. Council cannot progress the Planning Proposal until the Commonwealth Department of Infrastructure and Regional Development have been advised of the potential impacts on Sydney Airport and provided their concurrence that the proposed heights do not impede the aviation activities of Sydney Airport**.

Urban Design

Council's Architectural Excellence Panel (AEP) has reviewed the Planning Proposal and advised that the following matters should be addressed to allow a full assessment of the proposed urban design.

(i) Recent precedents in the former Marrickville LGA have a maximum height of 11 storeys. **The AEP is not convinced that the proposed building heights (maximum of 105 metres/30 storeys) are reasonable or justifiable from an urban design or strategic planning perspective.**

The latest version of the SBCS recommends a medium/high rise housing density (maximum of 8 storeys) for the Carrington Road Precinct. The proposed built form is an unsuitable response to the sites context and to the proposed public domain within the site. A more sustainable development yield with an appropriate urban form and land use mix is required.

Urban form, block structure and building height are to be defined by a strong, clear proposition for the public domain, situating taller building forms where solar impacts on public open space can be mitigated. Higher density elements must be closer to public transport nodes. In some cases, larger buildings should be oriented to the north, with views over green space. Alternatives for the location and distribution of the proposed public domain, its extent, scale and structure should be developed and a justification for the preferred option is to be provided.

(ii) **A comparative analysis of exemplar Sydney-based urban renewal projects, such as Victoria Park, Harold Park, Green Square, the Ashmore Estate and Central Park should be provided as part of the proponent's Urban Design Report. The comparative analysis must cover matters such as the strategic location and size of each site, the permissible floor space ratio (recognising any distinction between gross and net floor space ratios), building height (in metres and storeys), quantum**

of open space (public and communal), number of residential units and dwelling mix, land use mix, street types and hierarchy, block pattern and site coverage amongst other comparators.

(iii) **The proponent's Urban Design Report should also include:**

a. **fine grain urban design analysis of the proposed master plan to inform the preparation of the draft precinct and site specific planning controls for inclusion in Marrickville Development Control Plan 2011 (such as street sections, podium height, setbacks, height in storeys, public domain activation and interface, etc.);**
b. **analysis of the proposal in the context of the SBCS (particularly with regard to building height and density);**
c. **analysis of the proposal in the context of metropolitan Sydney's hierarchy of centres (strategic, specialised, district, local and neighbourhood) and transport nodes as set out in A Plan for Growing Sydney and the Draft Central District Plan;**
d. **analysis of flood affected areas in relation to the public domain, and strategies describing how flood levels will affect heritage items and character buildings which are proposed to be preserved, as well as any proposed new buildings; and**
e. **detailed site analysis of the wider Precinct that includes an assessment of natural, cultural and built form features.**

(iv) **The proponent's Urban Design Report provides specific design principles that are based on an analysis of the local Marrickville industrial character. It should elaborate on the unique physical attributes that, together, define this existing character. A thorough analysis of the existing urban fabric (materials, built form, scale, proportions and architectural elements) needs to be provided to better inform the architectural response to aspects of the 'Marrickville industrial character' that are worth preserving or emulating.**

(v) The Carrington Road Precinct is one of the largest urban renewal precincts in the former Marrickville LGA and its planning is expected to evolve as an iterative and incremental process. In order for Council to be properly resourced to assess and review the proposal, **a respected urban design consultant is to be engaged by Council to develop a base-line urban design analysis and existing character assessment of the Precinct, the development of site specific design principles and to peer-review the master plan on an on-going basis. The proponent will need to fund this work in accordance with Council's Schedule of Fees and Charges**.

(vi) The **proponent should undertake meaningful and early engagement with the local community prior to the submission of the amended Planning Proposal to Council**. This is crucial to the success of proposals of such scale and importance and this consultation should be sustained throughout the rest of the planning proposal and master planning process.

(vii) There is an apparent inconsistency between the proposed architectural and urban character fronting Carrington Road and that fronting the railway corridor. To some extent, both depart from the stated urban design principle-based analysis of the Marrickville industrial character in the Urban Design Report. An appropriate level of consistency in urban form is required to be determined through the fine grain urban design, heritage, landscape and sustainability approaches, conveyed into a site specific Development Control Plan (DCP). **Diversity, interest and design excellence should be facilitated in part through mechanisms to ensure multiple architectural authorships across the Precinct**.

(viii) **The Planning Proposal should provide a masterplan for the precinct that has been developed in collaboration with the adjoining land owners such as 1-5 Myrtle Street & 5-57 Carrington Road.** Council would like to facilitate discussions with proponents/property owners of adjacent properties within the Carrington Road precinct to assist in the preparation of a masterplan.

5. Flooding Risk and Drainage

(i) The overall strategy should be to direct as much water as possible to the eastern channel to avoid pumping, reduce flooding in Carrington Road and free capacity in the central channel system to drain low lying upstream areas including Fraser Park, Tillman Park etc. **All internal drainage from the site should drain to the eastern channel. This is not currently the case. To achieve this, the trunk drainage should be aligned to have**:

a. **a new high level system draining the site, aligned down road 2 and road 1 and connecting to the eastern channel near the end of road 1, generally with a minimum invert of 1.0 metres AHD for the entire system. This system would collect all water from the roads, park and all buildings north of Renwick Street and direct it to the eastern channel;**
b. **a new low level system, aligned from the existing central channel in the rail corridor down road 1, road 4 and Carrington Road connecting to the pump station. This system would convey water from the upstream central channel catchment and collect road runoff from Carrington Road. A branch to Myrtle Street would collect water from this high risk location; and**
c. **a low point in Renwick Street of 0.92 is maintained. It is suggested to raise Renwick Street to above at least 1.5 metre AHD as per approach on other streets to avoid high risk flooding and prevent high risk depths of flooding as per the approach on other streets.**

(ii) While the proposals drainage is currently discharging to the central channel, a portion is to be diverted into the open segment of the eastern channel. There is likely to be conflict over the available capacity of the eastern channel between this development proposal and the proposed modification work for Sydney Metro Trains Facility South. **Sydney Metro has a proposal to modify the current alignment of the eastern channel (adjacent to Sydenham Basin) and divert flows from its modification area into the eastern channel. This may utilise the available capacity of this Channel and there may be limited capacity to accommodate flows from the Carrington Road site. Consultation will be required with Sydney Metro to determine the capacity of the eastern channel to accommodate this drainage.**

(iii) **The flood report needs to make clear what has been modelled as the 'proposed case' in a diagram showing this along with provision of information on proposed storages. The following discrepancies between what is shown in the drawings and the various parts of the report need to be corrected:**

a. **The civil master plan drawings show a 1800x1200 culvert in Carrington Road which conflicts with the information on Sydney Water DBYD which shows a 1500x1200.**
b. **Figure 9 of the Civil Report is different to drawing SKC066; SKC066 shows no culvert in Carrington Road**

(iv) **The current arrangement presents a risk of flows back flowing from the eastern channel into the central channel system should the non-return valve fail, which invariably it will. Reliance on back flow devices should be avoided as these are prone to failure.**

(v) The flood report needs to address impacts in upstream and downstream areas, specifically areas north and north east of the rail line which drain to the central channel including Fraser and Tillman Park and Sydenham Industrial area.

(vi) Internal drainage infrastructure needs to be shown on the civil master plan drawings.

(vii) Floor levels must be specified in the report.

(viii) Floor levels of buildings and infrastructure at the northern end of Carrington Road should be designed to enable future raising of Carrington Road from the end to Schwebel Street.

(ix) Development must comply with the flood controls in Part 2.22 of Marrickville Development Control Plan (MDCP) 2011 in terms of floor levels and protection of underground parking. Councils current Flood Planning Level for the site is RL 3.33 metres AHD;

(x) The Cooks River Probable Maximum Flood (ie RL 5.4 metres AHD) should be used to assess flood risk and a Flood Emergency Response Plan needs to be provided (refer to Controls C22, C23 and C24 of Part 2.22 of the MDCP 2011);

(xi) The report must make clear how the existing heritage buildings will be protected from flooding as their existing floor levels are well below the 1 in 100 year Flood Planning Level.

(xii) The proposed upgrade of the central channel should continue through to the Sydney Water pumping station in Mackey Park and the upgrading of the pumps should be addressed to provide a better level of flood protection in Carrington Road;

(xiii) Address all of the recommendations of the Cooks River Floodplain Risk Management Study and Plan (2015) in regards to Carrington Road including:

a. Backflow protection on the western channel;
b. Survey of the east bank of the western channel and raising the bank to an equivalent level to the river bank levee;
c. An audit to determine the potential for failure of the Mackey Park levee due to the presence of trees on the embankment; and
d. A study evaluating raising the levee to provide additional protection to the site.

(xiv) In light of the issues above, the proposal and the flood study do not currently adequately address the S.117 Direction - 4.3 Flood Prone Land that must be complied with. Inconsistencies will only be considered where they are of minor significance or the Planning Proposal is in accordance with a floodplain risk management plan.

(xv) The proposed wetland area at the northern end of Carrington Road appears to cut through 5 Carrington Road. This requires clarification.

(xvi) The proposal should incorporate Water Sensitive Urban Design elements throughout including rainwater and stormwater reuse and creation of wetlands and naturalised drainage systems where possible. The drainage system between the northern end of Carrington Road and approximately Building 14, running adjacent to the railway land, should be designed as a natural watercourse. Water from all buildings be collected in rainwater tanks and reused on site.

(xvii) The infrastructure report has not investigated the options for water sensitive practices for the development site. There are opportunities to integrate water

sensitive infrastructure and facilities to improve the liveability of the development site. The development site will be a very good case study for the CRC for Water Sensitive Cities to investigate these water management options as part of its Integrated Research Project 4 which will be evaluating a number of infill development sites under an adopted framework across Australia. The proponent should participate in this research, as it will generate valuable feedback to improve the liveability of the development in relation to water management, local microclimate and thermal comfort.

(xviii) **In relation to the drainage infrastructure report, pages 6, 7 and 12 indicate that the assessment of the flooding conditions has been made using a 100 Year ARI design rainfall event plus 30% increase of rainfall and sea level rise (SLR) of 0.4 metres and 0.9 metres. There is no requirement from MDCP 2011 to include 30% increase of rainfall and 0.9 metres SLR. The flood planning level needs to be based on a 100 Year ARI design rainfall event plus 0.4 metres SLR and 0.5 metres freeboard. Section 4 (page 11) of the report outlines the requirements correctly as per MDCP 2011. These details need to be clarified from the proponent and included in a revised report.**

(xix) **The drainage report for the Planning Proposal needs to be extended to address the cumulative drainage impacts when other development proposals and infrastructure works in the upstream portion of the Eastern Channel Catchment are taken into consideration. The drainage solution presented in the report must take account of local conditions and development activities at a regional (or catchment) level. In addition, Inner West Council is currently being involved in the development of floodplain risk management plan for Marrickville Valley which includes the Eastern Channel Catchment. All these factors need to be investigated when considering the flow diversion option from the development site into the eastern channel.**

6. Urban Forest, Trees and Landscaping

(i) **An urban forest canopy of at least 35 percent should be provided** consistent with *Sustainability Priority 7: Protect*, enhance and extend the urban canopy of the Draft Central District Plan, and also the Marrickville Urban Forest Strategy and Community Strategic Plan. The submitted site plan reflects what would likely be a 10 to 15% urban forest canopy.

Achieving good canopy cover over the site benefits the owners and developers as well as future occupiers by mitigating urban heat island effect, reducing energy consumption, stormwater runoff, flood impacts, improved air quality and amenity.

(ii) Green infrastructure needs to be planned for and designed in conjunction with grey infrastructure and be part of the vision.

(iii) **A preliminary tree assessment including an audit is to be undertaken for existing trees on the site to determine trees with high retention value that warrant protection as part of the future development and use of the site. The palms along Carrington Road and the trees in front of heritage building in Carrington Road need to be retained on heritage grounds and due to the habitat they provide for protected native species. Consideration should be given to replacement infill planting and succession planting for this palm avenue.**

22

7. Affordable Housing

Council's *Affordable Housing Policy* (AHP) must be applied to the Carrington Road redevelopment site, with the proposal providing a 15% affordable housing contribution in compliance with Councils policy. The planning proposal's total residential yield of 2,616 units, an estimation of the affordable housing contribution in keeping with the AHP would be 392 dwellings.

One of the primary characteristics of the Marrickville area has been the diversity of the resident population. This development represents a significant opportunity to retain that character by ensuring a significant proportion and diversity of the proposed dwellings be allocated to affordable housing.

- On page 22 of the *Planning Proposal Report (Report)*, reference is made to Action 2.3.3 'Deliver more opportunities for affordable housing' in *A Plan for Growing Sydney*. In particular the *Report* notes that the State government "recognises that more needs to be done to meet the housing needs of people on very low, low and moderate incomes. People in lower income brackets that spend more than 30% of their gross income on rent are said to be experiencing 'rental stress'". The *Report* then states that the proposal "will contribute to housing choice by increasing supply and importantly committing to the provision of affordable housing and first home buyer incentives, a substantial social benefit. No evidence is provided to justify this statement.
- No details are given as to how the proposal will deliver affordable housing for very low to moderate income households and what the affordable housing contribution is. No affordable housing contribution has been nominated.
- Further into the *Report*, reference is made to the Greater Sydney Commission draft Central District Plan and 'Liveability Priority 3: Implement the Affordable Rental Housing Target'. The *Report* notes that the draft Central District Plan recommends that for new urban renewal precincts a target of 5% to 10% of new floor space being dedicated as affordable housing is appropriate. In response, however, the *Report* states that "given the scale of the proposed development, this would represent a significant and uneconomical provision of affordable housing." (Emphasis added page 27). So while the *Report* claims that it is "consistent" with the provision of more affordable housing as defined above, it then claims that providing an affordable housing contribution, within the 5% to 10% range stipulated by the Central District Plan, is decidedly "uneconomical". **No evidence is supplied to support this claim. Council requires the proponents Development Feasibility study for peer review and to confirm the validity of this claim.** Given the scale of the proposed development and the re-zoning of industrial land, affordable housing should be economically feasible.

8. Recreation Impacts and Open Space

The Sydenham to Bankstown Corridor Strategy (Strategy) requires the provision of a large area of public open space along the railway line and an easily accessible centrally located park that is easily accessible to residents, in 15% of the total Carrington Road precinct area (refer to Strategic Intent for the Marrickville Precinct (page 20/21 of the Strategy). Council seeks an increase in the provision of open space and cycle and pedestrian links over railway lines. Measure O2 in the Strategy states that new open space is to be delivered as works in kind by developers (page 32). **The provision of open space is to constitute at least 15% of the total site area. This is in addition to and above the ADG requirement for 25% communal open space on the site to serve the proposed new residents of the development.**

The location of the open space in the Planning Proposal differs from that shown in the Strategy (page 30 Chapter 3). **Cycle and pedestrian corridors are thoroughfares and should not be calculated towards the 15% provision of open space as they are a passive transport corridor that reduces the area available for active and passive open space.**

With regard to the public domain contribution and the open space proposed it is unclear of what the size of each distinct public space area is (for example Carrington Park; Carrington Park/Play; Grove Square) and these details must be given and details of exactly what this consists of and whether they are active or passive spaces. Further it appears that the Wetlands and Creek public domain works are located outside of the site boundaries and details of the adjoining land owners consent needs to be provided for these proposed works.

The Planning Proposal objective and intended outcome "To provide ample landscaped open space areas for the enjoyment of residents, workers and the surrounding community" is misleading. **Both active and passive open space areas are required as part of this redevelopment and not just formal landscaped areas.**

The following matters must also be addressed in the revised Planning Proposal:

(i) Connectivity – the proposed increased density of population in a relatively small area is significant. The proposed connectivity to the northern end of the development across State Government owned land through to Fraser Park will improve the permeability for pedestrians and cyclists in the locality. **This element of the development must create a pedestrian and cycling link to Sydenham Station that is accessible, well lit and has good passive surveillance so it is safe for community use all year round.**

(ii) Access across Richardson Crescent - the proposed connection to Mackey Park is critical as this will be used by people to get to Mackey Park and to Tempe Station. **More detail on the treatment of the access points is required to ensure there is evident and safe egress at the southern end of the development to Mackey Park and the Cooks River.**

This new connection required from the site across to Mackey Park would be consistent with the Draft Central District Plans vision for a Green Grid that links with the Cooks River riverfront. The connection should be extended from the Carrington Road edge of the site which is the most linear path and direct route (currently the planning proposal shows a building on this corner frontage).

(iii) **Impact on Mackey Park -** Mackey Park is home to one of the largest sporting clubs in the locality and used by many local schools. It is currently operating at maximum capacity for much of the year and notably from March through September (see image below from 2 July 2017 noting the visible wear on Mackey Park compared to adjacent sportsgrounds in Canterbury Bankstown). With the proposed increase in population, there is strong likelihood of increased pressure on the facilities at Mackey Park and consequently **the proposed development must provide additional opportunities for active and organised recreation for children, young people and adults**. Such options might include natural or synthetic turf facilities which can be used for training (i.e. with lighting) and possibly matchplay.

(iv) The solar access diagrams show unacceptable overshadowing of Mackey Park over a number of hours in the morning. Given its high level of usage this overshadowing will adversely impact on the field and its recreational activities. The Planning Proposal page 43 states that approximately 39% of the park is overshadowed… is substantially and rapidly reduced after this time, with shadows quickly moving eastward and becoming smaller in scale. By 11.00am, the park is in full sun again and remains so throughout the rest of the

day. **Full solar access must be maintained to Mackey Park consistent with the revised Sydenham to Bankstown Strategy community feedback**.

9. Creative Industries

Creative industries and culture are essential to the inner west's community and identity. In the 2011 Census of Population and Housing, the Inner West Council LGA showed marked specialisations and concentration for people working in the creative and cultural industries - 9.4% or 8,685 people in the Inner West Council area are employed in cultural occupations – the highest level in NSW. The Inner West Council area has clear creative industries specialisations in a number of areas. Using Census data indicators, it is clear these specialisations are outstanding – a specialisation is usually considered a data quotient above 2.
Council's Cultural Action Plan (2016 – 2020) identified that arts and culture are integral to local social and economic advantage and the liveability of the area. The Action Plan also detailed that the most critical need for the local creative community has access to diverse, affordable spaces to produce and present work.

A number of factors are challenging artists' ability to access affordable spaces in the local area. These include gentrification and a loss of industrial spaces, which will be heightened by proposed land zoning changes in the Sydenham to Bankstown Urban Renewal corridor and Victoria Road Marrickville. In particular there is a shortage of, larger style industrial 'bare bones' warehouses, suitable for hybrid and large scale production, such as sculpture and large scale visual arts.

Council's economic and cultural mapping indicate that the site of the proposed Carrington Road development is one of the highest density areas of creative production in the Inner West local government area. This is confirmed by the Made in Marrickville study. The site currently incorporates large collective spaces where a number of artists produce and incubate work in close proximity to other artists and arts organisations. This is a driver for local innovation and clustering of creative industries.

Given the nature of dense and specialised creative industries occupying the site, the following issues must be addressed in the Planning Proposal:

(i) The Planning Proposal cites the Marrickville Employment Lands Study Review 2014 (MELS 2014) as a Council Strategy that supports Carrington Road as suitable for rezoning, as demand for industrial spaces is declining. However, as the response(point 1 of this letter) from Council's Economic Development officers notes, there is a demonstrated shortage of industrial lands, exacerbated further by other land rezoning proposals in the area

(ii) The Proposal's reference to declining traditional manufacturing and the emergence of urban firms (p. 31) should consider the flexible practices of creative industries. Council's cultural mapping and consultation suggest that there is not a clear distinction between manufacturing, niche creative production, local individual artists and small to medium creative enterprises. For example, the area houses a number of artists involved in creative design and experimentation (such as ceramics and sculpture), who might then produce items for sale in small to medium manufacturing and may also run community programs. In light of this, the distinction between Professionals, Blue Collar and Community Services workers (Appendix 4) is also a grey area in regards to the creative industries in the area

(iii) Affordability of creative spaces is a key issue. Newly built creative spaces at market rent are generally unaffordable for the area's specialised artists and makers. **This issue must be addressed in the Planning Proposal.**

(iv) The Proposal states that the development will retain and grow creative industries (**page 39 of the Planning Proposal Report**) but the Planning Proposal does not retain affordable larger spaces, suitable for noise generation and custom large scale and hybrid production, as well as co-located art studios. **The response that existing business space would be**

retained (page 39 of the Planning Proposal Report) needs to take into account the affordability and suitability of any future spaces for existing creative industries. Details of the existing floor space used by all creative industries on the site and the proposed floor space provision and type of provision for creative uses must be included in this Planning Proposal.

(v) The proposal notes developments could explore design responses for 'work from home' dwellings. Any live/ work options for artists should intersect with affordable housing considerations, as live/ work options at market rent will attract only certain sectors of the creative industries, and not necessarily niche industry specialisations of the Inner West

(vi) The Greater Sydney Commission's Central District Plan (4.7.2) details the importance of arts and culture for connected communities and vibrant public places and states that; "Arts and cultural policy, investment and actions should be well integrated into urban development. This can be achieved through planning proposals for urban renewal areas and priority precincts..." Similarly, A Plan for Growing Sydney the metropolitan plan Direction 3.4 aims to 'Promote Sydney's heritage, arts and culture'.

(vii) As a high density precinct of niche creative industries, the Carrington Road area is an important element of the overall cultural ecology of the Inner West and Greater Sydney that needs to be nurtured. The Commission also describes the importance of night-time economies and live music, which is also a specialisation of the inner west.

(viii) The draft Sydenham to Bankstown Corridor Strategy states its vision for Sydenham precinct as "a creative and dynamic centre that increases and diversifies employment opportunities with new and exciting businesses and industries, cafes, bars, restaurants and venues for live music." The local IN1 General Industrial lands allow live music venues but there is only one established live music venue in the area. **If the State Government's renewal vision for Sydenham is to be realised, targeted support for live music industries should be considered in the Planning Proposal.**

If the east Marrickville/Sydenham area is to remain a hub of flourishing creative industries, known for its specialisations in the arts, such as sculpture, painting, theatre, making, and music, access to suitable affordable spaces must be taken seriously**. The proposal must meet the needs of niche creative industries in a variety of ways including:**

(i) **purpose built studio spaces to be offered at low cost to artists possibly managed by Council. These would need to include a number of studios co-located, suitable for noise generation and creative co-production**
(ii) **affordable large scale spaces suitable for larger scale production, hybrid creative industries and niche creative industries**
(iii) **measures to support the State Government's vision for flourishing live music in Sydenham such as funds for new venues in the area possibly distributed by Council**
(iv) **noise remediation measures, including sound proofing for new residential developments, where nearby creative uses and spaces may generate noise**
(v) **Affordability controls on any creative spaces in the Carrington Road area is a key issue that must be addressed – without these, the existing niche creative industries will be pushed out of the area. Council requires that the affordable 'incubation spaces' envisioned in and around this precinct are maintained in perpetuity as part of a Voluntary Planning Agreement (VPA).**

10. Environmental, Biodiversity, Water Sensitive Urban Design and Sustainability Impacts

(i) The redevelopment of this site presents a unique opportunity to achieve environmentally sustainable development. **The Planning Proposal should emulate examples of WestWyck ecovillage best practise zero net emissions developments for example**

Item 3

the One Planet Living initiative in Melbourne's Brunswick, that goes beyond the 5 Green Star rating.

(ii) The Marrickville Road and Sydenham Station areas are an established Urban Heat Island. High density development could increase temperatures at the street-scale. **The proposal needs to incorporate substantial landscaped areas, especially shade trees, with recycled / rainwater-fed irrigation to mitigate the Urban Heat Island effect.** Please refer to Councils Urban Forest Policy and Strategy comments in Section 6 above.

(iii) This proposed precinct is adjacent to the area mapped in the Marrickville Local Environmental Plan (MLEP) 2011 Natural Resources – Biodiversity map. This area identifies a wildlife corridor along the Cooks River. The control in MDCP 2011 for this area is that any landscaping plans should include predominantly native vegetation local to the Sydney basin. An indicative list of this vegetation is found in Part 2.18 - Landscaping of the MDCP 2011. This is further supported by the Marrickville Biodiversity Strategy 2011-2021 which identifies Priority Biodiversity Areas for opportunities to enhance existing biodiversity and opportunities to connect other areas locally and regionally. This precinct is part of what is referred to as the Urban Habitat Mosaic, and the proposal has the potential to increase biodiversity and connectivity of habitat between two other Priority Biodiversity Areas (the Cooks River corridor to the south and Fraser Park & Tillman Park to the north) by providing not only public open space as parkland with an urban forest but areas of denser vegetation, particularly around any naturalised water course or water body in recognition of the area being the former Gumbramorra Swamp. This precinct is also adjacent to land classified as 'Supporting Habitats' and 'Supporting Areas' through the Connected Corridors for Biodiversity Mapping coordinated by Greater Sydney Local Land Services. The Planning Proposal must recognise this and improve habitat connectivity across the site.

(iv) The Draft Central District Plan cites the Cooks River Open Space Corridor that will extend to the south of the proposed development site, and the Cooks River foreshore is part of the Cooks River Biodiversity Corridor shown in the MLEP2011 Natural Resources – Biodiversity map. **Therefore, the Planning Proposal Part 1: Objectives and Intended Outcomes (page 19 of the Planning Proposal Report), must add a new objective:**

- **To provide native natural areas that create a link to the Cooks River Biodiversity Corridor.**

(v) The Canary Island Date Palms adjacent to the site are part of the heritage industrial streetscape listing and a habitat for nesting Australian White Ibis (*Threskiornis molucca*) protected under the NSW National Parks and Wildlife Act 1974. The Office of Environment & Heritage Australian White Ibis Management Plan 2010 aims to provide permanent refuge population and habitats in the Sydney basin. **This row of Date Palms along Carrington Road is one of two main Ibis colonies in Marrickville and must be protected by the urban design for development on the Carrington Road interface.**

(vi) ARUP's Sustainability report has scant detail but provides statements of best practice on which to build. A Water Sensitive Cities approach should be taken in the planning and design of this site by:

a. **adding to the 'Green Grid', Blue-Green Grid,' with water sensitive design integrated into the landscape and building design process and not designed as separate functions.**
b. **Carrington Park and Park Play should be designed with multifunctional spaces for recreation, native habitat, flood detention (similar to Marrickville Oval), Water Sensitive Urban Design (WSUD) (treatment and rainwater and sewerage recycling) and local food production.**
c. **Taking a 'design led' approach as supported by the Draft Central District Plan and Towards our Greater Sydney 2056, it is recommended that Council and the**

Attachment 1

Developer co-design a workshop with the proponent, Council, consultants from relevant disciplines to create a world's best practice site.

(vii) **Under the current Coastal Management Reforms, mapping of coastal areas and protected areas is being done. Draft mapping indicates that the new State Environmental Planning Policy (SEPP) (combining SEPP Nos 14, 26, 71) may be relevant to the location so may need to be considered in future. The Planning Proposal must therefore be assessed against S117 Ministerial Directions 2.1 and 2.2.**

(viii) **Consider recycling sewage (i.e. internal non-potable uses and/or irrigation including for Mackey Park) as part of its WSUD strategy.**

(ix) In reference to the Pells Sulllivan Meynick - *Geotechnical Advice for Planning Proposal*, 5.5 Construction Dewatering must be reinjected onsite and if it must be pumped off-site to enter into Cooks River or other waterway, it must be treated to achieve the Botany Bay Water Quality Improvement Plan standards. This needs to be confirmed in the Planning Proposal.

(x) Provide a water quality report that considers stormwater drainage and runoff particularly given the proximity to the creek and Cooks River and impact of acid sulphate soils. There are significant hard paved impervious areas proposed for example paved public open space of 21,194m² (27% of the site) and internal streets of 6,090m² (8% of the site), and unfiltered runoff will impact on water quality of adjacent creeks and ultimately the Cooks River and Botany Bay. A water quality report that mitigates and addresses this must be submitted. This is consistent with the Draft Central District Plan Priority 5.3 to Protect the Districts Waterways and Marrickville Urban Strategy.

(xi) Liveability, Sustainability and Resilience: Council seeks to implement a consistent approach across both urban renewal corridors in the Inner West being along Parramatta Road and the Sydenham to Bankstown Corridor. **Council supports the Strategic Actions described in Principles 4, 5 and 6 of the *Parramatta Road Corridor Urban Renewal Strategy* as guiding principles of the redevelopment of the Sydenham to Bankstown Urban Renewal Corridor. This include the implementation of the '15 minute neighbourhood', provision of community infrastructure and facilities, design excellence, public domain guidelines, and built-form environmental sustainability targets. The proposal should demonstrate compliance to these planning principles.**

11. Social and Cultural Impacts

No Social Impact Assessment (SIA) has been submitted with this Planning Proposal. **A SIA is required prior to progressing the Proposal to Council to address Section 55 of the Environmental Planning and Assessment Act that requires Planning Proposals to address the question "*Has the Planning Proposal adequately addressed any social and economic effects?.*" Further in line with the Draft Central District Plan Liveability Priority 11 "Provide socially and culturally appropriate infrastructure and Services", this needs to be informed by a SIA. The brief for this SIA should be agreed with Council.**

12. Voluntary Planning Agreement

Planning agreements are invaluable mechanisms for addressing the impacts of developments and achieving important planning outcomes. They are particularly relevant to a proposal of this scale. A VPA for this site will help:

- mitigate the impact of development or compensate for the loss or damage caused by development;
- meet the new demand for public facilities and services created by development;

- prescribe the nature of development or introduce components of the development for the public benefit in accordance with planning policies;
- secure off-site planning benefits for the wider community so that the development delivers a net public benefit.

Council can receive asset contributions including affordable housing in accordance with the Council's AHP or to meet other local asset needs. Council can also receive monetary contributions through a planning agreement in order to allocate funds for expansion of local public facilities and services. Public infrastructure and services improvements fall into the following categories:

- community facilities such as halls and meeting rooms, child care centres, libraries, health centres;
- open space and recreation facilities;
- public domain improvements;
- affordable housing; and
- public car parking, traffic management facilities and road works.

The proponent should take this opportunity to address the impacts of the development through a planning agreement to satisfy the significant increased demands it would generate for public infrastructure and services.

The proponent should contact the Department of Education and agree how educational needs could be delivered as part of the Planning Proposal and related VPA.

13. Waste Management

The Planning Proposal must provide reference on how waste and recycling would be managed. MDCP 2011 requirements should be addressed including (but not limited to) ensuring roadways are accessible and load rated, waste rooms are at street level, separate commercial and residential waste rooms, bulky waste storage areas are provided etc. Minimising waste from building demolition and reusing materials should also be addressed. Council recommends modelling waste management on the Barangaroo development provisions for commercial properties.

14. Contamination

The site has a history of commercial/industrial uses and most notably automotive manufacturing. The contamination issues identified in the proponents Preliminary Site Investigation are:

- Soils consisting of fill and natural soils identified to be impacted with heavy metals, total petroleum hydrocarbons (TPH), polycyclic aromatic hydrocarbons and asbestos.
- Groundwater impacted by volatile organic compounds, TPH, ammonia and phase separated hydrocarbons
- Former underground storage tanks or fuel/drum storage areas require further assessment and remediation
- VOCs present in sub-slab vapour of the northern portion and possibly the southern portion of the site that requires further investigation and possible management or remediation
- A number of data gaps remain at the site that require further investigation
- Based on a number of investigations, the site is considered contaminated for the proposed uses, however the Preliminary Site Investigation concludes that the site can be made suitable subject to appropriate management and remediation.
  - Additional assessments will be required prior to the lodgement of Development Applications should this planning proposal progress including remedial action and environmental plans, and an interim/final Site Audit Statement to ensure site remediation proposed is suitable for the proposed land uses as required.

15. Additional Matters

- **The Planning Proposal Part 3 Justification, Section B Relationship to Strategic Planning Framework must also now address the new policy document titled *Directions for a Greater Sydney 2017 – 2056* and its 10 principles.**
- **The EIA Industrial Lands Strategic Assessment Checklist responses 12 and 13 on page 36 need to be revisited and adequately addressed. Response 12 on whether there is a compelling argument that the industrial land cannot be used for an industrial purpose now refers to limited truck access and the site's flood affectation as reasons it cannot be used for industry. This is not considered an adequate response. Response 13 in the EIA refers to the land being identified for alternative purposes and this response misrepresents the MELS 2014 that also identified the site as suitable for industrial uses and no industrial uses are proposed to be retained.**
- **The Wind Impact Assessment (Appendix 6) recommends wind-tunnel testing to quantify the wind conditions around the site. This detail must be supplied because this planning proposals requests amendments to height and FSR controls. The outcome of such amended development standards could be a built form with unacceptable wind impacts**. Also the wind impacts on the public domain and at street level where retail uses/outdoor dining is envisioned should be detailed.
- Part 9.44 of MDCP 2011 be amended and accompanied by a Masterplan.
- **Details of how potential land use conflicts in a mix of industrial, office, retail, residential uses and public through site links must also be addressed. This issue must also be addressed in relation to the interface between proposed new uses on the site and the existing cluster of industrial uses on the western side of Carrington Road. Further the introduction of new uses in proximity to the freight line and also in proximity to the flights paths both of which are significant noise sources are likely to raise significant land use conflicts that have not been adequately addressed in the Planning Proposal.**
- **Details of how Crime Prevention through Environmental Design principles will be addressed.**
- **A retail impact assessment of the Planning Proposal must be provided in view of the retail provision on the site and potential impact on Marrickville Road and Marrickville Metro retail centres.**
- Consistency with S.117 Directions.
- **Further details are required to address S.117 Direction 3.4 Integrating Land Use and Transport, considering RMS advice that the proposal is premature and should be deferred pending the adoption of the Sydenham to Bankstown Strategy.**
- **The references on page 40 of the Planning Proposal to the Industrial Lands Strategic Assessment checklist contain a number of misleading statements that should be rectified namely the contribution to employment clusters that encompass industrial land to the west, how the proposal complements the adjacent industrial precinct and (does not introduce land use conflicts), and does not impact on the area's ability to meet future demand for industrial land.**
- **A Net community benefit test must be provided as per the Departments Guide to Preparing Planning Proposals.**
- Please note that the Marrickville LEP 2011 R4 High Density Zone Objectives that state:
  - To provide for office premises but only as part of the conversion of existing industrial and warehouse buildings or in existing buildings designed and constructed for commercial purposes.
  - To provide for retail premises in existing buildings designed and constructed for commercial purposes.
- **All commercial/retail development would need to be in the proposed B2 zone, otherwise a new LEP local provision or additional permitted use would be required**. It

is noted that the indicative ground floor plan in the urban design report shows commercial and retail uses in the R4 residential zone.

- The Planning Proposal Section A need for the proposal under the justification *Is the planning proposal a result of any strategic study or report?* is misleading as it references the Marrickville Employment Lands study and identifies that the site could be rezoned. It fails to mention that Action 4.1 of the study considered Carrington Road precinct as an opportunity for urban renewal with a combination of industrial and residential. Similarly, this justification selectively references the *draft Sydenham to Bankstown Corridor Strategy* that also requires retention of light industrial uses that is not accommodated for in the current Planning Proposal. **These inconsistencies must be addressed in the Planning Proposal.**
- The Planning Proposal refers to the Draft Central District Plan Liveability Priority/Action to encourage housing diversity and states that "The rezoning will encourage housing diversity as it will provide a range of housing types". **Details of the range of housing types and the unit mix must be provided to determine consistency with this action, especially as it appears that most of the proposed housing is high density apartments.**
- The Planning Proposal refers to the Strategic Merit Test - Assessment Criteria on page 30 and states that it is consistent with criteria a). However, it is currently not consistent with the precautionary approach to rezoning of industrial lands in the Draft Central District Plan or with the Sydenham to Bankstown Strategy vision to retain light industrial uses on this site or the vision for the site as medium-high density residential development of up to eight storeys. The Hill PDA 2015 Industrial Precinct Review prepared to inform the Department of Planning's draft Central District Plan has not been referenced in the Planning Proposal of which the Tempe, Carrington Road industrial area scores above average (10.5) in the health check.
- The Planning Proposal must demonstrate consistency with the Draft Central District Plan and the *draft Sydenham to Bankstown Corridor Strategy*. It must also assess how it would fit with the Hill PDA 2015 Industrial Precinct Review.
- The Proposal does not adequately address item B, point 2 of the site specific merit test "does the proposal have site-specific merit, having regard to the following… the existing uses, approved uses and likely future uses of land in the vicinity". The proposal fails to mention any of the existing uses and approved uses including industrial and creative industries that contribute to the unique identity and character of the former Marrickville LGA.
- Towards our Greater Sydney 2056 aim to support key industrial precincts with appropriate planning controls. A productivity priority is the 30 minute city. **The proposal does not retain any industrial land/floor space and is inconsistent with this priority. It must provide an evidence based approach to how the Planning Proposal will address this priority.**
- **Council will require reimbursement of costs for engaging consultants to undertake peer reviews of the following matters in accordance with Fees and charges:**
  - **Economic Impact Assessment peer review and a Retail Impact Assessment;**
  - **Urban design analysis and existing character assessment of the Precinct, the development of site specific design principles and to peer-review the master plan;**
  - **A Precinct Wide Traffic Study; and**
  - **The proponents Development Feasibility study for an assessment of the affordable housing provision.**

Item 4

Item No: **C1017 Item 4**

Subject: **MERGER IMPLEMENTATION**

File Ref: 17/4718

Prepared By: Nellette Kettle - Group Manager Integration, Customer Service and Business Excellence

Authorised By: Rik Hart - Interim General Manager

SUMMARY

This report provides the elected Council with an overview on the progress to date with the merger implementation, including the governance framework, achievements, key risks/challenges and upcoming priorities.

Overall, significant progress has been made in the last year as outlined in the report and importantly community satisfaction with Inner West Council has remained high.

Notwithstanding the significant progress, it is important to be mindful that the task of creating a new organisation from three merged entities is complex, taking several years to complete.

RECOMMENDATION

THAT the report be received and noted and that Council is provided with a further update on progress with the merger implementation in six months.

BACKGROUND

Inner West Council was proclaimed on 12 May 2016.

Pre-merger planning

The three former councils were collaborating for several months in the lead up to Proclamation, in the knowledge that a merger was highly probable. A Transition Implementation Group comprising senior representation from each of the former councils was formally established to prepare a Change Management and Transition Plan to support the councils in preparing for change.

The merger occurred several weeks earlier than anticipated. At the time of the Proclamation:

- Due diligence activities were approximately 80% completed
- Comparable service profiles had been developed for all functional areas
- Nine (9) cross-council Project Action Teams were operational and at various stages of planning in the following key areas:
    - Governance
    - Legal
    - Systems
    - Workforce management
    - Communications
    - Finance
    - Service delivery (front line)
    - Procurement
    - Culture/change

Item 4

Post proclamation - transition

Since the merger, work to create the new Council has been guided by the Integration and Innovation Plan (**Attachment 1**) which was developed in June 2016 in accordance with Department of Premier & Cabinet guidance for merged councils. This plan identified over 80 actions for the transition phase, covering the period until the return of the elected council.

The Plan was structured around the Australian Business Excellence Framework categories and included actions supporting seven key strategic areas:

- Service integration and review
- Local democracy
- Integrated planning
- Equipping and supporting Council staff to be resilient through change
- Organisational re-design
- Systems integration and transformation
- Organisational development

Throughout the Administration period, monthly reports on progress with the merger implementation were provided to the Implementation Advisory Group (IAG). The IAG was established to oversee the merger implementation and comprised the Mayors and Deputy Mayors of the former councils. The IAG reports are available on Council's website.

Key achievements

Bringing together the merged Council involves hundreds of actions, some are large multi-year projects and others are smaller discrete tasks. Following is a snapshot of some of the achievements to date:

Service integration and improvement

- Integrated customer service department, with a single consolidated contact centre (located in Petersham) and the majority of transactions enabled at all service centres across the LGA
- New Development Advisory and Assessment Policy aimed at streamlining the assessment process and reducing the time taken for approvals
- Integrated library services, community services, arts and culture and event programming and delivery
- Improved capital works delivery, with the value of works delivered increasing by 25% in the first year and expected to remain at similar levels
- Swimming passes can be used interchangeably across Council operated pools (excludes those in the Marrickville service area which are privately operated)
- Outdoor dining fees have been harmonised via a moratorium to ensure a level playing field for businesses
- Group Managers have commenced undertaking reviews, examining the services currently being provided and the inherited key points of difference in service delivery/standards that will need to be addressed into the future (e.g. waste services, resident parking scheme differences)

Supporting local democracy

- Local Representation Advisory Committee and Implementation Advisory Group comprising former Councillors convened during the Administration period to provide continued community representation
- New community engagement framework implemented

- Eight Strategic Reference Groups established and meeting bi-monthly (Environment, Social Inclusion, Transport, Economic Development, Housing and Affordability, Young Leaders, Planning and Heritage, Aboriginal and Torres Strait Islander)
- Live online broadcasting of Council meetings providing increased transparency
- Public meetings on key issues, such as WestConnex and Sydenham to Bankstown urban renewal

Integrated planning

- Interim Statement of Vision and Priorities developed with community input
- Fully integrated Operational Plan and Budget for 2017/18
- Community Strategic Plan under development

Organisational development and equipping and supporting staff through change

- Organisational values developed and launched
- Regular HR and Integration staff roadshows
- Regular General Manager face to face staff talks
- Periodic resilience training for staff
- Training and support in applying for jobs, interview skills and resume writing
- High performance leadership program being rolled out across the organisation, with the Executive, Group Managers, Managers and now Team Leaders completing the six month program, comprising a variety of self-leadership modules
- Quarterly Leadership Team strategic planning workshops

Organisational re-design

- Organisational structures completed for 13 of the 18 Service Units
- To date, 161 staff have been moved into the permanent structure, with many more roles under active recruitment
- Co-location of all indoor staff (approximately 600 people) completed

Systems integration and transformation

- Dark fibre connection established between Service Centres
- Network and active directory integration completed
- Contract executed with TechnologyOne to deliver integrated enterprise system, One Council. First release, finance and procurement, implemented in July 2017. Planning and development work for Release 2 currently underway
- Skype for business implemented across primary sites
- Customer contact centre technology standardised and upgraded and Q-flow ticketing introduced at Customer Service Centres
- Organisational roll out of business process mapping software (Promapp) underway

<u>Key upcoming priorities</u>

Many integration projects are still in flight across the organisation. Significant projects that are underway and yet to be completed include:

- The TechnologyOne, One Council implementation. This is the single largest integration project and is a new enterprise wide system, touching all areas of the Council. The two year implementation program is on track to be completed in December 2018 and will see most Council functions operating out of a single integrated system, including core functions such as customer request management, rates, development applications, financial reporting and management of community assets. Having one integrated system reduces costs and ensures proper and full integration across functions, as well as expanded opportunities for online services, that would be difficult and costly otherwise.

Another important benefit of the One Council system once fully implemented, will be access to real time information live on Council's website, enabling residents to track the progress of their service requests live, increasing accountability and transparency. One Council is being implemented in five release stages. The first release, supporting integrated financial management and procurement across the Council was completed in July 2017. The second release, supporting HR (organisation management) and payroll will be implemented in March 2018, followed by release three, enterprise asset management in May 2018.

- Improving the quality and useability of financial data. Whilst at the organisational level Council now has a fully integrated budget and financial management system, the next step in maturity is to fully align all aspects of the budget accurately into the new organisational Service Unit structure so that the full cost of individual services to the community can be accurately established. This refinement process will be iterative and will also enable accurate dashboard reporting via the website in the near future.

- Finalisation of organisation structures. The process of determining new permanent organisation structures and migrating staff to the new structure has been a lengthy one involving extensive staff consultation at all stages of the process. Council has been fortunate to have the support of a very effective Joint Staff Consultative Committee that has worked incredibly hard and in cooperative partnership with management to achieve quality organisational outcomes with the least amount of disruption and anguish for our staff, who have been, and are still, undergoing an enormous amount of change. Work on permanent organisational structures commenced in September 2016 and is still in train. To date, full structures have been finalised for 13 of the 18 Service Units, and populated as follows:

    - Level 1 – Interim General Manager (completed September 2016)
    - Level 2 – Deputy General Manager's (completed November 2016)
    - Level 3 – Group Managers (completed March 2017)
    - Level 4 – Managers (85% completed)
    - Level 5 – Team Leaders/Coordinators/Supervisors (25% completed)
    - Level 6/7 – Operational staff (15% completed)

  The organisational structures are expected to be completed by the end of 2017.

- Co-location of depot staff. Staff consultation has been completed and the commencement of co-location of outdoor teams into their Service Unit groupings will commence October/November 2017. This will involve a change in the base work location of approximately 80 outdoor staff, as well as related plant and equipment (60 items) across the current four depot sites (St Peters, Summer Hill, Leichhardt and Balmain). This is the final stage in the staff re-location program and enables the integration of the outdoor teams to commence, including having outdoor teams in the same base locations as their team leaders and supervisors and pooling plant and equipment.

- Service review and harmonisation. Formal service reviews were not undertaken during the Administration period on that basis that the elected Council should decide any changes to services and service levels. The pace of service integration and harmonisation work will accelerate over the next year as teams define new operational processes and policies following co-location. Furthermore, there are key differences in service levels in some areas that will need to be worked through over time in consultation

with the elected Council, such as waste services, resident parking scheme requirements and verge mowing.

- Development of the new Community Strategic Plan. This work is well underway following extensive community engagement and must be completed by 30 June 2018. A draft CSP will be presented to Council at an upcoming meeting.

- Integrated Local Environmental Plan. This is a three to four year project, with detailed project planning to commence in the next few months. In the interim, Council will continue to operate under the three existing plans.

- New Inner West industrial agreement and salary structure. Council inherited a disparate mix of EBAs, employment conditions and salary structures with the merger. This situation causes concern for staff because of the inequities, as well as challenges for managers, who are managing teams of staff with very different working conditions. This is a complex and industrially sensitive project that must be planned and executed well in order to deliver sustainable and effective long term outcomes for both the organisation and staff. It will require a collaborative effort between management and the Joint Consultative Committee and staff to deliver sustainable outcomes. This project will commence in 2018, once the process of migrating staff to the new organisation structures has been completed and is expected to take up to two years.

- Realising community benefits of the merger – an important area of focus is on continuing to deliver the community benefits that can be derived from our increased scale and capacity as a larger and more influential Council. This is particularly important in relation to major State policy and projects, such as WestConnex, Sydenham to Bankstown corridor, Parramatta Road revitalisation, Bays precinct etc.

Organisational governance – Project Management Office (PMO)

The merger implementation has been coordinated and overseen by a purposefully established Integration Team.

The Integration Team comprises a small project management office (PMO) of six staff (with project management, change management and business analysis capabilities) to support a decentralised integration model that drives full accountability to Group Managers for integration and business as usual operations in their area of responsibility.

The PMO has developed a framework to manage the vast amount of integration activity that is occurring across the organisation to:

- enable an overarching view of the transformation of Inner West Council;
- identify, scope and deliver integration projects;
- align scope and organisational capacity;
- identify and manage interdependencies between projects;
- manage risk; and
- monitor and report progress.

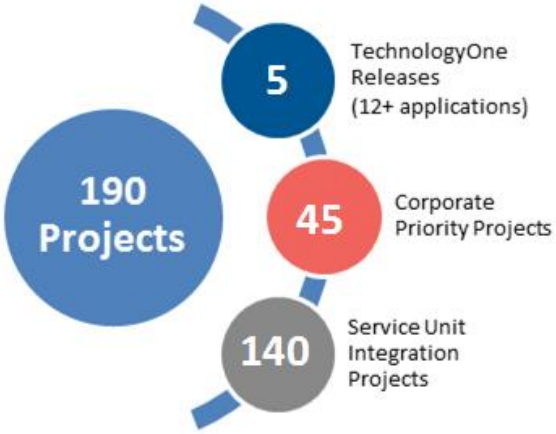
Throughout 2017, the Integration and Transformation Program has gained momentum, with 190 projects in scope spread over a 5 year delivery period across three streams:

- Stream 1: TechnologyOne Implementation – the single largest integration project comprising a suite of corporate applications to integrate and streamline operations

Item 4

- Stream 2: Corporate Priority Projects – critical projects affecting all areas of Council (e.g. co-location, integrated financials, organisational restructure)

- Stream 3: Service Unit Integration Projects – critical projects that are focussed on integrating and improving the operations of each individual Service Unit



A total of 33 projects of ranging complexity have been successfully delivered to-date under the program, with 85 projects currently in progress.

Risk management

Risk identification and mitigation has been at the forefront of planning since the pre-merger phase, and continues to be a key focus area for the Integration PMO and the enterprise risk team.

The Integration and Innovation Plan identified seven risks to the implementation process, as well as strategies to mitigate them where possible. The identified risks were:

- Community is unaccepting of the new Council
- Loss of local community representation and identity in a larger Council
- Lack of continuity in service delivery
- Failure to resource and deliver business integration with business as usual activities
- Savings from the merger are not realised and costs are recognised
- Opportunities for improvement and innovation are not realised
- Loss of key staff during the implementation period

Through extensive ongoing efforts from staff across the organisation we have been able to minimise these risks to extent that they have had little overall impact on the success of the merger. Indeed, it is both pleasing to see and testament to the work of Council staff that community surveying has indicated that community satisfaction has risen in the first year and remains very high at with 90% of respondents at least somewhat satisfied with Council's overall performance.

Challenges

Implementing a merger of three organisations without dropping the ball on business as usual service delivery is incredibly challenging, especially as it is widely known that productivity and morale decline during times of high organisational change. Council staff have been experiencing, and will continue to experience for some time yet, a complex high change environment. What makes this change more complicated and unique is that it will be constant over a 2-3 year period and all the core components that bring together an organisation have or will be changing - such as leadership, strategic direction, the organisational delivery model (Service Units), organisational structure, systems in use, business processes, people's roles, work locations, pay and conditions.

The success that has been achieved to date has only been possible for the contribution of every staff member and is testament to the calibre of staff at Inner West Council, their teamwork, professionalism, capabilities and commitment to the organisation and the Inner West community.

Some of the key challenges include:

- Change fatigue – our staff have been through a lot of change since the merger, including two Interim General Managers in a short space of time with very different organisational approaches, obtaining a role in the new organisation, moving work locations, settling into new teams, and beginning to learn new systems and ways of operating, all whilst striving to deliver services as usual to the community. There is still a lot of change to come, especially in the technology space and along with that, business processes. Some of our teams in particular, such as Human Resources and ICT are at the forefront of many change projects and are under unusual levels of pressure. Accordingly, the pace at which change can occur needs to be delicately balanced across a range of factors including both organisational capacity to deliver and to absorb the change that is underway.

- Prescribed processes – some changes need to be done quickly in order to avoid long periods of uncertainty and anticipation for staff. Sometimes the processes that Council must follow by legislation in the post-merger environment, slow down the pace of change and have unintended consequences. For example, the time taken to complete the prescribed processes for recruitment, which have desirable intentions to ensure proper process and fairness, cause delays and prolonged uncertainty for staff, as it takes up to 12 weeks before they can be placed in a role. These processes are both important and necessary, but are why it has taken over 12 months to fill the organisation structure.

- Integrated communication and ICT systems – it cannot be over emphasised how critical ICT infrastructure is to the successful operation of the merged Council and to delivering operational efficiency and service improvements. The new TechnologyOne system will deliver many benefits over time, including an integrated business applications platform, real time customer information and enhanced e-business capability, however it takes several years to implement and realise the benefits of large scale ICT transformations. The challenge in the short term is operating out of the many disparate legacy systems that still need to be supported and used in the interim. Obtaining accurate, consistent and timely management information is challenging at present and requires significant manual data manipulation from multiple systems.

- Differing employment conditions – now that teams are co-located and integrating their operations, the impact of the different employment conditions is magnified, when people are sitting side by side, sometimes in exactly the same role, with different employment

conditions, such as working hours, shift patterns and break times). Rostering and assembling work crews is very challenging in these circumstances. The impact of these differences needs to be carefully managed in the intervening period until the new Inner West industrial framework is finalised. The challenges that this environment creates for the Human Resources Department at an incredibly demanding time in the organisation's development are also significant.

- Balancing transforming and delivering business as usual – all organisations face the pressures of balancing the successful delivery of business as usual whilst also working to improve the organisation and services at the same time. This challenge is magnified in the post-merger environment simply due to the magnitude of change that is necessary over a relatively short period of time and the reach of those changes across the organisation.

Stronger Councils measures

The Office of Local Government is measuring newly merged councils against a number of success indicators. For Inner West Council, these are shown in the table below. It is expected that Council will need to report on these indicators at least annually.

Indicator	Progress
Net financial savings (NPV) of $60 million over 10 years included in Council's financial forecasts	These savings figures are based on the KPMG merger savings commissioned by the Department of Premier & Cabinet. Council is on track to realise these gross savings of $60m over 10 years, through: • Savings in senior staff costs ($1.5m p/a) • Savings in insurances ($980k p/a) • Savings in Councillor fees ($350k p/a) • Savings in SSROC fees ($100k p/a) • Expected savings through more effective/scaled procurement (est. $1.3m) It is important to stress that the net savings will be less, due in particular to some short to medium term inflexibilities. These include: employee cost restraints associated with the 3 and 5 year job protections and the impact of rising salaries due to the substantially different salary bases of the former councils. Other short term constraints include merger costs, including additional ICT costs associated with upgrading to a common hardware and operating platform, as well as maintaining dual sets of software licenses for legacy systems throughout the TechnologyOne implementation period. A report on the merger costs will be presented to Council later in October.
Improved community satisfaction index score for Council's overall performance	A benchmark Community Satisfaction Survey was undertaken in October 2016. The sample consisted of a total of 1,008 residents with key objectives of the research including: • Assessing and establishing the community's priorities and

Improved community satisfaction index score for Council's community consultation and engagement Improved satisfaction index score for community confidence with Council's integrity and decision making	satisfaction in relation to council activities, services, and facilities • Identifying the community's overall level of satisfaction with Council's performance • Identifying the community's level of agreement with prompted statements surrounding wellbeing/connectedness • Identifying methods of communication and engagement with Council 85% of residents were at least 'somewhat satisfied' with Council performance, of which 51% were satisfied to very satisfied. The survey was repeated in July 2017 with overall satisfaction increasing by 5% to 90%. In the 2106 survey, 58% of residents rated Council's community engagement as 'good' to 'excellent'. This figure remained steady at this level in 2017. In 2016, 70% of residents were 'somewhat satisfied' to 'satisfied' with Council's integrity and decision making. This increased to 75% in the 2017 survey.
5 year costed capital renewal works program adopted by June 2017	A four year funded capital expenditure program is contained in the 2017/18 Operational Plan and Budget. The fifth year is currently in draft.
Increased proportion of staff who feel the organisation has a positive future and are committed to its success	An initial staff survey was undertaken in late 2016 with mixed results. Staff focus groups have since been held to evaluate the results and to identify improvement actions. It is planned to undertake further assessment of staff sentiments to obtain measures of engagement and positivity in November 2017. As recruitment to the permanent structure progresses, providing more certainty and a stronger sense of team, and the benefits of team co-location and systems integration take hold, it is anticipated that positive staff sentiment has increased.
Diversity of representation at engagement forums and on strategic reference groups (SRGs)	Following an extensive EOI process, the following eight Strategic Reference Groups were created in February 2017: Young Leaders Reference Group Social Inclusion Strategic Reference Group Economic Development Strategic Reference Group Housing and Affordability Reference Group Transport Strategic Reference Group Environment Strategic Reference Group Planning and Heritage Strategic Reference Group Aboriginal and Torres Strait Islander Reference Group Across the groups there is a good mix of new representatives and previous committee members. Care was taken to ensure the membership of each SRG drew broadly from across the new larger LGA. The SRGs are meeting regularly and are functioning well. The effectiveness of the SRGs is due to be reviewed after one year

	of operation in February/March 2018.
90% of housing development applications determined within 40 days	Council has fundamentally reformed its Development Application system to improve the customer experience. In May 2017, Council adopted a new Development Advisory and Assessment Policy which focuses on a consistent and improved pre-DA process in order that applications lodged are complete, 'approvable' and less likely to generate substantial objections from neighbours and the broader community. While the policy and changes to practice have only been in place a short time, we are already seeing positive signs. It is relevant to note that the NSW Government has changed its definition of what constitutes a 'housing approval', to an extent that the target not only captures a very small percentage of Council's approvals and is no longer the key metric of performance in development assessment. Rather, Council continues to reduce its average processing time for all applications. Council's average DA processing time reached a peak of 113 days for the month of January 2017, with this figure reduced to an average of 81 days in August 2017. Overall, we have reduced backlog applications older than 120 days by 55% and those over 40 days by 33% since 1 January 2017.
Increased number of online transactions	Legacy websites continue to operate with equal opportunity for online transactions as offered pre-merger. The Technology One E-Business Module will provide increased opportunity for online transactions and is scheduled for completion at the end of 2018. Customer uptake of available online services has continued to grow, with over 88,000 transactions during 2016/17, which was a 186% increase over the previous year.
Number of initiatives with NSW Government agencies and others on identified priority issues	With Council's new larger scale concerted efforts are being made to influence key policy, planning and infrastructure decisions. Notable inroads have been made in a number of areas to date, including: **WestConnex** Council has advocated a mature two-part approach. With almost 60 per cent of the community opposing WestConnex (Micromex, 2016), Council's principal position has been opposition to the project given our strong view that urban motorways are an outmoded transport option. However, recognising that the project is under construction, Council has been interventionist in trying to get improved management of construction and other impacts on residents. The monthly WestConnex Community Liaison Forum has ensured that impacted residents have had access to key regulatory authorities, such as the Department of Planning & Environment and EPA. Council has also achieved a number of significant improvements for the community from the project rollout, including obtaining a dedicated in-house Compliance Officer who is working hard to ensure the project complies with its conditions of approval; gaining a guarantee that all residual lands associated with the project will be

given back to the community; securing undergrounding of the proposed Rozelle interchange; and abandonment of plans for what would have been a highly invasive construction dive site next to Sydney Secondary College at Leichhardt.

Council pushed hard for the establishment of the State Government's WestConnex Community Reference Group, but in reality it is delivering little benefit for residents due to Sydney Motorway Corporation's failure to bring appropriate technical level representation to the meetings and to engage proactively on how the project's significant impacts might be better managed.

Parramatta Road Guided Electric Transport (GET)
In late 2016, the State Government released ambitious renewal plans for Parramatta Road which included 27,000 new homes and 50,000 new jobs; without a proper public transport solution, the Government only committing to a rapid bus system.

Council, in conjunction with the City of Canada Bay Council, undertook a public transport options study for Parramatta Road which conclusively demonstrated that the proposed State Government option of reliance on diesel-fuelled buses did not represent an appropriate transformative transport solution. Council's study instead recommended the introduction of a Guided Electric Transit System (GETS), leading technology which is increasingly being introduced in many European and North American cities. The technology has many similarities to and advantages of light rail, but without the high construction and disruption costs. In a big win for Council, arrangements are being finalised with the State Government to undertake a joint preliminary feasibility study into the proposal.

Affordable Housing
One of the most critical issues facing the Inner West is lack of affordable housing, with the traditional demographic of the Inner West struggling to find affordable rental housing. Following extensive community consultation on a draft Affordable Housing Policy which was strongly supported by the community, Council introduced its city-leading policy in March 2017. The policy is strongly founded on economic viability principles and targets the gain in land value achieved when land is rezoned to a higher density residential use. It requires 15 per cent of units on large private sector sites to be provided for affordable housing and 30 per cent on government sites.

Council is currently working with the Department of Planning and Environment to obtain recognition of the policy in State Environmental Planning Policy (SEPP) 70 – Affordable Rental Housing, which would enable a transparent and streamlined approach to the delivery of affordable rental housing.

Protection of our urban forest
Another area where Council has made inroads is in the protection of our street trees. Last winter Ausgrid and its contractors performed a very significant cut to many of our local trees. There was widespread community concern resulting in over 100 complaints. As

Item 4

	a result of meetings between Council and Ausgrid's CEO, Ausgrid has agreed to and is currently implementing a much reduced cut this winter, as well as committing to work with Inner West Council on a bespoke approach to our street trees in the future. **Completing the Greenway** Council has also been successful in securing a substantial boost to funding of the Cooks River to Iron Cove Greenway. Early in the term of Administration, Council secured a commitment of $7.25 million from Transport for NSW. This was matched by a $7.25 million commitment by Council, enabling completion of the remaining 3.2 kilometres of the Greenway shared path, from Parramatta Road to the Cooks River, by 2021. This is a long delayed and much needed outcome that the community and former councils had been campaigning for over a decade.
Increased proportion of staff who believe in the values of the organisation	Council's FIRST Organisational Values – flexibility, integrity, respect and spirit of team - were launched in April 2017. The planned staff engagement survey to be conducted in November 2017 will provide a baseline measure of the percentage of staff who believe in the values.

FINANCIAL IMPLICATIONS

Council has requested a report on the costs of the merger. This report will be provided to the next Ordinary Council Meeting on 24 October 2017.

OTHER STAFF COMMENTS

This report reflects the contributions of Council staff across all Service Units.

PUBLIC CONSULTATION

Not applicable. This report is available to the community on Council's website.

CONCLUSION

Significant progress has been made in the last year as outlined in the report. It has been an incredibly busy and challenging period for Council staff, who have been juggling a merger implementation and delivering services as usual. It is particularly pleasing to note that there have been no significant service disruptions and that community satisfaction with Inner West Council has not only remained high, but improved.

Notwithstanding the significant progress, it is important to be mindful that the task of creating a new organisation from three merged entities is complex and will taking several years to complete.

ATTACHMENTS

1.⇩ Integration and Innovation Plan June 2016

Item 4

Attachment 1

Item 4

CONTENTS

INTRODUCTION	03
ABOUT THE INNER WEST COUNCIL	04
IMPLEMENTATION PRINCIPLES	07
TEN KEY RESULTS	07
KEY STRATEGIC ACTIONS	08
INTEGRATION AND INNOVATION ACTIONS	09
ORGANISATIONAL AND COMMUNITY LEADERSHIP	09
STRATEGY AND PLANNING	10
DATA, INFORMATION AND KNOWLEDGE	11
PEOPLE AND CULTURE	12
CUSTOMER AND COMMUNITY FOCUS	13
INNOVATION, CREATIVITY AND IMPROVEMENT	15
SUCCESS AND SUSTAINABILITY	16
RISK MANAGEMENT	17
MONITORING, REPORTING AND COMMUNICATING PROGRESS	18
APPENDIX 1: COMMUNITY COMMUNICATION AND ENGAGEMENT	19
APPENDIX 2: STAFF COMMUNICATION AND ENGAGEMENT	20

Attachment 1

INTRODUCTION

Inner West Council was created on 12 May 2016 from the merger of the former Ashfield, Leichhardt and Marrickville Councils.

Proudly serving our new, larger inner west community of over 185,000 residents across 26 suburbs, Inner West Council is 1,250 staff strong.

Local councils are complex organisations. They provide hundreds of different services each day, ranging from construction and maintenance of community infrastructure such as roads and parks; to operating community facilities like swimming pools, child care centres and libraries; to giving development approvals, permits and regulating the public domain. The Council workforce is highly diverse, comprising people from a wide range of professional disciplines, skills and experience, representative of the many services and programs delivered to the community.

High performing organisations are the result of strategy and leadership, not chance. Evidence suggests a high failure rate among merged entities, especially in the private sector where mergers are more common. This means that deliberate and prudent action is required to ensure the creation of a properly functioning, united and cohesive Inner West Council organisation.

This Integration and Innovation Plan (i-Plan) outlines Council's roadmap for establishing an organisation that is modern, efficient and service focused with the needs of inner west residents, both now and into the future, at the heart of everything it does. Our workforce will have an important role in supporting our transition and this Plan recognises the value of engaged staff during periods of immense change.

We will undertake a range of actions to build the new organisation in the short, medium and long term which are broadly aligned to the Australian Business Excellence Framework. This will lead to a high performance culture and sustained success, over the long term.

A dedicated Integration and Innovation Team will be established to oversee the integration process and to support the organisation through the change process.

Council's Administrator, Richard Pearson and General Manager, Vanessa Chan, will work closely with former Mayors and Councillors, through the Implementation Advisory Group and Local Representation Advisory Committees, to ensure that the Council is operating successfully as an integrated entity prior to the election of a new Council in September 2017.

We will measure and report its progress against this Integration and Innovation Plan regularly, including progress against ten key result areas established by the NSW Government for new councils.

At Inner West Council, the management and staff are confident of our ongoing success. We have a solid platform from which to build, including shared values, communities of interest, a commitment to excellence and innovation, and a passion for serving our inner west community. We look forward to using our new scale and capacity to deliver even better advocacy, infrastructure and services for our community.

Item 4

ABOUT THE INNER WEST COUNCIL

Attachment 1

SERVICES PROVIDED

Access and disability services

Aquatic services including learn to swim, aqua-aerobics

Arts and cultural services such as artists in residence, arts and cultural grants, Chrissie Cotter Gallery and public art

Children's services including preschool and early learning centres, out of school hours care, school holiday care, family day care, Magic Yellow Bus and Red Bug Play Group

Citizenship ceremonies

Community events

Council and Committee meetings

Customer services in person and over the phone

Cycling and road safety including planning cycle routes, planning sustainable transport and encouraging road safety

Development approvals

Economic development services for local businesses

Environmental services including community nursery, education, grants, volunteer programs and Green Living Centre

Graffiti management

Hall and community facilities hire

History and local studies services
Library services

Local emergency management

Pet registration and micro-chipping

Planning and construction of major capital projects such as community buildings and facilities

Planning and development controls, zoning and heritage and conservation

Planning, construction and maintenance of roads, footpaths and other infrastructure

Provision and maintenance of parks, sports fields, playgrounds and dog off-leash areas

Public access to information

Recreation services including sports and aquatic facilities

Regulatory services including inspections, investigations and permits for food safety, fire safety, building safety, parking regulations, pet regulations, noise pollution and footway licensing

Removing unregistered and abandoned vehicles from local streets

Services for older people including community transport, meals-on-wheels, home visits, social activities and volunteering

Services for young people, including Ashfield Youth Theatre, Youth Council and events

Social services such as community grants and affordable housing

Stormwater management, and the monitoring and management of Parramatta River and the Cooks River and local sub-catchments

Traffic and parking management

Tree management, including looking after Council trees and tree approvals

Waste services including regular household bin services, booked clean ups, chemical and e-waste disposal, skip bin permits and illegal dumping

Item 4

Attachment 1

IMPLEMENTATION PRINCIPLES

The following principles will guide implementation of the new Inner West Council.

PRINCIPLE	DESCRIPTION
Service	> Community first in decision making > Maintain seamless service delivery
Opportunity	> Develop 'best of the best' > Embrace the 'new' and opportunities to innovate
Cohesion	> Build on strengths > A true collaboration > Build confidence in the new council
Engagement	> Inform and involve key stakeholders at all stages
Integrity	> Ethical, open and accountable governance > Keeping to the truth > Evidence based > Decisions made in the long term interest
Respect	> Leader led > Value the knowledge and contributions of others

TEN KEY RESULTS

The NSW Government has identified ten key results that it expects all new councils to have delivered by the end of Phase 1 of the implementation process (September 2017).

The ten key results are:

1. Service continuity with smart service improvements
2. Robust governance that delivers confidence to communities
3. Easy to do business with in person and online
4. Engaged staff who understand their roles and how they contribute to the new Council
5. Involved communities who have their say
6. Communities can readily identify with their new Council
7. A shared vision and direction for the whole community
8. Rates maintained within existing pathways and resources used wisely to service the entire Council area
9. Expected benefits which are clear, measurable and on target
10. A newly elected Council for the whole community

KEY STRATEGIC ACTIONS

This Plan contains over 80 actions to support the integration and early innovation work of the Inner West Council.

Of these, the seven most important Key Strategic Actions for the establishment and ongoing success and sustainability of the Council are:

- Service integration and review – including determining the Inner West Council's service offering
- Contemporary local democracy – establishing a modern participatory local democracy framework and ongoing communication and engagement with the community
- Integrated planning – engaging with the community to determine the vision and priorities for the Inner West
- Equipping and supporting Council staff to be resilient through change
- Organisational re-design – incorporating organisational structure, co-location strategy, salary structure, incentive schemes and other contemporary work practices
- Systems integration and transformation - to support service integration, innovation, service improvements and e-business
- Organisation development – creating a high performing, service and innovation focussed organisational culture underpinned by a common set of organisational values and continuous improvement using the Australian Business Excellence Framework

INTEGRATION AND INNOVATION ACTIONS

The following actions underpin the integration and early innovation work of the new Inner West Council over the next 15 months. They will be carried out by multi-disciplinary teams from across the organisation, working with a responsible Director. The actions have been categorised with Council's preferred organisational development framework, the Australian Business Excellence Framework, and are also aligned with the ten key result areas set by the NSW Government. The actions cross over the common functional streams including systems, finance, governance, services and people.

ORGANISATIONAL AND COMMUNITY LEADERSHIP

Action No.	Action	Timeframe	Responsible Person	Key Result Area
1.1	Hold the first Inner West Council meeting (and monthly thereafter)	25 May 2016	Administrator/General Manager	Robust governance Involved communities
1.2	Establish a schedule of Council meetings	31 May 2016	Administrator/General Manager	Robust Governance
1.3	Establish the Local Representation Advisory Committees (LRACs) and the Implementation Advisory Group (IAG) to provide local representation and input	10 June 2016	Administrator	Robust Governance
1.4	Conduct monthly meetings of the LRACs and IAG	Ongoing monthly	Administrator/General Manager	Robust Governance
1.5	Determine an Interim Executive Team structure	10 June 2016	General Manager	Engaged staff
1.6	Establish and hold first meeting of Inner West Council Internal Audit Committee	15 July 2016	General Manager with support from Director, Corporate Services	Robust Governance
1.7	Adopt a statement of vision and priorities following community input	31 December 2016	Director, Innovation and Strategy	Shared vision
1.8	Communicate process and timelines for local community members to nominate as candidates for the election	From March 2017	Director, Corporate Services	Newly elected Council
1.9	Hold Council election	9 September 2017	Director, Corporate Services	Newly elected Council
1.10	Establish a comprehensive induction program for new Council, including an ongoing program of professional development and support	9 September 2017	Director, Corporate Services	Newly elected Council Robust Governance
1.11	Establish a modern, participatary local democracy framework	31 December 2016	Director, Innovation and Strategy	Robust Governance Involved Communities

STRATEGY AND PLANNING

Action No.	Action	Timeframe	Responsible Person	Key Result Area
2.1	Prepare the new Council Integration and Innovation Plan	8 July 2016	Administrator and General Manager with support from the Director, Innovation and Strategy	Expected benefits Smart services
2.2	Prepare and commence exhibition of draft operational plan, budget and fees and charges for 2016/17	30 June 2016	Director, Corporate Services	Smart services Shared vision Involved communities Rates maintained
2.3	Establish governance framework for Stronger Communities Grants and Projects	30 June 2016	Director, Service Delivery	Robust governance
2.4	Establish the new Council's financial governance framework, including: › Financial reporting framework › Conducting final audits (2015/16) for the former Councils › Appointing a new auditor for Inner West Council › Budgeting and long term financial planning framework › Financial key performance indicators, including tracked savings › Draft budget for merger implementation funds	 30 June 2016 31 December 2016 31 May 2016 31 July 2016 30 June 2016 30 September 2016	Director, Corporate Services	Robust Governance Expected benefits
2.5	Adopt operational plan, budget and fees and charges for 2016/17	31 July 2016	Director, Corporate Services	Smart services Shared vision Rates maintained
2.6	Consolidate organisational risk registers and proactively manage organisational risk	30 September 2016	Director, Corporate Services	
2.7	Adopt the operational plan 2017/18, including integrated budget with community input: › Draft prepared for exhibition › Final plan adopted	 31 March 2017 30 June 2017	Director, Innovation and Strategy and Director, Corporate Services	Smart services Shared vision Rates maintained
2.8	Harmonise fees and charges	30 June 2017	Director, Corporate Services	Robust governance
2.9	Complete analysis and modelling to support preparation of a delivery program and resourcing strategy to underpin the Community Strategic Plan	30 September 2017	Director Corporate Services and Director, Major Projects and Engineering	Robust governance Smart services Involved communities
2.10	Prepare a draft Community Strategic Plan for consideration of the new Council	30 September 2017	Director, Innovation and Strategy	Shared vision Smart services

DATA, INFORMATION AND KNOWLEDGE

Action No.	Action	Timeframe	Responsible Person	Key Result Area
3.1	Finalise due diligence activities: › Service continuity › Financial › Legal › Procurement › Workforce › Governance › Systems	26 May 2016	Project Action Teams under the guidance of the Transition Implementation group	Robust governance
3.2	Document existing service levels	20 May 2016	Director responsible for delivery of the service	Smart services
3.3	Implement tracking system for quantified and unquantified benefits of service integration and improvements	30 June 2016	Director Innovation and Strategy and Director, Corporate Services	Expected benefit
3.4	Develop ICT integration strategy: › Engage consultant to develop ICT systems integration roadmap › Finalise roadmap including prioritisation of projects and costings	15 July 2016 30 September 2016	Director, Innovation and Strategy and Director, Corporate Services	Smart services Easy to do business
3.5	Develop digital services strategy (e-business), including resourcing	31 October 2016	Director, Innovation and Strategy and Director, Corporate Services	Smart services Easy to do business
3.6	Consolidate organisational registers, such as Crown land, leases and licences etc.	30 September 2016	Director, Corporate Services	Robust governance
3.7	Prepare audited financial statements for the former Ashfield, Leichhardt and Marrickville Councils	31 December 2016	Director, Corporate Services	Robust governance
3.8	Bring together the Local Environmental Plans administratively into a single document	31 December 2016	Director, Planning and Environment	Robust governance

PEOPLE AND CULTURE

Action No.	Action	Timeframe	Responsible Person	Key Result Area
4.1	Review and continue to implement interim staff communications plan, including early and accurate information about employment arrangements	13 May 2016	Transition Implementation Group with support from the Communications Team	Engaged staff
4.2	Document existing employment arrangements and conditions	13 May 2016	Workforce Planning Project Action Team	Robust governance
4.3	Develop approach to managing vacancies	30 June 2016	Director, Corporate Services	Smart services
4.4	Prepare medium term staff communication and engagement plan	30 June 2016	Director, Innovation and Strategy	Engaged staff
4.5	Establish Inner West Staff Consultative Committee to support workplace change	30 June 2016	Director, Corporate Services	Engaged staff
4.6	Adopt and communicate an interim suite of corporate policies, including: › Media protocols › Code of Conduct › Code of Meeting Practice › Internal notification/ escalation protocol › Staff delegations	30 June 2016	Director, Corporate Services	Robust governance
4.7	Complete a benchmark culture audit	31 July 2016	Director, Innovation and Strategy with Culture Project Action Team	Engaged staff
4.8	Scope and commence implementing an organisational values project	30 June 2016	Director, Innovation and Strategy with Culture Project Action Team	Engaged staff
4.9	Identify process and timing for moving to new salary structure	31 July 2016	Director, Innovation and Strategy and Director, Corporate Services	Robust governance
4.10	Develop a 2016/17 training plan to equip staff with the skills and support needed to continue to embrace change and to encourage high performance and innovation	31 July 2016	Director, Corporate Services	Smart services Engaged staff
4.11	Integrate pools of casual staff	31 July 2016	Director, Corporate Services	Engaged staff Smart services
4.12	Develop and adopt new organisational structure based on contemporary organisational design principles › Interim structure › Final structure	 10 June 2016 31 December 2016	General Manager with Executive	Smart services Robust governance Expected benefits Engaged staff
4.13	Commence recruitment to new organisational structure	13 January 2017	General Manager and responsible Directors	Smart services Engaged staff
4.14	Develop new salary structure and contemporary employment framework, including talent management and reward and recognition	30 June 2017	General Manager with Director, Innovation and Strategy and Director, Corporate Services	Expected benefits Engaged staff
4.15	Repeat organisation wide pulse survey	31 March 2017	Director, Innovation and Strategy	Engaged staff
4.16	Implement new workers compensation arrangements	30 June 2017	Director, Corporate Services	Robust governance

CUSTOMER AND COMMUNITY FOCUS

Action No.	Action	Timeframe	Responsible Person	Key Result Area
5.1	Review and continue to implement interim community communications plan	13 May 2016	Administrator/ General Manager with support from the Communications Team	Involved communities
5.2	Undertake community communication and engagement on: › Statement of vision and priorities › Input to priorities for the Stronger Communities Fund › Input into capital works projects › Consistent plans and policies in key operational areas › 2017/18 Operational Plan and budget › Draft Community Strategic Plan › Service reviews › 2017 election	From July 2016 in accordance with detailed community engagement plans	Director, Innovation and Strategy	Involved communities Easy to do business
5.3	Implement smart service improvements including:			
	› Rates payments at all customer service centres	19 May 2016	Director, Corporate Services	Smart services Easy to do business Expected benefits
	› Consolidated LGA wide community grants program	31 July 2016	Director, Community Services	
	› Expansion of the e-waste service across the LGA	31 July 2016	Director, Public Works	
	› New drop off points for library books in all customer service centres	31 July 2016	Director, Community Services	
	› Expansion of the online community engagement portal across whole new LGA	1 May 2016	Director, Innovation and Strategy	
	› Expansion of the e-newsletter across whole LGA	31 May 2016	Director, Innovation and Strategy	
	› Integrating child-care waiting lists	31 August 2016	Director, Community Services	
	› Review of after-hours contact service	31 August 2016	Director, Community Services	
	› Consolidated LGA wide events program	31 July 2016		
5.4	Establish and implement a new visual identity:			
	› New logo	12 May 2016	Director, Innovation and Strategy	Identifiable Council
	› Interim web skin	12 May 2016		
	› Advertising	17 May 2016		
	› E-newsletter	31 May 2016		
	› Corporate stationery	Progressive from 12 May 2016		
5.5	New website with improved functionality	31 March 2017	Director, Innovation and Strategy	Smart services Easy to do business Identifiable Council

Item 4

CUSTOMER AND COMMUNITY FOCUS

Action No.	Timeframe	Responsible Person	Key Result Area	
5.6	Determine successful projects under Stronger Communities Fund and develop three year program	31 December 2016	Administrator	Smart services Robust governance Expected benefits Involved communities
5.7	Provide regular updates on local projects and services	Ongoing	Director, Innovation and Strategy	Expected benefits Involved communities
5.8	Report to Council on the outcomes of the service reviews and associated recommendations to link to the Delivery Program planning	30 September 2017	Director, Innovation and Strategy	Smart services Easy to do business Expected benefits

Attachment 1

INNOVATION, CREATIVITY AND IMPROVEMENT

Action No.	Action	Timeframe	Responsible Person	Key Result Area
6.1	Establish the Integration and Innovation Team to support implementation of the new Council	30 June 2016	Director, Innovation and Strategy	Smart services Engaged staff Expected benefits
6.2	Prepare new community engagement framework to encourage democratic participation on key issues and strategic priorities	30 September 2016	Director, Innovation and Strategy	Involved communities
6.3	Develop a service review methodology, resourcing and delivery program	30 September 2016	Director, Innovation and Strategy	Smart services Expected benefits
6.4	Conduct service reviews across the organisation with the aim of improving the efficiency and effectiveness of the services provided by Council. These reviews will be phased, targeted and will contribute to the realisation of benefits of the merger	From September 2016 onwards	Director, Innovation and Strategy	Smart services Expected benefits
6.5	Develop internal capability, tools and frameworks in business analysis	30 September 2016	Director, Innovation and Strategy	Smart services Expected benefits
6.6	Develop accommodation strategy for co-location of key business areas to improve efficient and effective service delivery	31 October 2016	Director, Innovation and Strategy	Robust governance Smart services
6.7	Conduct targeted reviews of key strategic areas of council's business e.g. property, fleet and the commercial business units.	31 December 2016	Director, Corporate Services with assistance from Director, Innovation and Strategy	Smart services Robust governance Expected benefits
6.8	Establish ongoing funding for innovation and business improvement projects	31 December 2016	Director, Innovation and Strategy and Director, Corporate Services	Smart services Robust governance Expected benefits Easy to do business
6.9	Develop an Innovation Strategy, including benchmark audit	31 March 2017	Director, Innovation and Strategy	Smart services Engaged staff Expected benefits
6.10	Implement service review outcomes across the organisation	From March 2017	All Directors with support from Integration and Innovation Unit	Smart services Engaged staff Expected benefits
6.11	Develop an integrated and multi-disciplinary approach to asset management and infrastructure planning	30 June 2017	Director, Major Projects and Engineering and Director, Public Works	Robust governance Expected benefits Smart services

Item 4

SUCCESS AND SUSTAINABILITY

Action No.	Action	Timeframe	Responsible Person	Key Result Area
7.1	Develop internal capacity to influence and partner with State Government on regional infrastructure and strategic priorities	Immediate and ongoing	General Manager	Robust governance Expected benefits Shared vision
7.2	Execute funding agreement with NSW Government for merger implementation funds	10 June 2016	General Manager	Robust governance
7.3	Identify annual forward program of significant procurements to realise potential savings from economies of scale	31 July 2016	Director, Corporate Services	Smart services Easy to do business Expected benefits
7.4	Develop a capital expenditure project control group	31 July 2016	Director, Major Projects and Engineering and Director, Public Works	Robust Governance
7.5	Develop and publish a suite of new service performance targets	31 July 2016	General manager, with Director, Service Delivery	Smart services Expected benefits Robust governance
7.6	Tracking and reporting costs/ benefits of the new merger implementation	31 July 2016	Director, Corporate Services	Smart services Easy to do business with Expected benefits Robust governance
7.7	Identify local benefits of new Council Incorporate local benefits, with actions into Integration and Innovation Plan	30 September 2016 31 December 2016	Director, Innovation and Strategy	Smart services Easy to do business Expected benefits
7.8	Establish continuous improvement framework and embed outcomes of service review program into operational planning	31 March 2017	Director, Innovation and Strategy	Robust governance Smart services Engaged staff
7.9	Monitor and report progress on delivery against the Integration and Innovation Plan	Monthly via reports to Implementation Advisory Group	Director, Innovation and Strategy	Expected benefits
7.10	Review Integration and Innovation Plan to focus on second year of the Council	30 June 2017	General Manager with Director, Innovation and Strategy	Expected benefits

Attachment 1

RISK MANAGEMENT

Supported by the Integration and Innovation Team, the Council's Executive Team has overall responsibility for identifying and managing strategic and critical operational risks to the implementation process. This is undertaken through Council's enterprise risk management framework and will be reviewed at least monthly during the life of this Plan.

The top seven critical strategic and operational risks to the implementation process, including mitigation strategies, are:

1. Community is unaccepting of the new Council

- Administrator/General Manager emphasis on relationship building with key community stakeholders
- Open and accountable governance, through Council meetings and communication and engagement with the community
- Implementation of the Community Communications and Engagement Plan

2. Loss of local community representation and identity in a larger area

- Establish Local Representation Advisory Committees (LRACs) and Implementation Advisory Group involving former Mayors and Councillors
- LRAC input into major Council decisions
- Continue 'place based' planning model
- Community communication and engagement plan, incorporating key Council projects

3. Lack of continuity in service delivery

- Communicating service standards and performance levels to the community
- Continue to monitor and report performance and to celebrate success
- Key messaging to staff and contractors – focus on seamless service delivery and smart service improvements

4. Failure to resource and deliver business integration/innovation with business as usual activities

- Establishment of Integration and Innovation Team, lead by a Director
- Integration and Innovation Team focussed solely on the implementation and available to partner with and support operational areas through the change process
- Project management focus, including risk management and regular monitoring, review and reporting of the Integration and Innovation Plan, both internally and externally
- Merger implementation funds ($10m) available to support implementation resources and projects

5. Savings are not realised and costs are recognised

- System for capturing merger implementation costs
- System for capturing realised savings, reinvested savings and avoided costs arising from merger and economies of scale

6. Opportunities for improvement and innovation not realised

- Local benefits to be articulated and reported in the Integration and Innovation Plan and publicised to the community
- Reporting against NSW Government 10 Key Result Areas
- Targeted program to foster learning and innovation culture
- System for embedding improvements and innovations into business as usual activities

7. Loss of key staff during the implementation period

- Robust project governance and documentation
- Critical positions identified, including succession plans

MONITORING, REPORTING AND COMMUNICATING PROGRESS

Progress against the Integration and Innovation Plan will be monitored and reported on by the Innovation and Integration team, as follows:

Administrator and General Manager	Weekly briefing
Community	Ongoing in Inner West Courier column, quarterly community newsletter, dedicated web page
Implementation Advisory Group (IAG)	Monthly, via reports to IAG meeting
Local Representation Advisory Committees (LRACs)	Quarterly, via reports to LRAC meeting
Internal Audit Committee (IAC)	Quarterly, via report to IAC meeting
Council staff	Ongoing via intranet, staff meetings and newsletter
NSW Government	Fortnightly, moving to monthly

APPENDIX 1

COMMUNITY COMMUNICATION AND ENGAGEMENT

Consistent, positive and transparent communication and engagement is at the heart of the implementation process. Council will develop communication and engagement activities based on key actions in the i-Plan. This will support the establishment of the new organisation and instil confidence within the community, who will continue to be informed and engaged in the process.

Communicating and engaging the community on the integration and innovation work identified in the i-Plan is by no means an articulation of all communication and engagement undertaken by Council. Alongside the i-Plan is our regular program of ongoing communication and community engagement that Council performs on a daily, weekly and even annual basis such as advising the community on matters that affect them, promoting council events, media liaison, and community engagement on specific projects and capital works. This will continue as usual, alongside i-Plan related communication and engagement.

Specific communication and engagement plans will be created for critical projects, and designed on a project by project basis.

The Approach

Communications protocols have been established designating the Administrator and the General Manager as spokespersons of Council.

Council adheres to the International Association of Public Participation (IAP2) methodology for community engagement and strives for best practice in citizen participation, recognizing innovative experiences in the field of participatory democracy.

During the implementation phase, many of the actions in the i-Plan will require frequent, ongoing communication. A range of regular channels will be utilised to enable this, such as:

- Social Media Platforms: Facebook, Twitter and Instagram
- E-Newsletters
- Print media advertising
- Council magazine
- Letterbox drops
- Media releases
- Websites

Key platforms, tools and techniques for community engagement and participatory democracy may include:

- Your Say Inner West community hub website
- Your Say Inner West community E-Newsletter
- Social media groups
- Council events
- Community stalls
- Community forums
- Open houses
- Panels
- Workshops

The frequency of communication and engagement will align with the timeframes articulated in the i-Plan.

Key Stakeholders and Audiences

The identification of stakeholders, or stakeholder mapping will be done on a project by project basis. It is anticipated that throughout the implementation phase consultation on key actions will occur as appropriate with stakeholders such as:

- State and Federal Government
- Agencies
- None Government Organisations (NGOs)
- Project specific communities
- The broad inner west community
- Vendors and suppliers
- Council's Implementation Action Group (IAG)
- Council's Local Representative Advisory Committees (LRAC).

APPENDIX 2

STAFF COMMUNICATION AND ENGAGEMENT

Council recognises the value and importance of communicating and engaging staff during periods of immense change to ensure they are kept up to date and have opportunities for input into changes affecting them. It is essential to build capacity, commitment and drive during the change process and ensure that morale and productivity are maintained.

Staff expertise will be sought when developing the actions articulated in the i-Plan to deliver the best possible services, infrastructure and advocacy for our community. Engaging staff will ensure they understand their role and how it contributes to the new council. They will play an integral part in establishing a roadmap to build an organisation that is modern, efficient and service focused with the needs of local residents foremost.

Staff communication and engagement around the i-Plan is not the only staff communication and engagement undertaken by Council. Council's regular framework of ongoing communication and project based engagement with staff will continue as usual.

The Approach

Communication channels with staff will be transparent, flexible and focused on involving staff with organisational change and keeping them informed. A range of communication and engagement tools and activities may be used, including:

- Weekly/fortnightly email updates
- General Manager videos and visits,
- Intranet, staff sharepoint
- Staff newsletters and fact sheets
- Staff meetings and toolbox talks
- Q&A on intranet, workshops
- New procedure documents
- Surveys,
- Leadership forums
- Message board notices
- Key messages will include:
- Business operations as usual
- Maintaining service continuity
- Focus on making smart service improvements
- Achieving positive outcomes for the community.

Audience

Communication and engagement activity is targeted to all 1,250 permanent, part time and casual indoor and outdoor staff throughout the organisation, recognising the contribution that each and every staff member will make to the success of the new council. Staff will be engaged with a number of actions outlined in the i-Plan and encouraged to provide feedback on new opportunities for innovation and collaboration, with the overall aim of building confidence in the new Council and improving services, infrastructure and programs.

Item 4

Attachment 1

Item 4

Attachment 1

Item 5

Item No: **C1017 Item 5**

Subject: **ADMINISTRATOR'S END OF TERM REPORT**

File Ref: 17/4718

Prepared By: Ian Naylor - Manager Civic and Executive Support

Authorised By: Tanya Whitmarsh - Group Manager Governance

SUMMARY

To provide Council with the Administrator's End of Term Report published on Council's Website in August 201 .

RECOMMENDATION

THAT Council receive and note the Administrator's End of Term Report.

BACKGROUND

The Administrator published an End of Term report in August in 2017 outlining the achievements of the Council during the term of the Administrator, a copy of the report is shown as Attachment 1.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Nil.

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

1.⇩ Administrator's End of Term Report

Item 5

INNER WEST COUNCIL

Administrator's End of Term Report

Prepared by
Richard Pearson
Administrator
August 2017

Attachment 1

1. Purpose of report

This report has been prepared to outline the progress which has been made over the first 16 months of the establishment of Inner West Council. It catalogues the key achievements made and challenges faced, as well as what I regard to be some of the key merger-related priorities which the first elected Inner West council will need to deal with.

At the outset, I should state the obvious: this has been a very challenging merger to implement. Reasons for this include the understandable apprehension that the community and elected councillors faced with the dismissal of three councils which were largely performing well and which had, in the words of the community, "not done anything wrong". In the case of the Inner West, this was overlaid and heightened by very substantial State Government infrastructure and planning activity in the area, most notably WestConnex which was increasingly making its presence felt as the merger got underway. The perception that the merger and the desire to gain unimpeded progress of projects such as WestConnex were in some way intertwined was pervasive and has dominated the agenda for me over the 16 months of my administration.

I have now been involved in the local government reform agenda for over two years – first as a delegate where I undertook inquiries into merger proposals for the Northern Beaches and Central West, and most recently as Administrator of Inner West Council. My view on local council mergers is that they should not be pursued unless there are very clear benefits that flow to the local community from the merger. And these benefits need to be specific and measurable. Having now been intimately involved in this activity for some time my view is that benefits need to be demonstrable in five key areas:

1. There needs to be clear **financial benefits** to the community from the merger, primarily stemming from reduction in or elimination of any budget deficit; rationalisation of senior executive staffing levels; more efficient (not less!) service provision; and savings on procurement. These savings must then be reallocated to the benefit of the community, either in the elimination of a budget deficit, improved services or enhanced delivery of capital works.
2. The new council needs to **deliver services** to the community which are aligned with community needs and which are financially sustainable.
3. The new council needs to deliver increased **infrastructure expenditure** in order that infrastructure backlogs are reduced or eliminated, new community facilities provided and that the community sees tangible benefits from the merger.
4. Critically, the new council needs to use its increased size and scale to have **a stronger voice** for the community in influencing State and Federal Government planning and infrastructure priorities and in achieving enhanced policy outcomes for the community. In effect, it needs to operate as a *regional* level of government, rather than at a parochial level, in achieving action for the community on key priorities. In the case of Inner West, this means better outcomes on key community priorities such as WestConnex; urban renewal corridors and precincts including Sydenham to Bankstown, Bays Precinct and Parramatta Road; affordable housing; public transport provision; and protection of our urban forest.
5. The new council needs to **engage with its community** in a mature and nuanced way which reflects the differing needs which exist across the community. We need to be able to ensure that the community can shape the way in which Council delivers its services and the policies it operates under.

This report therefore focuses on the progress made against these five key priorities in the first 16 months of the merger, as well as the work which remains to be done.

It also reviews the significant organisational merger which has occurred under the guidance of Interim General Manager Rik Hart and his Leadership Team.

2. About Inner West Council

Inner West Council was proclaimed on 12 May 2016 and combines the former councils of Ashfield, Leichhardt and Marrickville. A map showing the location of Inner West Council within the region is at Figure 1.

Figure 1 – Regional location of Inner West Council

The Local Government Area (LGA) has an estimated population of 187,576 people, with the area spanning 36km^2 from the banks of Parramatta River at Birchgrove in the north east, to the Cooks River at Dulwich Hill in the south west. The population density is 53.45 persons per hectare, with an average household size of 2.33.

The Gadigal-Wangal Peoples of the Eora Nation are the traditional custodians of the Inner West LGA. It is a unique area with a special beauty that comes from natural and built environments, and a rich cultural heritage. The people of the Inner West take great pride in their community and have a strong Inner West identity.

The Council area includes the suburbs of: Annandale, Ashfield, Balmain (including Balmain East), Birchgrove, Dobroyd Point, Dulwich Hill, Enmore, Haberfield, Leichhardt, Lewisham, Lilyfield, Marrickville, Petersham, Rozelle, Stanmore, St Peters, Summer Hill, Sydenham, Tempe and parts of Ashbury, Camperdown, Croydon, Croydon Park, Hurlstone Park and Newtown. It is divided into five wards of Ashfield, Balmain, Leichhardt, Marrickville and Stanmore.

Statement of Vision and Priorities

The Department of Premier and Cabinet required all newly merged councils to prepare a Statement of Vision and Priorities to "provide high level guidance for the early period of the new council, until the adoption of the first community strategic plan".

The priorities were identified following a three-month period of community engagement and an eight-week period of community review. Over 1,700 people participated in the development of the Statement of Vision and Priorities including via a telephone Community Satisfaction Survey undertaken by Micromex Research.

The priorities are:

- Priority 1 - Planning and Development
- Priority 2 - Transport
- Priority 3 - Social vitality, creativity and quality of life
- Priority 4 - Sustainability and the environment
- Priority 5 - One council
- Priority 6 - Local industry and business
- Priority 7 - Advocacy
- Priority 8 - Local democracy

An interim vision was also established as part of the process that captured the new identity of the newly created Council and its community. The interim vision is as follows:

"We are Inner West, land of the Gadigal and Wangal peoples, whose rich cultures, heritage and history we acknowledge and respect. Together we are an inclusive, passionate, creative, vibrant community united in our desire to build a great future for all who live and do business here."

The interim vision will be reviewed as part of the development of the Community Strategic Plan for consideration by the incoming elected Council.

Interim Corporate Identity and Consolidated Communications

Inner West Council launched an interim corporate visual identity on day one of the merger, allowing the community to identify their new local government entity immediately. This was done by internal staff and at minimal cost to the community. Council consolidated all communications platforms, including the community newsletter, e-newsletter, social media platforms, notification of development applications and other advertising and Council Column in the local newspaper.

An interim website was launched on day one of the merger, which has continued to be populated with clean and consolidated content reflective of the service delivery of the new Council. This content continues to evolve as service areas integrate. Council also initiated a robust consultation process with the local community in the creation of the new built-for-purpose website. This consultation informed the creation of a comprehensive request for tender which will allow delivery of phase one of an enhanced website later this year.

3. Financial benefits

Much of the debate concerning council mergers focuses on the financial benefits which can be achieved for ratepayers through the reduction in duplication and greater efficiencies which come from increased scale. Whilst in my view these should not be the only, or even the main benefit, it is clearly important that there be financial benefits for ratepayers. This is not to underestimate the substantial start-up costs of implementing a merger which in the case of Inner West Council are largely being met through a $10 million Merger Implementation Grant provided by the State Government.

Deficit elimination

Whilst our constituent councils were largely financially sound, Inner West Council inherited a $4.8 million budget deficit on establishment. Within our first 12 months we have eliminated this deficit and our 2017/18 budget is fully funded. This is a very significant turnaround in our first full financial year and has been achieved by prudent financial management rather than any service cuts or substantial new fees and charges. Our 2017/18 budget maintains all existing service levels to the community and will deliver a very substantial capital works program of $65.5 million, almost $20 million more than the combined best our constituent councils with their smaller scale were ever able to achieve.

Merger savings

In our first full year of operation we have achieved savings of $2.5 million from a reduction in executive salaries ($1.5 million) and savings on insurances ($1 million). In the executive area (Tier 1 and 2), we have gone from a staff of 14 for the three constituent councils to a staff of four. These savings are annual savings which are locked in every year going forward. The annual savings of $2.5 million have initially been spent on eliminating a budget deficit but will ultimately go towards enhanced services.

Whilst it can be argued that $2.5 million in savings is relatively modest for an organisation with an annual budget of $250 million, it is a good start. Our projection is that over the first 10 years of the merger we are on track to realise savings of $60 million if current operating policies are maintained. As we have so far locked in $25 million of the projected 10-year savings of $60 million, there clearly remains more work to be done by Council on achieving the additional savings going forward.

Stronger Communities Fund

Council received $15 million from the State Government for community projects ($1 million) and major infrastructure projects ($14 million) under the Stronger Communities Fund. This funding is to be spent over three years.

During the first year of the new Council, $346,500* was allocated by Council to community projects under the Stronger Communities Fund. Projects funded included:

- upgrade of the kitchen at the Pratten Park Bowling Club - $50,000
- technology improvements at the Leichhardt Women's Community Health Centre - $15,000
- sustainability improvements at the Marrickville Youth Resource Centre - $20,000 in 2016 and $27,000 in 2017
- a truck upgrade for the Bower Reuse and Repair Centre - $13,500
- playground upgrade for the Styles Street Community Long Day Care Centre - $10,000
- equipment for technology driven life skills program for people with intellectual disabilities for TechKNOWLEDGE - $42,000
- expansion of ANTaRs Sea of Hands program, which aims to raise awareness of reconciliation and Aboriginal history and culture - $25,000
- an independent cinema within the Addison Road Community Centre - $28,500
- community amphitheatre and green outdoor classroom at Ashfield Boys High School - $19,500
- refurbishment of the Newtown Neighbourhood Centre - $15,000
- improvements to the Ashfield Baptist Church community hall - $12,000
- upgrades to meeting facilities used by local residents to create a 'green space' at Village Church, Annandale - $20,000 (this project was deferred to 2017 pending receipt of additional grant funds from another funding source)

*Note: Total funding was later reduced to $297,500 due to the withdrawal of a $49,000 disability access improvement project for Articulate at Leichhardt.

These projects are making a significant difference to the community groups which have been funded. This would not have occurred if the merger had not happened.

The second release of grant funding during the 2017/18 financial year will see a further $352,500 allocated, with the remaining $350,000 being released in 2018/19.

The remaining $14 million which is for Council to allocate to major infrastructure works and upgrades is funding a large program of 55 major infrastructure projects in the following three areas:

Transport Infrastructure - $3,205,000
Sustainability and Recreation - $6,225,000
Community Facilities - $4,570,000

These areas were prioritised for funding by the Inner West community following an extensive engagement program, including a brochure to all households in the second half of 2016. It is a once in a generation opportunity to reduce the infrastructure backlogs which Council inherited on establishment. Only a small proportion of this funding was spent in 2016/17 ($144,703), with the balance to be spent in the next two financial years.

Investment Policy

As well as being prudent in our financial management, as a Council we are very mindful of our obligations to the environment and sustainable investment practices. Council inherited a substantial commitment in this area from our constituent councils, some of which had strong non-fossil fuel preference investment policies and portfolios.

At our 23 May 2017 Council meeting, I adopted a new Investment Policy which has a target of a 70% non-fossil fuel investment portfolio by June 2018. This will make us comfortably the leading non-fossil fuel investment council in NSW. Recent figures show that our non-fossil fuel investment share has reached 71% of our investment portfolio. Our aim will now be to sustain this level going forward.

Overall, Inner West Council is in a much stronger financial position after the first 16 months of the merger with:

- an inherited budget deficit of $4.8 million cleared in the first 12 months;
- $2.5 million in annual savings in executive salaries and insurances locked in;
- an extra $14 million in infrastructure funding received from the State Government, to be spent over three years.

These are tangible benefits which would not have been achieved if we had continued to exist as three separate and smaller councils.

4. Enhanced services

One of the most important tasks I faced as an Administrator and which Council as a whole faced, was to ensure that from day one there was no disruption to, or reduction in, the vast array of services we provide. Councils are fundamentally service organisations and the services we provide – from domestic waste collection, to child care, to maintenance of our parks and gardens, to determination of residents' Development Applications – needed to transition seamlessly to the new council.

I am pleased to report that we have from inception been able to provide the same level of services as the constituent councils. Critics of the merger predicted widespread service disruption as Inner West Council went through the organisation reform process and growing pains that all new organisations face. The reality is that through our dedicated and professional staff we have maintained all service levels across the new LGA, with no increase in complaints and no systemic issues reported. This is reflected in our initial community satisfaction survey which found 85% of our residents were satisfied or somewhat satisfied with Council's overall performance (Micromex 2016). This survey has recently been repeated to assess progress in community satisfaction. Preliminary results (Micromex 2017) show that our overall satisfaction rating has increased to 90%, representing a pleasing and significant improvement over a short period of time.

As reported earlier, our budget has maintained funding levels to ensure all services can continue to be provided at the same level as our constituent councils for 2017/18.

While our ability to maintain services from day one has been pleasing, the reality is that Council will need to critically look at the services it provides and the disparities in their provision across the LGA. Our constituent councils had quite different service levels on a whole range of services; and while maintaining these disparities in the short term is appropriate, it will be necessary at some point to seek to harmonise services (unless compelling reasons exist for geographic variation). Some top of mind examples which illustrate the point include:

- Leichhardt and Marrickville service areas provide Council funded childcare services, whereas Ashfield does not;
- Council mows resident nature strips in the former Leichhardt and Marrickville on a scheduled cycle, whereas it does not in the former Ashfield except in specific limited circumstances;
- Differing service standards for periodic kerbside waste collection services across the LGA;
- Council continues to operate under three separate and distinct local environmental plans governing what sort of development can occur.

Whilst we could have proceeded more aggressively in the area of service harmonisation, I took the conscious decision that this was a task best performed by an elected Council in consultation with its community. The sheer scale of the task also made it more appropriate that it be done after creation of a single administrative organisation given the substantial organisational merger work which has been required of staff over the initial period.

This is not to say that there has been no progress in this area. Council has fundamentally reformed its Development Application system as we were not happy with the standard of applications lodged, processing time disparities across the three constituent councils and the length of time it was taking "mums and dads" to get approval for home alterations and additions.

In May 2017, Council adopted a new Development Advisory and Assessment Policy which focuses on a consistent and improved pre-DA process in order that applications lodged are complete, "approvable" and less likely to generate substantial objections from neighbours and the broader community.

While the policy and changes to practice have only been in place a short time, we are already seeing positive signs. The percentage of housing approvals determined in less than 40 days has improved from 20% in 2015/16 to 45% in our two service areas where we have eliminated backlog applications. Overall, we have reduced backlog applications older than 120 days by 55% since 1 January 2017.

In a related move, Council also introduced the Inner West Planning Panel (IWPP) to determine major and controversial development applications, building on the successful model which was in place at the former Leichhardt Council. The IWPP de-politicises planning decisions, ensuring they are made on merit by independent experts following consideration of community submissions. The State Government has recently announced that it is mandating such panels in Metropolitan Sydney.

Other areas where Council has made more modest, but important, changes to service provision include:

- Customer service centres enable the majority of transactions, including paying of rates and return of library books to occur across the LGA;
- Swimming passes can be used interchangeably across pools (with the exception of those in the Marrickville service area which are privately operated);
- Outdoor dining fees have been harmonised across the LGA to ensure a level playing field for businesses.

Council's Group Managers have commenced undertaking service reviews in their areas which look at the services currently being provided, the variations which exist and options for service

harmonisation. These service reviews will be an important priority for the new elected Council in its first term.

Overall, Inner West Council's progress on service delivery is pleasing. We have continued to provide all services at the level the community is used to whilst navigating the difficult task of an organisational merger. We have reformed our Development Assessment process in the interests of speedier processing of applications, especially those involving domestic alterations and additions, while improving certainty for neighbours and others affected by development proposals. We have also made more modest but important changes in other areas as we move to being truly a single council.

It is fair to say though, that there remains a significant amount of work to be done by staff, the new elected Council and the community in service harmonisation across the new LGA.

5. More infrastructure

Communities expect councils to deliver capital works spending in line with community needs, including ensuring that infrastructure backlogs do not occur or are minimised.

On establishment, Inner West Council inherited an infrastructure backlog of $31.3 million – this being the amount needed to be spent to bring our existing infrastructure up to a satisfactory level. Additionally, there were a number of significant community commitments, including the construction of new childcare centres in Leichhardt and Marrickville, a new library in Marrickville, a refurbished Aquatic Centre in Ashfield, reconstruction of a major section of the Bay Run, improvements to the Ashfield Town Centre, upgrade of Bells Store at East Balmain and a range of large scale park upgrades and other significant capital works.

This is one area where I believe the new Inner West Council is unambiguously achieving stronger results. Figure 2 shows the trend in capital works expenditure over the last five years and forecast for 2017/18. In the 2016/17 financial year, our first full financial year of operation, preliminary unaudited figures show we have delivered $68.8 million worth of capital works for the community. This compares with a maximum annual spend ever achieved by our combined constituent councils of $46.8 million.

Some key projects delivered in 2016/17 include King George Park amenities upgrade, Centenary Park upgrade, Camperdown Park upgrade, St Peters Town Hall upgrade, Greenway Cycleway from Marion Street to Parramatta Road, Princes Highway cycleway bridge crossing and Marrickville Park upgrade. Council also continued its focus on infrastructure renewal, spending more than $7 million on road re-sheeting. In the high profile area of parks and sporting fields we spent nearly $12 million in 2016/17, compared with $5.6 million spent by our constituent councils in 2015/16.

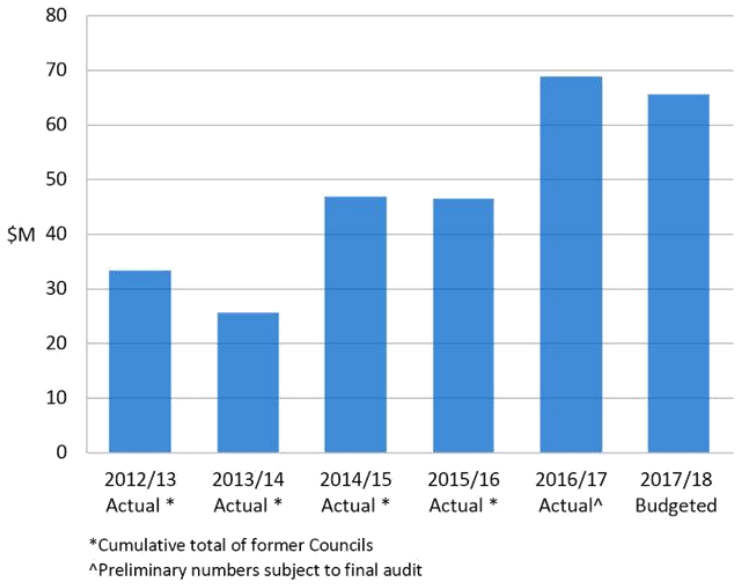


Figure 2 – Annual Capital Works Spend

We are budgeting a similar level of capital works expenditure for 2017/18, with a forecast spend of $65.5 million, again significantly exceeding what has been achieved historically. This will include commencement of the long awaited Ashfield Aquatic Centre renewal project following a very well run community consultation program earlier this year and commitment to the full funding required. We will also start to clear some of our inherited infrastructure backlog, with the $14 million Stronger Communities funding having been allocated to infrastructure renewal priorities.

The $22 million more we have spent in our first year of operations compared with the maximum our constituent councils spent, means $22 million more has been spent on our parks, sporting fields and facilities, roads, footpaths, community facilities and aquatic centres than would otherwise have been spent. This is a fantastic result for our first full year of operation which has largely been achieved as a result of our enhanced organisational delivery capability. Whilst we received $14 million from the State Government towards major infrastructure projects as a result of the merger, the reality is that less than $150,000 of this was spent in the 2016/17 financial year and most of it remains available for this current financial year and next.

6. A stronger voice

In my view the capacity of a larger council to influence key policy, planning and infrastructure decisions is the most compelling reason for having a new larger council. Frankly, if you are not able to demonstrate success in this area then council mergers are not worth doing.

Success in this area is a two-way street and relies on councils taking a mature approach to advocacy – but equally, if not more importantly, on other tiers of government (especially State Government) being more prepared to engage with councils as partners rather than as adversaries. A council such as Inner West Council, representing 187,000 people in a key strategic part of Sydney, should be seen as a regional government, not just a local council, and its views taken seriously.

Whilst I think we have made good strides in this area, the jury is out. There is evidence that the State Government is taking the views of Council seriously in some areas and responding positively; in other areas, there has been a failure to adequately engage with the legitimate concerns of Council and our residents.

WestConnex

WestConnex is the biggest transport infrastructure project currently occurring in Australia, with an estimated project value of $16.8 billion. Inner West Council's residents are among the most impacted by the project, with its impacts currently being acutely felt in Haberfield/Ashfield and St Peters/Tempe, and due to be rolled out next in the Rozelle/Leichhardt/Lilyfield area.

Council has advocated a mature two-part approach. With almost 60 per cent of our community opposing WestConnex (Micromex, 2016), Council's principal position has been opposition to the project given our strong view that urban motorways are an outmoded transport option and that we should, instead, be investing in public transport solutions. However, recognising that the project is under construction, Council has at all times been interventionist in trying to get improved management of construction and other impacts on our most affected residents and communities. To this end, the monthly WestConnex Community Liaison Forum I established has, I believe, made a very positive contribution to ensuring that our most impacted residents have access to Council and key regulatory authorities (Department of Planning & Environment and EPA) and a sympathetic audience for their concerns.

Whilst we have clearly not been successful in getting the WestConnex project stopped, the reality is that our chances of achieving this in the face of the State Government's unequivocal commitment to the project, and its rapid rollout, was unlikely. We have, however, achieved a number of significant improvements for the community from the project rollout, including obtaining a dedicated in-house Compliance Officer who is working hard to ensure the project complies with its conditions of approval; gaining a guarantee that all residual lands associated with the project will be given back to the community; securing undergrounding of the proposed Rozelle interchange; and abandonment of plans for what would have been a highly invasive construction dive site next to Sydney Secondary College at Leichhardt.

However, I remain very disappointed that Sydney Motorway Corporation (SMC) has not taken up opportunities to work more constructively with Council and the community on the impacts its project is having. Council pushed hard for the establishment of the State Government's WestConnex Community Reference Group, but in reality it has not proven successful and is delivering little benefit for residents. This is in large part because of SMC's failure to bring appropriate technical level representation to the meetings and to engage proactively on how the project's significant impacts might be better managed.

Parramatta Road public transport

An area where Council is having greater success is in the area of public transport solutions for Parramatta Road. In late 2016, the State Government released ambitious renewal plans for Parramatta Road which included 27,000 new homes and 50,000 new jobs; yet without a proper public transport solution, the Government only committing to a rapid bus system.

Inner West Council in conjunction with the City of Canada Bay Council, undertook a public transport options study for Parramatta Road which conclusively demonstrated that the proposed State Government option of reliance on diesel-fuelled buses did not represent an appropriate

transformative transport solution. Council's study instead recommended the introduction of a Guided Electric Transit System (GETS), leading technology which is increasingly being introduced in many European and North American cities. The technology has many similarities to and advantages of light rail, but without the high construction and disruption costs.

In a big win for Council, we are finalising arrangements with the State Government to undertake a joint preliminary feasibility study into the proposal. This is tangible evidence that an authoritative piece of work undertaken by Council and maturely advocated is being successful in persuading the State Government to revise its approach on a critical planning and infrastructure issue.

Affordable housing

One of the most critical issues facing the Inner West is a lack of affordable housing, with the traditional demographic of the Inner West struggling to find affordable rental housing. The reality is that there are very few affordable housing opportunities for people on very low, low or even moderate incomes in the Inner West. Key workers such as police, teachers, nurses, even our own Council staff, are being forced to live long distances from their place of work, with all the social consequences that entails.

Following extensive community consultation on a draft Affordable Housing Policy which was strongly supported by the Inner West community, Council introduced its city-leading policy in March 2017. The policy is strongly founded on economic viability principles and targets the gain in land value achieved when land is rezoned to a higher density residential use. It requires 15 per cent of units on large private sector sites to be provided for affordable housing and 30 per cent on government sites.

Council is currently working with the Department of Planning and Environment to obtain recognition of the policy in State Environmental Planning Policy (SEPP) 70 – Affordable Rental Housing, which would enable a transparent and streamlined approach to the delivery of affordable rental housing. While progress is being made, this is an area where Council and the community are impatient for action and I would hope that we see ratification of Council's evidence-based policy in the very near future.

Protection of our urban forest

Another area where we are using our stronger voice is in the protection of our urban forest, or street trees. Last winter Ausgrid and its contractors, operating to the letter of a very stringent pruning code, performed a very significant cut to many of our street trees. There was widespread community concern with the outcome, resulting in over 100 complaints. As a result Council held a series of meetings with Ausgrid at the highest level, with me as Administrator meeting with Ausgrid's CEO and senior staff to press for a much reduced clearance in future.

Council has been pleased with the responsiveness of Ausgrid which has agreed to and is currently implementing a much reduced cut this winter, as well as committing to work with Inner West Council on a bespoke approach to our street trees in the future. The improved community response to the reduced approach, with only one complaint received this winter, reflects the successful negotiation of the new approach and that a State Government agency was prepared to be responsive to the legitimate and maturely made claims of a larger Council.

Completing the Greenway

Council has also been successful in securing a substantial boost to funding of the Cooks River to Iron Cove Greenway, perhaps our most iconic regional active travel and open space corridor. Early in the

term of Administration, Council secured a commitment of $7.25 million from Transport for NSW. This was matched by a $7.25 million commitment by Council, enabling completion of the remaining 3.2 kilometres of the Greenway shared path, from Parramatta Road to the Cooks River, by 2021. This is a long delayed and much needed outcome given the scale of urban renewal occurring in the Inner West. While our constituent councils and the Inner West community had campaigned hard for this funding commitment for over a decade, the reality is that the State Government was attracted to a project which now largely spans a single local government area (rather than one which previously spanned four council areas, including Canterbury), and which will be implemented by a council with the capacity to fund and deliver a complex active transport project of this scale and complexity.

Overall, while it is early days, there is evidence that Inner West Council is achieving more from our stronger voice than our three predecessor councils were. However, there are many areas which remain future tests for Council and the State Government. These include Council's submission on WestConnex Stage 3 which proposes an alternative approach (seemingly ignored in the just released EIS), the revised Sydenham to Bankstown Corridor Urban Renewal Strategy, the Bays Precinct and inclusion of Council's Affordable Housing Policy in SEPP 70. Council will need to continue to argue its case in a mature way and with sound evidence if it is to continue to reap benefits for its residents in this area, but I am hopeful that the potential to get better outcomes can continue to be exploited.

7. Community engagement

Councils are very mature in engaging with their communities and this was a very strong hallmark of our predecessor councils.

One of the unique circumstances that I was presented with as Administrator was how to work with the 36 councillors who were made unemployed as a result of the Government's approach to merger implementation. The approach I took was to establish an **Implementation Advisory Group** (IAG) comprising the former Mayors and Deputy Mayors to oversee the merger implementation, and a **Local Representation Advisory Committee** (LRAC), comprising all former councillors who demonstrated an interest in continuing to represent their communities during the merger period. In the end, 28 councillors signed up to this committee. The committees met monthly throughout the merger period.

It is fair to say that the way these committees have operated in the Inner West has been quite different to the way they have operated in the other merged councils. The IAG has had visibility of all key aspects of the merger implementation through a monthly report on the Integration and Innovation Plan and the LRAC has received written reports for its consideration and advice on all key policy and strategy matters before they are considered by Council.

Whilst there was a high degree of cynicism in the early phases of the committees, they have in my view proven their worth in facilitating the merger and ensuring continued community representation on key Council decisions. They have also given prospective councillors a head start in understanding the issues confronting a new merged council and the key policy and other matters in play.

One of the key findings from our first community satisfaction survey (Micromex 2016), was that the community did not feel they had a great ability to influence Council's decision making. There are a number of reasons for this, most obviously the dismissal of elected representatives (which I have attempted to resolve through the IAG and LRAC committees described above), but also the fact that

the committee structures of our constituent councils dropped away with proclamation of the new Inner West Council.

In response to this, I established a series of **Strategic Reference Groups** earlier this year to provide an outlet for motivated community members to have a real say in the policy setting of Council. This followed an extensive Expression of Interest process where 160 applications were received. These groups span Aboriginal and Torres Strait Islander; Social Inclusion; Economic Development; Housing and Affordability; Transport; Environment; Planning and Heritage; and Young Leaders.

I believe this to be a very good model for ensuring that the community contributes to Council at the policy and strategy setting level, bringing expertise as well as motivation. Whilst councils have historically established committees at a quite fine grained level and often on operational matters, my view is that community input is most valuable if it helps to shape the big strategy and policy things we do, leaving our professional and capable staff to run the day to day activities of Council.

Council, of course, continues to engage the broader community who might be interested in an array of things we do or just specific matters which impact them or their neighbourhood more directly. This is done through a range of engagement activities and during the period of Administration (to 8 August 2017) we engaged with more than 120,000 people over 130 consultation activities. Some key engagements included:

- Statement of Vision and Priorities
- Stronger Communities Fund Major Projects Program
- Community Strategic Plan
- Ashfield Aquatic Centre renewal
- New Council website
- Flood studies for Ashfield and Marrickville service areas

Council also distributes a fortnightly e-newsletter (distribution 5,300), Your-say e-newsletter (monthly distribution to 2,500), Inner West Courier weekly column (distribution 87,000) and has 9,000 Facebook followers.

One other group that is worthy of special mention is Council's WestConnex Community Liaison Forum. This group, which I chaired and which meets monthly, has I believed worked extremely well in ensuring a sympathetic audience for residents' real concerns with the project and in leveraging improved outcomes from State Government agencies. The group itself has approached all candidates in the forthcoming election to support the continued existence of the forum and I wholeheartedly endorse that view.

8. Organisational merger

It is important to also comment on the less glamourous but equally important work of putting in place the organisational changes which are needed to convert three organisations into one.

In large part I have seen my role as Administrator as being to manage the external political environment and create the clear air to allow the Interim General Manager, his Executive and our excellent staff to do their job of creating a single new organisation. Whilst this has not always been easy, the organisation itself has substantially merged with some key milestones being the adoption of a new organisational structure; co-location of staff; progressive implementation of a new ICT system; and steps towards the elusive activity of building a new organisational culture.

Organisation structure

As the Administration period comes to a close, Council is in the final stages of appointing all staff to the permanent Inner West Council organisational structure. The organisational structure is based on 18 Service Units, with the structure of each being determined by a 'ground up' collaborative process, giving all staff a say in how their teams could best come together to improve service delivery and support the larger Inner West Council area. Extensive consultation, including with staff unions, was undertaken on the organisational structures. At the time of finalising this report, the leadership team and management tier are in place, with almost half our team leaders and operational staff also settled into permanent roles. The full organisation structure is due to be finalised by October 2017.

Co-location

One of the more transformative elements of building a merged council is the co-location of all teams together under their respective Group Managers. Supported by a robust consultation process, this is bringing all staff from the former councils into their new teams, as well as assisting to build Council's new culture and improve productivity. Co-location of all indoor staff took place from June to August 2017, involving more than 600 staff moves across the Council's four main worksites at Ashfield, Leichhardt, Petersham and St Peters.

One of the key issues that will impact the organisation moving forward is determining a long-term accommodation strategy for Inner West Council. Administrative staff are currently dispersed across four separate locations (albeit within their service unit teams) and the advantage of all staff operating out of a single main administrative and civic centre building (with smaller public service centres in the other locations) should be considered.

A study is currently underway that looks at the long-term accommodation needs for staff and Council and provides a robust study of the options available. This study, along with the options available, will be presented to the new elected council for an informed decision on the accommodation of staff.

ICT system

Of all of the infrastructure required to bring together three separate organisations, integrated ICT systems are the most critical, impacting how information flows across the organisation and ultimately efficiency and productivity. At the time of the merger more than 250 systems were in use across the three constituent councils and only a very small proportion of the systems were comparable.

Since then much ground has been covered to bring the three organisations into one from an ICT perspective. Infrastructure is in place joining the three former council networks, facilitating communication across all sites and staff mobility. A number of key drivers have been central in the ICT decision making processes, including improved services, cost and operational effectiveness. Wherever possible cloud based solutions are being implemented to improve flexibility, mobility and effective disaster management.

Council's single largest ICT project is a new enterprise wide management system, known as One Council. The two year implementation program is on track to be completed by December 2018 and will see most Council functions operating out of a single integrated system, including core functions such as customer request management, rates, development applications, Council's financial reporting and management of all of our community assets. Having one integrated system reduces

costs and ensures proper and full integration across functions, as well as expanded opportunities for online services, that would be difficult and costly otherwise. Another important benefit of the One Council system once fully implemented, will be access to real time information live on Council's website, enabling residents to track the progress of their service requests live, increasing accountability and transparency. The first release of One Council, supporting integrated financial management across the Council was completed in July 2017 in time for the start of the financial year.

Culture

One of the greatest challenges in merging three organisations is creating a new cohesive organisational culture which resonates with staff. Culture is a somewhat elusive but incredibly vital part of organisational reform and development and is being given very careful attention by the new Inner West Council.

Council undertook its first employee engagement survey in November 2016, shortly after appointment of a new Interim General Manager and before any staff had been permanently appointed to the new Inner West Council organisational structure. This was, perhaps, a time of maximum stress for Council's staff. This benchmark survey provided a baseline engagement score of 55%, reflecting the level of emotional attachment that employees had to the new organisation at that time. Importantly, the survey also showed that 65% of staff were committed to the success of the organisation, providing a solid platform from which to build.

A pulse test will be undertaken later in 2017 to measure progress and it is confidently anticipated that there will be an increase in engagement and satisfaction as the process of the merger beds down and staff feel more reassured in their work environment.

Council commenced an extensive staff engagement process in late 2016 to involve all staff in identifying the new Inner West Council's first organisational values. These values are a central part of building the new organisational culture from the ground up and establishing new shared expectations, behaviours and approaches to work.

Over 1000 staff participated in values identification workshops, voting on the final values, and in videos and storytelling to bring the new values to life. The organisational values as determined by the staff are Flexibility, Integrity, Respect and Spirit of Team.

Governance

There have also been some very significant organisational governance measures introduced during the Administration period, including the live-streaming of Council meetings and the introduction of a Council Ombudsman.

In the spirit of open, accessible and transparent government, live streaming of Council meetings commenced from December 2016. An archive of recorded meetings is also available for community reference. In the first six months of operation Council averaged 190 views of its webcast for each meeting, effectively tripling the audience for Council meetings. Live-streaming Council meetings is an important part of making councils more modern, relevant and accessible and I strongly recommend the practice be retained by the incoming council.

A further governance initiative I approved is the establishment of an Internal Ombudsman as a shared service with Parramatta and Cumberland councils. The Internal Ombudsman enables impartial and professional investigation of complaints about corruption, misconduct,

maladministration and unethical behaviour. The Internal Ombudsman function will be operational later this year and I urge incoming councillors to support it.

9. Moving forward

Transitioning to the elected council

Preparations have been underway for some months now to ensure a smooth transition from administration back to an elected council. The Inner West local government election will take place on Saturday 9 September 2017, with a total of 15 councillors to be elected across five wards, as shown in **Figure 3**.

Figure 3 – Ward Boundaries

Council is implementing an extensive communications plan in the lead up to the election aimed at encouraging a diverse pool of candidates, high voter turn-out and a strategic focus for the new elected council.

A candidate information package, supported by briefing sessions, has been developed with an emphasis on the strategic role of councillors to ensure the Council's assets are preserved and grow

and that Council's revenue is strategically applied to enhance the services and assets across the entire Inner West LGA.

Council has taken great lengths to ensure that as many people as possible are enrolled to vote and are aware of how they can vote, either before the election through the pre-poll facility or on election day. This includes a dedicated election page on Council's website, advertisements in local papers, messages on social media, street banners/signs and direct addressed mail out to all registered voters.

After the election, efforts will be focused on ensuring a smooth transition, including councillor on-boarding, support requirements and governance protocols for the functioning of the elected Council and its meetings.

The first meeting of the new Council, an Extraordinary Council Meeting to elect the Mayor, is anticipated to be held on Thursday, 21 September 2017. The period of Administration formally ends with this first meeting of the elected council.

Maintaining momentum

While not wishing to tell new councillors how to do their job, there are clearly some important merger-related priorities for the first 12 months of the new administration. In no particular order of importance, these are:

1. Continuing to support staff in their job of building an organisationally merged council. My estimate is that this task is about 60-70% complete and that the next 12 months is pivotal and will see the organisation fully merged.
2. Conducting and finalising service reviews in key activity areas to ensure that Council moves towards consistent service delivery across the merged area, or that variations are justified on geographic or socio-economic grounds and/or transitioned over time to a consistent basis.
3. Consulting on and finalising Council's Community Strategic Plan, a draft of which will be provided to Council early in its term.
4. Considering the outcomes of Council's property portfolio review in order to develop the most effective long-term accommodation strategy for Council and its staff.

10. Conclusion

There is no doubt that the State Government's merger program has been a tumultuous one, and nowhere more so than in the Inner West. The hard edge approach to implementing the merger, involving the dismissal of councillors, as well as the contested planning and major State infrastructure environment in which it has occurred has made it so.

Nonetheless, I think it is time for us to stop thinking we have been punished by being merged and to use it is an opportunity to realise real benefits for the people of the Inner West. We have a strong community of interest and I believe this is a solid basis for the new council to make its mark.

We have already in our first 16 months achieved many tangible benefits for the community, including:

- an inherited budget deficit of $4.8 million cleared in the first 12 months;

- $2.5 million in annual savings in executive salaries and insurances locked in, with predicted savings of $60 million over our first 10 years;
- an Investment Policy which will make us the leading non-fossil fuel investment council in NSW, with our June 2018 target of 70% already achieved;
- a record $22 million more spent on infrastructure in our first full financial year, with a similar result expected in 2017/18;
- an extra $14 million in infrastructure funding received from the State Government, to be spent over our first three years enabling our ageing infrastructure to be upgraded;
- evidence that we are having greater influence in major State planning and infrastructure decisions, including for Parramatta Road, affordable housing and WestConnex;
- great progress on creating a modern, high performing customer-focussed organisation, with preliminary figures showing a 5% improvement in our customer satisfaction rating (Micromex 2017) from 85% to 90% in our first year of operation.

Whilst new councillors are likely to have a more focussed approach on the traditional issues of local government, I urge them not to forget the ability to do bigger things with a bigger council – whether it be spending more on our parks, roads and footpaths, or leveraging better outcomes from the State Government. I wish all new councillors well in the important work they have ahead of them.

Finally, I would also like to sincerely thank the 1250 men and women who make up Inner West Council for their support and camaraderie during my 16 months at the helm. I have found them to be a highly professional and responsive group and consider the Council to be in great hands for sustained success in the future.

Richard Pearson
Administrator

Item 6

Item No: **C1017 Item 6**

Subject: **2017/18 BUDGET AND 2018/19 BUDGET PROCESS.**

File Ref: 17/4718

Prepared By: Pav Kuzmanovski - Group Manager Finance

Authorised By: Michael Tzimoulas - Deputy General Manager Chief Financial and Administration Officer

SUMMARY

The purpose of this report is to outline the process undertaken to develop 2017/18 Budget and 2018/19 Process.

RECOMMENDATION

THAT Council receive and note 2017/18 Budget and 2018/19 Budget Process.

BACKGROUND

The 2017/18 Council budget was an amalgamation of the Year 2 of the constituent Council's (former Ashfield, Leichhardt and Marrickville) respective Long Term Financial Plans. During 2017/18 financial year, Council was required to develop only a one year Operational Plan (one-year budget and service unit outcomes) and work with Councillors post-election to develop the CSP and Long Term Financial Plan (LTFP) starting from 2018/19.

DISCUSSION

The adopted 2017/18 budget incorporates the following reserve structure:

- Statutory Reserves required by legislation. These are referred to as "externally restricted";
- Internally restricted funds: these are funds quarantined to maintain cash for items such as employee leave liability or monies held in advance for hire of Council property etc; and
- Working Funds: these are funds allocated within the LTFP to specific budgeted items.

The draft balances of these reserves (subject to audit clearance) are as follows as at 30 June 2017:

Reserve	Amount ($M)
Externally Restricted - S94 Develop Contributions	$58
Externally Restricted - Unexpended Grants	$25
Domestic Waste	$17
Externally Restricted - Other Externally Restricted	$6
Internally Restricted - Employee Leave Entitlement	$33
Internally Restricted – Deposits and Bonds	$12
Internally Restricted – Other	$3
Working Funds	$50
Total	$204

As a part of this process, Council's has fully funded its Employee Leave Entitlement (previously only partly funded – approximately 50%).
The tabled working funds have been fully allocated to fund capital renewal works in the coming financial years. Any additional initiatives that are incorporated into either the 2017/18 or 2018/19 budget (through a Council resolution) will need to either need to identify a new revenue source, financial saving or reduction in expenditure to fund the proposed initiative.

The 2018/19 Operating and Capital budgets will require Council to adopt a financially sustainable budget that will form a part of the Integrated Planning and Reporting (IPR) framework that includes the Community Strategic Plan (CSP), Delivery Program (4-year outlook), Operational Plan (1-year outlook) and Resourcing Strategy. The Resourcing Strategy will consist of a Long Term Financial Plan, Asset Management Plans (by asset class), Workforce Plans and ICT Strategy.
The 2018/19 budget will see the development of the first LTFP that will document the short, medium and long term financial sustainability of Council and its ability to deliver services into the future. The starting point of the LTFP will see the 2017/18 budget roll into 2018/19 budget (as business as usual) that will form the initial baseline budget. In refining the 2018/19 budget, the considerations need to prioritized:

- Harmonization of Service Levels across Council
- Harmonization of Fees and Charges across Council
- Development of revised strategies and policies
- Continual integration of Service units to ensure effective utilization of resources

Councillors will be responsible for determining service levels and also ensuring that services levels are set in a way that they do not have an impact on Council's financially sustainability at any stage during the LTFP.
The current capital program is approximately $65 million with cash flow reviewed on a quarterly basis. Council is currently seeing the delivery of a number of large scale capital projects such as Ashfield Pool, Marrickville Hospital Site and Ashfield Town Centre along with the implementation of projects from the Stronger Communities Fund. Over the next 2-3 years, as these projects are completed, Council will see core levels of capital expenditure return to approximately $40 -$50 million funded from a number of funding sources.
Capital budgets will be developed with the following principles to allow realistic delivery of projects with minimal funds carried forward to fund uncompleted works:

- Year 1 – Scoping and Engagement
- Year 2 – Design
- Year 3+ - Construction

This will ensure that Council delivers on its outcomes in the Operational Plan and Delivery Program.
Council will need to work with the community to identify an agreed Asset Management service level in order for the Inner West to determine and calculate its infrastructure backlog as part of the development of the 2018/19 Asset Management Plan.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Nil.

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item 7

Item No: **C1017 Item 7**

Subject: **LOCAL GOVERNMENT NSW ANNUAL CONFERENCE**

File Ref: 17/4718

Prepared By: Ian Naylor - Manager Civic and Executive Support

Authorised By: Tanya Whitmarsh - Group Manager Governance

SUMMARY

The purpose of this report is to advise Council of the Local Government NSW Annual Conference to be held in Sydney from 4-6 December 2017. It is recommended that Council nominate Councillors who wish to attend the Conference, consider any motions to be put forward to the Conference and receive a further report on motions and voting delegates at 24 October Council Meeting.

RECOMMENDATION

THAT Council:

1. **Nominate Councillors to attend the 2017 Local Government NSW Conference;**
2. **Consider motions to be submitted to the Conference; and**
3. **Receive a further report on 24 October on voting delegates and adopting motions for the Conference.**

BACKGROUND

The Local Government NSW Conference is the annual policy-making event for NSW general-purpose councils, associate members and the NSW Aboriginal Land Council. It is the pre-eminent event of the local government year where local councillors come together to share ideas and debate issues that shape the way we are governed. This year's Conference will be held at the Hyatt Regency Sydney from 4-6 December 2017. A copy of the Draft Program is shown as Attachment 1.

Registration

The deadline for early bird registration for the Conference is 23 October 2017. The cost for registration is $899 per person. The Expenses and Facilities Policy for Councillors makes provision for Councillors to attend this Conference and to reimburse partners of Councillors to attend the official Conference Dinner. Partners may also attend other functions and business session of the Conference at their own cost.

Accommodation and Travel Expenses

As the Conference is being held in Sydney, accommodation will not be provided for in accordance with the Expenses and Facilities Policy for Councillors. Travel expenses to and from the Conference will be reimbursed in accordance with the Expenses and Facilities Policy for Councillors.

Voting Delegates

Council is entitled to a number of voting delegates who will be entitled to vote on the motions discussed during the Conference. Local Government NSW has advised that they will inform each council of the number of voting delegates they are eligible to have on 13 October. A further report will be prepared for 24 October Council Meeting to consider voting delegates for the Conference.

Motions

Motions may be submitted for debate at the Conference that meet the criteria shown below. The deadline for submission of motions is 6 November 2017. A further report will be submitted to the 24 October Council Meeting to consider any motions to be submitted to the Conference. Local Government NSW have advised that in order to be considered for the Conference motions must meet the criteria shown below and be different to motions raised at the 2016 Annual Conference. A copy of the Action Report for the 2016 Conference is shown attached as Attachment 2.

The Local Government NSW Board has resolved that motions will be included in the Business Paper for the Conference only where they:

1. are consistent with the objects of the Association (see Rule 4 of the Association's rules);
2. relate to Local Government in NSW and/or across Australia;
3. concern or are likely to concern Local Government as a sector;
4. seek to advance the Local Government policy agenda of the Association and/or improve governance of the Association;
5. have a lawful purpose (a motion does not have a lawful purpose if its implementation would require or encourage non-compliance with prevailing laws);
6. are clearly worded and unambiguous in nature; and
7. do not express preference for one or several members over one or several other members.

Reasons for a motion to be excluded:

Please note the Board will not include motions in the Business Paper which do not advance the local government policy agenda. Therefore a motion will not be included if it is operational, rather than strategic; not local government business; focused on a local issue only or if the motion is consistent with longstanding actions of LGNSW and the Local Government and Shire's Association.

Further, for a motion to be included in the Conference Business Paper the submitting member needs to provide accompanying evidence of its support for the motion. Such evidence may include an extract of the minutes of the meeting at which the member resolved to submit the motion for consideration by the Conference.

FINANCIAL IMPLICATIONS

There is money allocated in the 2017/18 Budget for attendance by Councillors at the Local Government NSW Annual Conference, including registration fees and travel costs.

OTHER STAFF COMMENTS

Nil

PUBLIC CONSULTATION

Item 7

Nil

CONCLUSION

Nil

ATTACHMENTS

1.⇩ Local Government NSW - Annual Conference 2017 - Draft Program
2.⇩ 2016 Annual Conference Action Report

LOCAL GOVERNMENT NSW

Local Government NSW Annual Conference 2017

Monday 4 – Wednesday 6 December 2017

Main conference venue is Hyatt Regency Sydney, 161 Sussex Street Sydney

This program is correct at the time of publication; speakers and program details may have changed due to unforeseen circumstances.

DRAFT PROGRAM (as of 19September 2017)

MONDAY 4 December	
1.00pm – 4.00pm	Bump in sponsors to set up trade exhibition Bump in voting booths into Wharf 4 and 5
2.00pm – 4.45pm	Registration opens in foyer entrance to main ballrooms
3.00pm – 4.00pm	Two optional concurrent briefing sessions. Coming together post-amalgamation: lessons and next steps three case studies **Peter Tegart**, Interim General Manager, Queanbeyan Palerang Regional Council **Gail Connolly**, General Manager, Georges River Council **Mike Eden,** Administrator, Federation Council or Elected life and good governance: building your capabilities. A session for new councillors
4.00pm – 5.00pm	Sessions repeated above
5.00pm – 7.00pm	**President's Opening Reception** in Maritime Ballroom in the trade exhibition
TUESDAY 5 December – Business Session Day 1 / Grand Ballroom/Maritime Ballroom	
7.30am – 5.00pm	Registration opens
8.00am – 9.00am	Voting for LGNSW Board President, Vice Presidents, Treasurer and Directors (Voting for all positions at the one time) in Wharf 3, 4 and 5 (rooms)
8.15am – 9.00am	Distribution of voting materials and electronic handsets Trade exhibition opens in Maritime Ballroom
9.15am – 9.45am	**Address** from **The Hon Gladys Berijiklian MP**, Premier of New South Wales
9.45am – 11.00am	**Address** from **Cr Keith Rhoades AFSM**, President, LGNSW **Opening of the Federal Conference**, chaired by **Cr Keith Rhoades AFSM** including demonstration of voting units, adoption of standing orders, presentation of the auditor's report, general financial report and operating report to members. Business session and consideration of motions.

Item 7

	Opening of the State Conference, chaired by **Cr Keith Rhoades AFSM** including adoption of standing orders. Presentation of the auditor's report, general financial and operating report to members. Business sessions and consideration of motions.
11.00am – 11.30am	Morning tea in trade exhibition area Voting for LGNSW Board President, Vice Presidents, Treasurer and Directors
11.30am – 1.00pm	Consideration of Conference business continued, chaired by the President
1.00pm – 2.00pm	Lunch in trade exhibition Voting for LGNSW Board President, Vice Presidents, Treasurer and Directors
2.00pm – 3.30pm	Consideration of Conference business continued, chaired by the President
3.30pm – 4.00pm	Afternoon tea in trade exhibition area Voting for LGNSW Board President, Vice Presidents, Treasurer and Directors
4.00pm – 5.30pm	Consideration of Conference business continued, chaired by the President Collection of all electronic handsets and motions voting cards Conference business session closes
5.30pm – 6.30pm	Voting for LGNSW Board President, Vice Presidents, Treasurer and Directors Voting closes
6.00pm – 7.00pm	Delegate networking function in trade exhibition area
7.30pm	Trade exhibition closes. Free night for delegates.
Wednesday 6 December– Business Session Day 2 / Grand Ballroom/Maritime Ballroom/Wharf rooms	
7.30am – 5.00pm	Registration opens
7.30am – 8.45am	**Australian Local Government Women's Association (ALGWA NSW) Breakfast** Special Guest Speaker **Rhoda Roberts**, Head of First Nation Programming, Sydney Opera House, Festival Director Boomerang, will speak on Accessing and Creating Relationships with Your Local Community.
8.00am – 5.30pm	Trade exhibition open in Maritime Ballroom
9.00am – 9.05am	Introduction by **Ellen Fanning**, Master of Ceremonies
9.05am – 9.20am 9.20am – 9.35am	**Address** from **The Hon Gabrielle Upton MP**, Minister for Local Government Facilitated questions from the conference to the Minister
9.35am – 10.05am	**Keynote: Dr Jonathan Carr-West,** Chief Executive, Local Government Information Unit UK presents on Transforming Local Government
10.05am – 10.30am	Morning tea in trade exhibition area
10.30am – 10.45am 10.45am – 11.00am	**Address** from **The Hon Peter Primrose MLC**, Shadow Minister for Local Government Facilitated questions from the conference to the Shadow Minister

Attachment 1

11.00am – 11.15am	**Address** from **The Hon Melinda Pavey MP**, Minister for Roads, Maritime and Freight
11.15am – 11.30am	**Address** from **Carolyn McNally**, Secretary of the Department of Planning and Environment, on Housing Affordability and Partnerships with Councils.
11.30am – 11.40am	**MC** to facilitate Q and A to both speakers (10 mins only)
11.40am – 12.10pm	**Address** from **Stuart Reeve**, Managing Director, Micromex Research and Consulting on Community Perceptions of Local Government
12.10pm – 12.30pm	**Presentation** of the AR Bluett Awards (20 mins)
12.30pm - 12.40pm	**Address** from **Cr Keith Rhoades AFSM**, LGNSW President on Association Initiatives
12.40pm – 12:50pm	**Treasurer's Report**
12.50pm – 1.40pm	Lunch in the trade exhibition area General Managers Lunch sponsored by StateCover: a short update from StateCover, Local Government Super and LGP (30 mins)
1.40pm – 3.10pm	**MOVE TO CONCURRENT SESSIONS**
Environment and Planning 1.40pm – 1.45 intro 1.45pm – 2.05pm 2.05pm – 2.10 intro 2.10pm – 2.30pm 2.30pm – 2.35intro 2.35pm – 2.55pm 2.55pm – 3.10pm Q and A	Stream facilitated by **Stephen Beaman PSM**, Executive Director Waste and Resource Recovery, Environment Protection Authority (EPA). • **Dr Bruce Christie**, Deputy Director General, Biosecurity and Food Safety, Department of Primary Industries on The biosecurity framework and shared responsibilities • **Stephen Beaman PSM,** Executive Director Waste and Resource Recovery EPA on Introducing a Container Deposit Scheme • **Tom Celebrezze**, Director Biodiversity Policy, Office of Environment and Heritage Biodiversity reforms and Local Government
Infrastructure and Economics 1.40pm – 1.45 intro 1.45pm – 2.05pm 2.05pm – 2.10 intro 2.10pm – 2.30pm 2.30pm – 2.35intro 2.35pm – 2.55pm 2.55pm – 3.10pm Q and A	• **Greg Dyer**, General Manager City of Parramatta, Case study on the Redevelopment of Parramatta Square • **Susie Matthews**, Director Small Business Engagement, NSW Department of Industry on In Support of night-time economies • **Sean Gordon**, Chief Executive Officer, Darkinjung Local Aboriginal Land Council on Building local economies and the economic development of aboriginal lands

Item 7

People and Communities 1.40pm – 1.45 intro 1.45pm – 2.05pm 2.05pm – 2.10 intro 2.10pm – 2.30pm 2.30pm – 2.35intro 2.35pm – 2.55pm 2.55pm – 3.10pm Q and A	• **Jody Broun,** Director NSW/ACT, Red Cross on Disaster Preparedness – council's building resilience with their communities in times of natural disaster or accident • **Wendy Waller,** Mayor and **Shabnam Bhana**, Community Development Worker, Liverpool City Council, and **Cr Greg Conkey**, Mayor, Wagga Wagga City Council on Refugee Resettlement • **Mary Barry**, Chief Executive Officer, Our Watch on the national framework for preventing violence against families and women
3.10pm – 3.20pm	**RETURN TO PLENARY SESSION AND CLOSE OF CONFERENCE**
3.20pm – 4.00pm	**Keynote**: **Annabel Crabb**, Walkley Award winning journalist on 'What the community wants and expects from government; what local government can learn from the international, national and state experience; and what it means for local government in the future'.
4.00pm – 4.30pm	Afternoon tea and delegate networking function in trade exhibition area
7.30pm – 11.00pm	**CONFERENCE DINNER, Grand Ballroom Hyatt Regency** (in the conference room)
7.30pm	Doors open
7.45pm	Delegates seated and entrée served
8.00pm	LGNSW President introduces Elite Sponsor, StateCover Mutual Limited
8.10pm	LGNSW President and Elite Sponsor present the Outstanding Service Awards Presentation of the Heart Foundation Local Government Awards National Winner by CEO Kerry Doyle (invited)
8.35pm	Main course served
9.35pm	Entertainment and dancing
11.00pm	Function finishes
CLOSE OF CONFERENCE	

This program is correct at the time of publication. Speakers and program details may change due to unforeseen circumstances.

Attachment 1

LOCAL GOVERNMENT NSW

2016 Local Government NSW Conference Action Report as at 1 September 2017

- **This Action Report will be updated progressively as actions and outcomes occur. Please email Elizabeth Robertson, Policy Officer, LGNSW for information or if councils have actions they wish to update.**

Federal Conference

Resolution	Official letters to date	Other advocacy actions to date	Responses and outcomes to date
1. ASSOCIATION BUSINESS			
F1 Board – Standing Orders That the Standing Orders as set out on the preceding pages 9 to11 be adopted. **Carried**			
F2 Board – Local Government and Shires Association of New South Wales - Constitution That the Local Government and Shires Association of New South Wales, being a registered organisation under the *Fair Work (Registered Organisations) Act 2009* (Cth) (the "**Association**"): 1. Amend the Association's Rules in the terms proposed below *(see Conference Business Paper)*. 2. In furtherance of 1 above, make application to the Fair Work Commission to amend the Association's Rules. **Carried**			Amendments to the LGNSW rules approved by the Fair Work Commission on 2 December 2016.
F3 Board – Local Government and Shires Association of New South Wales - Constitution (Proposed special rule for the 2017 Annual Conference) That the Local Government and Shires Association of New South Wales, being a registered organisation under the *Fair Work (Registered Organisations) Act 2009* (Cth) (the "**Association**"): 1. Amend the Association's Rules in the terms proposed below *(see Conference Business Paper)*. 2. In furtherance of 1 above, make application to the Fair Work Commission to amend the Association's Rules. **Carried**		Application published in the Commonwealth of Australia Gazette on 15 December 2016. Interested persons/organisations had 35 days to object to the proposed rule changes.	

State Conference

Resolution	Official letters to date	Other advocacy actions to date	Responses and outcomes to date
1. ASSOCIATION BUSINESS			
1 Board – Standing Orders That the Standing Orders as set out on the preceding pages 25 to 27 be adopted. **Carried**		Actioned at conference	
2 Board – Local Government and Shires Association of New South Wales - Constitution That the Local Government and Shires Association of New South Wales, being a registered organisation of employers under the *Industrial Relations Act 1996* (NSW) (the "**Association**"): 1. Amend the Association's Rules in the terms proposed below *(see Conference Business Paper)*. 2. In furtherance of 1 above, make application to the Industrial Relations Commission of New South Wales to amend the Association's Rules. **Carried**		On 16 March 2017 an application was filed with the Industrial Relations Commission of NSW (IRC) to amend the LGNSW (State) Rules. The application seeks to give effect to the proposed rule alterations.	On 29 May 2017, the IRC approved the alterations to the LGNSW rules.
3 Board – Local Government and Shires Association of New South Wales - Constitution (Proposed special rule for the 2017 Annual Conference) That the Local Government and Shires Association of New South Wales, being a registered organisation of employers under the Industrial Relations Act 1996 (NSW) (the "Association"): 1. Amend the Association's Rules in the terms proposed below *(see Conference Business Paper)*. 2. In furtherance of 1 above, make application to the Industrial Relations Commission of New South Wales to amend the Association's Rules. **Carried**		On 16 March 2017 an application was filed with the Industrial Relations Commission of NSW (IRC) to amend the LGNSW (State) Rules. The application seeks to give effect to the proposed rule alterations.	On 29 May 2017, the IRC approved the alterations to the LGNSW rules.
4 Board – Annual Conference 2016 Committee Format 1. That the conference at this point moves into committee format and the remaining motions be considered through the committee format so as to enable all members to participate in the debate on motions, including those members that were created through council amalgamations in 2016. 2. That the Standing Orders applicable to conference continue to be applicable during the committee meeting, with the exception of those standing orders listed below, which are either deleted or amended. 3. That the voter entitlements to be used in committee be those calculated using the methodology outlined below.		Actioned at conference	

LOCAL GOVERNMENT NSW

Resolution	Official letters to date	Other advocacy actions to date	Responses and outcomes to date
4. That the recommendations arising from the committee be referred to the LGNSW Board for formal ratification at its next meeting. *Annexure to (2) – Amendments to Standing Orders* All Standing Orders applicable to conference shall apply during the committee meeting, with the exception of: • All Standing Orders – amended Wherever the word "Conference" appears in the Standing Orders then it is to be replaced by the word "Committee". • Standing Order 1 (Quorum) - deleted. There will be no quorum for the committee meeting, as the formal adoption of the motions will occur at the Board meeting, where there is a legally constituted compact of elected representatives with a balance between rural/regional and metropolitan/urban representation. • Standing Order 28 (Voting Delegates) – amended This Standing Order is amended to read as follows (ie adding in the additional voting delegates): "Individuals eligible to debate and vote on motions are: - Members' formal nominated voting delegates - Members' additional committee-nominated voting delegates - Members' administrators (one vote per member) - The Norfolk Island Regional Council (NIRC), Lord Howe Island Board (LHIB) and any Related Local Government Bodies (RLGBs) that are financial members on 3 October 2016 (one vote each)." • Standing Order 34 (Suspension of Standing Orders) - amended This Standing Order is amended to read as follows (ie deleting reference to the quorum): "Standing Orders may be suspended by a majority of those present. A motion to this effect shall be open to debate." • Standing Order 35 (Loss of Quorum) – deleted This order is not required as there will be no requirement for a quorum. *Annexure to (3) – Methodology for Redistributing Voter Entitlements* *The* voter entitlements of the committee have been redistributed to address the rural/regional and metro/urban imbalances caused by the dissolution of the amalgamated councils, and to include all members that were financial at the date of recalculation on 3 October 2016. The formal voter entitlements for use in conference are unchanged from those calculated on 1 March 2016 as per the Rules, but LGNSW calculated a new set of committee voter entitlements prior to the conference commencing (i.e. on 3 October 2016 – public holiday). The recalculation ensured an equal distribution of votes between rural/regional and metropolitan/urban councils as far as possible. The recalculation was done on the following basis: 1. No members received a reduction in voter entitlements 2. All members that were financial on 3 October 2016 were included in the recalculation 3. The Administrators of all new/amalgamated councils who were financial members on 3 October 2016 were allocated one (1) vote each 4. The Norfolk Island Regional Council (NIRC), Lord Howe Island Board (LHIB) and any Related Local Government Bodies (RLGBs) that were financial members on 3 October 2016 were allocated one vote each 5. Where ABS population statistics had not been published for a particular council area subject to boundary changes (e.g. Hornsby and The Hills), LGNSW obtained and used a population estimate from the ABS 6. Votes were capped at a maximum of 15 per member (in line with the Rule 23, Step 5 of the LGNSW Rules) 7. To approach an equality of votes between rural/regional and metropolitan/urban councils, additional voter entitlements were allocated to metropolitan/urban councils. Members were advised of their additional voter entitlements in the week commencing 3 October 2016 so they could be prepared should the committee format be adopted. Given the tight timelines involved, LGNSW also contacted members likely to receive additional voter entitlements in advance of the recalculation so they could consider which additional delegates should be placed on a reserve list to potentially receive voter entitlements should the committee format be adopted, and to ensure they were registered to attend the Conference. Division called. **Carried**			

Resolution	Official letters to date	Other advocacy actions to date	Responses and outcomes to date
5 Board – LGNSW Policy Principles That the Local Government NSW Interim Policy Statements be replaced by a new policy framework which includes a set of Policy Principles to direct our response to key issues. The Policy Principles will be supported with action-focused position statements on key issues and these position statements will be endorsed by the Local Government NSW Board. Amendment: That Local Government NSW prepares a discussion paper that sets out its existing policies and proposed position statement for consultation and feedback. **Amendment carried**		Motion was taken to December 2016 LGNSW Board meeting and endorsed. The LGNSW Policy Review Working group is developing a set of position statements which will go to August 2017 Board meeting for endorsement.	The Policy Principles were developed by the LGNSW Policy review Working Party and the Draft Policy Framework was circulated to all members for comment in June 2016. In the LGNSW Weekly 28 October 2016, members were reminded that the Discussion paper had been circulated. At December 2016 LGNSW Board meeting, the Board adopted supplementary motion which read: "That the Board endorses the LGNSW Policy Principles as the required action has already been taken and members have been advised." The Policy Principles are available on the LGNSW website.
2. INDUSTRIAL RELATIONS & EMPLOYMENT			
Skills Shortages			
6 Parkes Shire Council – Vocational trade courses available through TAFE NSW That Local Government NSW calls on the NSW Government to reinvigorate TAFE trade courses, facilities and qualified staff in regional and remote centres to increase trade-based qualifications and career opportunities for young people in regional NSW. **Carried**	Letter sent to NSW Minister for Skills, the Hon. John Barilaro MP (Ref: Out-25908) Follow-up letter sent to NSW Minister for Skills, the Hon. John Barilaro MP on 16 August 2017 (Ref: Out-26760)	Centroc councils (including Parkes) were consulted about the VET Strategy on 21 February 2017 at a meeting with LGNSW and HR managers in Orange. At this stage, LGNSW is working with Councils, in OROC, Central Western ROC, Northern Rivers and Illawarra regions, to currently identify their VET training needs, including apprenticeship and traineeship demand.	The NSW Government's announcement about the VET Strategy has stalled. LGNSW has paused work on this initiative, subject to the Government's announcement which will guide LGNSW's next steps.
3. SOCIAL POLICY			
Community development			
7 Board – Housing affordability in NSW That Local Government NSW requests the State Government to set targets for NSW planning instruments that specify minimum levels of affordable housing for residential development to encourage a higher proportion of affordable housing across the sector. **Carried**	Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary Department of Planning and Environment on 13 December 2016 (Ref: Out-25679)	Issue advanced during the consultation process for the draft Greater Sydney Commission District Plans. The LGNSW submission, made in March 2017, is available here. On the 24 May 2017, LGNSW hosted a Planning Breakfast for council staff on the topic of housing affordability.	The Greater Sydney Commission's draft District Plans support affordable housing targets. The NSW Government released a package of measures to improve housing affordability in June 2017 that includes appropriate housing targets. LGNSW issued a media release in response.
Ageing and disability services			
8 Bega Valley Shire Council – Planning requirements for improved access for people with a disability That Local Government NSW advocates for changes to relevant legislation and/or regulation, including allocation of resources for implementation, which require commercial operators to upgrade access and associated facilities to and within premises when any improvements/works/ changes are undertaken to the structure of the building, and that such works should include upgrade of the facilities available to the public in such buildings; and That Local Government NSW advocates to the State Government, possibly through the State Disability Advisory Council, to develop an education and awareness program on the benefits of improving access to commercial premises and associated facilities. **Carried**	Letter sent to Federal Minister for Social Services, the Hon. Christian Porter MP (Ref: Out-25924) Letter sent to NSW Minister for Disability Services, The Hon. Raymond Williams MP (Ref: Out-25868) Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary of Department of Planning and Environment 13 December 2016 (Ref: Out-25679).	Regular meetings with NSW Business Chamber established. NSW Business Chamber employs a Disability Inclusion Promotions Officer. They promote on their website how to make businesses more accessible, the benefits of employing people with disability, and the government services available when employing a person with a disability The LGNSW pre-budget submission to the NSW Government includes a section requesting funding for programs relating to the inclusion of people with disability.	All councils in NSW will have developed a Disability Inclusion Action Plan by July 2017 and, in most cases, these Plans will include actions for creating liveable communities including access to infrastructure for people with a disability. LGNSW with UTS have been funded by the Commonwealth and NSW Government for an Inclusive Tourism Project in 2017. An e-learning course will be developed as part of this project to provide disability awareness training to council staff and businesses and to inform councils and businesses how to make facilities more accessible and inclusive. Response received 8 March 2017 from Senator the Hon. Arthur Sinodinos AO, forwarded by the Hon. Christian Porter MP, Federal Minister for Social Services (Ref: IN-54515). He states that the Premises Standards are reviewed every 5 years by the Minister for Industry, Innovation and Science, in consultation with the Attorney General. The first review was conducted in 2015/16. Response received from the Hon. Ray Williams MP on 23 March 2017 (Ref: IN-54570). He states that the Commonwealth Government completed a review of the Premises Standards in May 2016 and both the review and the Commonwealth Government's response were released on 3 March 2017 and are available here.
Women and family services			
9 Blacktown City Council – Family and domestic violence That member councils: i. Develop and implement specific family and domestic violence policy and procedures ii. Adopt a zero-tolerance of domestic violence in all its forms iii. Undertake White Ribbon Workplace Accreditation and/or other violence prevention training	Letter sent to NSW Minister for the Prevention of Domestic Violence and Sexual Assault, the Hon. Pru Goward MP (Ref:Out-25889)	LGNSW presented at the *Local Government: Preventing DVF focusing of Community Based Strategies Forum* in December 2016 and consulted councils on what is needed to support their DFV work. Feedback from councils was included in the letter to	LGNSW is on the National consultative body for a project arising from the National Plan to Reduce Violence against Women and their Children 2010 – 2022. This project will design tools and resources for councils to engage with business, sporting organisations and community groups to promote action against violence. LGNSW in July 2017 ran a EOI process to nominate 2 councils to the federal Department of Social Service to be a

LOCAL GOVERNMENT NSW

Resolution	Official letters to date	Other advocacy actions to date	Responses and outcomes to date

iv. Lobby the NSW Government for increased funding for domestic violence services.
Carried
		the Minister. Feedback included the need for a NSW policy framework that articulates the roles and policies of the three spheres of government, evidence-based best practice resources, funding, education, and support for collaborative partnerships.
		
		LGNSW co-hosted a workshop with Parramatta City Council on 23 March 2017 to build capacity of local government in preventing violence against women and children. The Workshop built local government understanding of why there is a need for a sound framework to inform councils' work in preventing violence against women and their children, built local government understanding of the Change the Story framework including how councils can implement it in their work- with examples and case studies.
		
		The LGNSW pre-budget submission to the NSW Government includes a section on funding for council domestic violence activities.
		
		LGNSW has held the following meetings:
		• Municipal Association of Victoria (MAV) regarding their successful DFV work
		• White Ribbon Australia to discuss the range of White Ribbon programs that NSW Councils can be involved in including
		  ▪ White Ribbon Ambassador program
		  ▪ Promoting White Ribbon at community events
		  ▪ White Ribbon day events, and
		  ▪ White Ribbon Workplace Accreditation program
		• Domestic Violence NSW to discuss ways to work together to support local collaboration on prevention and support. We are scoping a survey of councils on DFV activities, support requirements, and local domestic violence committees. This may be conducted in collaboration with Domestic Violence NSW who will survey local service providers concurrently.
		• Met with Women NSW to:
		  ▪ Raise awareness of councils' current DFV prevention initiatives and seek State Government's recognition
		  ▪ Advocate for a portion of the DFV Innovation Fund to be quarantined for local government DFV prevention initiatives, and
		  ▪ Discuss ways our two organisations can work together to support councils prevent DFV in NSW communities.
		
		LGNSW represented councils at:
		• The Prevention Roundtable for the development of a NSW Domestic and Family Violence Prevention and Early Intervention Strategy seeking funding for councils' prevention activities through the $20 million DFV Innovation Fund.
		• The launch of the NSW DFV Blueprint for Reform
		
		LGNSW is in the process of inviting OurWatch to speak at the LGNSW Conference in December 2017 in the 'People and Communities' concurrent stream.
		
		LGNSW has established a Local Government Domestic & Family Violence Network for member council staff.
			trial site for the tools and resources and receive up to $150,000 grant for the trial.
			
			In 2014, the parties to the Local Government (State) Award issued a Joint Statement on 'Support for Victims of Domestic Violence' which encourages councils to adopt practices which support employees who may be victims of domestic violence (Ref: Out-23501). LGNSW has advised councils of the Joint Statement and disseminated copies through subscription services such as the Award Supply Service and LG HR Advance.
			
			The new Local Government (State) Award 2017 which was consented to on 30 June 2017 contains a new provision leave which gives the employer the discretion to grant special leave, with or without pay for any specific matter including but not limited to leave for victims of domestic or family violence, engaging in voluntary emergency management activities, compassionates leave and defence forces leave.
			
			LGNSW has been informed that White Ribbon will shortly be publicly releasing resources from the Workplace Accreditation program that councils can use without going through the full accreditation program.
			
			Response received from Ms Natasha de Silva, Director Women NSW on 31 March 2017 (Ref: IN-54550). Ms de Silva informs that Women NSW has accepted a number of requests from NSW councils to speak about the NSW DFV reforms and confirms that Women NSW has had a number of meetings with LGNSW. She also states that the Commonwealth Department of Social Services has published an open tender for a supplier to develop a local government domestic and family violence prevention toolkit.
			
			Response received from the Hon. Pru Goward MP on 5 April (Ref: IN-54569). She states that the 2016-17 NSW Government budget doubles the investment in specialist domestic violence initiatives to exceed $300 million over 4 years, up from $148.5 million in the 2015-16 budget. She also mentions that for the Innovation Fund, applications are invited from partnerships, with some councils choosing to partner with non-government organisations.

NSW Aboriginal and Torres Strait Islander Peoples			
10 NSW Aboriginal Land Council – Working in partnership with Aboriginal Land Councils That Local Government NSW encourages Local Governments to commit to working in partnership with Local Aboriginal Land Councils in their area to achieve the aims of the *Aboriginal Land Rights' Act 1983* (NSW). This includes consulting with LALCs with regard to landholdings granted or currently under claim through the Aboriginal Land Rights Act and ensuring that local planning instruments facilitate the social, economic and cultural aspirations of local Aboriginal communities with regard to these landholdings. **Carried**	Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP. (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary Department of Planning and Environment on 13 December 2016 (Ref: Out-25679).	'Collaborate' resource kit developed and comments on draft have been received from participating agencies. Met with Office of Local Government in April 2017 to agree next steps. Further work has commenced to finalise the website in time for 2017 local government elections.	The 'Collaborate' resource kit was released in July 2017. See LGNSW media release.
11 Lane Cove Municipal Council – Local Aboriginal Land Councils That Local Government NSW adopts as a policy position its opposition to any proposal to force the amalgamation of Local Aboriginal Land Councils without the agreement of the affected Local Aboriginal Land Councils and their respective communities and the NSW Premier, Minister for Aboriginal Affairs and Local Government be advised of this position. **Carried**	Letter sent to Premier, the Hon. Gladys Berejiklian MP (Ref: Out-25875) Letter sent to NSW Minister for Aboriginal Affairs, The Hon. Sarah Mitchell MLC (Ref: Out-25874) Follow-up letter sent to NSW Minister for Aboriginal Affairs, The Hon. Sarah Mitchell MLC on 16 August 2017 (Ref: Out-26763) Letter sent to NSW Minister for Local Government, the Hon. Gabrielle Upton MP. (Ref: Out-25894)	LGNSW will investigate the development of a position statement as part of our new Policy Principles framework. LGNSW policy principles are available here. Position statement will be developed for August Board meeting.	Response received on 16 March 2017 from the Hon. Gladys Berejiklian MP (Ref: IN-54518). She says she understands that LGNSW has raised the matters with the relevant Ministers. Kevin Wilde, Chief of Staff, responded on behalf of the Hon. Gabrielle Upton MP on 27 June 2017 (Ref: IN-54957). He notes that we have raised this with the Premier, the Hon. Gladys Berejiklian MP, and the Hon. Sarah Mitchell MLC in her capacity as the Minister for Aboriginal Affairs. He states that this is appropriate as the issue falls more directly under the Aboriginal Affairs portfolio.
Libraries			
12 Blacktown City Council – Public library funding That the NSW Government provides increased recurrent funding for public libraries. **Carried**	Letters posted to former Premier Mike Baird (Refs: Out-25492, Out-25597). Letter sent to Premier, the Hon. Gladys Berejiklian MP. (Ref: Out-25875) Letter sent to NSW Minister for the Arts, the Hon. Don Harwin MLC (Ref: Out-25899)	LGNSW raised the issue at Public Libraries Consultative Committee on 5 December 2016 and the Public Libraries Association provided input to Briefing Note developed for the meeting. Email received from the office of the former Arts Minister, the Hon. Troy Grant MP, on 10 January 2017 offering a meeting with Chief of Staff, Mr Greg Dezman, and Policy Adviser for the Arts, Ms Sharne Hiscoke (Ref: IN-54355). [This offer was honoured with the staff of the incoming Minister, the Hon. Don Harwin MLC]. This issue has been included in LGNSW's pre-budget submission to the NSW Government on an ongoing basis and is included again.	LGNSW President and CE met with the Chief-of-Staff for the NSW Minister for the Arts, the Hon. Don Harwin MLC, on 16 March 2017 to prosecute the sector's case for increased recurrent library funding. Response received on 16 March 2017 from the Hon. Gladys Berejiklian MP (IN-54518). She says she understands that LGNSW has raised the matters with the relevant Ministers. The NSW State Budget announced that funding for local libraries through the State Library is budgeted at $28.8 million, an increase from $28.3 million in 2016/17. LGNSW has been calling on the NSW Government to increase funding to public libraries to $40 million per annum in 2017/18 and index it from the following year to ensure council libraries can fulfil their important social role in the community. It is disappointing that the commitment given by former Premier Mike Baird to LGNSW Conference delegates in October 2016 to look at significantly increasing funding to libraries has not translated into the budget.
Health services			
13 Liverpool Plains Shire Council – Access to public transport for medical care That Local Government NSW calls on the State Government to reschedule existing train services from rural and regional areas to allow return day trips on public transport to medical hubs so residents can access health and medical services and enable them to return the same day, thus alleviating the need for accommodation expenses (example Tamworth to Newcastle line). **Carried**	Letter sent to NSW Minister for Transport and Infrastructure, The Hon. Andrew Constance MP (Ref: Out-25870) Letter sent to former NSW Trainlink Chief Executive, Rob Mason (Ref: Out-25928) Follow-up letter sent to NSW Trainlink Acting Chief Executive, Howard Collins on 14 August 2017 (Ref: Out-26754)	Initial discussions have been held with Adjunct Associate Professor, Ian Gray, at Charles Sturt University to assess whether CSU have completed any work on this issue. Further follow-up with relevant academic staff will be undertaken in the second half of 2017.	The NSW Government has announced that it is seeking input on the future of transport in regional areas of NSW and how to best use new technologies to improve links between towns and regional cities. The Government is inviting residents of regional NSW to take a Future Transport Survey, titled 'connecting rural and regional customers', which is open until the 30 June 2017 Response received from the Hon. Andrew Constance on 27 April 2017 (IN-54643). He states that the NSW Government's Committee on Community Services submitted an inquiry regarding access to transport for seniors and disadvantaged people in rural and regional NSW last year. The Government's response to the inquiry is expected to be released in June and the matters raised in the resolution will be addressed. update: the NSW Government response to the inquiry is now available.

LOCAL GOVERNMENT NSW

Community safety			
14 Coonamble Shire Council – Policing and crime prevention That Local Government NSW lobbies the NSW Government to include all police stations within a Local Area Command (LAC) as 'special remote', where the LAC is classified as special remote. **Carried**	Letter sent to NSW Minister Police, the Hon. Troy Grant MP (Ref: Out-25873)	LGNSW spoke to Police Association Western Region (PA) on 31 March 2017. The PA supports this policy and have raised this issue with the NSW Police Force. LGNSW spoke to HR at NSW Police Force. This issue was on the agenda for the NSW Police Award negotiations, as the Award expired 30 June 2017. LGNSW sought an update on these negotiations and spoke to the PA on 1 September 2017. The 'special remote provisions' were not changed in the new award (yet to be gazetted) however the PA is continuing to advocate on the issue. The PA is in current discussions with the Police Force regarding potential border changes to LACs and the PA will seek for border changes to have a positive impact on special remote locations.	Response received from the Hon. Troy Grant MP on 27 March 2017 (Ref: IN-54557). He states that the classification of remote and special remote stations are specified in the current police award and would require consideration in the award negotiation process. He has referred our correspondence to the NSW Police Force and also states that potential recruits are advised that they must be willing to be posted to any NSW location at the direction of the Commissioner of Police to meet operational requirements.
15 Albury City Council – Mandatory membership of Liquor Accords That Local Government NSW requests an amendment to the *Liquor Act 2007* and Liquor Regulations 2008 allowing the Authority or Director General of the Department of Justice (Liquor & Gaming) NSW to impose a condition of mandatory membership of the local Liquor Accord (where one exists) of all licence holders. **Carried**	Letter sent to NSW Minister Police, the Hon. Troy Grant MP (Ref: Out-25873)	LGNSW made a submission to the review of the *Local Liquor Act 2007* calling for membership of the local liquor accord to be made a standard condition on all liquor licences.	Response received from the Hon. Troy Grant MP on 27 March 2017 (Ref: IN-54558). He has referred our correspondence to the Hon. Paul Toole MP, NSW Minister for Racing. Natasha Mann, Executive Director of Regulatory Policy, Strategy & Support at the Department of Industry responded on behalf of the Hon. Paul Toole on 17 July 2017 (Ref: IN-55255). She advises that the Independent Liquor and Gaming Authority already mandates membership of an accord as a condition on most new liquor licenses. Liquor and Gaming NSW can also impose this condition on existing licensees when there is a compelling reason to do so. She also believes that there are good reasons for maintaining these current arrangements. In particular there is much to be gained by encouraging existing licensees to be willing participants in local measures, rather than seeing their involvement as another form of regulation. She further states that experience suggests that that the accords that work best are those that focus on 'local ideas, real solutions' charter to collaboratively develop localised strategies to address alcohol-related harm in their community on a voluntary basis. Requiring existing licensee to be members may not drive active participation and may undermine any ownership of the measures agreed among the parties. She advises that in relation to your Association's suggestion that Accord members be required to provide financial contribution for harm minimisation and public safety measures, the liquor laws already allow the Secretary to issue a direction to a licensee (irrespective of whether they are an accord member) to contribute to the costs of an accord. For further enquiries, please contact Mr Bradley Webb, Manager, Policy & Legislation, on 02 9995 0996 or at bradely.webb@justice.nsw.gov.au
4. ECONOMIC POLICY			
Own source revenue			
16 Ku-ring-gai Council – Abolition of rates capping That a rating system for local government be levied uniformly, with rates capping to be abolished across Australia. Amendment: We reaffirm LGNSW's position that rate capping be abolished. **Amendment Carried – became motion – motion carried**	Letter sent to NSW Minister for Local Government, the Hon. Gabrielle Upton MP. (Ref: Out-25894)	Included in LGNSW pre-budget submission to the State Government. The rate pegging issue is mentioned in the introduction and in the section on local governments' financial situation.	Kevin Wilde, Chief of Staff, responded on behalf of the Hon. Gabrielle Upton MP on 27 June 2017 (Ref: IN-54957). He states that the NSW Government remains committed to maintaining the rate peg, to ensure that councils remain efficient and provide value for money for all ratepayers.
17 Ku-ring-gai Council – Extension of existing levies That Councils with existing levies in NSW be given the opportunity to extend these levies so that the good work they are doing is not curtailed by the proposal to freeze rating increases for the next four years. **Carried**	Letter sent to NSW Minister for Local Government, the Hon. Gabrielle Upton MP. (Ref: Out-25894)		Kevin Wilde, Chief of Staff, responded on behalf of the Hon. Gabrielle Upton MP on 27 June 2017 (Ref: IN-54957). He states that NSW councils can apply to the Independent Pricing and Regulatory Tribunal for a Special Rate Variation to increase general income beyond the annual rate peg. Also, The NSW Parliament recently amended the *Local Government Act 1993* to maintain pre-merger rate paths for land in newly merged councils. The maintenance of the pre-merger rate path aims to protect ratepayers against future rate increases and provide certainty during the new council transition. This also reflects the reduced need for Special Rate Variations during these times. It is also noted that the State Government has provided significant support to newly merged councils to assist in their transition.
Intergovernmental fiscal relations			
18 Cabonne Shire Council – Rural Fire Fighting Fund methodology That Local Government NSW renegotiates the methodology established by the NSW Rural Fire Service for contributions to the Rural Fire Fighting Fund to ensure equity for member councils and to limit future increases in contributions to the Fund to the rate pegging limit. **Carried**	Letter sent to NSW Minister Emergency Services, the Hon. Troy Grant (Ref: Out-25873)	LGNSW is awaiting the outcomes of the LGNSW consultancy on emergency services funding (conducted March 17).	Response received from the Hon. Troy Grant MP on 27 March 2017 (Ref: IN-54559). He states that the NSW RFS and Local Government Liaison Committee has recently endorsed a new model for calculating council annual contributions to the Rural Fire Fighting Fund. The new methodology has been used for the 2016/17 year. To assist councils transition to the new allocations methodology, a Transition grant was paid at the end of December 2016 to any council that saw its statutory contribution increase between 2015/16 and 2016/17.

19 Cessnock City Council – Federal funding to local government infrastructure That the Federal Government provides Councils with infrastructure funding to assist Councils in removing their large infrastructure backlogs whilst at the same time creating economic stimulus across Australia. **Carried**		LGNSW has supported ALGA's 2017/18 budget submission to the Federal Government which calls for increased federal funding for local government infrastructure (mainly roads, bridges and community infrastructure). See also LGNSW's pre-budget submission to the NSW Government here.	
20 Broken Hill City Council – Emergency Services Property Levy That Local Government NSW continues to demand the following from the NSW Government regarding its planned Emergency Services Property Levy (ESPL) to fund NSW emergency services: • That the NSW Government removes the 11.7% emergency service levy paid by local government and includes this levy in the proposed ESPL for transparency. • Fair treatment of councils by the NSW Government with respect to councils' role in administering and collecting the ESPL including that: - The ESPL is clearly marked as a separate NSW Government tax on council rates notices; - Councils can fully recover the costs associated with introducing the ESPL; - Debt recovery processes and write-off provisions do not place additional burden on councils; - The NSW Government undertakes comprehensive communication activities clearly demonstrating to the public the NSW Government's ownership of the ESPL; making it clear that the ESPL is a new NSW Government tax, and providing comprehensive information on the ESPL to the public and affected ESPL taxpayers; and - For the ongoing administration of the ESPL (after introduction), councils must be paid more than just the marginal cost of administering the ESPL on behalf of the NSW Government. **Carried**		LGNSW has campaigned extensively on this issue, including through membership of the ESPL (now FESL) working Group in 2016 and 2017. LGNSW raised issue in a March 2017 meeting with NSW Shadow Minister for Local Government, the Hon. Peter Primrose MLC. Included in LGNSW pre-budget submission to NSW Government.	Communication received from former Treasurer, the Hon. Gladys Berejiklian MP, on 23 November 2016 (Ref: IN-54157) thanking LGNSW and member councils for contribution to the draft legislation. She acknowledged the changes that Treasury made to the draft legislation based on LGNSW advocacy. Note: On Tuesday 30 May 2017, the NSW Premier announced an indefinite hold on the introduction on the FESL legislation. LGNSW welcomed this announcement as it is a chance to work with Treasury to get levy right. See the LGNSW media release.
21 Cobar Shire Council – Allocation of Financial Assistance Grants (FAGs) a) That Local Government NSW asks ALGA to review and outline options for a more sophisticated allocation of the FAGs funding, including to improve the allocation to areas of need. b) That Local Government NSW support a Senate inquiry into financial assistance grants and to focus on fairer funding based on local need rather than a per capita basis. **Carried**		LGNSW raised issue in a March 2017 meeting with NSW Shadow Minister for Local Government, the Hon. Peter Primrose MLC. LGNSW is conducting further research into the subtleties of this issue for NSW before approaching ALGA.	
Financial management			
22 Byron Shire Council – Environmentally and Socially Responsible Lending and Investing That Local Government NSW maintains a list of authorised deposit taking institutions that are committed to Environmentally and Socially Responsible lending and investing. **Carried**		LGNSW is researching whether there are councils which already compile such lists. LGNSW approached City of Sydney on 7 February 2017. They have an Investment Policy which we can link to. However, they do not have a list of Environmentally and Socially responsible lending and investing institutions. LGNSW is conducting further scoping research.	
Financial sustainability			
23 Greater Hume Shire Council – Tying water entitlements to land titles **Lost**			
Economic policy affecting local government			
24 Lake Macquarie City Council – Local Government Digital Innovation and funding That Local Government NSW calls on the NSW Government to establish a NSW Local Government Digital Innovation program and funding commitment, to recognise and facilitate the pivotal role of local government in creating local conditions conducive to technology and knowledge-driven economic development, consistent with the National Innovation and Science Agenda. **Carried**	Letter sent to NSW Minister for Innovation and Better Regulation, the Hon. Matthew Kean MP (Ref: Out-25890)	Included in LGNSW pre-budget submission to NSW Government.	Martin Hoffman, Secretary, responded on behalf of the Hon. Matthew Kean MP on 14 March 2017 (Ref: IN-54530). He outlined that the NSW Government is developing a NSW Digital Government Strategy. The Department of Finances, Services and Innovation is also working to digitise consumer transactions. Stakeholders will continue to be involved in reforms and have opportunity to provide feedback. Also see outcomes for motions 33 and 49 regarding Smart Cities and technology and innovation mentoring: In March 2017 The Australian Government announced the Smart Cities and Suburbs funding program and accompanying Future Ready learning program for local governments. Applications for round 1 of the funding close 30 June 2017 and expressions of interest to join the Future Ready series closed 21 April. Through the Smart Cities and Suburbs program, councils can now use the Digital Marketplace platform to collaborate on smart city projects. The Digital Marketplace collaboration platform is open for all councils here. LGNSW is planning a Technology and Digital Collaboration forum, to be held in the second half of 2017.

LOCAL GOVERNMENT NSW

Local and regional economic development			
25 NSW Aboriginal Land Council – Supporting Aboriginal Land Councils in economic development **Lost**			
26 Board – Rural Fire Service relocation That Local Government NSW requests the NSW Government to relocate the headquarters of the NSW Rural Fire Service to a rural/regional area of NSW, consistent with its 'Decade of Decentralisation' commitment made in 2013. **Carried**	Letter sent to NSW Minister for Emergency Services, the Hon Troy Grant MP (Ref: Out-25873)	In July 2017, the LGNSW President attended a Rural Fire Service (RFS) and Local Government Liaison Committee meeting with LGNSW Board member Cr Denise Osborne and LGNSW staff. We expressed concern that our request that the State Government relocate RFS headquarters to a regional area seems to have fallen on deaf ears.	On 20 December 2016 former Minister for Emergency Services, the Hon. David Elliott MP, issued a media release announcing that the Rural Fire Service would be remaining in Sydney beyond 2018, by signing a long-term lease for a its new headquarters at Sydney Olympic Park. LGNSW's letter to the Hon. Troy Grant MP expressed our disappointment in this announcement and continued to present the case for relocation. Response received from the Hon. Troy Grant MP on 27 March 2017 (Ref: IN-54560). He states that there are a number of considerations for relocation including proximity to partner agencies. The new Headquarters at Sydney Olympic Park will provide access to key stakeholders including National Parks, Forest NSW, NSW Police Force, NSW Telco Authority, Defence and the Bureau of Meteorology. On 2 August 2017, Philip Donato, Member for Orange, asked in Parliamentary question time "My question is directed to the Minister for Police, and Minister for Emergency Services. In light of the recent announcement on the new Rural Fire Service training facility in Dubbo, will the Minister now reconsider the relocation of the entire Rural Fire Service headquarters to the Central West?" The Minister, the Hon. Troy Grant, responded "I will continue to work with the Government to achieve this end by actively pursuing opportunities to move and invest in functions outside metropolitan Sydney wherever possible… Government has a role in these decisions, and we need to balance our desire to invest in the regions with legitimate concerns for community safety. The RFS headquarters needs the technical capability to deliver statewide life-saving services such as community warnings, live fire information, resource coordination and mapping…The Sydney Olympic Park site was chosen based on organisational and operational requirements to facilitate the many invested stakeholders performing those roles. Key stakeholders such as energy and infrastructure providers, Fire and Rescue NSW, National Parks, State Forests NSW, NSW Police Force, Transport, Roads and Maritime Services, Defence, the NSW Telco Authority and the Bureau of Meteorology are 30 to 40 minutes from the new headquarters." In terms of Federal Government decentralisation, the House of Representatives Select Committee on Regional Development and Decentralisation is calling for submissions to its inquiry examining best practice approaches to regional development, the decentralisation of Commonwealth entities, and supporting corporate decentralisation. Submissions can be uploaded via the Committee's website, by Friday 15 September 2017. The Terms of Reference can also be found on the Committee's website, or by contacting the Committee Secretariat. The Committee is due to produce an interim report by 31 December 2017 and a final report by 28 February 2018.
Transport			
27 Blacktown City Council – Roads and Maritime Services (RMS) maintenance operations That the NSW Government: i. Directs RMS to review the key performance indicators (KPIs) of the Stewardship Maintenance Contracts particularly the contract for Sydney West. ii. Increases maintenance levels on roads under its control. iii. Provides further funding to allow maintenance levels to be increased. iv. Allows Councils the option to undertake maintenance of RMS assets, with suitable funding being provided. **Carried**	Letter sent to NSW Minister for Roads, Maritime and Freight, the Hon. Melinda Pavey MP (Ref: Out-25872)	Included in LGNSW pre-budget submission to NSW Government: relevant budget requests were included in the section on roads funding. Issue raised and discussed with RMS staff at Road Maintenance Council Contracts Steering Committee meeting in February 2017. RMS are investigating the motion/issue and will provide a response in due course. The RMS Local Government Liaison Committee has not met in 2017 and the next meeting date is on hold pending a major restructure of RMS that is currently underway. It is anticipated that a meeting may be scheduled in the third quarter 2017. LGNSW will continue to follow-up with RMS.	Response received from the Hon. Melinda Pavey MP on 26 March 2017 (Ref: IN-54564). She states that the Road Maintenance Council Contracts model was developed for rural NSW and cannot be readily applied to Sydney local government areas. In terms of the Steward Maintenance Contracts, the performance of contractors has been improving since 2015 but if councils have examples of contractors not meetings the levels of service expected then Roads and Maritime welcomes feedback. The Roads Maintenance Contestability Program was formed to increase contestability in asset management and maintenance in the Sydney Region.
28 Forbes Shire Council – Road closure information That Local Government NSW requests the NSW Government provide local government with access to the LiveTraffic.com website portal or an alternative local roads website or portal that councils can access to upload information regarding local road closures, for example due to flooding or accidents. **Carried**	Letter sent to NSW Minister for Roads, Maritime and Freight, the Hon. Melinda Pavey MP (Ref: Out-25872) Letter sent to NSW Minister for Emergency Services, the Hon. Troy Grant MP (Ref: Out-25873)	At the Road Freight Industry Council meeting held in Sydney on 24 November 2016, LGNSW President Rhoades took the opportunity to raise the issue directly with former Roads Minister, the Hon. Duncan Gay MLC. In response the Minister said 'Yes'. LGNSW sought clarification of this verbal advice in letter to the new Minister, the Hon Melinda Pavey, MP.	Response received from the Hon. Melinda Pavey MP on 26 March 2017 (Ref: IN-54565). She states that Transport for NSW established a project team in December 2016 to integrate updates about the wider road network. The project forms part of Transport for NSW's Customer Channels Integration Project. The next stages of the project include a gap analysis of the MyRoadInfo and LiveTraffic services. Transport for NSW looks forward to working with LGNSW as a stakeholder on this project. Response received from the Hon. Troy Grant MP on 27 March 2017 (Ref: IN-54561). He states that LGNSW has referred the matter to the relevant Ministers.

			At the June 2017 meeting of the Road Freight Industry Council, Transport for NSW (Sharon Hunter, Principal Manager Communications) advised: "TfNSW is currently reviewing the effectiveness of its customer communications channels through comprehensive NSW wide customer research. We are doing this in response to a rapidly changing digital environment and associated customer expectations. This includes reviewing the effectiveness of the Live Traffic Website. It is anticipated the research and subsequent analysis will take approximately three months. It will include Local Councils and their information requirements amongst other key stakeholders such as the Road Freight Industry. Once the research has been analysed we will talk further with Local Government NSW and other stakeholders. Our intention is to work with stakeholders to ensure customers using the NSW road network have access to the best information in the way they want to consume it and that our stakeholders can work in partnership with us in respect of the creation of consistent, accurate information across NSW. This may be through the Live Traffic website, an APP, text subscription, radio or social media or a mixed approach. We look forward to further discussion."
29 Gilgandra Shire Council – Timber bridges That Local Government NSW lobbies the Federal and State Governments to provide a modified program of timber bridge renewals on local roads on an equal three way split arrangement between Federal, State and Local Government. **Carried**	Letter sent to Federal Minister for Infrastructure and Transport, the Hon. Darren Chester MP (Ref: Out-25925) Letter sent to NSW Minister for Roads, Maritime and Freight, the Hon. Melinda Pavey MP (Ref: Out-25872)	Included in LGNSW pre-budget submission to the NSW Government in roads section (and has been in the submission regularly in previous years). The RMS Local Government Liaison Committee has not met in 2017 and the next meeting date is on hold pending a major restructure of RMS currently underway. It is anticipated that a meeting may be scheduled in the third quarter of 2017. LGNSW will continue to follow-up with RMS. Further research being conducted through IPWEA Roads & Transport Directorate's Bridge Working Party on alternative bridge funding options.	Response received from the Hon. Darren Chester MP on 17 March 2017 (Ref: IN-54519). He details the range of existing funding programs that incorporate bridge repair. This includes the Australian Government's Bridges Renewal Program, where the Australian Government provides up to 50% of the total project cost with the remaining funding provided by State government, local government or businesses. Guidelines and application forms for round 2 of this program will be available here. He also mentions that the Australian Government is investing $14.8 billion in NSW from 2013-14 to 2019-20 under the Infrastructure Investment Program, for road and rail projects that improve the safety, connectivity and productivity of land transport infrastructure. Response received from the Hon. Melinda Pavey MP on 26 March 2017 (Ref: IN-54566). She states that at this stage a partnership model involving all levels of government would not present any advantages over the current arrangements. Councils can seek funding for bridge repair and replacement from the NSW Government's Fixing Country Roads and REPAIR programs and the Australian Government's Bridges Renewal Program.
30 Liverpool Plains Shire Council – Construction of rail overpasses That Local Government NSW calls on the State Government to provide funding for the construction of rail overpasses due to the increase in rail freight, for example from mining activity, and the imminent danger of Emergency Services vehicles being delayed due to obstruction of these rail crossings. Many of these crossings cut regional towns in two and delay Emergency Services with no alternate route being available. **Carried**	Letter sent to NSW Minister for Roads, Maritime and Freight, the Hon. Melinda Pavey MP (Ref: Out-25872) Letter sent to NSW Minister for Transport and Infrastructure, the Hon. Andrew Constance MP (Ref: Out-25870) Follow-up letter sent to NSW Minister for Transport and Infrastructure, the Hon. Andrew Constance MP on 15 August 2017 (Ref: Out-26761) Letter sent to NSW Minister for Emergency Services, the Hon. Troy Grant MP (Ref: Out-25873)	Included in LGNSW pre-budget submission to the NSW Government in roads section. The RMS Local Government Liaison Committee has not met in 2017 and the next meeting date is on hold pending a major restructure of RMS currently underway. It is anticipated that a meeting may be scheduled in the third quarter 2017. LGNSW will continue to follow-up with RMS. LGNSW has raised this motion directly with the Association of Mining Related Councils to seek their views and request their assistance in advocating the issue with Government. In response the Association have undertaken to survey their member councils to determine the extent of this issue in other mining-related areas of the state, and have also invited LGNSW to discuss the issue at their next meeting to be held in Sydney in August 2017.	Response received from the Hon. Melinda Pavey MP on 26 March 2017 (Ref: IN-54567). She states that Transport for NSW and Roads and Maritime will continue to work with LGNSW and the other partners in the *Level Crossing Strategy*. Response received from the Hon. Troy Grant MP on 27 March 2017 (Ref: IN-54561). He notes that LGNSW has contacted the relevant Ministers.
Other infrastructure			
31 Forbes Shire Council – Mobile phone black spots and internet connectivity a. That Local Government NSW lobbies for increased funding to rural and regional areas for more reliable mobile and internet services. b. Lobby the federal government to make it mandatory for carriers to support other carriers' networks. **Carried**	Letter sent to Federal Minister for Communications, Senator the Hon. Mitch Fifield (Ref: Out-25926) Follow-up letter sent to Federal Minister for Communications, Senator the Hon. Mitch Fifield on 15 August 2017 (ref: Out-26759)	Meeting held with Telstra 31 October 2016 and LGNSW invited to submit comments to an ACCC review into mobile roaming. The LGNSW Submission to the discussion paper 'ACCC Domestic Mobile Roaming Service Declaration Inquiry' made in November 2016 is available here.	In June 2017 the Federal Government released indicative rollout schedules for mobile phone towers being delivered under Round 2 of the Mobile Black Spot Program. Telstra, Optus and Vodafone have all now released indicative rollout schedules on their websites. All 266 Round 2 base stations, contracted under agreements signed with the Australian Government through the government's Mobile Black Spots Program, are expected to be delivered by October 2018. More information about the program is available at the Mobile Black Spot Program website.
Disaster management and recovery			
32 Board – Natural disaster assistance That Local Government NSW advocates: • for an urgent review of State and Federal funding available to assist councils repair damage to State and local government assets arising from natural disasters, that are not covered by the Natural Disaster Relief Recovery Arrangements (NDRRA) and particularly how they	Letter sent to NSW Minister for Emergency Services, the Hon. Troy Grant MP (Ref: Out-25873) Letter sent to Federal Attorney		Response received on 28 February 2017 from the Hon. Michael Keenan MP, forwarded to him by Senator the Hon. George Brandis (Ref: IN-54496). He states that the Australian Government is currently working with the states on new recovery funding arrangements for the construction of essential public assets. It is proposed that new arrangements will provide funding based on upfront assessment of damage and

LOCAL GOVERNMENT NSW

• relate to State owned assets (on Crown Reserves) held in trust by local government; and • for the Minister for Emergency Services to amend the NSW Disaster Assistance Guidelines to allow for an eight week eligibility timeframe for disaster assistance to local councils. **Carried**	General, Senator the Hon. George Brandis (Ref: Out-25927)		estimated costs. He states that the NDRRA does not prevent the upgrade of an asset during the reconstruction process, however the upgrade component of the cost cannot be claimed under the NDRRA. Response received from the Hon. Troy Grant MP on 27 March 2017 (Ref: IN-54562) in detail. He states that State owned assets (on Crown Reserves) held in trust by local government remain the responsibility of Crown Reserve Trusts and the Department of Industry. In terms of the 21 day clean-up period for councils following a Natural Disaster, he advises that requests for extensions may be directed to the Office of Emergency Management. In terms of replacement costs of assets not aligning with the 'pre-event value' as determined by the NDRRA assessments, he states that the program has been established on a reimbursement basis as a financial safety-net and that the NSW Government is not in a position to take greater financial responsibility for council essential public assets. He advises that the NSW Government will wait until the Federal Government has implemented recommendations for the 2014 Productivity Commission review into disaster Funding before conducting a further review into these matters. He states that the NSW Government is considering the Commonwealth's offer of an exemption to the 'day labour' provisions of the NDRRA.
5. ENVIRONMENTAL POLICY			
Strategic land use planning			
33 Lake Macquarie City Council – Local government participation in any Smart Cities Plan That the NSW Government advocates for an effective partnership of all three levels of government in the development and delivery of the Australian Government's Smart Cities Plan. **Carried**	Letter sent to Premier, the Hon. Gladys Berejiklian MP. (Ref: Out-25875) Letter sent to Prime Minister, the Hon. Malcolm Turnbull MP (Ref: Out-25922) Follow-up letter sent to Prime Minister, the Hon. Malcolm Turnbull MP on 15 August 2017 (Ref: 26766) Letter sent to Federal Assistant Minister for Cities and Digital Transformation, the Hon. Angus Taylor MP (Ref: Out-25923) Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out- 25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary, Department of Planning and Environment, on 13 December 2016 (Ref: Out-25679)		Response received from the Hon. Angus Taylor MP received on 7 April 2017 (Ref: IN-54577). He says that partnership with other levels of government is central to their approach. City deals which are the primary tool for delivering the Smart Cities Plan are an agreement between national, state and federal government. The views of local government will be important in identifying priorities for future city deals. He also mentioned that the Australian Government launched the Smart Cities and Suburbs Program on Friday 17 March 2017. $50 million of funding is available for smart technology projects and councils are eligible to apply. Applications close 30 June 2017. The Government is also hosting a Future Ready workshop series and councils are eligible to register until 21 April with sessions running from May - September 2017. Response received on 16 March 2017 from the Hon. Gladys Berejiklian MP (Ref: IN-54518). She says she understands that LGNSW has raised the matters with the relevant Ministers. In March 2017 The Australian Government announced the Smart Cities and Suburbs funding program and accompanying Future Ready learning program for local governments. Applications for round 1 of the funding close 30 June 2017 and expressions of interest to join the Future Ready series closed 21 April.
34 North Sydney Council – Medium/high density development That this Conference call upon the State Government to consider the adverse impacts on local communities (i.e. sustainability, amenity, loss of outdoor recreation areas, parking and transport) when approving medium to high density residential development and major infrastructure projects, such as the Sydney Metro. **Carried**	Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary Department of Planning and Environment on 13 December 2016 (Ref: Out-25679)	In December 2016, LGNSW made a submission to the Department of Planning and Environment on the Proposed Medium Density Housing Code and draft Medium Density Design Guide in which we expressed our opposition to the proposed expansion of complying development to medium density.	The Department of Planning and Environment is considering submissions on the draft Medium Density Housing Code and associated Design Code. While the NSW Government has made it clear that the draft code will be progressed some changes are expected, but probably of a minor nature.
Statutory planning			
35 Board – Building developments That Local Government NSW continues to advocate that the NSW Government takes the following steps to tighten building regulation and to implement better controls around private certifiers through:	Letter sent to NSW Minister for Innovation and Better Regulation, the Hon. Mathew Kean MP. (Ref: Out- 25890)	Building regulation issues were mentioned in the January 2017 LGNSW submission regarding Proposed Fire Safety changes to the *Environmental Planning and Assessment Regulation* 2000.	The NSW Government is implementing a package of reforms to strengthen NSW's building regulation and certification system following the review of the *Building Professionals Act 2005*. The reforms include:

• Implementing the recommendations of the Independent Review of the Building Professionals Act 2005 by Michael Lambert; • Creating safeguards in the complying development process; and • Providing opportunities for council and community feedback on medium density housing proposals. **Carried**	Follow-up letter sent to NSW Minister for Innovation and Better Regulation, the Hon. Mathew Kean MP (Ref: Out-26762) Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary Department of Planning and Environment on 13 December 2016 (Ref: Out-25679)	LGNSW mentioned this issue in a March 2017 submission to the *Environmental Planning & Assessment Act Amendment Bill 2017* (see pages 25 & 40).	• A package of fire safety reforms for both new and existing buildings (see LGNSW submission). • Consolidation of building provisions in the *Environmental Planning & Assessment Act 1979* – (see LGNSW submission) • Reform of certifier regulation by re-writing the *Building Professionals Act 2005* - The NSW Government intends to release a draft exposure Bill for public exhibition and feedback in 2017. LGNSW is monitoring progress and will make a submission when publicly released. Martin Hoffman, Secretary, responded on behalf of the Hon. Matthew Kean MP on 14 March 2017 (Ref: IN-54531), however he did not specifically address the Building Development conference motion. LGNSW will follow-up.
36 Lane Cove Municipal Council – Draft LEP planning proposals **Lost**			
37 NSW Aboriginal Land Council – Protecting Aboriginal heritage That Local Government NSW makes a commitment to advocating for local planning instruments and development assessment processes to better incorporate protections for Aboriginal culture and heritage. This includes consulting with Local Aboriginal Land Councils (LALCs) and local Aboriginal communities to ensure that local planning instruments accurately and appropriately identify heritage areas in line with the wishes of the Aboriginal community, and requiring development assessment processes to undertake best practice engagement with local Aboriginal communities for the purpose of identifying and protecting Aboriginal heritage. **Carried**	Letter sent to NSW Minister for Heritage, the Hon. Gabrielle Upton MP. (Ref: Out-25894) Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary Department of Planning and Environment on 13 December 2016 (Ref: Out-25679).	LGNSW staff meetings with Office of Environment and Heritage on proposed reforms commenced in March. Resolution raised at meeting with NSW Aboriginal Land Council on 15 February 2017. LGNSW has promoted a survey to council planners, which closes 3 July 2017. The survey has been developed by the OEH seeking input from councils about management of Aboriginal Culture and Heritage. Consultation with councils is ongoing.	Kevin Wilde, Chief of Staff, responded on behalf of the Hon. Gabrielle Upton MP on 27 June 2017 (Ref: IN-54957). He states that the NSW Government remains committed to implementing new stand alone legislation that respects and protects Aboriginal cultural heritage in NSW, and which provides clear and consistent processes for economic and social development. In 2013, the Government released a proposed reform model for new legislation. The Government is revising the reform model based on feedback it received during public consultation. The revised model will inform a drafting of the Aboriginal Cultural heritage Bill which will be released in a fourth phase of public consultation later in 2017. He mentions that the key objectives of the reform include: • improved information management to support the early identification of Aboriginal cultural heritage values • new governance arrangements to give Aboriginal people responsibility for and authority over their own cultural heritage • enhanced planning assessment frameworks to better integrate planning instruments and protections for Aboriginal cultural heritage. He further mentions that the NSW Office of Environment and Heritage (OEH) and Aboriginal Affairs NSW (AANSW) are engaging with the Department of Planning and Environment and the office of Local Government to develop reform proposals. OEH and AANSW are also working with LGNSW and its members on reform proposals ahead of releasing a draft public exhibition bill.
38 Willoughby City Council – Guidelines for digital advertising on roads That Local Government NSW make representations to the NSW Government, via the Ministers for Roads and for Planning, for new guidelines for digital advertising on roads. **Carried**	Letter sent to NSW Minister for Roads, Maritime and Freight, the Hon. Melinda Pavey MP (Ref: Out-25872) Follow-up letter sent to NSW Minister for Roads, Maritime and Freight, the Hon. Melinda Pavey MP on 15 August 2017 (Ref: 26765) Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary Department of Planning and Environment on 13 December 2016 (Ref: Out-25679)		Response received from the Hon. Melinda Pavey MP on 26 March 2017 (Ref: IN-54564), however, motion 38 and digital advertising was not specifically mentioned. LGNSW will follow-up. The NSW Department of Planning and Environment conducted consultation from 5 May 2017 to 30 June 2017 to seek feedback on the draft Advertising and Signage SEPP. The Department of Planning and Environment is now giving consideration to the feedback received and is working to finalise the Advertising and Signage SEPP. In 2016 the DP&E also received feedback on the Transport Corridor Outdoor Advertising and Signage Guidelines. The proposed changes to State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) and Environmental Planning and Assessment Regulation 2000 (Regulation) are as follows: • Banning trailer advertising on roads road shoulders footpaths and nature strips. • Council approval for parked trailer advertising on private land seen from roads, road shoulders, footpaths and nature strips. • Council can issue fines for trailer advertising on roads, road shoulders, footpaths and nature strips and private land without valid consent. • Repealing SEPP 64 Clause 16(4)(b) to allow transport corridor advertising with consent. Councils will continue to decide if advertising is permitted on land outside transport corridors.

LOCAL GOVERNMENT NSW

Waste management			
39 Penrith City Council – Planning for waste services That Local Government NSW actively works with the Greater Sydney Commission and the Department of Planning to ensure organics, recycling and waste processing infrastructure, building design and transport access issues are considered and covered in all 6 Sydney District Plans. District Plans must ensure planning for adequate capacity of waste and resource recovery infrastructure. **Carried**	Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Secretary Department of Planning and Environment on 13 December 2016 (Ref: Out-25679)	Issue raised at Environment Protection Authority liaison meeting (Nov 2016). In December 2016, LGNSW made a submission to the Department of Planning and Environment on the Proposed Medium Density Housing Code and draft Medium Density Design Guide. LGNSW raised this issue in its March 2017 submission to the Greater Sydney Commission's draft District Plans.	The Environmental Protection Authority noted that it has work already underway to support these resolutions, and will respond formally in due course.
40 Penrith City Council – Waste services – high density living That to ensure maintenance and improvement of residential amenity, the growth in higher density housing and traffic issues are properly considered and local government is consulted when planning for resource recovery, recycling and waste infrastructure in increased density developments. **Carried**	Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767) Letter sent to Department of Planning and Environment on 13 December 2016 (Ref: Out-25679)	Issue raised at Environment Protection Authority liaison meeting (Nov 2016). In December 2016, LGNSW made a submission to the Department of Planning and Environment on the Proposed Medium Density Housing Code and draft Medium Density Design Guide. Extensive comments on the EPA Better Practice Guide for waste management in multiunit dwellings. LGNSW completed the consultancy questionnaire and provided it to EPA on 22 October 2016. (Refs: Out-25522, Out-25523). LGNSW was notified by EPA that the majority of LGNSW comments on the Guide were adopted (Ref: IN-54140).	The Environmental Protection Authority noted that it has work already underway to support these resolutions, and will respond formally in due course.
Natural Resource Management			
41 Forbes Shire Council – Water sharing plans That Local Government NSW makes representation to the Minister to ensure that local government is represented and consulted on the new water sharing plans. **Carried**	Letter sent to NSW Minister for Primary Industries, Minister for Regional Water, and Minister for Trade and Industry, the Hon. Niall Blair MLC (Ref: Out-25869)	LGNSW informed councils on an ongoing basis about consultation on individual water resource plans via the LGNSW Weekly (consultation commenced around October/November 2016 for the first few plans and is to run until the end of 2017). First item in LGNSW Weekly on 9 December 2016, second on 24 February 2017, third on 17 April 2017 and fourth on 26 May 2017. LGNSW raised issues in answers to questions on notice from the public hearing of 7 November 2016 of the NSW Legislative Council General Purpose Standing Committee No. 5's Inquiry into the Augmentation of Water Supply for Rural and Regional New South Wales. LGNSW issued an item in the LGNSW Weekly requesting feedback and also made targeted approach to relevant people in councils (completed 5 December 2016). In December 2016, LGNSW advised the officer responsible for consultation on water resource planning at DPI Water/NSW Public Works, of our advocacy position. She responded that councils could apply for extensions to the deadline of 11/01/17 for submission to the current status and issues papers and that our request for councils to be invited on stakeholder advisory panels had been referred to a director. LGNSW received advice in May that Regional Organisations of Councils would be given the opportunity to be on the stakeholder advisory panels for water resource plans.	Based on LGNSW advocacy we now have a commitment to involve councils through Regional Organisations of Councils in the stakeholder advisory panels for the water resource plans. The NSW Government will develop 22 water resource plans between 2016 and 2019. DPI Water will conduct targeted consultation on individual water resource plans, including: • Working directly with licence holders, user and industry groups, local government, environment groups, Aboriginal communities and other stakeholders • Establishing stakeholder advisory panels for each surface water resource plan Response received from the Hon. Niall Blair MLC on 15 May 2017 (IN-54803). He states that DPI Water is currently considering including a representative from Regional Organisations of Councils on Stakeholder Advisory Panels. There are logistical challenges associated with including each individual council on each SAP. He advises that consistent with past practice, councils will be invited to participate in the targeted consultation on Water Resource Plans (WRPs). DPI Water encourages councils to review the Status and Issues Paper for WRPs and make a formal submission. If you require additional information, please contact Dr Christobel Ferguson, Director Water Planning and Policy on 02 8838 7503.
Protection of local/regional natural environments			
42 Board – Coastal Management That Local Government NSW seeks a commitment from the State Government, in respect to the proposed Coastal Management Reform Framework, to: a. Provide further information to Councils, such as technical advice on sea level rise, and the methods to be used to define coastal hazard areas, before implementing the reform framework. b. Ensure that under the reforms, there is no loss of protection provisions applying under the current framework.	Letter sent to NSW Minister for Planning, the Hon. Anthony Roberts MP (Ref: Out-25906) Follow-up letter sent to the NSW Minister for Planning, the Hon. Anthony Roberts MP on 16 August 2017 (Ref: Out-26767)	LGNSW staff are on the NSW Government's steering committee for the review of the Coastal and Estuary Management Grants Programs. LGNSW staff interviewed in April 2017 as part of the evaluation of the coastal and estuary management program. LGNSW raised the matter at the LGNSW/OEH liaison meeting May 2017.	LGNSW discussed with the OEH Grants Administrator the request that councils with draft CZMPs be eligible for funding. The Grants Administrator indicated that former Planning Minister Stokes did not intend on changing the eligibility criteria and views the funding as a mechanism to encourage council to participate. However, as a result of LGNSW Advocacy and that of the sector, as of June 15 2017 OEH advised all coastal councils that some low risk coastal management works will be funded without requiring a certified Coastal Management Plan.

c. Ensure ongoing funding to support the transition to the new coastal management framework. d. Reconsider the eligibility criteria for the Coastal and Estuary Management Grants Program such that councils with draft or completed coastal zone management plans or estuary management plans are able to apply for grants. **Carried**	Letter sent to the former Planning Minister, the Hon. Rob Stokes MP on 1 September 2016 asking that councils are provided with the statewide coastal hazard information (Ref: Out-25303) Letter sent to Secretary of Department of Planning and Environment on 13 December 2016 (Ref: Out-25679)	Funding arrangements discussed in LGNSW pre-budget submission to the NSW Government. Issue included in the LGNSW Climate Change Fund submission in February 2017, and raised at OEH Liaison meeting in November 2016. LGNSW submission on draft Coastal Management SEPP requested that in the absence of a local hazard study, statewide data be used. No loss of protection provisions under this framework and in some areas are stronger.	
43 Broken Hill City Council – Support for a sustainable Darling River system That Local Government NSW supports the Local Government Authorities of Broken Hill City Council, Wentworth Shire Council and Central Darling Shire Council with their campaign for a sustainable Darling River system that ensures the health and wellbeing of the communities that live along it and enriches the economic, social, environmental and cultural values that have been part of its long history. **Carried**	Letter sent to NSW Minister for Primary Industries, Minister for Regional Water, Minister for Trade and Industry, the Hon. Niall Blair MLC (Ref: Out-25869)	In its submissions to the NSW Legislative Council General Purpose Standing Committee No. 5's Inquiry into the Augmentation of Water Supply for Rural and Regional New South Wales (August 2016) and to the Productivity Commission's National Water Reform Inquiry (May 2017), LGNSW called for the implementation of sustainable water resources management policies and practices, including with respect to the implementation of the Murray-Darling Basin Plan, that also take account of social and economic circumstances in communities in regional and rural NSW. LGNSW is awaiting results from the NSW Government's Murray and Lower Darling surface water (SW8) Water Resource Plan Issues Paper (consultation closed 31 March 2017).	Response received from the Hon. Niall Blair on 15 May 2017 (IN-54802). He states that NSW will continue to employ the triple bottom line approach to water management through its development of water resource plans (WRPs). He advises that the implementation of WRPs does not in any way seek to change the security or entitlements of Local Water Utilities. This is consistent with the *Water Management Act 2000* and will not be impacted by Basin Plan implementation. Water resource management in NSW recognises the priority of extractions for town water supply over extractions for other purposes. He also states that between 1996 and 2016, through the Country Towns Water Supply and Sewerage Program (CTWSSP), the NSW Government provided approximately $1.2 billion to fund more than 500 water and sewerage infrastructure projects. Although the CTWSSP is set to come to an end in June 2017, the NSW Government is currently looking at a potential funding program for the future. If you require additional information, please contact Dr Christobel Ferguson, Director Water Planning and Policy on 02 8838 7503.
Biodiversity, biosecurity and weeds management			
44 Greater Hume Shire Council – Funding methodology for noxious weeds funding That Local Government NSW lobbies the Department of Primary Industries to review the formula and policy which determines how noxious weeds funding is allocated to ensure funding is allocated on a more equitable basis. **Carried**	Letter sent to NSW Minister for Primary Industries, Minister for Regional Water, Minister for Trade and Industry, the Hon. Niall Blair MLC (Ref: Out-25869)	This issue has been included in LGNSW's pre-budget submission to the NSW Government on an ongoing basis and is included again. Issue has been raised at State Weeds Committee (early 2017).	Response received from the Hon. Niall Blair MLC on 15 May 2017 (IN-54801). He states that the Department of Primary Industries (DPI) distributes noxious weeds funding based on the best available data, considering the ability of weeds officers to inspect properties in their geographic region. In some cases very large properties in in western NSW can not be comprehensively inspected and other mechanisms are encouraged to ensure compliance in this situation. He advises that DPI has previously agreed to undertake a review of the allocation process and DPI will commission an independent evaluation prior to the 2017/18 allocation. For additional information about noxious weeds please contact Mr Scott Charlton, Manager Invasive Species Programs on 02 6391 3172.
Environmental risk management			
45 Parkes Shire Council – Local government orders and cost recovery powers That Local Government NSW requests the NSW Government carry out a review of the local government orders and cost recovery powers to create a new system of guidelines, powers and cost recovery mechanisms that provides Councils with a simplified ability to resolve overgrown, unsafe and unhealthy properties in line with community expectations in a less costly way with simplified cost recovery mechanisms linked to the property rating debt recovery process. **Carried**	Letter sent to NSW Minister for Local Government, the Hon. Gabrielle Upton MP. (Ref: Out-25894)	Issue raised at LGNSW Board LG Act Review Working Committee to seek initial feedback on the issue before it is raised during the appropriate phase of the LG Act review.	Kevin Wilde, Chief of Staff, responded on behalf of the Hon. Gabrielle Upton MP on 27 June 2017 (Ref: IN-54957). He states that the *Local Government Act 1993* was amended in 2006 to provide more clean-up powers for councils in dealing with these issues. This included extending the period that a clean-up order remains in force for up to five years, to address repeat offenders. Amendments have also made it easier for councils to issue the orders. If there is a need to consider these provisions further, this will be addressed as part of the broader review of regulatory powers in the *Local Government Act 1993*. He also states that clean-up powers are for health or safety risks only. Any proposal to extend regulatory powers to the more subjective areas of what constitutes 'unsightly' or 'untidy' needs to be treated cautiously. The NSW Government is willing to work with councils and the community to find alternative solutions to managing concerns about untidy properties.
46 Sutherland Shire Council – Undertaking arbor maintenance in Ausgrid 'No Go' Zones That Local Government NSW calls upon Ausgrid (and other relevant electricity network owners/providers) to discuss and develop a mutually beneficial process that allows local councils to conduct arbor maintenance works safely, efficiently and cost effectively, utilising Ausgrid authorised (appropriately qualified) parties within the energy provider's network "no go zone". **Carried**		Ausgrid was advised of this resolution at the Ausgrid Vegetation Management Working Group's meeting of 13 October 2016. LGNSW made a joint submission, with councils and the Local Government Tree Resources Association, to the Ausgrid Vegetation Management Working Group (at its meeting of 15 February 2016).	LGNSW understands that Ausgrid and Sutherland Shire Council were in discussions in early 2017 to set up a trial. In May 2017, Ausgrid advised that it was also looking at developing a more broadly applicable process for 'no go' zone work. LGNSW will follow-up with Ausgrid and seek consultation on the proposed process.

LOCAL GOVERNMENT NSW

6. GOVERNANCE/CIVIC LEADERSHIP POLICY			
Local government legislative and regulatory settings			
47 Blue Mountains City Council – Protections under copyright law That Local Government NSW advocates for the accelerated advancement of positive changes to the Copyright Act to: 1. Give local government equal protections as those given to Commonwealth and State Governments with respect to copyright; and 2. To provide all government agencies with licence to reproduce copyright-protected material for the purpose of complying with state and federal statute in accordance with Recommendation 15-4 of the Australian Law Reform Commission Report on 'Copyright and the Digital Economy'. **Carried**	Letter sent to Federal Minister for Communications, Senator the Hon. Mitch Fifield (Ref: Out-25926) Follow-up letter sent to Federal Minister for Communications, Senator the Hon. Mitch Fifield on 15 August 2017 (Ref: Out-26759)	The Australian Government Productivity Commission released the 'Intellectual Property Arrangement's Inquiry Report' in December 2016. LGNSW is making enquiries as to whether this report has been actioned by the Government.	
48 Bathurst Regional Council – Contractual powers of Council That Local Government NSW lobbies the NSW Government to: 1. give urgent consideration to the effect of the judgement in the case: Bathurst Regional Council - ats - Adrenaline Pty (formerly Trackcorp Adrenaline Pty Ltd) by Supreme Court of NSW, Court of Appeal No. 2014/162776 2. draft legislation to ensure councils have the general power to contract. **Carried**	Letter sent to NSW Minister for Local Government, the Hon. Gabrielle Upton MP. (Ref: Out-25894)		Kevin Wilde, Chief of Staff, responded on behalf of the Hon. Gabrielle Upton MP on 27 June 2017 (Ref: IN-54957). He notes the concerns in relation to the legal capacity for councils to enter into general contracts and confidentially negotiate a service fee without advertising the proposed fee for public comment each year. He mentions that the Government is carefully considering this issue as part of the next phase of the review of the *Local Government Act 1993* to balance the need for councils to be transparent and consultative in the fees they charge, with the need for commercial confidentiality in circumstances where appropriate – potentially including multi-year commercial contracts.
Corporate governance			
49 Ku-ring-gai Council – Voluntary mentoring relationships between councils – technology and innovation That more technologically advanced Councils, who use, for example, electronically advanced hardware and software computer programs and apps which provide swift and efficient pathways to service residents' needs, enter into voluntary mentoring relationships with less innovative Councils, assisted by Commonwealth grants funding. The focus is to utilise and extend existing solutions in collegiate ways, to the financial and social benefit of both entities: the mentor and the mentored and, ultimately, the Commonwealth. **Carried**		LGNSW is planning a Technology and Digital Collaboration forum, to be held in the second half of 2017. LGNSW is also exploring funding opportunities through the Federal Government's Smart Cities funding.	In March 2017 The Australian Government announced the Smart Cities and Suburbs funding program and accompanying Future Ready learning program for local governments. Applications for round 1 of the funding close 30 June 2017 and expressions of interest to join the Future Ready series closed 21 April. Also, through the Smart Cities and Suburbs program, councils can now use the Digital Marketplace platform to collaborate on smart city projects. The Digital Marketplace collaboration platform is open for all councils here. The Digital Transformation Agency (DTA) has added new functionality to its Digital Marketplace to help councils find suppliers for the innovative products and services they need to deliver smart city ideas. Councils across Australia are already sharing innovative ideas about data, smart lighting, waste collection and infrastructure modelling. The collaboration space is expected to grow over time and become a permanent feature of the Digital Marketplace.
Structural reform			
50 Albury City Council – Transfer of NSW Regional Development Australia responsibilities and funding to Joint Organisations **Lost**			
51 Broken Hill City Council – Funding of proposed Far West Authority That Local Government NSW lobbies the State Government to fund the establishment and ongoing operation of their proposed Far West Authority. **Carried**	Letter sent to NSW Minister for Local Government, the Hon. Gabrielle Upton MP. (Ref: Out-25894)	Included in LGNSW Far West Initiative submission. Included in LGNSW pre-budget submission to the NSW Government in the section on LG Reform. LGNSW has also made representations on this issue at the NSW Ministerial Advisory Group meetings.	Kevin Wilde, Chief of Staff, responded on behalf of the Hon. Gabrielle Upton MP on 27 June 2017 (Ref: IN-54957). He states that from September to December 2016, the NSW Government undertook extensive community consultation in the region to listen to community views on the proposed governance model for a proposed new statutory body in Far Western NSW, including community concerns about rates being redirected towards a new regional body. The government is now considering the feedback of that consultation.
Local government elections			
52 Penrith City Council – Advertising local government elections **Lost**			
LATE MOTIONS			
L1 Wagga Wagga City Council – Allocation of Government grants That Local Government NSW writes to the NSW Grants Commission providing its support for the removal of the 'minimum grant' and that all allocations be assessed on the basis of 'relative need'. Covered by Motion 21 (Cobar - Allocation of Financial Assistance Grants) **Carried**		LGNSW raised issue in a March 2017 meeting with NSW Shadow Minister for Local Government, the Hon. Peter Primrose MLC. LGNSW is conducting further research into the subtleties of the issue for NSW before approaching ALGA.	
L2 Board – Boomerang Alliance **Lost**			
L3 Board – Use of countback system to fill casual vacancies That Local Government NSW advocates with the NSW Government that section 291A of the Local Government Act 2016 be amended so that sub-section 291A(1)(b) is deleted to remove the ability for councils to choose whether to use a countback system. **Carried**	Letter sent to Office of Local Government on 15 November 2016 (Ref: Out-25507) Follow-up letter sent to Office of	LGNSW has regular liaison meetings with the Office of Local Government, and the Local Government Act review is frequently on the agenda. Changes as part of Phase 2 of the Act Review are yet to be announced by the NSW Government.	

	Local Government on 14 August 2017 (Ref:Out-26753)		
L4 Temora Shire Council – Postal votes at local government elections **Lost**			
L5 Temora Shire Council – Formal votes at local government elections **Lost**			

Item 8

Item No: **C1017 Item 8**

Subject: **PANEL OF CODE OF CONDUCT REVIEWERS**

File Ref: 17/4718

Prepared By: Ian Naylor - Manager Civic and Executive Support

Authorised By: Tanya Whitmarsh - Group Manager Governance

SUMMARY

Council at its Meeting of 21 September resolved to defer this matter to allow for background information on applicants to be provided to Councillors. This background information has been circulated separately to Councillors as it was provided to a third party as part of a confidential expression of interest process.

This report addresses the need to appoint a panel of independent conduct reviewers as required under Council's Code of Conduct and pursuant to provisions under sections 440 and 440A of the *NSW Local Government Act 1993*.

RECOMMENDATION

THAT Council appoint as its Code of Code of Reviewer Panel for a period of 4 years (expiring on 21 September 2021) the following:

Name	Organisation
Phil O'Toole	Centium Group Pty Ltd
Peter Moroney	Nemesis Consultancy Group Pty Ltd
John Renshaw / Kelvin Kenney	O'Connor Marsden & Associates Pty Ltd
Wayne Gilbert	PKF Forensic and Risk Services Pty Ltd
Monica Kelly	Prevention Partners
Kath Roach	SINC Solutions
Rob Ryan	Strategic Risk Solutions
Kathryn Thane	Train Reaction Pty Ltd
Council's Internal Ombudsman*	Internal Ombudsman Service

BACKGROUND

In accordance with *Procedures for the Administration of the Model Code of Conduct for NSW* Local Councils issued by the Office of Local Government, Council must appoint a panel of conduct reviewers who can review complaints made under Council's Code of Conduct. The term of the current panel of conduct reviewers expired in July, therefore Council needs to appoint a new panel of conduct reviewers.

During May 2017, SSROC undertook an expression of interest and evaluation process to establish a panel of conduct reviewers for member councils. The evaluation panel consisted of two governance professionals from member councils and one SSROC representative. In assessing the submissions received, the evaluation panel gave consideration to the

- skills of the individuals / organisations to review complaints made under the Code of Conduct
- criteria for conduct reviewers detailed in the Model Code of Conduct
- need to offer to Councils a wide range of expertise
- skills and relative pricing levels that would provide to Councils a range of potential options depending upon the type of review that would be undertaken.

The evaluation panel unanimously agreed that the first 8 individuals / organisations listed in the table included in this report be accepted as members of the Code of Conduct Review Panel for SSROC member Councils.

Council has resolved to enter into a shared service agreement for the provision of an Internal Ombudsman. The Internal Ombudsman will manage code of conduct complaints for Council and refer matters for investigation to one of the 8 individuals / organisations included in the SSROC Panel. However, to receive Code of Conduct complaints the Internal Ombudsman must also be listed as a conduct reviewer on the Inner West Council's panel of conduct reviewers.

The Internal Ombudsman has been recruited through a competitive process to meet the requirements of the Code of Conduct for the IWC panel of Code of Conduct reviewers. The Internal Ombudsman has been included in the recommended panel of conduct reviewers as shown in the following table.

Proposed IWC Panel of Conduct Reviewers

Name	**Organisation**
Phil O'Toole	Centium Group Pty Ltd
Peter Moroney	Nemesis Consultancy Group Pty Ltd
John Renshaw / Kelvin Kenney	O'Connor Marsden & Associates Pty Ltd
Wayne Gilbert	PKF Forensic and Risk Services Pty Ltd
Monica Kelly	Prevention Partners
Kath Roach	SINC Solutions
Rob Ryan	Strategic Risk Solutions
Kathryn Thane	Train Reaction Pty Ltd
Council's Internal Ombudsman*	Internal Ombudsman Service

* Not part of the SSROC panel of conduct reviewers but added to Council's panel so that they can manage code of conduct complaints for Council and refer matters for investigation to one of the 8 individuals / organisations listed on the SSROC Panel.

FINANCIAL IMPLICATIONS

If your report has resourcing or budget implications above your current allocation of resources or budget, please contact Pav (x2040) or Caroline Bugg (x2043). Please enter "Nil." if there are no financial implications.

OTHER STAFF COMMENTS

Nil

PUBLIC CONSULTATION

Nil

ATTACHMENTS

Nil.

Item 9

Item No: **C1017 Item 9**

Subject: **LOCAL TRAFFIC COMMITTEE MEETING HELD ON 3 AUGUST 2017 AND 7 SEPTEMBER 2017**

File Ref: 17/4718

Prepared By: John Stephens - Traffic and Transport Services Manager Wal Petschler

Authorised By: Wal Petschler - Group Manager Footpaths, Roads, Traffic and Stormwater

SUMMARY

The minutes of the Local Traffic Committee Meeting held on 3 August 2017 and 7 September 2017 are presented for Council consideration.

RECOMMENDATION

THAT the Minutes of the Local Traffic Committee Meeting held on 3 August 2017 and 7 September 2017 be received and the recommendations be adopted with the exception of Item 6 on 3 August 2017 which has been approved by RMS.

BACKGROUND

Meetings of the Inner West Council Local Traffic Committee was held on 3 August 2017 at Petersham and 7 September 2017 at Leichhardt. The minutes of the August meeting are shown at **ATTACHMENT 1** and the minutes of the September meeting are shown at **ATTACHMENT 2**.

FINANCIAL IMPLICATIONS

Projects proposed for implementation in 2017/18 are funded within existing budget allocations.

OTHER STAFF COMMENTS

Council should note that, in order to meet the event date for the Dulwich Hill Village Fair 2017, the unanimous recommendation by the Local Traffic Committee on 3 August 2017 concerning Item 6 *Marrickville Road, Marrickville – Temporary Full Road Closures for Dulwich Hill Village Fair On Sunday 10 September 2017* was approved by the Roads & Maritime Services, as the approval of the Road Closure could not be exercised under delegations.

PUBLIC CONSULTATION

Specific projects have undergone public consultation as indicated in the respective reports to the Traffic Committee. Members of the public attended the meeting to address the Committee on specific items.

ATTACHMENTS

1.⇩ Minutes of the Local Traffic Committee held on 3 August 2017
2.⇩ Minutes of the Local Traffic Committee held on 7 September 2017

Minutes of Local Traffic Committee Meeting
Held at Council Chambers, Petersham Service Centre, 2-14 Fisher Street, Petersham
On Thursday, 3 August 2017

Meeting commenced at 10am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

Acknowledgement by Chairperson:

"I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present."

COMMITTEE REPRESENTATIVES PRESENT

Mr George Tsaprounis	IWC's Coordinator Traffic Engineering Services, Marrickville (Chair)
Mr Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
SC Stephen Flanagan	NSW Police – Marrickville
Sgt Dan Chilvers	NSW Police – Leichhardt
Mr Kristian Calcagno	Roads & Maritime Services

OFFICERS IN ATTENDANCE

Mr Manod Wickramasinghe	IWC's Senior Traffic & Parking Engineer, Leichhardt
Mr Boris Muha	IWC's Traffic Projects Engineer, Ashfield
Ms Snezana Bakovic	IWC's Traffic Management Planner, Marrickville
Mr Benny Horn	IWC's Cycling Planner, Marrickville
Mr Emilio Andari	IWC's Traffic Engineer, Marrickville
Ms Christina Ip	IWC's Administration Assistant, Marrickville

VISITORS

Ms Mardi Walker	Item 1
Mr Ben Dornan	Item 1
Mr Troy Thomas	Item 1
Ms Joanne Dickson	Item 1
Ms Jakki Pedder	Item 1
Ms Lucy Mclean	Item 15

APOLOGIES

Ms Jo Haylen MP	Member for Summer Hill
SC Anthony Kenny	NSW Police – Newtown
Sgt John Micallef	NSW Police – Ashfield
Mr John Stephens	IWC's Traffic and Transport Services Manager

DISCLOSURES OF INTERESTS

Ms Sarina Foulstone declared a non-pecuniary interest in Item 1 as a member of BIKESydney's management committee.

Item 9

CONFIRMATION OF MINUTES

The Minutes of the Local Traffic Committee Meeting held on Thursday, 6 July 2017 were adopted at the Council's Ordinary Meeting held on Tuesday, 25 July 2017.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

T0817 Item 1 Local Route 16 (Addison Road) - Public Consultation Report And Revised Concept Plan (Marrickville Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

A revised concept plan for improvements to Local Route 16, a bicycle route identified in Council's Marrickville Bicycle Plan, has been developed following public exhibition of the draft concept plan. This report presents a summary of feedback received during consultation with the local community and other stakeholders, and recommends that the revised concept plan be approved and detailed designs for the route be developed.

Officer's Recommendation

THAT:

1. The revised concept plan for Local Route 16 (sheets B16049-C320 to B16049-C335) be approved; and
2. Detailed designs for the route be developed.

DISCUSSION

Public speakers: Ms Mardi Walker, Mr Ben Dornan, Mr Troy Thomas, Ms Joanne Dickson, Ms Jakki Pedder (attended at 10.02am)

The speakers, residents of Addison Road, stated that they did not support the proposed cycle lane and made the following comments:

- The Road Safety Audit Report indicates the reduced parking lane width as a medium risk in relation to potential conflict between cyclists and car doors when car passengers exit from the left side into the cycle lane, in particular children.

- The Road Safety Audit Report does not address the safety issues arising from the reduced buffer zone between the parking lane and the traffic lane given that Addison Road is a highly utilised road and is often used by heavy vehicles.

- Reducing vehicle speeds along Addison Road has not been adequately addressed by the Project Designer in the audit report.

- Kerbs on the north side of Addison Road are 250mm-300mm high which does not allow residents to park close to the kerb and the design does not seem to take this issue into account.

- Residents did not fully understand the plans and what was proposed for the street and some residents also had difficulty locating the plans on Council's website.

Attachment 1

- Queried the implementation of such a proposal to other streets in Sydney, with similar usage and traffic volumes, that have a cycleway configuration similar to the one proposed for Addison Road.

- There has been no cost analysis undertaken on minimising risks.

- Newington Road and the back streets of Addison Road are better alternatives for a cycleway and noted that the proposed plan already uses parts of these streets.

- A video and several photos were also tabled.

(The speakers left the meeting at 10.37am)

Council Officers advised that in response to the Road Safety Audit report and feedback received, the revised concept plan was amended to increase the buffer between the car door and the cycleway to 0.4m. This is consistent with the buffer on existing bike paths in other parts of inner Sydney. The increased buffer would require the bike path to be partially constructed on the existing kerb and verge.

The representative for the Member for Balmain stated that he does not support the proposal in its current form for safety reasons as raised by the speakers. Positioning the bike lane adjacent to the kerb could result in residents placing their bins in the bike lane creating a hazard for cyclists. The representative questioned the use of Addison Road and asked why the entire route is not a shared path instead of part cycleway and part shared path.

The representative for Marrickville Police stated that he does not support the proposal, citing an increase in car door strikes involving cyclists.

Council Officers noted that the eastern end of Addison Road is narrower than the western end of the road and that crash history data for Addison Road shows there is no significant difference in the number and types of crashes in the narrow section of the road compared with the wide section of the road. The proposal plans to reduce the width of the wider section of the road to a width similar to the eastern end of the road. There is evidence of slower speeds on the narrow section of Addison Road compared to the wider section of the street.

Council Officers indicated that:

- City of Sydney representatives have advised that the number of bike accidents have fallen at locations where two-way bike paths have been built;
- car door accidents are more frequent on the driver side when cyclists approach the driver's right blind spot. The proposal will have cyclists approaching the front of the parked car where there is greater visibility for both the cyclist and driver;
- passenger side door accidents happen less often than driver door accidents and under the proposal, any impacts to the cyclist will occur on the footpath side of the street instead of the traffic side.

Committee members were advised that an additional Road Safety Audit will be conducted if the proposal progresses to the detailed design stage.

It was suggested Council have an on-site meeting with residents to demonstrate what is being proposed and to investigate the issue of kerb heights. Committee members agreed to defer the item to allow for further community consultation.

Item 9

COMMITTEE RECOMMENDATION

THAT the item be deferred for further community consultation.

For motion: Unanimous

T0817 Item 2 Seven Bridges Walk - Special Event - (Leichhardt & Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

The Cancer Council NSW Seven Bridges Walk event will be held on Sunday, 29th October 2017 at various locations in Sydney including areas within the Inner West Council. The Event is in its 12th year of operation and the applicant seeks approval again in 2017.

Officer's Recommendation

THAT:

The Cancer Council NSW Seven Bridges Walk to be held on Sunday, 29th October 2017 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

The Cancer Council NSW Seven Bridges Walk to be held on Sunday, 29th October 2017 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.

For motion: Unanimous

T0817 Item 3 2017 St Brendan's Parish And School Spring Fair - Proposed Temporary Road Closure To Hold School Spring Fair On Sunday 5th November 2017 (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

In order to accommodate the St Brendan's Parish and School Spring Fair, the St Brendan's Spring Fair Committee has requested the temporary closure of Collins Street between Johnston Lane and Johnston Street, Annandale. A temporary road closure is proposed for Sunday, 5th November 2017 between the hours of 8.00am and 4.00pm.

Attachment 1

Officer's Recommendation

THAT:

1) That the temporary closure of Collins Street between Johnston Lane and Johnston Street, Annandale, on Sunday 5th November 2017 between 8:00am and 4:00pm be supported subject to the following conditions:

    a) That a three (3) metre unencumbered passage be available for emergency

vehicles and pedestrians through the closed section of Collins Street at all times.

b) That approval is sought from RMS to close Collins Street between Johnston Lane and Johnston Street, Annandale be obtained prior to the event.
c) The occupation of the road carriageway must not occur until the road has been physically closed.
d) That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed two weeks prior to the commencement of the event.
e) That the approved Traffic Management Plan (TMP) be implemented at the applicant's expense.
f) That the organiser be advised to arrange RMS accredited traffic controllers to manage the road closure.
g) That the applicant provide and erects barricades and signage in accordance with Australian Standard AS 1742.3-2002: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
    a. Barrier Boards
    b. 'Road Closed' (T2-4) signs
    c. 'Detour' (T5-1) signs
h) That the applicant produce evidence of public risk insurance cover with a minimum policy value of $10,000,000 under which Council is indemnified against all claims for damage and/or injury that may result from either the activities and/or from the occupation of the public way during the temporary road closure.
i) That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Footpaths, Roads, Traffic and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs.
j) That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not result in any 'offensive noise' as defined by the Noise Control Act.
k) That a copy of the Council approval be available on site for inspection by relevant authorities.
l) That the applicant complies with any reasonable directive from Council Officers.
m) That the applicant be requested to provide free bicycle valet parking to the public and include the availability of this service in promoting the event.

2) That Council reserves the right to cancel this approval at any time.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1) That the temporary closure of Collins Street between Johnston Lane and Johnston Street, Annandale, on Sunday 5th November 2017 between 8:00am and 4:00pm be supported subject to the following conditions:

    a) That a three (3) metre unencumbered passage be available for emergency vehicles and pedestrians through the closed section of Collins Street at all times.
    b) That approval is sought from RMS to close Collins Street between Johnston Lane and Johnston Street, Annandale be obtained prior to the event.

c) The occupation of the road carriageway must not occur until the road has been physically closed.
d) That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed two weeks prior to the commencement of the event.
e) That the approved Traffic Management Plan (TMP) be implemented at the applicant's expense.
f) That the organiser be advised to arrange RMS accredited traffic controllers to manage the road closure.
g) That the applicant provide and erects barricades and signage in accordance with Australian Standard AS 1742.3-2002: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
    a. Barrier Boards
    b. 'Road Closed' (T2-4) signs
    c. 'Detour' (T5-1) signs
h) That the applicant produce evidence of public risk insurance cover with a minimum policy value of $10,000,000 under which Council is indemnified against all claims for damage and/or injury that may result from either the activities and/or from the occupation of the public way during the temporary road closure.
i) That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Footpaths, Roads, Traffic and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs.
j) That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not result in any 'offensive noise' as defined by the Noise Control Act.
k) That a copy of the Council approval be available on site for inspection by relevant authorities.
l) That the applicant complies with any reasonable directive from Council Officers.
m) That the applicant be requested to provide free bicycle valet parking to the public and include the availability of this service in promoting the event.

2) That Council reserves the right to cancel this approval at any time.

For motion: Unanimous

T0817 Item 4 Cavill Avenue/Liverpool Road, Ashfield – Modification of Splitter Island And Other Measures to Facilitate Pedestrian Safety. (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

The following proposal is to modify or upgrade (in the interim if not permanent) an existing splitter island in Cavill Avenue at the intersection of Liverpool Road, Ashfield to facilitate and improve pedestrian safety.

The existing splitter island with a gap for pedestrians is mis-aligned between the existing kerb ramps at the intersection. The modification to the splitter island will involve aligning the pram ramps to improve the amenity and safety of pedestrians in the area.

Also, other treatments to enhance road safety in Cavill Avenue at the intersection of Liverpool Road will be investigated. This may be in the form of either re-aligning the intersection of Cavill Avenue and Liverpool Road, and/or introducing a '40 km/h High Pedestrian Activity Area' in Cavill Avenue and the other local streets or lanes between Cavill

Avenue, the railway line, Liverpool Road and Hercules Street.

The following recommendation is made as an alternative to a request by the Guide Dogs NSW/ACT on behalf of the NSW Government 'Family & Community Services', located at No.2 Cavill Avenue, for a controlled crossing to be installed at the intersection of Cavill Avenue and Liverpool Road (Hume Highway), Ashfield.

Officer's Recommendation

THAT:

1. The proposed upgrade of the existing splitter island, with kerb ramp adjustments, and installation of pedestrian warning signs and markings in Cavill Avenue at the intersection of Liverpool Road, Ashfield, as shown on the concept plan, be supported; and
2. Other treatments to enhance road safety in Cavill Avenue at the intersection of Liverpool Road be investigated e.g. re-aligning the intersection of Cavill Avenue and Liverpool Road, and/or introducing a '40 km/h High Pedestrian Activity Area' in Cavill Avenue and the other nearby local streets or lanes between Cavill Avenue, the railway line, Liverpool Road and Hercules Street.

DISCUSSION

Council's Officer provided Committee members with an enlarged version of the concept plan.

Committee members were advised that it is intended that the pram ramp to the western side of the intersection and splitter island be re-constructed/modified to improve the pedestrian alignment between the ramps. Council's Officer advised that the existing pram ramp to the eastern side is confined between footway pits and the kerb, and is considered of reasonable condition. Council's Officer also advised that this ramp will be reconstructed in line with any further possible treatment of the intersection.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed upgrade of the existing splitter island, with kerb ramp adjustments, and installation of pedestrian warning signs and markings in Cavill Avenue at the intersection of Liverpool Road, Ashfield, as shown on the concept plan, be supported; and
2. Other treatments to enhance road safety in Cavill Avenue at the intersection of Liverpool Road be investigated e.g. re-aligning the intersection of Cavill Avenue and Liverpool Road, and/or introducing a '40 km/h High Pedestrian Activity Area' in Cavill Avenue and the other nearby local streets or lanes between Cavill Avenue, the railway line, Liverpool Road and Hercules Street.

For motion: Unanimous

T0817 Item 5 Marrickville Road, Marrickville – Temporary Full Road Closures For Marrickville Festival On Sunday 22 October 2017 (Marrickville Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

'Marrickville Festival' is an annual event and this year it will be held on Sunday 22 October

2017. As per previous years the event will necessitate the temporary full road closure of Marrickville Road (between Petersham Road and Victoria Road), Illawarra Road (between Sydenham Road and Petersham Road), Alex Travellion Plaza and the Calvert Street car park in Marrickville. Short sections of Silver Street, Garners Avenue, Gladstone Street and Frampton Avenue where these streets intersect Marrickville Road will also be closed.

Officer's Recommendation

THAT:

1. The proposed temporary full road closure of Marrickville Road (between Petersham Road and Victoria Road), Illawarra Road (between Sydenham Road and Petersham Road), Alex Trevallion Plaza, the Calvert Street car park and short sections of Silver Street, Garners Avenue, Gladstone Street, Calvert Street and Frampton Avenue where these streets intersect Marrickville Road, Marrickville, from 11:00pm on Saturday 21 October 2017 to 12:00am on Monday 23 October 2017, for the holding of the annual 'Marrickville Festival' (Class 2 event under the RMS Special Events Guide), be APPROVED subject to the following conditions:

    a. The temporary road closures be advertised in the local newspaper providing 28 days notice for submissions;

    b. A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for consideration and approval; and a Road Occupancy License application be submitted to the Transport Management Centre;

    c. Notice of the proposed event be forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;

    d. Advance notification signs for the event be strategically installed at least two (2) weeks prior to the event;

    e. 'No Parking – Special Event' signs be affixed over all existing parking restriction signage within the area of the festival, on the afternoon of the day prior to the event - Saturday 21 October 2017;

    f. 'No Parking – Special Event' signs be affixed both sides of Petersham Road, Marrickville (between Illawarra Road and Marrickville Road) on the afternoon of the day prior to the event - Saturday 21 October 2017;

    g. Traffic Controllers be located on Petersham Road to assist with the movement of the buses;

    h. A 4-metre wide emergency vehicle access must be maintained through the 'closed' road area during the course of the festival;

    i. All affected residents and businesses in the closed road area be notified in writing through a letter box drop of surrounding properties at least two (2) weeks prior to event; and

    j. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

2. The existing Alcohol-Free Zone in the vicinity of Marrickville Road be suspended on

Sunday 22 October 2017 for the purpose of holding this year's 'Marrickville Festival'.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed temporary full road closure of Marrickville Road (between Petersham Road and Victoria Road), Illawarra Road (between Sydenham Road and Petersham Road), Alex Trevallion Plaza, the Calvert Street car park and short sections of Silver Street, Garners Avenue, Gladstone Street, Calvert Street and Frampton Avenue where these streets intersect Marrickville Road, Marrickville, from 11:00pm on Saturday 21 October 2017 to 12:00am on Monday 23 October 2017, for the holding of the annual 'Marrickville Festival' (Class 2 event under the RMS Special Events Guide), be APPROVED subject to the following conditions:

    a. The temporary road closures be advertised in the local newspaper providing 28 days notice for submissions;

    b. A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for consideration and approval; and a Road Occupancy License application be submitted to the Transport Management Centre;

    c. Notice of the proposed event be forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;

    d. Advance notification signs for the event be strategically installed at least two (2) weeks prior to the event;

    e. 'No Parking – Special Event' signs be affixed over all existing parking restriction signage within the area of the festival, on the afternoon of the day prior to the event - Saturday 21 October 2017;

    f. 'No Parking – Special Event' signs be affixed both sides of Petersham Road, Marrickville (between Illawarra Road and Marrickville Road) on the afternoon of the day prior to the event - Saturday 21 October 2017;

    g. Traffic Controllers be located on Petersham Road to assist with the movement of the buses;

    h. A 4-metre wide emergency vehicle access must be maintained through the 'closed' road area during the course of the festival;

    i. All affected residents and businesses in the closed road area be notified in writing through a letter box drop of surrounding properties at least two (2) weeks prior to event; and

    j. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

Item 9

2. The existing Alcohol-Free Zone in the vicinity of Marrickville Road be suspended on Sunday 22 October 2017 for the purpose of holding this year's 'Marrickville Festival'.

For motion: Unanimous

T0817 Item 6 Marrickville Road, Marrickville – Temporary Full Road Closures For Dulwich Hill Village Fair On Sunday 10 September 2017 (Ashfield Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

'Dulwich Hill Village Fair' is an annual event and this year it will be held on Sunday 10 September 2017. As per previous years the event will necessitate the temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), Seaview Street (between Marrickville Road and property no. 24 Seaview Street), Caves Lane, the Seaview Street car park (car park adjacent to Caves Lane), the Loftus Street car park and Durham Lane, Dulwich Hill (between Durham Street and Loftus Street car park).

Officer's Recommendation

THAT:

1. The proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), Seaview Street (between Marrickville Road and property no. 24 Seaview Street), Caves Lane, the Seaview Street car park (car park adjacent to Caves Lane), the Loftus Street car park and Durham Lane, Dulwich Hill (between Durham Street and Loftus Street car park), on Sunday 10 September 2017 between 3:00am and 8:00pm, for the holding of the annual ' Dulwich Hill Village Fair' (Class 2 event under the RMS Special Events Guide), be APPROVED subject to the following conditions:

    a. The temporary road closures be advertised in the local newspaper providing 28 days notice for submissions;

    b. A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for consideration and approval; and a Road Occupancy License application be submitted to the Transport Management Centre;

    c. Notice of the proposed event be forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;

    d. Advance notification signs for the event be strategically installed at least two (2) weeks prior to the event;

    e. 'No Parking – Special Event' signs be affixed over all existing parking restriction signage within the area of the festival, on the afternoon of the day prior to the event - Saturday 9 September 2017;

    f. A 4-metre wide emergency vehicle access must be maintained through the 'closed' road area during the course of the festival;

    g. All affected residents and businesses in the closed road area be notified in writing through a letter box drop of surrounding properties at least two (2) weeks prior to event; and

    h. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging.

Attachment 1

Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), Seaview Street (between Marrickville Road and property no. 24 Seaview Street), Caves Lane, the Seaview Street car park (car park adjacent to Caves Lane), the Loftus Street car park and Durham Lane, Dulwich Hill (between Durham Street and Loftus Street car park), on Sunday 10 September 2017 between 3:00am and 8:00pm, for the holding of the annual ' Dulwich Hill Village Fair' (Class 2 event under the RMS Special Events Guide), be APPROVED subject to the following conditions:

    a. The temporary road closures be advertised in the local newspaper providing 28 days notice for submissions;

    b. A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for consideration and approval; and a Road Occupancy License application be submitted to the Transport Management Centre;

    c. Notice of the proposed event be forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;

    d. Advance notification signs for the event be strategically installed at least two (2) weeks prior to the event;

    e. 'No Parking – Special Event' signs be affixed over all existing parking restriction signage within the area of the festival, on the afternoon of the day prior to the event - Saturday 9 September 2017;

    f. A 4-metre wide emergency vehicle access must be maintained through the 'closed' road area during the course of the festival;

    g. All affected residents and businesses in the closed road area be notified in writing through a letter box drop of surrounding properties at least two (2) weeks prior to event; and

    h. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

For motion: Unanimous

T0817 Item 7 Burrows Avenue, Sydenham – Proposed Bicycle Car Port – Design

Item 9

Plan (Marrickville Ward/Heffron Electorate/Newtown LAC)

SUMMARY

A detailed design plan has been finalised for the proposed on-road bicycle car port in Burrows Avenue, Sydenham. The proposal for an on-road bicycle car port with kerb blisters and associated signs will improve parking opportunities for cyclists at this location.

Officer's Recommendation

THAT the detailed design plan of the on-road bicycle car port with kerb blisters and associated signs on the northern side of Burrows Avenue, Sydenham adjacent to Sydenham Railway Station (as per design plan No. 6114 dated July 2017) be APPROVED.

DISCUSSION

The representative for Marrickville Police stated that the proposed location of the bicycle port is in a space that is not highly visible to the general public. He noted that Sydenham Station is a hot spot for the theft of bicycles.

Council Officers advised that the proposal, including location, was previously supported at the Traffic Committee and the only change to the proposal was the inclusion of kerb blisters due to issues with the proposed 'omnistop' bollards and their footing clearance to electrical infrastructure.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan of the on-road bicycle car port with kerb blisters and associated signs on the northern side of Burrows Avenue, Sydenham adjacent to Sydenham Railway Station (as per design plan No. 6114 dated July 2017) be APPROVED.

For motion: Unanimous

T0817 Item 8 Requests For 'Works Zone' Adjacent To No. 66 Constitution Road, Dulwich Hill (Ashfield Ward / Summer Hill Electorate / Marrickville LAC)

SUMMARY

Attachment 1

A request has been received from Quality Construction Management for the provision of 'Works Zone' infront of No.66 Constitution Road, Dulwich Hill to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that the 'Works Zone' be approved for the construction works subject to Council fees and charges and that the existing mobility parking space be relocated to Grove Street for the duration of the temporary 'Works Zone'.

Officer's Recommendation

THAT:

1. The installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 13 metres in length) in front of no. 66 Constitution Road, Dulwich Hill be APPROVED for a period of twelve

(12) months, for the proposed construction work; and

2. The existing 'Mobility Parking' zone be temporarily relocated to Grove Street (side boundary of no. 72 Constitution Road) for the duration of the 'Works Zone'.
3. The costs of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicant.

DISCUSSION

The representative for the Member for Summer Hill questioned the relocation of the mobility parking space and asked whether the applicant for the parking space has been notified.

Council's Officer advised the Committee members that the mobility parking space was provided as an amenity for the nearby light rail station and was not the result of an application from a resident. The Officer also advised that a letter to relocate the mobility parking space was received from the adjacent resident due to construction works commencing for their property.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 13 metres in length) in front of no. 66 Constitution Road, Dulwich Hill be APPROVED for a period of twelve (12) months, for the proposed construction work; and
2. The existing 'Mobility Parking' zone be temporarily relocated to Grove Street (side boundary of no. 72 Constitution Road) for the duration of the 'Works Zone'.
3. The costs of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicant.

For motion: Unanimous

T0817 Item 9 Proposed No Stopping Restrictions In Brighton Street At Wentworth Street, Petersham (Stanmore Ward/Newtown Electorate/Marrickville LAC)

SUMMARY

A number of representations have been received from residents seeking the installation of Statutory 10m 'No Stopping" zones in Brighton Street at Wentworth Street, Petersham. The reason for the request is to improve safety and sight distance for those turning from Wentworth Street into Brighton Street. It is therefore proposed to install the Statutory 10m 'No Stopping' zones on the northern side of Brighton Street to the east and west side of Wentworth Street.

Officer's Recommendation

THAT:

1. 'No Stopping' restrictions on the northern side of Brighton Street, Petersham, for a

Item 9

distance of 10m either side of Wentworth Street be APPROVED in accordance with Australian Road Rules to improve sight lines and increase safety at the intersection; and

2. The applicant, respondents and Council Rangers be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. 'No Stopping' restrictions on the northern side of Brighton Street, Petersham, for a distance of 10m either side of Wentworth Street be APPROVED in accordance with Australian Road Rules to improve sight lines and increase safety at the intersection; and

2. The applicant, respondents and Council Rangers be advised in terms of this report.

For motion: Unanimous

T0817 Item 10 Proposed 'No Parking' In Garners Lane, Marrickville Between Seymour Lane And The Rear Of 83 Frampton Avenue (Marrickville Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

Council has received representation from affected residents in Garners Avenue and Frampton Avenue, Marrickville seeking the installation of 'No Parking' restrictions in the section of Garners Lane (eastern side) between Seymour Lane and the rear of property no. 83 Frampton Avenue. Garners Lane is a narrow lane and is a cul de sac at the northern end. Extending the existing parking restrictions in Garners Lane is supported by residents and will improve access and safety in the lane.

Officer's Recommendation

THAT:

Attachment 1

1. 'No Parking' restrictions in Garners Lane, Marrickville (eastern side) between Seymour Lane and the rear of property no. 83 Frampton Avenue be APPROVED; and

2. The applicants, respondents and Council Rangers be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. 'No Parking' restrictions in Garners Lane, Marrickville (eastern side) between Seymour Lane and the rear of property no. 83 Frampton Avenue be APPROVED; and

2. The applicants, respondents and Council Rangers be advised in terms of this report.

For motion: Unanimous

T0817 Item 11 Proposed Removal Of 'No Parking' Nestor Lane, Lewisham - Southern Side (Stanmore Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

Council has received representations from residents requesting a review of the existing 'No Parking' restrictions on the southern side of Nestor Lane. Council Officers agreed to the review and subsequently carried out consultation with affected residents and property holders. Following the outcome of the community consultation, it is recommended to proceed with the proposal to remove the existing 'No Parking' restrictions on the southern side of Nestor Lane with the exception of a section at the rear of 4-6 Thomas Street.

Officer's Recommendation

THAT:

1. Removal of the existing 'No Parking' restrictions in Nestor Lane, Lewisham (southern side) except at the rear of property nos 4 & 6 Thomas Street be APPROVED; and

2. The residents, respondents and Council Rangers be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. Removal of the existing 'No Parking' restrictions in Nestor Lane, Lewisham (southern side) except at the rear of property nos 4 & 6 Thomas Street be APPROVED; and

2. The residents, respondents and Council Rangers be advised in terms of this report.

For motion: Unanimous

T0817 Item 12 Hopetoun Lane, Camperdown - Extension Of 'No Parking' Restrictions In The Laneway (Stanmore Ward / Newtown Electorate / Newtown LAC)

SUMMARY

A resident of Hopetoun Street, Camperdown raised concerns regarding vehicles being

Item 9

parked in Hopetoun Lane opposite their garage and thereby restricting vehicular access into and out of their garage. Residents have been notified of the proposal to extend the 'No Parking' restrictions on the western side of Hopetoun Lane by 27 metres southward from the rear of property No.102 Australia Street to No.112 Australia Street, Camperdown (inclusive). It is envisaged that this proposal will improve vehicular access to residents' off-street parking. It is recommended that the proposal be approved.

Officer's Recommendation

THAT:

1. The installation of full-time 'No Parking' restrictions on the western side of Hopetoun Lane, Camperdown between the rear of property No.102 Australia Street to No.112 Australia Street, Camperdown (inclusive) be APPROVED, in order to provide unobstructed vehicular access to residents' off-street car parking spaces; and

2. The applicant, Council's Rangers and affected residents be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of full-time 'No Parking' restrictions on the western side of Hopetoun Lane, Camperdown between the rear of property No.102 Australia Street to No.112 Australia Street, Camperdown (inclusive) be APPROVED, in order to provide unobstructed vehicular access to residents' off-street car parking spaces; and

2. The applicant, Council's Rangers and affected residents be advised in terms of this report.

For motion: Unanimous

T0817 Item 13 Modification Of No Parking Restriction - John Street, Leichhardt (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

Attachment 1

SUMMARY

Council has received correspondence from a resident of John Street, Leichhardt, requesting a modification to the operating hours of the existing 6m 'No Parking' space outside the business at Nos.21-35 John Street, Leichhardt , to improve parking availability of weekends.

Officer's Recommendation

THAT:

The hours of the existing 6m 'No Parking 8am-6pm' space outside Nos.21-35 John Street, Leichhardt be modified to 'No Parking 8am-6pm Mon-Fri'.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

> The hours of the existing 6m 'No Parking 8am-6pm' space outside Nos.21-35 John Street, Leichhardt be modified to 'No Parking 8am-6pm Mon-Fri'.

For motion: Unanimous

T0817 Item 14 Laneway Rear of 70 Smith Street, Summer Hill - Request For 'No Parking' Restrictions (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

The resident of No.70 Smith Street, Summer Hill has raised concern with access to his rear garage when vehicles park adjacent to the rear of his property and rear fence of neighbouring property at No.68 Smith Street in the unnamed lane.

The parked cars in the rear lane imped the required turning area needed to enter and exit the subject garage.

Officer's Recommendation

THAT:

> A full time 'No Parking' restriction be installed on the northern side of the unnamed rear lane south and parallel to Smith Street, between 41 metres and 57 metres west of the kerb alignment of Spencer Street, Summer Hill.

DISCUSSION

Council Officers tabled images (attached) showing a parked car obstructing access to No.70 Smith Street (Fig. 1) and the proposed location of the 'No Parking' zone (Fig. 2), as referenced in the agenda.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

> A full time 'No Parking' restriction be installed on the northern side of the unnamed rear lane south and parallel to Smith Street, between 41 metres and 57 metres west of the kerb alignment of Spencer Street, Summer Hill.

For motion: Unanimous

T0817 Item 15 'No Parking' And 'No Stopping' Restrictions – Unnamed Laneway

Item 9

Between Flood Street And National Street, Leichhardt (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Council has received concerns from number of residents, requesting signage to prevent obstructed access in the unnamed laneways between Flood Street and National Street, Leichhardt.

Officer's Recommendation

THAT:

1. A 13m 'No Parking' zone to be installed on the northern side of the unnamed laneway between Ivory Lane and National Street extending west from the common boundary of No.24 Myrtle Street and No.41 Flood Street (Wangal Nura Park); and
2. The southern side of the unnamed laneway between Ivory Lane and National Street (side boundary of Nos. 39 Flood Street and 42 National Street) be signposted as 'No Parking' with 10m 'No Stopping' zones being installed at the intersections.

DISCUSSION

Public speaker: Ms Lucy Mclean (attended at 10.40am)

Ms Mclean sought clarification on the location of the proposed 'No Parking' zone as the recommendation references Ivory Lane, however she noted the report references Flood Street instead.

Council's Officer acknowledged the error and stated that Council intends to install the 'No Parking' zone in the unnamed laneway between Flood Street and National Street as proposed to residents during consultation, and will correct the recommendation to reflect this. Ms Mclean stated that she supports that recommendation.

(Ms Mclean left the meeting at 10.47am)

COMMITTEE RECOMMENDATION

THAT:

1. A 13m 'No Parking' zone to be installed on the northern side of the unnamed laneway between Flood Street and National Street extending west from the common boundary of No.24 Myrtle Street and No.41 Flood Street (Wangal Nura Park); and
2. The southern side of the unnamed laneway between Flood Street and National Street (side boundary of Nos. 39 Flood Street and 42 National Street) be signposted as 'No Parking' with 10m 'No Stopping' zones being installed at the intersections.

For motion: Unanimous

Attachment 1

T0817 Item 16 Minor Traffic Facilities (Leichhardt & Balmain Wards/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

This report deals with minor traffic facility applications received by Inner West Council,

Leichhardt and includes 'Disabled Parking' and 'Works Zone' applications.

Officer's Recommendation

THAT:

1. That the 'Disabled Parking' space in front of No.34 Stephen Street, Balmain be removed as the zone is no longer required;
2. That a 5.5m 'Disabled Parking' zone be installed in front of No.19 Steward Street, Lilyfield replacing the existing resident parking restrictions;
3. That a 5.5m 'Disabled Parking' zone be installed in front of No.30 Oxford Street, Rozelle replacing the existing 4P ticket parking restrictions;
4. That a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.141 Lilyfield Road, Lilyfield for 12 weeks subject to the applicant receiving written concurrence from the residents at No.143 Lilyfield Road, Lilyfield; and
5. That a 30m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in Beattie Street, Balmain in front of No.73 Beattie Street, Balmain for 12 weeks, temporarily replacing the 4P ticket parking restrictions.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. That the 'Disabled Parking' space in front of No.34 Stephen Street, Balmain be removed as the zone is no longer required;
2. That a 5.5m 'Disabled Parking' zone be installed in front of No.19 Steward Street, Lilyfield replacing the existing resident parking restrictions;
3. That a 5.5m 'Disabled Parking' zone be installed in front of No.30 Oxford Street, Rozelle replacing the existing 4P ticket parking restrictions;
4. That a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.141 Lilyfield Road, Lilyfield for 12 weeks subject to the applicant receiving written concurrence from the residents at No.143 Lilyfield Road, Lilyfield; and
5. That a 30m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in Beattie Street, Balmain in front of No.73 Beattie Street, Balmain for 12 weeks, temporarily replacing the 4P ticket parking restrictions.

For motion: Unanimous

T0817 Item 17 Holbeach Avenue, Tempe – Temporary Full Road Closures For Ms Sydney To The Gong Bike Ride On Sunday 5 November 2017 (Marrickville Ward/Heffron Electorate/Newtown LAC)

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 5 November 2017. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River.

It is recommended that the comments of the Local Traffic Committee be referred to Council's Development Assessment Section for consideration in determining the Development Application.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

GENERAL BUSINESS

1. The representative for RMS requested that Council Officers submit applications for special events to RMS as early as possible, prior to the Traffic Committee meeting, to allow sufficient time to process the required approvals. The representative stated if the application is submitted to RMS prior to Traffic Committee, the recommendation should state that "Traffic Committee approval is subject to receiving approval from RMS" rather than the application being sent to RMS for their approval. Council Officers agreed to provide special event applications to RMS as soon as practical.

2. Council Officers advised that they have received a number of complaints from Haberfield residents about workers at the WestConnex construction site, on the corner of Wattle Street and Parramatta Road, electing to park on the street instead of using designated off-street parking. Council Officers stated that they have spoken to management on site, however workers are still taking up parking on the street. The affected residents have requested a temporary resident parking scheme for the area and Council Officers asked RMS if this is possible. The RMS representative stated that he will liaise with Council Officers on the matter.

Meeting closed at 11:55am.

Item 14 Attachments

Fig.1 Parked car obstructing access to garage at No.70 Smith Street from the east direction.

Item 9

Existing parking conditions

Existing '2P' residential parking (Area 12 Permit Holders Excepted)
Existing 'No Parking – Monday 6:00 am – 3:00 pm'
Existing 'No Stopping'

Proposed parking conditions (per the recommendation of this report)

Existing '2P' residential parking (Area 12 Permit Holders Excepted)
Existing 'No Parking – Monday 6:00 am – 3:00 pm'
Existing 'No Stopping'
Proposed 'No Parking'
Garages

Fig 2: Existing and proposed parking restriction on the map.

Attachment 1

Minutes of Local Traffic Committee Meeting
Held at Leichhardt Town Hall, 107 Norton Street, Leichhardt

Meeting commenced at 10.12am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

Acknowledgement by Chairperson:

"I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present."

COMMITTEE REPRESENTATIVES PRESENT

Mr John Stephens	IWC's Traffic and Transport Services Manager (Chair)
Mr Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Mr Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Ms Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Sgt John Micallef	NSW Police – Ashfield
SC Anthony Kenny	NSW Police – Newtown
SC Stephen Flanagan	NSW Police – Marrickville

OFFICERS IN ATTENDANCE

SC Sam Tohme	NSW Police – Ashfield
Mr Peter Whitney	State Transit Authority
Mr Manod Wickramasinghe	IWC's Traffic & Planning Engineer
Mr David Yu	IWC's Traffic Engineer
Mr Boris Muha	IWC's Traffic Projects Engineer
Mr Davide Torresan	IWC's Restorations and Assistant Design Engineer
Mr Joshua Staines	IWC's Community Development Worker
Mr Emilio Andari	IWC's Traffic Engineer
Mr Felix Liu	IWC's Traffic Management Planner
Ms Jenny Adams	IWC's Road Safety Officer
Mr Pierre Ayoub	IWC's Civil Engineer
Ms Ranji Nadarajah	IWC's Senior Civil Engineer
Ms Christina Ip	IWC's Administration Assistant

VISITORS

Ms Amelia Lawson	Item 1
Mr Peter Edwick	Item 1
Mr Mark Quigley	Item 7
Mr Ben Hendricks	Item 8
Ms Rene Holmes	Item 15 and 16
Ms Rada Cvetkovic-Todorovic	Item 17
Mr Justin Foong	Item 17, representing EG Developments
Mr Khanh Nguyen	Item 26, representing Traffix Group

APOLOGIES

Mr Nicolas Kocoski	Roads and Maritime Services (emailed support)
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Sgt Dan Chilvers	NSW Police – Leichhardt (emailed support)
Mr George Tsaprounis	IWC's Coordinator Traffic Engineering Services

Item 9

ADDENDUM: Ms Foulstone emailed her apology and raised questions on the following two Items:

Item 9 – Drivers passing the pedestrian crossing on Chapel Street near Shepherd Street are not expecting another crossing as they approach Illawarra Road. Ms Foulstone wanted to know about the use of the zig zag road markings in the lead up to the crossings to alert drivers to the crossing and suggested this could also be used for the crossing on Illawarra Road.

Council Officers advised that:

- The proposed design had intended on keeping the existing zig zag linemarking along Illawarra Road and Council's Design Engineers have been made aware that the zig zag linemarking on the approach to the crossing is to remain during implementation.
- Speed count data indicates that the 85th percentile speed at the existing pedestrian crossing on Chapel Street near Shepherd Street is 40.7km/hr.
- There were no recorded crashes/accidents between July 2011 – June 2016 at this location.
- Council Officers will undertake further investigation to determine whether zig zag linemarking on approach to the pedestrian crossing on Chapel Street should be introduced.

Item 10 – Ms Foulstone requested confirmation that there is enough space for at least one vehicle between the crossing and Toothill Street, to eliminate any vehicles being on the crossing whilst checking for traffic before entering that intersection.

Council Officers advised that the distance between the proposed pedestrian crossing linemarking and the proposed relocation of the 'Stop' holding line is 6.6 metres in length. The proposed raised pedestrian crossing in Denison Road has been relocated to provide sufficient space for one vehicle to wait at the 'Stop' line intersection without impeding the pedestrian crossing linemarking.

The Local Member advised that she was satisfied with the information for both of the Items.

DISCLOSURES OF INTERESTS: Nil.

CONFIRMATION OF MINUTES

Minutes of the Local Traffic Committee Meeting held on Thursday, 3 August 2017 are awaiting adoption. In order to meet the event date for the Dulwich Hill Village Fair 2017, the unanimous recommendation by the Local Traffic Committee concerning Item 6 Marrickville Road, Marrickville – Temporary Full Road Closures for Dulwich Hill Village Fair On Sunday 10 September 2017 has been approved by Roads & Maritime Services.

Attachment 2

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

T0917 Item 1 Dulwich Hill North LATM Final Report

SUMMARY

This is a recommendation to endorse the final Dulwich Hill North Local Area Traffic Management report. The proposals within the report are based on community input and analysis of the submissions from the Public Exhibition period through 17 May and 14 June 2017. There were 108 submissions from individual households relating to specific streets or treatments. 70 (65%) submissions indicated support or support with changes to the proposals.

Officer's Recommendation

THAT the final Dulwich Hill LATM report be endorsed for implementation including the following Table 1 Final LATM treatments:

Item No.	Street	Recommended Measures
1.1	Constitution Rd	Install cast in-situ rumble bars or fully mountable splitter islands at Denison Rd roundabout
1.2		Reconstruct southern Splitter island to include pedestrian refuge at Williams Pde
1.3		Install cast in-situ rumble bars along the centreline between Denison Rd and Williams Pde
1.4		Install a fixed radar speed display east of Grove St for eastbound traffic.
1.5		Linemark on-road bicycle symbols between Old Canterbury Rd and New Canterbury Rd.
2.1	Denison Rd	Reconstruct existing road hump to a two-way one-lane slow point near H/N 152
2.2		Install cast in-situ rumble bars or fully mountable splitter islands at Eltham St roundabout.
2.3		Change intersection priority at Dulwich St
2.4		Change intersection priority at Pigott St
2.5		Introduce AM peak "No Left Turn" restriction from New Canterbury Rd, subject to further traffic survey at New Canterbury Rd
2.6		Linemark 2.1m wide parking lane
2.7		Linemark on-road bike symbols
3.1	Windsor Rd	Construct pedestrian refuge island between Rosedale St and Weston St.
3.2		Construct entry threshold treatment at Old Canterbury Rd
3.3		Linemark on-road bicycle symbols
4.1	Union St	Construct entry threshold treatment at New Canterbury Rd
4.2		Construct kerb extension within No Stopping area and linemark opposite parking lane at Abergeldie St
4.3		Linemark on-road bicycle symbols
5.1	Arlington St	Construct kerb extension within No Stopping area at Abergeldie St
5.2		Construct kerb extension within No Stopping area at Dixson Ave
5.3		Change intersection priority at Abergeldie St
5.4		Linemark 2.1m wide parking lane
5.5		Linemark on-road bike symbols
6	Dixson Ave	Construct entry threshold treatment at Old Canterbury Rd
7	Gelding St	Construct kerb extension within No Stopping area at Maddock St

8.1	Hampstead St	Construct kerb extension within No Stopping area at Gelding St
8.2		Linemark on-road bicycle symbols
9	Lewisham St	Convert to one-way northbound and associated kerb extension between New Canterbury Rd and The Boulevarde.
10.1	Davis St	Linemark 2.1m wide parking lane
10.2		Linemark on-road bike symbols
11.1	Dulwich St	Linemark 2.1m wide parking lane
11.2		Linemark on-road bike symbols
12	Williams Pde	Construct splitter island to include pedestrian refuge at Constitution Rd
13	Elizabeth Ave	Construct a mid-block watts profile speed hump near H/N 29

DISCUSSION

Public speakers: Ms Amelia Lawson and Mr Peter Edwick (attended at 10.18am)

Ms Lawson stated that she and a group of Dension Road residents support the proposed measures for Dension Road, and provided the following comments:

- The most effective measures proposed are the changes to the intersection priority at Dulwich Street and Pigott Street and the two-way one-lane slow point. Council should consider relocating the proposed slow point from outside house No.152 to No.133 as No.133 has off-street parking and would be less impacted by any removal of street parking.

- Denison Road measures are given priority and expedited when Council adopts the recommendations.

- There are concerns that the LATM measures will not be enough to prevent Denison Road from becoming busier due to high-density development.

- During initial community consultation, residents requested a second two-way one lane slow point in the street as well as a No Left Turn from Davis Street during peak hour. Residents however were not further surveyed about these options during subsequent consultation.

Mr Edwick stated that speeding and overtaking is an issue in Denison Road during the morning and this leads to issues such as difficulty reversing out of driveways and difficulty crossing the road. He expressed his support for the proposed Denison Road treatments and agreed with the suggestion to relocate the slow point. Mr Edwick also requested that Denison Road works be expedited following Council approval.

(Ms Lawson and Mr Edwick left at 10.28am)

Council's Traffic Management Planner advised that attempts will be made to locate the slow point to a position that minimises the impact to street parking during the detailed design process.

Council Officers stated that a second slow point is yet to be considered. Furthermore, initial analysis suggested that the benefits of prohibiting left turns from Davis Street into Denison Road (i.e. 'No Left Turn' restriction) would be minimal and there would be difficulties with enforcing the rule at this particular intersection.

Council Officers also stated that the residents of 133 Denison Road have not been consulted

yet in relation to locating the proposed slow point near their property. This would need to occur prior to any further action.

The Committee members agreed with the Officer's recommendation subject to residents' requests being further investigated.

COMMITTEE RECOMMENDATION

THAT:

1. The final Dulwich Hill LATM report be endorsed for implementation including the following Table 1 Final LATM treatments:

Item No.	Street	Recommended Measures
1.1	Constitution Rd	Install cast in-situ rumble bars or fully mountable splitter islands at Denison Rd roundabout
1.2		Reconstruct southern Splitter island to include pedestrian refuge at Williams Pde
1.3		Install cast in-situ rumble bars along the centreline between Denison Rd and Williams Pde
1.4		Install a fixed radar speed display east of Grove St for eastbound traffic.
1.5		Linemark on-road bicycle symbols between Old Canterbury Rd and New Canterbury Rd.
2.1	Denison Rd	Reconstruct existing road hump to a two-way one-lane slow point near H/N 152
2.2		Install cast in-situ rumble bars or fully mountable splitter islands at Eltham St roundabout.
2.3		Change intersection priority at Dulwich St
2.4		Change intersection priority at Pigott St
2.5		Introduce AM peak "No Left Turn" restriction from New Canterbury Rd, subject to further traffic survey at New Canterbury Rd
2.6		Linemark 2.1m wide parking lane
2.7		Linemark on-road bike symbols
3.1	Windsor Rd	Construct pedestrian refuge island between Rosedale St and Weston St.
3.2		Construct entry threshold treatment at Old Canterbury Rd
3.3		Linemark on-road bicycle symbols
4.1	Union St	Construct entry threshold treatment at New Canterbury Rd
4.2		Construct kerb extension within No Stopping area and linemark opposite parking lane at Abergeldie St
4.3		Linemark on-road bicycle symbols
5.1	Arlington St	Construct kerb extension within No Stopping area at Abergeldie St
5.2		Construct kerb extension within No Stopping area at Dixson Ave
5.3		Change intersection priority at Abergeldie St
5.4		Linemark 2.1m wide parking lane
5.5		Linemark on-road bike symbols
6	Dixson Ave	Construct entry threshold treatment at Old Canterbury Rd
7	Gelding St	Construct kerb extension within No Stopping area at Maddock St
8.1	Hampstead St	Construct kerb extension within No Stopping area at Gelding St
8.2		Linemark on-road bicycle symbols
9	Lewisham St	Convert to one-way northbound and associated kerb extension between

		New Canterbury Rd and The Boulevarde.
10.1	Davis St	Linemark 2.1m wide parking lane
10.2		Linemark on-road bike symbols
11.1	Dulwich St	Linemark 2.1m wide parking lane
11.2		Linemark on-road bike symbols
12	Williams Pde	Construct splitter island to include pedestrian refuge at Constitution Rd
13	Elizabeth Ave	Construct a mid-block watts profile speed hump near H/N 29

2. A second two-way one-lane slow point on Denison Road be investigated.
3. The relocation of the two-way one-lane slow point located outside No. 152 Denison Road (tabled recommendation 2.1) to outside No. 133 Denison Road be investigated.

For motion: Unanimous

T0917 Item 2 Wells Street, Annandale Annual Road Occupancy (Street Party) (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Council has received an application for approval of a street party in Wells Street between Booth Street and Collins Street to be held on Sunday, 26th November 2017 between 4.00pm and 7.00pm.

Officer's Recommendation

THAT:

1. The temporary road closure of Wells Street between Booth Street and Collins Street, Annandale on Sunday, 26th November 2017 between 4.00pm and 7.00pm be supported, subject to the following conditions:

   a. That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Wells Street, Annandale;
   b. The occupation of the road carriageway must not occur until the road has been physically closed;
   c. That the organiser be advised to arrange accredited traffic controllers to manage the road closure;
   d. That the barbeque activities be undertaken on the footpath, subject to no fire restrictions;
   e. That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event;
   f. That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense;
   g. That the Fire Brigade (Glebe) be notified of the intended closure by the applicant;
   h. That the applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:

   i. Barrier Boards;
   ii. 'Road Closed' (T2-4) signs; and
   iii. 'Detour' (T5-1) signs.

i. That the applicant be advised Council provides barricades and 'Road Closed' signs free or at minimum cost. The applicant is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost;
j. That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
k. That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Noise Control Act;
l. That a copy of the Council approval be available on site for inspection by relevant authorities;
m. That Council reserves the right to cancel the approval at any time; and
n. That the applicant complies with any reasonable directive from Council Officers and NSW Police.

2. That the applicant be advised of the Committee's recommendation.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The temporary road closure of Wells Street between Booth Street and Collins Street, Annandale on Sunday, 26th November 2017 between 4.00pm and 7.00pm be supported, subject to the following conditions:

   a. That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Wells Street, Annandale;
   b. The occupation of the road carriageway must not occur until the road has been physically closed;
   c. That the organiser be advised to arrange accredited traffic controllers to manage the road closure;
   d. That the barbeque activities be undertaken on the footpath, subject to no fire restrictions;
   e. That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event;
   f. That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense;
   g. That the Fire Brigade (Glebe) be notified of the intended closure by the applicant;
   h. That the applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads.

As a minimum the following must be erected at both ends of the road closure area:
   i. Barrier Boards;
   ii. 'Road Closed' (T2-4) signs; and
   iii. 'Detour' (T5-1) signs.

i. That the applicant be advised Council provides barricades and 'Road Closed' signs free or at minimum cost. The applicant is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost;
j. That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
k. That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Noise Control Act;
l. That a copy of the Council approval be available on site for inspection by relevant authorities;
m. That Council reserves the right to cancel the approval at any time; and
n. That the applicant complies with any reasonable directive from Council Officers and NSW Police.

2. That the applicant be advised of the Committee's recommendation.

For motion: Unanimous

T0917 Item 3 NSW Aboriginal Rugby League Knockout 2017 – Traffic Management Plan (Leichhardt Ward /Balmain Electorate/Leichhardt LAC)

SUMMARY

The Inner West Council has entered into a partnership with the Redfern All Blacks to host the NSW Aboriginal Rugby League Knockout 2017 at the Leichhardt Park Precinct. The event is being held over a 4 day period from Friday, 29th September 2016 to Monday, 2nd October 2017.

A number of temporary traffic changes are proposed which are detailed in the report.

Officer's Recommendation

THAT:

1. The Traffic Management Plan detailing the traffic arrangements for the NSW Aboriginal Rugby League Knockout 2017 be supported;
2. That the Traffic Control Plans (TCP) be implemented by Event Services International (ESI), including RMS accredited traffic controllers;
3. The Traffic Management Plan be forwarded to Council's Area Base Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police) by the applicant;
4. The applicant be requested to advise all affected residents and businesses in advance of the temporary parking changes and temporary internal partial road closures in the subject area;
5. A four (4) metre unencumbered passage be available for emergency vehicles though all the closed section of internal roads at all times;
6. All advertising of the event must encourage the use of Public Transport;
7. The applicant be requested to liaise with the STA to organise additional public

transport services if necessary;

8. The NSW Fire Brigade be notified of the intended closure;
9. The applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at the appropriate locations:
    a. Barrier Boards (Barricades);
    b. 'Road Closed' (T2-4) signs;
    c. 'Road Closed Ahead' (T2-Q02A); and
    d. 'On Side Road' (TC-1325).
10. The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
11. The conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Protection of the Environment Operations Act 1997;
12. A copy of the Council approval be available on site for inspection by relevant authorities;
13. Council reserves the right to cancel the approval at any time;
14. The applicant complies with any reasonable directive from Council Officers and NSW Police; and
15. The applicant be advised of the Committee's recommendation.

DISCUSSION

Council's Community Development Worker tabled an updated Traffic Management Plan and Traffic Control Plan for the event which details plans for a shuttle bus service to pick up and drop off participants and increased security at the main entrance. The Officer noted that Blackmore Oval will not be used at this event due to problems with its use last year.

The officer also advised that Leichhardt Police and Leichardt Fire and Rescue agree with the amendments, and a copy of the updated plans have been provided to Council's Traffic team.

The representative for the Member for Balmain asked whether special event parking restrictions in the surrounding area would come into effect during the duration of this event. Council Officers stated that an updated parking management scheme for residents around Leichhardt Oval 1 is being discussed with RMS, and will be presented at a future Committee meeting.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The Traffic Management Plan detailing the traffic arrangements for the NSW Aboriginal Rugby League Knockout 2017 be supported;
2. That the Traffic Control Plans (TCP) be implemented by Event Services International (ESI), including RMS accredited traffic controllers;
3. The Traffic Management Plan be forwarded to Council's Area Base Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police) by the applicant;
4. The applicant be requested to advise all affected residents and businesses in advance of the temporary parking changes and temporary internal partial road

closures in the subject area;

5. A four (4) metre unencumbered passage be available for emergency vehicles though all the closed section of internal roads at all times;
6. All advertising of the event must encourage the use of Public Transport;
7. The applicant be requested to liaise with the STA to organise additional public transport services if necessary;
8. The NSW Fire Brigade be notified of the intended closure;
9. The applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at the appropriate locations:
    a. Barrier Boards (Barricades);
    b. 'Road Closed' (T2-4) signs;
    c. 'Road Closed Ahead' (T2-Q02A); and
    d. 'On Side Road' (TC-1325).
10. The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
11. The conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Protection of the Environment Operations Act 1997;
12. A copy of the Council approval be available on site for inspection by relevant authorities;
13. Council reserves the right to cancel the approval at any time;
14. The applicant complies with any reasonable directive from Council Officers and NSW Police; and
15. The applicant be advised of the Committee's recommendation.

For motion: Unanimous

T0917 Item 4 Big Bike Day 2017 Special Event (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

As part of NSW Bike Week 2017, Council is running free events and the last event the 'Big Bike Day' is to be held on Sunday, 24th September 2017.

Officer's Recommendation

THAT:

The Big Bike Day 2017 event proposed to be held on Sunday, 24th September 2017 be supported.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

The Big Bike Day 2017 event proposed to be held on Sunday, 24th September 2017 be supported.

For motion: Unanimous

T0917 Item 5 Traffic Management Plan for the 2017 New Year's Eve Event (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

As instructed by the Police, access to the Balmain peninsula is closed to vehicular traffic every New Year's Eve. This report outlines the traffic management associated with the event.

Officer's Recommendation

THAT:

1. The Traffic Management Plan detailing the traffic arrangements for the 2017 New Year's Eve be supported;
2. The Traffic Management Plan be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police);
3. A temporary 'No Stopping' zone be installed on the eastern side of Montague Street between Darling Street and Beattie Street, Balmain;
4. That the following modifications to bus stops be approved:
   On the northern side of Darling Street:
   i. Install temporary 'Bus Zones' between Mort Street and Ford Street;
   ii. Extend the 'Bus Zone' between Ford Street and McDonald Street; and
   iii. Extend the 'Bus Zone' between McDonald Street and Curtis Road, outside Nos.217-223 Darling Street.
   On the southern side of Darling Street:
   iv. Install a temporary 'Bus Zone' between Booth Street and Beattie Street, outside No. 244-270 Darling Street.
5. The Police representative be requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection (roundabout);
6. The Police be requested to liaise directly with the Roads and Maritime Services in regards to the installation of variable message signs ("Balmain Peninsula is closed" and "Alcohol Free Zone") on the main access roads into Balmain Peninsula a few days in advance of the event;
7. Confirmation be sought regarding the areas to be declared alcohol free and the Police and Sydney Buses representatives be advised;
8. The Sydney Buses representative be requested to place adequate notices on buses regarding the establishment of an alcohol free zone in the Balmain East area (details to be provided by Council);
9. The taxi/hire car access to the Peninsula be restricted from 7:00pm.
10. Taxis/hire cars carrying mobility impaired or infirmed residents be permitted access at all hours into the Peninsula; and
11. The Taxi Council be advised of the Committee's recommendation.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

Item 9

1. The Traffic Management Plan detailing the traffic arrangements for the 2017 New Year's Eve be supported;
2. The Traffic Management Plan be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police);
3. A temporary 'No Stopping' zone be installed on the eastern side of Montague Street between Darling Street and Beattie Street, Balmain;
4. That the following modifications to bus stops be approved:
   On the northern side of Darling Street:
   i. Install temporary 'Bus Zones' between Mort Street and Ford Street;
   ii. Extend the 'Bus Zone' between Ford Street and McDonald Street; and
   iii. Extend the 'Bus Zone' between McDonald Street and Curtis Road, outside Nos.217-223 Darling Street.
   On the southern side of Darling Street:
   iv. Install a temporary 'Bus Zone' between Booth Street and Beattie Street, outside No. 244-270 Darling Street.
5. The Police representative be requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection (roundabout);
6. The Police be requested to liaise directly with the Roads and Maritime Services in regards to the installation of variable message signs ("Balmain Peninsula is closed" and "Alcohol Free Zone") on the main access roads into Balmain Peninsula a few days in advance of the event;
7. Confirmation be sought regarding the areas to be declared alcohol free and the Police and Sydney Buses representatives be advised;
8. The Sydney Buses representative be requested to place adequate notices on buses regarding the establishment of an alcohol free zone in the Balmain East area (details to be provided by Council);
9. The taxi/hire car access to the Peninsula be restricted from 7:00pm.
10. Taxis/hire cars carrying mobility impaired or infirmed residents be permitted access at all hours into the Peninsula; and
11. The Taxi Council be advised of the Committee's recommendation.

For motion: Unanimous

T0917 Item 6 2018 St Jerome's Laneway Festival (Balmain Ward / Balmain Electorate / Leichhardt LAC) Traffic Management Plan and Traffic Control Plan

SUMMARY

The proposed event, the St. Jerome's Laneway Festival 2018, is a music festival held annually at Sydney University College of Arts, Rozelle Campus, Callan Park.

Assure Event Safety Services has submitted a Development Application including a Traffic Management Plan for the upcoming "St Jerome's Laneway Music Festival", to be held in Callan Park on Sunday, 4th February 2018.

Attachment 2

Officer's Recommendation

THAT:

That the Traffic Management Plan (TMP) dated 23rd August 2017 submitted by the event organiser for the St Jerome's Laneway Festival 2018 at Callan Park to be held on Sunday, 4th February 2018 between 11am and 11pm be supported, subject to the following:

1. The TMP be implemented at the applicant's cost;
2. The maximum number of tickets sold to be 12,500, subject to NSW Police approval;

3. Operating the Event as 'car free' (no parking is available at the venue);
4. The applicant must obtain approval from the Transport Management Centre for the 'Special Event Clearway' restrictions on the northern side (Callan Park side) of Balmain Road and Darling Street (from 200m west of the main entrance to Callan Park at Cecily Street, to Victoria Road) from 2pm to Midnight;
5. Use standard parking restriction signage: 'No Parking' (R5-40) and 'Pick up & Set down Area"' (R9-301), Bus Zone (R5-20) and Taxi Zone (R5-21) at the locations identified in the TMP;
6. Liaise with Transport for NSW to ensure train and light rail services operate at full capacity (no rail close downs);
7. The applicant must arrange additional special event buses with Sydney Buses (State Transit Authority);
8. Close vehicular access to Callan Park at the Balmain Road/Cecily Street intersection and at the Cottage Way/South Crescent intersection;
9. Arrange crowd control barriers along both sides of Balmain Road south of Cecily Street; and
10. Provide a current Public Liability Insurance Policy to Inner West Council.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

That the Traffic Management Plan (TMP) dated 23rd August 2017 submitted by the event organiser for the St Jerome's Laneway Festival 2018 at Callan Park to be held on Sunday, 4th February 2018 between 11am and 11pm be supported, subject to the following:

1. The TMP be implemented at the applicant's cost;
2. The maximum number of tickets sold to be 12,500, subject to NSW Police approval;
3. Operating the Event as 'car free' (no parking is available at the venue);
4. The applicant must obtain approval from the Transport Management Centre for the 'Special Event Clearway' restrictions on the northern side (Callan Park side) of Balmain Road and Darling Street (from 200m west of the main entrance to Callan Park at Cecily Street, to Victoria Road) from 2pm to Midnight;
5. Use standard parking restriction signage: 'No Parking' (R5-40) and 'Pick up & Set down Area"' (R9-301), Bus Zone (R5-20) and Taxi Zone (R5-21) at the locations identified in the TMP;
6. Liaise with Transport for NSW to ensure train and light rail services operate at full capacity (no rail close downs);
7. The applicant must arrange additional special event buses with Sydney Buses (State Transit Authority);
8. Close vehicular access to Callan Park at the Balmain Road/Cecily Street intersection and at the Cottage Way/South Crescent intersection;
9. Arrange crowd control barriers along both sides of Balmain Road south of Cecily Street; and
10. Provide a current Public Liability Insurance Policy to Inner West Council.

For motion: Unanimous

T0917 Item 7 Ross Street & Derby Street, Camperdown – Proposed Kerb Extensions & Kerb Blister Design Plan (Stanmore Ward/Newtown Electorate/Newtown LAC)

Item 9

SUMMARY

Detailed design plans have been finalised for the proposed footpath improvements in Ross Street and Derby Street, Camperdown as part of Council's Capital Works Program for footpaths. The proposal for kerb extensions with a new kerb and gutter alignment and associated signs and linemarking in Ross Street at its intersection with Eton Street and the proposal for a kerb blister in Derby Street at its intersection with Denison Street will improve pedestrian safety and traffic conditions at these locations.

Officer's Recommendation

THAT the detailed design plans of the kerb extensions with a new kerb and gutter alignment and associated signs and linemarking in Ross Street, Camperdown at its intersection with Eton Street and the kerb blister in Derby Street, Camperdown at its intersection with Denison Street (as per design plan No. 6166) be APPROVED.

DISCUSSION

Public speaker: Mr Mark Quigley (attended at 10.35am)

Mr Quigley, resident in Ross Street, expressed his concerns with the proposed plans and made the following comments:

- Parking in Ross Street is unrestricted and as a result it is often occupied during the day by students and workers at the nearby university and RPA Hospital. The proposed design will remove a parking space which will make it more difficult for residents to park in the street.
- The speaker's property does not have off-street parking. A recent driveway application for his property was rejected due to the width of the proposed driveway falling below the standard requirement. Having an off-street parking space on the property would mitigate the proposed loss of parking in the street.

(Mr Quigley left at 10.42am)

Council Officers noted that Eton Street has a Resident Parking Scheme on one side of the street and while Ross Street does not currently have a parking scheme, it is possible for one on the western side of Ross Street and this can be investigated.

The Committee members agreed with the Officer's recommendation and agreed that a Resident Parking Scheme on the western side of Ross Street should be investigated.

COMMITTEE RECOMMENDATION

THAT:

1. The detailed design plans of the kerb extensions with a new kerb and gutter alignment and associated signs and linemarking in Ross Street, Camperdown at its intersection with Eton Street and the kerb blister in Derby Street, Camperdown at its intersection with Denison Street (as per design plan No. 6166) be APPROVED; and
2. A Resident Parking Scheme on the western side of Ross Street be investigated.

For motion: Unanimous

T0917 Item 8 Thompson Street, Marrickville – Proposed Kerb Extensions Design Plan

Attachment 2

(Marrickville Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

A detailed design plan has been finalised for the proposal to widen the existing footpaths and narrow the road width in Thompson Street, Marrickville near its intersection with Edward Street as part of the Henson LATM study implementation. The proposal for kerb extensions with a new kerb and gutter alignment and associated signs will improve pedestrian safety at this location.

Officer's Recommendation

THAT the detailed design plan of the kerb extensions with a new kerb and gutter alignment and associated signs in Thompson Street, Marrickville near its intersection with Edward Street (as per design plan No. 6178) be APPROVED.

DISCUSSION

Public speaker: Mr Ben Hendricks (attended at 10.53am)

Mr Hendricks stated that he supports the proposed kerb extension; however, he does not support the proposed 'No Stopping' zone on the southern side of Thompson Street, adjacent to his property at 2 Thompson Street. Mr Hendricks made the following comments:

- Parking in Thompson Street is often occupied by nearby workers which leaves few parking spaces for residents during the day.
- There is a proposal endorsed by Council to rezone the Victoria Road precinct which will likely exacerbate existing parking problems in Thompson Street.
- The 'No Stopping' zone removes 2 parking spaces in front of his property which makes it more difficult for his elderly parents to access his home.
- Council does not appear to install 'No Stopping' zones in streets that have similar pedestrian access treatments. Photos of pedestrian crossings on Premier Street, Addison Road and Union Street and near Stanmore Public School were tabled as examples of this.
- Pedestrian traffic in the street predominantly occurs at the start and end of school days.

Mr Hendricks stated that while he does not support the 'No Stopping' zone as proposed, he would support a 'No Stopping' zone if the restrictions are during school hours only.

(Mr Hendricks left at 11.01am)

Council Officers indicated that pedestrian safety would still be of concern if the 'No Stopping' zone is only during school hours and recommended the restrictions be full time. Council Officers advised that 7.3% of traffic volumes in Thompson Street are from heavy vehicles that travel through the street to access Illawarra Road. It was noted that the design proposes to extend the regulatory 10m 'No Stopping' zone by 5m to improve safety and sightlines for pedestrian access, particularly for children crossing the road to attend Marrickville Public School.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan of the kerb extensions with a new kerb and gutter alignment and associated signs in Thompson Street, Marrickville near its intersection with Edward Street (as per design plan No. 6178) be APPROVED.

Item 9

For motion: Unanimous

T0917 Item 9 Illawarra Road, Marrickville – Proposed Raised Pedestrian Crossing & Kerb Extensions Design Plan (Marrickvlle Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

A detailed design plan has been finalised for the proposal to upgrade the existing raised pedestrian crossing on Illawarra Road, Marrickville near its intersection with Chapel Street as part of the Henson LATM study implementation. The proposal to upgrade the existing raised pedestrian crossing with kerb extensions and associated signs and line markings will improve pedestrian safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Illawarra Road and Woodland Street, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

Officer's Recommendation

THAT the design of the raised pedestrian crossing with new kerb extensions and associated signs and line markings on Illawarra Road, Marrickville, at the intersection with Chapel Street and new kerb extensions in Illawarra Road, Marrickville, at the intersection with Woodland Street (as per design plan No. 6147) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the design of the raised pedestrian crossing with new kerb extensions and associated signs and line markings on Illawarra Road, Marrickville, at the intersection with Chapel Street and new kerb extensions in Illawarra Road, Marrickville, at the intersection with Woodland Street (as per design plan No. 6147) be APPROVED.

For motion: Unanimous

Attachment 2

T0917 Item 10 Denison Road, Lewisham – Proposed Raised Pedestrian Crossing & Kerb Extensions Design Plan (Stanmore Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

A detailed design plan has been finalised for the proposal to upgrade the existing at-grade pedestrian crossing in Denison Road, Lewisham at its intersection with Toothill Street as part of the NSW Government's Pedestrian Infrastructure Safety Around Schools Program. The proposal to upgrade the existing at-grade pedestrian crossing to a new raised pedestrian crossing with kerb extensions and associated signs and line markings will improve pedestrian safety at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Denison Road and Toothill Street, regarding the proposal. A summary of the consultation results are

presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

Officer's Recommendation

THAT the design of the raised pedestrian crossing with new kerb extensions and associated signs and line markings in Denison Road, Lewisham, at the intersection of Toothill Street (as per design plan No. 6168) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the design of the raised pedestrian crossing with new kerb extensions and associated signs and line markings in Denison Road, Lewisham, at the intersection of Toothill Street (as per design plan No. 6168) be APPROVED.

For motion: Unanimous

T0917 Item 11 2017 Norton Street Italian Festa (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)
Traffic Management Plan and Traffic Control Plan For The 2017 Italian Festa Event

SUMMARY

The proposed event, The Norton Street Italian Festa, is a street festival held annually celebrating the traditional Italian culture that is considered an essential part of the Leichhardt community.

To facilitate the event, it is proposed to close a number of roads in the area the following roads between 3:00am and 8:00pm on Sunday, 29th October 2017

- Norton Street from Marion Street to William Street;
- Marlborough Street from Norton Street to Cromwell Street;
- Short Street from Norton Street to Balmain Road;
- Carlisle Street from Norton Street to Cromwell Street;
- Allen Street from Cromwell Street to Derbyshire Road;
- Arthur Street from Allen Street to Short Street;

It is recommended that the 2017 Italian Festa Event to be held on Sunday, 29th October 2017 be supported, subject to complying with the following conditions:

The TMP and TCP being approved by the RMS as well as the Transport Management Centre, installation of a 'Special Event Clearway' restriction in Norton Street prior to the event, parking for the event be reserved in Short Street on both sides between Norton Street and the unnamed lane for Emergency Service vehicles, approval to conduct a public assembly be obtained from the NSW Police, all affected businesses, residents and other occupants be notified of the road closures, proposed event being forwarded to the appropriate authorities, including emergency services and a current Public Liability Insurance Policy be provided to Inner West Council, nominating Council as an interested party.

Officer's Recommendation

THAT:

1) The road closure application for the 'Norton Street Italian Festa 2017' on Sunday, 29th October 2017 be supported, subject to the following conditions:

   a) The road closures be restricted to occur between 3:00am and 8.00pm on Sunday, 29th October 2017 at the following locations:

      i. Norton Street from Marion to William Street;

      ii. Marlborough Street from Norton Street to Cromwell Street;

      iii. Short Street from Norton Street to Balmain Road;

      iv. Carlisle Street from Norton Street to Cromwell Street;

      v. Allen Street from Cromwell Street to Derbyshire Road; and

      vi. Arthur Street from Allen Street to Short Street.

   b) Approval from RMS for the TMP and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;

   c) Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two way roads when Norton Street is closed to provide access for residents etc;

   d) Parking for the event be reserved in:

      - Short Street on both sides between Norton Street and the unnamed lane for Emergency Service vehicles;
      - William Street on the southern side between Norton Street and Derbyshire Road (Pioneers Memorial Park side). The angle parking in this area will be temporarily amended to allow parallel parking for Police horse floats etc;

   e) Approval from the Transport Management Centre to close the roads is obtained prior to the event;

   f) A three (3) metre unencumbered passage be available for emergency vehicles though the closed section of Norton Street at all times;

   g) Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event;

   h) The applicant be requested to provide free bicycle valet parking at a central location (ie. Short Street or Allen Street) including adequate 'way finding' signage to the public and include the availability of this service in promoting the event;

   i) Additional signs indicating 'Bicycles Excepted' and 'cyclists dismount' be included with the road closure signs provided at the road closure points;

   j) The occupation of the road carriageway must not occur until the road has been formally closed;

   k) That the set up and break down times occur at 3.30am and 7:00pm respectively and include additional waste staff at the break down to expedite the road openings;

   l) The entrance to the access way into Pioneers Memorial Park in Allen Street opposite Arthur Street be temporarily closed by barricades for security purposes during the event;

   m) All advertising of the event must encourage the use of Public Transport;

   n) All affected businesses, residents and other occupants be notified of the road closures, activities, parking changes and changes to public transport arrangements. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or reasonably accommodated. The notification shall

involve the following, at minimum an information letterbox drop distributed two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period is to be submitted to Council's Traffic Section for approval one week prior to distribution;

o) The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;

p) The approved Traffic Management Plan must be implemented at the applicant's expense;

q) Where applicable, that the applicant provides and erects barricades and signage in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads;

r) All traffic controllers must hold RMS certification;

s) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs;

t) Council's Manager Works & Waste Services must be notified of the cleanup arrangements;

u) The conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by the Noise Control Act;

v) Copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers;

w) Applicant shall comply with any reasonable directive from Council's Officers;

x) Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least $20,000,000;

2) The following measures be provided to accommodate buses:

   i. Install temporary 'Bus Zones' to accommodate two buses on both sides of William Street between Norton Street and James Street;

   ii. Place barricades within 10m at the south-eastern corner of the Flood Street/William Street intersection to assist buses; and

   iii. No trucks (Festa) to be parked in the Marion Street 'Bus Zone' at the Norton Street intersection, outside the Town Hall.

3) The Sydney Buses Leichhardt Depot be notified of the road closure and associated activities. Any concerns or requirements raised by Sydney Buses Leichhardt Depot must be resolved or accommodated by the applicant; and

4) Council reserves the right to cancel the road closure approval at any time.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1) The road closure application for the 'Norton Street Italian Festa 2017' on Sunday, 29th October 2017 be supported, subject to the following conditions:

   a) The road closures be restricted to occur between 3:00am and 8.00pm on Sunday, 29th October 2017 at the following locations:

      i. Norton Street from Marion to William Street;

      ii. Marlborough Street from Norton Street to Cromwell Street;

      iii. Short Street from Norton Street to Balmain Road;

      iv. Carlisle Street from Norton Street to Cromwell Street;

      v. Allen Street from Cromwell Street to Derbyshire Road; and

      vi. Arthur Street from Allen Street to Short Street.

   b) Approval from RMS for the TMP and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;

   c) Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two way roads when Norton Street is closed to provide access for residents etc;

   d) Parking for the event be reserved in:

      - Short Street on both sides between Norton Street and the unnamed lane for Emergency Service vehicles;
      - William Street on the southern side between Norton Street and Derbyshire Road (Pioneers Memorial Park side). The angle parking in this area will be temporarily amended to allow parallel parking for Police horse floats etc;

   e) Approval from the Transport Management Centre to close the roads is obtained prior to the event;

   f) A three (3) metre unencumbered passage be available for emergency vehicles though the closed section of Norton Street at all times;

   g) Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event;

   h) The applicant be requested to provide free bicycle valet parking at a central location (ie. Short Street or Allen Street) including adequate 'way finding' signage to the public and include the availability of this service in promoting the event;

   i) Additional signs indicating 'Bicycles Excepted' and 'cyclists dismount' be included with the road closure signs provided at the road closure points;

   j) The occupation of the road carriageway must not occur until the road has been formally closed;

   k) That the set up and break down times occur at 3.30am and 7:00pm respectively and include additional waste staff at the break down to expedite the road openings;

   l) The entrance to the access way into Pioneers Memorial Park in Allen Street opposite Arthur Street be temporarily closed by barricades for security purposes during the event;

   m) All advertising of the event must encourage the use of Public Transport;

   n) All affected businesses, residents and other occupants be notified of the road closures, activities, parking changes and changes to public transport arrangements. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or reasonably accommodated. The notification shall

involve the following, at minimum an information letterbox drop distributed two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period is to be submitted to Council's Traffic Section for approval one week prior to distribution;

o) The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;

p) The approved Traffic Management Plan must be implemented at the applicant's expense;

q) Where applicable, that the applicant provides and erects barricades and signage in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads;

r) All traffic controllers must hold RMS certification;

s) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs;

t) Council's Manager Works & Waste Services must be notified of the cleanup arrangements;

u) The conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by the Noise Control Act;

v) Copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers;

w) Applicant shall comply with any reasonable directive from Council's Officers;

x) Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least $20,000,000;

2) The following measures be provided to accommodate buses:

   i. Install temporary 'Bus Zones' to accommodate two buses on both sides of William Street between Norton Street and James Street;

   ii. Place barricades within 10m at the south-eastern corner of the Flood Street/William Street intersection to assist buses; and

   iii. No trucks (Festa) to be parked in the Marion Street 'Bus Zone' at the Norton Street intersection, outside the Town Hall.

3) The Sydney Buses Leichhardt Depot be notified of the road closure and associated activities. Any concerns or requirements raised by Sydney Buses Leichhardt Depot must be resolved or accommodated by the applicant; and

4) Council reserves the right to cancel the road closure approval at any time.

For motion: Unanimous

T0917 Item 12 George Street, Leichhardt – Temporary Road Closure (Leichhardt Ward / /Balmain Electorate / Leichhardt LAC)

Item 9

SUMMARY

An application has been received from Construction Solutions for the temporary full road closure of George Street (Between Treadgold Street South and McAleer Street), Leichhardt from :

- 6:00am Tuesday 10/10/17 to midnight (17 hours continuous) with a backup date of 17/10/17; and
- 6:00am Thursday 12/10/17 to midnight (17 hours continuous) with a backup date of 19/10/17

The closure will allow for the dismantling of two cranes. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT:

The proposed temporary full road closure of George Street (Between Treadgold Street South and McAleer Street), Leichhardt from 6:00am to midnight on Tuesday 10/10/17 (backup date 17/10/17) and Thursday 12/10/17 (backup date 19/10/17) in order to dismantle a crane be approved, subject to the following conditions:

1. A fee of $1,540 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;
2. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
3. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;
5. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
6. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the Fire and Rescue NSW and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than $20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;

Attachment 2

12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval; and
14. The operation of the heavy plant shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted; all work is to be carried out in accordance with Work Cover requirements; and the costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

The proposed temporary full road closure of George Street (Between Treadgold Street South and McAleer Street), Leichhardt from 6:00am to midnight on Tuesday 10/10/17 (backup date 17/10/17) and Thursday 12/10/17 (backup date 19/10/17) in order to dismantle a crane be approved, subject to the following conditions:

1. A fee of $1,540 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;
2. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
3. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;
5. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
6. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the Fire and Rescue NSW and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than $20,000,000 for any one

occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;

12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval; and
14. The operation of the heavy plant shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted; all work is to be carried out in accordance with Work Cover requirements; and the costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

For motion: Unanimous

T0917 Item 13 Gallimore Avenue, Balmain East – Temporary Road Closure (Balmain Ward / /Balmain Electorate / Leichhardt LAC)

SUMMARY

An application has been received from Beebo Constructions for the temporary full road closure of Gallimore Avenue (Between Nos.5-11 Gallimore Ave), Balmain East from 7:00am to 5:00pm on one day in the period from 9th October until 27th of October 2017, in order to stand a boom pump for a concrete pour. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT:

The proposed temporary full road closure of Gallimore Avenue (Between Nos.5-11 Gallimore Ave), Balmain East from 7:00am to 5:00pm on one day in the period from 9th October until 27th of October 2017, in order to stand a boom pump for a concrete pour in Gallimore Avenue between Ns. 5-11 Gallimore Avenue be approved, subject to the following conditions:

1. A fee of $1,540 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;
2. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
3. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;
5. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
6. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the Fire and Rescue NSW and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;

8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than $20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval; and
14. The operation of the heavy plant shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted; all work is to be carried out in accordance with Work Cover requirements; and the costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

The proposed temporary full road closure of Gallimore Avenue (Between Nos.5-11 Gallimore Ave), Balmain East from 7:00am to 5:00pm on one day in the period from 9th October until 27th of October 2017, in order to stand a boom pump for a concrete pour in Gallimore Avenue between Ns. 5-11 Gallimore Avenue be approved, subject to the following conditions:

1. A fee of $1,540 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;
2. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
3. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;
5. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;

Item 9

6. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the Fire and Rescue NSW and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than $20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval; and
14. The operation of the heavy plant shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted; all work is to be carried out in accordance with Work Cover requirements; and the costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

For motion: Unanimous

T0917 Item 14 Elswick Street at Macauley Street, Carlisle Street & Marlborough Street, Leichhardt– Proposed Traffic Calming/Intersection Treatment (Leichhardt Ward /Balmain Electorate / Leichhardt LAC)

Attachment 2

SUMMARY

Council has been investigating the traffic conditions in Elswick Street, Leichhardt. A number of residents have expressed concerns regarding the speed of vehicles and accidents that have occurred in Elswick Street, between Allen Street and Marion Street.

In order to improve intersection safety and reduce the speed of traffic, it is proposed to install intersection treatments in Elswick Street in the form of raised traffic islands at the following locations:

- Intersection of Macauley Street
- Intersection of Carlisle Street
- Intersection of Marlborough Street

Officer's Recommendation

THAT:

The proposed intersection treatments and associated linemarking (Attachment 1) in Elswick Street at the intersections of Macauley Street, Carlisle Street and Marlborough Street be supported.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

The proposed intersection treatments and associated linemarking (Attachment 1) in Elswick Street at the intersections of Macauley Street, Carlisle Street and Marlborough Street be supported.

For motion: Unanimous

T0917 Item 15 Traffic Calming – Church Street, Croydon, Between Lang Street and Croydon Road, Croydon (Leichhardt Ward/Strathfield Electorate/Ashfield LAC)

SUMMARY

Council is proposing to improve pedestrian and motorist safety in Church Street, between Lang Street and Croydon Road. The proposal is based on recommendations from the formal Ashfield Council's Traffic Management Strategy which was endorsed by Council on 23rd August 2016 following a period of community engagement.

The proposed work includes:
- introducing landscaped kerb blisters on Church Street, west of Birriga Road;
- constructing landscaped kerb extensions in front of No.97 Church Street;
- installing kerb ramps on both kerb extensions in front of No.97 Church Street;
- introducing bus friendly speed cushions in front of No.115 Church Street and No.97 Church Street; and
- painting associated line markings.

Officer's Recommendation

THAT:

The following traffic calming devices be installed:

1. Bus friendly speed cushions in front of No.115 Church Street with one landscaped kerb blister on the northern side of Church Street, west of Birriga Road (See drawing 537 Edition 1); and
2. Bus friendly speed cushions in front of No.97 Church Street with two kerb extensions and pram ramps, and 'No Stopping' signs (See drawing 537 Edition 2).

Item 9

DISCUSSION

Council Officers advised that a resident has requested the removal of the bus stop on the southern side of Church Street opposite No. 107 to provide 3 parking spaces. After consultation with STA, approval from Transport NSW was received for the removal of that bus stop. Council Officers propose to undertake this removal during the traffic calming works. In addition, Council Officers propose to signpost the bus stop on the northern side of Church Street outside No. 129, subject to resident consultation, to prevent cars parking in the bus zone. The Committee members agreed with the Officer's recommendation and the proposed additional works to the bus stops in Church Street.

Public speaker: Ms Rene Holmes (arrived at 11.19am)

Ms Holmes stated that Sydney Buses and emergency services were opposed to the installation of chicanes in Church Street when it was first proposed in 2001 as it would be difficult for buses and emergency services to travel through the devices. She noted that the chicanes were proposed because Church Street is close to a children's playground; however, a fence has since been erected around the playground to improve safety for its users.

COMMITTEE RECOMMENDATION

THAT:

1. Bus friendly speed cushions be installed in front of No.115 Church Street with one landscaped kerb blister on the northern side of Church Street, west of Birriga Road. (See drawing 537 Edition 1);
2. Bus friendly speed cushions be installed in front of No.97 Church Street with two kerb extensions and pram ramps, and 'No Stopping' signs. (See drawing 537 Edition 2):
3. The bus stop on the southern side of Church Street opposite No. 107 be removed; and
4. The bus stop on the northern side of Church Street outside No. 129 be formalised as a 'Bus Zone' with regulatory signposting.

For motion: Unanimous

T0917 Item 16 Traffic Calming – Intersection of Croydon Road And Church Street, Croydon
(Leichhardt Ward/Strathfield Electorate/Ashfield LAC)

Attachment 2

SUMMARY

The feasibility of providing a roundabout at the intersection of Church Street and Croydon Road, Croydon following requests from residents has included various investigations by the former Ashfield Council over a number of years.

The findings of a study report into the provision of a roundabout are detailed in the report in conjunction with a feasibility report provided by an independent traffic consultant that does not recommend the installation of a roundabout at the above location.

It is proposed to consult residents on two alternate treatment options in maintaining the current 'STOP' control at the intersection, with or without providing an additional right turn lane on the eastern approach of Church Street at Croydon Road. Also, associated 'No Stopping' restrictions at the intersection and a speed hump (or cushions) treatment in Croydon Road on the northern approach is proposed under the two options.

Officer's Recommendation

THAT:

Based on the report findings and draft concept options prepared, that resident consultation be undertaken on the following two options:

1. Option 1 (drawing No.2684.01A) Retention of existing 'Stop' controlled intersection with additional right turn lane on eastern approach in Church Street at Croydon Road with:
    a. Installation of speed hump (or cushions) in Croydon Road, approximately 60m north of Church Street;
    b. Installation of 'No Stopping' restrictions for 21m on both sides of Church Street, east of Croydon Road;
    c. Installation of 'No Stopping' restrictions for 15m on east side of Croydon Road, north of Church Street and for 22m on east side of Croydon Road, south of Church Street; and
    d. Installation of 'No Stopping' restrictions for 16m on west side of Croydon Road, north of Church Street.

2. Option 2: (existing conditions) Retention of existing 'Stop' controlled intersection on Church Street, with;
    a. Installation of speed hump (or cushions) on Croydon Road, approximately 60m north of Church Street;
    b. Installation of 'No Stopping' restrictions for 15m on east side of Croydon Road, north of Church Street and for 22m on east side of Croydon Road, south of Church Street; and
    c. Installation of 'No Stopping' restrictions for 16m on west side of Croydon Road, north of Church Street.

DISCUSSION

Ms Holmes expressed her frustration that after many requests from residents since 2001 for a roundabout at the intersection of Church Street and Croydon Street, Council has not taken action to install one. Ashfield Council approved roundabout concept plan on 26 March 2002. Ms Holmes stated that traffic volumes in Church Street east increased when traffic lights were installed on Frederick Street in 1997. She stated that motorists use Croydon Road and Church Street to bypass congestion and traffic lights at Frederick Street and Parramatta Road, and the increase in traffic has resulted in more accidents at the intersection which often go unreported. Ms Holmes stated a roundabout can and should be built at the intersection of Church and Croydon Streets to improve safety for motorists and residents.

(Ms Holmes left at 11.33am)

Council Officers tabled the following figures for a recent traffic count taken in Church Street, between Croydon Road and Knocklayde Street, Croydon. The traffic count was taken over the week of 30 August to 6 September 2017:

- An average of 4,418 vehicles per day travelled in both directions
- An average of 1,776 vehicles per day travelled westbound
- An average of 2,640 vehicles per day travelled eastbound
- 85% percentile speed was 47.2km/h
- 97.2% Class 1 vehicles (cars)

Council Officers stated that the two options recommended for community consultation was based on analysis of the intersection's topography, geometry, bus movements, reported crash history and advice from an independent traffic consultant.

The representative for Ashfield Police stated that they determined on site that a roundabout at the Church Street and Croydon Street intersection would not be feasible because the

Item 9

height of the roundabout would have to be low enough for buses to move through; however, it would have to be so low that cars would travel over the roundabout instead of manoeuvring around it. Ashfield Police stated they also observed that congestion at the intersection mainly occurred during school start and end times.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

Based on the report findings and draft concept options prepared, that resident consultation be undertaken on the following two options:

1. Option 1 (drawing No.2684.01A) Retention of existing 'Stop' controlled intersection with additional right turn lane on eastern approach in Church Street at Croydon Road with:
    a. Installation of speed hump (or cushions) in Croydon Road, approximately 60m north of Church Street;
    b. Installation of 'No Stopping' restrictions for 21m on both sides of Church Street, east of Croydon Road;
    c. Installation of 'No Stopping' restrictions for 15m on east side of Croydon Road, north of Church Street and for 22m on east side of Croydon Road, south of Church Street; and
    d. Installation of 'No Stopping' restrictions for 16m on west side of Croydon Road, north of Church Street.

2. Option 2: (existing conditions) Retention of existing 'Stop' controlled intersection on Church Street, with;
    a. Installation of speed hump (or cushions) on Croydon Road, approximately 60m north of Church Street;
    b. Installation of 'No Stopping' restrictions for 15m on east side of Croydon Road, north of Church Street and for 22m on east side of Croydon Road, south of Church Street; and
    c. Installation of 'No Stopping' restrictions for 16m on west side of Croydon Road, north of Church Street.

For motion: Unanimous

T0917 Item 17 Old Canterbury Road, Dulwich Hill – Proposed Traffic Signals & Permanent Full Road Closure Concept Plan (Ashfield Ward/Summer Hill Electorate/Ashfield & Marrickville LAC)

Attachment 2

SUMMARY

As part of the approved mix-used development proposal at 2-32 Summer Hill Flour Mill, Summer Hill, conditions were imposed on the developer to signalise the intersection at Old Canterbury Road, Edward Street and Weston Street, Dulwich Hill. The intersection design has progressed into a concept design and is awaiting RMS comments on proposed signal design plan.

A concept design plan has been finalised for the proposed traffic signals at the intersection of Old Canterbury Road, Edward Street and Weston Street, Dulwich Hill and the permanent full road closure of a section of Old Canterbury Road, Dulwich Hill, between Weston Street and the Light Rail corridor.

Consultation was undertaken with owners and occupiers of properties adjacent to Illawarra Road and Woodland Street, regarding the proposal. A summary of the consultation results is

presented in this report for consideration. It is recommended that the signs and line markings associated with the proposed concept plan be approved in principal subject to the concurrence of the RMS.

Officer's Recommendation

THAT:

The concept design of the proposed traffic signals and associated signs and line markings at the intersection of Old Canterbury Road, Edward Street and Weston Street, Dulwich Hill and the permanent full road closure of a section of Old Canterbury Road, Dulwich Hill, between Weston Street and the Light Rail corridor, adjacent to property no. 115 Old Canterbury Road to no. 123 Old Canterbury Road (as per design plan No. 5725 CSK2-C) be APPROVED in principal subject to;

1. The detailed design plan be presented to the Local Traffic Committee for consideration and include the GreenWay Project (Iron Cove to Cooks River) improvements with a kerb extension on the eastern side of Weston Street at Old Canterbury Road, Dulwich Hill; and
2. The detailed design plan be forwarded to the Roads & Maritime Services for consideration and approval.

DISCUSSION

Public speaker: Ms Rada Cvetkovic-Todorovic (attended at 11.48am)

Ms Cvetkovic-Todorovic tabled a letter to Council outlining her objections to the proposed permanent full road closure of a section of Old Canterbury Road and stated the following:

- Removing vehicle access to the front of her property at 115 Old Canterbury Road will decrease its value by 10%.
- The potential to redevelop her property would be limited if the road is permanently closed.
- Emergency vehicles would have difficulty locating and accessing the property if vehicle access to the front of the property is removed.
- A sewage access point in Edward Lane is located behind her property and access to her off-street parking is often blocked by sewage maintenance vehicles.
- The main sewer line for the area runs though the rear of No.115. In cases of major sewage problems and works, the back of her property will be inaccessible.
- The garage of her property becomes flooded during heavy rain. If parking at the front of her property is removed and her garage is inaccessible, she would have to find parking several hundred metres away from the property which is inconvenient when carrying shopping bags, particularly in bad weather. It also raises safety concerns when walking in the quiet streets at night.
- Edward Lane is narrow and access to off-street parking in the lane would be more difficult if cars are parked in the lane. Her family also owns a 5.8 metre boat and it would be impossible to pass cars parked in Edward Lane.
- In the 8 years she has lived in No.115, she and her family and have not witnessed any accidents involving traffic or pedestrians at the intersection of Old Canterbury Road and Weston Street and believes the intersection is not dangerous.
- She has spoken to affected residents and they also share her objections to the proposed road closure and hope there is another solution to addressing safety concerns at the proposed signalised intersection.

(Ms Rada Cvetkovic-Todorovic left at 11.59am)

Public speaker: Mr Justin Foong (arrived at 12pm)

Mr Justin Foong, from EG Developments, stated that it is not the developer's preference to permanently close the section of Old Canterbury Road, Dulwich Hill, between Weston Street and the Light Rail corridor. He stated that the road closure was proposed after exhausting various options to address safety concerns at the proposed signalised intersection raised by Council engineers and RMS.

Mr Foong noted that during community consultations, only one resident at 119 Old Canterbury Road made submissions and that was a request to maintain the buffer between their property and Old Canterbury Road. He acknowledged that the resident at No.115 has raised issues with the proposed road closure that the developer was not previously aware of. The developer had previously assumed that rear lane access would provide sufficient parking after the road closure; however, they were not aware that the resident at No.115 has two cars and a boat which would make parking in the lane impractical.

The speaker advised that if the section of road is kept open, once signalisation of the intersection is complete, there will still be a reduction of three parking spaces in Old Canterbury Road due to the 'No Stopping' signage required and the distances from signals required.

(Mr Foong left at 12.05pm)

The representative for Ashfield Police stated that removing vehicle access to the street would make it difficult for emergency vehicles to locate and access the affected properties. He noted that the properties with rear lane access are not identifiable from the rear.

The Committee members agreed that more consideration of the design is required to account for emergency vehicle access to 115-123 Old Canterbury Road, Dulwich Hill.

COMMITTEE RECOMMENDATION

THAT:

The concept design of the proposed traffic signals and associated signs and line markings at the intersection of Old Canterbury Road, Edward Street and Weston Street, Dulwich Hill and the permanent full road closure of a section of Old Canterbury Road, Dulwich Hill, between Weston Street and the Light Rail corridor, adjacent to property no. 115 Old Canterbury Road to no. 123 Old Canterbury Road (as per design plan No. 5725 CSK2-C) be APPROVED in principal subject to;

1. The detailed design plan be presented to the Local Traffic Committee for consideration and include the GreenWay Project (Iron Cove to Cooks River) improvements with a kerb extension on the eastern side of Weston Street at Old Canterbury Road, Dulwich Hill, with the inclusion of a vehicle access point into the permanent road closure area to provide emergency vehicle access only to the front of properties 115-123 Old Canterbury Road; and
2. The detailed design plan be forwarded to the Roads & Maritime Services for consideration and approval.

For motion: Unanimous

T0917 Item 18 Corunna Road, Stanmore - Proposal to Implement Permit Parking Scheme
(Stanmore Ward/Newtown Electorate/Newtown LAC)

SUMMARY

Residents of Stanmore have requested Council to extend the streets covered by the M15 Resident Permit Parking Scheme to include Corunna Road between Canon Street and Northumberland Avenue, to Macaulay Road between Percival Avenue (Lane and Northumberland Lane West. Community consultation and parking occupancy surveys have informed a number of recommendations which will increase the number of parking opportunities for residents. The recommendations provide a balanced approach allowing for visitors, businesses and residents by applying permit parking to only one side of the road.

Officer's Recommendation

THAT:

1. Conversion of 'unrestricted' parking to '2P Permit Holders Excepted' 8:30am to 6pm Monday to Friday (Area M15) in Corunna Road Canon Street to Percival Road (northern side) be APPROVED;
2. Conversion of 'unrestricted' parking to '2P Permit Holders Excepted' 8:30am to 6pm Monday to Friday (Area M15) in Corunna Road - Percival Road to Northumberland Avenue (southern side) be APPROVED;
3. Conversion of 'unrestricted' parking to '2P Permit Holders Excepted' 8:30am to 6pm Monday to Friday (Area M15) Corunna Road Northumberland Avenue to Northumberland Lane East (northern side) be APPROVED;
4. Conversion of 'unrestricted' parking to '2P Permit Holders Excepted' 8:30am to 6pm Monday to Friday (Area M15)Macaulay Road - Percival Avenue (Lane) to Northumberland Lane West (southern side) be APPROVED;
5. Conversion of existing '1P 8:30am to 6pm Monday to Friday, 8:30am – 12:30pm Saturday' to '1P Permit Holders Excepted 8:30am to 6pm Monday to Friday, 8:30am – 12:30pm Saturday' (Area M15) in Percival Road from Corunna Lane to Corunna Road (eastern side) be APPROVED; and
6. Implementation of 'Statutory 10m 'No Stopping' zones with all permit parking where required be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. Conversion of 'unrestricted' parking to '2P Permit Holders Excepted' 8:30am to 6pm Monday to Friday (Area M15) in Corunna Road Canon Street to Percival Road (northern side) be APPROVED;
2. Conversion of 'unrestricted' parking to '2P Permit Holders Excepted' 8:30am to 6pm Monday to Friday (Area M15) in Corunna Road - Percival Road to Northumberland Avenue (southern side) be APPROVED;
3. Conversion of 'unrestricted' parking to '2P Permit Holders Excepted' 8:30am to 6pm Monday to Friday (Area M15) Corunna Road Northumberland Avenue to Northumberland Lane East (northern side) be APPROVED;
4. Conversion of 'unrestricted' parking to '2P Permit Holders Excepted' 8:30am to 6pm Monday to Friday (Area M15)Macaulay Road - Percival Avenue (Lane) to Northumberland Lane West (southern side) be APPROVED;
5. Conversion of existing '1P 8:30am to 6pm Monday to Friday, 8:30am – 12:30pm Saturday' to '1P Permit Holders Excepted 8:30am to 6pm Monday to Friday, 8:30am – 12:30pm Saturday' (Area M15) in Percival Road from Corunna Lane to Corunna Road (eastern side) be APPROVED; and

6. Implementation of 'Statutory 10m 'No Stopping' zones with all permit parking where required be APPROVED.

For motion: Unanimous

T0917 Item 19 Requests for Mobility Parking Spaces (Marrickville & Stanmore Wards/Newtown & Heffron Electorates / Marrickville & Newtown LACS)

SUMMARY

A number of requests have been received from residents for the provision of dedicated mobility parking space outside their residence. It is recommended that the following 'Mobility Parking' spaces be approved as the applicants current medical conditions warrant the provision of the space and they have constrained or no off-street parking opportunities.

Officer's Recommendation

THAT the following locations:

1. Northern side of Westbourne Street, Stanmore infront of property no. 50 Westbourne Street, Stanmore;
2. Northern side of Denison Road, Lewisham infront of property no. 34 Denison Road, Lewisham;
3. Southern side of Hutchinson street, St Peters infront of property no. 55 Hutchinson street, St Peters;

be APPROVED as a 'mobility parking' space, subject to:

a) The operation of the dedicated parking space be valid for twelve (12) months from the date of installation;

b) The applicant advising Council of any changes in circumstances affecting the need for the special parking space; and

c) The applicant is requested to furnish a medical certificate and current mobility permit justifying the need for the mobility parking space for its continuation after each 12 months period.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the following locations:

1. Northern side of Westbourne Street, Stanmore infront of property no. 50 Westbourne Street, Stanmore;
2. Northern side of Denison Road, Lewisham infront of property no. 34 Denison Road, Lewisham;
3. Southern side of Hutchinson street, St Peters infront of property no. 55 Hutchinson street, St Peters;

be APPROVED as a 'mobility parking' space, subject to:

a) The operation of the dedicated parking space be valid for twelve (12) months from the date of installation;

b) The applicant advising Council of any changes in circumstances affecting the need for the special parking space; and

c) The applicant is requested to furnish a medical certificate and current mobility permit justifying the need for the mobility parking space for its continuation after each 12 months period.

For motion: Unanimous

T0917 Item 20 Macaulay Lane at Bridge Road, Stanmore - Conversion of 'No Parking' To Unrestricted (Stanmore Ward/Newtown Electorate/Newtown LAC)

SUMMARY

Council has received representation from a business located on the corner of Bridge Road and Macaulay Lane for a review or the 'No Parking' restriction in Macaulay Lane. Following a review of the existing conditions a proposal is being made to convert a section of the laneway to 'unrestricted' parking in order to increase parking opportunities for business and visitors to the area.

Officer's Recommendation

THAT:

The conversion of a section of Macaulay Lane between Bridge Road and the western end of the loading dock of 10 Bridge Road (southern side); from 'No Parking' to 'unrestricted' parking be APPROVED to increase parking opportunities in the area

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

The conversion of a section of Macaulay Lane between Bridge Road and the western end of the loading dock of 10 Bridge Road (southern side); from 'No Parking' to 'unrestricted' parking be APPROVED to increase parking opportunities in the area

For motion: Unanimous

T0917 Item 21 Requests for 'Works Zone' Adjacent to Construction Site (Marrickville Ward / Summer Hill Electorate / Marrickville LAC)

SUMMARY

Item 9

A request has been received from Quality Construction Management for the provision of 'Works Zone' adjacent to 24 Premier Street, Marrickville to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.
It is recommended that the 'Works Zone' be approved for the construction works subject to Council fees and charges.

Officer's Recommendation

THAT:

1. The installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 16 metres in length) on the southern side of Premier Street adjacent to property 24 Premier Street, Marrickville be APPROVED for a period of twelve (12) months, for the proposed construction works; and

2. The costs of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 16 metres in length) on the southern side of Premier Street adjacent to property 24 Premier Street, Marrickville be APPROVED for a period of twelve (12) months, for the proposed construction works; and

2. The costs of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicant.

For motion: Unanimous

T0917 Item 22 Glassop Street, Balmain – Motorbike Parking (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Attachment 2

Council has received concerns regarding blocked vehicular access to the driveway of No.106 Glassop Street, Balmain because of vehicles over-hanging the driveway.

Officer's Recommendation

THAT:

3m of 'Motor Bike Only' parking be installed on the southern side of Glassop Street between the driveways of No. 106 and No. 108 Glassop Street, Balmain.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

3m of 'Motor Bike Only' parking be installed on the southern side of Glassop Street between the driveways of No. 106 and No. 108 Glassop Street, Balmain.

For motion: Unanimous

T0917 Item 23 Schultz Street, Balmain – No Stopping Zone (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Council has received concerns from a resident regarding traffic obstructions when there are vehicles parked on both sides of Shultz Street, Balmain (west of Memory Lane).

Officer's Recommendation

THAT the existing 'No Stopping' zone currently in place on the southern side of Schultz Street west of Memory Lane be extended by 5m to the west.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 'No Stopping' zone currently in place on the southern side of Schultz Street west of Memory Lane be extended by 5m to the west.

For motion: Unanimous

T0917 Item 24 Minor Traffic Facilities (Leichhardt & Balmain Wards/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

This report deals with minor traffic facility applications received by Inner West Council, Leichhardt and includes 'Disabled Parking' and 'Works Zone' applications.

Officer's Recommendation

THAT:

1. A 6m 'Disabled Parking' zone be installed in front of No.70 Allen Street, Leichhardt;
2. A 6m 'Disabled Parking' zone be installed in front of No.31Harris Street, Balmain (overhanging No.33 Harris Street by 1.8m) replacing the existing 2P ticket parking restrictions;
3. A 23m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.47-51Norton Street, Leichhardt for 12 weeks including the temporary removal of the existing 'No Stopping Police Vehicles Excepted' restrictions;
4. A 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.15 Rose Street, Annandale for 12 weeks subject to concurrence being

received from the residents of No.13 Rose Street; and

5. A 30m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in Thornton Street on the side boundary of Nos.551-557 Darling Street, Rozelle including the installation of the statutory 10m 'No Stopping' zone on the southern side of Thornton Street, west of Darling Street.

DISCUSSION

Council Officers advised that the proposed Works Zone to be installed in front of No.13 and No.15 Rose Street, Annandale (part 4 of the Officer's recommendation) has been amended to the front of No.15 and No.17 Rose Street, Annandale.

COMMITTEE RECOMMENDATION

THAT:

1. A 6m 'Disabled Parking' zone be installed in front of No.70 Allen Street, Leichhardt;
2. A 6m 'Disabled Parking' zone be installed in front of No.31Harris Street, Balmain (overhanging No.33 Harris Street by 1.8m) replacing the existing 2P ticket parking restrictions;
3. A 23m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.47-51Norton Street, Leichhardt for 12 weeks including the temporary removal of the existing 'No Stopping Police Vehicles Excepted' restrictions;
4. A 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.15 Rose Street, Annandale for 12 weeks subject to concurrence being received from the residents of No.17 Rose Street; and
5. A 30m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in Thornton Street on the side boundary of Nos.551-557 Darling Street, Rozelle including the installation of the statutory 10m 'No Stopping' zone on the southern side of Thornton Street, west of Darling Street**.**

For motion: Unanimous

T0917 Item 25 Salisbury Road, Camperdown – Proposal for Car Share Parking Space (Stanmore Ward/Newtown Electorate/Newtown LAC)

SUMMARY

Requests have been received from local residents of Salisbury Road, Camperdown and GoGet Car Share representatives for the installation of an on-street dedicated car share parking space nearby their properties along Salisbury Road, Camperdown. Council officers have now undertaken consultation with affected residents and the results of the consultation are presented in this report for consideration.

It is recommended that the installation of the proposed on-street dedicated car share parking space detailed in this report be approved.

Officer's Recommendation

THAT:

1. The installation of 'No Parking - Council Authorised Car Share Vehicles Excepted'

restrictions on the southern side of Salisbury Road, Camperdown, adjacent to property no. 143 Salisbury Road, Camperdown be APPROVED, in order to provide parking opportunities for local residents who participate in the car share scheme; and
2. The costs of the supply and installation of the signposting be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of 'No Parking - Council Authorised Car Share Vehicles Excepted' restrictions on the southern side of Salisbury Road, Camperdown, adjacent to property no. 143 Salisbury Road, Camperdown be APPROVED, in order to provide parking opportunities for local residents who participate in the car share scheme; and
2. The costs of the supply and installation of the signposting be borne by the applicant.

For motion: Unanimous

T0917 Item 26 Hillcrest Street, Tempe – Proposed New Child Care Centre At No. 22a – DA201700339 (Marrickville Ward /Heffron Electorate / Newtown LAC)

SUMMARY

A Development Application (DA201700339) has been received to construct a new 2 storey 69 place child care centre with associated landscaping and basement car parking (on Lot No.5) 22A Hillcrest Street, Tempe.

It is recommended that the comments of the Local Traffic Committee be referred to Council's Development Assessment section for consideration in determining the development application.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

Public speaker: Mr Khanh Nguyen (attended at 12.22pm)

Mr Nguyen, representing the DA applicant, made the following comments in response to the Officer's report:

- It was acknowledged that there was an error in the applicant's traffic modelling results which suggested that the level of service on Way Street and Unwins Bridge Road will improve. The applicant has sent an amended Traffic Impact Assessment report to Council's Planners indicating that the level of service in those streets will stay the same based on traffic modelling.
- The applicant stands by their calculation that the development only requires 13 parking spaces rather than 14. It is believed that the provision of a service vehicle space is not required on the development based on the rate in Council's DCP which states that one service vehicle is required per 2,000m^2 Gross Floor Area (GFA). The proposed development is only 386m^2 GFA, therefore a service vehicle space should

not be a requirement.

- The applicant believes that there is a shortfall of two parking spaces out of a required 13 spaces and is proposing that the shortfall be made up by two 90-degree angle parking spaces on Hillcrest Street. These two parking spaces would be used for drop-offs and pick-ups. Council's DCP states that on-street parking spaces can be used for child care centre service due to the nature of the morning and afternoon usage.
- Parking surveys show that Hillcrest Street has the capacity to provide two parking spaces to service the proposed child care centre. Hillcrest Street has 66 parking spaces and survey data showed that during morning and afternoon peak times, up to 25 spaces were vacant.
- The applicant agreed that Hillcrest Lane should not be used for child care centre parking. This can be addressed as part of the approval process and the applicant can post 'No Parking' on both sides of the lane if that is required.
- It is noted that the development does not provide a motorcycle parking space. The applicant proposes to incorporate a motorcycle space by removing one of the six bicycle spaces originally planned on the site.

(Mr Nguyen left at 12.32pm)

The representative for the Member for Heffron requested that the concerns from Council Officers and residents regarding the shortfall of on-site parking and the unsuitability of the two parking spaces proposed on Hillcrest Street, be noted as a Committee recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The concerns from Council Officers and residents regarding inadequate on-site parking in the proposed development be noted.
2. The report be received and noted.

For motion: Unanimous

Late Item **Request For 'No Parking' Restrictions Across Driveway 57 Walker Avenue, Haberfield**
(Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

A request has been made by an organisation 'Advocate for People with Disabilities' on behalf of a resident No. 57 Walker Avenue, Haberfield for 'No Parking' restrictions to be placed across her driveway for ambulance emergency access into the property.

The recommendation to provide 'No Parking' restrictions across the driveway would prevent illegal parking of vehicles and ensure that clearance and property access is available at all times for ambulances and other carer organisations.

Under exceptional circumstances as detailed below, the following recommendation is made.

BACKGROUND

The request is made on behalf of the resident, whose husband was involved in a serious accident some 10 years ago causing profound intellectual and physical disability, and who requires regular 24 hour care as a result of this accident.

It has been advised that on life threatening occasions, it has been necessary to rush him to Concord Hospital and RPA Hospitals by ambulances. It is vital that he receives medical

support in the shortest possible time. Access into the property is requested to be made clear for ambulance and carer services at all times.

A copy of letter from the organisation 'Advocate for People with Disabilities' on behalf of the resident No. 57 Walker Avenue, Haberfield, was tabled at the meeting and is attached.

FINANCIAL IMPLICATIONS

The proposed signage will be funded from Council's operating budget.

OFFICER COMMENTS

The internal driveway to the property has been modified to cater for ambulance access with ramp construction to the front door of the property. There has been occasions when vehicles have parked across the driveway denying immediate and proper access for ambulances. It is also claimed that parking problems in the street are associated with West Connex workers and restaurant patrons in the area.

Signposting single dwelling properties with either 'No Parking' or 'No Stopping' signage would only add to signage clutter and creates an on-going maintenance demand for Council and thus is avoided in general. In this particular situation, 'No Parking' restrictions across the driveway could be considered under exceptional circumstances. The wife is prepared to accept that the restrictions could be placed in temporarily and monitored and reviewed every 6 months.

PUBLIC CONSULTATION

Not required. The addition of 'No Parking' restrictions across the driveway regulates and reinforces the Road Rules that vehicles must not park across driveways.

CONCLUSION

It is recommended that a full time 'No Parking' restriction be installed across the driveway of No. 57 Walker Avenue, Haberfield, and that the 'No Parking' restriction be monitored and reviewed every 6 months for continued use of the restriction across the driveway.

Item 9

ATTACHMENTS
Proposed 'No Parking' across driveway of No. 57 Walker Avenue, Haberfield.

Attachment 2

Copy of letter- 'Advocate for People with Disabilities' for resident No. 57 Walker Avenue, Haberfield.

Just Caring

25 August 2017

Mr. Boris Muha
Engineer - Traffic and Projects
260 Liverpool Road
Ashfield NSW 2131

Application, Temporary Parking Restriction
57 Walker Avenue, Haberfield

Following our discussion on 24 August 2017, I would like to supplement details of my letter of 23 May 2017 with additional information:

Apart from the street parking adjacent to the Bianco home, there are problems with cars/trucks partially blocking access to the driveway required for Ambulance emergency services and day-to-day Health Care Service providers. The primary concern is to ensure 24 hour emergency access.

As mentioned, Mario requires 24 hour care as the result of a catastrophic accident about ten years ago causing a profound intellectual and physical disability.

On life threatening occasions, it has been necessary to rush him to Concord and RPA Hospitals by ambulance. Every moment counts; it is vital Mario receives medical support in the shortest possible time. Loredana has a tremendous load on her shoulders without the additional worry of having the driveway blocked at these times.

Mario requires 4 x day-to-day care services from Health Care service providers who use off-street parking and the driveway.

It is thought the Walker Avenue parking problems are associated with the WestConnex construction activities and patrons of the Paparedelle Restaurant in Ramsay Street.

Under these circumstances, it would seem sensible for a temporary parking restriction across the driveway. When the parking restriction is no longer required, Loredana will inform Council. It is suggested the parking restriction be reviewed every six months.

In summary, this matter has more to do with contingency arrangements for immediate support and minimization of risks associated with life threatening emergencies that require unimpeded 24 hour access to Loredana's driveway.

If further information is required, please contact Loredana (Ph 9799 4425) or preferably myself (Ph 9579 3358) at my address.

Thanks for your understanding,

Terry Ryan
Advocate for People with Disabilities

Item 9

Officer's Recommendation

THAT:

1. A full time 'No Parking' restriction be installed across the driveway of No. 57 Walker Avenue, Haberfield.
2. The 'No Parking' restrictions be monitored and reviewed every 6 months for continued use of the restrictions across the driveway.

DISCUSSION

Following the meeting, the RMS, Police and State Member representatives advised by email of their support for the Officer's Recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A full time 'No Parking' restriction be installed across the driveway of No. 57 Walker Avenue, Haberfield.
2. The 'No Parking' restrictions be monitored and reviewed every 6 months for continued use of the restrictions across the driveway.

For motion: Unanimous

Meeting closed at 12.58pm.

Attachment 2

Item No: C1017 Item 10

Subject: INVESTMENT REPORT AS AT 31 JULY 2017

File Ref:

Prepared By: Brendhan Barry - Manager Financial Services

Authorised By: Michael Tzimoulas - Deputy General Manager Chief Financial and Administration Officer

SUMMARY

In accordance with the requirements of clause 212 of the Local Government (General) Regulation 2005, Council is provided with a listing of all investments made pursuant to section 625 of the Local Government Act 1993 and reported for periods ending 31 July 2017.

RECOMMENDATION

THAT the report be received and noted.

BACKGROUND

Clause 212 of the Local Government (General) Regulation 2005 requires that a report be presented to Council each month listing all investments with a certification from the Responsible Accounting Officer. Attached to this report are further reports from Council's Investment Advisors, Prudential Investment Services.

FINANCIAL IMPLICATIONS

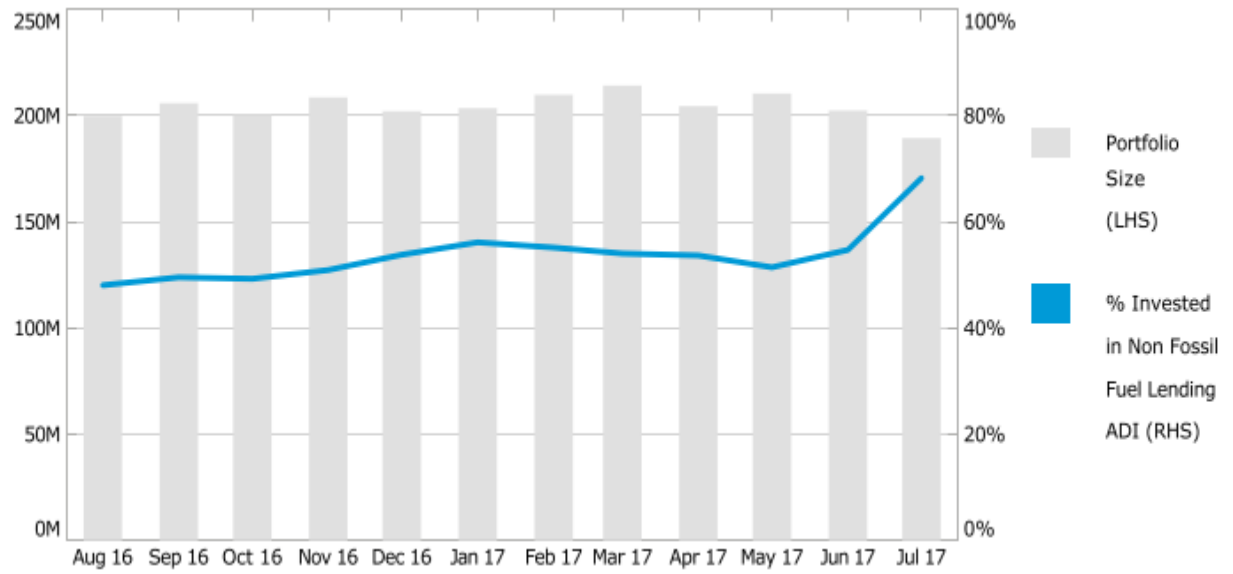
The Investment Holdings report (**Attachment 1**) for the period ending 31 July 2017 reflects Council's holding in various investment categories these are listed in the table below. Council's portfolio size has decreased by approximately $13 million to $189m of which 84% was rated A rated or above.

Item 10

Current Breakdown

ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
AMP Bank	2,000,000		5,000,000	
Commonwealth Bank of Australia	17,514,995		42,000,061	
ING Group	2,500,000		2,500,000	
National Australia Bank	8,500,000		10,500,000	
Non ADI	1,653,644		1,653,644	
Westpac Group	28,000,000		30,000,000	
	60,168,639	**32%**	**91,653,705**	**45%**
Non Fossil Fuel Lending ADIs				
ANZ Group (Green)	2,000,000		2,000,000	
Auswide Bank	7,000,000		7,000,000	
Bank of Queensland	34,500,000		20,500,000	
Bendigo and Adelaide Bank	24,500,000		26,000,000	
Beyond Bank	4,000,000		4,000,000	
Credit Union Australia	8,000,000		8,000,000	
Greater Building Society	2,000,000		2,000,000	
Heritage Bank	3,000,000		3,000,000	
IMB Ltd	3,500,000		3,500,000	
Members Equity Bank	27,000,000		21,000,000	
MyState Bank	2,000,000		2,000,000	
Newcastle Permanent Building Society	5,000,000		5,000,000	
Suncorp Bank	5,500,000		5,500,000	
Teachers Mutual Bank	1,200,000		1,200,000	
	129,200,000	**68%**	**110,700,000**	**55%**
	189,368,639		**202,353,705**	

Environmental Commitments



Council's holdings in Non-Fossil investments increased to approximately $129.2m with a relative total portfolio percentage increase (68% in July 2017 as opposed to 55% in June 2017) in Non-Fossil investments. The percentage increase was driven by a decrease in fossil fuel lending investments from $91.6m to $60.2m (due to maturities) while investments in non-fossil fuel lending ADIs increased from $110.7m to $129.2m. The attachments to this report summarise all investments held by Council and interest returns for periods ending 31 July 2017.

The period ending 31 July 2017, the portfolio for Inner West Council had a One-Month Portfolio Investment Return (2.76%) was above the UBSWA Bank Bill Index Benchmark (1.69%). Council has a well-diversified portfolio with 84% of the portfolio spread among the top three credit rating categories (A long term / A2 short term and higher).

The Current Market value is required to be accounted for by the accounting. The Current Market Value is a likely outcome if Council were to consider recalling the investment prior to its due date.

All investments made for the month of July 2017 have been made in accordance with the Local Government Act, Local Government Regulations and the Inner West Council Investment Policy.

ATTACHMENTS

1.⇩ Investment Summary Report - Inner West Council - July 2017
2.⇩ Inner West Council Economic and Investment Portfolio Commentary - July 2017
3.⇩ Inner West Council - Summary - July 2017

INNER WEST COUNCIL

Investment Summary Report
July 2017

PRUDENTIAL
INVESTMENT SERVICES CORP

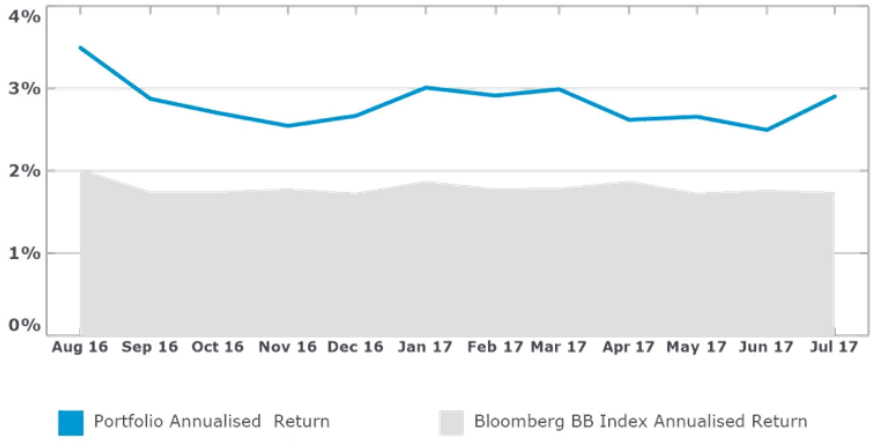
Inner West Council
Executive Summary - July 2017

INNER WEST COUNCIL

Investment Holdings

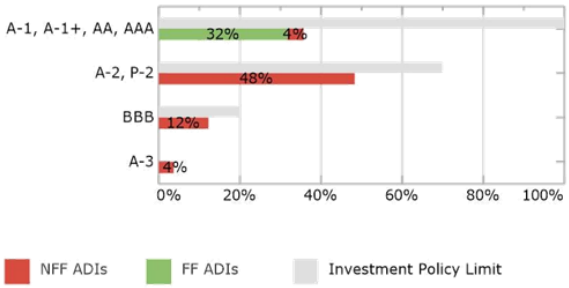
By Product	Face Value ($)	Current Value ($)	Current Yield (%)
Bonds	2,000,000.00	2,042,678.57	3.2500
Cash	14,995.19	14,995.19	1.0726
Floating Rate Note	27,200,000.00	27,424,544.30	2.9212
Mortgage Backed Security	1,653,644.03	1,203,990.79	2.3664
Term Deposit	158,500,000.00	160,358,763.56	2.7314
	189,368,639.22	**191,044,972.41**	**2.7608**

Investment Performance

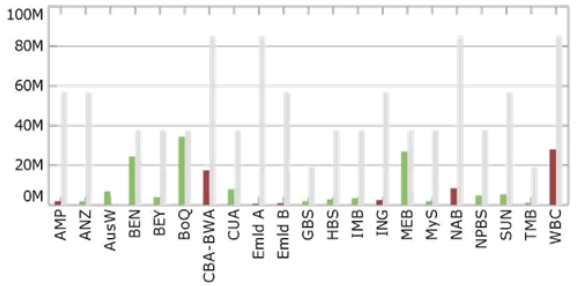


Investment Policy Compliance

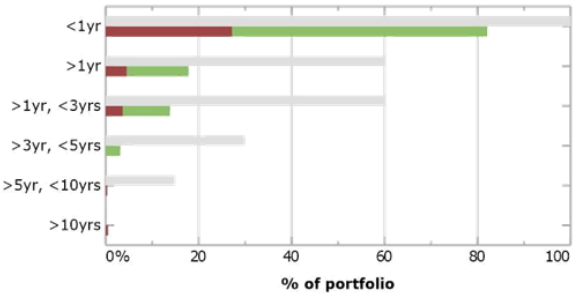
Total Credit Exposure



Individual Exposures



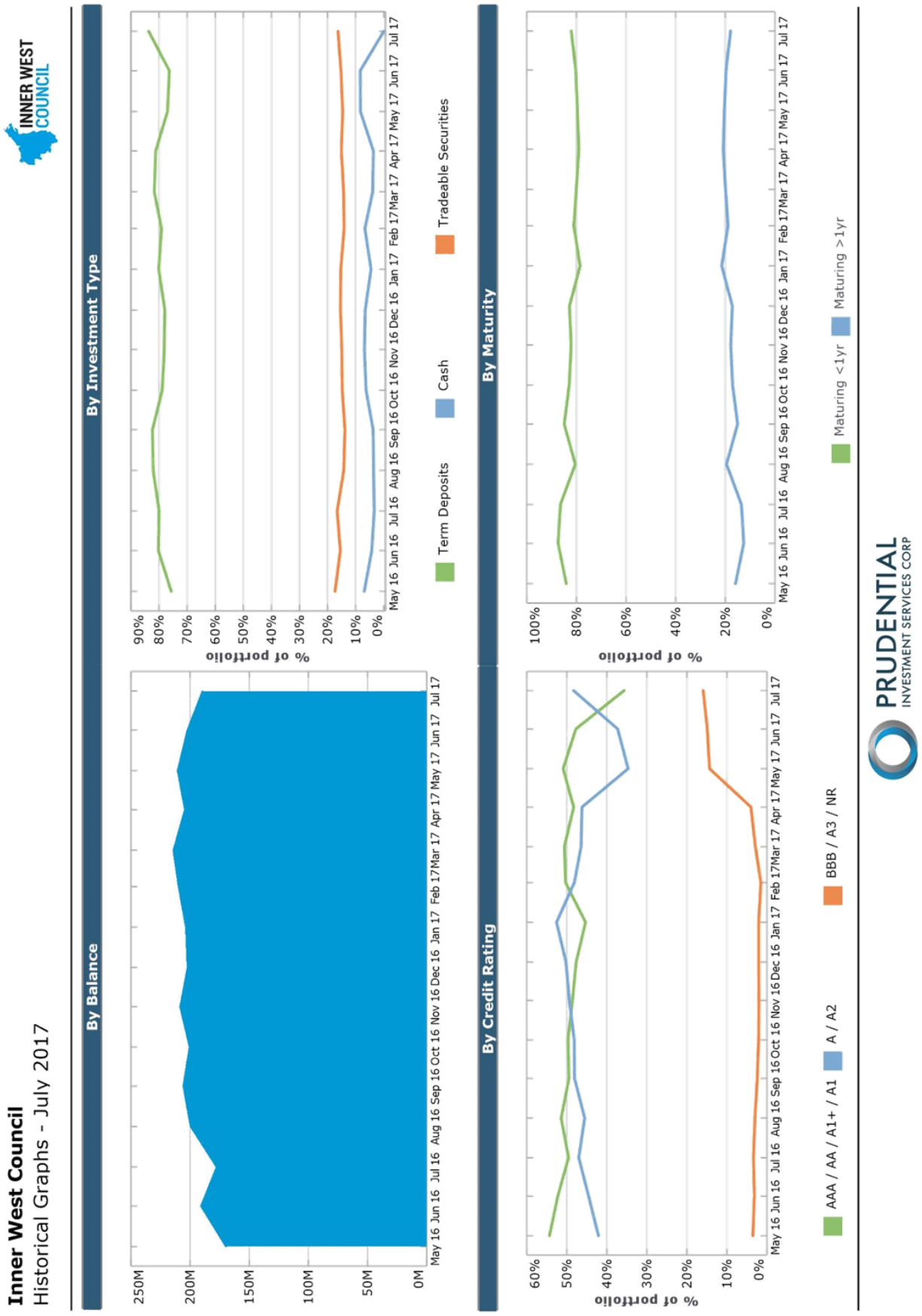
Term to Maturities



PRUDENTIAL INVESTMENT SERVICES CORP

Item 10

Attachment 1



Inner West Council
Investment Holdings Report - July 2017

INNER WEST COUNCIL

Cash Accounts

	Face Value ($)	Current Yield	Institution	Credit Rating	Current Value ($)	Deal No.	Reference
	1,280.19	1.1000%	Commonwealth Bank of Australia	A-1+	1,280.19	99167	
	13,715.00	1.0700%	Commonwealth Bank of Australia	A-1+	13,715.00	242615	
	0.00	1.1000%	Commonwealth Bank of Australia	A-1+	0.00	533586	
	14,995.19	**1.0726%**			**14,995.19**		

Term Deposits

Maturity Date	Face Value ($)	Rate	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Coupon Frequency	Reference
1-Aug-17	2,000,000.00	2.6000%	Bankwest	A-1+	2,000,000.00	1-Mar-17	2,021,797.26	534925	21,797.26	AtMaturity	
2-Aug-17	2,000,000.00	2.5000%	Suncorp Bank	A-1	2,000,000.00	15-Mar-17	2,019,041.10	535149	19,041.10	AtMaturity	
2-Aug-17	2,000,000.00	2.5400%	Commonwealth Bank of Australia	A-1+	2,000,000.00	22-Mar-17	2,018,371.51	535151	18,371.51	AtMaturity	
4-Aug-17	1,000,000.00	2.9000%	AMP Bank	A-1	1,000,000.00	4-Aug-16	1,028,761.64	534301	28,761.64	AtMaturity	
8-Aug-17	2,000,000.00	2.6000%	Bankwest	A-1+	2,000,000.00	23-Mar-17	2,018,663.01	535094	18,663.01	AtMaturity	
9-Aug-17	1,000,000.00	2.5000%	Bank of Queensland	A-2	1,000,000.00	22-Mar-17	1,009,041.10	535152	9,041.10	AtMaturity	
9-Aug-17	1,000,000.00	2.6000%	Auswide Bank	A-3	1,000,000.00	29-Mar-17	1,008,904.11	535153	8,904.11	AtMaturity	
9-Aug-17	1,000,000.00	2.9000%	AMP Bank	A-1	1,000,000.00	4-Aug-16	1,028,761.64	534114	28,761.64	AtMaturity	
15-Aug-17	1,000,000.00	3.0000%	Westpac Group	A-1+	1,000,000.00	12-Aug-16	1,029,095.89	534128	29,095.89	Annually	
15-Aug-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	12-Aug-16	2,058,191.78	534126	58,191.78	Annually	
16-Aug-17	1,000,000.00	2.6000%	Auswide Bank	A-3	1,000,000.00	29-Mar-17	1,008,904.11	535154	8,904.11	AtMaturity	
16-Aug-17	500,000.00	2.5500%	Bankwest	A-1+	500,000.00	12-Apr-17	503,877.40	535204	3,877.40	AtMaturity	
22-Aug-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	12-Aug-16	2,058,191.78	534127	58,191.78	Annually	
23-Aug-17	500,000.00	2.5000%	IMB Ltd	A-2	500,000.00	5-Apr-17	504,041.10	535205	4,041.10	AtMaturity	
23-Aug-17	1,000,000.00	2.7500%	Beyond Bank Australia	A-2	1,000,000.00	5-Apr-17	1,008,890.41	535206	8,890.41	AtMaturity	
31-Aug-17	1,000,000.00	2.7000%	Beyond Bank Australia	A-2	1,000,000.00	2-Mar-17	1,011,243.84	535150	11,243.84	AtMaturity	
31-Aug-17	1,000,000.00	2.5200%	ME Bank	A-2	1,000,000.00	19-Apr-17	1,007,180.27	535207	7,180.27	AtMaturity	
31-Aug-17	2,000,000.00	2.7000%	Bank of Queensland	A-2	2,000,000.00	31-Aug-16	2,049,561.64	534190	49,561.64	AtMaturity	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Holdings Report - July 2017

INNER WEST COUNCIL

Term Deposits

Maturity Date	Face Value ($)	Rate	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Coupon Frequency	Reference
31-Aug-17	2,000,000.00	2.7000%	Newcastle Permanent Building Society	A-2	2,000,000.00	31-Aug-16	2,049,561.64	534194	49,561.64	AtMaturity	
5-Sep-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	29-Aug-16	2,055,397.26	534180	55,397.26	Annually	
5-Sep-17	1,000,000.00	2.8500%	Credit Union Australia	A-2	1,000,000.00	7-Sep-16	1,025,610.96	534302	25,610.96	AtMaturity	
6-Sep-17	1,000,000.00	2.5500%	MyState Bank	A-2	1,000,000.00	26-Apr-17	1,006,776.71	535208	6,776.71	AtMaturity	
6-Sep-17	1,000,000.00	2.5000%	IMB Ltd	A-2	1,000,000.00	3-May-17	1,006,164.38	535331	6,164.38	AtMaturity	
12-Sep-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	31-Aug-16	2,055,068.49	534185	55,068.49	Annually	
13-Sep-17	1,000,000.00	2.6500%	Beyond Bank Australia	A-2	1,000,000.00	4-May-17	1,006,461.64	535332	6,461.64	AtMaturity	
13-Sep-17	1,000,000.00	2.5000%	IMB Ltd	A-2	1,000,000.00	10-May-17	1,005,684.93	535333	5,684.93	AtMaturity	
13-Sep-17	1,000,000.00	3.0000%	Westpac Group	A-1+	1,000,000.00	13-Sep-16	1,026,465.75	534329	26,465.75	AtMaturity	
19-Sep-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	6-Sep-16	2,054,082.19	534286	54,082.19	Annually	
20-Sep-17	2,500,000.00	2.6500%	ING Bank (Australia)	A-1	2,500,000.00	29-Mar-17	2,522,688.36	535155	22,688.36	AtMaturity	
20-Sep-17	1,000,000.00	2.5000%	Bankwest	A-1+	1,000,000.00	10-May-17	1,005,684.93	535334	5,684.93	AtMaturity	
26-Sep-17	2,000,000.00	2.6200%	ME Bank	A-2	2,000,000.00	28-Mar-17	2,018,088.77	535099	18,088.77	AtMaturity	
27-Sep-17	1,000,000.00	2.6500%	Beyond Bank Australia	A-2	1,000,000.00	24-May-17	1,005,009.59	535338	5,009.59	AtMaturity	
27-Sep-17	2,000,000.00	2.5000%	Heritage Bank	P-2	2,000,000.00	18-May-17	2,010,273.97	535339	10,273.97	AtMaturity	
27-Sep-17	3,000,000.00	2.7500%	Auswide Bank	A-3	3,000,000.00	27-Sep-16	3,069,616.44	534366	69,616.44	AtMaturity	
3-Oct-17	2,000,000.00	2.6500%	Bank of Queensland	A-2	2,000,000.00	28-Mar-17	2,018,295.89	535100	18,295.89	AtMaturity	
4-Oct-17	1,000,000.00	2.5500%	ME Bank	A-2	1,000,000.00	31-May-17	1,004,331.51	535335	4,331.51	AtMaturity	
4-Oct-17	500,000.00	2.5000%	Suncorp Bank	A-1	500,000.00	31-May-17	502,123.29	535336	2,123.29	AtMaturity	
6-Oct-17	1,000,000.00	2.8000%	Bendigo and Adelaide Bank	A-2	1,000,000.00	7-Oct-16	1,022,860.27	534463	22,860.27	AtMaturity	
10-Oct-17	2,000,000.00	2.6500%	ME Bank	A-2	2,000,000.00	6-Apr-17	2,016,989.04	535168	16,989.04	AtMaturity	
11-Oct-17	1,000,000.00	2.5500%	MyState Bank	A-2	1,000,000.00	31-May-17	1,004,331.51	535337	4,331.51	AtMaturity	
11-Oct-17	1,500,000.00	2.5000%	Suncorp Bank	A-1	1,500,000.00	7-Jun-17	1,505,650.68	535444	5,650.68	AtMaturity	
17-Oct-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	12-Oct-16	2,048,164.38	534445	48,164.38	Annually	
18-Oct-17	1,000,000.00	2.5500%	Suncorp Bank	A-1	1,000,000.00	15-Jun-17	1,003,283.56	535445	3,283.56	AtMaturity	
18-Oct-17	1,000,000.00	2.5500%	IMB Ltd	A-2	1,000,000.00	21-Jun-17	1,002,864.38	535446	2,864.38	AtMaturity	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Holdings Report - July 2017

INNER WEST COUNCIL

Term Deposits

Maturity Date	Face Value ($)	Rate	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Coupon Frequency	Reference
24-Oct-17	2,000,000.00	2.6000%	ME Bank	A-2	2,000,000.00	20-Jun-17	2,005,983.56	535369	5,983.56	AtMaturity	
25-Oct-17	1,000,000.00	2.5500%	Bank of Queensland	A-2	1,000,000.00	5-Jul-17	1,001,886.30	535579	1,886.30	AtMaturity	
25-Oct-17	2,000,000.00	2.8000%	National Australia Bank	A-1+	2,000,000.00	24-Oct-16	2,001,227.40	534465	1,227.40	Quarterly	
31-Oct-17	2,000,000.00	2.6000%	Bank of Queensland	A-2	2,000,000.00	27-Jun-17	2,004,986.30	535382	4,986.30	AtMaturity	
1-Nov-17	1,000,000.00	2.5000%	Heritage Bank	P-2	1,000,000.00	12-Jul-17	1,001,369.86	535581	1,369.86	AtMaturity	
1-Nov-17	500,000.00	2.4000%	Suncorp Bank	A-1	500,000.00	5-Jul-17	500,887.67	535582	887.67	AtMaturity	
7-Nov-17	2,000,000.00	2.6000%	Bank of Queensland	A-2	2,000,000.00	27-Jun-17	2,004,986.30	535383	4,986.30	AtMaturity	
8-Nov-17	500,000.00	2.5000%	Bank of Queensland	A-2	500,000.00	12-Jul-17	500,684.93	535580	684.93	AtMaturity	
9-Nov-17	2,000,000.00	2.7500%	National Australia Bank	A-1+	2,000,000.00	10-Nov-16	2,039,780.82	534519	39,780.82	AtMaturity	
28-Nov-17	7,000,000.00	2.5200%	Bank of Queensland	A-2	7,000,000.00	25-Jul-17	7,003,383.01	535462	3,383.01	AtMaturity	
12-Dec-17	2,000,000.00	2.8000%	Bank of Queensland	A-2	2,000,000.00	12-Dec-16	2,035,594.52	534660	35,594.52	AtMaturity	
12-Dec-17	2,000,000.00	2.7000%	ME Bank	A-2	2,000,000.00	7-Jun-17	2,008,136.99	535325	8,136.99	AtMaturity	
13-Dec-17	3,000,000.00	2.6500%	Bendigo and Adelaide Bank	A-2	3,000,000.00	15-Jun-17	3,010,236.99	535447	10,236.99	AtMaturity	
18-Dec-17	8,000,000.00	2.5500%	ME Bank	A-2	8,000,000.00	28-Jul-17	8,002,235.62	535464	2,235.62	AtMaturity	
19-Dec-17	2,500,000.00	3.6500%	National Australia Bank	A-1+	2,500,000.00	16-Dec-14	2,557,000.00	498161	57,000.00	Annually	
19-Dec-17	3,000,000.00	2.6500%	Bankwest	A-1+	3,000,000.00	19-Dec-16	3,049,006.85	534670	49,006.85	AtMaturity	
19-Dec-17	2,000,000.00	2.7000%	ME Bank	A-2	2,000,000.00	7-Jun-17	2,008,136.99	535326	8,136.99	AtMaturity	
10-Jan-18	2,000,000.00	2.7300%	Commonwealth Bank of Australia	A-1+	2,000,000.00	10-Jan-17	2,030,366.58	534756	30,366.58	AtMaturity	
10-Jan-18	1,000,000.00	2.8000%	ME Bank	A-2	1,000,000.00	11-Jan-17	1,015,495.89	534757	15,495.89	AtMaturity	
10-Jan-18	2,000,000.00	2.9000%	Credit Union Australia	A-2	2,000,000.00	7-Feb-17	2,027,808.22	534852	27,808.22	AtMaturity	
17-Jan-18	2,000,000.00	2.8000%	ME Bank	A-2	2,000,000.00	18-Jan-17	2,029,917.81	534787	29,917.81	AtMaturity	
18-Jan-18	8,000,000.00	2.6000%	Bank of Queensland	A-2	8,000,000.00	28-Jul-17	8,002,279.45	535463	2,279.45	AtMaturity	
31-Jan-18	2,000,000.00	2.8000%	Bendigo and Adelaide Bank	A-2	2,000,000.00	31-Jan-17	2,027,923.29	534845	27,923.29	AtMaturity	
6-Feb-18	3,000,000.00	2.7500%	Bank of Queensland	A-2	3,000,000.00	31-Jan-17	3,041,136.99	534807	41,136.99	AtMaturity	
7-Feb-18	2,000,000.00	2.8000%	Bendigo and Adelaide Bank	A-2	2,000,000.00	7-Feb-17	2,026,849.32	534853	26,849.32	AtMaturity	
14-Feb-18	1,000,000.00	2.7000%	ME Bank	A-2	1,000,000.00	14-Feb-17	1,012,427.40	534872	12,427.40	AtMaturity	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Holdings Report - July 2017

INNER WEST COUNCIL

Term Deposits

Maturity Date	Face Value ($)	Rate	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Coupon Frequency	Reference
5-Mar-18	2,500,000.00	2.7000%	Rural Bank	A-2	2,500,000.00	2-Mar-17	2,528,109.59	534931	28,109.59	Annually	
14-Mar-18	4,000,000.00	2.7300%	Commonwealth Bank of Australia	A-1+	4,000,000.00	14-Mar-17	4,041,884.93	535001	41,884.93	AtMaturity	
22-Mar-18	1,000,000.00	2.7000%	Commonwealth Bank of Australia	A-1+	1,000,000.00	22-Mar-17	1,009,764.38	535012	9,764.38	AtMaturity	
11-Apr-18	2,000,000.00	2.8500%	Auswide Bank	A-3	2,000,000.00	12-Apr-17	2,017,334.25	535179	17,334.25	AtMaturity	
24-May-18	1,000,000.00	2.7500%	ME Bank	A-2	1,000,000.00	26-May-17	1,005,047.95	535268	5,047.95	AtMaturity	
31-May-18	2,000,000.00	2.7500%	Rural Bank	A-2	2,000,000.00	1-Jun-17	2,009,191.78	535279	9,191.78	AtMaturity	
7-Jun-18	2,000,000.00	2.8000%	Credit Union Australia	A-2	2,000,000.00	9-Jun-17	2,008,131.51	535350	8,131.51	AtMaturity	
13-Jun-18	1,000,000.00	2.7000%	Bendigo and Adelaide Bank	A-2	1,000,000.00	14-Jun-17	1,003,550.68	535359	3,550.68	AtMaturity	
28-Jun-18	3,000,000.00	3.0000%	Westpac Group	A-1+	3,000,000.00	29-Aug-16	3,083,095.89	534181	83,095.89	Annually	
11-Jul-18	2,000,000.00	2.8200%	National Australia Bank	A-1+	2,000,000.00	11-Jan-17	2,031,213.15	534758	31,213.15	Annually	
12-Jul-18	4,000,000.00	3.0000%	Westpac Group	A-1+	4,000,000.00	12-Aug-16	4,116,383.56	534129	116,383.56	Annually	
9-Oct-18	2,000,000.00	3.1000%	Westpac Group	AA-	2,000,000.00	7-Oct-16	2,050,619.18	534428	50,619.18	Annually	
14-Jan-19	2,000,000.00	3.0000%	Bank of Queensland	BBB+	2,000,000.00	12-Jan-17	2,033,041.10	534764	33,041.10	Annually	
14-Feb-19	2,000,000.00	3.0000%	Westpac Group	AA-	2,000,000.00	14-Feb-17	2,027,616.44	534873	27,616.44	Annually	
	158,500,000.00	**2.7314%**			**158,500,000.00**		**160,358,763.56**		**1,858,763.56**		

Floating Rate Notes

Maturity Date	Face Value ($)	Current Coupon	Security Name	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Next Coupon Date	Reference
27-Feb-18	3,000,000.00	2.8350%	NPBS Snr FRN (Feb18) BBSW+1.10%	A-2	3,000,000.00	27-Feb-15	3,019,232.88	502254	14,912.88	28-Aug-17	
14-Nov-18	3,000,000.00	3.0050%	BEN Snr FRN (Nov18) BBSW+1.27%	BBB+	3,000,000.00	7-Nov-13	3,039,364.93	402080	19,264.93	14-Aug-17	
25-Feb-19	1,000,000.00	2.6750%	WBC Snr FRN (Feb19) BBSW+0.94%	AA-	1,000,000.00	14-Feb-14	1,014,083.56	421808	4,983.56	25-Aug-17	
29-Apr-19	1,000,000.00	2.8400%	BoQ Snr FRN (Apr19) BBSW+1.15%	BBB+	1,002,330.00	18-Feb-16	1,005,847.81	533203	77.81	30-Oct-17	
10-May-19	2,000,000.00	2.7350%	WBC Snr FRN (May19) BBSW+1.00%	AA-	2,000,000.00	11-Mar-16	2,033,958.63	533332	12,438.63	10-Aug-17	
28-Oct-19	1,200,000.00	3.0900%	TMB Snr FRN (Oct19) BBSW+1.40%	BBB	1,200,000.00	28-Oct-16	1,201,966.36	534461	406.36	30-Oct-17	
21-Feb-20	3,000,000.00	2.8350%	BEN Snr FRN (Feb20) BBSW+1.10%	BBB+	3,000,000.00	21-Nov-16	3,024,733.97	534538	16,543.97	21-Aug-17	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Holdings Report - July 2017

INNER WEST COUNCIL

Floating Rate Notes

Maturity Date	Face Value ($)	Current Coupon	Security Name	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Next Coupon Date	Reference
24-Feb-20	1,000,000.00	3.1900%	GBS Snr FRN (Feb20) BBSW+1.45%	BBB	1,000,000.00	24-Feb-17	1,006,049.12	534888	6,030.41	24-Aug-17	
24-Feb-20	1,000,000.00	3.1900%	GBS Snr FRN (Feb20) BBSW+1.45%	BBB	1,000,000.00	24-Feb-17	1,006,049.12	534887	6,030.41	24-Aug-17	
20-Mar-20	1,500,000.00	3.0200%	CUA Snr FRN (Mar20) BBSW+1.30%	BBB	1,500,000.00	20-Mar-17	1,504,057.60	534992	5,212.60	20-Sep-17	
20-Mar-20	1,500,000.00	3.0200%	CUA Snr FRN (Mar20) BBSW+1.30%	BBB	1,500,000.00	20-Mar-17	1,504,057.60	534993	5,212.60	20-Sep-17	
6-Apr-20	2,000,000.00	2.9550%	ME Bank Snr FRN (Apr20) BBSW+1.25%	BBB	2,000,000.00	6-Apr-17	2,002,189.86	535107	4,209.86	6-Oct-17	
18-Aug-20	2,000,000.00	2.8350%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	2,000,000.00	18-Aug-15	2,016,930.68	505171	11,650.68	18-Aug-17	
18-Aug-20	1,000,000.00	2.8350%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	1,000,000.00	18-Aug-15	1,008,465.34	505174	5,825.34	18-Aug-17	
18-Aug-20	2,000,000.00	2.8350%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	2,000,000.00	18-Aug-15	2,016,930.68	505175	11,650.68	18-Aug-17	
18-May-21	1,000,000.00	3.2150%	BoQ Snr FRN (May21) BBSW+1.48%	BBB+	1,000,000.00	18-May-16	1,020,626.16	533606	6,606.16	18-Aug-17	
	27,200,000.00	**2.9212%**			**27,202,330.00**		**27,424,544.30**		**131,056.88**		

Fixed Rate Bonds

Maturity Date	Face Value ($)	Coupon	Security Name	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Purchase Yield	Reference
3-Jun-20	2,000,000.00	3.2500%	ANZ 'Green' Snr Bond (Jun20) 3.25%	AA-	1,987,680.00	3-Jun-15	2,042,678.57	505284	10,178.57	3.3850%	
	2,000,000.00				**1,987,680.00**		**2,042,678.57**		**10,178.57**	**3.3850%**	

Mortgage Backed Securities

Weighted Avg Life	Face Value ($)	Current Coupon	Security Name	Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Reference
22-Aug-22	653,644.03	2.1850%	Emerald Reverse Mortgage (A Tranche)	AAA	1,000,000.00	17-Jul-06	519,156.95	310321	2,778.17	
23-Aug-27	1,000,000.00	2.4850%	Emerald Reverse Mortgage (B Tranche)	AA	1,000,000.00	17-Jul-06	684,833.84	310334	4,833.84	
	1,653,644.03	**2.3664%**			**2,000,000.00**		**1,203,990.78**		**7,612.00**	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - July 2017

Monthly Accrued Interest									
Asset Type	**Deal Number**	**Entity**	**Face Value ($)**	**Settlement Date**	**Maturity Date**	**Interest Received ($)**	**Days Accrued**	**Interest Accrued ($)**	**Percentage Return**
ANZ 'Green' Snr Bond (Jun20) 3.25%	505284		2,000,000.00	3-Jun-15	3-Jun-20	0.00	31	5,535.71	3.25%
Bonds						**0.00**		**5,535.71**	**3.25%**
Commonwealth Bank of Australia	533586		0.00			427.77	31	427.77	1.10%
Commonwealth Bank of Australia	242615		13,715.00			9.42	31	9.42	1.07%
Commonwealth Bank of Australia	99167		1,280.19			1,280.19	31	1,280.19	1.10%
Cash						**1,717.38**		**1,717.38**	**1.10%**
NPBS Snr FRN (Feb18) BBSW+1.10%	502254		3,000,000.00	27-Feb-15	27-Feb-18	0.00	31	7,223.42	2.84%
BEN Snr FRN (Nov18) BBSW+1.27%	402080		3,000,000.00	14-Nov-13	14-Nov-18	0.00	31	7,656.58	3.01%
WBC Snr FRN (Feb19) BBSW+0.94%	421808		1,000,000.00	25-Feb-14	25-Feb-19	0.00	31	2,271.92	2.67%
BoQ Snr FRN (Apr19) BBSW+1.15%	533203		1,000,000.00	22-Feb-16	29-Apr-19	7,455.62	31	2,457.26	2.89%
WBC Snr FRN (May19) BBSW+1.00%	533332		2,000,000.00	11-Mar-16	10-May-19	0.00	31	4,645.75	2.74%
TMB Snr FRN (Oct19) BBSW+1.40%	534461		1,200,000.00	28-Oct-16	28-Oct-19	9,409.15	31	3,198.08	3.14%
BEN Snr FRN (Feb20) BBSW+1.10%	534538		3,000,000.00	21-Nov-16	21-Feb-20	0.00	31	7,223.42	2.84%
GBS Snr FRN (Feb20) BBSW+1.45%	534887		1,000,000.00	24-Feb-17	24-Feb-20	0.00	31	2,709.32	3.19%
GBS Snr FRN (Feb20) BBSW+1.45%	534888		1,000,000.00	24-Feb-17	24-Feb-20	0.00	31	2,709.32	3.19%
CUA Snr FRN (Mar20) BBSW+1.30%	534993		1,500,000.00	20-Mar-17	20-Mar-20	0.00	31	3,847.40	3.02%
CUA Snr FRN (Mar20) BBSW+1.30%	534992		1,500,000.00	20-Mar-17	20-Mar-20	0.00	31	3,847.40	3.02%
ME Bank Snr FRN (Apr20) BBSW+1.25%	535107		2,000,000.00	6-Apr-17	6-Apr-20	15,133.42	31	5,041.37	2.97%
BEN Snr FRN (Aug20) BBSW+1.10%	505174		1,000,000.00	18-Aug-15	18-Aug-20	0.00	31	2,407.81	2.83%
BEN Snr FRN (Aug20) BBSW+1.10%	505175		2,000,000.00	18-Aug-15	18-Aug-20	0.00	31	4,815.62	2.83%
BEN Snr FRN (Aug20) BBSW+1.10%	505171		2,000,000.00	18-Aug-15	18-Aug-20	0.00	31	4,815.62	2.83%
BoQ Snr FRN (May21) BBSW+1.48%	533606		1,000,000.00	18-May-16	18-May-21	0.00	31	2,730.55	3.21%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - July 2017

INNER WEST COUNCIL

Monthly Accrued Interest

Asset Type	Deal Number	Entity	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days Accrued	Interest Accrued ($)	Percentage Return
Floating Rate Note						**31,998.19**		**67,600.82**	**2.93%**
Emerald Reverse Mortgage (A Tranche)	310321		653,644.03	17-Jul-06	22-Aug-22	0.00	31	1,213.00	2.19%
Emerald Reverse Mortgage (B Tranche)	310334		1,000,000.00	17-Jul-06	23-Aug-27	0.00	31	2,110.55	2.48%
Mortgage Backed Securities						**0.00**		**3,323.55**	**2.37%**
Bankwest	534871		2,000,000.00	13-Feb-17	4-Jul-17	20,087.67	3	427.40	2.60%
Suncorp Bank	534963		500,000.00	22-Feb-17	5-Jul-17	4,554.79	4	136.99	2.50%
Bank of Queensland	534964		1,000,000.00	23-Feb-17	5-Jul-17	9,221.92	4	279.45	2.55%
Bankwest	534893		2,000,000.00	21-Feb-17	11-Jul-17	19,945.21	10	1,424.66	2.60%
Heritage Bank	534965		1,000,000.00	23-Feb-17	12-Jul-17	9,520.55	11	753.42	2.50%
Bank of Queensland	535144		500,000.00	1-Mar-17	12-Jul-17	4,645.89	11	384.25	2.55%
Bendigo and Adelaide Bank	534042		1,500,000.00	15-Jul-16	17-Jul-17	43,738.36	16	1,906.85	2.90%
AMP Bank	534801		1,000,000.00	19-Jan-17	18-Jul-17	13,808.22	17	1,304.11	2.80%
Bankwest	534999		2,500,000.00	13-Mar-17	18-Jul-17	22,877.40	17	3,062.33	2.63%
Bankwest	535145		1,000,000.00	1-Mar-17	19-Jul-17	9,972.60	18	1,282.19	2.60%
Bank of Queensland	535146		1,000,000.00	2-Mar-17	19-Jul-17	9,710.96	18	1,257.53	2.55%
AMP Bank	534803		2,000,000.00	25-Jan-17	24-Jul-17	27,616.44	23	3,528.77	2.80%
ME Bank	534916		2,000,000.00	28-Feb-17	25-Jul-17	21,345.21	24	3,484.93	2.65%
National Australia Bank	535147		1,000,000.00	8-Mar-17	26-Jul-17	9,589.04	25	1,712.33	2.50%
National Australia Bank	535148		1,000,000.00	16-Mar-17	26-Jul-17	9,041.10	25	1,712.33	2.50%
Westpac Group	534062		2,000,000.00	28-Jul-16	28-Jul-17	58,000.00	27	4,290.41	2.90%
Bankwest	534925		2,000,000.00	1-Mar-17	1-Aug-17	0.00	31	4,416.44	2.60%
Suncorp Bank	535149		2,000,000.00	15-Mar-17	2-Aug-17	0.00	31	4,246.58	2.50%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - July 2017

INNER WEST COUNCIL

Monthly Accrued Interest									
Asset Type	Deal Number	Entity	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days Accrued	Interest Accrued ($)	Percentage Return
Commonwealth Bank of Australia	535151		2,000,000.00	22-Mar-17	2-Aug-17	0.00	31	4,314.52	2.54%
AMP Bank	534301		1,000,000.00	4-Aug-16	4-Aug-17	0.00	31	2,463.01	2.90%
Bankwest	535094		2,000,000.00	23-Mar-17	8-Aug-17	0.00	31	4,416.44	2.60%
Bank of Queensland	535152		1,000,000.00	22-Mar-17	9-Aug-17	0.00	31	2,123.29	2.50%
Auswide Bank	535153		1,000,000.00	29-Mar-17	9-Aug-17	0.00	31	2,208.22	2.60%
AMP Bank	534114		1,000,000.00	4-Aug-16	9-Aug-17	0.00	31	2,463.01	2.90%
Westpac Group	534128		1,000,000.00	12-Aug-16	15-Aug-17	0.00	31	2,547.95	3.00%
Westpac Group	534126		2,000,000.00	12-Aug-16	15-Aug-17	0.00	31	5,095.89	3.00%
Auswide Bank	535154		1,000,000.00	29-Mar-17	16-Aug-17	0.00	31	2,208.22	2.60%
Bankwest	535204		500,000.00	12-Apr-17	16-Aug-17	0.00	31	1,082.88	2.55%
Westpac Group	534127		2,000,000.00	12-Aug-16	22-Aug-17	0.00	31	5,095.89	3.00%
IMB Ltd	535205		500,000.00	5-Apr-17	23-Aug-17	0.00	31	1,061.64	2.50%
Beyond Bank Australia	535206		1,000,000.00	5-Apr-17	23-Aug-17	0.00	31	2,335.62	2.75%
Beyond Bank Australia	535150		1,000,000.00	2-Mar-17	31-Aug-17	0.00	31	2,293.15	2.70%
ME Bank	535207		1,000,000.00	19-Apr-17	31-Aug-17	0.00	31	2,140.27	2.52%
Bank of Queensland	534190		2,000,000.00	31-Aug-16	31-Aug-17	0.00	31	4,586.30	2.70%
Newcastle Permanent Building Society	534194		2,000,000.00	31-Aug-16	31-Aug-17	0.00	31	4,586.30	2.70%
Credit Union Australia	534302		1,000,000.00	7-Sep-16	5-Sep-17	0.00	31	2,420.55	2.85%
Westpac Group	534180		2,000,000.00	29-Aug-16	5-Sep-17	0.00	31	5,095.89	3.00%
MyState Bank	535208		1,000,000.00	26-Apr-17	6-Sep-17	0.00	31	2,165.75	2.55%
IMB Ltd	535331		1,000,000.00	3-May-17	6-Sep-17	0.00	31	2,123.29	2.50%
Westpac Group	534185		2,000,000.00	31-Aug-16	12-Sep-17	0.00	31	5,095.89	3.00%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - July 2017

INNER WEST COUNCIL

Monthly Accrued Interest									
Asset Type	Deal Number	Entity	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days Accrued	Interest Accrued ($)	Percentage Return
Beyond Bank Australia	535332		1,000,000.00	4-May-17	13-Sep-17	0.00	31	2,250.68	2.65%
IMB Ltd	535333		1,000,000.00	10-May-17	13-Sep-17	0.00	31	2,123.29	2.50%
Westpac Group	534329		1,000,000.00	13-Sep-16	13-Sep-17	0.00	31	2,547.95	3.00%
Westpac Group	534286		2,000,000.00	6-Sep-16	19-Sep-17	0.00	31	5,095.89	3.00%
ING Bank (Australia)	535155		2,500,000.00	29-Mar-17	20-Sep-17	0.00	31	5,626.71	2.65%
Bankwest	535334		1,000,000.00	10-May-17	20-Sep-17	0.00	31	2,123.29	2.50%
ME Bank	535099		2,000,000.00	28-Mar-17	26-Sep-17	0.00	31	4,450.41	2.62%
Beyond Bank Australia	535338		1,000,000.00	24-May-17	27-Sep-17	0.00	31	2,250.68	2.65%
Heritage Bank	535339		2,000,000.00	18-May-17	27-Sep-17	0.00	31	4,246.58	2.50%
Auswide Bank	534366		3,000,000.00	27-Sep-16	27-Sep-17	0.00	31	7,006.85	2.75%
Bank of Queensland	535100		2,000,000.00	28-Mar-17	3-Oct-17	0.00	31	4,501.37	2.65%
ME Bank	535335		1,000,000.00	31-May-17	4-Oct-17	0.00	31	2,165.75	2.55%
Suncorp Bank	535336		500,000.00	31-May-17	4-Oct-17	0.00	31	1,061.64	2.50%
Bendigo and Adelaide Bank	534463		1,000,000.00	7-Oct-16	6-Oct-17	0.00	31	2,378.08	2.80%
ME Bank	535168		2,000,000.00	6-Apr-17	10-Oct-17	0.00	31	4,501.37	2.65%
MyState Bank	535337		1,000,000.00	31-May-17	11-Oct-17	0.00	31	2,165.75	2.55%
Suncorp Bank	535444		1,500,000.00	7-Jun-17	11-Oct-17	0.00	31	3,184.93	2.50%
Westpac Group	534445		2,000,000.00	12-Oct-16	17-Oct-17	0.00	31	5,095.89	3.00%
Suncorp Bank	535445		1,000,000.00	15-Jun-17	18-Oct-17	0.00	31	2,165.75	2.55%
IMB Ltd	535446		1,000,000.00	21-Jun-17	18-Oct-17	0.00	31	2,165.75	2.55%
ME Bank	535369		2,000,000.00	20-Jun-17	24-Oct-17	0.00	31	4,416.44	2.60%
Bank of Queensland	535579		1,000,000.00	5-Jul-17	25-Oct-17	0.00	27	1,886.30	2.55%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - July 2017

INNER WEST COUNCIL

Monthly Accrued Interest									
Asset Type	Deal Number	Entity	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days Accrued	Interest Accrued ($)	Percentage Return
National Australia Bank	534465		2,000,000.00	24-Oct-16	25-Oct-17	13,961.64	31	4,756.16	2.80%
Bank of Queensland	535382		2,000,000.00	27-Jun-17	31-Oct-17	0.00	31	4,416.44	2.60%
Heritage Bank	535581		1,000,000.00	12-Jul-17	1-Nov-17	0.00	20	1,369.86	2.50%
Suncorp Bank	535582		500,000.00	5-Jul-17	1-Nov-17	0.00	27	887.67	2.40%
Bank of Queensland	535383		2,000,000.00	27-Jun-17	7-Nov-17	0.00	31	4,416.44	2.60%
Bank of Queensland	535580		500,000.00	12-Jul-17	8-Nov-17	0.00	20	684.93	2.50%
National Australia Bank	534519		2,000,000.00	10-Nov-16	9-Nov-17	0.00	31	4,671.23	2.75%
Bank of Queensland	535462		7,000,000.00	25-Jul-17	28-Nov-17	0.00	7	3,383.01	2.52%
Bank of Queensland	534660		2,000,000.00	12-Dec-16	12-Dec-17	0.00	31	4,756.16	2.80%
ME Bank	535325		2,000,000.00	7-Jun-17	12-Dec-17	0.00	31	4,586.30	2.70%
Bendigo and Adelaide Bank	535447		3,000,000.00	15-Jun-17	13-Dec-17	0.00	31	6,752.05	2.65%
ME Bank	535464		8,000,000.00	28-Jul-17	18-Dec-17	0.00	4	2,235.62	2.55%
Bankwest	534670		3,000,000.00	19-Dec-16	19-Dec-17	0.00	31	6,752.05	2.65%
National Australia Bank	498161		2,500,000.00	16-Dec-14	19-Dec-17	0.00	31	7,750.00	3.65%
ME Bank	535326		2,000,000.00	7-Jun-17	19-Dec-17	0.00	31	4,586.30	2.70%
Commonwealth Bank of Australia	534756		2,000,000.00	10-Jan-17	10-Jan-18	0.00	31	4,637.26	2.73%
ME Bank	534757		1,000,000.00	11-Jan-17	10-Jan-18	0.00	31	2,378.08	2.80%
Credit Union Australia	534852		2,000,000.00	7-Feb-17	10-Jan-18	0.00	31	4,926.03	2.90%
ME Bank	534787		2,000,000.00	18-Jan-17	17-Jan-18	0.00	31	4,756.16	2.80%
Bank of Queensland	535463		8,000,000.00	28-Jul-17	18-Jan-18	0.00	4	2,279.45	2.60%
Bendigo and Adelaide Bank	534845		2,000,000.00	31-Jan-17	31-Jan-18	0.00	31	4,756.16	2.80%
Bank of Queensland	534807		3,000,000.00	31-Jan-17	6-Feb-18	0.00	31	7,006.85	2.75%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - July 2017

INNER WEST COUNCIL

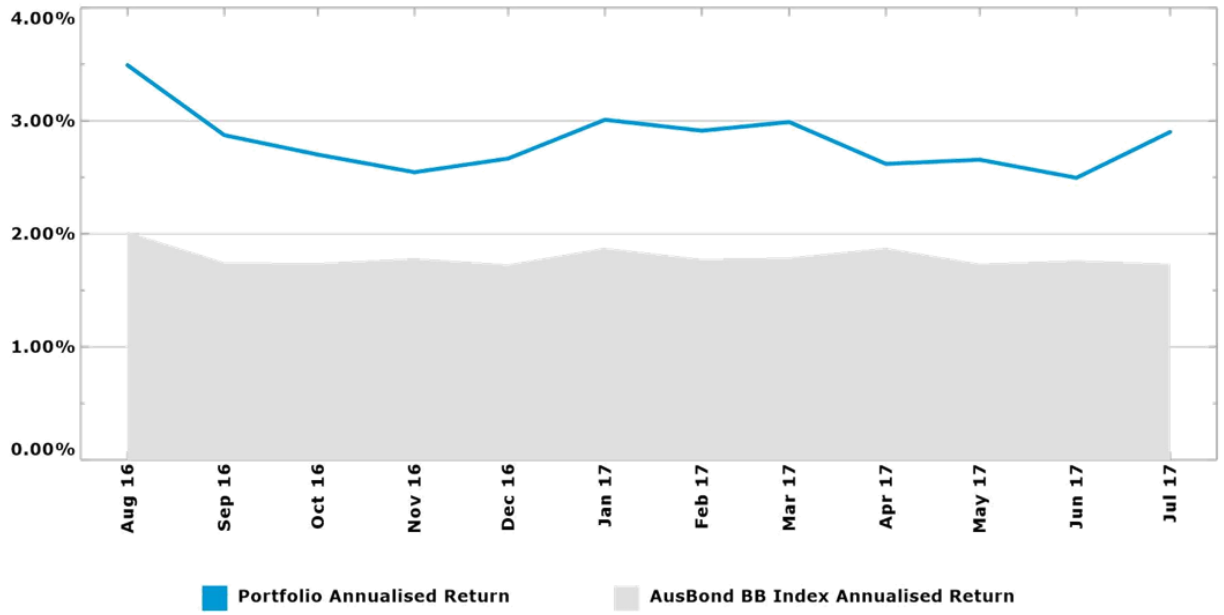
Monthly Accrued Interest									
Asset Type	**Deal Number**	**Entity**	**Face Value ($)**	**Settlement Date**	**Maturity Date**	**Interest Received ($)**	**Days Accrued**	**Interest Accrued ($)**	**Percentage Return**
Bendigo and Adelaide Bank	534853		2,000,000.00	7-Feb-17	7-Feb-18	0.00	31	4,756.16	2.80%
ME Bank	534872		1,000,000.00	14-Feb-17	14-Feb-18	0.00	31	2,293.15	2.70%
Rural Bank	534931		2,500,000.00	2-Mar-17	5-Mar-18	0.00	31	5,732.88	2.70%
Commonwealth Bank of Australia	535001		4,000,000.00	14-Mar-17	14-Mar-18	0.00	31	9,274.52	2.73%
Commonwealth Bank of Australia	535012		1,000,000.00	22-Mar-17	22-Mar-18	0.00	31	2,293.15	2.70%
Auswide Bank	535179		2,000,000.00	12-Apr-17	11-Apr-18	0.00	31	4,841.10	2.85%
ME Bank	535268		1,000,000.00	26-May-17	24-May-18	0.00	31	2,335.62	2.75%
Rural Bank	535279		2,000,000.00	1-Jun-17	31-May-18	0.00	31	4,671.23	2.75%
Credit Union Australia	535350		2,000,000.00	9-Jun-17	7-Jun-18	0.00	31	4,756.16	2.80%
Bendigo and Adelaide Bank	535359		1,000,000.00	14-Jun-17	13-Jun-18	0.00	31	2,293.15	2.70%
Westpac Group	534181		3,000,000.00	29-Aug-16	28-Jun-18	0.00	31	7,643.84	3.00%
National Australia Bank	534758		2,000,000.00	11-Jan-17	11-Jul-18	0.00	31	4,790.14	2.82%
Westpac Group	534129		4,000,000.00	12-Aug-16	12-Jul-18	0.00	31	10,191.78	3.00%
Westpac Group	534428		2,000,000.00	7-Oct-16	9-Oct-18	0.00	31	5,265.75	3.10%
Bank of Queensland	534764		2,000,000.00	12-Jan-17	14-Jan-19	0.00	31	5,095.89	3.00%
Westpac Group	534873		2,000,000.00	14-Feb-17	14-Feb-19	0.00	31	5,095.89	3.00%
Term Deposit						**307,636.99**		**351,020.96**	**2.75%**
						341,352.56		**429,198.43**	**2.76%**

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Performance Report - July 2017

INNER WEST COUNCIL

Annualised Monthly Return



Historical Performance Summary

	Portfolio	AusBond BB Index	Outperformance
Jul 2017	2.90%	1.73%	1.17%
Last 3 Months	2.69%	1.74%	0.95%
Last 6 Months	2.76%	1.77%	0.99%
Financial Year to Date	2.90%	1.73%	1.17%
Last 12 months	2.82%	1.79%	1.03%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Environmental Committments Report - July 2017

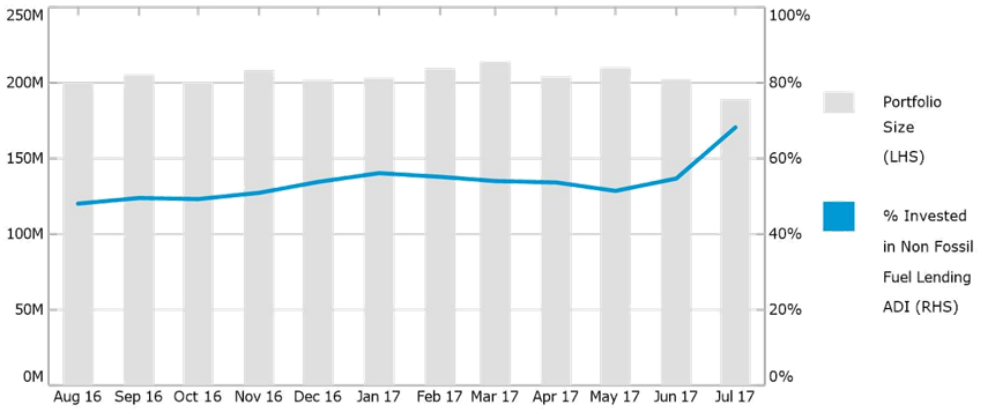
INNER WEST COUNCIL

Current Breakdown

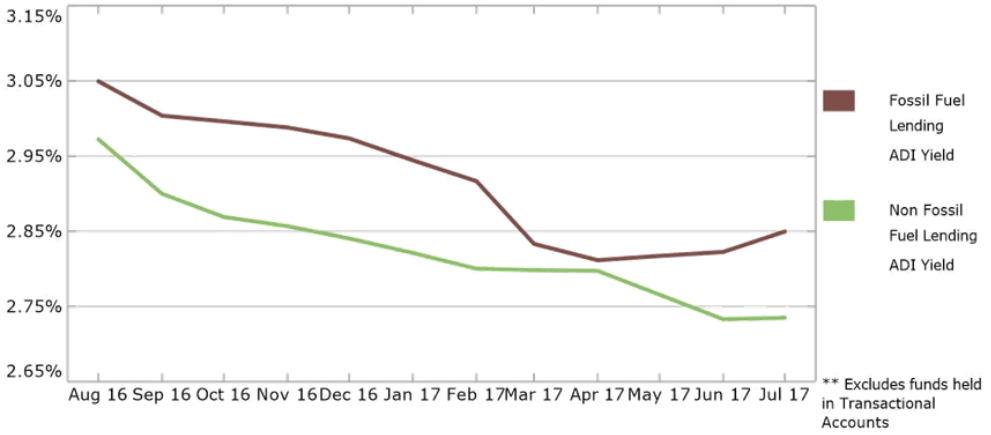
ADI Lending Status *	Current Month ($)	Previous Month ($)
Fossil Fuel Lending ADIs		
AMP Bank	2,000,000	5,000,000
Commonwealth Bank of Australia	17,514,995	42,000,061
ING Group	2,500,000	2,500,000
National Australia Bank	8,500,000	10,500,000
Non ADI	1,653,644	1,653,644
Westpac Group	28,000,000	30,000,000
	60,168,639 32%	**91,653,705 45%**
Non Fossil Fuel Lending ADIs		
ANZ Group (Green)	2,000,000	2,000,000
Auswide Bank	7,000,000	7,000,000
Bank of Queensland	34,500,000	20,500,000
Bendigo and Adelaide Bank	24,500,000	26,000,000
Beyond Bank	4,000,000	4,000,000
Credit Union Australia	8,000,000	8,000,000
Greater Building Society	2,000,000	2,000,000
Heritage Bank	3,000,000	3,000,000
IMB Ltd	3,500,000	3,500,000
Members Equity Bank	27,000,000	21,000,000
MyState Bank	2,000,000	2,000,000
Newcastle Permanent Building Society	5,000,000	5,000,000
Suncorp Bank	5,500,000	5,500,000
Teachers Mutual Bank	1,200,000	1,200,000
	129,200,000 68%	**110,700,000 55%**
	189,368,639	**202,353,705**

** source: http://www.marketforces.org.au*

Historical Portfolio Exposure to Non Fossil Fuel Lending ADIs



Weighted Average Yield - Fossil Fuel vs Non Fossil Fuel Lending ADI



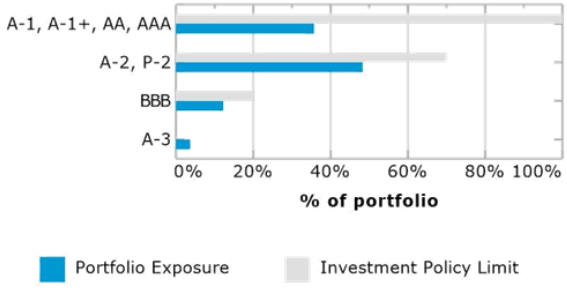
*** Excludes funds held in Transactional Accounts*

PRUDENTIAL INVESTMENT SERVICES CORP

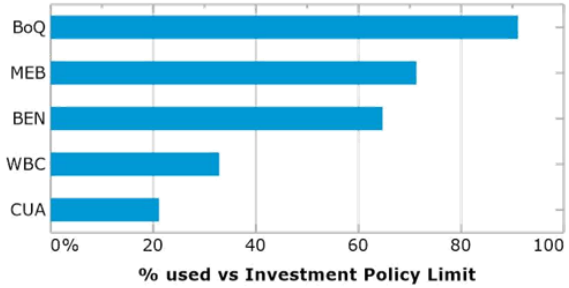
Inner West Council
Investment Policy Compliance Report - July 2017

INNER WEST COUNCIL

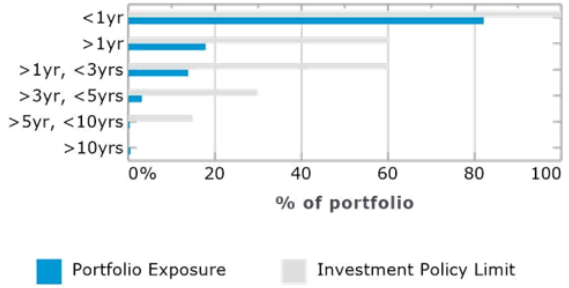
Total Credit Exposure



Individual Institutional Exposures



Term to Maturities



	Credit Rating	Face Value ($)		Policy Max	
Long Term	AA	10,000,000			
Long Term	AAA	653,644			
Short Term	A-1	10,000,000			
Short Term	A-1+	47,014,995			
		67,668,639	**36%**	**100%**	✔
Short Term	A-2	88,500,000			
Short Term	P-2	3,000,000			
		91,500,000	**48%**	**70%**	✔
Long Term	BBB	23,200,000			
		23,200,000	**12%**	**20%**	✔
Short Term	A-3	7,000,000			
		7,000,000	**4%**	**0%**	✘
		189,368,639	**100%**		

✔ = compliant
✘ = non-compliant

	% used vs Investment Policy Limit	
Bank of Queensland (A-2, BBB+)	91%	✔
Members Equity Bank (A-2, BBB)	71%	✔
Bendigo and Adelaide Bank (A-2, BBB+)	65%	✔
Westpac Group (A-1+, AA-)	33%	✔
Credit Union Australia (A-2, BBB)	21%	✔
Commonwealth Bank of Australia (AA-, A-1+)	21%	✔
Newcastle Permanent Building Society (A-2, BBB)	13%	✔
Greater Building Society (A-2, BBB)	11%	✔
Beyond Bank (A-2, BBB)	11%	✔
National Australia Bank (A-1+, AA-)	10%	✔
Suncorp Bank (A-1, A+)	10%	✔
IMB Ltd (A-2, BBB)	9%	✔
Heritage Bank (P-2, Ba1)	8%	✔

Maturity Profile	Face Value ($)		Policy Max	
Less than 1yr	155,514,995	82%	100%	✔
Greater than 1yr	33,853,644	18%	60%	✔
a. Between 1 and 3yrs	*26,200,000*	*14%*	*60%*	✔
b. Between 3 and 5yrs	*6,000,000*	*3%*	*30%*	✔
c. Between 5 and 10yrs	*653,644*	*0%*	*15%*	✔
d. Greater than 10yrs	*1,000,000*	*1%*	*0%*	✘
	189,368,639			

Detailed Maturity Profile	Face Value ($)	
00. Cash + Managed Funds	14,995	0%
01. Less Than 30 Days	20,000,000	11%
02. Between 30 Days and 60 Days	29,500,000	16%
03. Between 60 Days and 90 Days	18,000,000	10%
04. Between 90 Days and 180 Days	52,500,000	28%
05. Between 180 Days and 365 Days	35,500,000	19%
06. Between 365 Days and 3 Years	26,200,000	14%
07. Between 3 Years and 5 Years	6,000,000	3%
08. Between 5 Years and 10 Years	653,644	0%
09. Greater than 10 Years	1,000,000	1%
	189,368,639	

PRUDENTIAL INVESTMENT SERVICES CORP

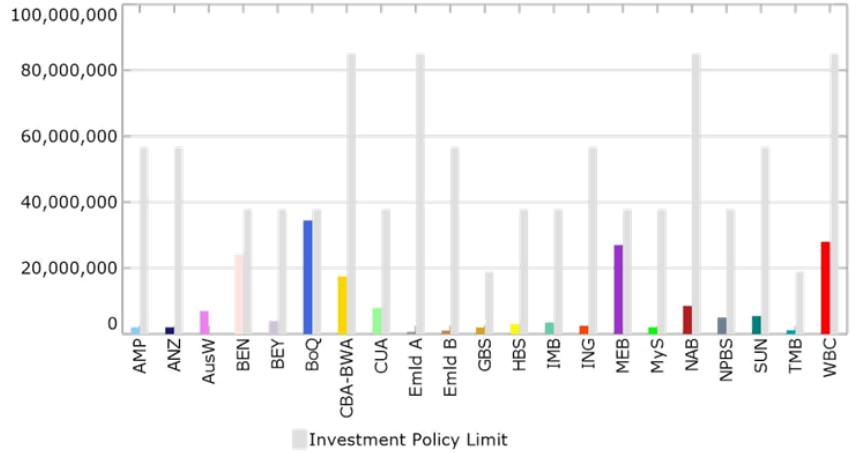
Inner West Council
Individual Institutional Exposures Report - July 2017

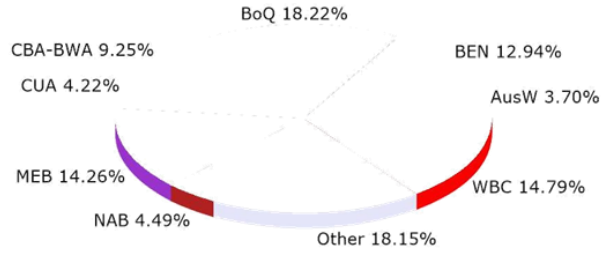
INNER WEST COUNCIL

Individual Institutional Exposures

Parent Group	Credit Rating	Portfolio Exposure ($)	Investment Policy Limit ($)
AMP Bank	A-1, A	2,000,000	56,810,592
ANZ Group	A-1+, AA-	2,000,000	56,810,592
Auswide Bank	A-3, BBB-	7,000,000	0
Bank of Queensland	A-2, BBB+	34,500,000	37,873,728
Bendigo and Adelaide Bank	A-2, BBB+	24,500,000	37,873,728
Beyond Bank	A-2, BBB	4,000,000	37,873,728
Commonwealth Bank of Australia	AA-, A-1+	17,514,995	85,215,888
Credit Union Australia	A-2, BBB	8,000,000	37,873,728
Emerald Reverse Mortgage (A Tranche)	AAA	653,644	85,215,888
Emerald Reverse Mortgage (B Tranche)	AA	1,000,000	56,810,592
Greater Building Society	A-2, BBB	2,000,000	18,936,864
Heritage Bank	P-2, Ba1	3,000,000	37,873,728
IMB Ltd	A-2, BBB	3,500,000	37,873,728
ING Group	A-1, A	2,500,000	56,810,592
Members Equity Bank	A-2, BBB	27,000,000	37,873,728
MyState Bank	A-2, BBB	2,000,000	37,873,728
National Australia Bank	A-1+, AA-	8,500,000	85,215,888
Newcastle Permanent Building Society	A-2, BBB	5,000,000	37,873,728
Suncorp Bank	A-1, A+	5,500,000	56,810,592
Teachers Mutual Bank	A-2, BBB	1,200,000	18,936,864
Westpac Group	A-1+, AA-	28,000,000	85,215,888
		189,368,639	

Individual Institutional Exposure Charts





PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - July 2017

INNER WEST COUNCIL

Current Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Received
4-Jul-17	534871	Bankwest	Term Deposits	Interest - Received	20,087.67
		Bankwest	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,020,087.67
				Day Total	**2,020,087.67**
5-Jul-17	534963	Suncorp Bank	Term Deposits	Interest - Received	4,554.79
		Suncorp Bank	Term Deposits	Maturity Face Value - Received	500,000.00
				Deal Total	504,554.79
	534964	Bank of Queensland	Term Deposits	Interest - Received	9,221.92
		Bank of Queensland	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,221.92
	535579	Bank of Queensland	Term Deposits	Settlement Face Value - Paid	-1,000,000.00
				Deal Total	-1,000,000.00
	535582	Suncorp Bank	Term Deposits	Settlement Face Value - Paid	-500,000.00
				Deal Total	-500,000.00
				Day Total	**13,776.71**
6-Jul-17	535107	ME Bank	Floating Rate Note	Coupon - Received	15,133.42
				Deal Total	15,133.42
				Day Total	**15,133.42**
11-Jul-17	534893	Bankwest	Term Deposits	Interest - Received	19,945.21
		Bankwest	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,019,945.21
				Day Total	**2,019,945.21**
12-Jul-17	534965	Heritage Bank	Term Deposits	Interest - Received	9,520.55
		Heritage Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,520.55
	535144	Bank of Queensland	Term Deposits	Interest - Received	4,645.89
		Bank of Queensland	Term Deposits	Maturity Face Value - Received	500,000.00
				Deal Total	504,645.89
	535580	Bank of Queensland	Term Deposits	Settlement Face Value - Paid	-500,000.00

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - July 2017

INNER WEST COUNCIL

Current Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Received
				Deal Total	-500,000.00
	535581	Heritage Bank	Term Deposits	Settlement Face Value - Paid	-1,000,000.00
				Deal Total	-1,000,000.00
				Day Total	**14,166.44**
17-Jul-17	534042	Bendigo and Adelaide Bank	Term Deposits	Interest - Received	43,738.36
		Bendigo and Adelaide Bank	Term Deposits	Maturity Face Value - Received	1,500,000.00
				Deal Total	1,543,738.36
				Day Total	**1,543,738.36**
18-Jul-17	534801	AMP Bank	Term Deposits	Interest - Received	13,808.22
		AMP Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,013,808.22
	534999	Bankwest	Term Deposits	Interest - Received	22,877.40
		Bankwest	Term Deposits	Maturity Face Value - Received	2,500,000.00
				Deal Total	2,522,877.40
				Day Total	**3,536,685.62**
19-Jul-17	535145	Bankwest	Term Deposits	Interest - Received	9,972.60
		Bankwest	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,972.60
	535146	Bank of Queensland	Term Deposits	Interest - Received	9,710.96
		Bank of Queensland	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,710.96
				Day Total	**2,019,683.56**
24-Jul-17	534465	National Australia Bank	Term Deposits	Interest - Received	13,961.64
				Deal Total	13,961.64
	534803	AMP Bank	Term Deposits	Interest - Received	27,616.44
		AMP Bank	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,027,616.44
				Day Total	**2,041,578.08**

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - July 2017

INNER WEST COUNCIL

Current Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Received
25-Jul-17	534916	ME Bank	Term Deposits	Interest - Received	21,345.21
		ME Bank	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,021,345.21
	535462	Bank of Queensland	Term Deposits	Settlement Face Value - Paid	-7,000,000.00
				Deal Total	-7,000,000.00
				Day Total	**-4,978,654.79**
26-Jul-17	535147	National Australia Bank	Term Deposits	Interest - Received	9,589.04
		National Australia Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,589.04
	535148	National Australia Bank	Term Deposits	Interest - Received	9,041.10
		National Australia Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,041.10
				Day Total	**2,018,630.14**
28-Jul-17	534062	Westpac Group	Term Deposits	Interest - Received	58,000.00
		Westpac Group	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,058,000.00
	534461	Teachers Mutual Bank	Floating Rate Note	Coupon - Received	9,409.15
				Deal Total	9,409.15
	535463	Bank of Queensland	Term Deposits	Settlement Face Value - Paid	-8,000,000.00
				Deal Total	-8,000,000.00
	535464	ME Bank	Term Deposits	Settlement Face Value - Paid	-8,000,000.00
				Deal Total	-8,000,000.00
				Day Total	**-13,932,590.85**
31-Jul-17	533203	Bank of Queensland	Floating Rate Note	Coupon - Received	7,455.62
				Deal Total	7,455.62
				Day Total	**7,455.62**
				Net Cash Movement for Period	**-3,660,364.82**

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - July 2017

INNER WEST COUNCIL

Next Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Due
1-Aug-17	534925	Bankwest	Term Deposit	Interest - Received	21,797.26
		Bankwest	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,021,797.26
				Day Total	**2,021,797.26**
2-Aug-17	535149	Suncorp Bank	Term Deposit	Interest - Received	19,178.08
		Suncorp Bank	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,019,178.08
	535151	Commonwealth Bank of Australia	Term Deposit	Interest - Received	18,510.68
		Commonwealth Bank of Australia	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,018,510.68
				Day Total	**4,037,688.77**
4-Aug-17	534301	AMP Bank	Term Deposit	Interest - Received	29,000.00
		AMP Bank	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,029,000.00
				Day Total	**1,029,000.00**
8-Aug-17	535094	Bankwest	Term Deposit	Interest - Received	19,660.27
		Bankwest	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,019,660.27
				Day Total	**2,019,660.27**
9-Aug-17	534114	AMP Bank	Term Deposit	Interest - Received	29,397.26
		AMP Bank	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,029,397.26
	535152	Bank of Queensland	Term Deposit	Interest - Received	9,589.04
		Bank of Queensland	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,589.04
	535153	Auswide Bank	Term Deposit	Interest - Received	9,473.97
		Auswide Bank	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,473.97
				Day Total	**3,048,460.27**
10-Aug-17	533332	Westpac Group	Floating Rate Note	Coupon - Received	13,787.40
				Deal Total	13,787.40

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - July 2017

INNER WEST COUNCIL

Next Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Due
				Day Total	**13,787.40**
14-Aug-17	402080	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	22,475.75
				Deal Total	22,475.75
	534126	Westpac Group	Term Deposit	Interest - Received	60,328.77
				Deal Total	60,328.77
	534127	Westpac Group	Term Deposit	Interest - Received	60,328.77
				Deal Total	60,328.77
	534128	Westpac Group	Term Deposit	Interest - Received	30,164.38
				Deal Total	30,164.38
	534129	Westpac Group	Term Deposit	Interest - Received	120,657.53
				Deal Total	120,657.53
				Day Total	**293,955.21**
15-Aug-17	534126	Westpac Group	Term Deposit	Interest - Received	164.38
		Westpac Group	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,000,164.38
	534128	Westpac Group	Term Deposit	Interest - Received	82.19
		Westpac Group	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,000,082.19
				Day Total	**3,000,246.58**
16-Aug-17	535154	Auswide Bank	Term Deposit	Interest - Received	9,972.60
		Auswide Bank	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,972.60
	535204	Bankwest	Term Deposit	Interest - Received	4,401.37
		Bankwest	Term Deposit	Maturity Face Value - Received	500,000.00
				Deal Total	504,401.37
				Day Total	**1,514,373.97**
18-Aug-17	505171	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	14,291.51
				Deal Total	14,291.51
	505174	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	7,145.75
				Deal Total	7,145.75
	505175	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	14,291.51

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - July 2017

INNER WEST COUNCIL

Next Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Due
				Deal Total	14,291.51
	533606	Bank of Queensland	Floating Rate Note	Coupon - Received	8,103.56
				Deal Total	8,103.56
				Day Total	**43,832.33**
21-Aug-17	310321	Emerald Reverse Mortgage (A Tranche)	Mortgage Backed Securities	Coupon - Received	3,560.75
				Deal Total	3,560.75
	310334	Emerald Reverse Mortgage (B Tranche)	Mortgage Backed Securities	Coupon - Received	6,195.48
				Deal Total	6,195.48
	534538	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	21,204.25
				Deal Total	21,204.25
				Day Total	**30,960.47**
22-Aug-17	534127	Westpac Group	Term Deposit	Interest - Received	1,315.07
		Westpac Group	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,001,315.07
				Day Total	**2,001,315.07**
23-Aug-17	535205	IMB Ltd	Term Deposit	Interest - Received	4,794.52
		IMB Ltd	Term Deposit	Maturity Face Value - Received	500,000.00
				Deal Total	504,794.52
	535206	Beyond Bank Australia	Term Deposit	Interest - Received	10,547.95
		Beyond Bank Australia	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,010,547.95
				Day Total	**1,515,342.47**
24-Aug-17	534887	Greater Building Society	Floating Rate Note	Coupon - Received	8,040.55
				Deal Total	8,040.55
	534888	Greater Building Society	Floating Rate Note	Coupon - Received	8,040.55
				Deal Total	8,040.55
				Day Total	**16,081.10**
25-Aug-17	421808	Westpac Group	Floating Rate Note	Coupon - Received	6,742.47
				Deal Total	6,742.47
				Day Total	**6,742.47**
28-Aug-17	502254	Newcastle Permanent Building Society	Floating Rate Note	Coupon - Received	21,204.25

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - July 2017

INNER WEST COUNCIL

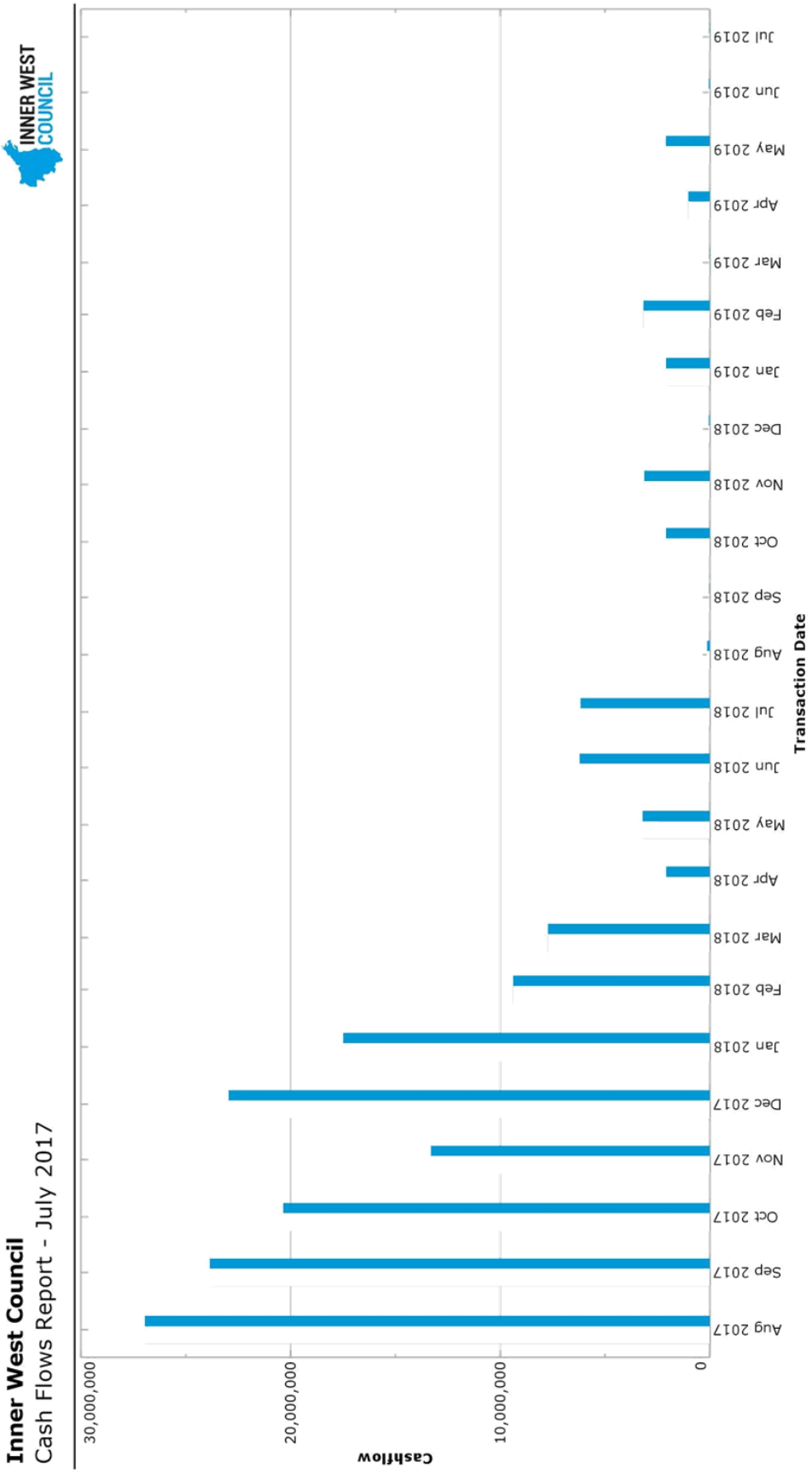
Next Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Due
				Deal Total	21,204.25
				Day Total	**21,204.25**
29-Aug-17	534180	Westpac Group	Term Deposit	Interest - Received	60,000.00
				Deal Total	60,000.00
	534181	Westpac Group	Term Deposit	Interest - Received	90,000.00
				Deal Total	90,000.00
				Day Total	**150,000.00**
31-Aug-17	534185	Westpac Group	Term Deposit	Interest - Received	60,000.00
				Deal Total	60,000.00
	534190	Bank of Queensland	Term Deposit	Interest - Received	54,000.00
		Bank of Queensland	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,054,000.00
	534194	Newcastle Permanent Building Society	Term Deposit	Interest - Received	54,000.00
		Newcastle Permanent Building Society	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,054,000.00
	535150	Beyond Bank Australia	Term Deposit	Interest - Received	13,463.01
		Beyond Bank Australia	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,013,463.01
	535207	ME Bank	Term Deposit	Interest - Received	9,251.51
		ME Bank	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,251.51
				Day Total	**6,190,714.52**
				Net Cash Movement for Period	**26,955,162.39**

PRUDENTIAL INVESTMENT SERVICES CORP

Item 10

Attachment 1



PRUDENTIAL
INVESTMENT SERVICES CORP

Inner West Council
Economic and Investment Portfolio Commentary
July 2017

Global issues:

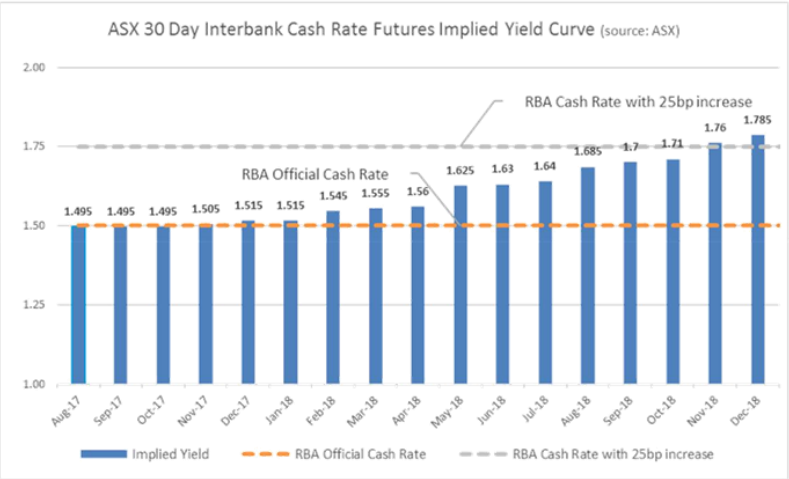
- The International Monetary Fund (IMF) now forecasts global growth in 2017 to finish +3.50% and 2018 growth to improve to +3.60%. This is up from the low 3% area the IMF predicted over the past several years.
- In China, economic data continues to be encouraging with GDP remaining at 6.90% and retail sales and industrial production showing improvements. However, high levels of local government and private debt remains a concern.
- In the US, despite the recent failure of Republicans to pass health care reform and expectations that Pres Trump's pro-business tax reform could suffer the same fate, the US share market continues to hit new highs and overall economic growth is trending modestly higher.

Domestic issues:

- In Australia, the latest employment data showed a net gain of 14,000 jobs with a large component of full-time positions offsetting a drop in part-time roles. The unemployment rate remained unchanged at 5.6%.
- Latest inflation data showed a drop below the RBA's 2-3% target range with a reading of 1.90% for the year ending June. Price rises in medical services, tobacco and alcohol were offset by falls in petrol, holiday travel/accommodation and fruit & vegetables.

Interest rates

- The RBA's official cash rate remains at 1.50%. The market is pricing in a rate hike to 1.75% by November 2018:



PRUDENTIAL INVESTMENT SERVICES CORP

- Term deposit rates across most maturities ended lower for the month. The best indicative 3 month TD from Australian majors closed July in the 2.40% area down from 2.45% in June. The highest 12 month rate from a four major was down to approx. 2.55% from 2.60% a month earlier.

Investment Portfolio Commentary

Council's investment portfolio posted a return of 2.90%pa for the month of July versus the bank bill index benchmark return of 1.73%pa.

Without marked-to-market influences, Council's investment portfolio yielded 2.76%pa for the month. This is based on the actual interest rates being received on existing investments and excludes the underlying changes to the market value of the securities/deposits.

68% of the portfolio was invested in non fossil fuel lending ADIs at the end of the month, up from 55% the month prior. This was caused by a decrease in the fossil fuel lending ADI exposure from $91.7m to $60.2m (due to term deposit maturities) while fossil fuel lending ADI exposure increased from $110.7m to $129.2m (due to new investments)

Non-fossil fuel lending ADIs yielded 2.74%pa during the month while fossil fuel lending ADIs yielded 2.85% during the month.

Council has a well-diversified portfolio invested among a range of term deposits and floating rate notes from highly rated Australian ADIs. 84% of the portfolio is spread among the top three credit rating categories (A long term/A2 short term and higher) and NSW T-Corp cash managed funds. It is expected that Council can continue to achieve above benchmark returns with prudent investment selection for its short and long term holdings.

Disclaimer: The statements and opinions contained in this report are based on currently prevailing conditions in financial markets and are so contained in good faith and in the belief that such statements and opinion are not false or misleading. In preparing this report, Prudential Investment Services Corp has relied upon information which it believes to be reliable and accurate. Prudential Investment Services Corp believes that this report and the opinions expressed in this report are accurate, but no warranty of accuracy or reliability is given. Prudential Investment Services Corp does not warrant that its investigation has revealed all of the matters which a more extensive examination might disclose. This report may not be reproduced, transmitted, or made available either in part or in whole to any third party without the prior written consent of Prudential Investment Services Corp. AFS Licence No. 468145.

INNER WEST COUNCIL

Investment Summary Report
July 2017

PRUDENTIAL
INVESTMENT SERVICES CORP

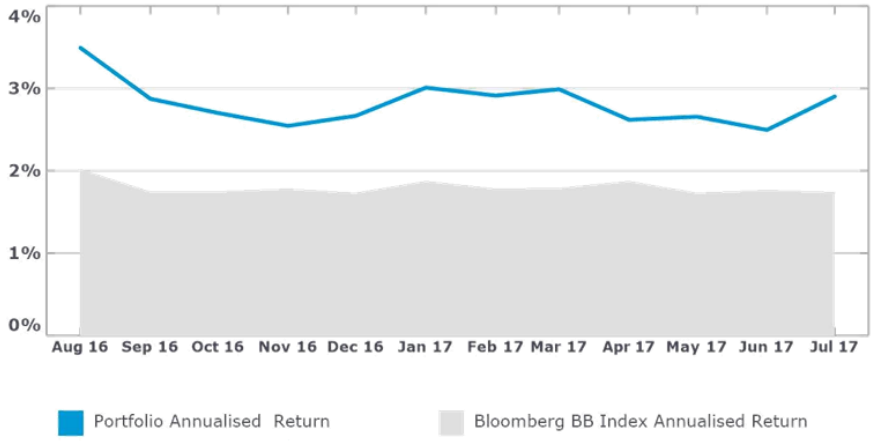
Inner West Council
Executive Summary - July 2017

INNER WEST COUNCIL

Investment Holdings

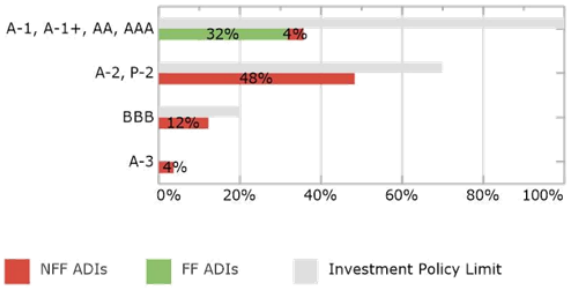
By Product	Face Value ($)	Current Value ($)	Current Yield (%)
Bonds	2,000,000.00	2,042,678.57	3.2500
Cash	14,995.19	14,995.19	1.0726
Floating Rate Note	27,200,000.00	27,424,544.30	2.9212
Mortgage Backed Security	1,653,644.03	1,203,990.79	2.3664
Term Deposit	158,500,000.00	160,358,763.56	2.7314
	189,368,639.22	**191,044,972.41**	**2.7608**

Investment Performance

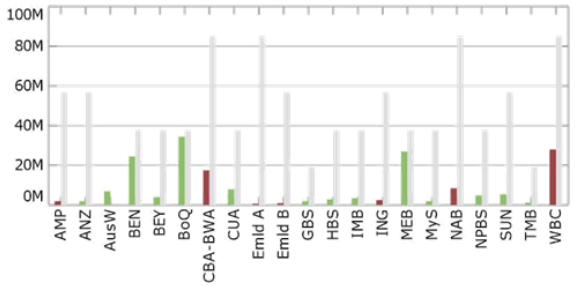


Investment Policy Compliance

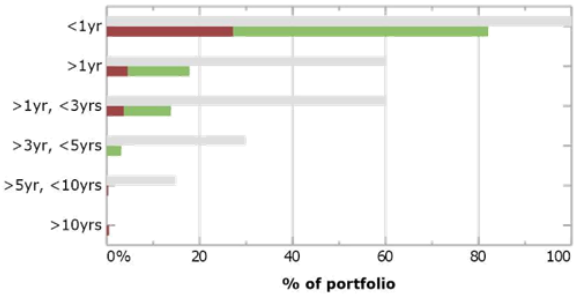
Total Credit Exposure



Individual Exposures



Term to Maturities



PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Environmental Committments Report - July 2017

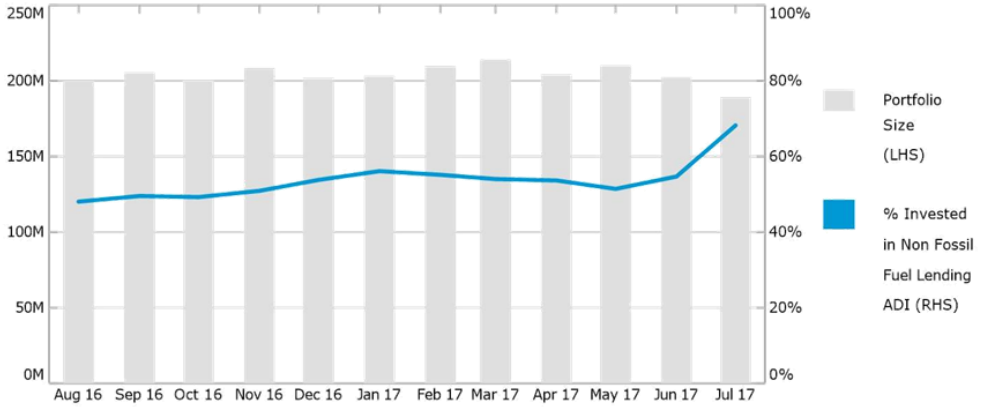
INNER WEST COUNCIL

Current Breakdown

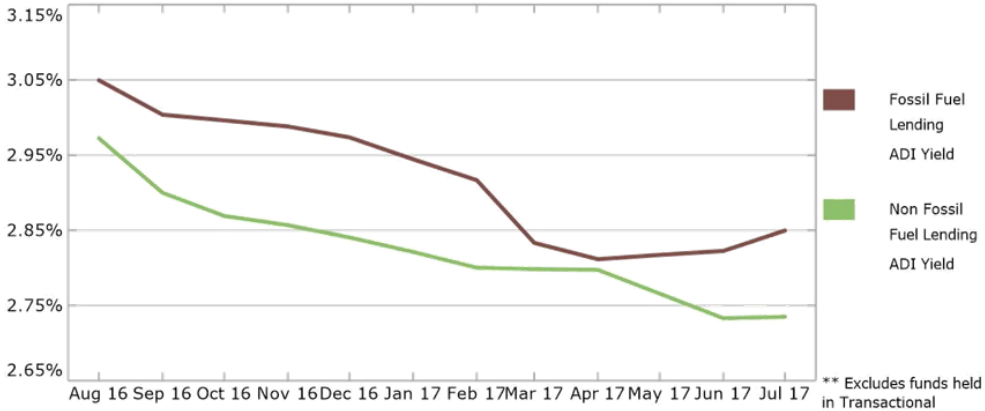
ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
AMP Bank	2,000,000		5,000,000	
Commonwealth Bank of Australia	17,514,995		42,000,061	
ING Group	2,500,000		2,500,000	
National Australia Bank	8,500,000		10,500,000	
Non ADI	1,653,644		1,653,644	
Westpac Group	28,000,000		30,000,000	
	60,168,639	**32%**	**91,653,705**	**45%**
Non Fossil Fuel Lending ADIs				
ANZ Group (Green)	2,000,000		2,000,000	
Auswide Bank	7,000,000		7,000,000	
Bank of Queensland	34,500,000		20,500,000	
Bendigo and Adelaide Bank	24,500,000		26,000,000	
Beyond Bank	4,000,000		4,000,000	
Credit Union Australia	8,000,000		8,000,000	
Greater Building Society	2,000,000		2,000,000	
Heritage Bank	3,000,000		3,000,000	
IMB Ltd	3,500,000		3,500,000	
Members Equity Bank	27,000,000		21,000,000	
MyState Bank	2,000,000		2,000,000	
Newcastle Permanent Building Society	5,000,000		5,000,000	
Suncorp Bank	5,500,000		5,500,000	
Teachers Mutual Bank	1,200,000		1,200,000	
	129,200,000	**68%**	**110,700,000**	**55%**
	189,368,639		**202,353,705**	

** source: http://www.marketforces.org.au*

Historical Portfolio Exposure to Non Fossil Fuel Lending ADIs



Weighted Average Yield - Fossil Fuel vs Non Fossil Fuel Lending ADI



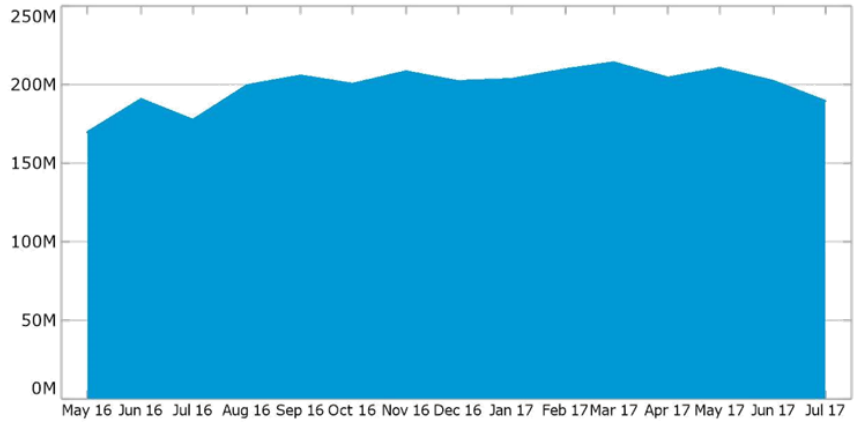
** Excludes funds held in Transactional Accounts

PRUDENTIAL INVESTMENT SERVICES CORP

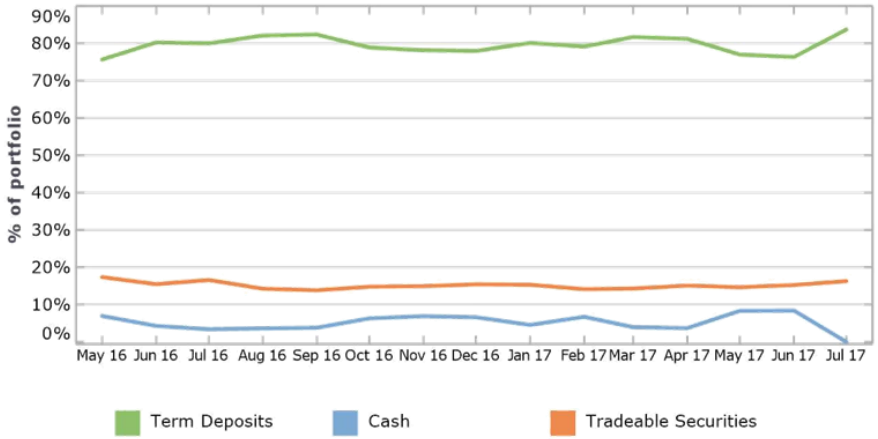
Inner West Council
Historical Graphs - July 2017

INNER WEST COUNCIL

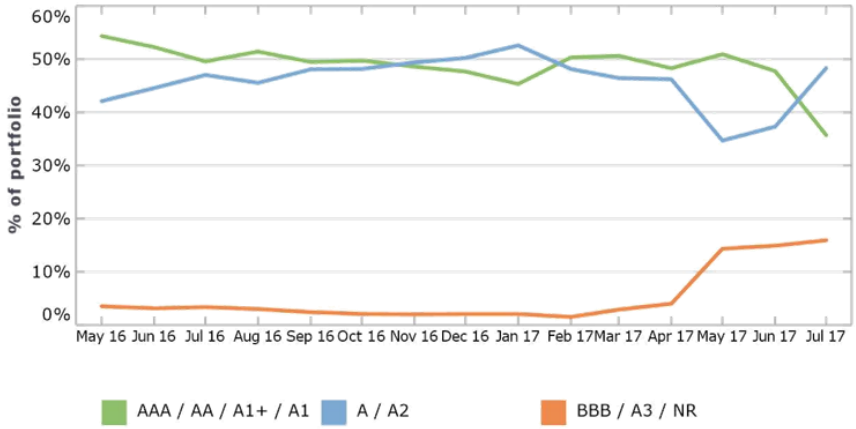
By Balance



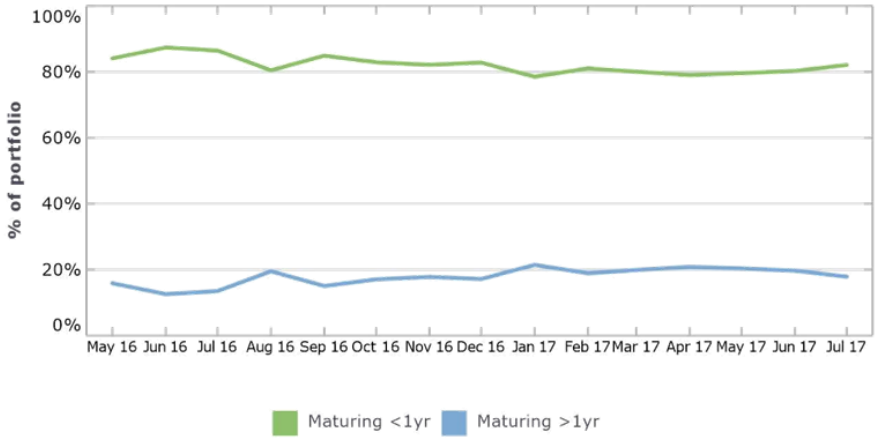
By Investment Type



By Credit Rating



By Maturity



PRUDENTIAL INVESTMENT SERVICES CORP

Attachment 3 **Item 10**

Item 11

Item No: **C1017 Item 11**

Subject: **INVESTMENT REPORT AS AT 31 AUGUST 2017**

File Ref: 17/4718

Prepared By: Brendhan Barry - Manager Financial Services

Authorised By: Michael Tzimoulas - Deputy General Manager Chief Financial and Administration Officer

SUMMARY

In accordance with the requirements of clause 212 of the Local Government (General) Regulation 2005, Council is provided with a listing of all investments made pursuant to section 625 of the Local Government Act 1993 and reported for periods ending 31 August 2017.

RECOMMENDATION

THAT:

The report be received and noted.

BACKGROUND

Clause 212 of the Local Government (General) Regulation 2005 requires that a report be presented to Council each month listing all investments with a certification from the Responsible Accounting Officer. Attached to this report are further reports from Council's Investment Advisors, Prudential Investment Services.

FINANCIAL IMPLICATIONS

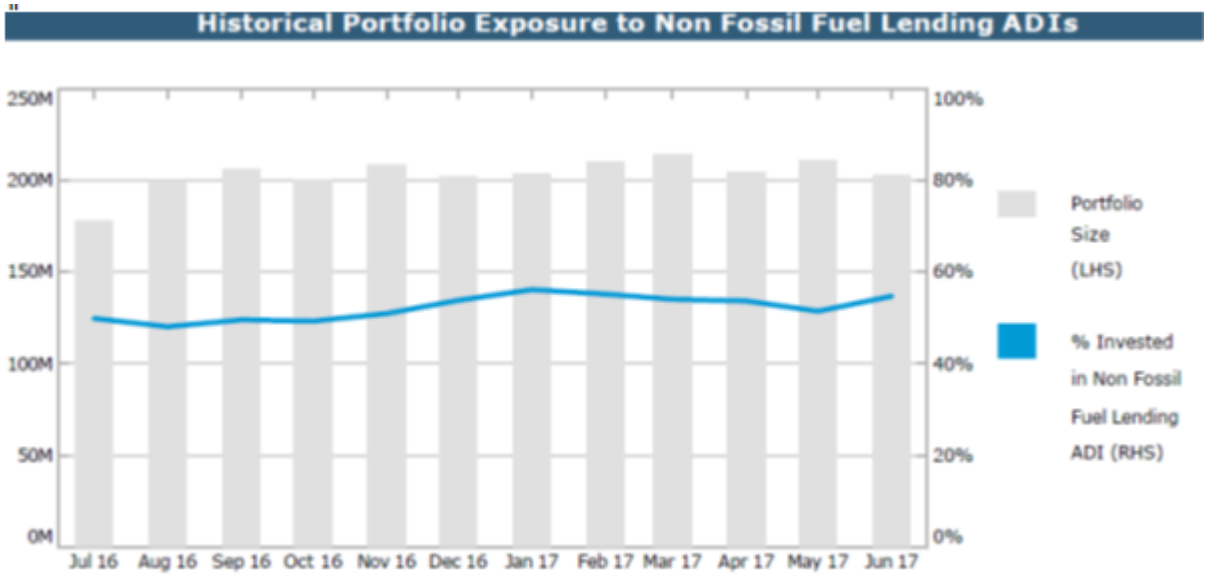
The Investment Holdings report (**Attachment 1**) for the period ending 31 August 2017 reflects Council's holding in various investment categories these are listed in the table below. Council's portfolio size has decreased by approximately $8 million to $202m of which 87% was rated A rated or above.

Current Breakdown

ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
AMP Bank	5,000,000		8,000,000	
Commonwealth Bank of Australia	42,000,061		42,521,031	
ING Group	2,500,000		2,500,000	
National Australia Bank	10,500,000		15,500,000	
Non ADI	1,653,644		1,653,644	
Westpac Group	30,000,000		32,000,000	
	91,653,705	**45%**	**102,174,675**	**49%**
Non Fossil Fuel Lending ADIs				
ANZ Group (Green)	2,000,000		2,000,000	
Auswide Bank	7,000,000		7,000,000	
Bank of Queensland	20,500,000		21,000,000	
Bendigo and Adelaide Bank	26,000,000		23,000,000	
Beyond Bank	4,000,000		4,000,000	
Credit Union Australia	8,000,000		8,000,000	
Greater Building Society	2,000,000		2,000,000	
Heritage Bank	3,000,000		4,000,000	
IMB Ltd	3,500,000		3,500,000	
Members Equity Bank	21,000,000		20,000,000	
MyState Bank	2,000,000		2,000,000	
Newcastle Permanent Building Society	5,000,000		5,000,000	
Suncorp Bank	5,500,000		5,500,000	
Teachers Mutual Bank	1,200,000		1,200,000	
	110,700,000	**55%**	**108,200,000**	**51%**
	202,353,705		**210,374,675**	

Item 11

Environmental Commitments



Council's holdings in Non-Fossil investments increased to approximately $168.7m with a relative total portfolio percentage increase (77% in August 2017 as opposed to 68% in July 2017) in Non-Fossil investments. The percentage increase was driven by a decrease in fossil fuel lending investments from $60.2m to $51.6m (due to maturities) while investments in non-fossil fuel lending ADIs increased from $129.2m to $168.7m. The attachments to this report summarise all investments held by Council and interest returns for periods ending 31 August 2017.

The period ending 31 August 2017, the portfolio for Inner West Council had a One-Month Portfolio Investment Return (2.90%) was above the UBSWA Bank Bill Index Benchmark (1.69%). Council has a well-diversified portfolio with 87% of the portfolio spread among the top three credit rating categories (A long term / A2 short term and higher).

The Current Market value is required to be accounted for by the accounting. The Current Market Value is a likely outcome if Council were to consider recalling the investment prior to its due date.

All investments made for the month of August 2017 have been made in accordance with the Local Government Act, Local Government Regulations and the Inner West Council Investment Policy.

ATTACHMENTS

1.⇩ IWC Aug17 - summary
2.⇩ IWC Aug17
3.⇩ IWC Economic and Investment Portfolio Commentary Aug 17

INNER WEST COUNCIL

Investment Summary Report
August 2017

PRUDENTIAL
INVESTMENT SERVICES CORP

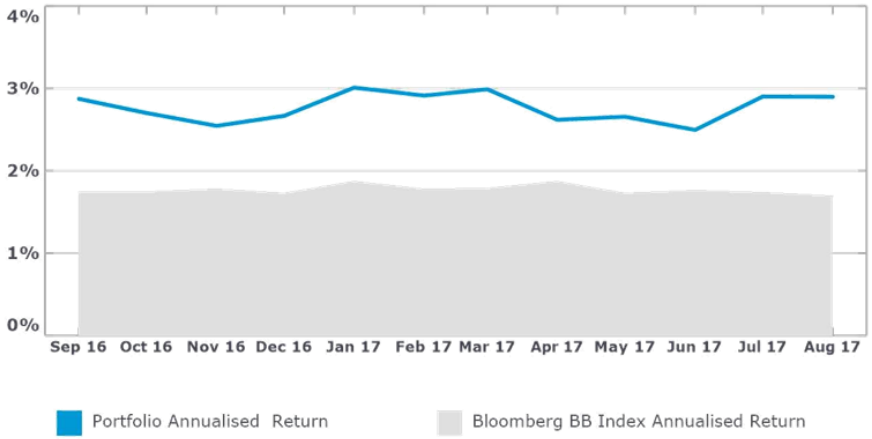
Inner West Council
Executive Summary - August 2017

INNER WEST COUNCIL

Investment Holdings

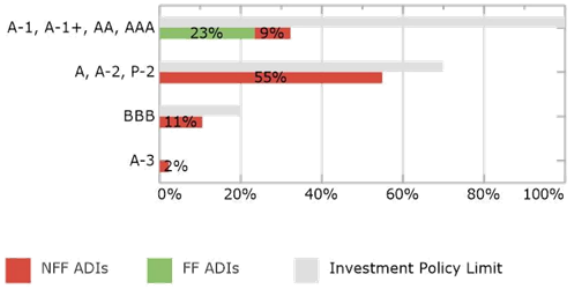
By Product	Face Value ($)	Current Value ($)	Current Yield (%)
Bonds	2,000,000.00	2,045,294.29	3.2500
Cash	0.00	0.00	
Floating Rate Note	28,200,000.00	28,376,903.15	2.8847
Mortgage Backed Security	1,629,895.21	1,178,758.80	2.3241
Term Deposit	188,500,000.00	189,938,886.46	2.6735
	220,329,895.21	**221,539,842.70**	**2.7032**

Investment Performance

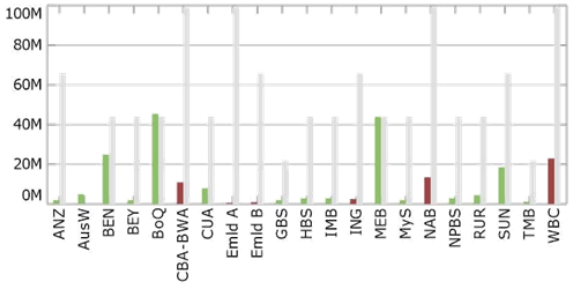


Investment Policy Compliance

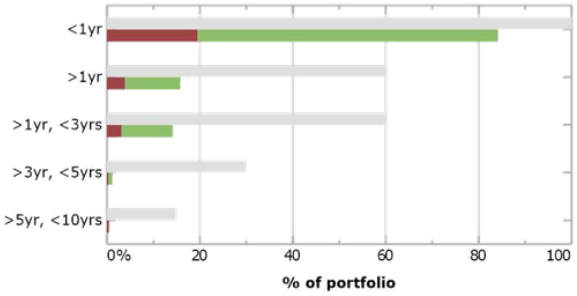
Total Credit Exposure



Individual Exposures



Term to Maturities



PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Environmental Committments Report - August 2017

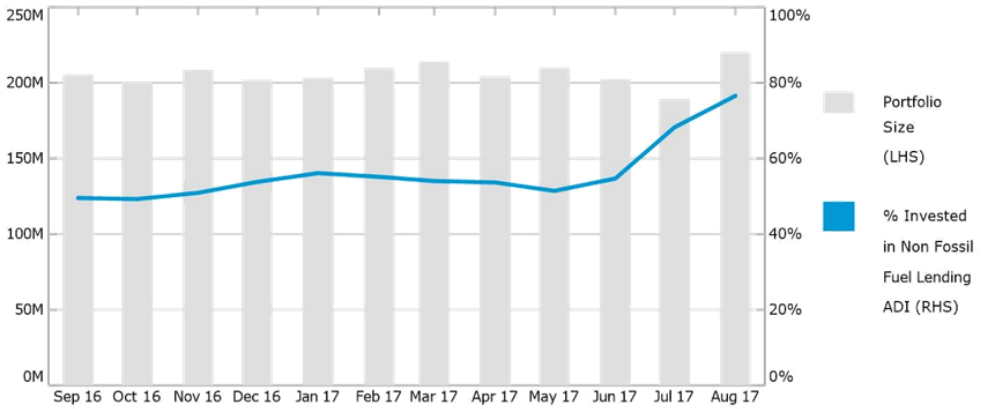
INNER WEST COUNCIL

Current Breakdown

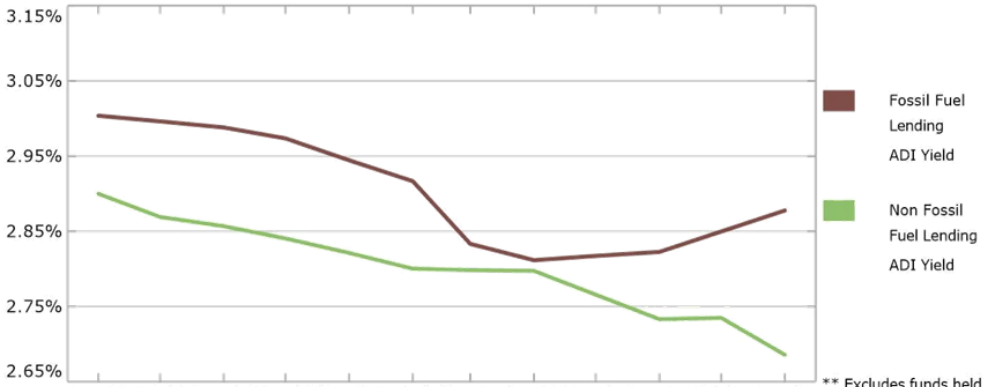
ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
AMP Bank			2,000,000	
Commonwealth Bank of Australia	11,000,000		17,514,995	
ING Group	2,500,000		2,500,000	
National Australia Bank	13,500,000		8,500,000	
Non ADI	1,629,895		1,653,644	
Westpac Group	23,000,000		28,000,000	
	51,629,895	**23%**	**60,168,639**	**32%**
Non Fossil Fuel Lending ADIs				
ANZ Group (Green)	2,000,000		2,000,000	
Auswide Bank	5,000,000		7,000,000	
Bank of Queensland	45,500,000		34,500,000	
Bendigo and Adelaide Bank	25,000,000		20,000,000	
Beyond Bank	2,000,000		4,000,000	
Credit Union Australia	8,000,000		8,000,000	
Greater Building Society	2,000,000		2,000,000	
Heritage Bank	3,000,000		3,000,000	
IMB Ltd	3,000,000		3,500,000	
Members Equity Bank	44,000,000		27,000,000	
MyState Bank	2,000,000		2,000,000	
Newcastle Permanent Building Society	3,000,000		5,000,000	
Rural Bank	4,500,000		4,500,000	
Suncorp Bank	18,500,000		5,500,000	
Teachers Mutual Bank	1,200,000		1,200,000	
	168,700,000	**77%**	**129,200,000**	**68%**
	220,329,895		**189,368,639**	

** source: http://www.marketforces.org.au*

Historical Portfolio Exposure to Non Fossil Fuel Lending ADIs



Weighted Average Yield - Fossil Fuel vs Non Fossil Fuel Lending ADI



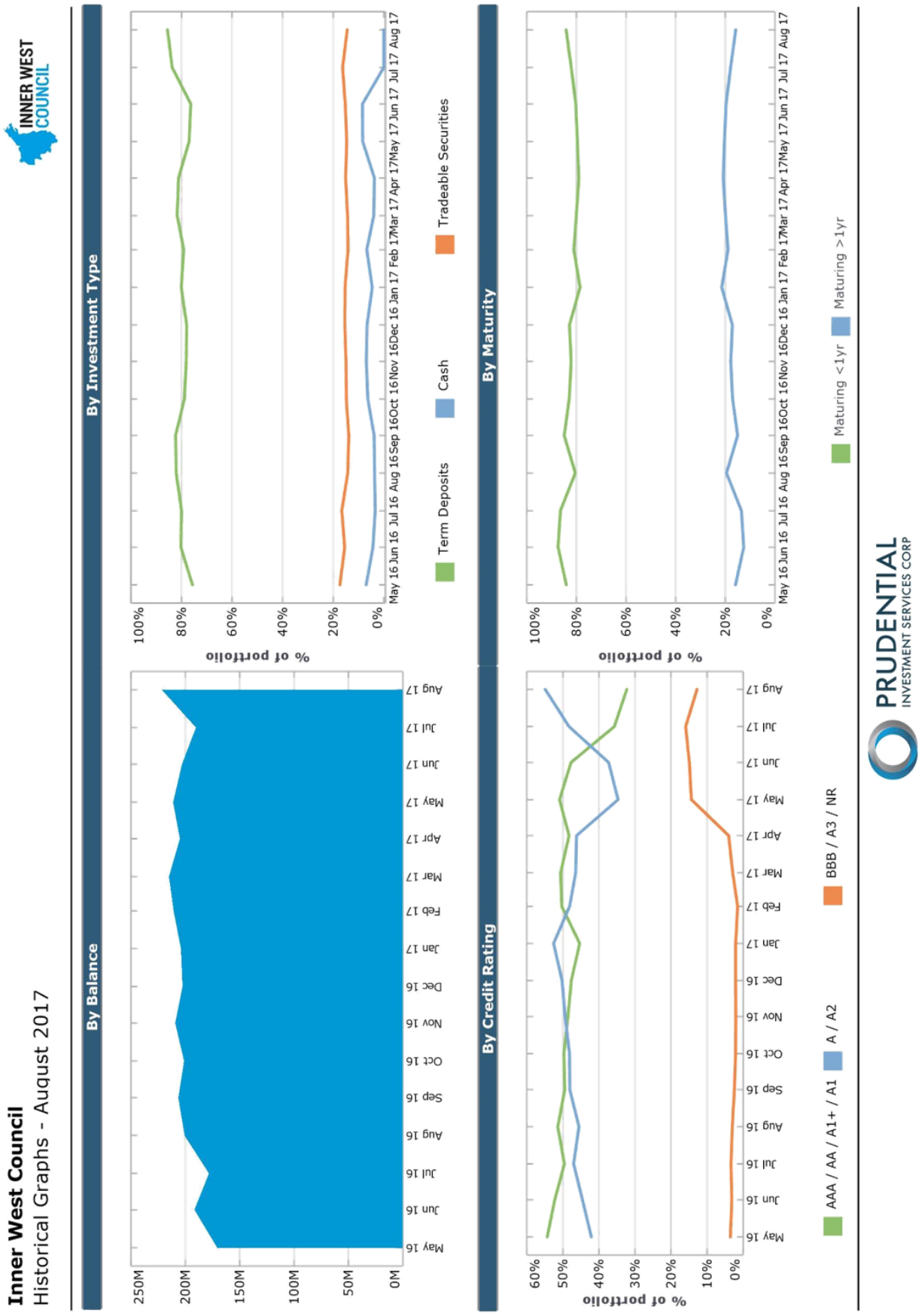
** Excludes funds held in Transactional Accounts

PRUDENTIAL INVESTMENT SERVICES CORP

Attachment 1 **Item 11**

Item 11

Attachment 1



INNER WEST COUNCIL

Investment Summary Report
August 2017

PRUDENTIAL
INVESTMENT SERVICES CORP

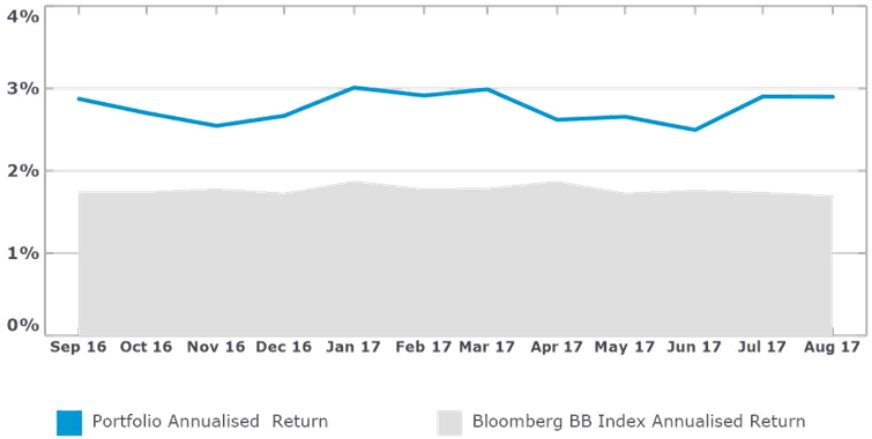
Inner West Council
Executive Summary - August 2017

INNER WEST COUNCIL

Investment Holdings

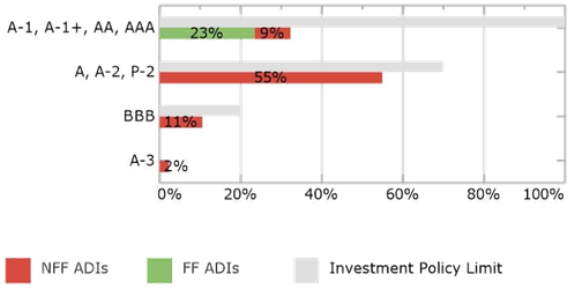
By Product	Face Value ($)	Current Value ($)	Current Yield (%)
Bonds	2,000,000.00	2,045,294.29	3.2500
Cash	0.00	0.00	
Floating Rate Note	28,200,000.00	28,376,903.15	2.8847
Mortgage Backed Security	1,629,895.21	1,178,758.80	2.3241
Term Deposit	188,500,000.00	189,938,886.46	2.6735
	220,329,895.21	**221,539,842.70**	**2.7032**

Investment Performance

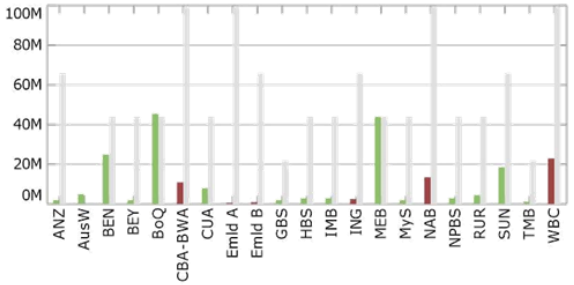


Investment Policy Compliance

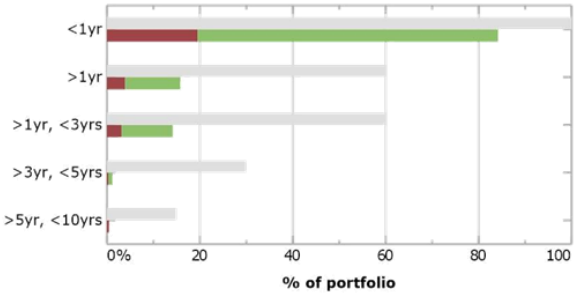
Total Credit Exposure



Individual Exposures



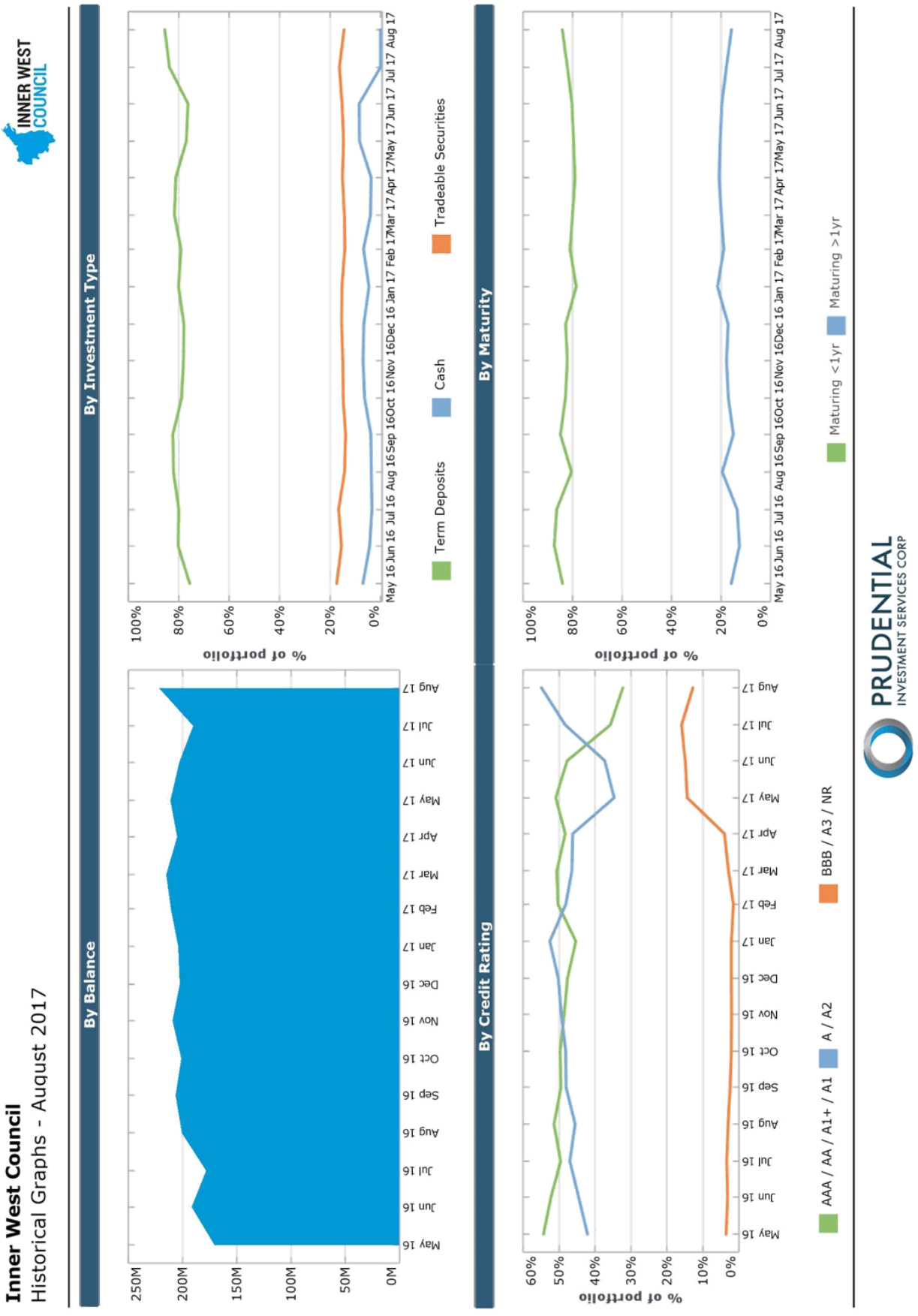
Term to Maturities



PRUDENTIAL INVESTMENT SERVICES CORP

Item 11

Attachment 2



Inner West Council
Investment Holdings Report - August 2017

INNER WEST COUNCIL

Cash Accounts

Face Value ($)	Current Yield	Institution	Credit Rating	Current Value ($)	Deal No.	Reference
0.00	1.1000%	Commonwealth Bank of Australia	A-1+	0.00	99167	
0.00	1.1000%	Commonwealth Bank of Australia	A-1+	0.00	242615	
0.00	1.1000%	Commonwealth Bank of Australia	A-1+	0.00	533586	
0.00				**0.00**		

Term Deposits

Maturity Date	Face Value ($)	Rate	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Coupon Frequency	Reference
5-Sep-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	29-Aug-16	2,000,493.15	534180	493.15	Annually	
5-Sep-17	1,000,000.00	2.8500%	Credit Union Australia	A-2	1,000,000.00	7-Sep-16	1,028,031.51	534302	28,031.51	AtMaturity	
6-Sep-17	1,000,000.00	2.5500%	MyState Bank	A-2	1,000,000.00	26-Apr-17	1,008,942.47	535208	8,942.47	AtMaturity	
6-Sep-17	1,000,000.00	2.5000%	IMB Ltd	A-2	1,000,000.00	3-May-17	1,008,287.67	535331	8,287.67	AtMaturity	
12-Sep-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	31-Aug-16	2,000,164.38	534185	164.38	Annually	
13-Sep-17	1,000,000.00	2.6500%	Beyond Bank Australia	A-2	1,000,000.00	4-May-17	1,008,712.33	535332	8,712.33	AtMaturity	
13-Sep-17	1,000,000.00	2.5000%	IMB Ltd	A-2	1,000,000.00	10-May-17	1,007,808.22	535333	7,808.22	AtMaturity	
13-Sep-17	1,000,000.00	3.0000%	Westpac Group	A-1+	1,000,000.00	13-Sep-16	1,029,013.70	534329	29,013.70	AtMaturity	
19-Sep-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	6-Sep-16	2,059,178.08	534286	59,178.08	Annually	
20-Sep-17	2,500,000.00	2.6500%	ING Bank (Australia)	A-1	2,500,000.00	29-Mar-17	2,528,315.07	535155	28,315.07	AtMaturity	
20-Sep-17	1,000,000.00	2.5000%	Bankwest	A-1+	1,000,000.00	10-May-17	1,007,808.22	535334	7,808.22	AtMaturity	
26-Sep-17	2,000,000.00	2.6200%	ME Bank	A-2	2,000,000.00	28-Mar-17	2,022,539.18	535099	22,539.18	AtMaturity	
27-Sep-17	1,000,000.00	2.6500%	Beyond Bank Australia	A-2	1,000,000.00	24-May-17	1,007,260.27	535338	7,260.27	AtMaturity	
27-Sep-17	2,000,000.00	2.5000%	Heritage Bank	P-2	2,000,000.00	18-May-17	2,014,520.55	535339	14,520.55	AtMaturity	
27-Sep-17	3,000,000.00	2.7500%	Auswide Bank	A-3	3,000,000.00	27-Sep-16	3,076,623.29	534366	76,623.29	AtMaturity	
3-Oct-17	2,000,000.00	2.6500%	Bank of Queensland	A-2	2,000,000.00	28-Mar-17	2,022,797.26	535100	22,797.26	AtMaturity	
4-Oct-17	1,000,000.00	2.5500%	ME Bank	A-2	1,000,000.00	31-May-17	1,006,497.26	535335	6,497.26	AtMaturity	
4-Oct-17	500,000.00	2.5000%	Suncorp Bank	A-1	500,000.00	31-May-17	503,184.93	535336	3,184.93	AtMaturity	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Holdings Report - August 2017

INNER WEST COUNCIL

Term Deposits

Maturity Date	Face Value ($)	Rate	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Coupon Frequency	Reference
6-Oct-17	1,000,000.00	2.8000%	Bendigo and Adelaide Bank	A-2	1,000,000.00	7-Oct-16	1,025,238.36	534463	25,238.36	AtMaturity	
10-Oct-17	2,000,000.00	2.6500%	ME Bank	A-2	2,000,000.00	6-Apr-17	2,021,490.41	535168	21,490.41	AtMaturity	
11-Oct-17	1,000,000.00	2.5500%	MyState Bank	A-2	1,000,000.00	31-May-17	1,006,497.26	535337	6,497.26	AtMaturity	
11-Oct-17	1,500,000.00	2.5000%	Suncorp Bank	A-1	1,500,000.00	7-Jun-17	1,508,835.62	535444	8,835.62	AtMaturity	
17-Oct-17	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	12-Oct-16	2,053,260.27	534445	53,260.27	Annually	
18-Oct-17	1,000,000.00	2.5500%	Suncorp Bank	A-1	1,000,000.00	15-Jun-17	1,005,449.32	535445	5,449.32	AtMaturity	
18-Oct-17	1,000,000.00	2.5500%	IMB Ltd	A-2	1,000,000.00	21-Jun-17	1,005,030.14	535446	5,030.14	AtMaturity	
24-Oct-17	2,000,000.00	2.6000%	ME Bank	A-2	2,000,000.00	20-Jun-17	2,010,400.00	535369	10,400.00	AtMaturity	
25-Oct-17	1,000,000.00	2.5500%	Bank of Queensland	A-2	1,000,000.00	5-Jul-17	1,004,052.05	535579	4,052.05	AtMaturity	
25-Oct-17	2,000,000.00	2.8000%	National Australia Bank	A-1+	2,000,000.00	24-Oct-16	2,005,983.56	534465	5,983.56	Quarterly	
31-Oct-17	2,000,000.00	2.6000%	Bank of Queensland	A-2	2,000,000.00	27-Jun-17	2,009,402.74	535382	9,402.74	AtMaturity	
1-Nov-17	1,000,000.00	2.5000%	Heritage Bank	P-2	1,000,000.00	12-Jul-17	1,003,493.15	535581	3,493.15	AtMaturity	
1-Nov-17	500,000.00	2.4000%	Suncorp Bank	A-1	500,000.00	5-Jul-17	501,906.85	535582	1,906.85	AtMaturity	
7-Nov-17	2,000,000.00	2.6000%	Bank of Queensland	A-2	2,000,000.00	27-Jun-17	2,009,402.74	535383	9,402.74	AtMaturity	
8-Nov-17	500,000.00	2.5000%	Bank of Queensland	A-2	500,000.00	12-Jul-17	501,746.58	535580	1,746.58	AtMaturity	
9-Nov-17	2,000,000.00	2.7500%	National Australia Bank	A-1+	2,000,000.00	10-Nov-16	2,044,452.05	534519	44,452.05	AtMaturity	
28-Nov-17	7,000,000.00	2.5200%	Bank of Queensland	A-2	7,000,000.00	25-Jul-17	7,018,364.93	535462	18,364.93	AtMaturity	
12-Dec-17	2,000,000.00	2.8000%	Bank of Queensland	A-2	2,000,000.00	12-Dec-16	2,040,350.68	534660	40,350.68	AtMaturity	
12-Dec-17	2,000,000.00	2.7000%	ME Bank	A-2	2,000,000.00	7-Jun-17	2,012,723.29	535325	12,723.29	AtMaturity	
13-Dec-17	3,000,000.00	2.6500%	Bendigo and Adelaide Bank	A-2	3,000,000.00	15-Jun-17	3,016,989.04	535447	16,989.04	AtMaturity	
18-Dec-17	8,000,000.00	2.5500%	ME Bank	A-2	8,000,000.00	28-Jul-17	8,019,561.64	535464	19,561.64	AtMaturity	
19-Dec-17	2,500,000.00	3.6500%	National Australia Bank	A-1+	2,500,000.00	16-Dec-14	2,564,750.00	498161	64,750.00	Annually	
19-Dec-17	3,000,000.00	2.6500%	Bankwest	A-1+	3,000,000.00	19-Dec-16	3,055,758.90	534670	55,758.90	AtMaturity	
19-Dec-17	2,000,000.00	2.7000%	ME Bank	A-2	2,000,000.00	7-Jun-17	2,012,723.29	535326	12,723.29	AtMaturity	
10-Jan-18	2,000,000.00	2.7300%	Commonwealth Bank of Australia	A-1+	2,000,000.00	10-Jan-17	2,035,003.84	534756	35,003.84	AtMaturity	
10-Jan-18	1,000,000.00	2.8000%	ME Bank	A-2	1,000,000.00	11-Jan-17	1,017,873.97	534757	17,873.97	AtMaturity	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Holdings Report - August 2017

INNER WEST COUNCIL

Term Deposits

Maturity Date	Face Value ($)	Rate	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Coupon Frequency	Reference
10-Jan-18	2,000,000.00	2.9000%	Credit Union Australia	A-2	2,000,000.00	7-Feb-17	2,032,734.25	534852	32,734.25	AtMaturity	
17-Jan-18	2,000,000.00	2.8000%	ME Bank	A-2	2,000,000.00	18-Jan-17	2,034,673.97	534787	34,673.97	AtMaturity	
18-Jan-18	8,000,000.00	2.6000%	Bank of Queensland	A-2	8,000,000.00	28-Jul-17	8,019,945.21	535463	19,945.21	AtMaturity	
29-Jan-18	5,000,000.00	2.5500%	ME Bank	A-2	5,000,000.00	11-Aug-17	5,007,335.62	535609	7,335.62	AtMaturity	
31-Jan-18	2,000,000.00	2.8000%	Bendigo and Adelaide Bank	A-2	2,000,000.00	31-Jan-17	2,032,679.45	534845	32,679.45	AtMaturity	
5-Feb-18	5,000,000.00	2.4500%	Bendigo and Adelaide Bank	A-2	5,000,000.00	11-Aug-17	5,007,047.95	535610	7,047.95	AtMaturity	
6-Feb-18	3,000,000.00	2.7500%	Bank of Queensland	A-2	3,000,000.00	31-Jan-17	3,048,143.84	534807	48,143.84	AtMaturity	
7-Feb-18	2,000,000.00	2.8000%	Bendigo and Adelaide Bank	A-2	2,000,000.00	7-Feb-17	2,031,605.48	534853	31,605.48	AtMaturity	
12-Feb-18	5,000,000.00	2.5500%	ME Bank	A-2	5,000,000.00	11-Aug-17	5,007,335.62	535611	7,335.62	AtMaturity	
14-Feb-18	1,000,000.00	2.7000%	ME Bank	A-2	1,000,000.00	14-Feb-17	1,014,720.55	534872	14,720.55	AtMaturity	
5-Mar-18	2,500,000.00	2.7000%	Rural Bank	A-2	2,500,000.00	2-Mar-17	2,533,842.47	534931	33,842.47	Annually	
12-Mar-18	5,000,000.00	2.6000%	Bank of Queensland	A-2	5,000,000.00	11-Aug-17	5,007,479.45	535612	7,479.45	AtMaturity	
14-Mar-18	4,000,000.00	2.7300%	Commonwealth Bank of Australia	A-1+	4,000,000.00	14-Mar-17	4,051,159.45	535001	51,159.45	AtMaturity	
19-Mar-18	5,000,000.00	2.4500%	Suncorp Bank	A-1	5,000,000.00	18-Aug-17	5,004,698.63	535624	4,698.63	AtMaturity	
22-Mar-18	1,000,000.00	2.7000%	Commonwealth Bank of Australia	A-1+	1,000,000.00	22-Mar-17	1,012,057.53	535012	12,057.53	AtMaturity	
26-Mar-18	5,000,000.00	2.4500%	Suncorp Bank	A-1	5,000,000.00	18-Aug-17	5,004,698.63	535625	4,698.63	AtMaturity	
5-Apr-18	5,000,000.00	2.5000%	National Australia Bank	A-1+	5,000,000.00	18-Aug-17	5,004,794.52	535623	4,794.52	AtMaturity	
10-Apr-18	4,000,000.00	2.4500%	Suncorp Bank	A-1	4,000,000.00	31-Aug-17	4,000,268.49	535670	268.49	AtMaturity	
11-Apr-18	2,000,000.00	2.8500%	Auswide Bank	A-3	2,000,000.00	12-Apr-17	2,022,175.34	535179	22,175.34	AtMaturity	
17-Apr-18	9,000,000.00	2.5500%	Bank of Queensland	A-2	9,000,000.00	31-Aug-17	9,000,628.77	535671	628.77	AtMaturity	
1-May-18	8,000,000.00	2.6000%	ME Bank	A-2	8,000,000.00	31-Aug-17	8,000,569.86	535672	569.86	AtMaturity	
24-May-18	1,000,000.00	2.7500%	ME Bank	A-2	1,000,000.00	26-May-17	1,007,383.56	535268	7,383.56	AtMaturity	
31-May-18	2,000,000.00	2.7500%	Rural Bank	A-2	2,000,000.00	1-Jun-17	2,013,863.01	535279	13,863.01	AtMaturity	
7-Jun-18	2,000,000.00	2.8000%	Credit Union Australia	A-2	2,000,000.00	9-Jun-17	2,012,887.67	535350	12,887.67	AtMaturity	
13-Jun-18	1,000,000.00	2.7000%	Bendigo and Adelaide Bank	A-2	1,000,000.00	14-Jun-17	1,005,843.84	535359	5,843.84	AtMaturity	
28-Jun-18	3,000,000.00	3.0000%	Westpac Group	A-1+	3,000,000.00	29-Aug-16	3,000,739.73	534181	739.73	Annually	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Holdings Report - August 2017

INNER WEST COUNCIL

Term Deposits

Maturity Date	Face Value ($)	Rate	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Coupon Frequency	Reference
11-Jul-18	2,000,000.00	2.8200%	National Australia Bank	A-1+	2,000,000.00	11-Jan-17	2,036,003.29	534758	36,003.29	Annually	
12-Jul-18	4,000,000.00	3.0000%	Westpac Group	A-1+	4,000,000.00	12-Aug-16	4,005,917.81	534129	5,917.81	Annually	
9-Oct-18	2,000,000.00	3.1000%	Westpac Group	AA-	2,000,000.00	7-Oct-16	2,055,884.93	534428	55,884.93	Annually	
14-Jan-19	2,000,000.00	3.0000%	Bank of Queensland	BBB+	2,000,000.00	12-Jan-17	2,038,136.99	534764	38,136.99	Annually	
14-Feb-19	2,000,000.00	3.0000%	Westpac Group	AA-	2,000,000.00	14-Feb-17	2,032,712.33	534873	32,712.33	Annually	
	188,500,000.00	**2.6735%**			**188,500,000.00**		**189,938,886.46**		**1,438,886.46**		

Floating Rate Notes

Maturity Date	Face Value ($)	Current Coupon	Security Name	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Next Coupon Date	Reference
27-Feb-18	3,000,000.00	2.8100%	NPBS Snr FRN (Feb18) BBSW+1.10%	A-2	3,000,000.00	27-Feb-15	3,005,213.84	502254	923.84	27-Nov-17	
14-Nov-18	3,000,000.00	2.9600%	BEN Snr FRN (Nov18) BBSW+1.27%	BBB+	3,000,000.00	7-Nov-13	3,025,049.18	402080	4,379.18	14-Nov-17	
25-Feb-19	1,000,000.00	2.6500%	WBC Snr FRN (Feb19) BBSW+0.94%	AA-	1,000,000.00	14-Feb-14	1,009,208.22	421808	508.22	27-Nov-17	
29-Apr-19	1,000,000.00	2.8400%	BoQ Snr FRN (Apr19) BBSW+1.15%	BBB+	1,002,330.00	18-Feb-16	1,009,069.86	533203	2,489.86	30-Oct-17	
10-May-19	2,000,000.00	2.6900%	WBC Snr FRN (May19) BBSW+1.00%	AA-	2,000,000.00	11-Mar-16	2,023,902.74	533332	3,242.74	10-Nov-17	
28-Oct-19	1,200,000.00	3.0900%	TMB Snr FRN (Oct19) BBSW+1.40%	BBB	1,200,000.00	28-Oct-16	1,204,743.62	534461	3,555.62	30-Oct-17	
21-Feb-20	3,000,000.00	2.7900%	BEN Snr FRN (Feb20) BBSW+1.10%	BBB+	3,000,000.00	21-Nov-16	3,013,082.47	534538	2,522.47	21-Nov-17	
24-Feb-20	1,000,000.00	3.1700%	GBS Snr FRN (Feb20) BBSW+1.45%	BBB	1,000,000.00	24-Feb-17	1,000,705.65	534887	694.79	24-Nov-17	
24-Feb-20	1,000,000.00	3.1700%	GBS Snr FRN (Feb20) BBSW+1.45%	BBB	1,000,000.00	24-Feb-17	1,000,705.65	534888	694.79	24-Nov-17	
20-Mar-20	1,500,000.00	3.0200%	CUA Snr FRN (Mar20) BBSW+1.30%	BBB	1,500,000.00	20-Mar-17	1,508,265.00	534992	9,060.00	20-Sep-17	
20-Mar-20	1,500,000.00	3.0200%	CUA Snr FRN (Mar20) BBSW+1.30%	BBB	1,500,000.00	20-Mar-17	1,508,265.00	534993	9,060.00	20-Sep-17	
6-Apr-20	2,000,000.00	2.9550%	ME Bank Snr FRN (Apr20) BBSW+1.25%	BBB	2,000,000.00	6-Apr-17	2,009,209.32	535107	9,229.32	6-Oct-17	
18-Aug-20	2,000,000.00	2.7900%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	2,000,000.00	18-Aug-15	2,008,840.27	505171	2,140.27	20-Nov-17	
18-Aug-20	1,000,000.00	2.7900%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	1,000,000.00	18-Aug-15	1,004,420.14	505174	1,070.14	20-Nov-17	
18-Aug-20	2,000,000.00	2.7900%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	2,000,000.00	18-Aug-15	2,008,840.27	505175	2,140.27	20-Nov-17	
18-May-21	1,000,000.00	3.1700%	BoQ Snr FRN (May21) BBSW+1.48%	BBB+	1,000,000.00	18-May-16	1,016,615.89	533606	1,215.89	20-Nov-17	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Holdings Report - August 2017

INNER WEST COUNCIL

Floating Rate Notes

Maturity Date	Face Value ($)	Current Coupon	Security Name	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Next Coupon Date	Reference
16-Aug-22	1,000,000.00	2.6600%	SUN Snr FRN (Aug22) BBSW+0.97%	A+	1,000,000.00	16-Aug-17	1,020,766.03	535607	1,166.03	16-Nov-17	
	28,200,000.00	**2.8847%**			**28,202,330.00**		**28,376,903.15**		**54,093.43**		

Fixed Rate Bonds

Maturity Date	Face Value ($)	Coupon	Security Name	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Purchase Yield	Reference
3-Jun-20	2,000,000.00	3.2500%	ANZ 'Green' Snr Bond (Jun20) 3.25%	AA-	1,987,680.00	3-Jun-15	2,045,294.29	505284	15,714.29	3.3850%	
	2,000,000.00				**1,987,680.00**		**2,045,294.29**		**15,714.29**	**3.3850%**	

Mortgage Backed Securities

Weighted Avg Life	Face Value ($)	Current Coupon	Security Name	Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Reference
22-Aug-22	629,895.21	2.1400%	Emerald Reverse Mortgage (A Tranche)	AAA	1,000,000.00	17-Jul-06	498,023.46	310321	406.24	
23-Aug-27	1,000,000.00	2.4400%	Emerald Reverse Mortgage (B Tranche)	AA	1,000,000.00	17-Jul-06	680,735.34	310334	735.34	
	1,629,895.21	**2.3241%**			**2,000,000.00**		**1,178,758.80**		**1,141.58**	

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council

Accrued Interest Report - August 2017

INNER WEST COUNCIL

Monthly Accrued Interest									
Asset Type	**Deal Number**	**Entity**	**Face Value ($)**	**Settlement Date**	**Maturity Date**	**Interest Received ($)**	**Days Accrued**	**Interest Accrued ($)**	**Percentage Return**
ANZ 'Green' Snr Bond (Jun20) 3.25%	505284		2,000,000.00	3-Jun-15	3-Jun-20	0.00	31	5,535.71	3.25%
Bonds						**0.00**		**5,535.71**	**3.25%**
Commonwealth Bank of Australia	533586		0.00			0.00	31	0.00	
Commonwealth Bank of Australia	242615		0.00			0.00	31	0.00	
Commonwealth Bank of Australia	99167		0.00			0.00	31	0.00	
Cash						**0.00**		**0.00**	
NPBS Snr FRN (Feb18) BBSW+1.10%	502254		3,000,000.00	27-Feb-15	27-Feb-18	21,204.25	31	7,215.21	2.83%
BEN Snr FRN (Nov18) BBSW+1.27%	402080		3,000,000.00	14-Nov-13	14-Nov-18	22,475.75	31	7,590.00	2.98%
WBC Snr FRN (Feb19) BBSW+0.94%	421808		1,000,000.00	25-Feb-14	25-Feb-19	6,742.47	31	2,267.12	2.67%
BoQ Snr FRN (Apr19) BBSW+1.15%	533203		1,000,000.00	22-Feb-16	29-Apr-19	0.00	31	2,412.05	2.84%
WBC Snr FRN (May19) BBSW+1.00%	533332		2,000,000.00	11-Mar-16	10-May-19	13,787.40	31	4,591.51	2.70%
TMB Snr FRN (Oct19) BBSW+1.40%	534461		1,200,000.00	28-Oct-16	28-Oct-19	0.00	31	3,149.26	3.09%
BEN Snr FRN (Feb20) BBSW+1.10%	534538		3,000,000.00	21-Nov-16	21-Feb-20	21,204.25	31	7,182.74	2.82%
GBS Snr FRN (Feb20) BBSW+1.45%	534887		1,000,000.00	24-Feb-17	24-Feb-20	8,040.55	31	2,704.93	3.18%
GBS Snr FRN (Feb20) BBSW+1.45%	534888		1,000,000.00	24-Feb-17	24-Feb-20	8,040.55	31	2,704.93	3.18%
CUA Snr FRN (Mar20) BBSW+1.30%	534993		1,500,000.00	20-Mar-17	20-Mar-20	0.00	31	3,847.40	3.02%
CUA Snr FRN (Mar20) BBSW+1.30%	534992		1,500,000.00	20-Mar-17	20-Mar-20	0.00	31	3,847.40	3.02%
ME Bank Snr FRN (Apr20) BBSW+1.25%	535107		2,000,000.00	6-Apr-17	6-Apr-20	0.00	31	5,019.45	2.96%
BEN Snr FRN (Aug20) BBSW+1.10%	505174		1,000,000.00	18-Aug-15	18-Aug-20	7,145.75	31	2,390.55	2.81%
BEN Snr FRN (Aug20) BBSW+1.10%	505175		2,000,000.00	18-Aug-15	18-Aug-20	14,291.51	31	4,781.10	2.81%
BEN Snr FRN (Aug20) BBSW+1.10%	505171		2,000,000.00	18-Aug-15	18-Aug-20	14,291.51	31	4,781.10	2.81%
BoQ Snr FRN (May21) BBSW+1.48%	533606		1,000,000.00	18-May-16	18-May-21	8,103.56	31	2,713.29	3.19%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - August 2017

Monthly Accrued Interest									
Asset Type	**Deal Number**	**Entity**	**Face Value ($)**	**Settlement Date**	**Maturity Date**	**Interest Received ($)**	**Days Accrued**	**Interest Accrued ($)**	**Percentage Return**
SUN Snr FRN (Aug22) BBSW+0.97%	535607		1,000,000.00	16-Aug-17	16-Aug-22	0.00	16	1,166.03	2.66%
Floating Rate Note						**145,327.53**		**68,364.05**	**2.90%**
Emerald Reverse Mortgage (A Tranche)	310321		629,895.21	17-Jul-06	22-Aug-22	3,560.75	31	1,188.82	2.22%
Emerald Reverse Mortgage (B Tranche)	310334		1,000,000.00	17-Jul-06	23-Aug-27	6,195.48	31	2,096.99	2.47%
Mortgage Backed Securities						**9,756.23**		**3,285.81**	**2.37%**
Bankwest	534925		2,000,000.00	1-Mar-17	1-Aug-17	21,797.26	0	0.00	
Suncorp Bank	535149		2,000,000.00	15-Mar-17	2-Aug-17	19,178.08	1	136.99	2.50%
Commonwealth Bank of Australia	535151		2,000,000.00	22-Mar-17	2-Aug-17	18,510.68	1	139.18	2.54%
AMP Bank	534301		1,000,000.00	4-Aug-16	4-Aug-17	29,000.00	3	238.36	2.90%
Bankwest	535094		2,000,000.00	23-Mar-17	8-Aug-17	19,660.27	7	997.26	2.60%
Bank of Queensland	535152		1,000,000.00	22-Mar-17	9-Aug-17	9,589.04	8	547.95	2.50%
Auswide Bank	535153		1,000,000.00	29-Mar-17	9-Aug-17	9,473.97	8	569.86	2.60%
AMP Bank	534114		1,000,000.00	4-Aug-16	9-Aug-17	29,397.26	8	635.62	2.90%
Westpac Group	534128		1,000,000.00	12-Aug-16	15-Aug-17	30,246.58	14	1,150.68	3.00%
Westpac Group	534126		2,000,000.00	12-Aug-16	15-Aug-17	60,493.15	14	2,301.37	3.00%
Auswide Bank	535154		1,000,000.00	29-Mar-17	16-Aug-17	9,972.60	15	1,068.49	2.60%
Bankwest	535204		500,000.00	12-Apr-17	16-Aug-17	4,401.37	15	523.97	2.55%
Westpac Group	534127		2,000,000.00	12-Aug-16	22-Aug-17	61,643.84	21	3,452.05	3.00%
IMB Ltd	535205		500,000.00	5-Apr-17	23-Aug-17	4,794.52	22	753.42	2.50%
Beyond Bank Australia	535206		1,000,000.00	5-Apr-17	23-Aug-17	10,547.95	22	1,657.53	2.75%
Beyond Bank Australia	535150		1,000,000.00	2-Mar-17	31-Aug-17	13,463.01	30	2,219.18	2.70%
ME Bank	535207		1,000,000.00	19-Apr-17	31-Aug-17	9,251.51	30	2,071.23	2.52%
Bank of Queensland	534190		2,000,000.00	31-Aug-16	31-Aug-17	54,000.00	30	4,438.36	2.70%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - August 2017

INNER WEST COUNCIL

Monthly Accrued Interest									
Asset Type	Deal Number	Entity	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days Accrued	Interest Accrued ($)	Percentage Return
Newcastle Permanent Building Society	534194		2,000,000.00	31-Aug-16	31-Aug-17	54,000.00	30	4,438.36	2.70%
Credit Union Australia	534302		1,000,000.00	7-Sep-16	5-Sep-17	0.00	31	2,420.55	2.85%
Westpac Group	534180		2,000,000.00	29-Aug-16	5-Sep-17	60,000.00	31	5,095.89	3.00%
MyState Bank	535208		1,000,000.00	26-Apr-17	6-Sep-17	0.00	31	2,165.75	2.55%
IMB Ltd	535331		1,000,000.00	3-May-17	6-Sep-17	0.00	31	2,123.29	2.50%
Westpac Group	534185		2,000,000.00	31-Aug-16	12-Sep-17	60,000.00	31	5,095.89	3.00%
Beyond Bank Australia	535332		1,000,000.00	4-May-17	13-Sep-17	0.00	31	2,250.68	2.65%
IMB Ltd	535333		1,000,000.00	10-May-17	13-Sep-17	0.00	31	2,123.29	2.50%
Westpac Group	534329		1,000,000.00	13-Sep-16	13-Sep-17	0.00	31	2,547.95	3.00%
Westpac Group	534286		2,000,000.00	6-Sep-16	19-Sep-17	0.00	31	5,095.89	3.00%
ING Bank (Australia)	535155		2,500,000.00	29-Mar-17	20-Sep-17	0.00	31	5,626.71	2.65%
Bankwest	535334		1,000,000.00	10-May-17	20-Sep-17	0.00	31	2,123.29	2.50%
ME Bank	535099		2,000,000.00	28-Mar-17	26-Sep-17	0.00	31	4,450.41	2.62%
Beyond Bank Australia	535338		1,000,000.00	24-May-17	27-Sep-17	0.00	31	2,250.68	2.65%
Heritage Bank	535339		2,000,000.00	18-May-17	27-Sep-17	0.00	31	4,246.58	2.50%
Auswide Bank	534366		3,000,000.00	27-Sep-16	27-Sep-17	0.00	31	7,006.85	2.75%
Bank of Queensland	535100		2,000,000.00	28-Mar-17	3-Oct-17	0.00	31	4,501.37	2.65%
ME Bank	535335		1,000,000.00	31-May-17	4-Oct-17	0.00	31	2,165.75	2.55%
Suncorp Bank	535336		500,000.00	31-May-17	4-Oct-17	0.00	31	1,061.64	2.50%
Bendigo and Adelaide Bank	534463		1,000,000.00	7-Oct-16	6-Oct-17	0.00	31	2,378.08	2.80%
ME Bank	535168		2,000,000.00	6-Apr-17	10-Oct-17	0.00	31	4,501.37	2.65%
MyState Bank	535337		1,000,000.00	31-May-17	11-Oct-17	0.00	31	2,165.75	2.55%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - August 2017

INNER WEST COUNCIL

Monthly Accrued Interest									
Asset Type	Deal Number	Entity	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days Accrued	Interest Accrued ($)	Percentage Return
Suncorp Bank	535444		1,500,000.00	7-Jun-17	11-Oct-17	0.00	31	3,184.93	2.50%
Westpac Group	534445		2,000,000.00	12-Oct-16	17-Oct-17	0.00	31	5,095.89	3.00%
Suncorp Bank	535445		1,000,000.00	15-Jun-17	18-Oct-17	0.00	31	2,165.75	2.55%
IMB Ltd	535446		1,000,000.00	21-Jun-17	18-Oct-17	0.00	31	2,165.75	2.55%
ME Bank	535369		2,000,000.00	20-Jun-17	24-Oct-17	0.00	31	4,416.44	2.60%
Bank of Queensland	535579		1,000,000.00	5-Jul-17	25-Oct-17	0.00	31	2,165.75	2.55%
National Australia Bank	534465		2,000,000.00	24-Oct-16	25-Oct-17	0.00	31	4,756.16	2.80%
Bank of Queensland	535382		2,000,000.00	27-Jun-17	31-Oct-17	0.00	31	4,416.44	2.60%
Heritage Bank	535581		1,000,000.00	12-Jul-17	1-Nov-17	0.00	31	2,123.29	2.50%
Suncorp Bank	535582		500,000.00	5-Jul-17	1-Nov-17	0.00	31	1,019.18	2.40%
Bank of Queensland	535383		2,000,000.00	27-Jun-17	7-Nov-17	0.00	31	4,416.44	2.60%
Bank of Queensland	535580		500,000.00	12-Jul-17	8-Nov-17	0.00	31	1,061.64	2.50%
National Australia Bank	534519		2,000,000.00	10-Nov-16	9-Nov-17	0.00	31	4,671.23	2.75%
Bank of Queensland	535462		7,000,000.00	25-Jul-17	28-Nov-17	0.00	31	14,981.92	2.52%
Bank of Queensland	534660		2,000,000.00	12-Dec-16	12-Dec-17	0.00	31	4,756.16	2.80%
ME Bank	535325		2,000,000.00	7-Jun-17	12-Dec-17	0.00	31	4,586.30	2.70%
Bendigo and Adelaide Bank	535447		3,000,000.00	15-Jun-17	13-Dec-17	0.00	31	6,752.05	2.65%
ME Bank	535464		8,000,000.00	28-Jul-17	18-Dec-17	0.00	31	17,326.03	2.55%
Bankwest	534670		3,000,000.00	19-Dec-16	19-Dec-17	0.00	31	6,752.05	2.65%
National Australia Bank	498161		2,500,000.00	16-Dec-14	19-Dec-17	0.00	31	7,750.00	3.65%
ME Bank	535326		2,000,000.00	7-Jun-17	19-Dec-17	0.00	31	4,586.30	2.70%
Commonwealth Bank of Australia	534756		2,000,000.00	10-Jan-17	10-Jan-18	0.00	31	4,637.26	2.73%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council

Accrued Interest Report - August 2017

INNER WEST COUNCIL

Monthly Accrued Interest									
Asset Type	Deal Number	Entity	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days Accrued	Interest Accrued ($)	Percentage Return
ME Bank	534757		1,000,000.00	11-Jan-17	10-Jan-18	0.00	31	2,378.08	2.80%
Credit Union Australia	534852		2,000,000.00	7-Feb-17	10-Jan-18	0.00	31	4,926.03	2.90%
ME Bank	534787		2,000,000.00	18-Jan-17	17-Jan-18	0.00	31	4,756.16	2.80%
Bank of Queensland	535463		8,000,000.00	28-Jul-17	18-Jan-18	0.00	31	17,665.75	2.60%
ME Bank	535609		5,000,000.00	11-Aug-17	29-Jan-18	0.00	21	7,335.62	2.55%
Bendigo and Adelaide Bank	534845		2,000,000.00	31-Jan-17	31-Jan-18	0.00	31	4,756.16	2.80%
Bendigo and Adelaide Bank	535610		5,000,000.00	11-Aug-17	5-Feb-18	0.00	21	7,047.95	2.45%
Bank of Queensland	534807		3,000,000.00	31-Jan-17	6-Feb-18	0.00	31	7,006.85	2.75%
Bendigo and Adelaide Bank	534853		2,000,000.00	7-Feb-17	7-Feb-18	0.00	31	4,756.16	2.80%
ME Bank	535611		5,000,000.00	11-Aug-17	12-Feb-18	0.00	21	7,335.62	2.55%
ME Bank	534872		1,000,000.00	14-Feb-17	14-Feb-18	0.00	31	2,293.15	2.70%
Rural Bank	534931		2,500,000.00	2-Mar-17	5-Mar-18	0.00	31	5,732.88	2.70%
Bank of Queensland	535612		5,000,000.00	11-Aug-17	12-Mar-18	0.00	21	7,479.45	2.60%
Commonwealth Bank of Australia	535001		4,000,000.00	14-Mar-17	14-Mar-18	0.00	31	9,274.52	2.73%
Suncorp Bank	535624		5,000,000.00	18-Aug-17	19-Mar-18	0.00	14	4,698.63	2.45%
Commonwealth Bank of Australia	535012		1,000,000.00	22-Mar-17	22-Mar-18	0.00	31	2,293.15	2.70%
Suncorp Bank	535625		5,000,000.00	18-Aug-17	26-Mar-18	0.00	14	4,698.63	2.45%
National Australia Bank	535623		5,000,000.00	18-Aug-17	5-Apr-18	0.00	14	4,794.52	2.50%
Suncorp Bank	535670		4,000,000.00	31-Aug-17	10-Apr-18	0.00	1	268.49	2.45%
Auswide Bank	535179		2,000,000.00	12-Apr-17	11-Apr-18	0.00	31	4,841.10	2.85%
Bank of Queensland	535671		9,000,000.00	31-Aug-17	17-Apr-18	0.00	1	628.77	2.55%
ME Bank	535672		8,000,000.00	31-Aug-17	1-May-18	0.00	1	569.86	2.60%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Accrued Interest Report - August 2017

INNER WEST COUNCIL

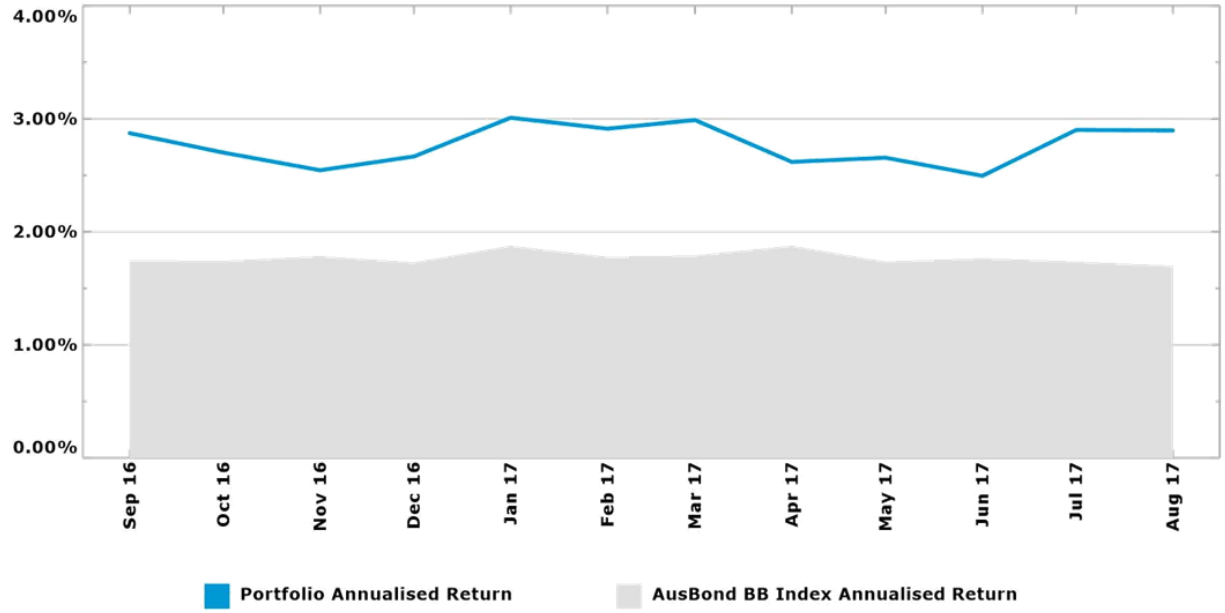
Monthly Accrued Interest									
Asset Type	**Deal Number**	**Entity**	**Face Value ($)**	**Settlement Date**	**Maturity Date**	**Interest Received ($)**	**Days Accrued**	**Interest Accrued ($)**	**Percentage Return**
ME Bank	535268		1,000,000.00	26-May-17	24-May-18	0.00	31	2,335.62	2.75%
Rural Bank	535279		2,000,000.00	1-Jun-17	31-May-18	0.00	31	4,671.23	2.75%
Credit Union Australia	535350		2,000,000.00	9-Jun-17	7-Jun-18	0.00	31	4,756.16	2.80%
Bendigo and Adelaide Bank	535359		1,000,000.00	14-Jun-17	13-Jun-18	0.00	31	2,293.15	2.70%
Westpac Group	534181		3,000,000.00	29-Aug-16	28-Jun-18	90,000.00	31	7,643.84	3.00%
National Australia Bank	534758		2,000,000.00	11-Jan-17	11-Jul-18	0.00	31	4,790.14	2.82%
Westpac Group	534129		4,000,000.00	12-Aug-16	12-Jul-18	120,657.53	31	10,191.78	3.00%
Westpac Group	534428		2,000,000.00	7-Oct-16	9-Oct-18	0.00	31	5,265.75	3.10%
Bank of Queensland	534764		2,000,000.00	12-Jan-17	14-Jan-19	0.00	31	5,095.89	3.00%
Westpac Group	534873		2,000,000.00	14-Feb-17	14-Feb-19	0.00	31	5,095.89	3.00%
Term Deposit						**800,078.63**		**380,201.51**	**2.71%**
						955,162.39		**457,387.08**	**2.74%**

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Investment Performance Report - August 2017

INNER WEST COUNCIL

Annualised Monthly Return



Historical Performance Summary

	Portfolio	AusBond BB Index	Outperformance
Aug 2017	2.90%	1.69%	1.21%
Last 3 Months	2.77%	1.72%	1.04%
Last 6 Months	2.76%	1.76%	1.01%
Financial Year to Date	2.90%	1.71%	1.19%
Last 12 months	2.77%	1.76%	1.01%

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Environmental Committments Report - August 2017

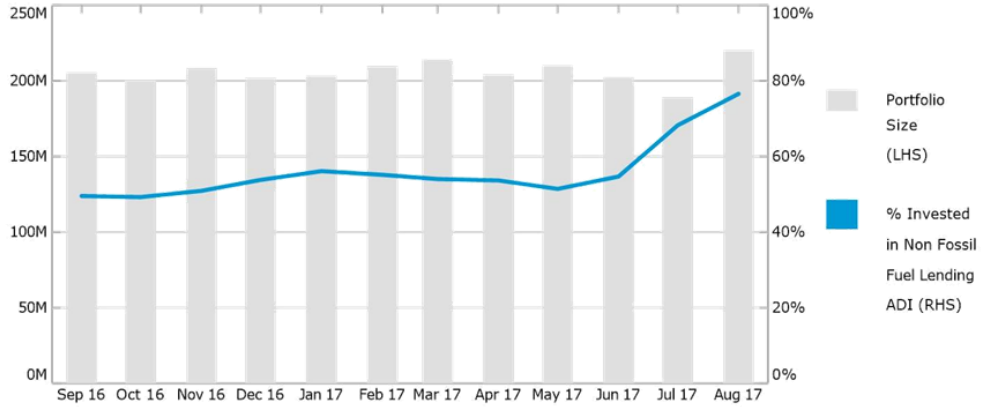
INNER WEST COUNCIL

Current Breakdown

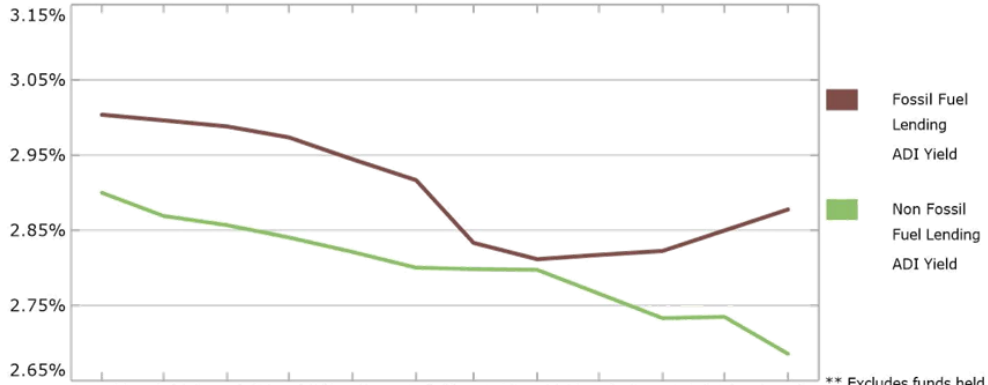
ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
AMP Bank			2,000,000	
Commonwealth Bank of Australia	11,000,000		17,514,995	
ING Group	2,500,000		2,500,000	
National Australia Bank	13,500,000		8,500,000	
Non ADI	1,629,895		1,653,644	
Westpac Group	23,000,000		28,000,000	
	51,629,895	**23%**	**60,168,639**	**32%**
Non Fossil Fuel Lending ADIs				
ANZ Group (Green)	2,000,000		2,000,000	
Auswide Bank	5,000,000		7,000,000	
Bank of Queensland	45,500,000		34,500,000	
Bendigo and Adelaide Bank	25,000,000		20,000,000	
Beyond Bank	2,000,000		4,000,000	
Credit Union Australia	8,000,000		8,000,000	
Greater Building Society	2,000,000		2,000,000	
Heritage Bank	3,000,000		3,000,000	
IMB Ltd	3,000,000		3,500,000	
Members Equity Bank	44,000,000		27,000,000	
MyState Bank	2,000,000		2,000,000	
Newcastle Permanent Building Society	3,000,000		5,000,000	
Rural Bank	4,500,000		4,500,000	
Suncorp Bank	18,500,000		5,500,000	
Teachers Mutual Bank	1,200,000		1,200,000	
	168,700,000	**77%**	**129,200,000**	**68%**
	220,329,895		**189,368,639**	

** source: http://www.marketforces.org.au*

Historical Portfolio Exposure to Non Fossil Fuel Lending ADIs



Weighted Average Yield - Fossil Fuel vs Non Fossil Fuel Lending ADI



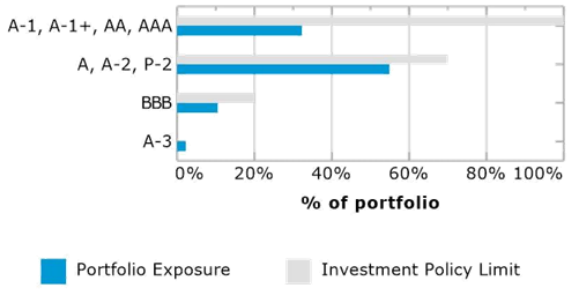
** Excludes funds held in Transactional Accounts

PRUDENTIAL INVESTMENT SERVICES CORP

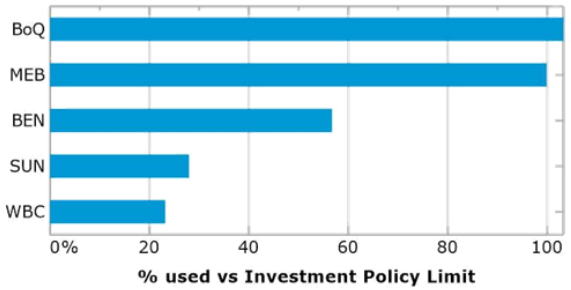
Inner West Council
Investment Policy Compliance Report - August 2017

INNER WEST COUNCIL

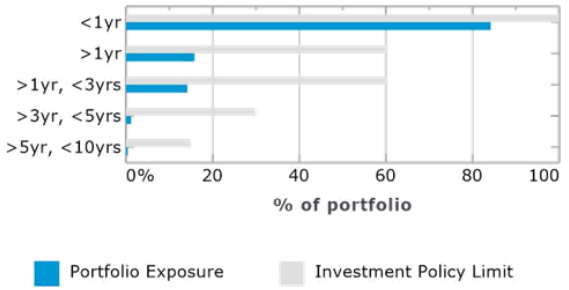
Total Credit Exposure



Individual Institutional Exposures



Term to Maturities



	Credit Rating	Face Value ($)		Policy Max	
Long Term	AA	10,000,000			
Long Term	AAA	629,895			
Short Term	A-1	20,000,000			
Short Term	A-1+	40,500,000			
		71,129,895	**32%**	**100%**	✔
Long Term	A	1,000,000			
Short Term	A-2	117,000,000			
Short Term	P-2	3,000,000			
		121,000,000	**55%**	**70%**	✔
Long Term	BBB	23,200,000			
		23,200,000	**11%**	**20%**	✔
Short Term	A-3	5,000,000			
		5,000,000	**2%**	**0%**	✘
		220,329,895	**100%**		

	% used vs Investment Policy Limit	
Bank of Queensland (A-2, BBB+)	103%	✘
Members Equity Bank (A-2, BBB)	100%	✔
Bendigo and Adelaide Bank (A-2, BBB+)	57%	✔
Suncorp Bank (A-1, A+)	28%	✔
Westpac Group (A-1+, AA-)	23%	✔
Credit Union Australia (A-2, BBB)	18%	✔
National Australia Bank (A-1+, AA-)	14%	✔
Commonwealth Bank of Australia (A-1+, AA-)	11%	✔
Rural Bank (A-2, BBB+)	10%	✔
Greater Building Society (A-2, BBB)	9%	✔
Newcastle Permanent Building Society (A-2, BBB)	7%	✔
IMB Ltd (A-2, BBB)	7%	✔
Heritage Bank (P-2, Ba1)	7%	✔

Maturity Profile	Face Value ($)		Policy Max	
Less than 1yr	185,500,000	84%	100%	✔
Greater than 1yr	34,829,895	16%	60%	✔
a. Between 1 and 3yrs	*31,200,000*	*14%*	*60%*	✔
b. Between 3 and 5yrs	*2,629,895*	*1%*	*30%*	✔
c. Between 5 and 10yrs	*1,000,000*	*0%*	*15%*	✔
	220,329,895			

Detailed Maturity Profile	Face Value ($)	
00. Cash + Managed Funds	0	0%
01. Less Than 30 Days	23,500,000	11%
02. Between 30 Days and 60 Days	18,000,000	8%
03. Between 60 Days and 90 Days	15,000,000	7%
04. Between 90 Days and 180 Days	63,500,000	29%
05. Between 180 Days and 365 Days	65,500,000	30%
06. Between 365 Days and 3 Years	31,200,000	14%
07. Between 3 Years and 5 Years	2,629,895	1%
08. Between 5 Years and 10 Years	1,000,000	0%
	220,329,895	

PRUDENTIAL INVESTMENT SERVICES CORP

Attachment 2 **Item 11**

Inner West Council

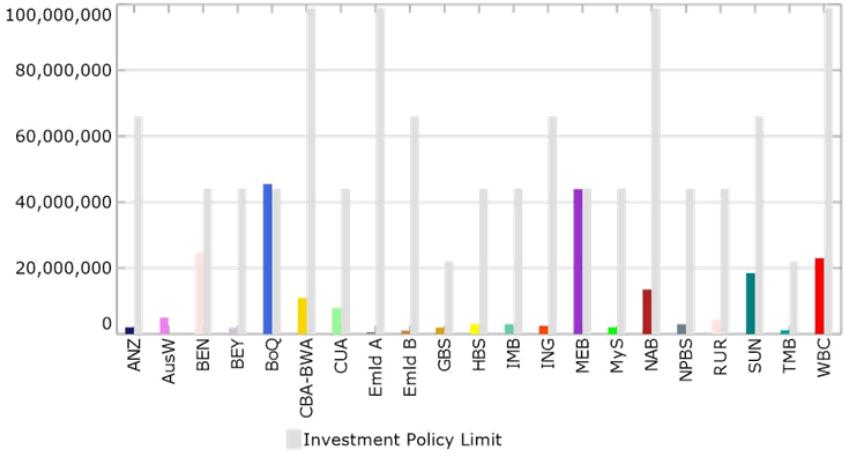
Individual Institutional Exposures Report - August 2017

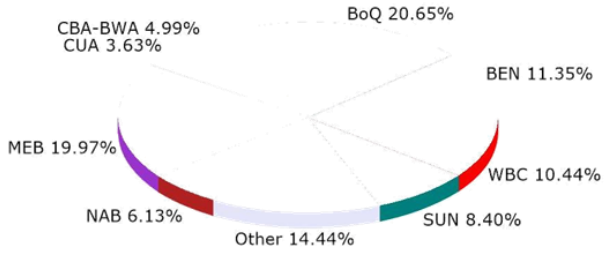
INNER WEST COUNCIL

Individual Institutional Exposures

Parent Group	Credit Rating	Portfolio Exposure ($)	Investment Policy Limit ($)
ANZ Group	A-1+, AA-	2,000,000	66,098,969
Auswide Bank	A-3, BBB-	5,000,000	0
Bank of Queensland	A-2, BBB+	45,500,000	44,065,979
Bendigo and Adelaide Bank	A-2, BBB+	25,000,000	44,065,979
Beyond Bank	A-2, BBB	2,000,000	44,065,979
Commonwealth Bank of Australia	A-1+, AA-	11,000,000	99,148,453
Credit Union Australia	A-2, BBB	8,000,000	44,065,979
Emerald Reverse Mortgage (A Tranche)	AAA	629,895	99,148,453
Emerald Reverse Mortgage (B Tranche)	AA	1,000,000	66,098,969
Greater Building Society	A-2, BBB	2,000,000	22,032,990
Heritage Bank	P-2, Ba1	3,000,000	44,065,979
IMB Ltd	A-2, BBB	3,000,000	44,065,979
ING Group	A-1, A	2,500,000	66,098,969
Members Equity Bank	A-2, BBB	44,000,000	44,065,979
MyState Bank	A-2, BBB	2,000,000	44,065,979
National Australia Bank	A-1+, AA-	13,500,000	99,148,453
Newcastle Permanent Building Society	A-2, BBB	3,000,000	44,065,979
Rural Bank	A-2, BBB+	4,500,000	44,065,979
Suncorp Bank	A-1, A+	18,500,000	66,098,969
Teachers Mutual Bank	A-2, BBB	1,200,000	22,032,990
Westpac Group	A-1+, AA-	23,000,000	99,148,453
		220,329,895	

Individual Institutional Exposure Charts





PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - August 2017

INNER WEST COUNCIL

Current Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Received
1-Aug-17	534925	Bankwest	Term Deposits	Interest - Received	21,797.26
		Bankwest	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,021,797.26
				Day Total	**2,021,797.26**
2-Aug-17	535149	Suncorp Bank	Term Deposits	Interest - Received	19,178.08
		Suncorp Bank	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,019,178.08
	535151	Commonwealth Bank of Australia	Term Deposits	Interest - Received	18,510.68
		Commonwealth Bank of Australia	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,018,510.68
				Day Total	**4,037,688.77**
4-Aug-17	534301	AMP Bank	Term Deposits	Interest - Received	29,000.00
		AMP Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,029,000.00
				Day Total	**1,029,000.00**
8-Aug-17	535094	Bankwest	Term Deposits	Interest - Received	19,660.27
		Bankwest	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,019,660.27
				Day Total	**2,019,660.27**
9-Aug-17	534114	AMP Bank	Term Deposits	Interest - Received	29,397.26
		AMP Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,029,397.26
	535152	Bank of Queensland	Term Deposits	Interest - Received	9,589.04
		Bank of Queensland	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,589.04
	535153	Auswide Bank	Term Deposits	Interest - Received	9,473.97
		Auswide Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,473.97
				Day Total	**3,048,460.27**

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - August 2017

INNER WEST COUNCIL

Current Month Cashflows					
Transaction Date	**Deal No.**	**Cashflow Counterparty**	**Asset Type**	**Cashflow Description**	**Cashflow Received**
10-Aug-17	533332	Westpac Group	Floating Rate Note	Coupon - Received	13,787.40
				Deal Total	13,787.40
				Day Total	**13,787.40**
11-Aug-17	535609	ME Bank	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
				Deal Total	-5,000,000.00
	535610	Bendigo and Adelaide Bank	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
				Deal Total	-5,000,000.00
	535611	ME Bank	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
				Deal Total	-5,000,000.00
	535612	Bank of Queensland	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
				Deal Total	-5,000,000.00
				Day Total	**-20,000,000.00**
14-Aug-17	402080	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	22,475.75
				Deal Total	22,475.75
	534126	Westpac Group	Term Deposits	Interest - Received	60,328.77
				Deal Total	60,328.77
	534127	Westpac Group	Term Deposits	Interest - Received	60,328.77
				Deal Total	60,328.77
	534128	Westpac Group	Term Deposits	Interest - Received	30,164.38
				Deal Total	30,164.38
	534129	Westpac Group	Term Deposits	Interest - Received	120,657.53
				Deal Total	120,657.53
				Day Total	**293,955.21**
15-Aug-17	534126	Westpac Group	Term Deposits	Interest - Received	164.38
		Westpac Group	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,000,164.38
	534128	Westpac Group	Term Deposits	Interest - Received	82.19
		Westpac Group	Term Deposits	Maturity Face Value - Received	1,000,000.00

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - August 2017

INNER WEST COUNCIL

Current Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Received
				Deal Total	1,000,082.19
				Day Total	**3,000,246.58**
16-Aug-17	535154	Auswide Bank	Term Deposits	Interest - Received	9,972.60
		Auswide Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,972.60
	535204	Bankwest	Term Deposits	Interest - Received	4,401.37
		Bankwest	Term Deposits	Maturity Face Value - Received	500,000.00
				Deal Total	504,401.37
	535607	Suncorp Bank	Floating Rate Note	Settlement Face Value - Paid	-1,000,000.00
				Deal Total	-1,000,000.00
				Day Total	**514,373.97**
18-Aug-17	505171	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	14,291.51
				Deal Total	14,291.51
	505174	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	7,145.75
				Deal Total	7,145.75
	505175	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	14,291.51
				Deal Total	14,291.51
	533606	Bank of Queensland	Floating Rate Note	Coupon - Received	8,103.56
				Deal Total	8,103.56
	535623	National Australia Bank	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
				Deal Total	-5,000,000.00
	535624	Suncorp Bank	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
				Deal Total	-5,000,000.00
	535625	Suncorp Bank	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
				Deal Total	-5,000,000.00
				Day Total	**-14,956,167.67**
21-Aug-17	310321	Emerald Reverse Mortgage (A Tranche)	Mortgage Backed Securities	Amortised Face Value - Received	23,748.82
		Emerald Reverse Mortgage (A Tranche)	Mortgage Backed Securities	Coupon - Received	3,560.75

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - August 2017

INNER WEST COUNCIL

Current Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Received
				Deal Total	27,309.57
	310334	Emerald Reverse Mortgage (B Tranche)	Mortgage Backed Securities	Coupon - Received	6,195.48
				Deal Total	6,195.48
	534538	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	21,204.25
				Deal Total	21,204.25
				Day Total	**54,709.29**
22-Aug-17	534127	Westpac Group	Term Deposits	Interest - Received	1,315.07
		Westpac Group	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,001,315.07
				Day Total	**2,001,315.07**
23-Aug-17	535205	IMB Ltd	Term Deposits	Interest - Received	4,794.52
		IMB Ltd	Term Deposits	Maturity Face Value - Received	500,000.00
				Deal Total	504,794.52
	535206	Beyond Bank Australia	Term Deposits	Interest - Received	10,547.95
		Beyond Bank Australia	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,010,547.95
				Day Total	**1,515,342.47**
24-Aug-17	534887	Greater Building Society	Floating Rate Note	Coupon - Received	8,040.55
				Deal Total	8,040.55
	534888	Greater Building Society	Floating Rate Note	Coupon - Received	8,040.55
				Deal Total	8,040.55
				Day Total	**16,081.10**
25-Aug-17	421808	Westpac Group	Floating Rate Note	Coupon - Received	6,742.47
				Deal Total	6,742.47
				Day Total	**6,742.47**
28-Aug-17	502254	Newcastle Permanent Building Society	Floating Rate Note	Coupon - Received	21,204.25
				Deal Total	21,204.25

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - August 2017

Current Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Received
				Day Total	**21,204.25**
29-Aug-17	534180	Westpac Group	Term Deposits	Interest - Received	60,000.00
				Deal Total	60,000.00
	534181	Westpac Group	Term Deposits	Interest - Received	90,000.00
				Deal Total	90,000.00
				Day Total	**150,000.00**
31-Aug-17	534185	Westpac Group	Term Deposits	Interest - Received	60,000.00
				Deal Total	60,000.00
	534190	Bank of Queensland	Term Deposits	Interest - Received	54,000.00
		Bank of Queensland	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,054,000.00
	534194	Newcastle Permanent Building Society	Term Deposits	Interest - Received	54,000.00
		Newcastle Permanent Building Society	Term Deposits	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,054,000.00
	535150	Beyond Bank Australia	Term Deposits	Interest - Received	13,463.01
		Beyond Bank Australia	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,013,463.01
	535207	ME Bank	Term Deposits	Interest - Received	9,251.51
		ME Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,251.51
	535670	Suncorp Bank	Term Deposits	Settlement Face Value - Paid	-4,000,000.00
				Deal Total	-4,000,000.00
	535671	Bank of Queensland	Term Deposits	Settlement Face Value - Paid	-9,000,000.00
				Deal Total	-9,000,000.00
	535672	ME Bank	Term Deposits	Settlement Face Value - Paid	-8,000,000.00
				Deal Total	-8,000,000.00
				Day Total	**-14,809,285.48**
				Net Cash Movement for Period	**-30,021,088.79**

Inner West Council
Cash Flows Report - August 2017

INNER WEST COUNCIL

Next Month Cashflows					
Transaction Date	**Deal No.**	**Cashflow Counterparty**	**Asset Type**	**Cashflow Description**	**Cashflow Due**
5-Sep-17	534180	Westpac Group	Term Deposit	Interest - Received	1,150.68
		Westpac Group	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,001,150.68
	534302	Credit Union Australia	Term Deposit	Interest - Received	28,343.84
		Credit Union Australia	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,028,343.84
				Day Total	**3,029,494.52**
6-Sep-17	534286	Westpac Group	Term Deposit	Interest - Received	60,000.00
				Deal Total	60,000.00
	535208	MyState Bank	Term Deposit	Interest - Received	9,291.78
		MyState Bank	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,291.78
	535331	IMB Ltd	Term Deposit	Interest - Received	8,630.14
		IMB Ltd	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,008,630.14
				Day Total	**2,077,921.92**
12-Sep-17	534185	Westpac Group	Term Deposit	Interest - Received	1,972.60
		Westpac Group	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,001,972.60
				Day Total	**2,001,972.60**
13-Sep-17	534329	Westpac Group	Term Deposit	Interest - Received	30,000.00
		Westpac Group	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,030,000.00
	535332	Beyond Bank Australia	Term Deposit	Interest - Received	9,583.56
		Beyond Bank Australia	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,583.56
	535333	IMB Ltd	Term Deposit	Interest - Received	8,630.14
		IMB Ltd	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,008,630.14
				Day Total	**3,048,213.70**

PRUDENTIAL INVESTMENT SERVICES CORP

Inner West Council
Cash Flows Report - August 2017

INNER WEST COUNCIL

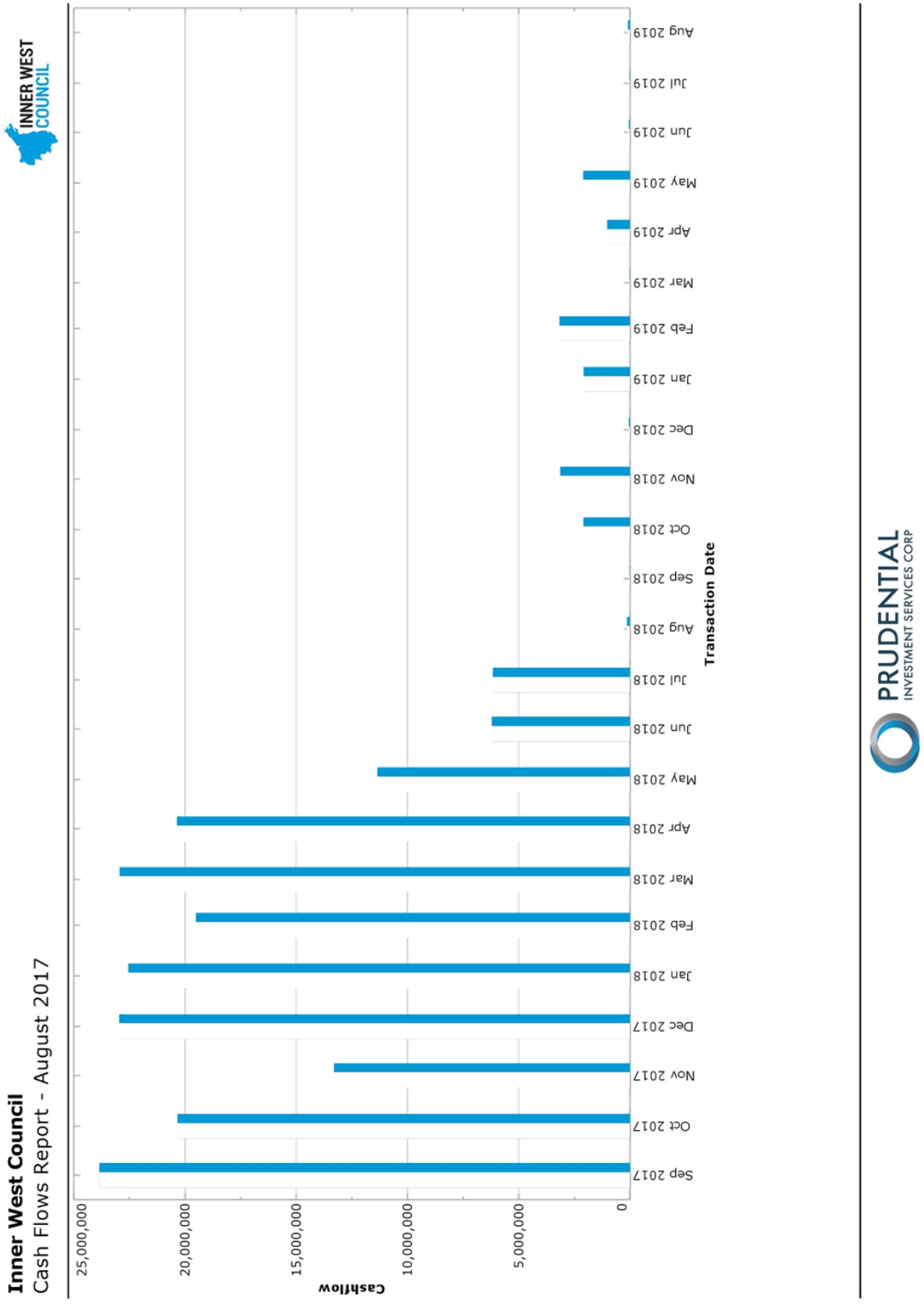
Next Month Cashflows

Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Due
19-Sep-17	534286	Westpac Group	Term Deposit	Interest - Received	2,136.99
		Westpac Group	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,002,136.99
				Day Total	**2,002,136.99**
20-Sep-17	534992	Credit Union Australia	Floating Rate Note	Coupon - Received	11,418.08
				Deal Total	11,418.08
	534993	Credit Union Australia	Floating Rate Note	Coupon - Received	11,418.08
				Deal Total	11,418.08
	535155	ING Bank (Australia)	Term Deposit	Interest - Received	31,763.70
		ING Bank (Australia)	Term Deposit	Maturity Face Value - Received	2,500,000.00
				Deal Total	2,531,763.70
	535334	Bankwest	Term Deposit	Interest - Received	9,109.59
		Bankwest	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,109.59
				Day Total	**3,563,709.45**
26-Sep-17	535099	ME Bank	Term Deposit	Interest - Received	26,128.22
		ME Bank	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,026,128.22
				Day Total	**2,026,128.22**
27-Sep-17	534366	Auswide Bank	Term Deposit	Interest - Received	82,500.00
		Auswide Bank	Term Deposit	Maturity Face Value - Received	3,000,000.00
				Deal Total	3,082,500.00
	535338	Beyond Bank Australia	Term Deposit	Interest - Received	9,147.95
		Beyond Bank Australia	Term Deposit	Maturity Face Value - Received	1,000,000.00
				Deal Total	1,009,147.95
	535339	Heritage Bank	Term Deposit	Interest - Received	18,082.19
		Heritage Bank	Term Deposit	Maturity Face Value - Received	2,000,000.00
				Deal Total	2,018,082.19
				Day Total	**6,109,730.14**
				Net Cash Movement for Period	**23,859,307.53**

PRUDENTIAL INVESTMENT SERVICES CORP

Item 11

Attachment 2



PRUDENTIAL
INVESTMENT SERVICES CORP

Inner West Council
Economic and Investment Portfolio Commentary
August 2017

Global issues:

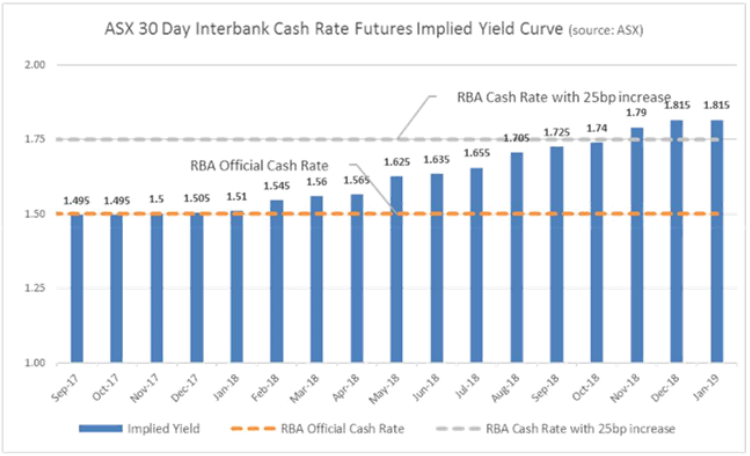
- Despite growing international tensions with US, China and Russia over North Korea's missile launches and bomb tests, global share markets continue to perform well and the global growth expectations remain upbeat.
- In the US, the latest GDP data was revised upward to 3%pa, from 2.6%, led by improved consumer spending and business investment. Meanwhile US inflation, remains subdued at just 1.4%pa – even lower than Australia's 1.9%.
- Europe, largely out of the spotlight given the US hurricane and North Korean hostilities, continues to record promising economic growth led by improving consumer and business confidence levels. However, the continent's economic weakness remains its unemployment rate which is above 9%.

Domestic issues:

- In Australia, the latest employment data continued its upward trend with a net gain of 28,000 jobs in July, following the +20k (revised) in June. However, unlike June's results, the gains were all in part-time work as full time jobs decreased. The unemployment rate remains at 5.6%.
- At its August meeting, the RBA Board noted its expectations of an increase in the country's non-mining sectors over the next several months. Higher business investment intentions, commercial vehicle sales and non-residential building approvals are all pointing to near-term economic improvement.

Interest rates

- The RBA's official cash rate remains at 1.50%. The market is pricing in a rate hike to 1.75% in the Oct/Nov 2018 area:



PRUDENTIAL
INVESTMENT SERVICES CORP

- Term deposit rates across most maturities were little changed from July. The best indicative 3 month TD from Australian majors closed August in the mid-2.40% area. The highest 12 month rate from a four major was remained in the 2.55% area. However, there were specials from a handful of individual banks in the 6-11 month area that provided good opportunities for investors with cash available for those terms.

Investment Portfolio Commentary

Council's investment portfolio posted a return of 2.90%pa for the month of August versus the bank bill index benchmark return of 1.69%pa. For the financial year to date, the investment portfolio returned 2.90%pa, exceeding the bank bill index benchmark's 1.71%pa by 1.19%pa.

Without marked-to-market influences, Council's investment portfolio yielded 2.74%pa for the month. This is based on the actual interest rates being received on existing investments and excludes the underlying changes to the market value of the securities/deposits.

77% of the portfolio was invested in non fossil fuel lending ADIs at the end of the month, up from 68% the month prior. This was caused by a decrease in the fossil fuel lending ADI exposure from $60.2m to $51.6m (due to term deposit maturities) while fossil fuel lending ADI exposure increased from $129.2m to $168.7m (due to new investments). Non-fossil fuel lending ADIs yielded 2.69%pa during the month while fossil fuel lending ADIs yielded 2.88% during the month.

During the month, $26m in term deposits matured while $56m in new term deposits investments were placed within the 5-9 month timeframe at rates between 2.45%pa and 2.60%pa. $1.0m was also invested in a new 5 year Suncorp floating rate note.

Council has a well-diversified portfolio invested among a range of term deposits and floating rate notes from highly rated Australian ADIs. 87% of the portfolio is spread among the top three credit rating categories (A long term/A2 short term and higher). It is expected that Council can continue to achieve above benchmark returns with prudent investment selection for its short and long term holdings.

Disclaimer: The statements and opinions contained in this report are based on currently prevailing conditions in financial markets and are so contained in good faith and in the belief that such statements and opinion are not false or misleading. In preparing this report, Prudential Investment Services Corp has relied upon information which it believes to be reliable and accurate. Prudential Investment Services Corp believes that this report and the opinions expressed in this report are accurate, but no warranty of accuracy or reliability is given. Prudential Investment Services Corp does not warrant that its investigation has revealed all of the matters which a more extensive examination might disclose. This report may not be reproduced, transmitted, or made available either in part or in whole to any third party without the prior written consent of Prudential Investment Services Corp. AFS Licence No. 468145.

Item No: **C1017 Item 12**

Subject: **TABLING OF PECUNIARY INTEREST RETURNS OF DESIGNATED STAFF FOR THE RETURN PERIOD 1 JULY 2016 TO 30 JUNE 2017**

File Ref: 17/4718

Prepared By: Ian Naylor - Manager Civic and Executive Support

Authorised By: Tanya Whitmarsh - Group Manager Governance

SUMMARY

To table the Pecuniary Interest Returns of Designated Staff for the return period 1 July 2016 to 30 June 2017.

RECOMMENDATION

THAT Council note the tabling of Pecuniary Interest Returns of Designated Staff for the return period 1 July 2016 to 30 June 2017.

BACKGROUND

Section 449(3) of the Local Government Act 1993 requires Designated Staff holding these positions as of 30 June 2017 to lodge a Return of Pecuniary Interests to the General Manager by 30 September 2017. Section 450A(2) of the Local Government Act 1993 requires these disclosures to be tabled at the first Council Meeting after 30 September 2017. All returns for Designated Staff in office as at 30 June 2017 have been submitted.

Section 449(1) of the Local Government Act 1993 requires Councillors to submit a Return of Pecuniary Interests within 3 months of being declared in office. Returns of Pecuniary Interests are required to be submitted by 16 December for tabling at the first Ordinary Council Meeting in 2018.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Nil.

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item 13

Item No: C1017 Item 13

Subject: NOTICE OF MOTION: HIRE BIKE SERVICES

File Ref: 17/4718

From Councillor John Stamolis

MOTION:

THAT:

1. **Council to commence investigations which will determine how hire bike services fit with and complement Councils' own transport strategies, how these services might best operate within our municipality and how to minimise any problems and impacts on our community, our local environment and on Council resources; and**

2. **A report to be submitted to Council when the investigations are complete.**

Background

Our Council and community are supportive of positive initiatives in regard to the provision of transport options but it also supports a coherent strategy and policy framework for this to occur.

As such, Council should commence investigations which will determine how transport models like those provided by hire bike companies fit with and complement Councils' own transport strategies, how these models will best operate for the people of our municipality and how to minimise any problems and impacts on our community and the local environment. For example, some bikes have been left in parks, others have blocked footpaths and some appear to have been dumped.

Councils' investigations and studies might also assist providers of these services with better planning and operation of their services so that the public receives the best service outcomes.

One current problem being experienced by several Councils where these schemes operate is the workload placed on Councils' regulatory and compliance teams. This not only incurs significant costs for Councils but also diverts important Council resources away from core business that our ratepayers expect and pay for. Councils' investigations should look at how this can be resolved.

ATTACHMENTS

Nil.

Item 14

Item No: C1017 Item 14

Subject: NOTICE OF MOTION: PEDESTRIAN SAFETY ON CROYDON ROAD, CROYDON

File Ref: 17/4718

From Councillor Marghanita Da Cruz

MOTION:

THAT:

1. **Council through the Traffic Committee urgently convenes an onsite meeting with the local community, a school representative, members of the Traffic Committee and Ward Councillors at a time that school children are walking to school to observe and hear from the community and Councillors on what the key safety issues are and hear from Traffic Committee members on ways they could be addressed; and**

2. **A report be brought to the Traffic Committee and then to Council as soon as possible outlining proposals to improve the safety for school children and pedestrians on Croydon Road, Croydon. These proposals to include investigation on the installation of a pedestrian crossing and traffic calming measures. The report should also provide a proposed timeline for works and proposed prioritisation of funding for the works.**

Background

A number of residents have contacted me concerned about pedestrian safety on Croydon Road. Croydon Road, Croydon is a busy road particularly before and after school. This makes it difficult and dangerous for children and other pedestrians who are walking to school, the railway station and bus stops.

There is currently a roundabout at Anthony Street – however, the design of the traffic islands at the roundabout with curved narrow slippery surface increases the danger to pedestrians. There are narrow speed humps which have caused car accidents rather than safely calming motor vehicles.

ATTACHMENTS

Nil.

Item 15

Item No: C1017 Item 15

Subject: NOTICE OF MOTION: PEDESTRIAN SAFETY ON FREDERICK STREET, ASHFIELD

File Ref: 17/4718

From Councillor Marghanita Da Cruz

MOTION:

THAT Council through the Traffic Committee urgently investigate and report on the significant safety risks at pedestrian crossings on Frederick Street with a particular emphasis on the Frederick/John St crossing and provide recommendations on how these risks can be addressed. These recommendations to include consideration of a reduction in the speed limit on Frederick Street and the introduction of traffic calming at the pedestrian crossings on Frederick Street as well as proposals to prevent vehicles overtaking cars turning right near the pedestrian crossings. The report should include a proposed timeline for works and proposed prioritisation of funding for the works.

Background

A number of residents have contacted me regarding the danger of the pedestrian crossings on Frederick Street Ashfield, particularly the one at the intersection with John Street. This has been the site of numerous accidents and near misses when cars try to overtake other cars waiting to turn right into Frederick or John Streets.

There are a number of parks, the swimming pool, train station and school on the western side of Frederick Street. To access these, residents including children and the elderly need to negotiate Frederick Street.

Damage caused by car crashing into fencing at JM McCarthey Playground at intersection of John and Frederick Sts Ashfield

ATTACHMENTS

Nil.

Item No: C1017 Item 16

Subject: NOTICE OF MOTION: PEDESTRIAN SAFETY IN HABERFIELD AND LEICHHARDT

File Ref: 17/4718

From Councillor Marghanita Da Cruz

MOTION:

THAT Council:

1. Investigate pedestrian safety measures including the introduction of 40km speed limits and associated traffic calming for the commercial areas approaching the intersection of Dalhousie and Ramsay Streets, Haberfield;

2. Investigate pedestrian safety measures including the introduction of 40km speed limits and associated traffic calming on Marion Street at the intersections with Norton Street, Elswick Street and Flood Street, Leichhardt; and

3. Investigate pedestrian safety measures including the introduction of 40km speed limits and associated traffic calming on the approaches to the intersection of Flood Street and Lords Road, Leichhardt.

Background

The approaches to the intersection of Ramsay St and Dalhousie St in Haberfield; Marion Street and Flood Street, Leichhardt and Marion Street and Norton Street, Leichhardt; and Flood at Lord Street, Leichhardt have high pedestrian activity.

Ramsay, Marion and Norton Street are busy motor vehicle thoroughfares and bus corridors, with commercial precincts used by less mobile elderly residents and children with and without carers.

Other areas of high pedestrian activity elsewhere on Norton Street, Leichhardt, on Booth Street Annandale and Darling Street Balmain/Rozelle which all now benefit from safer 40km speed limits.

Local residents and businesses have raised the following specific concerns:

a) Cars travelling south, narrowly missing pedestrians when turning west from Norton Street into Marion Street, Leichhardt.

b) Buses travelling north along Norton Street, clipping the footpath endangering pedestrians, including children heading for Leichhardt Public School, as they turn west from Norton Street

d) Drivers becoming impatient at the pedestrian crossings on the roundabout at the Lord's Road – described as “Road Rage”

d) Cars travelling along Marion Street screeching to a halt at Flood Street. There have also been animal fatalities at the intersection

e) Impatient drivers behavior described as “Road Rage” on Marion Street at Elswick Street intersection, endangering pedestrians.

ATTACHMENTS

Nil.

Item 17

Item No: **C1017 Item 17**

Subject: **NOTICE OF MOTION: INNER WEST WATERWAYS**

File Ref: 17/4718

From **Councillor Lucille McKenna**

MOTION:

THAT Council calls on the General Manger to bring back a report within 100 days for practical steps that would lead to working with the Parramatta River Catchment Group to create a safe swim site in the Inner West Council part of the Parramatta river, installing gross pollutant traps on all stormwater drains in the local government area and what additional support to the Inner West Council could propose for the next action plan of Cooks River Alliance that would result in measurable improvements.

Background

The Inner West has two of Sydney's very significant waterways both have been altered neglected and degraded.

There is community support for improving the Parramatta and Cooks River. The Inner West Council is part of the Cooks River Alliance and the Parramatta River Catchment Group.

ATTACHMENTS

Nil.

Item 18

Item No: **C1017 Item 18**

Subject: **NOTICE OF MOTION: COUNCIL RESPONSE TO THE NSW REVISED DRAFT SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY**

File Ref: 17/4718

From **Councillor Mark Drury**

MOTION:

THAT after Council has determined its position on the NSW Revised Draft Sydenham to Bankstown Urban Renewal Corridor Strategy on 24 October, call on the Mayor to convene a meeting with Save Dully and Save Marrickville South community groups to work out how to publicise councils views and to plan a campaign that emphasises that town planning is best done in collaboration with the people who live and know their suburb and by their elected councillors with the advice of council town planners.

Background

That the Inner West Council notes that on 10 August at a packed Marrickville Town Hall meeting the following motion was adopted

1. The NSW State Government's Sydenham to Bankstown rezoning plans are disastrous for our heritage suburbs and force the inner west to bear far more than its fair share of density;

2. Calls on the State Government to immediately release its Environmental Impact Statement for the Sydney Metro and to justify how this transport option is preferable to investing in the current heavy rail, light rail and bus services in the inner west;

3. Calls on the State Government to immediately halt all plans for rezoning and to invest in the community infrastructure that our suburbs need, including schools, open space, child-care centres and hospitals.

Additionally it was observed that there was no attempt in the NSW Governments strategy to address the critical issue of affordable housing.

Since that time Council staff have been working on a response to the Strategy to be put to the elected council

The elected Council looks forward to receiving the draft strategy and determining its position on 24 October.

ATTACHMENTS

Nil.

Item 19

Item No: C1017 Item 19

Subject: NOTICE OF MOTION: EXPEDITING THE DELIVERY OF THE UPGRADE OF SPORTING FIELDS AND A SKATE PARK IN CALLAN PARK

File Ref: 17/4718

From Mayor, Councillor Darcy Byrne

MOTION:

THAT Council:

1. **Adopt a policy position in support of the establishment of a Callan Park Trust to govern the site and the implementation of the Callan Park Master Plan;**

2. **Produce a report, to be tabled at the next Ordinary Meeting, detailing the precise status of the Waterfront Drive sporting field upgrade and the skate & BMX Park within Callan Park and identifying the necessary actions required to make sure they can be expedited and delivered;**

3. **Write to the Premier and relevant Ministers;**
   a. **Stating Council's adopted positions in relation to Callan Park;**
   b. **Seeking a meeting with the Minister for Environment and Heritage to discuss the future of Callan Park; and**
   c. **Seeking clarification about when the Minister's public commitment that the approval of the Waterfront Drive playing field upgrade and the transfer of control of the grounds to Council will be carried out.**

4. **Convene a public meeting in Lilyfield to provide information to the local community about the Council's plans for Callan Park and to enlist the community's support in forcing the NSW Government to support the delivery of recreational facilities there, the establishment of a Callan Park Trust and implementation of the Callan Park Master Plan.**

Background

Despite both projects being fully funded by the former Leichhardt Council, the upgrade of the Waterfront Drive playing fields in Callan Park and the construction of a skate and BMX park there, have not been started, let alone completed, during the period of Administration.

Reasons for the unacceptable delay of these desperately needed recreational facilities include political and bureaucratic delays from State Government Ministers and agencies as well as a failure of the unelected Council to provide sufficient advocacy and or urgency in progressing the projects.

ATTACHMENTS

Nil.

Item 20

Item No: C1017 Item 20

Subject: NOTICE OF MOTION: REVERSING OSHC FEE INCREASES

File Ref: 17/4718

From Councillor Anna York

MOTION:

THAT:

1. **The General Manager provide a report on the evidence it has used to justify this fee increase, including evidence that it will in fact deter parents from late pick up; and**

2. **In the meantime while this report is prepared and considered by Council, that these fee increases immediately revert to the previous 2016/17 rate at Stanmore Public School and other impacted schools.**

Background

Prior to the election of Councillors, the interim Inner West Council adopted an operational plan which included the 2017/18 Fees & Charges annex.

Parents at Stanmore PS have raised concerns that the out of school hours fees are being increased in the next financial year

The fees proposed in the 2017/18 Fees & Charges annex appear exorbitant, particularly the proposed $100 charge after the second occasion of late pick up

For Stanmore Public School, new fee increases include:

- The introduction of a new late payment fee that is 5 per cent of the weekly gap fee.
- A substantial increase in the late pick-up fee from $43.30 base rate for every 15 minutes to $45 for every 15 minute period, and an increase to $100 for the first 15 minutes and then $45 for every 15 minutes thereafter after the second late pick up

There is very little information about how the late payment fee would work, and some parents have expressed concern that its structure as a percentage of the weekly gap fee would penalise families who require full-time care.

In addition, there is no further information provided to demonstrate that Council has any evidence that increased fees will in fact deter parents from late pickups. In fact, there is evidence from other areas that increased fees can have the opposite effect.

ATTACHMENTS

Nil.

Item 21

Item No: C1017 Item 21

Subject: NOTICE OF MOTION: UNWINDING THE UNELECTED COUNCIL'S BAN ON DOGS IN PUBS

File Ref: 17/4718

From Mayor, Councillor Darcy Byrne

MOTION:

THAT Council:

1. **Produce a report:**

    a) **Explaining the reasons for and the process that resulted in the ban being implemented and hotels systematically being threatened with fines if they were found to have dogs on their premises;**

    b) **Identifying the past mechanisms through which statutory food safety requirements have been upheld by Council officers without implementing a blanket ban; and**

    c) **Exploring options for how complaints about dogs in pubs could be resolved through mitigation rather than litigation of punitive action from Council.**

2. **Consult with relevant hotel owners, licensees and managers about how the ban on dogs has affected their business and to identify practical measures that could maintain food safety standards without banning dogs from pubs. The results of this consultation are to be reported back to Council.**

Background

In some suburbs of the Inner West Council area there is a very long tradition and practice of patrons bringing their dogs into pubs. This very well established social and cultural practice has contributed to our unique Inner West pub culture and complimented the importance these suburbs have always placed on companion animals.

For many decades food safety regulations have been upheld and enforced by Leichhardt, Marrickville and Ashfield Councils without there being a need to implement a blanket ban on dogs being in pubs, where the proprietor of the Hotel agrees to allow them.

In the aftermath of the amalgamation of the three constituent councils and the sacking of elected representatives the new Inner West Council implemented a ban on dogs in pubs, without any consultation with pub patrons, licensees or proprietors.

ATTACHMENTS

Nil.

Item No: C1017 Item 22

Subject: NOTICE OF MOTION: MAKING THE INNER WEST A LEADER IN RENEWABLE ENERGY

File Ref: 17/4718

From Councillor Anna York

MOTION:

THAT the General Manager provide reports on how Council will:

1. **Sign up the Inner West Council to the Cities Power Partnership – with a focus on pledging actions focused on solar and renewables leadership.**

2. **Make the Inner West Council 100% carbon neutral by 2023**

3. **Make the Inner West Council a leader in Solar photovoltaic (PV) energy by:**

    - **Ensuring all new Council-owned developments are fitted with Solar PV cells.**

    - **Working towards the retrofitting of all Council-owned buildings with appropriately sized Solar PV cells – potentially through a bulk tendering process – where possible.**

4. **Establish an Office of Renewable Energy Innovation (REI) to make the Inner West community a leader in renewable energy innovation by:**

    - **Setting targets and timeframes for the take up of renewable energy and energy conservation solutions, including benchmarks for new developments;**

    - **Leading the investigation into our best options for adopting solar and renewable energy in our area;**

    - **Helping drive community renewables ownership by supporting community energy organisations in the Inner West;**

    - **Providing support to help home owners and commercial property managers install/manage solar technology – with a goal for the installation of Solar PV cells on all eligible roofs;**

    - **Providing a brokerage service to help organisations looking to invest in community energy projects to identify potential partners with suitable roof space;**

    - **Investigating the viability of transitioning the Inner West Council vehicle fleet to an electric fleet; and**

    - **Prioritise a solar innovation pilot run by REI, which may include a Council/Commercial Solar Power Purchase Agreement, investment in a regional solar farm partnership, and/or a local solar farm pilot.**

Item 22

Background

Our community in the Inner West are strong supporters of renewable energy, and recognise the need to contribute to a more sustainable pathway for carbon emissions.

However, compared with other inner city areas, the Inner West has relatively low levels of renewable energy infrastructure installations in homes and businesses. This is particularly the case for solar PV panels.

There are many reasons why this may be the case – for example, rooftops on homes and businesses may not be suitable for solar, renters may not be able to directly influence the installation of solar on their rooftops, and a relatively mobile residential population may not consider longer term investments in individual solar or other renewable infrastructure to be viable.

At the same time, we are seeing innovation in solar and renewables driven by the community across Australia, with the growth of community energy projects and the increased role of local governments taking up leadership in this area. The Inner West Council has an opportunity and a responsibility to support our community's commitment to sustainability and renewable energy.

ATTACHMENTS

Nil.

Item No: C1017 Item 23

Subject: NOTICE OF MOTION: PRIDE IN THE INNER WEST

File Ref: 17/4718

From Councillor Anna York

MOTION:

THAT:

Council staff provide a report through the General Manager to Council on how the Inner Council will:

1. **Support the work of the Inner West LGBTIQ Forum and strengthen its activities by dedicating an LGBTIQ Community Engagement Officer;**

2. **Identifying options to provide a Council facility for the purpose of establishing a Pride Centre in the Inner West, including options for potential funding partner/s to support the Centre;**

3. **Lobby the Sydney Gay and Lesbian Mardi Gras to keep Fair Day at Camperdown Memorial Rest Park;**

4. **Update Council forms to reflect the 2013 guidelines on the recognition of sex and gender;**

5. **Commission a gateway mural at a prime location reinforcing the Inner West as a safe, positive and friendly community;**

6. **Establish an awards scheme to recognise LGBTIQ-friendly businesses in each ward; and**

7. **Work towards making all Council facilities inclusive, accessible and LGBTIQ safe spaces, including training staff.**

Background

One of the most exciting things about the Inner West is the inclusion and acceptance that makes us one of the most positive and diverse communities in the country.

The Inner West is home to one of the strongest and most active LGBTIQ communities in the country. However, Council can do more to reflect those values and support our LGBTIQ communities.

The Inner West Council has an opportunity to build on the work of the existing LGBT Forum and work to ensure our local council serves the diversity and richness of our community.

ATTACHMENTS

Nil.

Item 24

Item No: **C1017 Item 24**

Subject: **NOTICE OF MOTION: A HEALTHIER INNER WEST**

File Ref: 17/4718

From **Councillor Mark Drury**

MOTION:

THAT within 100 days the General Manager provide reports on how Council will:

1. **Invest $65 million over the next 3 years in sporting fields, parks, playgrounds and pools to deliver the highest-quality facilities for local families and clubs;**

2. **Establish an Inner West Office of Sport to provide assistance to clubs and transform the Council's relationship with sporting clubs from one based on ground hire only into a strategic partnership to improve the health and wellbeing of our community;**

3. **Work with clubs to identify bold targets for increasing the participation of women and girls across all sports and implement ways of increasing participation from people from lower socio-economic backgrounds;**

4. **Establish new netball courts, of which there are too few, and the first hockey field in the Inner West Council area; and**

5. **Provide for longer tenure on home grounds to allow clubs and Council to jointly apply for state and federal grants to upgrade sporting fields and to have a revised booking field system that acknowledges clubs have longer lead times in preparation for seasons.**

Background

The Inner West Council can advance the health of our residents by increasing their opportunities to engage in community sport and recreation to combat the threat of increasing incidence of lifestyle related diseases such as diabetes, cardiovascular disease and obesity.

Council can promote and encourage a healthy lifestyle for school age kids specifically and the community generally through sports participation.
Council should work with local community sporting bodies to increase participation levels in sport for people from lower socio-economic backgrounds to remove economic or social barriers.

Council should work with local clubs to set ambitious targets for increasing the participation of women and girls in sport.

Councils approach to sport needs to change we need to recognise that participation in community sport helps to build our community, community cohesion and social wellbeing. Council needs to better recognise that community sports clubs are the largest network of volunteers in our community, and make sure they get the recognition, support and investment they need.

ATTACHMENTS

Nil.

Item No: C1017 Item 25

Subject: NOTICE OF MOTION: SUPPORTING OUR CREATIVE COMMUNITIES

File Ref: 17/4718

From Councillor Anna York

MOTION:

THAT the General Manager provide reports on how Council will:

1. Bring Vivid Sydney to the Inner West

Including a proposal to Destination NSW to bring the Vivid Sydney Festival to into key main streets and iconic locations throughout the Inner West.

2. Establish a Live Music Development Fund

Proposed as an initial $200,000 live music fund to encourage artists and venues to put on more gigs at existing live music venues, as well as establish new venues throughout the Inner West.

3. Bring arts and live music to the shop fronts, former factories, cafes and office blocks of the Inner West

Including options on reforms that will allow non-residential buildings to be used as a small scale arts and live music spaces, without the need for a development application to be submitted.

4. Make the Inner West Sydney's street art capital

Including recommendations to invest an additional $500,000 in new street art and remove the restrictions homeowners and businesses face if they want to decorate their premises with murals, and options to decorate garbage and recycling trucks and other Council vehicles with murals and positive social messages about harmony, respect and diversity.

5. Expand the artist in residence program across the Inner West

Including options to set aside five properties as temporary residencies and five spaces as temporary work spaces across the local government area to be made available to visual artists, sculptors, and writers.

In addition to the elements above to be addressed in the requested report from Council staff, Council also expresses its in principle commitment the transformation of the industrial area between Sydenham Station and Victoria Road in Marrickville into a vibrant live music and arts precinct.

Background

A core part of the identity and foundation of the Inner West is our creative communities – our arts and live music scene have been at the creative core of Sydney for decades.

However, overbearing regulation threatens to suffocate our creative culture. This is exacerbated by pressures wrought from increasing property prices throughout the Inner West.

Item 25

Combined, these factors are threatening the spaces and community our artists have depended on for many years.

In recognition of the unique place our creative communities hold at the heart of the Inner West, and the particular pressures artists and musicians are facing in our area, support is required to regenerate our arts and music scene, and to ensure local artists will always have spaces to exhibit and perform their work.

ATTACHMENTS

Nil.

Item No: C1017 Item 26

Subject: NOTICE OF MOTION: ESTABLISHMENT OF A SYDENHAM TO BANKSTOWN CORRIDOR COMMITTEE

File Ref: 17/4718

From Councillor Colin Hesse

MOTION:

THAT:

1. **Council establishes a committee to deal with issues arising from the State Government's Metro Project and the Sydenham to Bankstown Urban Renewal Corridor (SBURC);**

2. **The Committee consist of all interested councillors from Marrickville and Ashfield Wards and up to 10 members of the community, with particular emphasis given to members of existing community groups concerned with these State Government initiatives (Save Marrickville South, Save Dully, Marrickville Resident Action Group and the Sydenham to Bankstown Alliance);**

3. **The committee is co-ordinated by two staff members with expertise in transport and planning;**

4. **The committee hold regular monthly meetings and is provided with an annual budget sufficient for the purpose of holding monthly meetings; and**

5. **In the immediate lead-up to the IWC's submissions to the Urban Renewal Corridor and the Metro EIS the Committee be consulted regarding their opinion on both matters.**

Background

The SBURC represents a significant residential up-zoning of the suburbs along the Bankstown Rail corridor. It is the State Government's planning response to the conversion of the Bankstown line, which is part of the Sydney Metro Project.

The SBURC overturns the provisions of the MLEP2011. In response to the SBURC the former Administrator of the IWC, Richard Pearson said he was disappointed that "the planning and rezoning along 13km of the Bankstown rail line had failed to reduce the number of new dwellings proposed for the area.

When the Government released the strategy in 2015 more than 1,800 responded with overdevelopment as the subject of many of those submissions".

Now it seems the Government is planning even more development without a comprehensive infrastructure plan to deal with the increased population".

The Communities in Marrickville and Dulwich Hill are deeply concerned and vocally opposed to the massive increase in density proposed by the SBURC.

The Sydney Metro project will convert the existing Sydenham to Bankstown line from double-decker heavy rail to single-decker metro rail. Transport Minister, Andrew Constance admitted that "it is going to be a disruptive time, during the construction of the Metro. This disruption will

Item 26

come from the closure of the rail line for over 12 months, spread over 5 years. Further disruption will come from works equipment and associated construction such as the complete replacement of the Illawarra Road Bridge at Marrickville Station.

There is considerable community concern about the Metro proposal. A Community Meeting in July 2017, organised by the Sydenham to Bankstown Alliance and attended by over 200 residents, unanimously passed a motion opposing the Metro. The motion included the following.

This meeting:

• Opposes the privatisation and conversion of the Bankstown line between Sydenham and Bankstown

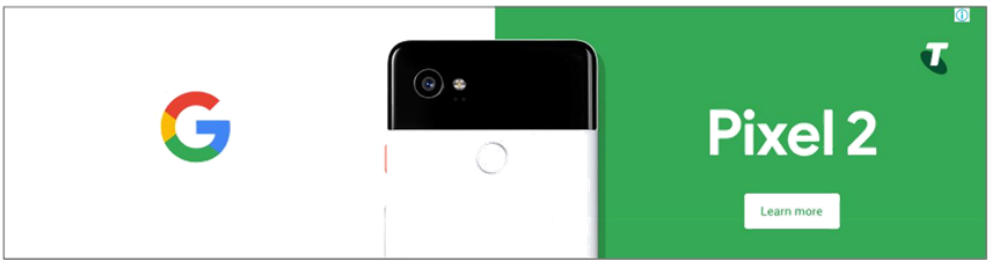
• States that the Government's plan to replace the Bankstown line heavy rail service is a waste of tax payers' money

• Calls on the Government to extend the Metro on the southern side of the harbour to areas of Sydney that do not currently have a rail service.

Clearly, the combined effects of the Sydenham to Bankstown Urban Renewal Corridor and the Metro Project will have a significant impact on residents of the Inner West Council, particularly the suburbs of Marrickville and Dulwich Hill. More broadly, the conversion of the Bankstown line to a Metro is a missed opportunity: a once-in-a-generation missed opportunity. Any new rail should go to suburbs that don't currently have a rail service.

ATTACHMENTS

1.⇩ Conversion of Bankstown line for metro trains will force commuters to catch buses for months
2.⇩ Sydenham to Bankstown Urban Renewal Corridor public meeting



APRIL 13 2016 SAVE PRINT

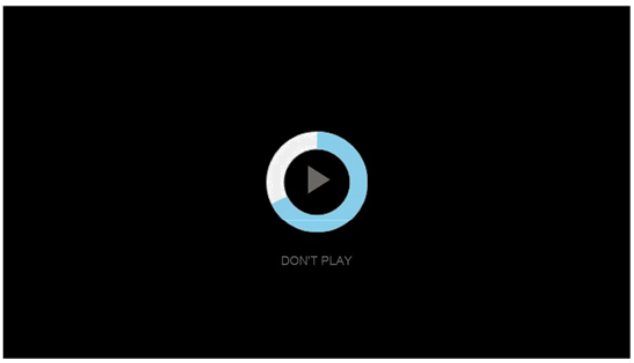
Conversion of Bankstown line for metro trains will force commuters to catch buses for months

Matt O'Sullivan

SHARE TWEET MORE

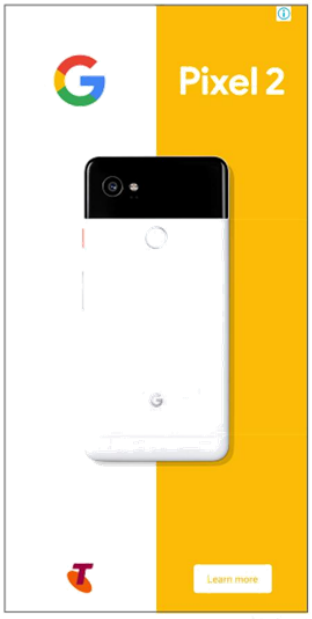
Tens of thousands of Sydney commuters who travel by train between Bankstown and Sydenham each day will be forced to catch buses for more than six months while the line is converted to carry metro trains.

Transport Minister Andrew Constance said the government would try to minimise the length of time the 13.5-kilometre stretch of track would be out of action but conceded that it would "pose a challenge".



Sydney Metro rail expansion detailed

Plans for more than 15km of new Sydney Metro rail lines and tunnels are explained in a promotional video.



Advertisement

"It is going to be a disruptive time – I won't sugar-coat that," he said on Wednesday.

"There will be a period of time where that rail line will be decommissioned and as a result we are going to have to manage the commuter needs through that period."

Andrew Constance announces the start of the tender process for the new metro line between Chatswood and Sydenham on Wednesday. Photo: Peter Rae

The time-frame for the temporary closure has yet to be finalised but Mr Constance said it would not be for several years.

The most recent government statistics show more than 25,000 people travel on the Bankstown Line during the morning peak between 6am and 9.30am.

Advertisement

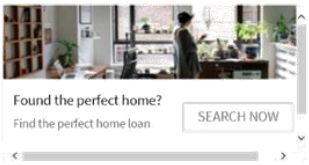
In what he described as a "mega build", Mr Constance announced on Wednesday the start of the tender process to build twin tunnels under Sydney Harbour and the CBD as part of the second stage of the metro rail line between Chatswood and Sydenham.

AM & PM UPDATE NEWSLETTER
Get the latest news and updates emailed straight to your inbox.
Enter your email address
SIGN UP
By submitting your email you are agreeing to Fairfax Media's terms and conditions and privacy policy.

The first of five giant boring machines are due to start tunnelling by the end of 2018.

MOST POPULAR

1 Cabinet ministers lobby to kill off cemetery plans for historic residential estate
2 Therapist denied insulin to boy as he was dying, court told
3 Melbourne measles outbreak spreads to Sydney
4 Woolies worker jailed for upskirting customers, filming colleagues in toilet
5 Man crushed to death by a portable building on NSW worksite


Found the perfect home?
Find the perfect home loan
SEARCH NOW

PROPERTY NEWS

How to ease your children out of the ...

'Alarming': Sydney households need to ...

FOLLOW SYDNEY NOW

FACEBOOK

FOLLOW SMH

NEWSLETTERS

Silversea® Luxury Cruises
Best All-Inclusive Fares, Free Roundtrip Air Travel to Europe & More. Get a Quote.

Commuters travelling on the Bankstown Line will face significant disruptions. Photo: Simon Alekna

Driverless metro trains will begin running on the first stage of Australia's largest commuter rail project between Cudgegong Road station in the city's north-west and Chatswood in 2019. The remainder of the line from Chatswood to Bankstown via the CBD and Sydenham is scheduled to be operational by 2024.

Before the $8.3 billion first stage is completed, thousands of commuters who travel by train on the existing line between Chatswood and Epping will also have to catch buses for about seven months from late 2018 while it is converted to carry metro trains.

The Epping to Chatswood line via Macquarie Park carries about 8000 passengers during the morning peak.

The conversion of the Bankstown Line is one of the bigger challenges facing engineers on the metro project because it involves a major overhaul of the existing rail corridor, which is more than a century old.

Train stations will need to be renovated and tracks and platforms straightened to handle the new trains.

Mr Constance said the conversion was likely to take longer than six months and would "mean changes for commuters during the build of the project".

"We are working through that ... but at the end of the day those commuters are going to get a brand new metro service," he said.

The planning process for the Bankstown to Sydenham line is due to start later this year.

The Transport Minister declined to give an estimate of the final cost of the second stage of the metro project because the tender process had just opened. The preliminary costing of between $9.5 billion and $11 billion released in 2014 did not include the bill for new stations at Barangaroo and Waterloo.

"This is Sydney's super train. We are going to see 45,000 passengers per hour moved on the metro network. This compares to 24,000 on the existing network," he said.

"It is going to be a world-class, single deck, fully automated train."

The government is yet to release a final business case for the second stage of the metro line, or an environmental impact statement.

It is in the midst of acquiring about 150 buildings for the construction of stations along the new line. In Sydney's CBD, 19 buildings – some as high as 22 storeys – face the wrecking ball over the next two years.

Mr Constance said construction of the new line under the CBD was likely to be less disruptive than the $2.1 billion light rail line from Circular Quay to the eastern suburbs because the former was primarily an underground project.

"There will be construction disruption through the heart of the city with the project given the new stops at Barangaroo, Martin Place, Pitt Street, Central," he said.

Item 26

INNER WEST COUNCIL

www.ashfield.nsw.gov.au
www.leichhardt.nsw.gov.au
www.marrickville.nsw.gov.au

Featured artist: Shannon Crees

Sydenham to Bankstown Urban Renewal Corridor public meeting

Wednesday 26 July 2017

Residents are urged to attend a public meeting to hear what local community action groups and Council's concerns are with the State Government's revised plans to add 8,500 new dwellings along the Sydenham to Bankstown Corridor.

Administrator of Inner West Council Richard Pearson said he was disappointed that the second set of plans for major changes to planning and rezoning along 13km of the Bankstown rail line had failed to reduce the number of new dwellings proposed for the area.

"When the Government released the strategy in 2015 more than 1,800 responded with overdevelopment – particularly in Dulwich Hill – the subject of many of those submissions'" Mr Pearson said.

"Now it seems the Government is planning even more development without a comprehensive infrastructure plan to deal with the increased population.

"There has been no significant reduction in Dulwich Hill in the revised strategy with 2,000 new homes proposed.

"In total, the revised draft Strategy has increased the number of new dwellings in the inner west by 2,500 to 8,500.

Attachment 2

"Total dwellings have increased by 50% in the Marrickville Station Precinct (6,000 new homes proposed) and 500% around the Sydenham Station Precinct (500 new homes proposed).

"Under the plan, some existing low-rise streets would be rezoned from predominantly single storey homes to unit blocks up to eight storeys high in Dulwich Hill and Sydenham and up to 12 in Marrickville.

"It's important that local residents have an opportunity to find out exactly what is being proposed for our area, to hear what local community action groups and Council concerns are and to talk to Inner West Council planning staff.

"If residents are not able to attend the meeting I'd encourage them to go to Council's website to learn more about the plan and to find out how they can make a submission to the NSW Government before the 3 September deadline."

COME TO A PUBLIC MEETING

When: Thursday 10 August from 6.30 - 8.00 pm Where: Marrickville Town Hall - 303 Marrickville Road, Marrickville What: Hear what local community action groups and Council's concerns are about the revised draft plan. You will also have an opportunity to speak to Inner West Council planning staff from 8 - 8.30pm

YOUR SAY INNER WEST

Your Say Inner West website
The community engagement hub where you can get involved in important projects that shape the future of the Inner West.

CONNECT WITH US

SERVICES IN YOUR AREA

Follow the links below to find contact details and services in your area:

Ashfield

Item 27

Item No: **C1017 Item 27**

Subject: **NOTICE OF MOTION: AUSTRALIA DAY**

File Ref: 17/4718

From **Councillor Colin Hesse**

MOTION:

THAT Council seek advice from the Aboriginal and Torres Strait Islander Strategic Reference Group on whether they have a view on the current way in which Council engages with Australia Day. In considering alternatives the Strategic Reference Group is invited to assume the budget which currently applies to Council's Australia Day events should be attached to alternatives to the current celebrations.

Background

The question of how we celebrate Australia Day and if we should do so at all have long been the subject of considerable debate in the broader Australian community. For many Aboriginal people, the original owners of the land, January 26 is a day of great sorrow. Given the history of the day advice is sought from the Inner West Council Aboriginal and Torres Strait Advisory Committee on how or if Council should engage with this day.

ATTACHMENTS

Nil.

Item No: C1017 Item 28

Subject: NOTICE OF MOTION: COUNCIL TO ENTER CITIES POWER PARTNERSHIP WITH THE CLIMATE COUNCIL AND PREPARE REPORT

File Ref: 17/4718

From: Councillor Tom Kiat

MOTION:

THAT:

1. **Council participate in the Climate Council's Cities Power Partnership (Partnership) by expressing its interest to participate in the next available intake of councils to the Partnership.**

2. **Council, in collaboration with relevant stakeholders including local community groups, other participating councils, organisations including the Southern Sydney Regional Organisation of Councils & the Climate Council, produce a draft report by January 2018 to assess strategic projects and actions (Key Actions) Council may undertake within the Partnership (Report).**

3. **That Council's Report identify and assess possible Key Actions which address the following priorities (Priorities):**
   - **A. Reducing power prices for Inner West residents (including tenants), ratepayers and Council;**
   - **B. Rapidly transitioning to carbon neutrality and a clean energy future; and**
   - **C. Efficient use of Council finances through investment in cost cutting energy efficiency measures and revenue generating renewable energy assets.**

4. **That Council's Report include assessment of the following proposed Key Actions (Proposed Key Actions):**
   - **A. Council to become 100% carbon neutral by 2020;**
   - **B. All Council buildings to be assessed for suitability of rooftop solar PV;**
   - **C. Council to increase uptake of rooftop solar in the Inner West by using solar bulk buys, Council-backed lease finance arrangements and streamlined development approvals to offer residents (including tenants/rental properties), commercial properties, and community organisations low or zero upfront cost solar installations;**
   - **D. Council to invest in Council/community large-scale owned renewable energy assets (e.g. solar farms) within the Inner West and within regional areas participating in the Partnership;**
   - **E. Council to provide community grants to community organisations to Invest inprojects to reduce power costs and carbon footprint;**
   - **F. Council to prepare for and facilitate transition to electric vehicles through installation of network of charging stations and Council fleet procurement, and through review of relevant provisions of the Development Control Plan;**
   - **G. Council to prepare feasibility study on operation of Council owned electric share vehicles; and**
   - **H. Council to achieve 100% divestment from fossil fuel by 2020.**

Summary

This motion empowers our local community to take control on three interlinked crises facing

the Inner West: rising power bills, energy insecurity, and climate emergency. By entering into the Cities Power Partnership, Council can knowledge share with other participating local councils and the Climate Council to deliver lower power prices, stability and certainty, and a rapid transition to a clean energy future for our community.
In summary, the recommendation is to enter into a partnership with the Climate Council and to prepare a report.

Background

In July 2017, the Climate Council launched the Partnership. 35 local councils entered the Partnership, representing around 3 million Australians. The Partnership allows councils to partner with the Climate Council and other participating local councils (**Power Partners**) to share knowledge, expertise, and strategic direction, in order to take local leadership to address our energy crisis.

It has always been important that councils pursue the twin goals of energy efficiency and reducing carbon emissions. With utter inaction at higher levels of government, despite overwhelming community support for investment in renewables, it is imperative that councils take a leadership role to tackle rising power prices and carbon emissions, as well as the instability in the electricity market and renewables sector. The Environment Strategic Reference Group (**SRG**) in its draft submission to the Community Strategic Plan (**CSP**), **enclosed** , set a vision that included “100% renewable energy for council and community” and a “transition to clean and renewable energy for all transport options.”

Council is already involved in knowledge sharing in this space through the SSROC Renewable Energy Master Plan 2013 (**Renewable Master Plan**), **enclosed** , and the Our Energy Future initiative. The Partnership builds on this collaborative approach to renewable energy and provides a framework for Council to prioritize actions identified in the Renewable Master Plan.

The Renewable Master Plan estimated that almost 60% of the energy demand in SSROC, covering 1.6 million people, could be met by renewables, and that solar PV represented the greatest opportunity to increase renewable energy capacity. Accordingly, a focus of this motion is to increase the uptake of solar PV in the Inner West in a way that is financially responsible for participants, including Council.

The leadership already taken by Council (and previously, Marricville, Leichhardt and Ashfield Councils) on renewables and climate action is consistent with the thesis of the **enclosed** Climate Council’s 2017 report titled “Local Leadership: Tracking Local Government Progress on Climate Action.” The report demonstrates the power of local government to deliver renewables solutions that lower the cost of living for residents. The report highlights (p. 35) the pioneering example of the City of Darebin’s Solar Saver program which has delivered solar PV to around 500 properties (many pensioners and low income) at zero up-front cost, with zero interest loans, with most residents achieving a net saving of $100 per year after loan repayments. Shoalhaven City in NSW is already looking to implement a similar program. Both councils are Power Partners. By sharing knowledge and learnings from across Australia’s local government landscape, Council can participate in and contribute to the local leadership that is delivering carbon and cost of living savings.

Item 1. How does the Partnership work?

By becoming a Power Partner, Council obtains access to the extensive specialist expertise shared by the Climate Council and existing Power Partners. Council then has six months to select five key actions within the areas of *renewable energy, energy efficiency, transport and advocacy* . The Climate Council has prepared a summary briefing for Councils**, enclosed** , which contains options and real-world examples within these areas at Appendix A and B

respectively.

As Council works toward its key actions, the Climate Council continues to support Council including by providing access to its knowledge hub, including domestic and international experts and facilitation of knowledge sharing with other Power Partners. Council is also buddied with two other Power Partners for strategic sharing of knowledge.

The Partnership also provides Council with free access to Power Analytics, a technical tool used for modelling the carbon emission reductions associated with a project, and sharing the results with other Partners. This helps ensure Council initiatives are geared toward the most efficient emission reductions.

The Partnership has no membership cost and the self-reporting requirements are not onerous. The first intake of Power Partners in July 2017 saw 35 local councils join the Partnership. A further 35 councils will be accepted in the second round intake, beginning mid-October.

Item 2. What is the purpose of Council's Report

In order to select five or more Key Actions, Council will collaborate with the Climate Council to prepare a Report for the consideration of the Inner West community and Councillors. This Report will review past and current initiatives of Council that may qualify or be developed into Key Actions. The Report will also identify and assess a range of Key Actions which could be adopted by Council.

Item 3. What are the priorities of Council in the Partnership?
The Report and Council's participation in the Partnership should reflect the priorities of the Inner West community, including as expressed in the Environment SRG draft submission to the CSP.

The threefold priorities identified for the Partnership are:

a. *Reducing power prices for Inner West residents (including tenants), ratepayers and Council.*
b. *Rapidly transitioning to carbon neutrality and a clean energy future*
c. *Efficient use of Council finances through investment in cost cutting energy efficiency measures and revenue generating renewable energy assets*

These priorities will drive Report's identification and assessment of possible Key Actions. The aim is to have options that will cut Council costs and increase Council revenue, lower the bills of ratepayers and aid the rapid transition of the Inner West to a carbon neutral, renewable energy future.

Item 4. What are some examples of Key Actions we could take in the Inner West

As well as identifying possible Key Actions driven by the Priorities, the Report will give robust assessment of the Proposed Key Actions. Some of these Proposed Key Actions have already received attention through the Renewable Master Plan, and/or are being implemented by other Councils. Further explanatory detail is given below.

	Proposed Key Actions	Comment
A.	Council to become carbon neutral by 2020	Carbon neutrality could be achieved through a combination renewable energy projects, efficiency gains, carbon sinks (e.g. trees) and carbon

		offsets. SSROC is presently tendering for a power purchase agreement to provide a minimum of 20% of its electricity from renewable energy.
B.	All Council buildings to be assessed for suitability of rooftop solar	This was assessed and recommended by the Renewable Master Plan. Leichhardt Council installed solar systems on a number of its buildings. This should be extended to all Council buildings where possible, including in the other two council areas.
C	Council to increase uptake of rooftop solar in the Inner West by using solar bulk buys, Council-backed long term finance arrangements and streamlined development approvals to offer residents (including tenants/rental properties), businesses, and community organisations low or zero upfront cost solar installations	The Renewable Master Plan highlighted solar bulk-buys and innovative finance arrangements (e.g. solar leasing, power purchase agreements, environmental upgrade agreements) as a key to overcoming the high upfront cost of solar systems as a barrier to uptake. As solar can pay itself off within 5-10 years, and thereafter reduce the cost of living for decades, Council can increase access to solar by first reducing the purchase price through bulk buys, and second by introducing 5-10 year low interest loans or similar financial arrangements, whereby the repayment costs are met by the reduction in electricity costs to the occupant. For example, in 2014, Darebin Council assisted hundreds of pensioner households install solar panels at zero upfront cost. These residents are paying off their systems, interest-free, through their Council rates. Most made an immediate net saving of $100 per year by participating in the program. The Climate Council is currently working with Shoalhaven Council to develop a similar scheme, which will be appropriately tailored to NSW specific regulations. Both Shoalhaven City Council and the City of Darebin are Power Partners. The Environment SRG draft submission to the CSP identified as a key outcome, “Increased proportion of low income households with renewables [and] reduced power bills.” The benefit of having Council as the proponent of this initiative, rather than private sector operators, is increasing participant trust in the system and reducing cost to participants, in order to maximise accessibility. Council could

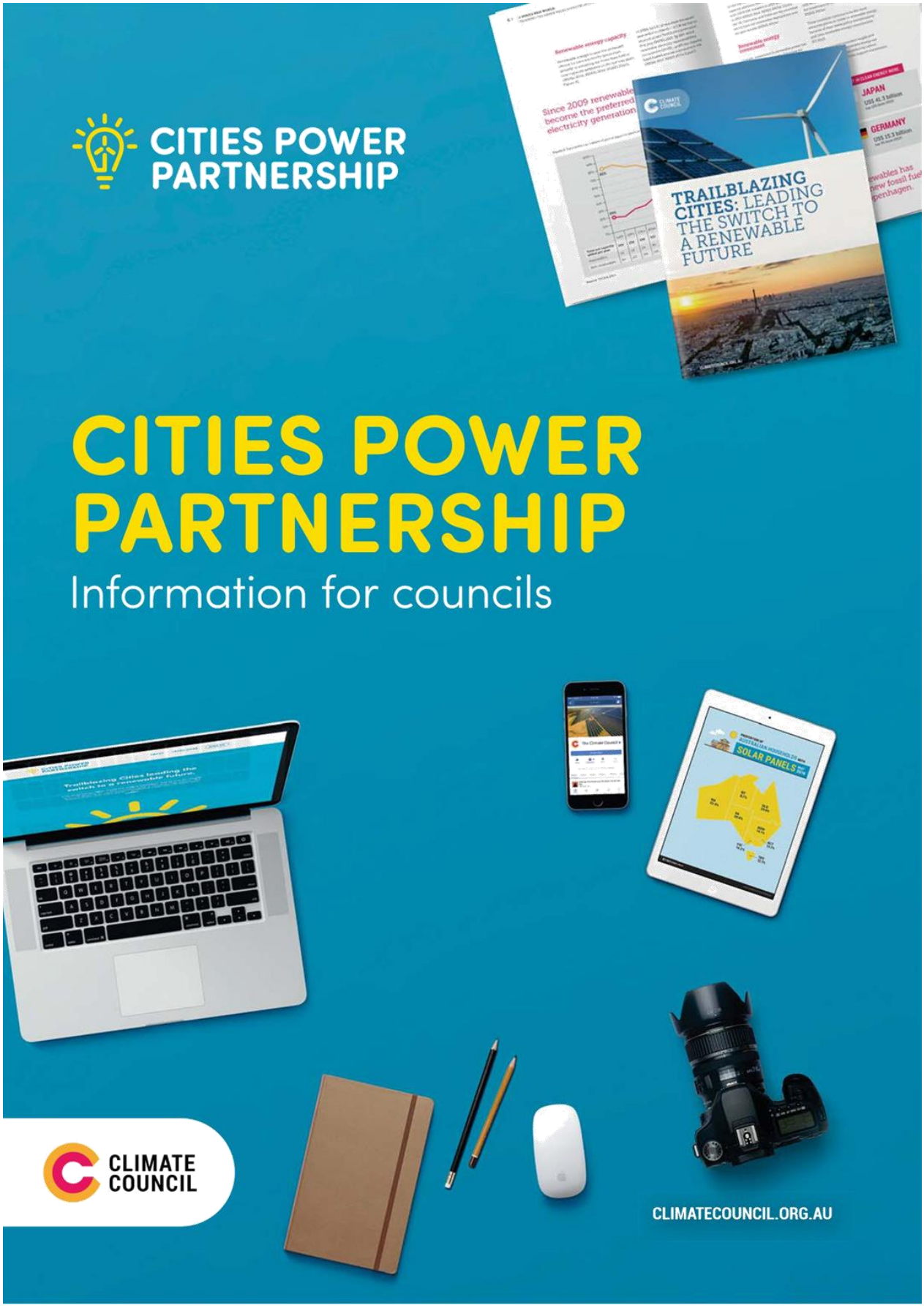
		become a trusted one-stop-shop for rooftop solar, including assessment, approval, bulk-buy discounts and finance, and on this basis actively approach residents and businesses with roofs likely to be able to host solar.
D.	Council to invest in Council and/or community owned large-scale renewable energy assets (e.g. solar farms) within the Inner West and within regional areas participating in the Partnership	Assessed and recommended as a priority option by the Renewable Master Plan. Lismore Council has successfully completed two council/community solar farms, in collaboration with not-for-profit solar firm Farming the Sun. The City of Sydney and local community investment supported the Sydney Renewable Power Company to build Australia's largest CBD solar array on the new International Convention Centre. Uncovered car parks across the Inner West could be investigated for use as urban solar farms, using joint Council and community investment.
E.	Council to provide community grants or zero-interest loans to community organisations to invest in projects to reduce power costs and carbon footprint	The Renewable Master Plan recommended Council assist community solar projects as a priority action. Further research should investigate how such projects, including but not limited to solar, might be kick-started through Council grants or zero-interest loans.
F.	Council to prepare for and facilitate transition to electric vehicles through installation of network of charging stations and Council fleet procurement, and through review of relevant provisions of the Development Control Plan	The Environment SRG draft submission to the CSP identified the transition to electric vehicles as a priority for the Inner West and Council. Council can directly assist this transition through investment in charging stations and its own fleet. It is also appropriate for Council to consider possible changes to the DCP that may be required in order to facilitate the transition to electric vehicles (e.g. consideration of whether new buildings should have, or be able to have, electric charging facilities in parking bays)
G.	Council to prepare feasibility study on operation of Council owned electric share vehicles	The proposal seeks the Report to address whether Council should undertake feasibility study in relation to Council involvement in share electric vehicles.

Item 28

H.	Council to achieve 100% divestment from fossil fuel by 2020	Council commitment to divestment from fossil fuels was achieved by Leichhardt and Marrickville Councils, and some degree of divestment is already achieved. While there are legislative restrictions on how Council can manage its investment portfolio, these have been addressed in existing divestment strategies (see report received and noted by Marrickville Council on 25 November 2014). It is appropriate that Council now take steps to set a deadline for 100% divestment.

ATTACHMENTS

1.⇩ Climate Council 2017, "Cities Power Partnership: Information for Councils"
2.⇩ Environment Strategic Reference Group Draft Submission to the Community Strategic Plan
3.⇩ South Sydney Region of Councils 2013, Renewable Energy Master Plan
4.⇩ Climate Council 2017, Local Leadership Tracking Local Government Progress on Climate Action
5.⇩ Marrickville Council Meeting 25 November 2014, Item 11, Divestment of fossil fuels - Council Investments including Marrickville Council Investment Strategy Analysis - Exlcuding Fossil Fuel Aligned ADIs


CITIES POWER PARTNERSHIP
TRAILBLAZING CITIES: LEADING THE SWITCH TO A RENEWABLE FUTURE
CITIES POWER PARTNERSHIP
Information for councils
SOLAR PANELS
CLIMATE COUNCIL
CLIMATECOUNCIL.ORG.AU

Item 28

Attachment 1

Cities Power Partnership

cpp@climatecouncil.org.au
citiespowerpartnership.org.au (website launching July 2017)

© 2017 Climate Council

A National
Program for 2017

Contents

1 **Executive Summary**
2 The Climate Council
3 The Challenge
3 Local Champions
5 A Snapshot of the Cities Power Partnership
6 **The Three Phases of the Cities Power Partnership**
6 Become a Power Partner
7 Power Up
7 Power On
8 What Does Success Look Like?
9 **Frequently Asked Questions**
10 Appendix
14 Appendix
18 References

Executive Summary

Australia is on the frontline of climate change and its impacts.

We continue to swelter through record breaking heat, lengthening bushfire seasons, worsening coastal flooding and supercharged storms. Meanwhile, the national energy debate is reaching fever pitch, with renewable energy lambasted by our nation's political and industry leaders as unreliable and unaffordable, whilst "clean coal" technology and gas expansion is being promoted as Australia's future energy solution. As climate impacts worsen and government action stagnates, the window of opportunity to limit the warming of the planet is rapidly closing.

Throughout all of these challenges, local heros have quietly been getting on with the job. Cities and towns across Australia are surging ahead with emissions reduction plans, switching to cleaner energy and building greener, efficient and more resilient communities. The Cities Power Partnership (CPP) will elevate and accelerate this action across the country. We know that transforming the way cities use and generate energy alone has the potential to deliver 70% of the total emissions reductions needed to stay on track for the 2 degrees limit set under the Paris Agreement.

The CPP will engage with towns and cities, via local councils, throughout Australia and incentivise councils to increase renewable energy and energy efficiency, improve transport and engage in advocacy. Members of the partnership will also be given access to a national knowledge hub, buddied with cities to knowledge share, visited by domestic and international experts, connected with community energy groups and celebrated at events with other local leaders. We'll also showcase the incredible achievements of cities in national, local and social media to millions and and share their success with our community of over 200,000 members and supporters.

"Cities and towns across Australia are surging ahead with emissions reduction plans"

$72m

worth of media.

313m

cumulative audience.

76

reports.

The Climate Council

The Climate Council is Australia's leading climate communications organisation. To date the Climate Council has produced 76 reports on climate impacts and solutions and was the number one organisation communicating on climate change nationally in 2016.

The Climate Council brings a unique set of skills that enable us to build and deliver the Cities Power Partnership program and ensure that it differs from existing programs for local councils. The Climate Council has significant media reach, generating nearly $72 million worth of media, reaching a cumulative audience of 313 million. This media reach will be key as an incentive for cities to join the program as well as working to strengthen public support across the country for climate action at the local level.

In addition, the Climate Council hosts a wealth of leading experts in climate impacts and renewable energy solutions whose technical knowledge will be key to helping local councils to implement emissions reduction measures. The Climate Council will also use its national status and the credibility of its Climate Councillors to connect councils across the country with community energy groups and local organisations who can help councils to implement energy efficiency and renewable energy measures quickly and effectively, as well as getting sponsors on board who can provide incentives for councils to act.

The Challenge

Global heat records have been broken again, with 2016 declared the hottest for a third consecutive year. Australians continues to swelter through record breaking heat, lengthening bushfire seasons, worsening coastal flooding and supercharged storms.

The emission of greenhouse gases from the burning of fossil fuels like coal, oil and gas, are driving these dramatic changes of the climate system and need to be drastically reduced. However, the window of opportunity to limit the warming of the planet and its catastrophic impacts is rapidly closing and governments are struggling to meet this challenge at the pace required.

Local Champions

In the face of these challenges local champions have emerged.

Around the world and across Australia, towns and cities of all shapes and sizes are getting on with the job. They are surging ahead with emissions reduction plans, switching to cleaner energy and building greener, efficient and more resilient communities. From booming urban centres to small rural townships, local governments and groups of determined residents have been energy and climate trailblazers in many ways. Towns and cities can shape how land is used, investments are made and millions of dollars worth of renewable energy is rolled out. They can influence how new homes and business are built, determine the ways in which hundreds of thousands of residents will travel each day and band together to lobby for much needed state and federal policy change. Transforming the way cities use and generate energy alone has the potential to deliver 70% of the total emissions reductions needed to stay on track for the 2 degrees limit set under the Paris Agreement (IEA 2016).

"Local governments and groups of determined residents have been energy and climate trailblazers in many ways."

Item 28

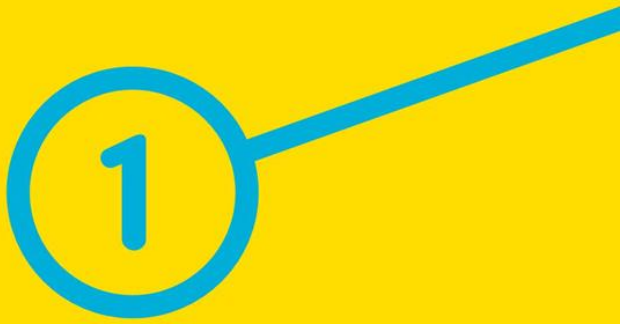
Attachment 1

A Snapshot of the Cities Power Partnership

The Climate Council's Cities Power Partnership (CPP) seeks to celebrate and accelerate the emission reduction and clean energy successes of Australian towns and cities to date. We are calling on Mayors, councilors and communities to take the next step towards a sustainable, non-polluting energy future by joining the CPP. The CPP with launch mid 2017, along with a Climate Council cities report authored by some of Australia's leading experts, a brand new CPP website and a media campaign featuring trailblazing councils who have joined the partnership. The first year of the program will run from mid 2017-mid 2018.

Participating councils who join the partnership will have 6 months to select 5 key actions from the partnership pledge ranging from renewable energy, efficiency, transport and advocacy *(see Appendix A for full pledge and Appendix B for pledge examples)*. Councils will receive access to a national knowledge hub to assist with the implementation of emissions reductions projects and will be buddied with other participating councils to knowledge share. Participants in the partnership will also have exclusive access to domestic and international experts, community energy groups, events with other local leaders and potentially exclusive access to small grants and renewable energy incentives. The clean energy successes of councils and their communities will be showcased in print and online media across Australia. These positive stories will also be shared through our social media platforms to millions of people and celebrated by our community of over 200,000 members and supporters.

The Three Phases of the Cities Power Partnership



Become a Power Partner

Act:
Councils sign up to be a Power Partner.

Knowledge:
Partners get exclusive access to the extensive online knowledge hub.

Connect:
Each partner is buddied with two other cities to knowledge share throughout the year.

Profile:
Power partners are profiled in national and local media, online and to our 200,000 members and supporters.

2

Power Up

Act:
Partners have 6 months to select 5 key actions from the partnership pledge ranging from renewable energy, efficiency, transport and advocacy. They must identify a point of contact within council who will liaise with the Climate Council and work to implement their actions. Pledges are submitted by each partner and profiled online.

Knowledge:
Partners will have ongoing access to the knowledge hub, webinars with domestic and international experts as well as communications and advocacy training where required.

Connect:
Power Partners can be connected with their local community energy group and relevant local organisations who can be contracted to help council begin or improve implementation of emission reduction actions. Councils who are already leading will play an important knowledge sharing role with other partners and will be profiled in the media to inspire others.

Incentives:
Cities who join the partnership earli may have access to exclusive grants and renewable energy incentives as they become available.

Profile:
Power partners and their local success stories will continue to be profiled in the media. Climate Councillors will travel to a range of communities across Australia to engage in community events and talk to councils.

3

Power On

Act:
Partners report on progress against key actions in a 6 monthly survey.

Knowledge:
Partners access local and international knowledge and inspiration at the 2018 Power Partners Summit.

Connect:
Partners will be brought together to celebrate the high achieving towns and cities at the Power Partners Summit.

Profile:
Success stories will continually be celebrated in the media, Climate Councillors continue to travel to a range of Australian communities, more towns and cities become Power Partners and lead the switch to non-polluting energy across the country.

What Does Success Look Like?

From mid 2017 to mid 2018, at least 50 councils will pledge to become Power Partners. Each council who becomes a power partner will identify 5 key actions from the Power Partner Pledge, ranging from renewable energy to transport, which they'll report on every 6 months via the Climate Council's online survey.

From mid 2017 to 2018 national public opinion will continually increase in support of the statement "I consider my council to a leader on emissions reduction".

Frequently Asked Questions

When is the Cities Power Partnership launching?

It's launching in July 2017. The launch will include the launch of the CPP website, a media and stakeholder launch which showcases towns and cities who have already pledged and a national media campaign.

Can the broader community nominate their town or city to be part of the Cities Power Partnership?

Yes. When the Cities Power Partnership website launches nominations can easily be made through the website. In the meantime if the general public want to recommend a town or city for the Cities Power Partnership they are invited to email the Climate Council telling us the name of the city and why they think it's a good fit.

How do community energy organisations get involved?

We are actively reaching out to community energy organisations across the country to get involved. The Cites Power Partnership wants to profile and connect community energy groups with councils involved in the partnership. This connection is vital to help councils achieve success as community energy groups and the community more broadly can provide on-the ground support, including workshops and modelling, to help councils achieve their energy and sustainability commitments.

What if a town or city is already leading in renewable energy and sustainability, what does their city get out of joining the partnership ?

Cities leading the way play an essential role in the partnership. They will share their knowledge with other cities, their successes will be celebrated to an audience of millions to inspire others and they will have access to resources and incentives to help them to continue to lead.

Many trailblazing cities who are already leading will have some of their existing initiatives counted towards their power partnership pledge.

Appendix

Appendix A: The Partnership Action Pledge

Participating councils who join the partnership will have 6 months to select 5 key actions from the options below.

Renewable Energy

1. Use strategic and statutory planning processes to promote renewable energy - both at the residential, commercial and larger scale.
2. Provide council resources to educate and support the uptake of renewable energy, such as by hiring an internal renewable energy support officer or establishing an independent body (such as the Moreland and Yarra Energy Foundations).
3. Install renewable energy (solar PV and battery storage) on council buildings for example childcare facilities, libraries, street lighting, recreation centres, sporting grounds, and council offices.
4. Support community facilities accessing renewable energy through incentives, support or grants.
5. Power council operations by renewables, directly (with solar PV or wind), or by purchasing Greenpower (from electricity retailers). Set targets to increase the level of renewable power for council operations over time.
6. Encourage local businesses and residents to take up solar PV, battery storage and solar hot water heating. This can be done through providing incentives (such as solar bulk buy schemes or flexible payment options) or streamlining approvals processes (such as removing planning and heritage barriers to solar PV).

7. Support community energy projects (with location and planning support) so that residents (such as renters) can band together and invest in community renewable energy projects.

8. Opening up unused council managed land for renewable energy, for example land fills, and road reserves.

9. Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost.

10. Set minimum renewable energy benchmarks for new developments, for example Denman Prospect, ACT requires every new house to install a minimum solar PV system.

11. Electrify public transport systems (for example buses operated by council) and fleet vehicles and power these by 100% renewable energy.

12. Lobby electricity providers and state government to address barriers to renewable energy take up at the local level (whether these be planning, technical, economic or policy related).

Energy Efficiency

1. Set minimum energy efficiency benchmarks for all planning applications.

2. Adopt best practice energy efficiency measures across all council buildings, and support community facilities to adopt these measures.

3. Public lighting can use a large proportion of a city's energy budget - roll out energy efficient lighting (particularly street lighting) across the municipality.

4. Provide incentives (for example rate reductions) for best practice developments such as streamlined planning processes, and support for retrofitting energy efficiency measures for existing buildings.

5. Incentivise the deployment of energy efficient heating and cooling technologies.

Transport

1. Ensure Council fleet purchases meet strict greenhouse gas emissions requirements and support the uptake of electric vehicles.
2. Provide fast-charging infrastructure throughout the city at key locations for electric vehicles.
3. Encourage sustainable transport use (public transport, walking and cycling) through Council transport planning and design. Substantial savings in transport energy use can be achieved by designing more compact cities with access to high quality public and active transport services and facilities.
4. Ensure that new developments are designed to maximize public and active transport use, and are designed to support electric vehicle uptake.
5. Providing for adequate cycle lanes (both space and connectivity) in road design and supporting cyclists through providing parking, and end-of-ride facilities (covered, secure bike storage, showers, bicycle maintenance and incentives).
6. Reduce or remove minimum car parking requirements for new housing and commercial developments where suitable public transport alternatives exist.
7. Lobby state and federal governments for improvements to planning legislation to promote sustainable transport options, and increased investment in and provision of public transport services.
8. Consider disincentives for driving high emitting vehicles such as congestion pricing, or a tiered payment system for residential car parking permits where high emitting vehicles pay more.

Work Together and Influence

1. Set city-level renewable energy or emissions reduction targets and sustainable energy policies to provide a common goal and shared expectations for local residents and businesses.
2. Lobby state and federal government to address barriers to the take up of renewable energy, energy efficiency and/or sustainable transport, and to support increased ambition. For example working to lobby on the Smart Energy Communities policy.
3. Set up meetings and attend events, such as the Community Energy Congress or Ready for 100 Summit, where like-minded cities can address common concerns and learn from others' experience.
4. Implement an education and behavior change program to influence the behavior of council officers, local residents and businesses within the municipality to drive the shift to renewable energy, energy efficiency and sustainable transport.
5. For communities reliant on a local coal industry, local government can support the transition away from fossil fuels, by lobbying for state and federal support for a just transition for workers, families and the community and encouraging local economic development and opportunities based on a low carbon economy.
6. Ensure that the practices of local government contractors and financing such as banking, insurance, and super are aligned with council goals relating to renewable energy, energy efficiency and sustainable transport. Set appropriate criteria for council procurement.
7. Promote knowledge sharing and strengthen the local community's capacity and skills in renewable energy, energy efficiency and sustainable transport.

Sources: IEA 2016; IRENA 2016

Appendix

Appendix B: Pledge Examples

Examples: renewable energy action

Action		Examples	Link
Promote renewable energy - both at the residential, commercial and larger scale	Use land use planning measures to encourage uptake, such as streamlining approvals processes and removing barriers.	Moreland City Council, Victoria has a planning guide to protecting existing solar panels from overshadowing.	http://www.moreland.vic.gov.au/globalassets/areas/strategic-planning/solar-panels---advisory-note-as-endorsed-by-council-13-july-2016.pdf
	Set minimum renewable energy benchmarks for new developments.	Denman Prospect in the ACT requires every new house to install a minimum sized solar system. City of Nedlands, WA requires a minimum of 1.5kW onsite solar or wind for all new homes and renovations.	http://www.actewagl.com.au/About-us/Media-centre-and-reports/2015/10/09/Denman-Prospect.aspx http://reneweconomy.com.au/new-build-houses-must-install-solar-wind-in-wa-suburb-27550/
	Hire an internal renewable energy support officer or establish an independent body tasked with promoting renewable energy.	Examples include: Moreland Energy Foundation, Victoria. Yarra Energy Foundation, Victoria.	http://www.mefl.com.au/ http://www.yef.org.au/
	Encourage local businesses, community facilities and residents to take up renewable energy by providing incentives (such as grants, solar bulk buy schemes or flexible payment options).	Adelaide City Council in SA has a Sustainability Incentives Scheme for local residents.	http://www.adelaidecitycouncil.com/your-council/funding/sustainable-city-incentives-scheme/

Action		Examples	Link
Power council operations by renewable energy	Set targets to increase the level of renewable power for council operations and the broader community over time.	Australian Capital Territory set a goal for 100% renewable energy by 2020 delivered by a series of reverse auctions for renewable energy.	https://www.climatecouncil.org.au/act-report
	Power operations directly by renewable energy (with solar PV or wind).	Sunshine Coast Council in QLD developed the Valdora solar farm to power council operations. Cockburn in WA is using geothermal heating for its sporting complex.	https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Major-Regional-Projects/Sunshine-Coast-Solar-Farm http://www.cockburn.wa.gov.au/Council_Services/Environment/Renewable_Energy/
	Install renewable energy (solar PV and battery storage) on council buildings for example childcare facilities, libraries, street lighting, recreation centres, sporting grounds, and council offices.	Bathurst in NSW installed solar systems across nine council buildings. Leichardt Council in NSW installed solar systems on 17 council buildings. Solar and battery storage installed on government buildings in Adelaide.	https://www.bathurst.nsw.gov.au/environment/energy-sustainability/solar-power-on-council-buildings.html http://www.leichhardt.nsw.gov.au/Environment---Sustainability/Projects-and-Programs/Council-Solar-Panels http://www.premier.sa.gov.au/index.php/tom-koutsantonis-news-releases/896-zen-energy-to-install-1m-battery-storage-on-government-owned-buildings
	Opening up unused council managed land for renewable energy.	Cambelltown in SA supporting a community owned solar project utilising the rooftops of local government buildings.	http://www.campbelltown.sa.gov.au/cos

Examples: renewable energy action

Action		Examples	Link
Collective tendering	Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost.	The Melbourne Renewable Energy Project involves bringing together a number of large energy users to collectively tender for renewable energy.	http://www.melbourne.vic.gov.au/business/sustainable-business/Pages/melbourne-renewable-energy-project.aspx
Powering electric vehicles with renewable energy	Electrify transport systems such as council buses and fleet vehicles and power these by 100% renewable energy.	Adelaide, SA solar-powered "Tindo" bus. Moreland City Council in Victoria is integrating electric cars into council's fleet	http://www.adelaidecitycouncil.com/assets/acc/Environment/energy/docs/tindo_fact_sheet.pdf http://www.moreland.vic.gov.au/parking-roads/transport/electric-vehicles/
Lobby to address barriers	Lobby electricity providers and state government to address barriers to renewable energy take up at the local level (whether these be planning, technical, economic or policy related).	Victorian councils called for planning protection to prevent solar panels from overshadowing.	http://www.heraldsun.com.au/leader/east/calls-for-statewide-protection-of-solar-panels-from-overshadowing-from-multi-storey-development/news-story/4f28125a5d0db4dc22c7200aed4e8736

Examples: energy efficiency actions

Action		Examples	Link
Promote energy efficiency - both at the residential, commercial and larger scale	Hire an internal energy efficiency support officer or establish an independent body.	Examples include: Moreland Energy Foundation, Victoria. Yarra Energy Foundation, Victoria.	http://www.mefl.com.au/ http://www.yef.org.au/
	Encourage local businesses, community facilities and residents to take up energy efficiency measures by providing incentives (such as grants, solar bulk buy schemes or flexible payment options).	Adelaide City Council in SA has a Sustainability Incentives Scheme for local residents.	http://www.adelaidecitycouncil.com/your-council/funding/sustainable-city-incentives-scheme/
Energy efficiency in council operations	Adopt best practice energy efficiency in council buildings.	City of Gosnell's community facility incorporated environmentally sustainable design. City of Wollongong updated an ageing building to achieve a 5 Star Green Star rating.	http://new.gbca.org.au/showcase/projects/mills-park-community-facility/ http://new.gbca.org.au/showcase/projects/wollongong-city-council-administration-building/

Action		Examples	Link
	Public lighting can use a large proportion of a city's energy budget - roll out energy efficient lighting (particularly street lighting) across the municipality.	Victor Harbour, SA Hybrid (wind and solar) street lighting with battery storage, and potential to power gophers, solar bollards.	https://www.victor.sa.gov.au/solar

Examples: sustainable transport actions

Action		Examples	Link
Promote sustainable transport options in the community	Provide fast-charging infrastructure (powered by 100% renewable energy) throughout the city at key locations for electric vehicles.	City of Moreland has installed a network of public electric car charging stations.	http://www.moreland.vic.gov.au/parking-roads/transport/electric-vehicles/
Promote sustainable transport options within council	Ensure Council fleet purchases meet strict greenhouse gas emissions requirements and support the uptake of electric vehicles (powered by renewable energy).	Manningham's Climate 2020 action plan targets 100% of fleet cars to be green electric vehicles by 2020.	http://www.manningham.vic.gov.au/climate-and-energy
	Provide fast-charging infrastructure throughout the city at key locations for electric vehicles.	Cockburn, WA 100% solar powered electric vehicle charging stations.	www.cockburn.wa.gov.au/council_services/environment/renewable_energy/
	Provide for adequate cycle lanes (both space and connectivity) in road design and supporting cyclists through providing parking, and end-of-ride facilities (covered, secure bike storage, showers, bicycle maintenance and incentives).	Melbourne City Council has a detailed bicycle plan outlining a number of actions to increase cycling's mode share.	http://www.melbourne.vic.gov.au/SiteCollectionDocuments/city-of-melbourne-bicycle-plan-2016-2020.pdf

References

Alinta Energy (2014) Port Augusta Solar Thermal Generation Feasibility Study Stage 1 - Pre-feasibility Study Options Study Report. Accessed at https://alintaenergy.com.au/Alinta/media/Documents/2263503A-POW-RPT-001-RevD-Options-Study-Report.pdf

Bathurst Regional Council (2016) Solar Power on Council Buildings. Accessed at https://www.bathurst.nsw.gov.au/environment/energy-sustainability/solar-power-on-council-buildings.html

City of Adelaide (2014) Tindo - The World's First Solar Electric Bus. Accessed at http://www.cityofadelaide.com.au/assets/acc/Environment/energy/docs/tindo_fact_sheet.pdf

City of Adelaide (2017) Sustainability Incentives Scheme. Accessed at http://www.cityofadelaide.com.au/your-council/funding/sustainable-city-incentives-scheme/

City of Greater Geelong (2016) Sustainable Council Buildings. Accessed at http://www.geelongaustralia.com.au/environment/article/item/8ce78d636c74b86.aspx

City of Moonee Valley (2017) Solar Bulk Buy. Accessed at http://www.mvcc.vic.gov.au/for-residents/environment-programs/my-home/solar-bulk-buy.aspx

Cockburn (2017) Renewable Energy in Cockburn. Accessed at http://www.cockburn.wa.gov.au/Council_Services/Environment/Renewable_Energy/

Energy Matters (2014) Solar Saver Program. Accessed at http://www.energymatters.com.au/images/news/2014/solar-saver-bulkbuy.pdf

Farming the Sun (2017) Solar Farm Business Model. Accessed at http://farmingthesun.net/lismore/business-model/

IEA (2016) Energy Technology Perspectives 2016. Towards Sustainable Urban Energy Systems. Accessed at https://www.iea.org/publications/freepublications/publication/EnergyTechnologyPerspectives2016_ExecutiveSummary_EnglishVersion.pdf

Inner West Council - Leichhart (2016) Council Solar Panels. Accessed at http://www.leichhardt.nsw.gov.au/Environment--Sustainability/Projects-and-Programs/Council-Solar-Panels

IPWEA (2016) Case study: North Sydney Council electric bike fleet. Accessed at http://www.ipwea.org/victoria/communities/communityblogs/blogviewer?BlogKey=ad5a330e-17df-4eec-a55b-a4a7b25c98ac

IRENA (2016) Renewable Energy in Cities. Accessed at http://www.irena.org/DocumentDownloads/Publications/IRENA_Renewable_Energy_in_Cities_2016.pdf'

Jay Weatherill (2016) ZEN Energy to install $1m battery storage on Government-owned buildings. Accessed at http://www.premier.sa.gov.au/index.php/tom-koutsantonis-news-releases/896-zen-energy-to-install-1m-battery-storage-on-government-owned-buildings

KMH Environmental (2014) Project: Bathurst Regional Council Energy Audits. Accessed at http://www.kmh.com.au/projects/bathurst-energy-audits/

Moreland City Council (2017) Electric vehicles. Accessed at http://www.moreland.vic.gov.au/parking-roads/transport/electric-vehicles/

Wangaratta Chronicle (2016) $40M farm a goer. Accessed at http://wangarattachronicle.com.au/2016/11/23/40m-farm-a-goer/

Cities Power Partnership
cpp@climatecouncil.org.au
citiespowerpartnership.org.au
© 2017 Climate Council

Item 28

INNER WEST COUNCIL

Environment Strategic Reference Group Meeting

August 3
7.00-8.30pm
Function Room, Level 3
Petersham Administration Building
2-14 Fisher Street
Petersham

Chairperson: Justine Langford
Minutes: TBC

NB: WestConnex and major development briefing at 6pm prior to the meeting

Agenda

---

a. **Welcome and Housekeeping**

b. **Apologies**

c. **Environment Strategic Reference Group CSP submission**

d. **Climate Council Cities Power Partnership**

e. **General Business**

f. **Close**

ATTACHMENT:
Environment Strategic Reference Group Submission to the Community Strategic Plan
July 18

Attachment 2

INNER WEST COUNCIL

Environment Strategic Reference Group

Submission to Draft Community Strategic Plan

18 July 2017

BACKGROUND

Via a series of workshops*, the Environment Strategic Reference Group (the group) prepared visioning and strategy statements to be considered for inclusion in the Community Strategic Plan (CSP).

The objectives of the workshops were:

1. To develop a shared understanding regarding the purpose of the CSP
2. To maximise the opportunity to influence the CSP on issues relating to the environment
3. To develop informed statements in relation to a future vision and strategic direction for the Inner West

The vision statements developed in our first workshop were used in each subsequent workshop to generate strategies under three topics:

1. Resource Recovery
2. Urban Ecology
3. Climate Change Mitigation and Adaptation

Under these three topics we answered the following questions, which are expanded on the following pages:

1. **Where are we now?** (What do we like/not like?)
2. **Where do we want to be?** (vision ideas about our ideal future Inner West)
3. **How will we get there?** (strategies to work towards the vision)
4. **How will we know we've arrived?** (indicators and targets)

* Workshop 1: Vision for a Sustainable and Liveable Inner West (30 March)
Workshop 2: Resource Recovery (11 May)
Workshop 3: Urban Ecology (1 June)
Workshop 4: Climate Change Mitigation and Adaptation (29 June)

WHERE ARE WE NOW?

Community and culture

In the Inner West we value:

- Its thriving, vibrant and creative atmosphere; the food, music, arts, and interesting places
- Its friendly, caring, open-minded, accepting, progressive and engaged community
- The sense of belonging
- Its diversity—generational, cultural, socio-economic, LGBTQI community
- A safe community

The challenges raised include:

- *Housing affordability*
- *High turn-over/transience threatens the diversity of our community*
- *The cost of living and busy schedules mean less time is available to contribute to and be part of the community*

Proximity and mobility

In the Inner West we value:

- The connected, walkable neighbourhoods
- That we are close to everything we need: local farmers markets, independent businesses, healthy food, entertainment, breweries, travel, services, greenspace, recreation, schools

The challenges raised include:

- *Reducing traffic and revitalising Parramatta Road*
- *Traffic congestion, vehicle pollution, noise, cars taking up too much of the road space, transitioning to streets for people rather than just cars*

Built environment

In the Inner West we value:

- Diverse neighbourhoods
- The history and heritage
- The mix of industrial buildings, houses and interesting architecture

The challenges raised include:

- *The scale of development*
- *Increasing pressure for high rise development*
- *Increased hard surface area*
- *State government priorities and development projects*

Natural environment

In the Inner West we value:

- The natural environment
- Community gardens
- Native flora and fauna
- The parklands, leash free spaces and the GreenWay
- The harbour, Parramatta and Cooks Rivers, the foreshore public spaces and clean water

The challenges raised include:

- *Development*
- *Erosion*
- *The small size of natural areas*
- *Pressure to remove trees*
- *Stormwater and flooding*
- *Pollution from many sources impacting on our amenity and local ecology (air, water, litter, noise, soils)*

WHERE DO WE WANT TO BE?

Vision ideas for the inner west community (covers all priority areas)

- The Inner West is connected, walkable, safe and well-serviced by affordable public transport. Places are designed for people and nature. People feel safe walking and cycling, including children who walk and ride to school. Moving about the Inner West is quick, relaxed, convenient, enjoyable and healthy.
- The Inner West community is friendly, diverse, caring, inclusive and highly engaged. Residents, workers and visitors feel a strong sense of belonging. The community values and celebrates its diversity. The place has a thriving, vibrant and creative atmosphere and people are able to enjoy its food, music, arts, entertainment and interesting places.
- People can be who they are in the Inner West.
- The Inner West has a range of housing and work opportunities catering for a diverse and creative community.
- People are connected to their food.
- Places are designed for many purposes and cater for multiple needs.
- Green spaces are connected.
- There is space in the density of the Inner West.
- The Inner West has rich biodiversity with connected habitats for flora and fauna. Our waterways are clean, swimmable and brimming with wildlife.
- There is zero waste and a vibrant sharing economy. The environment, including waterways, is free of plastics and litter.
- Inner West is a zero-emissions community generating and owning its energy which is clean and 100% renewable.

These vision ideas were used to develop strategy ideas under the three categories: Resource Recovery, Urban Ecology, and Climate Change Mitigation and Adaptation.

RESOURCE RECOVERY

Where do we want to be?

- There is zero waste and a vibrant sharing economy. The environment, including waterways, is free of plastics and litter.

How will we get there?

1. Empower the community to embrace avoidance, reuse, repair and recycling.
2. Lead by example in Council's own operation, adapting to new technologies and approaches to reuse, recycling and recovery of resources.
3. Provide facilities, services and opportunities to drive the reuse, repair and share culture.
4. Divert organic material from landfill.
5. Advocate for comprehensive extended producer responsibility.

How will we know we've arrived?

- Reduction in the volume of waste collected (tonnes)
- Reduction in waste produced per household / person / business

URBAN ECOLOGY

Where do we want to be?

- The Inner West community is friendly, diverse, caring, inclusive and highly engaged. Residents, workers and visitors feel a strong sense of belonging. The community values and celebrates its diversity. The place has a thriving, vibrant and creative atmosphere and people are able to enjoy its food, music, arts, entertainment and interesting places.
- Places are designed for many purposes and cater for multiple needs.
- Green spaces are connected.
- There is space in the density of the Inner West.
- The Inner West has rich biodiversity with connected habitats for flora and fauna. Our waterways are clean, swimmable and brimming with wildlife.
- People can be who they are in the Inner West.
- People are connected to their food.

How will we get there?

1. Improve the resilience of priority habitats and create and expand linkages between them.
2. Become a water sensitive and pollution free community and city that:
    - Supplies water from the Inner West catchment
    - Provides green infrastructure to support ecosystem services
    - Collaborates to make plans, designs and decisions that are water sensitive
3. Connect the community with nature.
4. Develop and advocate for robust planning controls that increase urban ecology and encourage community engagement.
5. Implement food-sensitive planning and urban design principles in local planning instruments and community programs.

How will we know we've arrived?

- Ratio of green space to grey space
- Number of people involved in volunteer activities (citizen science, bushcare)
- Increasing no. and diversity of a suite of indicator species, plants and animals
- Mains water consumption is decreasing
- Reduced air pollution
- Reduced effective impervious area
- Improved soil and water quality
- People swim in the rivers
- Increased contiguous riparian vegetation
- Use of deliberative democracy / citizen jury tools
- Number of alternative partners (e.g. researchers, community groups) and value of ecological work produced
- Liveability index
- Increasingly people say they are connected to their food and its source
- More people are growing their own food, at home or in a communal garden
- Increasing existence of participation in alternative food networks
- Increasing youth connected to food
- Decreasing childhood obesity

CLIMATE CHANGE MITIGATION & ADAPTATION

Where do we want to be?

- The Inner West community is friendly, diverse, caring, inclusive and highly engaged. Residents, workers and visitors feel a strong sense of belonging. The community values and celebrates its diversity. The place has a thriving, vibrant and creative atmosphere and people are able to enjoy its food, music, arts, entertainment and interesting places.
- The Inner West is connected, walkable, safe and well-serviced by affordable public transport. Places are designed for people and nature. People feel safe walking and cycling, including children who walk and ride to school. Moving about the Inner West is quick, relaxed, convenient, enjoyable and healthy.
- Inner West is a zero-emissions community generating and owning its energy which is clean and 100% renewable.
- The Inner West is a leader in adapting to climate change.

How will we get there?

1. Develop and pursue initiatives and partnerships through a Climate Change Plan that aims for 100% renewable energy for Council and community.
2. Create a culture of active travel through provision of increased amenity and facilities.
3. Transition to clean and renewable energy for all transport options.
4. Prepare a Climate Adaptation / Green Infrastructure Plan that has environmental justice principles at its core.
5. Engage, include and empower citizen action and decision making.

How will we know we've arrived?

- Percent of energy that is sourced from renewables
- Increasing number of new and renovated buildings are net zero emissions
- Develop integrated strategies for offsite PPAs, energy providers, community energy projects, etc.
- Increase in / resurgence of local shops and services
- Number of kids walking / riding / bussing to school
- Fewer cars registered in LGA and increased car share spaces and memberships
- Increased use of public transport
- Increased electric cars registered in LGA
- Increase in number of people walking as a mode of transport
- Percent of Council vehicles powered by clean and renewable energy
- Improved air quality
- Increased km of bike paths delivered
- Reducing deaths / hospital admissions from heat stress
- Increased proportion of low income households with renewables, reduced power bills, reduced water bills
- Proportion of green canopy cover
- Number of green walls approved / installed
- Increase in natural shorelines to combat storm surges, etc.

Item 28

Renewable Energy Master Plan - SSROC

Home SSROC Projects Renewable Energy Master Plan

Renewable Energy Master Plan

SSROC commissioned the Institute for Sustainable Futures (ISF) at University of Technology Sydney (UTS) to develop a plan for eight member Councils that would enable them to increase the proportion of energy consumed in the region that is derived from renewable sources. The plan, Our Energy Future, can be downloaded at Our Energy Future Renewable Energy Master Plan.

The implementation for the plan began with Our Energy Future , and continues today with Councils installing solar on their own buildings. Future implementation actions include finding a way to make solar available to people who cannot afford the initial capital cost, and to people who rent their home.

© 2015 Southern Sydney Regional Organisation of Councils (SSROC) Inc

Privacy Statement Site Map Design & Development by Reading Room

Visit a SSROC region
Takes you to a council's websites

http://ssroc.nsw.gov.au/ssroc-projects/renewable-energy-master-plan/[4/10/2017 2:24:06 PM]

Attachment 3

Item 28

CLIMATE COUNCIL

LOCAL LEADERSHIP: TRACKING LOCAL GOVERNMENT PROGRESS ON CLIMATE CHANGE

Attachment 4

Thank you for supporting the Climate Council.

The Climate Council is an independent, crowd-funded organisation providing quality information on climate change to the Australian public.

Published by the Climate Council of Australia Limited

ISBN: 978-1-925573-27-5 (print)
978-1-925573-26-8 (web)

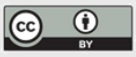
© Climate Council of Australia Ltd 2017

This work is copyright the Climate Council of Australia Ltd. All material contained in this work is copyright the Climate Council of Australia Ltd except where a third party source is indicated.

Climate Council of Australia Ltd copyright material is licensed under the Creative Commons Attribution 3.0 Australia License. To view a copy of this license visit http://creativecommons.org.au.

You are free to copy, communicate and adapt the Climate Council of Australia Ltd copyright material so long as you attribute the Climate Council of Australia Ltd and the authors in the following manner:

Local Leadership: Tracking local government progress on climate change by Petra Stock, Martin Rice, Lesley Hughes, Will Steffen, Alix Pearce, Karen Hussey and Tim Flannery.



–
Image credit: Photography by Jason Isaks – Urban Initiatives.

This report is printed on 100% recycled paper.

facebook.com/climatecouncil
info@climatecouncil.org.au
twitter.com/climatecouncil
climatecouncil.org.au

Preface

In Australia, local councils and communities have long been at the forefront of climate action, continuing their efforts, despite periods of instability and inaction at the state and federal climate policy level. In recent times, shires, towns and cities have stepped up their efforts and profile on climate change action both at home and internationally.

This report introduces the Climate Council's Cities Power Partnership program, which highlights the leadership of councils and communities that are switching to renewable energy and building greener, more efficient and resilient communities. The Cities Power Partnership celebrates these achievements, working together and supporting all councils in continuing to step up their efforts. The report also outlines how cities are major contributors to climate change, but can also be innovative centres for climate solutions.

We would like to thank Nicky Ison (Community Power Agency), Imogen Jubb (Beyond Zero Emissions), Professor Barbara Norman (University of Canberra) and Professor John Wiseman (University of Melbourne) for kindly reviewing this report. Their thoughtful comments helped improve the report. We would also like to thank Sonya Williams, Christian Lohmüller, Dylan Pursche and Lucy Houghton for helping with report preparation.

Petra Stock
Senior Energy and Climate Solutions Analyst

Dr. Martin Rice
Head of Research

Professor Lesley Hughes
Climate Councillor

Professor Will Steffen
Climate Councillor

Alix Pearce
Strategic Projects Manager

Professor Karen Hussey
Climate Councillor

Professor Tim Flannery
Chief Climate Councillor

Key Findings

1

Australian cities, towns and shires are at risk from worsening climate impacts, such as rising sea levels, floods, bushfires and extreme heatwaves.

- Climate change is a major risk facing Australians living in towns and cities.
- Australia's capital cities are experiencing hotter, longer and more frequent heatwaves.
- The *Angry Summer* of 2016/17 set over 200 temperature and rainfall records, affecting major cities and regional centres across Australia.
- Climate change is increasing the risk of bushfires, exposing people and property on the urban-bushland boundary.
- More than 80% of Australians live on the coast, and climate change is driving sea-level rise, increasing the risk of flooding our coastal towns and cities.
- Sydney, Melbourne, Bundaberg and Darwin, for example, are likely to experience very large increases in the frequency of coastal flooding events if we do not rapidly reduce our greenhouse gas emissions.

2

Australian cities, towns and shires are major drivers of pollution, but can also be critical hubs for climate change solutions.

- Urban centres are major contributors to climate change, producing around three-quarters of the world's greenhouse gas emissions, mainly from electricity and energy use in buildings and transport.
- By changing the way we use and produce energy, 70% of emission reductions required to meet the global climate agreement made in Paris can be achieved in cities.
- Solutions already employed by cities include: shifting to renewable energy for electricity generation (e.g. Adelaide); increasing the energy efficiency of buildings (e.g. East Arnhem Land); and supporting more sustainable transport measures (e.g. Gold Coast).

3

Australian councils and communities are leading State and Federal governments on tackling climate change and capitalising on opportunities in renewable energy.

- Australian cities, towns and shires are at the forefront of climate action, despite periods of instability and policy changes at state and federal levels.
- One in five councils surveyed across Australia are aiming for "100% renewable energy" or "zero emissions". Examples include capital cities like Adelaide, Canberra, Melbourne and Sydney as well as smaller councils such as Byron Shire, Lismore, Yackandandah and Uralla Shire.
- Already, investments in renewable energy worth millions of dollars are being rolled out across Australia by local councils and community groups. Examples include the Sunshine Coast Council's 15MW solar farm, Lismore's community owned and council operated solar farms, and Alice Spring's solar city, to name but a few.

4

Australian case studies demonstrate how local governments can:

- Make renewable energy more accessible through programs that encourage landlords, tenants and low-income households to take up solar power generation.
- Partner with other organisations in their local area to purchase renewable energy.
- Set and achieve high renewable energy targets.
- Improve energy efficiency of council buildings, street lighting and set higher standards for new developments and retrofits in their council area.
- Provide new public transport infrastructure and encourage people to shift away from driving to walking, cycling and public transport, and promote electric vehicles powered by renewable energy.

Contents

Preface i

Key Findings ii

1. Introduction 1
   - 1.1 The challenge 2
   - 1.2 Local champions 2
   - 1.3 Cities Power Partnership (CPP) 4

2. The challenge: Cities, towns and shires are vulnerable to climate change 5
   - 2.1 Worsening extreme weather in Australian cities 8
   - 2.2 Urban Heat Island effect 9
   - 2.3 Heatwaves 10
   - 2.4 Bushfires 15
   - 2.5 Water scarcity 16
   - 2.6 Sea-level rise and coastal flooding 18
   - 2.7 Coping with climate extremes 21

3. Buildings and transport systems drive energy use and pollution 22

4. Local governments and communities are leading on renewable energy, energy efficiency and sustainable transport 27
   - 4.1 Local governments and communities leading on the global stages 29
   - 4.2 Australian local governments are leading in climate and renewable energy 30

5. Case studies: International and local examples of city leadership 32
   - 5.1 Renewable electricity 32
   - 5.2 Energy efficiency 39
   - 5.3 Sustainable transport 45

Appendix A: Cities Power Partnership Pledge 50
   - The Partnership Action Pledge 53

References 60

Image Credits 65

1. Introduction

In cities, towns and shires, people's activities ranging from electricity consumption to car use are a major source of greenhouse gas emissions. This pollution is driving climate change and worsening extreme weather. Yet these urban centres[1] are also hubs of climate action, building momentum through strong emission reduction targets and encouraging the uptake of climate solutions such as renewable energy, energy efficiency and sustainable transport.

This report highlights the significant and positive role played by many Australian local governments in tackling climate change, often in the face of uncertain and changeable policies at the state and federal level. For more than a decade, Australian local governments have been simply getting on with the job of reducing emissions, pursuing energy efficiency, renewable energy and sustainable transport measures. This report recognises that every shire, town and city has unique characteristics and history that shape the available opportunities and challenges for reducing emissions.

We highlight the ambitions and achievements of councils and communities in Australia and overseas, and outline a suite of actions and examples to encourage and inspire towns and cities that want to take the next step on the climate action pathway.

1 In this report we define urban centres as cities, towns and shires.

1.1 The challenge

Global heat records have been broken again, with 2016 declared the hottest year ever, breaking previous records set in 2015 and 2014. Australia continues to suffer through record-breaking heat, lengthening bushfire seasons, increasing sea-level rise, coastal flooding and supercharged storms. The emissions of greenhouse gases from the burning of fossil fuels (coal, oil and gas) are driving these profound changes to the climate system and need to be drastically reduced. However, the window of opportunity to limit damaging climate impacts is rapidly closing and governments are struggling to meet this challenge at the pace required.

1.2 Local champions

In the face of this challenge, local leaders have emerged (for example, Figure 1). Around the world and across Australia, shires, towns and cities of all shapes and sizes are surging ahead with plans to reduce emissions, switch to cleaner energy sources and build greener, more efficient and more resilient communities. From booming urban centres to small rural townships, local governments and groups of determined residents have demonstrated leadership and innovation in response to climate change concerns.

Already, local councils and community groups are investing millions of dollars in renewable electricity generation. Examples of locally-led renewable energy projects include the Sunshine Coast Council's 15MW solar farm (ABC 2016a), Lismore's community owned and council operated solar farms (Farming the Sun 2017), Canberra's reverse auction approach for sourcing 100% of its electricity from renewables (Climate Council 2016), and Melbourne City Council's renewable energy project (City of Melbourne 2017b), to name but a few. Local governments can influence how new homes and businesses are built, how urban renewal programs are undertaken, how hundreds of thousands of residents and workers travel each day, and just as importantly, they can band together to lobby for state and federal policy change.

Many local governments are leading climate action.

Figure 1 (opposite): 1,000 local government leaders at the Paris Climate Conference in 2015, committed together to tackle climate change.

Item 28

Attachment 4

1.3 Cities Power Partnership (CPP)

The Climate Council's Cities Power Partnership (CPP) program will engage with shires, towns and cities, via local councils, throughout Australia. The CPP will provide incentives for these councils to increase renewable energy and energy efficiency, improve transport sustainability and work together. Members of the partnership will have access to a national knowledge hub and an online analytics tool to measure energy, cost and emissions savings of projects; be buddied with other councils to share knowledge; receive visits from domestic and international experts; be connected to community energy groups; and be celebrated at events with other local leaders. We'll also showcase the incredible achievements of our cities, towns and shires in national, local and social media to millions and share their successes with our community of over 200,000 Climate Council members and supporters. More information about the Climate Council's CPP is provided in Appendix A.

Cities Power Partnership empowers local climate solutions.

2. The challenge: Cities, towns and shires are vulnerable to climate change

Over half of the world's population lives in towns and cities, and this is projected to increase to three-quarters by 2050 (OECD 2014; Weiss 2015). Similarly, Australia's population is highly urbanised, with two-thirds living in capital cities and four out of ten Australians living in the two largest cities, Melbourne and Sydney (Coleman 2017; Table 1). Australia's population is expected to grow from 24 million at present to 40 million by 2050, with a substantial portion residing in large urban centres (Norman 2016).

Table 1: Top 20 Australian cities[2] by population in 2015.

Top 5	Population (2015)	5 year % growth in population
Sydney	4,526,479	8.2%
Melbourne	4,353,514	10.1%
Brisbane	2,209,453	9.4%
Perth	1,958,912	13.7%
Adelaide	1,288,681	5.1%
5-10		
Gold Coast	624,918	9.4%
Newcastle	434,454	5.8%
Canberra	424,666	6.6%
Central Coast	325,082	4.0%
Sunshine Coast	202,122	9.0%
11-15		
Wollongong	292,388	4.7%
Hobart	209,254	2.9%
Geelong	187,417	7.0%
Townsville	180,333	9.9%
Cairns	147,993	7.9%
16-20		
Darwin	123,396	9.2%
Toowoomba	114,622	5.5%
Ballarat	99,841	9.0%
Bendigo	92,888	8.0%
Albury/Wodonga	88,949	6.9%

Source: .id 2016.

2 Figures for cities listed in this table include the population of the entire metropolitan area, comprising many local councils.

Cities are economic powerhouses, generating 80% of the world's economic activity.

Cities are increasingly the focus of global economic activity - production, trade, employment and investment (UN Habitat 2016), generating 80% of the world's Gross Domestic Product (IEA 2016).

Urban populations are major contributors to climate change, producing around three-quarters of the world's greenhouse gas emissions from activities such as heating, cooling and lighting buildings, transportation and industrial activities (UN Habitat 2011; Gouldson et al. 2015; Estrada et al. 2017).

Cities, towns and shires are also highly vulnerable to the effects of climate change. Hundreds of millions of people in urban centres across the world are at risk from rising sea levels, intense rainfall, floods, more powerful storms, and more extreme heat (OECD 2014; Revi et al. 2014). Worsening climate impacts are putting Australian's health and well-being at risk and placing increasing pressure on built infrastructure, energy use and water resources (Klein et al. 2007; Hunt and Watkiss 2011).

The impacts of extreme heat and heatwaves, bushfires, rainfall deficiencies, sea-level rise and coastal flooding are outlined here and in Section 2, although this list of extreme weather events is by no means exhaustive. For more information see our report, "Cranking up the Intensity: Climate Change and Extreme Weather Events" (Climate Council 2017a).

2.1 Worsening extreme weather in Australian cities

All extreme weather events are now occurring in an atmosphere that is warmer and wetter than it was in the 1950s (Trenberth 2012).

While extreme weather events are a natural feature of the climate system, the atmosphere and surface ocean of today contain significantly more heat than in the 1950s. 2016 was the hottest year on record globally, surpassing previous records set in 2015 and 2014. Global average temperature has risen by about 1.1°C above the pre-industrial baseline, with most of the warming occurring over the past 50 years (NOAA 2017). The rate of increase in global average temperature since 1970 is approximately 170 times the baseline rate over the past 7,000 years (Marcott et al. 2013; Steffen et al. 2016; NOAA 2017). This extremely rapid, long-term rate of temperature increase is being driven by the additional greenhouse gases in the atmosphere that have accumulated primarily from the burning of coal, oil and gas.

The rapidly warming climate is driving a range of impacts, many of them related to worsening extreme weather events. The *Angry Summer* of 2016/17 broke over 200 temperature and rainfall records over 90 days, affecting major cities and regional centres across Australia (Climate Council 2017b). Sydney experienced its hottest summer on record with a mean temperature 2.8°C above average (BoM 2017a). Brisbane also experienced its hottest summer on record with a mean temperature of 26.8°C, equivalent to 1.7°C above average (BoM 2017b). Canberra had its hottest summer on record in terms of daytime temperatures (BoM 2017c) and recorded temperatures of at least 35°C on 18 days (BoM 2017d). Adelaide experienced its hottest Christmas day in 70 years at 41.3°C (BoM 2017e) and Perth had its highest total summer rainfall on record (BoM 2017f).

Increasingly intense extreme weather events have significant consequences for Australians living in our larger towns and cities (Coleman 2017). Whilst outside of major cities, Australia's smaller rural and regional towns experience similar climate risks, often made worse by remoteness and the fact that they rely heavily on the agricultural sector, which can be adversely affected by prolonged drought and other climate impacts (Kellet 2016).

Australians living in urban centres are experiencing worsening extreme weather events.

2.2 Urban Heat Island effect

People living in urban environments, particularly in large cities, may be exposed to higher temperatures than those living in surrounding areas, due to a phenomenon called the Urban Heat Island (UHI) effect (Figure 2). The UHI effect results from a combination of dark surfaces, the trapping of hot air between buildings, limited tree cover, and other heat trapping and heat inducing factors, which can increase annual urban air temperatures by at least 1-3°C compared to surrounding areas (US EPA 2008; Adams and Smith 2014; Climate Council 2014a). In the evening, the difference between the urban centre and surrounding areas can be more extreme, reaching as high as 12°C above normal depending on the time of year.

The UHI effect occurs in many Australian cities. As climate change continues to increase temperatures, and as urbanisation advances, the UHI effect will also be affected. In Sydney, for example, due to continuing urban expansion, it is expected that overnight temperatures will show a marked increase in the UHI effect (Argüeso et al. 2013).

Another example of the direct impacts of climate change and rising temperatures are worsening heatwave conditions (Estrada et al. 2017).

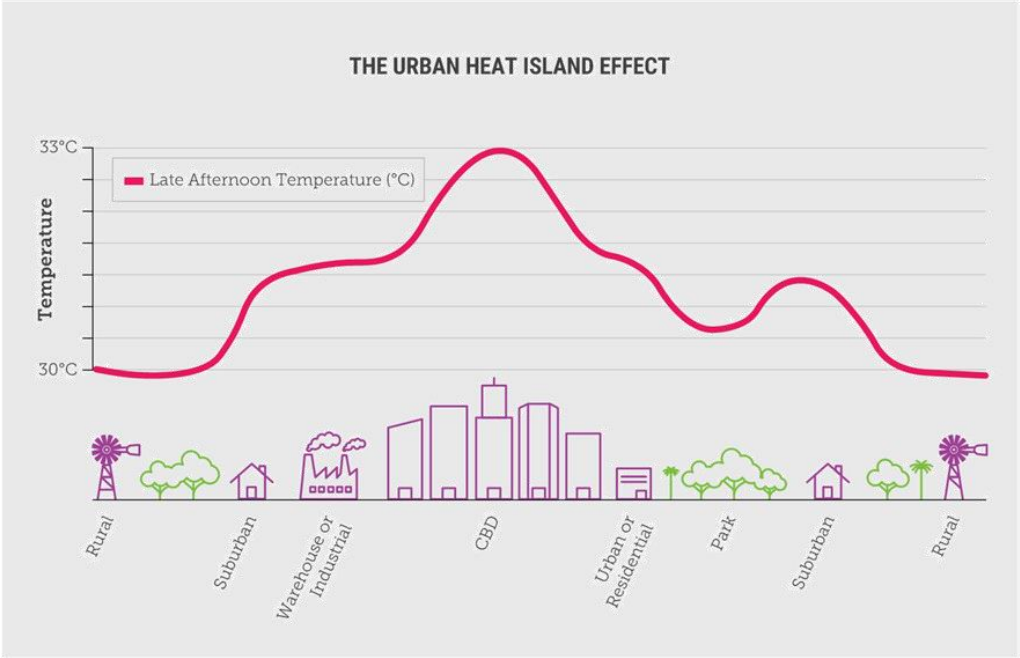


Figure 2: The Urban Heat Island effect. The average annual air temperature in cities (more than one million people) may be at least 1-3°C hotter than surrounding areas. **Source:** Adapted from US EPA 2008 and NASA 1999.

2.3 Heatwaves

Climate change is making hot days and heatwaves more frequent and more severe (Perkins and Alexander 2013; Climate Council 2014a). Australia's climate has warmed by about 1°C from 1910, with most warming occurring since 1950 (CSIRO and BoM 2016). As a result, the number of hot days, defined as days with maximum temperatures greater than 35°C, has increased in the last 50 years (CSIRO and BoM 2016).

Over the period 1971–2008, both the duration and frequency of heatwaves increased over much of the continent, and the hottest days during heatwaves became even hotter (Perkins and Alexander 2013), including in Australia's capital cities (Figure 3).

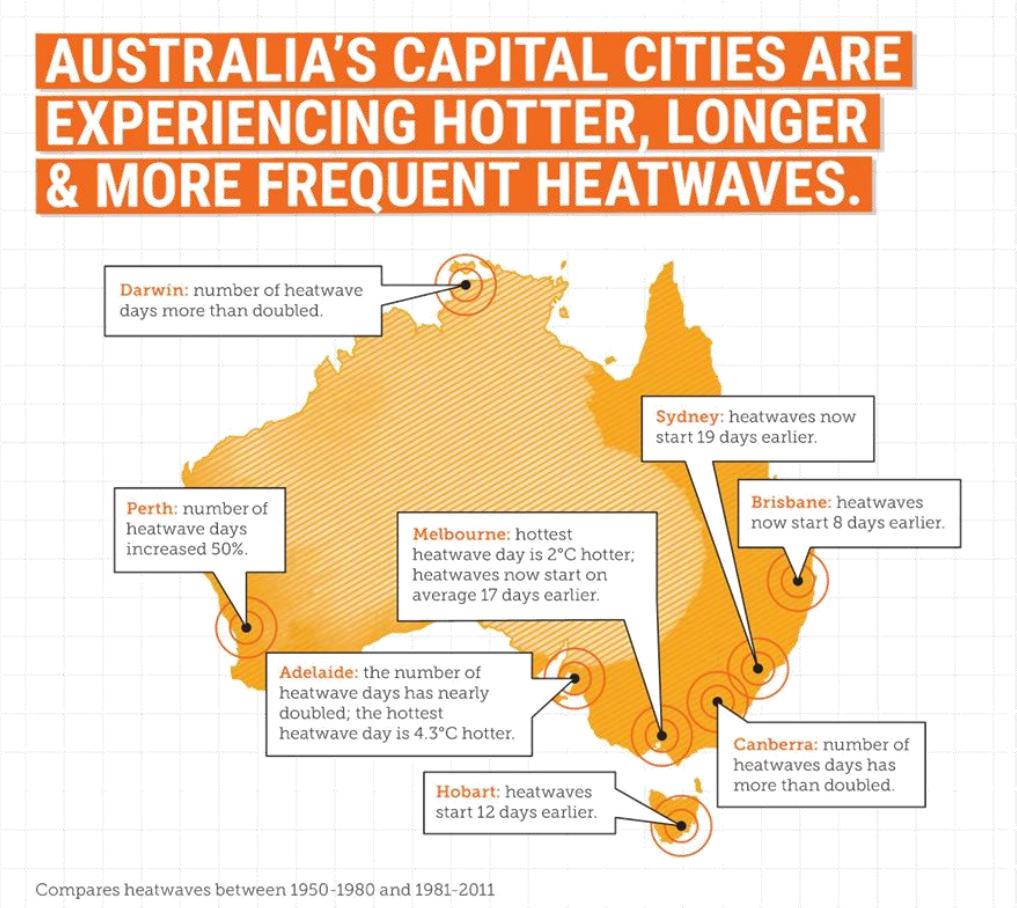


Figure 3: Australia's capital cities are experiencing hotter, longer or more frequent heatwaves, based on a comparison by Perkins and Alexander (2013) of heatwaves during the 1950-1980 period with those during the 1980-2011 period.

Heat-related events have significant health and economic impacts as well as disrupting critical infrastructure, such as the supply of electricity to urban centres.

Major heatwaves in Australian urban centres can cause loss of human life (Woodruff et al. 2005; Coleman 2017; Table 2). Over the last decade, severe heatwaves around Australia have resulted in hundreds of deaths and an increased number of hospital admissions for heart attacks, strokes, kidney disease and acute renal failure. Table 2 provides examples of heat-related health impacts. During severe heatwaves in south eastern Australia in January 2009, Melbourne experienced three consecutive days at or above 43°C. Over this period, there were 980 heat-related deaths, approximately 370 more than would be expected to occur, on average, at that time of year (DHS 2009). During the Brisbane heatwave of 7-26 February 2004, the temperature ranged from 26°C to 42°C. Overall deaths increased by 23% (excluding injury and suicide) compared with the death rate during the same period in 2001-2003, when the temperature ranged from 22°C to 34°C (Tong et al. 2010).

Major heatwaves in Australian cities are deadly.

Table 2: Illustrative examples of the impacts of recent Australian heatwaves on health services and mortality (Climate Council 2015). Note that 'excess deaths' refers to the number of deaths estimated to be additional to those expected during this period without an extreme heat event. **Sources:** DHS 2009; Wang et al. 2009; Nitshke et al. 2011 and Schaffer et al. 2012.

City	Month	Ambulance callouts	Emergency department presentations	Excess deaths
Melbourne	January 2009	46% increase in ambulance callouts	12% increase in emergency department presentations	374 excess deaths were recorded, a 62% increase on the previous year
Sydney	February 2011	14% increase in ambulance callouts, with 116 callouts specifically related to heat	104 people in emergency departments for heat effects, and 236 for dehydration	The number of deaths increased by 13%
Adelaide	January 2009	16% increase in ambulance callouts	13% increase in emergency department presentations	32 excess deaths recorded, with a 37% increase in total mortality in the 15-64 age group
Brisbane	February 2004		More than a 30% increase in emergency department presentations	64 excess deaths recorded within the heatwave period

Heatwaves in Australia during 2013-2014 cost approximately $8 billion through absenteeism and a reduction in work productivity (Zander et al. 2015). Impacts of hot weather include more workplace accidents because of concentration lapses, and poor decision-making ability due to higher levels of fatigue (Morabito et al. 2006; Tawatsupa et al. 2013; Tamm et al. 2014). During heatwaves costly disruption of critical infrastructure can also occur. For example, during the January 2009 heatwave in Melbourne (Figure 4), financial losses were estimated to be $800 million, mainly caused by power outages and disruptions to the transport network (Chhetri et al. 2012).

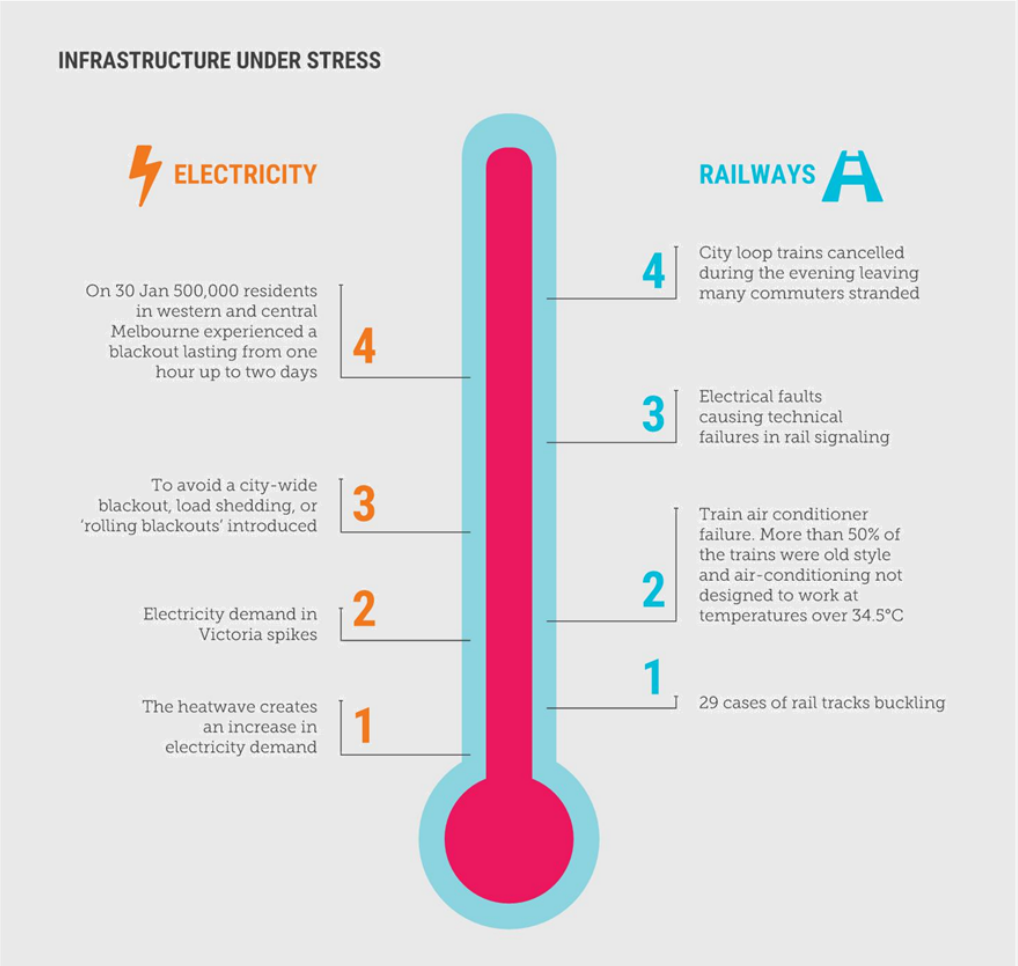


Figure 4: Anatomy of a heatwave—Infrastructure breakdown during the Melbourne 2009 heatwave.

A severe heatwave in early February 2017 affected much of Australia's south, east and interior and caused considerable problems for the South Australian and New South Wales energy systems. In South Australia, 40,000 people were left without power for about half an hour in the early evening while temperatures were over 40°C. The highest temperature in South Australia was recorded on February 8 where the daytime maximum reached 46.6°C at Moomba airport, while Adelaide reached a high of 42.4°C (BoM 2017g, h). As the weather system moved further north, several days later on February 10, New South Wales experienced the same heatwave event with temperatures at Sydney Airport reaching 42.9°C, its hottest February temperature on record (BoM 2017i). With near record all-time peak electricity demand, the state narrowly avoided extensive blackouts. Import of electricity from three interconnections with Victoria and Queensland operated beyond design limits, contributing 12% to meeting peak demand (AEMO 2017). Around 3000MW of fossil-fuel generated electricity was not available – tripping off (400MW), unable to start (760MW), out for maintenance (1000MW) or output-limited due to cooling water limits (600MW). At one point, the Tomago aluminium smelter shed 580MW of load. Careful energy use by consumers, saving 200MW, also helped New South Wales avoid widespread blackouts. This heatwave over the Angry Summer 2016/17 highlights the vulnerability of our ageing, fossil fuel-dependent energy systems to extreme weather.

Australia's ageing electricity system is vulnerable to worsening extreme weather.

CLIMATE PROJECTIONS: HEATWAVES AND HOT DAYS

Irrespective of the eventual level of temperature rise, Australian towns and cities will be affected significantly over at least the next two decades due to the inertia of the climate system. Brisbane, Canberra and Darwin are in line for the greatest proportional increases in the number of days with maximum temperatures 35°C and above. For example, Darwin experienced 11 days in 1995 with the maximum temperature above 35°C: this could rise to as many as 265 days per year by 2090 if greenhouse gases continue to be released at current rates (Table 3). In the 2016/17 *Angry Summer,* Canberra recorded temperatures of at least 35°C on 18 days ((BoM 2017d), already far higher than the 12 days previously projected for 2030 (CSIRO and BoM 2015; Climate Council 2014a, 2017a).

Under a high-pollution scenario for 2100, the average summer temperature in Sydney could become more like current day Port Morseby, increasing from 26.4°C to 29.4°C. Adelaide could be feel more like Kuching in Malaysia with average summer temperature rising from 28.8°C to 32.0°C, while Perth could experience average summer temperatures similar to current day New Delhi, increasing from 31.3°C to 35.2°C (World Meteorological Organization and Climate Central 2017).

Table 3: Average number of days per year with the maximum temperature above 35°C for Australian capital cities. 2030 and 2090 figures are from climate model projections under different RCP scenarios; the 1995 figures are averages of observations for the 1981-2010 period.

Capital Cities	1995	2030	2090	
		RCP4.5	RCP2.6	RCP8.5
Adelaide	20	26	32	47
Brisbane	12	18	27	55
Canberra	7.1	12	13	29
Darwin	11	43	52	265
Hobart	1.6	2.0	2.0	4.2
Melbourne	11	13	14	24
Perth	28	36	37	63
Sydney	3.1	4.3	4.5	11

Source: CSIRO and BoM 2015.

2.4 Bushfires

The most direct link between bushfires and climate change comes from the long-term trend towards a hotter climate (Bradstock et al. 2014).

Since the start of the 21st century, large and uncontrollable fires have destroyed property in cities, towns and shires across Australia. For example, bushfires destroyed 500 houses in Canberra in 2003. The West Australia town of Yarloop, located on the coast south of Perth, experienced one of Australia's worst bushfires in 2016, when 121 homes were destroyed (ABC 2016b). The bushfires of Black Saturday, 7 February 2009, caused the deaths of 173 people, injured 414 people, destroyed 2,029 homes (PoV 2010) and insured losses amounted to $1.3 billion (ICA 2013).

Urban water supplies can also be diminished and damaged by bushfires. Following the 2003 Canberra fires, there was severe disruption to drinking water supplies due to increased erosion and runoff from stripped soils, increasing sediment and nutrient concentrations in the reservoirs (White et al. 2006). The Black Saturday bushfires in 2009 affected about 30% of the catchments that supply Melbourne's drinking water. Melbourne Water estimated the post-fire recovery costs, including water monitoring programs, to be more than $2 billion (WRF 2013).

In addition to fatalities from the fires themselves, bushfire smoke can seriously affect human health (Figure 5). Smoke contains not only respiratory irritants, but also inflammatory and cancer-causing chemicals (Bernstein and Rice 2013). The annual health costs of bushfire smoke in Sydney have been estimated at $8.2 million per annum (adjusted to 2011 values) (Deloitte Access Economics 2014). In Melbourne, cardiac arrests increase by almost 50% on bushfire smoke-affected days (Dennekamp et al. 2011), while an extreme smoke event in the Sydney Basin in May 2016 from fires designed to reduce fire hazard is thought to have caused the premature death of 14 people (Broome et al. 2016).

Figure 5: Bushfire smoke from the Blue Mountains blankets Sydney in 2013.

2.5 Water scarcity

Climate change is likely making drought conditions in southwest and southeast Australia worse (Climate Council 2015). The drying trend is related to the southward shift of the fronts from the Southern Ocean that bring rain across southern Australia during the cool months of the year (winter and spring) (CSIRO and BoM 2015).

Water scarcity in major cities, particularly Melbourne, Sydney and Perth, has been exacerbated by drought and remains an ongoing challenge. Reduced rainfall typically lessens stream flow disproportionately more than the reduction in rainfall. For example, the rainfall decline in southwest Western Australia of 19% since the mid-1970s has reduced the annual average stream flow into Perth's dams by nearly 80% (WC 2012; BoM 2015; Figure 6). In Melbourne, stage 3 water restrictions were implemented from 2007 to 2010, and by 2009 the city's water storage levels fell to a record minimum of 25.6% (Melbourne Water 2013).

Assessments of future impacts of drought on both water supply and urban water demand at the regional and/ or catchment level suggest that water scarcity could increase across Australia. In NSW, under a high emissions scenario along with high population growth and less rapid technological change, water inflows to key Sydney dams such as Warragamba and Shoalhaven could decrease by as much as 25% by 2070 (NSW Office of Water 2010).

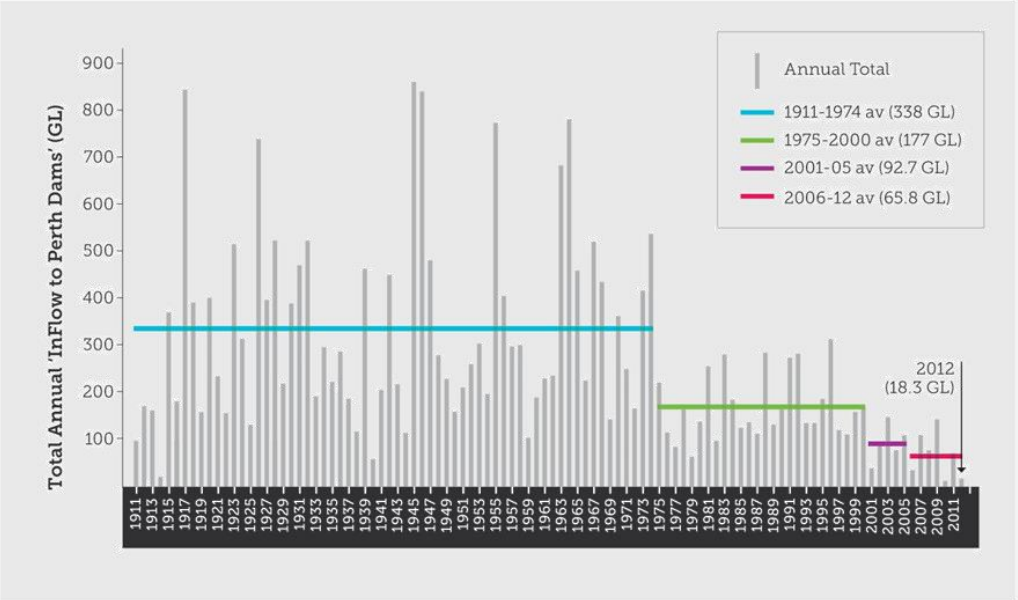


Figure 6: Trend in total annual stream flow into Perth dams 1911–2012. **Source:** Climate Commission 2013.

These declines, coupled with a continued rise in annual demand for drinking water in the residential and commercial sectors, could increase the imposition of water restrictions in the state (NSW Office of Water 2010).

The projected increase in duration and intensity of droughts in southeast Queensland (CSIRO and BoM 2015) is expected to increase the length of time it takes to refill key water storages in the region. An assessment of climate change impacts on water availability in the Moreton catchment (which serves Brisbane, Ipswich and other urban centres) has found a decline in inflow into water storages when it rains, and longer breaks between significant 'storage filling events' (UWSRA 2011).

The pronounced drying trend over southwest Australia, which is projected to continue throughout the 21st century, has significant implications for urban water supplies in Perth (Collett and Henry 2011). The Western Australia Department of Water (2009) predicts a supply-demand annual deficit that is potentially as large as 85 billion litres by 2030 for the Perth, goldfields and agricultural regions and some parts of the southwest. To put this into context, Western Australia's Integrated Water Supply Scheme (IWSS) currently delivers 289 billion litres of water to over 2 million people in the region each year. A deficit of 85 billion litres is equivalent to approximately 30% of current water supply (WA Water Corporation 2014).

2.6 Sea-level rise and coastal flooding

Around 80% of Australians live on the coast, with many of Australia's towns and cities facing increasing risk from sea-level rise and coastal flooding (Climate Council 2014b; Cole 2017). Impacts can include loss of life; disruption of health and social services; inundation of property and coastal infrastructure, such as houses, businesses, ports, airports, railways and roads; and damage to coastal, estuarine, and freshwater ecosystems (DCCEE 2011).

For coastal areas around Australia's largest cities, a sea-level rise of 0.5 m, which lies near the lower end of the estimates for 2100 compared to 1990, would result in substantial increases in the incidence of extreme flooding events, typically by a factor of several hundred and in some places by as much as one thousand (Church et al. 2008; Hunter 2012; Figure 7). A multiplying factor of 100 means that an extreme event with a current probability of occurrence of 1-in-

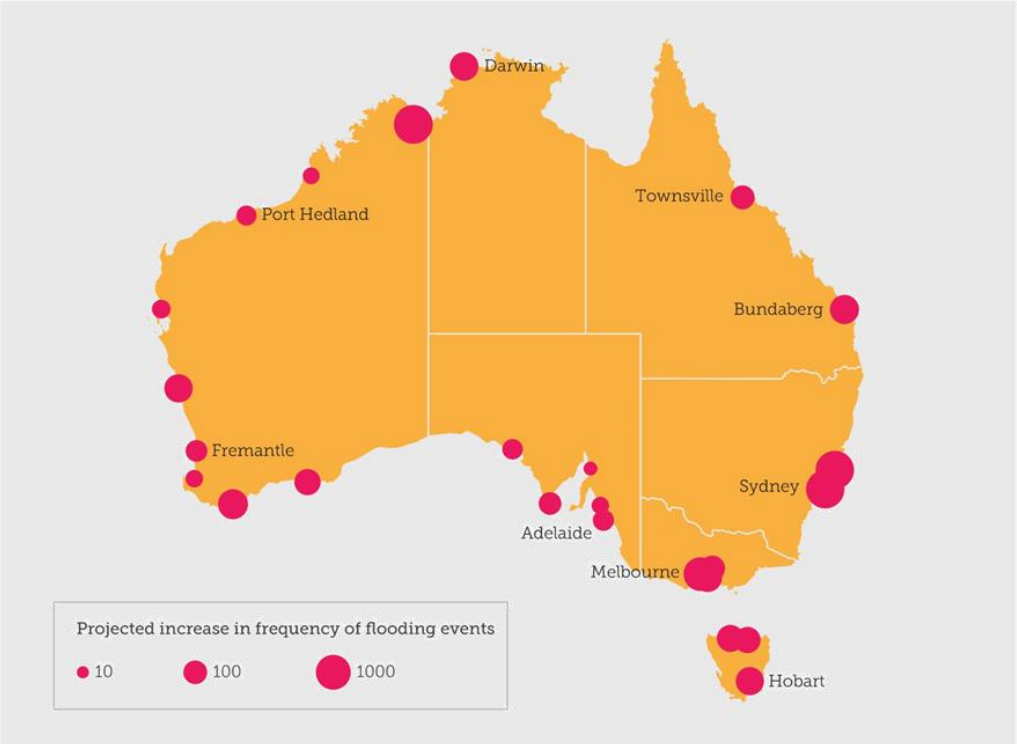


Figure 7: A sea-level rise of only 0.5m would lead to very large increases in the incidence of extreme coastal flooding events in Australian coastal towns and cities, typically by a factor of several hundred (Hunter 2012).

Coastal cities are increasingly vulnerable to sea-level rise.

100 – the so-called one-in-a-hundred-year event – would occur on average every year. A multiplying factor of 1,000 implies that the one-in-a-hundred-year inundation event would occur almost every month. For more details, see the Climate Council's report "Counting the Costs: Climate Change and Coastal Flooding".

Climate change is increasing global sea levels through both the thermal expansion of a warming ocean and the flow of water into the ocean from melting of continental glaciers and polar ice sheets. Sea levels have risen about 20 cm since the mid-19th century (IPCC 2013). A recent study estimates that the pace of sea-level rise has nearly tripled since 1990 (Dangendorf et al. 2017). For major Australian coastal cities, it is likely that sea levels will rise by about 0.25 m and 0.6 m above the 1995 baseline by 2050 and 2090 respectively for a high-emissions scenario (RCP 8.5; Table 4).

A coastal flooding (or "high sea-level") event is caused by wind driven waves or a storm surge, generally exacerbated by a high tide. A storm surge is a rise above the normal sea level resulting from strong, mainly onshore winds and/or reduced atmospheric pressure. Storm surges accompany tropical cyclones as they make landfall but can also be formed by intense low pressure systems in non-tropical areas, such as east coast lows in the Tasman Sea. Storm surges can cause extensive flooding of coastal areas (Climate Council 2014b). The area of sea water flooding may extend along the coast for hundreds of kilometres, with water pushing several kilometres inland if the land is low-lying.

As the sea level continues to rise, these storm surges are riding on a higher base sea level and thus becoming more damaging as they are able to penetrate further inland. Some of the most devastating coastal flooding events are caused by a "double whammy" of concurrent high sea-level events and heavy rainfall events in the catchments inland of coastal settlements. That is, coastal settlements can be inundated by water from both i) a storm surge, a high tide and a higher sea level, and ii) flooding rivers from the catchments behind the settlements.

The health impacts of storms and floods on people living in coastal settlements are diverse, ranging from injuries, depression, anxiety, and poor physical health. Human health can be affected by, for example i) direct exposure to storms; ii) hazards from blackouts; iii) exposure to contaminated drinking water; iv) disruption of public services; v) mental health effects from traumatic or stressful experiences during and after the storms and vi) health and safety risks from clean-up and recovery activities (Lane et al. 2013).

The exposure of coastal assets to sea level rise influenced strongly by climate change is very large and the risks are set to increase. In Australia, more than $226 billion (2008$) in commercial, industrial, road and rail, and residential assets are potentially exposed to flooding and erosion hazards at a sea level rise of 1.1 m (a high-end scenario for 2100). For example, Brisbane has 150 - 250 light industrial buildings at risk from coastal flooding at a sea level rise of 1.1 m, the Gold Coast has 300 – 400 km of roads vulnerable to flooding and erosion, while in Newcastle and Melbourne 70 – 150 and 50 – 100 commercial buildings are at risk, respectively (DCCEE 2011).

Table 4: Estimates of mean sea-level rise for major Australian cities relative to 1986-2005 levels, for a high emissions scenario.

Cities	Sea-level rise
Brisbane	Up to 0.26 m sea-level rise by 2050, and up to 0.64 m by 2090*
Sydney	Up to 0.27 m sea-level rise by 2050, and up to 0.66 m by 2090
Melbourne	Up to 0.24 m by 2050, and up to 0.59 m by 2090
Adelaide	Up to 0.25 m by 2050, and up to 0.61 m by 2090
Perth	Up to 0.24 m by 2050, and up to 0.61 m by 2090
Hobart	Up to 0.66 m by 2090
Darwin	Up to 0.25 m by 2050, and up to 0.62 m by 2090

* Based on model simulations for sea level rise in Mackay, the nearest city to Brisbane.

Sources: CSIRO and BoM 2015; McInnes et al. 2015; Webb and Hennessy 2015.

At a sea-level rise of 1.1 m, more than $226 billion in commercial, industrial, road and rail, and residential assets are at risk from flooding.

2.7 Coping with climate extremes

The more we know about climate change, the riskier it looks. This conclusion underscores the need for emissions from human activities, such as the burning of coal, oil and gas for electricity, to be trending sharply downwards by 2020 to protect Australians from climate extremes. Transitioning urgently to a new, low carbon economy is critical.

Preparing cities, towns and shires for climate impacts is vital if we are to protect the well-being of urban populations (Norman 2016). There are a number of resources available to predict the impacts and help Australians respond to climate change.

Examples include:

- **New South Wales**
  NARCliM has produced an ensemble of robust regional climate projections for southeastern Australia that can be used by the NSW and ACT communities to plan for the range of likely future changes in climate.

  www.climatechange.environment.nsw.gov.au/Climateprojections-for-NSW/About-NARCliM

- **Victoria**
  The climate change adaptation navigator is a web-based tool to assist the local Victorian government with climate change adaptation and planning.

  www.adaptation-navigator.org.au

- **Western Australia**
  The Western Australian Local Government Association has developed a toolkit to help local governments adapt to climate change.

  www.walgaclimatechange.com.au

- **Climate projections for Australia (CSIRO and Bureau of Meteorology)**
  www.climatechangeinaustralia.gov.au

  This website provides access to a wide range of tools, datasets and guidance material.

- **NCCARF CoastAdapt**
  https://coastadapt.com.au/tools

  CoastAdapt contains a wealth of material to support coastal adaptation in Australia, including data, guidance materials, decision support and tools.

3. Buildings and transport systems drive energy use and pollution

Cities, towns and shires can play a key role in becoming more energy efficient, increasing reliance on renewable energy, and moving to more sustainable modes of transport (IEA 2016).

Cities and towns account for over two-thirds of global energy demand and around three quarters of the world's greenhouse gas emissions (Gouldson et al. 2015; The Guardian 2015 IEA 2016). Buildings and transport systems are the key drivers of energy use and greenhouse gas emissions in cities and towns (ARUP 2016). Greenhouse gas inventories averaged for 30 cities worldwide found emissions are mainly associated with:

- Buildings (electricity and energy use in buildings accounts for over half of total emissions, divided about equally between commercial and residential buildings)
- Transport, particularly cars and trucks (accounts for around a third of total emissions, Figure 8)
- Other sources such as waste and manufacturing (making up the remaining emissions, around a sixth) (ARUP 2016).

Item 28

Buildings and transport are the main drivers of energy use and emissions in cities and towns.

Figure 8: In cities, transport makes up around a third of emissions.

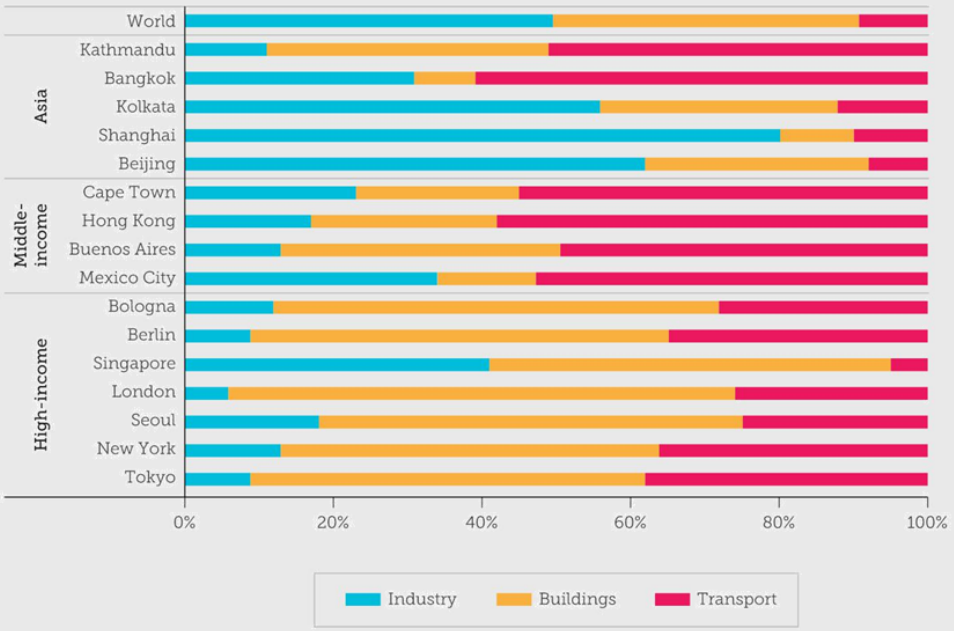
Attachment 4

Cities and towns could deliver 70% of required emission reductions.

Different cities and towns can have varying emissions from buildings, industry and transport depending on their individual characteristics (IRENA 2016; Figure 9).

Under the Paris Agreement, world leaders including those from Australia agreed to limit global temperature rise to well below 2°C above pre-industrial levels, and to pursue eforts to limit temperature rise to only 1.5°C. While 2°C may not sound like much, this level of temperature rise will have serious impacts on the lives and livelihoods of people all over the world. Already at only about 1°C temperature increase from pre-industrial levels, climate change is intensifying extreme weather events.

Towns and cities have a significant role to play in tackling climate change (Betsill and Bulkeley 2007). Transforming the way energy is used and generated in cities and towns worldwide has the potential to deliver 70% of the total emissions reductions needed to stay on track for the 2°C limit set under the Paris Agreement (compared to expected emissions based on policies currently in place) (IEA 2016).



Note: data refers to a year between 1998 and 2005. Source: UN Habitat (2008).

Figure 9: Energy use breakdown in global cities. **Source:** IRENA 2016.

The main strategies cities and towns (and their respective local governments) can employ to reduce their greenhouse gas emissions include:

- Avoiding the need for energy and fuel use through more energy efficient buildings, scaled up public transport, and promotion of walking and cycling
- Shifting to renewable energy for heating and electricity generation
- Moving to electric forms of transport powered by renewable energy

Given the unique characteristics of Australian shires, towns and cities - their varying population levels, urban density, history of development, education, and income level of inhabitants - each has a unique set of opportunities and challenges for pursuing energy efficiency, renewable energy and sustainable transport measures. In existing urban areas, retrofitting solutions within the existing built environment and working within its constraints will also be necessary (IRENA 2016).

Local governments can deliver emissions reductions through their policies, strategic and statutory planning processes, local laws, procurement for and management of public facilities and council assets and via their close connection to the local community. Local land use planning in particular, can influence energy use and emissions.

For example, urban development can be sprawling and inefficient, leading to high car dependency and high energy use and associated emissions; or it can be compact, connected, and powered by renewable energy (Global Commission on the Economy and Climate 2016; IRENA 2016).

Local governments in high density cities have the opportunity to make large gains through, for example, renewable energy-powered electric public transport systems, and other climate solutions such as energy efficiency. Lower density cities and towns will be able to pursue distributed solar PV (on larger rooftop areas) and renewable energy-powered electric cars (IRENA 2016). In addition, the pattern of urban development in low density cities (such as Canberra) can be improved by building high quality public transport systems, which support higher density, energy efficient housing and commercial development along transit corridors.

Expanding cities and towns can pursue growth through land use planning for example, encouraging higher density development around quality public transport, and maximising the uptake of renewable energy, energy efficiency and sustainable transport in new developments. In urban areas, green infrastructure - the integration of trees, shrubs, grass and open spaces - can increase the liveability and climate resilience of urban areas (Norman 2016; Alexander et al. 2017; US EPA 2017). For example, green

Local climate solutions include renewable energy, energy efficiency and sustainable transport systems.

open space can counter the Urban Heat Island effect (Section 2) by shading buildings, deflecting radiation from the sun, and releasing moisture into the atmosphere (US EPA 2017). Green infrastructure also provides space for local renewable energy initiatives such as solar farms and supports biodiversity by providing habitat (Alexander et al. 2017).

States and federal governments can also benefit from councils and communities taking the lead on climate solutions. For example, cities can be innovation hubs for testing ideas and ironing out issues on a smaller scale before rolling these out more widely (IEA 2016).

Actions assessed as having the greatest potential for reducing greenhouse gas emissions in cities and towns (globally) are summarised in Table 5.

Choices made today by local, state and federal governments about long-term infrastructure and planning for cities and towns will determine the extent and impact of climate change, our ability to achieve emission reductions, and our capacity to adapt to changing conditions (OECD 2014).

Table 5: High impact actions to reduce cities' greenhouse gas emissions.

Energy	Transport	Buildings	Urban planning
Encouraging clean energy on buildings (largely solar PV and solar heating) through planning and incentives Encouraging larger-scale clean energy Introducing fuel switching (to lower carbon alternatives) and industrial efficiency programs	Introducing rapid public transport services Introducing travel demand management schemes (car sharing, congestion charging, parking restrictions and cycle hire) Encouraging residents, businesses and councils to choose low emissions cars and trucks Improving freight systems	Creating incentives for commercial and residential building retrofits Requiring data collection and disclosure (e.g. energy efficiency) for residential, commercial and municipal buildings Establishing building energy codes for all new and existing buildings Retrofitting council and community buildings	Linking land use planning decisions to climate action (both mitigation and adaptation) Shaping compact, connected and coordinated urban areas

Source: Arup 2016.

4. Local governments and communities are leading on renewable energy, energy efficiency and sustainable transport

Globally, local governments and communities are already leading on climate action, often continuing their efforts despite instability and inaction at the state and federal climate policy level.

Cities, towns and shires are advancing climate solutions, implementing risk assessments, and establishing strong greenhouse gas emission reduction targets (Rosenzwieig et al. 2010; the World Bank Group 2011). Cities, towns and shires are also "laboratories and incubators" for piloting and testing climate solutions (Morsch 2015). Local government partnerships are creating networks and alliances (such as the 100 Resilient Cities and The C40 Cities Initiative) to jointly tackle climate change (for example, Table 6).

Cities, towns and shires can test innovative climate solutions.

Table 6: Organisations and alliances working with local governments in Australia and internationally on climate and energy.

Australian organisations working with local government	
Cities Power Partnership-Climate Council	www.citiespowerpartnership.org.au
Zero Carbon Communities-Beyond Zero Emissions	http://bze.org.au/zero-carbon-communities/
Compact of Mayors - Oceania ICLEI	http://mayors.oceania.iclei.org/
Commonwealth Smart Cities and Suburbs Program	https://cities.dpmc.gov.au/smart-cities-program
Generation Yes	www.generationyes.com.au
Community energy groups	
Community energy groups Coalition for Community Energy	http://c4ce.net.au/
Community Power Agency	http://cpagency.org.au/
Embark	http://www.embark.com.au/display/WebsiteContent/Home
Australian local government climate alliances and foundations	
Moreland Energy Foundation	https://www.mefl.com.au/
Yarra Energy Foundation	http://www.yef.org.au/
Victorian Greenhouse Alliances	http://www.victoriangreenhousealliances.org/
Victorian Government Take2 Program	http://www.sustainability.vic.gov.au/services-and-advice/community/take2
Queensland Climate Resilient Councils	http://qcrc.lgaq.asn.au/
Consultants	
ClimateWorks Australia	https://www.climateworksaustralia.org/
Starfish Initiatives	http://starfish-initiatives.org/
Energy for the People	http://www.energyforthepeople.com.au/
Z-NET Zero Net Energy Town	http://z-net.org.au/
Institute for Sustainable Futures	https://www.uts.edu.au/research-and-teaching/our-research/institute-sustainable-futures
International	
Global Covenant of Mayors	http://www.globalcovenantofmayors.org/
C40 Cities Initiative	http://www.c40.org/
Carbon Neutral Cities Alliance	https://www.usdn.org/public/page/13/CNCA
European Union's World Cities Program	http://world-cities.eu/
UN Global Compact Cities Program	https://citiesprogramme.org/
Carbon Disclosure Project	https://www.cdp.net/en/info/about-us

Note the list of organisations and alliances in this above table is not exhaustive.

4.1 Local governments and communities leading on the global stages

In December 2015, more than 1,000 mayors, local representatives and community leaders came together at the Paris climate talks in support of an international climate agreement based around the 2°C target. At the Climate Summit for Local Leaders in Paris, 1,000 mayors, including several from Australia, signed a declaration supporting a transition to 100% Renewable Energy (French Government 2015). A further demonstration of leadership occurred when mayors, officials and industry leaders from 90 cities met in Mexico in December 2016 to share and highlight best practice climate action. Globally, cities anticipate US$ 375 billion in investment in climate action by 2020, with the majority focused on transitioning to renewable energy and sustainable transport (Japan Times 2016).

Local governments have further demonstrated their climate leadership following President Trump's decision to withdraw the United States from the Paris Climate Agreement (The Guardian 2017; The White House 2017). In June 2017, more than 250 mayors responded to the US President's decision by committing to reaching 100% renewable energy for their communities by 2035 (The Guardian 2017; UNFCCC 2017). Further, a group of mayors, state governments and companies from the United States are preparing a plan to meet the United States' emissions reductions targets in the absence of the Federal Government (The New York Times 2017).

At critical times, local leaders have stepped up to support global climate action.

4.2 Australian local governments are leading in climate and renewable energy

In Australia, towns, cities, local councils and communities have long been at the forefront of climate action, continuing their efforts over the last two decades, often during periods of instability and inaction at the state and federal climate policy level. For example, between 1997 and 2009, 233 councils across Australia (representing 84% of the population) joined the Cities for Climate Protection campaign, an initiative of the International Council for Local Environmental Initiatives (ICLEI). Participating local councils planned and implemented actions to reduce greenhouse gas emissions across council operations, households and businesses (ICLEI 2016). The Cities for Climate Protection program reduced carbon dioxide emissions in Australia by 18 million tonnes and saved councils and communities $95 million through reduced energy costs (noting that while positive, the amount of emissions saved are small in the context of Australia's emissions) (ICLEI 2008). Emissions reduction initiatives implemented by councils

Figure 10: Adelaide Airport solar panels.

included: energy efficiency measures and solar PV for council buildings; behaviour change programs (for example, encouraging residents to switch to efficient electrical appliances); energy efficient street lighting; and sustainable transport solutions such as councils choosing more efficient fleet vehicles and encouraging people to walk, cycle or take public transport.

In recent years, a number of cities, towns, and shires around Australia have adopted strong targets - aiming for "100% renewable energy" or "zero emissions".

The majority of Australian capital cities have now committed to policies and targets to increase renewable energy, energy efficiency and sustainable transport uptake and to reduce emissions (however not all targets are supported by detailed implementation plans).

Capital city targets include:

- **Canberra** - 100% renewable electricity by 2020 (on track) with zero net emissions by 2050 at the latest (ACT Government 2016).
- **City of Adelaide** - Carbon neutral by 2020 (Figure 10).
- **City of Sydney** - 50% renewable electricity by 2030; Net zero emissions by 2030 (RenewEconomy 2016a).
- **City of Melbourne** - 25% renewable electricity by 2018; Net zero emissions by 2020 (City of Melbourne 2017a; RenewEconomy 2014).
- **City of Brisbane** - Council operations to be carbon neutral by 2017 (Brisbane City Council 2016).
- **Perth, Darwin and Hobart** - No target.

In 2016, a survey by Beyond Zero Emissions found one in five councils had adopted either a zero emissions or 100% renewable energy target (RenewEconomy 2016b; for example, Table 7).

Table 7: Examples of strong targets for Australian cities, towns and shires.

Towns and cities aiming for 100% renewable energy, "zero net emissions" or "carbon neutral"	
Yackandandah	100% renewable energy by 2022
Lismore	100% renewable energy by 2023
Uralla	100% renewable energy in 5 to 10 years
Newstead	100% renewable energy by 2017
City of Darebin, and Moreland and Yarra city councils in Melbourne	Aiming for "zero net emissions" or "carbon neutral"
Byron Shire	Aiming for "zero net emissions" or "carbon neutral"

Source: RenewEconomy 2016b; Beyond Zero Emissions 2017.

5. Case studies: International and local examples of city leadership

This section provides case studies of cities in Australia and overseas that are implementing plans to increase use of renewable energy, improve energy efficiency, and/or encourage sustainable transport options. Further Australian local government examples and case studies are listed in Appendix A.

5.1 Renewable electricity

INTERNATIONAL CASE STUDY 1 – RENEWABLE ENERGY

Georgetown, Texas – 100% renewable government buildings

The city leadership decided to switch to renewable power sources in response to residents' concerns about gas power price spikes, rising electricity bills, and the impact of fossil-fuelled power on the local water supply (Georgetown Texas 2016).

Georgetown (population 48,000) is now powered by two large-scale renewable energy plants - a wind farm and a solar plant (projects that bid the lowest electricity prices) (Georgetown Texas 2016).

INTERNATIONAL CASE STUDY 2 – RENEWABLE ENERGY

San Francisco, California – 100% renewable electricity and mandatory renewable energy on new buildings

San Francisco's Climate Action Strategy includes the following key actions:

- Sourcing 100% of residential electricity and 80% of commercial electricity from renewable sources by 2025 (Figure 11).
- Improving energy efficiency, to reduce reliance on gas.
- Shifting 50% of all trips to public or active transport (e.g. walking or cycling) modes by 2017 and 80% by 2030 and shifting all buses and taxi fleets to electric vehicles powered by renewable energy (San Francisco Department of the Environment 2013).

While the City of San Francisco (population 840,000) sources much of its renewable power from outside the urban area, it is also supporting increased solar PV and other small-scale renewable energy installations within the city through incentives, technical assistance and streamlining the permits process. Community renewable energy projects also enable renters to access the benefits of renewable energy.

In 2016, the city of San Francisco established a new law requiring all commercial and residential buildings to install solar panels, solar hot water or a combination of these technologies (San Francisco Examiner 2016).

Figure 11: San Francisco, solar panels installed on a water reservoir.

AUSTRALIAN CASE STUDY 1 – RENEWABLE ENERGY

Adelaide, South Australia – aims to be carbon neutral

The city of Adelaide, South Australia aims to be carbon neutral by 2025 (Figure 12). The city's strategy for reducing its emissions includes encouraging greater uptake of renewable energy and installation of battery storage, and signing up business and community Founding Partners with shared aspirations (Adelaide City Council 2015).

Adelaide City Council's Sustainability Incentives Scheme offers grants for installing solar PV and battery storage systems, electric vehicle or bicycle charging, energy efficiency and water saving upgrades (Adelaide City Council 2017).

As a Commonwealth Smart City Smart Suburbs Program Participant, the City of Adelaide has trialled smart LED CBD public lighting with inbuilt sensors that automatically dim on detection of movement or any ambient lighting from other sources such as shop-front land temporary festival lighting.

The trial delivered significant energy and maintenance savings. Maintenance turn around times were also reduced via real time monitoring with automated fault detection alerts and programmable remote controls.

Figure 12: Adelaide solar lights.

AUSTRALIAN CASE STUDY 2 – RENEWABLE ENERGY

City of Darebin, Victoria – Solar Saver financing mechanism for low income households

The City of Darebin in Melbourne's northern suburbs has endorsed a zero net emissions target for the community by 2020. The Solar Saver program was designed to remove the financial and trust barriers to allow pensioners, low-income households and not-for-profit organisations to become solar owners and reduce their electricity bills (Embark 2015). Under the innovative 0% interest financing scheme, the City of Darebin pays upfront for the panels to be installed and gets the money back over 10 years through a small additional charge to the home owner's land rates.

A second round of Solar Savers partnered with housing co-operatives that work with low-income social housing renters. The cost of the solar panels was recouped through a small rent increase to the residents that received the solar panels.

Close to 500 properties and 9 community centres have participated in the program since 2014, with 1,071kW of solar PV installed. Most households have made savings of $100 per year (after making repayments) for the first 10 years and $400+ savings per year for the remainder of the life of the system (Slezak 2017).

Future expansion plans of the Solar Saver program aim to help deliver the City's targeted 100% increase in installed renewable energy capacity to 36MW by 2023.

AUSTRALIAN CASE STUDY 3 – RENEWABLE ENERGY

Cockburn, Western Australia – renewable energy for council and community buildings

The City of Cockburn in Western Australia is powering ahead with renewable energy on council and community buildings (City of Cockburn 2017). Since 2009, the City of Cockburn has installed over 1,000 solar panels across 13 community buildings. In 2015, the council awarded a $3.5 million contract for a geothermal system to be installed for an aquatic and indoor/outdoor sporting facility for completion in 2017. This geothermal energy system will reduce greenhouse gas emissions by nearly 500 tonnes of CO_2 per annum, a 72% reduction compared to traditional boilers for heating. The council is also supporting the use of solar powered electric vehicles by providing two charging stations, with more to come in the near future. Solar panels on buildings in Cockburn generate power to offset the electricity used by the electric vehicle charging stations.

AUSTRALIAN CASE STUDY 4 – RENEWABLE ENERGY

City of Newcastle, New South Wales – Solar PV on heritage listed museum site

The City of Newcastle's 2020 Carbon and Water Management Action has a target of 30% of its electricity to be generated from low-carbon sources (City of Newcastle 2017).

Recently the City of Newcastle installed solar on top of the heritage listed Newcastle Museum. Before solar PV could be installed on the roof of the Museum, heritage assessments had to be carried out and the design and installation of the system carefully considered. The 99.75 kW system is the largest solar photovoltaic (PV) system installed by Council to date and brings the total amount of solar PV installed on Council-owned buildings to 442 kW across sports grounds, libraries, city works depot and art gallery.

The Newcastle Museum system is estimated to generate 146,000 kWh of energy and reduce grid consumption by 27% per year and is a useful benchmark for installing solar onto a heritage listed building (City of Newcastle 2017).

AUSTRALIAN CASE STUDY 5 – RENEWABLE ENERGY

Melbourne, Victoria – joint tendering for renewable energy to power the city and large organisations

The City of Melbourne has partnered with other large organisations (businesses, universities, cultural institutions and other inner urban councils) to purchase large-scale renewable energy. This collective tendering process is called the Melbourne Renewable Energy Project. The group will purchase 110GWh of renewable electricity from large-scale facilities, an amount equivalent to the power generation from approximately 15 wind turbines or 250,000 solar panels (City of Melbourne 2017). The City of Melbourne's share in the project will enable it to achieve its target of 25% renewable electricity by 2018.

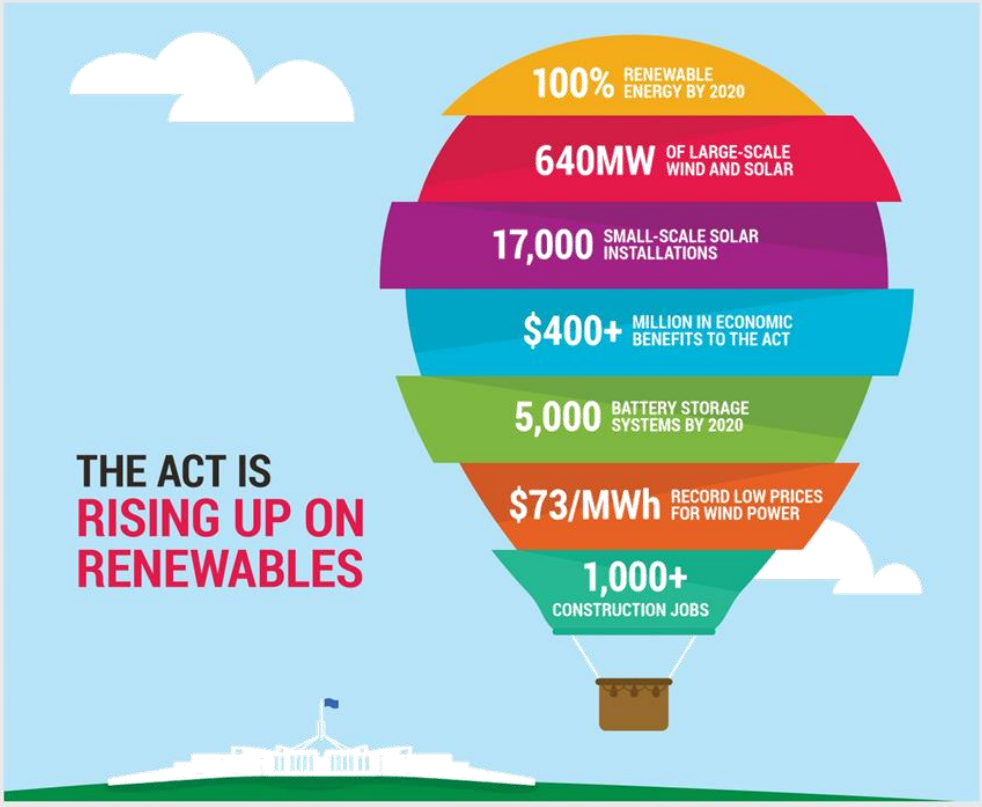
AUSTRALIAN CASE STUDY 6 – RENEWABLE ENERGY

Canberra, Australian Capital Territory – on track to meet 100% renewables by 2020

Canberra is on track to source 100% of its electricity from renewable energy by 2020. The ACT Government has used a reverse auction process to purchase electricity from renewable energy suppliers supporting the development of 640MW of solar and wind projects, capable of producing enough electricity to meet Canberra's needs. The scheme has been designed to deliver social and economic benefits for the city (Figure 13). The reverse auction process used by the ACT Government has since been adopted by the Victorian and Queensland governments as the preferred means to achieve their renewable energy targets. This example illustrates how cities can road-test policies and programs capable of being adopted by state and federal governments.

For more information on Canberra's renewable energy policies, refer to the Climate Council report "Territory Trailblazer: How the ACT Became the Renewable Capital of Australia".

Figure 13: Benefits of Canberra's renewable energy target scheme. **Source:** Climate Council 2016.



AUSTRALIAN CASE STUDY 7 – RENEWABLE ENERGY

Alice Springs, Northern Territory – solar city supported by all levels of government

Alice Springs has made the most of its hot, sunny climate by becoming a solar city with community support for investing in solar power. The Alice Springs Town Council was a key player in the development of a funding bid to the Solar Cities program run by the Australian Government, which saw the launch of the Alice Solar City project which ran from 2008 until 2013 (Alice Solar City 2013). The project was driven at a grass roots level and delivered by the Alice Springs Town Council (who invested over the $1 million into the project), and was also supported financially by the Australian Government and Northern Territory Government.

Key outcomes of the project (Alice Springs Town Council 2017) were:

- 700 solar systems installed on homes and businesses.
- Solar panels and solar hot water systems accounted for 46% and 28% reduction in greenhouse gas emissions, respectively.
- Development of the 1MW Uterne Solar Power Station and four other large-scale projects.
- The Alice Springs Town Council also invested in solar power and rooftop water heating for its own facilities, including on the civic centre and the Aquatic and Leisure Centre.

AUSTRALIAN CASE STUDY 8 – RENEWABLE ENERGY

City of Kalgoorlie-Boulder, Western Australia – Oasis Recreation Centre Alternative Energy Project

As part of the City of Kalgoorlie-Boulder's ongoing commitment to sustainability, the Oasis Recreation Centre has undergone a green energy transformation. With the help of federal and state government funding, the city has installed a solar PV system and a solar thermal system on the Oasis roof, and a ground source heat pump system underground.

Together, these installations will offset 8,309 GJ of natural gas and 206,000 kWh of electricity per year that would otherwise be used to warm the pools and heat and cool the centre. The savings in natural gas consumption translates to savings of nearly $260,000 a year. This will reduce the city's CO_2 emissions by over 500 tonnes a year which is the equivalent of offsetting the electricity use of 75 average households or taking 104 passenger vehicles off the road permanently (City of Kalgoorlie-Boulder 2017).

The Oasis Alternative Energy Project received funding through the Federal Government's Community Energy Efficiency Program, administered by the Department of Industry.

5.2 Energy efficiency

INTERNATIONAL CASE STUDY – ENERGY EFFICIENCY

Chicago, Illinois – energy efficiency retrofits for large buildings

In 2012, the city of Chicago, Illinois (population 2.7 million) developed its Sustainable Chicago 2015 Action Agenda (City of Chicago 2015). The plan included an ambitious set of goals including:

- Accelerating energy efficiency measures
- Improving public and active transport infrastructure
- Providing nearly 5,000 shared bikes parked in solar powered stations (Figure 14)
- Expanding train capacity and improving bus services
- Closing coal plants, and ensuring public facilities no longer purchased coal-fired electricity
- Providing sustainability-focused internships for over 2,000 high school students
- Rebuilding and refurbishing green spaces and playgrounds
- Encouraging the establishment of manufacturing plants for new sustainable products.

Dramatically improving the energy efficiency of existing buildings is a particular focus of the Chicago plan, with the city benchmarking energy use of over 1,800 buildings in three years, and launching a retrofit program to lift the energy efficiency performance of municipal, commercial and residential buildings.

Figure 14: Chicago solar-powered bike parking complete with showers and lockers.

In three years, retrofits of 60 government buildings, 50 commercial buildings, and more than 20,000 homes were completed. By providing cheaper and more streamlined approval processes, the city encouraged the installation of over 600kW of solar PV.

The city plans to eventually expand its benchmarking and retrofit program to cover all large buildings (with a floor size greater than 4,600 square metres), accelerate the use of efficient street lighting and complete a smart grid rollout across the city.

By 2020, the City of Chicago aims to:

- Retrofit half of all commercial, industrial and residential buildings, reducing energy use by 30%.
- Expand appliance energy efficiency upgrade programs.
- Update building codes to meet the latest international standards and require all renovations to meet energy efficient standards.
- Increase rooftop gardens and green spaces (City of Chicago 2016).

Figure 15: Refrigerated food distribution facility in Chicago with leading energy efficient design and onsite renewable energy.

AUSTRALIAN CASE STUDY 1 – ENERGY EFFICIENCY

Lismore, New South Wales – energy efficiency

Lismore, in the Northern Rivers region of New South Wales (with a population of around 30,000) has undertaken a number of upgrades of local buildings and street lighting to improve energy efficiency with assistance from the Australian Government's Community Energy Efficiency Program (id 2016; Lismore City Council 2017).

The council has improved the energy efficiency of:

- Two swimming centres–the Lismore Memorial Baths (Figure 16) and Goonellabah Sports and Aquatic Centre by improving pool pump motors, upgrading to LED lighting and installing solar water heating;
- Council offices by improving the efficiency of air conditioning, painting roofs with heat reflective paint, and upgrading to LED lighting.
- 13 council facilities by installing solar hot water systems.

Lismore is the first local government in Australia to install a standalone (off-grid) hybrid wind and solar powered streetlight (Lismore City Council 2017).

The city council is also partnering with a local community group (the Lismore Community Sustainability Forum) to educate the broader community on energy efficiency (Lismore City Council 2017).

The energy efficiency measures undertaken are expected to save the council nearly $150,000 in electricity bills every year (Lismore City Council 2017). The Council has a target to self-generate all of its power from renewable sources by 2023 (Lismore City Council 2017).

Figure 16: Lismore Memorial Baths.

AUSTRALIAN CASE STUDY 2 – ENERGY EFFICIENCY

Gosnells, Western Australia – Gosnells' Green Star-rated Civic Centre

The City of Gosnells (2017) in Western Australia retrofitted its Civic Centre to incorporate innovative energy technologies, achieving five out of six stars by the Green Building Council of Australia. The retrofit includes 156 solar panels for electricity, solar water heating as well as a cool energy storage tank that is charged overnight and releases cold air during the day. The innovative design also incorporates water efficiency measures to reduce water use and a filtering system to collect and clear stormwater before entering the Canning River to improve the river's health.

The retrofit has led to substantial water and energy savings, reducing water use by 35%, gas use by 55% and electricity use by over 300MWh a year (Green Building Council of Australia 2010).

AUSTRALIAN CASE STUDY 3 – ENERGY EFFICIENCY

East Arnhem Land, Northern Territory – identifying barriers to energy efficiency in low-income Aboriginal households

The Manymak Energy Efficiency Project has helped low-income Aboriginal households in East Arnhem Land, Northern Territory, identify barriers to energy efficiency (PowerWater 2016).

The Manymak project ran from May 2013 until June 2016 in six remote indigenous communities in East Arnhem Land: Milingimbi, Galiwin'ku, Yirrkala, Gunyangara, Gapuwiyak and Ramingining. To increase energy efficiency, the project focused on energy efficiency and water conservation, retrofits and upgrades in homes, such as stove timers or ceiling insulation, and installation of a data collection device to measure the household's daily energy use. Yolŋu 'ambassadors' helped the project team to ensure culturally appropriate, respectful and productive methods when engaging with and educating residents in local language.

Almost all (95%) houses approached chose to participate in the project. Across the six communities, over 600 electricity data devices were installed, and nearly 500 energy efficiency upgrades completed, such as installing ceiling insulation, energy efficient light bulbs and stove timers.

The project was a partnership between Indigenous Essential Services, the Centre for Appropriate Technology, Charles Darwin University, the East Arnhem Regional Council and the Northern Territory and Australian Government.

AUSTRALIAN CASE STUDY 4 – ENERGY EFFICIENCY

Ipswich, Queensland – energy efficient street lighting

Ipswich City Council (2017) is undertaking a large-scale trial of energy efficient LED street lighting across the local government area partly funded by the Federal Government (Figure 17). The project involved converting over 2,600 traditional street lights to LED lights (approximately 12% of all street lights in Ipswich). The project will reduce emissions by over 500 tonnes of CO_2 per year, and significantly reduce the council's electricity use.

Figure 17: Ipswich street lighting.

AUSTRALIAN CASE STUDY 5 – ENERGY EFFICIENCY

Western Sydney Regional Organisation of Councils, New South Wales – Light Years Ahead

Public street-lighting accounts for 55% of the Western Sydney Regional Organisation of Councils' (WSROC) energy costs and around 5% of total budget expenditure. Nine Western Sydney councils participated in the Light Years Ahead LED street lighting upgrade in stage 1 (2014-2016), which delivered a 77% energy saving to councils and represented 4.4 million kWh per year of energy reductions (WSROC 2017).

The $8 million program was partially funded by the Commonwealth Government ($5.2 million) with the remaining $2.8 million covered by WSROC and the nine councils.

The total cost savings for councils is estimated to be $19.4 million over 20 years. Councils have indicated that they are prepared to consider re-investing these savings in continuing the rollout (WSROC 2017).

5.3 Sustainable transport

INTERNATIONAL CASE STUDY – SUSTAINABLE TRANSPORT

Washington, D.C. – transport targets and actions

Washington DC (population 643,000) is the capital of the United States and its 24th largest city (Office of the Mayor 2016). In 2012, the city embarked on an ambitious and comprehensive plan, "Sustainable DC", to tackle the city's key sustainability challenges of jobs and economic growth; health and wellness; equity and diversity; and climate and environment (Sustainable DC 2016). The plan includes a target for 50% of city's power use (both council operations and the community) to come from renewable energy sources by 2032.

Transportation was identified as one of the Sustainable DC plan's seven key areas. Specific targets were set for trips within the city by 2032 - with car travel to decrease to less than 25% of trips, public transport trips to increase to 50%, and biking and walking to increase to 25%. The goals and targets were underpinned by a detailed action plan (Table 8).

As a result of its actions, 2016 saw Washington DC become the equal first out of 50 US cities (tied with Boston) for the proportion of commuters walking or cycling, and second best (after New York) when public transport was included (Alliance for Biking and Walking 2016). The city was one of two major cities (with Portland, Oregon) to make a significant gain in the share of commuters biking and walking (Alliance for Biking and Walking 2016).

Nearly 40% of Washington DC residents now commute by public transport, nearly 13% walk and 4% ride (Alliance for Biking and Walking 2016). These shares are significantly higher than the average mode shares for Australian cities–14% by public transport, 3.8% walk and 1.3% ride on average (Australian Government 2013).

Figure 18: Washington DC Capital bike share scheme.

Table 8: Sustainable DCs Transportation Goals, Targets and Actions.

Goals	Targets	Actions
Improve connectivity and accessibility through efficient, integrated, and affordable transit systems	Increase use of public transit to 50% of all commuter trips	› Complete 60 kilometres of tram networks › Improve transit connections to employment and activity centers from underserved areas › Define and secure permanent funding for transit planning and improvements › Design transit systems for resilience to extreme weather events
Expand provision of safe, secure infrastructure for cyclists and pedestrians	Increase biking and walking to 25% of all commuter trips	› Develop a citywide, 100-mile bicycle lane network › Expand the Capital Bikeshare program by 200 stations › Partner with community organizations to deliver bike and pedestrian safety education › Collect data to improve understanding of cyclist and pedestrian travel patterns › Program crosswalks and traffic lights for improved safety and convenience of pedestrians and cyclists
Reduce traffic congestion to improve mobility	Reduce commuter trips made by car or taxi to 25%	› Implement an expanded Performance-Based Parking program › Expand car-sharing programs to low-income residents using financial tools › Encourage private businesses to offer incentives for employee travel by transit, walking, or biking › Encourage and promote telecommuting and alternative work schedules for employees › Study the feasibility of a regional congestion fee for travel during peak hours
Improve air quality along major transportation routes	Eliminate all "unhealthy" air quality index days, including "unhealthy for sensitive groups"	› Strictly limit idling engines. › Require District Government, and encourage private businesses, to purchase clean fuel, low-emission fleet vehicles. › Expand electric vehicle charging infrastructure throughout the city › Offer incentives to avoid driving and other emission-generating activities on predicted Code Red and Orange air quality days › Track and report mileage data from clean fuel, low-emission, and electric vehicles

Source: Sustainable DC 2016.

AUSTRALIAN CASE STUDY 1 – SUSTAINABLE TRANSPORT

Moreland, Victoria - integrated transport strategy

The city of Moreland in inner urban Melbourne has developed an integrated strategy for transport that aims to achieve a shift to more environmentally sustainable travel behaviour; support transport access for all parts of the community; and improve safety and support development around transport hubs (with access to trains, trams, bicycle and walking paths).

Moreland supports car sharing services for residents who don't own a car. In 2012, the council installed Victoria's first electric vehicle charging station. It now has three charging points in the city, and is integrating electric cars into its council fleet (Figure 19). The council also has strategies to encourage walking, cycling and public transport (City of Moreland 2017).

Figure 19: One of Moreland City Council's electric vehicle charging points.

AUSTRALIAN CASE STUDY 2 – SUSTAINABLE TRANSPORT

Gold Coast, Queensland – public transport

Expanding access to high quality public transport is a proven way to reduce car use and its associated emissions. People who live in communities with accessible public transport tend to own fewer vehicles and drive less.

The City of Gold Coast funded a new 13-kilometre light rail project comprising 16 stops from Broadbeach to Gold Coast University Hospital, in conjunction with state and federal governments (Figure 20). The council recoups its funding for the project through rates and a public transport levy (Bourke 2017).

The Gold Coast Light Rail, which opened in July 2014 and is dubbed "the G" reached almost 640,000 passengers a month – far exceeding expectations - and continues to grow (Gold Linq 2016). Further stages of the project are in development, to be completed prior to the Commonwealth Games in 2018.

In addition to the benefits of improved public transport access for Gold Coast residents and visitors, research has found that the new light rail has increased property values near the project (Bourke 2017).

Figure 20: Gold Coast Light Rail, "the G".

AUSTRALIAN CASE STUDY 3 – SUSTAINABLE TRANSPORT

City of Hobart - electric vehicle charging and bicycle sharing

The City of Hobart (2016) has installed electric vehicle charging in the Hobart Central Carpark, is installing a further chargepoint at the Argyle Street Carpark, and is investigating the further roll-out of electric vehicle charging stations.

Hobart City Council (City of Hobart 2017) also supports "Artbikes" - a series of free bicycles available to ride around Hobart, and bike parking facilities at key cultural and art institutions. The bicycles come with free helmets, locks and a map (Figure 21).

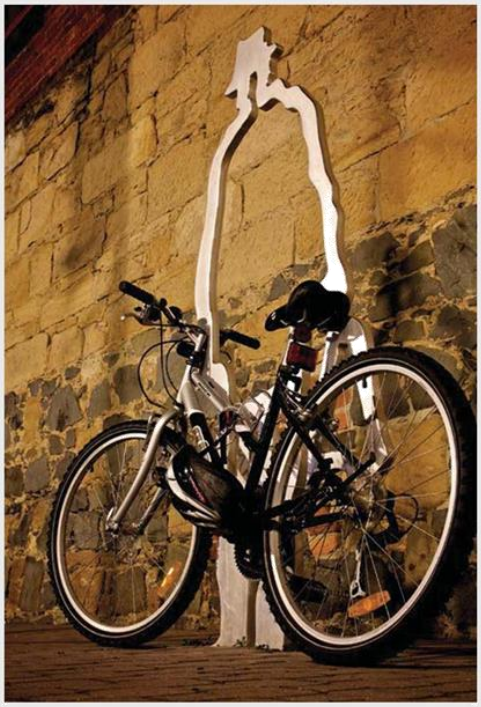


Figure 21: "Charlie the Bike Rack" Hobart City Artbikes.

Appendix A: Cities Power Partnership Pledge

CITIES POWER PARTNERSHIP

Snapshot

The Climate Council's Cities Power Partnership (CPP) will engage with shires, towns and cities, via local councils, throughout Australia and to provide incentives for these councils to increase renewable energy and energy efficiency, improve transport and working together. Members of the partnership will also be given access to a national knowledge hub, an online analytics tool to measure energy, cost and emissions savings of projects, be buddied with other councils to knowledge share, receive visits from domestic and international experts, connected with community energy groups and celebrated at events with other local leaders. We'll also showcase the incredible achievements of cities in national, local and social media to millions and share their successes with our community of over 200,000 members and supporters.

The CPP involves three stages:

1

STAGE ONE:
Become a Power Partner

Becoming a power partner requires local councils to sign up to be a power partner by contacting the Climate Council to indicate their interest and with confirmation of participation from the Mayor. Some councils may also choose to pass a motion confirming support for council to participate in the program. Once signed up, councils will be provided with access to the CPP website that includes an energy and emissions analytics tool, a national knowledge hub and an online profile of each members council. Power partners are buddied with two other councils to knowledge share and are also profiled in national and local media, online and to our 200,000 members and supporters.

2

STAGE TWO:

Power Up

Partners have six months to select five key actions from the partnership pledge. For some councils these key actions may line up with projects and plans that are already in the pipeline. Partners will have ongoing access to the knowledge hub, analytics tool, international and domestic experts as well as communications and advocacy training where required. Councils who join the partnership in the first round may also have access to grants and renewable energy incentives as they become available. Councils will continue to be profiled in the media and online and CPP experts will travel to communities across Australia.

3

STAGE THREE:

Power On

Partners report on their progress against key actions in a six monthly survey, they are celebrated at the 2018 Power Partners Summit and awards ceremony, connected with other member councils and council success stories will continually be celebrated in the media and online.

There is also a wealth of incredible international and Australian programs that complement the Cities Power Partnership and boost local government efforts to slash emissions and ramp up renewables. See Tables 9 - 11 for a list of these existing programs. There are also a range of organisations working with communities and councils on the ground to help them set, meet and beat emissions reduction or renewable energy targets, see Table 6 (Section 4) for examples. This strong suite of programs and organisations connect to form a powerful network that supports the growth of cleaner, sustainable and more resilient cities, towns and shires, across the country.

"Local government has and will continue to be an important driver for climate change action. The Cities Power Partnership provides Council with the ability to connect with other local governments from around Australia to share knowledge and to enhance our own local programs."

- Mayor Kristy McBain, Bega Valley Shire, NSW.

"Of all the levels of government it is at the local level that we are seeing the strongest leadership on the challenge of climate change. We are pleased to be a founding partner of the Cities Power Partnership that will see local governments share ideas and experiences to reduce our emissions."

- Mayor Brad Pettitt, City of Fremantle, WA.

"Bundaberg Regional Council is pleased to join a select group of councils in the Cities Power Partnership who are determined to demonstrate their leadership and provide direction for an environmentally conscious and resilient future – for this generation and future generations to come."

- Mayor Jack Dempsey, Bundaberg Regional Council, QLD.

The Partnership Action Pledge

Participating councils that join the partnership will have six months to select five key actions from the options below.

RENEWABLE ENERGY

1. Use strategic and statutory planning processes as well as procurement policies to promote renewable energy - both at the residential, commercial and larger scale.
2. Provide council resources to educate and support the uptake of renewable energy, such as by hiring an internal renewable energy support officer or establishing an independent body (such as the Moreland and Yarra Energy Foundations).
3. Install renewable energy (solar PV and battery storage) on council buildings such as childcare facilities, libraries, street lighting, recreation centres, sporting grounds, and council offices.
4. Support community facilities accessing renewable energy through incentives, support or grants.
5. Power council operations by renewables, directly (with solar PV or wind), or by purchasing Greenpower (from electricity retailers). Set targets to increase the level of renewable power for council operations over time.
6. Encourage local businesses and residents to take up solar PV, battery storage and solar hot water heating. This can be done through providing incentives (such as solar bulk buy schemes or flexible payment options) or streamlining approvals processes (such as removing planning and heritage barriers to solar PV).
7. Support community energy projects (with location and planning support) so that residents (such as renters) can band together and invest in community renewable energy projects.
8. Opening up unused council managed land for renewable energy, for example landfills, and road reserves.
9. Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost.
10. Set minimum renewable energy benchmarks for new developments, for example Denman Prospect, ACT requires every new house to install a minimum solar PV system.
11. Electrify public transport systems (for example buses operated by council) and fleet vehicles and power these by 100% renewable energy.
12. Lobby electricity providers and state government to address barriers to renewable energy take up at the local level (whether these be planning, technical, economic or policy related).

ENERGY EFFICIENCY

1. Set minimum energy efficiency benchmarks for all planning applications.
2. Adopt best practice energy efficiency measures across all council buildings, and support community facilities to adopt these measures.
3. Public lighting can use a large proportion of a city's energy budget - roll out energy efficient lighting (particularly street lighting) across the municipality.
4. Provide incentives (for example rate reductions) for best practice developments such as streamlined planning processes, and support for retrofitting energy efficiency measures for existing buildings.
5. Incentivise the deployment of energy efficient heating and cooling technologies.

TRANSPORT

1. Ensure Council fleet purchases meet strict greenhouse gas emissions requirements and support the uptake of electric vehicles powered from renewable sources.
2. Provide fast-charging infrastructure throughout the Council area at key locations for electric vehicles.
3. Encourage sustainable transport use (public transport, walking and cycling) through Council transport planning and design. Substantial savings in transport energy use can be achieved by designing more compact cities with access to high quality public and active transport services and facilities.
4. Ensure that new developments are designed to maximise public and active transport use, and are designed to support electric vehicle uptake.
5. Provide for adequate cycle lanes (both space and connectivity) in road design and support cyclists through providing parking, and end-of-ride facilities (covered, secure bike storage, showers, bicycle maintenance and incentives). Provide options such as cargo bike libraries.
6. Reduce or remove minimum car parking requirements for new housing and commercial developments where suitable public transport alternatives exist. Support car share schemes through parking spaces, rate reductions and promotion.
7. Lobby state and federal governments for improvements to planning legislation to promote sustainable transport options, and increased investment in and provision of public transport services.
8. Consider disincentives for driving high emitting vehicles such as congestion pricing, or a tiered payment system for residential car parking permits where high emitting vehicles pay more.

WORK TOGETHER AND INFLUENCE

1. Set city-level renewable energy or emissions reduction targets and sustainable energy policies to provide a common goal and shared expectations for local residents and businesses.

2. Lobby state and federal government to address barriers to the take up of renewable energy, energy efficiency and/or sustainable transport, and to support increased ambition. For example, working to lobby on the Smart Energy Communities policy.

3. Set up meetings and attend events, such as the Community Energy Congress, where like-minded Councils can address common concerns and learn from others' experience.

4. Implement an education and behaviour change program to influence the behaviour of council officers, local residents and businesses within the municipality to drive the shift to renewable energy, energy efficiency and sustainable transport.

5. In those communities reliant on a local coal industry, local government can lobby for state and federal support for a just transition for workers, families and the community and encourage local economic development and opportunities based on a low carbon economy.

6. Ensure that the practices of local government contractors and financing such as banking, insurance, and super are aligned with Council goals relating to renewable energy, energy efficiency and sustainable transport. Set appropriate criteria for Council procurement.

7. Promote knowledge sharing and strengthen the local community's capacity and skills in renewable energy, energy efficiency and sustainable transport.

EXAMPLES: RENEWABLE ENERGY ACTIONS

Table 9: Renewable energy actions.

Action		Examples	Link
Promote renewable energy - both at the residential, commercial and larger scale	Use land use planning measures to encourage uptake, such as streamlining approvals processes and removing barriers	Moreland City Council, Victoria has a planning guide to protect existing solar panels from overshadowing.	http://www.moreland.vic.gov.au/globalassets/areas/strategic-planning/solar-panels---advisory-note-as-endorsed-by-council-13-july-2016.pdf
	Set minimum renewable energy benchmarks for new developments	Denman Prospect in the ACT requires every new house to install a minimum-sized solar system. City of Nedlands, WA requires a minimum of 1.5kW onsite solar or wind for all new homes and renovations.	http://www.actewagl.com.au/About-us/Media-centre-and-reports/2015/10/09/Denman-Prospect.aspx http://reneweconomy.com.au/new-build-houses-must-install-solar-wind-in-wa-suburb-27550/
	Hire an internal renewable energy support officer or establish an independent body tasked with promoting renewable energy	Examples include: Moreland Energy Foundation, Victoria Yarra Energy Foundation, Victoria	http://www.mefl.com.au/ http://www.yef.org.au/
	Encourage local businesses, community facilities and residents to take up renewable energy by providing incentives (such as grants, solar bulk buy schemes or flexible payment options)	Adelaide City Council has a Sustainability Incentives Scheme for local residents.	http://www.adelaidecitycouncil.com/your-council/funding/sustainable-city-incentives-scheme/
Power council operations by renewable energy	Set targets to increase the level of renewable power for council operations and the broader community over time.	Canberra set a goal of 100% renewable energy by 2020 delivered by a series of reverse auctions for renewable energy.	https://www.climatecouncil.org.au/act-report
	Power operations directly by renewable energy (with solar PV or wind)	Sunshine Coast Council in QLD developed the Valdora solar farm to power council operations. Cockburn in WA is using geothermal heating for its sporting complex.	https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Major-Regional-Projects/Sunshine-Coast-Solar-Farm http://www.cockburn.wa.gov.au/Council_Services/Environment/Renewable_Energy/

Table 9: Renewable energy actions, continued.

Action		Examples	Link
Power council operations by renewable energy	Install renewable energy (solar PV and battery storage) on council buildings such as childcare facilities, libraries, street lighting, recreation centres, sporting grounds, and council offices	Bathurst in NSW has installed solar systems across nine council buildings. Leichardt Council in NSW installed solar systems on 17 council buildings. Solar and battery storage installed on government buildings in Adelaide.	https://www.bathurst.nsw.gov.au/environment/energy-sustainability/solar-power-on-council-buildings.html http://www.leichhardt.nsw.gov.au/Environment---Sustainability/Projects-and-Programs/Council-Solar-Panels http://www.premier.sa.gov.au/index.php/tom-koutsantonis-news-releases/896-zen-energy-to-install-1m-battery-storage-on-government-owned-buildings
	Opening up unused council managed land for renewable energy	Campbelltown in SA is supporting a community-owned solar project using the rooftops of local government buildings	http://www.campbelltown.sa.gov.au/cos
Collective tendering	Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost	The Melbourne Renewable Energy Project involves bringing together a number of large energy users to collectively tender for renewable energy.	http://www.melbourne.vic.gov.au/business/sustainable-business/Pages/melbourne-renewable-energy-project.aspx
Powering electric vehicles with renewable energy	Electrify transport systems such as council buses and fleet vehicles and power these by 100% renewable energy	Adelaide, SA solar-powered "Tindo" bus Moreland City Council in Victoria is integrating electric cars into council's fleet.	http://www.adelaidecitycouncil.com/assets/acc/Environment/energy/docs/tindo_fact_sheet.pdf http://www.moreland.vic.gov.au/parking-roads/transport/electric-vehicles/
Lobby to address barriers	Lobby electricity providers and state government to address barriers to renewable energy take up at the local level (whether these be planning, technical, economic or policy related)	Victorian councils called for planning protection to prevent solar panels from overshadowing.	http://www.heraldsun.com.au/leader/east/calls-for-statewide-protection-of-solar-panels-from-overshadowing-from-multi-storey-development/news-story/4f28125a5d0db4dc22c7200aed4e8736

EXAMPLES: ENERGY EFFICIENCY ACTIONS

Table 10: Energy efficiency actions.

Action		Examples	Link
Promote energy efficiency - both at the residential, commercial and larger scale	Hire an internal energy efficiency support officer or establish an independent body	Examples include: Moreland Energy Foundation, Victoria Yarra Energy Foundation, Victoria	http://www.mefl.com.au/ http://www.yef.org.au/
	Encourage local businesses, community facilities and residents to take up energy efficiency measures by providing incentives (such as grants, solar bulk buy schemes or flexible payment options)	Adelaide City Council in SA has a Sustainability Incentives Scheme for local residents.	http://www.adelaidecitycouncil.com/your-council/funding/sustainable-city-incentives-scheme/
Energy efficiency in council operations	Adopt best practice energy efficiency in council buildings	City of Gosnell's, WA community facility incorporates environmentally sustainable design. City of Wollongong updated an ageing building to achieve a 5 Star Green Star rating.	http://new.gbca.org.au/showcase/projects/mills-park-community-facility/ http://new.gbca.org.au/showcase/projects/wollongong-city-council-administration-building/
	Public lighting can use a large proportion of a city's energy budget - roll out energy efficient lighting (particularly street lighting) across the municipality	Victor Harbour, SA has installed hybrid (wind and solar) street lighting with battery storage, and potential to power gophers, solar bollards.	https://www.victor.sa.gov.au/solar

EXAMPLES: SUSTAINABLE TRANSPORT ACTIONS

Table 11: Sustainable transport actions.

Action		Examples	Link
Promote sustainable transport options in the community	Provide fast-charging infrastructure (powered by 100% renewable energy) throughout the city at key locations for electric vehicles	City of Moreland has installed a network of public electric car charging stations.	http://www.moreland.vic.gov.au/parking-roads/transport/electric-vehicles/
Promote sustainable transport options within council	Ensure council fleet purchases meet strict greenhouse gas emissions requirements and support the uptake of electric vehicles (powered by renewable energy)	Manningham's Climate 2020 action plan targets 100% of fleet cars to be green electric vehicles by 2020.	http://www.manningham.vic.gov.au/climate-and-energy
	Provide fast-charging infrastructure throughout the city at key locations for electric vehicles	Cockburn, WA has installed 100% solar powered electric vehicle charging stations.	www.cockburn.wa.gov.au/council_services/environment/renewable_energy/
	Provide for adequate cycle lanes (both space and connectivity) in road design and supporting cyclists through providing parking, and end-of-ride facilities (covered, secure bike storage, showers, bicycle maintenance and incentives)	Melbourne City Council has a detailed bicycle plan outlining a number of actions to increase cycling's mode share.	http://www.melbourne.vic.gov.au/SiteCollectionDocuments/city-of-melbourne-bicycle-plan-2016-2020.pdf

References

ABC (2016a) Australia's first local government solar farm reaches milestone. Accessed at http://www.abc.net.au/news/2016-10-05/sunshine-coast-solar-farm-first-panel/7905142.

ABC (2016b) Yarloop bushfire victims say there was no warning as massive blaze roared through the town. Accessed at: http://www.abc.net.au/news/2016-01-10/yarloop-bushfire-victims-say-they-had-nowarning/7079306.

ACT Government (2016) Renewable energy target legislation and reporting. Accessed at http://www.environment.act.gov.au/energy/cleaner-energy/renewable-energy-target,-legislation-and-reporting.

Adelaide City Council (2016) Tenant and Low-income Solar Savers Scheme–Project Update (Oct 2016). Accessed at http://yoursay.adelaidecitycouncil.com/solarsavers.

Adelaide City Council (2017) Sustainability Incentives Scheme. Accessed at http://www.adelaidecitycouncil.com/your-council/funding/sustainable-city-incentives-scheme/.

AEMO (Australian Energy Market Operator) (2017) System Event Report New South Wales, 10 February 2017. Accessed at http://www.aemo.com.au/-/media/Files/Electricity/NEM/Market_Notices_and_Events/Power_System_Incident_Reports/2017/Incident-report-NSW-10-February-2017.pdf.

Alexandra J, Norman B, Steffen W and Maher W (2017) Planning and Implementing Living Infrastructure in the Australian Capital Territory – Final Report, Canberra Urban and Regional Futures, University of Canberra, Canberra.

Alice Solar City (2013) Alice Solar City 2008-2013. Accessed at http://www.alicesolarcity.com.au/sites/default/files/Alice_Solar_City_Report_2008-2013%20FINAL%20for%20web.pdf.

Alice Springs Town Council (2017) Alice Solar City. Accessed at http://www.alicesprings.nt.gov.au/living/environment/alice-solar-city.

Alliance for Biking and Walking (2016) Bicycling and Walking in the United States. 2016 Benchmarking Report. Accessed at http://www.bikewalkalliance.org/storage/documents/reports/2016benchmarkingreport_web.pdf.

ARUP (2016) Deadline 2020: How cities will get the job done. Accessed at http://www.arup.com/deadline.

Australian Government (2013) Walking, Riding and Access to Public Transport: Supporting Active Travel in Australian Communities. Accessed at https://infrastructure.gov.au/infrastructure/pab/active_transport/files/infra1874_mcu_active_travel_report_final.pdf.

Bernstein AS and Rice MB (2013) Lungs in a warming world: climate change and respiratory health. CHEST Journal, 143: 1455–59.

Betsill M and Bulkeley H (2007) Looking back and thinking ahead: a decade of cities and climate change research. *Local Environment*, 12: 447–456.

Beyond Zero Emissions (2017) Accessed at http://bze.org.au/zero-carbon-communities/.

BoM (Bureau of Meteorology) (2015) Recent rainfall, drought and southern Australia's long-term rainfall decline. Accessed at: http:// www.bom.gov.au/climate/updates/articles/a010-southernrainfall-decline.shtml.

BoM (2017a) Sydney in summer 2016-17: Warmest summer on record. Accessed at http://www.bom.gov.au/climate/current/season/nsw/archive/201702.sydney.shtml.

BoM (2017b) Brisbane in summer 2016-17: Persistent hot days, dry end to the season. Accessed at http://www.bom.gov.au/climate/current/season/qld/archive/201702.brisbane.shtml.

BoM (2017c) Canberra in summer 2016-17: Warmest summer days on record. Accessed at http://www.bom.gov.au/climate/current/season/act/archive/201702.summary.shtml.

BoM (2017d) Canberra in January 2017: a hot, dry start to the year. Accessed at http://www.bom.gov.au/climate/current/month/act/archive/201701.summary.shtml.

BoM (2017e) Adelaide in December 2016: Heavy rain and above average temperatures. Accessed at http://www.bom.gov.au/climate/current/month/sa/archive/201612.adelaide.shtml.

BoM (2017f) Perth in summer 2016-17: Record wet summer, mild temperatures. Accessed at http://www.bom.gov.au/climate/current/season/wa/archive/201702.perth.shtml.

BoM (2017g) Adelaide, South Australia February 2017 Daily Observations. Accessed at http://www.bom.gov.au/climate/dwo/201702/html/IDCJDW5002.201702.shtml.

BoM (2017h) Daily Extremes. Accessed at http://www.bom.gov.au/cgi-bin/climate/extremes/daily_extremes.cgi?period=%2Fcgi-bin%2Fclimate%2Fextremes%2Fdaily_extremes.cgi&climtab=tmax_high&area=sa&year=2017&mon=2&day=8.

BoM (2017i) Sydney Airport, New South Wales February 2017 Daily Weather Observations. Accessed at http://www.bom.gov.au/climate/dwo/IDCJDW2125.latest.shtml.

Bourke M (2017) Why Gold Coast light rail was worth it (its about more than patronage). Accessed at https://theconversation.com/why-gold-coast-light-rail-was-worth-it-its-about-more-than-patronage-78190?sa=google&sq=gold+coast+light+rail&sr=1.

Bradstock R, Penman T, Boer M, Price O and Clarke H (2014) Divergent responses of fire to recent warming and drying across south-eastern Australia. Global Change Biology, 20: 1412–1428.

Brisbane City Council (2016) Carbon Neutral Council. Accessed at https://www.brisbane.qld.gov.au/about-council/governance-strategy/vision-strategy/reducing-brisbanes-emissions/carbon-neutral-council.

Bradstock R, Penman T, Boer M, Price O and Clarke H (2014) Divergent responses of fire to recent warming and drying across south-eastern Australia. Global Change Biology, 20: 1412–1428. Broome RA, Johnston FH, Horsley J and Morgan GG (2016) A rapid impact assessment of the impact of hazard reduction burning around Sydney, May 2016. The Medical Journal of Australia, 205: 407–408.

C40 Cities (2017) Why Cities? Accessed at http://www.c40.org/about.

Chhetri P, Hashemi A, Basic F, Manzoni A and Jayatilleke G (2012) Bushfire, Heat Wave and Flooding–Case Studies from Australia. Report from the International Panel of the weather project funded by the European Commission's 7th framework programme. Melbourne, March 2012. Accessed at: http://www.weather-project.eu/weather/downloads/ Deliverables/WEATHER-IP_AU-Chhetri_BushfireHeatwave-Flooding_pub.pdf.

Church J, White N, Aarup T, Wilson W, Woodworth P, Domingues C, Hunter J and Lambeck K (2008) Understanding global sea levels: past, present and future. *Sustainability Science*, 3: 9–22.

City of Chicago (2015) Sustainable Chicago. Action Agenda 2012–2015 Highlights and Look Ahead. Accessed at https://www.cityofchicago.org/content/dam/city/progs/env/Sustainable_Chicago_2012-2015_Highlights.pdf.

City of Chicago (2016) Chicago Climate Action Plan. Accessed at http://www.chicagoclimateaction.org/.

City of Cockburn (2017) Renewable Energy in Cockburn. Accessed at http://www.cockburn.wa.gov.au/Council_Services/Environment/Renewable_Energy/.

City of Kalgoorlie-Boulder (2017). Oasis Recreation Centre Alternative Energy Project. Accessed at http://www.ckb.wa.gov.au/Your-Council,-Your-City/City-and-community/Sustainability/Energy.aspx#Oasis Recreation Centre Alternative Energy Project.

City of Gosnells (2017) Green Civic Centre. Accessed at http://www.gosnells.wa.gov.au/About_our_City/Environment/Green_Civic_Centre.

City of Hobart (2016) AGENDA Finance Committee Meeting.

City of Hobart (2017) Artbikes–Bike Hubs. Accessed at http://www.hobartcity.com.au/community/arts_and_culture/public_art/artbikes.

City of Melbourne (2017a) Zero Net Emissions by 2020. A roadmap to a climate neutral city. Accessed at http://www.melbourne.vic.gov.au/SiteCollectionDocuments/zero-net-emissions-2002.pdf.

City of Melbourne (2017b) Melbourne Renewable Energy Project. Accessed at http://www.melbourne.vic.gov.au/business/sustainable-business/Pages/melbourne-renewable-energy-project.aspx.

City of Moreland (2017) Sustainable transport. Accessed at http://www.moreland.vic.gov.au/environment-bins/environment/sustainable-transport/.

City of Newcastle (2017) Newcastle Museum. Accessed at http://www.newcastle.nsw.gov.au/Living/Environment/Energy-Resource-Management/Council-building-upgrades/Solar-Newcastle-Regional-Museum.

City of Perth (2016) Energy Resilient City. Accessed at http://www.perth.wa.gov.au/planning-development/environment-and-sustainability/energy-resilient-city.

Climate Commission (2013) The Critical Decade 2013: Extreme Weather. Steffen W, Hughes L and Karoly D. Accessed at https:// www.climatecouncil.org.au/extremeweather- report.

Climate Council (2014a) Heatwaves: Hotter, Longer, More Often. Accessed at: https://www.climatecouncil.org.au/heatwaves-report.

Climate Council (2014b) Counting the Costs: Climate Change and Coastal Flooding. Accessed at https://www.climatecouncil.org.au/coastalflooding.

Climate Council (2015) Climate Change 2015: Growing Risks, Critical Choices. Accessed at https://www.climatecouncil.org.au/climate-change-2015-growing-risks-critical-choices.

Climate Council (2016) Territory Trailblazer: How the ACT Became the Renewable Capital of Australia. Accessed at https://www.climatecouncil.org.au/uploads/95fce776143c514aec9663427f7122ac.pdf.

Climate Council (2017a) Cranking Up The Intensity: Climate Change and Extreme Weather Events. Accessed at https://www.climatecouncil.org.au/cranking-intensity-report.

Climate Council (2017b) Angry Summer 2016/17: Climate Change Super-Charging Extreme Weather. Accessed at https://www.climatecouncil.org.au/angry-summer-report.

Coleman S (2017). Australia state of the environment 2016: built environment, independent report to the Australian Government Minister for the Environment and Energy, Australian Government Department of the Environment and Energy, Canberra. Accessed at https://soe.environment.gov.au/download/reports.

Collett B and Henry N (2011) Urban Water Supply Use. The Australian Collaboration. Accessed at http://www.australiancollaboration.com.au/pdf/ FactSheets/Urban-water-FactSheet.pdf.

CSIRO and BoM (2015) Climate Change in Australia – Technical Report, CSIRO and Bureau of Meteorology, Melbourne, 216pp.

CSIRO and BoM (2016) State of the Climate 2016. Accessed at http://www.bom.gov.au/state-of-the-climate/.

Dangendorf S, Marcos M, Wöppelmann G. Conrad CP, Frederikse T and Riva R (2017) Reassessment of 20th century global mean sea level rise. *Proceedings of the National Academy of Sciences of the Unites States of Amaerica*, Doi: doi:10.1073/pnas.1616007114.

DCCEE (Department of Climate Change and Energy Efficiency) (2011) Climate Change Risks to Coastal Buildings and Infrastructure, DCC, Canberra. Accessed at http://www.climatechange. gov.au/sites/climatechange/files/documents/03_2013/risks-coastalbuildings.pdf.

Deloitte Access Economics (2014) Scoping study on a cost benefit analysis of bushfire mitigation. Australia Forest Products Association. Accessed at: http://ausfpa.com.au/ wp-content/uploads/2016/01/AFPA-DAE-report-AmendedFinal-2014-05-27.pdf.

Dennekamp M, Erbas B, Sim M, Glass D, Keywood M, Abramson M and Tonkin A (2011) Air pollution from bushfires and out-of-hospital cardiac arrests in Melbourne Australia. *Epidemiology*, 22: S53.

DHS (Department of Human Services) (2009) January 2009 heatwave in Victoria: An assessment of health impacts. Accessed at: http://docs.health.vic.gov.au/docs/doc/F7EEA4050981101ACA257AD80074AE8B/$FILE/heat_health_impact_rpt_Vic2009.pdf.

Embark (2015) Darebin Solar Savers model description. Accessed at http://www.embark.com.au/display/public/content/Darebin+Solar+Savers+model+description.

Estrada F, Wouter Botzen WJ and Tol RSJ (2017) A global economic assessment of city policies to reduce climate change impacts. *Nature Climate Change*, doi: 10.1038/NCLIMATE3301.

Farming the Sun (2017) Lismore. Accessed at http://farmingthesun.net/lismore/.

French Government (2015) Paris City Hall Declaration A decisive contribution to COP21. Accessed at https://www.uclg.org/sites/default/files/climate_summit_final_declaration.pdf.

Georgetown Texas (2016) Renewable Energy FAQS. Accessed at https://gus.georgetown.org/renewable-energy-faqs/.

Global Commission on the Economy and Climate (2016) The Sustainable Infrastructure Imperative. Financing for Better Growth and Development.

Gold Linq (2016) G: That's Successful. Accessed at http://www.goldlinq.com.au/news-and-media/g-that-s-successful.

Gouldson A, Colenbrander S, Sudmant A, Papargyropolou E, Kerr N, McAnulla F and Hall S (2016) Cities and climate change mitigation: Economic opportunities and governance challenges in Asia. *Cities*, 54, pp.11-19. doi: 10.1016/j.cities.2015.10.010.

Green Building Council of Australia (2010) City of Gosnells Civic Centre Redevelopment Project. Accessed at https://www.gbca.org.au/gbc_scripts/js/tiny_mce/plugins/filemanager/City_of_Gosnells_Civic_Centre_Redevelopment.pdf.

Hunt A and Watkiss P (2011) Climate change impacts and adaptation in cities: a review of the literature. *Climatic Change*, 104 (1): 13-49.

Hunter J (2012) A simple technique for estimating an allowance for uncertain sea-level rise. *Climatic Change*, 113: 239–252, doi:10.1007/s10584-011-0332-1.

ICA (Insurance Council of Australia) (2013) Historical Disaster Statistics. Accessed at: http://www.insurancecouncil.com.au/industry-statistics-data/disasterstatistics/historical-disaster-statistics.

ICLEI (Local Governments for Sustainability) (2008) Cities for Climate Protection Australia. Local Government Action on Climate Change. Measures Evaluation Report 2008. Accessed at http://archive.iclei.org/fileadmin/user_upload/documents/ANZ/Publications-Oceania/Reports/0812-CCPMeasuresReport08.pdf.

ICLEI (2016) Cities for Climate Protection–Integrated Action. Accessed at http://oceania.iclei.org/local-action/programs/past-initiatives/cities-for-climate-protection-integrated-action.html.

.id (2016) Latest population figures: Top 50 largest cities and towns in Australia in 2016. Accessed at http://blog.id.com.au/2016/population/australian-population/latest-population-figures-top-50-largest-cities-and-towns-in-australia/.

IEA (International Energy Agency) (2016) Energy Technology Perspectives 2016. Towards Sustainable Urban Energy Systems. Accessed at https://www.iea.org/publications/freepublications/publication/EnergyTechnologyPerspectives2016_ExecutiveSummary_EnglishVersion.pdf.

IPCC (Intergovernmental Panel on Climate Change) (2012) Managing the risks of extreme events and disasters to advance climate change adaptation. A special report of Working Groups I and II of the Intergovernmental Panel on Climate Change [Field, C.B., Barros, V., Stocker, T.F., Qin, D., Dokken, D.J., Ebi, K.L., Mastrandrea, M.D., Mach, K.J., Plattner, G.K., Allen, S.K., Tignor, M., and Midgley, P.M. (eds.)]. Cambridge University Press: Cambridge, UK, and New York, USA.

IPCC (2013) Summary for Policymakers. In: Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Stocker, T.F., D. Qin, G.K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and PMP. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

Ipswich City Council (2017) Street Lighting Project. Accessed at http://www.ipswich.qld.gov.au/about_ipswich/environment/street-lighting-project.

IRENA (2016) Renewable Energy in Cities. Accessed at http://www.irena.org/DocumentDownloads/Publications/IRENA_Renewable_Energy_in_Cities_2016.pdf.

Japan Times (2016) World cities seek $375 billion to fight climate change. Accessed at http://www.japantimes.co.jp/news/2016/12/02/world/science-health-world/world-cities-seek-375-billion-fight-climate-change/#.WFMu6GR962w.

Kellet J (2016) Australian cities and climate change. *Built Environment*, 42(1):145-157.

Klein RJT, Huq S, Denton F, Downing TE, Richels RG, Robinson JB and Toth FL (2007) Inter-relationships between adaptation and mitigation. Climate Change 2007: impacts, adaptation and vulnerability. In: Parry ML, Canziani OF, Palutikof JP, van der Linden PJ, Hanson CE (eds) Contribution of working group II to the fourth assessment report of the intergovernmental panel on climate change. Cambridge University Press, Cambridge, UK, pp 745–777.

Lane K, Charles-Guzman K, Wheeler K, Abid Z, Graber N and Matte T (2013). Health effects of coastal storms and flooding in urban areas: a review and vulnerability assessment. *Journal of Environmental Public Health*, 2013:913064.

Lismore City Council (2017) Our community energy efficiency program is making council facilities more sustainable. Accessed January 2017 at https://www.lismore.nsw.gov.au/cp_themes/default/page.asp?p=DOC-IZT-72-65-37.

Marcott SA, Shakun JD, Clark PU, Mix A (2013) A reconstruction of regional and global temperature for the past 11,300 years. *Science*, 339: 1198–1201.

McInnes KL, Church J, Monselesan D, Hunter JR, O'Grady JG, Haigh ID and Zhang X (2015) Information for Australian Impact and Adaptation Planning in response to Sea-level Rise. *Australian Meteorological and Oceanographic Journal*, 65: 127–149.

Melbourne Water (2013) Annual Report 2012–13. Accessed at: https://www.melbournewater.com.au/aboutus/reportsandpublications/annual-report/pages/annualreport-archive.aspx.

Morabito M, Cecchi L, Crisci A, Modesti PA and Orlandini S (2006) Relationship between work-related accidents and hot weather conditions in Tuscany (central Italy). *Industrial Health*, 44: 458–464.

Morsch A (2015) Cities are driving climate solutions. Centre for Climate and Energy Solutions. Accessed at https://www.c2es.org/blog/morscha/cities-are-driving-climate-solutions.

NASA (National Aeronautics and Space Administration) (1999) NASA/GHCC Project Atland: Heat Island. Accessed at http://weather.msfc.nasa.gov/urban/urban_heat_island.html.

Nitschke M, Tucker GR and Bi P (2007) Morbidity and mortality during heatwaves in metropolitan Adelaide. *Med J Aust*, 187:662-665.

NOAA (National Oceanic and Atmospheric Administration) (2017) Global Analysis–Annual 2016. Accessed at: https://www.ncdc.noaa.gov/sotc/global/201613.

Norman B (2016), Climate Ready Cities, Policy Information Brief,2, National Climate Change Adaptation Research Facility, Gold Coast.

NSW Office of Water (2010) Climate Change and its Impacts on Water Supply and Demand in Sydney. The Department of Environment, Climate Change and Water. Accessed at http://www.metrowater.nsw. gov.au/sites/default/files/publication-documents/ climatechange_impact_watersupply_summary.pdf.

Office of the Mayor (2016) Washington, DC Population Now Highest in 40 Years. Accessed at https://mayor.dc.gov/release/washington-dc-population-now-highest-40-years.

Perkins S and Alexander L (2013) On the measurement of heat waves. Journal of Climate, 26: 4500–4517.

PowerWater (2016) Manymak Energy Efficiency Project. Accessed at https://www.powerwater.com.au/sustainability_and_environment/remote_sustainability_initiatives/manymak_energy_efficiency_project.

RenewEconomy (2014) City of Melbourne looks to buy renewables direct from market. Accessed at http://reneweconomy.com.au/city-melbourne-tests-renewables-market-new-investment-model-13044/.

RenewEconomy (2016a) City of Sydney targets 50% renewables by 2030, net zero emissions by 2050. Accessed at http://reneweconomy.com.au/city-sydney-targets-50-renewables-2030-net-zero-emissions-2050/.

RenewEconomy (2016b) One in five local councils aiming for zero emissions or 100% renewables. Accessed at http://reneweconomy.com.au/one-in-five-local-councils-aiming-for-zero-emissions-or-100-renewables-80850/.

Revi, A., D.E. Satterthwaite, F. Aragón-Durand, J. Corfee-Morlot, R.B.R. Kiunsi, M. Pelling, D.C. Roberts, and W. Solecki, 2014: Urban areas. In: Climate Change 2014: Impacts, Adaptation, and Vulnerability. Part A: Global and Sectoral Aspects. Contribution of Working Group II to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Field, C.B., V.R. Barros, D.J. Dokken, K.J. Mach, M.D. Mastrandrea, T.E. Bilir, M. Chatterjee, K.L. Ebi, Y.O. Estrada, R.C. Genova, B. Girma, E.S. Kissel, A.N. Levy, S. MacCracken, P.R. Mastrandrea, and L.L. White (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, pp. 535- 612.

Rosenzweig C, Solecki W, Hammer SA and Mehrotra S (2010) Cities lead the way in climate-change action. Nature, 467, 909–911.

San Francisco Department of the Environment (2013) San Francisco Climate Action Strategy. Accessed at http://sfenvironment.org/sites/default/files/engagement_files/sfe_cc_ClimateActionStrategyUpdate2013.pdf.

San Francisco Examiner (2016) SF to require rooftop solar installations on new buildings. Accessed at http://www.sfexaminer.com/san-francisco-require-rooftop-solar-installations-new-buildings/.

Schaffer A, Muscatello D, Broome R, Corbett S, Smith W (2012) Emergency department visits, ambulance calls, and mortality associated with an exceptional heatwave in Sydney, Australia, 2011: a time-series analysis. *Environmental Health*, 11: 3.

Slezak M (2017) Renewable roadshow: how the 'nonna effect' got Darebin's pensioners signing up to solar. The Guardian. Accessed at https://www.theguardian.com/environment/2017/mar/22/renewables-roadshow-how-the-nonna-effect-changed-darebins-approach-to-solar.

Sustainable DC (2016) Sustainable DC. April 2016. Third Year Progress Report. Accessed at http://www.sustainabledc.org/wp-content/uploads/2014/04/SustainableDC2016ProgressReport.pdf.

Tamm M, Jakobson A, Havik M, Burk A, Timpmann S, Allik J, Oöpik V, Kreegipuu K (2014) The compression of perceived time in a hot environment depends on physiological and psychological factors. *Quarterly Journal of Experimental Psychology*, 67: 197–208.

Tawatsupa B, Yiengprugsawan V, Kjellstrom T, BereckiGIsolf J, Seubsman SA and Sleigh A (2013) Association between heat stress and occupational injury among Thai workers: findings of the Cohort Study. *Industrial Health*, 51: 34–46.

The Global Commission on the Economy and Climate (2016) The Sustainable Infrastructure Imperative. Financing for Better Growth and Development. Accessed at http://newclimateeconomy.report/2016/wp-content/uploads/sites/4/2014/08/NCE_2016Report.pdf.

The Guardian (2017) Hundreds of US mayors endorse switch to 100% renewable energy by 2035. Accessed at https://www.theguardian.com/environment/2017/jun/26/hundreds-of-us-mayors-vow-not-to-wait-for-trump-on-clean-energy.

The New York Times (2017) Bucking Trump, These Cities, States and Companies Commit to Paris Accord. Accessed at https://www.nytimes.com/2017/06/01/climate/american-cities-climate-standards.html.

The White House (2017) Statement by President Trump on the Paris Climate Accord. Accessed at https://www.whitehouse.gov/the-press-office/2017/06/01/statement-president-trump-paris-climate-accord.

The World Bank Group (2011) Guide to Climate Change Adaptation in Cities. Accessed at http://siteresources.worldbank.org/INTURBANDEVELOPMENT/Resources/336387-1318995974398/GuideClimChangeAdaptCities.pdf.

Tong S, Ren C and Becker N (2010) Excess deaths during the 2004 heatwave in Brisbane, Australia. *International Journal of Biometeorology*, 54: 393–400.

Trenberth KE (2012) Framing the way to relate climate extremes to climate change. *Climatic Change*, 115: 283–290.

UNFCCC (United Nations Framework Convention on Climate Change) (2017) More than 250 US Mayors Commit to 100% Renewable Energy by 2035 Support for Paris Agreement Goals. Accessed at http://newsroom.unfccc.int/climate-action/more-than-250-us-mayors-aim-at-100-renewable-energy-by-2035/.

UN Habitat (2011) Hot Cities: Battle-Ground for Climate Change. Accessed at http://mirror.unhabitat.org/downloads/docs/E_Hot_Cities.pdf.

UN Habitat (2016) World Cities Report 2016. Accessed at http://wcr.unhabitat.org/quick-facts/.

Urban Water Security Research Alliance (UWSRA) (2011) Impact of Climate Change on Urban Water Security in SEQ. Accessed at http://www. urbanwateralliance.org.au/publications/factsheets/ UWSRA_Fact_Sheet_2.pdf.

US EPA (United States Environmental Protection Agency). 2008. Reducing Urban Heat Islands: Compendium of Strategies. Accessed at http://www.epa.gov/hiri/resources/compendium.htm.

US EPA (2017) Green Infrastructure. Accessed at https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect.

Wang XU, Barnett AG, Hu W and Tong S (2009) Temperature variation and emergency hospital admissions for stroke in Brisbane, Australia, 1996-2005. *International Journal of Biometeorology*, 53: 535–541.

WC (Water Corporation (Western Australia)) (2012) Yearly stream flow for major surface water sources. Accessed at: http://www.watercorporation.com. au/d/dams_streamflow.cfm.

Webb LB and Hennessy K (2015) Projections for selected Australian cities, CSIRO and Bureau of Meteorology, Australia.

Weiss K (2015) Cities bask in spotlight at Paris climate talks. *Nature*, doi:10.1038/nature.2015.19006. Accessed at http://www.nature.com/news/cities-bask-in-spotlight-at-paris-climate-talks-1.19006.

Western Australia Water Corporation (2014) What is the Integrated Water Supply Scheme. Accessed at http://www.watercorporation.com.au/home/ faqs/water-supply-and-services/what-is-theintegrated-water-supply-scheme.

White I, Wade A, Worthy M, Mueller N, Daniell T and Wasson R (2006) The vulnerability of water supply catchments to bushfires: impacts of the January 2003 wildfires on the Australian Capital Territory. *Australian Journal of Water Resources*, 10: 1–16.

Woodruff R, Hales S, Butler C and McMichael A (2005), Climate change health impacts in Australia, Effects of dramatic CO_2 emission reductions, Report to the Australian Medical Association and the Australian Conservation Foundation.

World Meteorological Organization and Climate Centra (2017) This Is How Climate Change Will Shift the World's Cities. Accessed at http://www.climatecentral.org/news/global-cities-climate-change-21584.

WRF (Water Research Foundation) (2013) Water quality impacts of extreme weather events. Water Research Foundation, Denver, Colorado.

WSROC (Western Sydney Regional Organisation of Councils) (2017) Light Years Ahead: lighting upgrade program. Accessed at https://wsroc.com.au/projects/project-western-sydney-energy-efficiency-program/project-light-years-ahead.

Zander KK, Botzen WJW, Oppermann E, Kjellstrom T and Garnett ST (2015) Heat stress causes substantial labour productivity loss in Australia. *Nature Climate Change*, 5: 647–652.

Item 28

Image Credits

Cover: Photography by Jason Isaks – Urban Initiatives.

Page 3: Figure 1 "4th December 2015, at Paris City Hall on the occasion of the UCLG World Council and Climate Summit for Local Leaders" © United Cities and Local Governments (UCLG) / www.uclg.org

Page 9: Figure 2 Adapted from US EPA 2008 and NASA 1999.

Page 10: Figure 3 Adapted from Perkins and Alexander 2013.

Page 12: Figure 4 Climate Council.

Page 15: Figure 5 "Sydney bushfires" by Flickr user Dushan Hanuska licensed under CC BY-SA 2.0.

Page 16: Figure 6 Climate Commission 2013.

Page 18: Figure 7 Adapted from Hunter 2012.

Page 23: Figure 8 In cities, transport makes up around a third of emissions. Source: "52/365 2011" by Flickr user Neon Luxe licensed under CC BY-SA 2.0.

Page 24: Figure 9 Adapted from IRENA 2016.

Page 30: Figure 10 Adelaide Airport solar panels image courtesy of South Australian Government.

Page 33: Figure 11 "Golden Gate Bridge and Sunset Reservoir Solar Project" by Flickr user Frank Farm licenced under CC BY-NC-ND 2.0.

Page 34: Figure 12 "Solar dance by night" by Flickr user Michael Coghlan licensed under CC BY-SA 2.0.

Page 37: Figure 13: Climate Council.

Page 39: Figure 14: "Millenium Park Bicycle Station" by Flickr user Wildcat Dunny licensed under CC BY 2.0.

Page 40: Figure 15: "Testa Produce Facility" by Flickr user Josh Mogerman licensed under CC BY-NC-ND 2.0.

Page 41: Figure 16: "Lismore baths" by Flickr user garycycles licensed under CC BY 2.0.

Page 43: Figure 17: "Ipswich Town" by Flickr user Stuart Farrell licensed under CC BY-NC-ND 2.0.

Page 45: Figure 18: "Capitol Bikeshare + Washington Monument" by Flickr user Snm01229 licensed under CC BY 2.0.

Page 47: Figure 19: "EV Zero Carbon Evolution Walking Tour" by Flickr user Takver licensed under CC BY-SA 2.0.

Page 48: Figure 20: "Gold Coast light rail" by Flickr User Francisco Anzola licensed under CC by 2.0.

Page 49: Figure 21: "Charlie the Bike Rack" by Flickr user Mike Rowe licensed under CC BY-NC 2.0.

Attachment 4

Thank you for supporting the Climate Council.

The Climate Council is an independent, crowd-funded organisation providing quality information on climate change to the Australian public.

CLIMATE COUNCIL

facebook.com/climatecouncil

twitter.com/climatecouncil

info@climatecouncil.org.au

climatecouncil.org.au

The Climate Council is a not-for-profit organisation and does not receive any money from the Federal Government. We rely upon donations from the public. We really appreciate your contributions.

DONATE climatecouncil.org.au/donate

CLIMATE COUNCIL

Item 28

Item 11

Item No: C1114 Item 11
Subject: DIVESTMENT OF FOSSIL FUELS - COUNCIL INVESTMENTS
File Ref: 14/5386/113171.14

Prepared By: Pav Kuzmanovski - Chief Financial Officer
Authorised By: Steve Kludass - Director, Corporate Services

SUMMARY

At the September 2014 Council meeting, a Notice of Motion was tabled regarding the divestment from financial institutions that invest in, or finance the fossil fuel industry. A report has been provided by Council's Investment Advisors outlining the issues and risks of divesting from financial institutions that invest in or finance the fossil fuel industry.

RECOMMENDATION

That Council:

1. **receive and note this report;**
2. **provide preference to financial institutions that do not invest in or finance the fossil fuel industry where:**
   a. **the investment is compliant with Council's investment policy; and**
   b. **the investment rate of interest is favourable to Council relative to other similar investments that may be on offer to Council at the time of investment.**

Our Place, Our Vision – Marrickville Community Strategic Plan 2023	
3.1	The community is responding to climate change and is actively reducing greenhouse gas emissions
4.5	Council is financially viable and provides value for money in the delivery of its services

BACKGROUND

At the September 2014 Council meeting, a Notice of Motion was tabled regarding the divestment from financial institutions that invest in, or finance the fossil fuel industry. Council resolved to receive a report providing advice on agreeing to divest from institutions that invest in, or finance the fossil fuel industry.

DISCUSSION

Council's investment portfolio is made up of different types of financial instruments. The ability for Council to invest in different types of financial instruments has been severely restricted by the Office of Local Government since the Global Financial Crisis (GFC) in 2009. This restriction has a major impact on the ability for Council to divest from financial institutions that invest in, or fund the fossil fuel industry without inherently increasing the risk levels of Council's investment portfolio.

Attachment 5

ATTACHMENT 1 is a report prepared by Council's Investment Advisors and outlines the restrictions and risks associated with divesting Council's investment portfolio.

The report reiterates Council's regulatory obligations and constraints whilst investing public funds and the onus to be compliant with Council's Investment Policy (adopted at the September 2014 Council meeting) which incorporates credit rating risk thresholds for both short and long term investments.

The report highlights the fact that if Council were to proceed and allow for lower rated investments to increase above the current maximum (20%), the increase in inherent risk would exceed the rate of return.

The report also discusses Council's current portfolio (as at the end of September 2014) and demonstrates that Council already invests 12.5% ($7.5 million) of its portfolio in non-fossil fuel aligned financial institutions.

Council's current investment policy could allow a maximum of 20% ($12 million of a $60 million portfolio) to be invested in this class of non-fossil fuel aligned financial institutions. It is proposed that Council officers seek to prioritise investments in non-fossil fuel aligned financial institutions if the investment transaction is compliant with Council's Investment policy and the rate of investment is favourable in comparison to other investments available to Council at the time.

A/Manager Environmental Services comments:

It is important for council to demonstrate leadership through investment decisions which are financially and socially responsible and include management of climate change risks.

There are 30 cities around the world who have committed to move investments away from fossil fuels including Seattle, Dunedin and Oxford. Other notable organisations shifting away from fossil fuel investments include the University of Sydney, the Australian National University, Local Government Super and superannuation fund HESTA.

Moreland City Council in Victoria recently became the first local government in Australia to commit to developing a Fossil Fuel Divestment Strategy to assist the planned transfer of direct or indirect Council investments that contribute to climate change.

FINANCIAL IMPLICATIONS

If Council's investment portfolio was divested into financial institutions that were non-aligned with the fossil fuel industry the risk of capital preservation would increase. If the capital risks were realised, the impact of this would ultimately have an impact on investment income which may jeopardise some of Council's future capital or one-off programs.

PUBLIC PARTICIPATION

Nil

ATTACHMENTS

1. Marrickville Council Investment Strategy Analysis- Excluding Fossil Fuel Aligned ADIs

Item 28

Item 11

PRUDENTIAL INVESTMENT SERVICES CORP

MARRICKVILLE council

Investment Strategy Analysis: Excluding Fossil Fuel aligned ADIs

Attachment 1

Attachment 5

Item 11

Item 28

PRUDENTIAL
INVESTMENT SERVICES CORP

Table of Contents

Executive Summary 4
Background – Current Risk Management Structure 5
Forms of Investment – Full Allowance under Legislation 10
Forms of Investment – Under Current Policy and Strategy 11
Forms of Investment – Under a Revised Policy and Strategy 13
Investment Yield Comparisons: FF vs non-FF exposures 15
Appendix A – Authorised Deposit-taking Institutions 17
Appendix B – Currently used ADIs & Remaining non-FF ADIs ... 20

Attachment 1

Attachment 5

PRUDENTIAL
INVESTMENT SERVICES CORP

Executive Summary

Background:

Marrickville Council has a robust four-tier risk management structure surrounding its portfolio supervision and investment selection:

- Adherence to Legislative Requirements
- Closely monitored Investment Policy
- Regular Investment Strategy Reviews
- Advisor Assisted Investment Selection

This risk management structure has helped to ensure Council's principal Investment Policy objective of preservation of capital has been achieved throughout a particularly volatile period which included the Global Financial Crisis (GFC). During the GFC, financial institutions came under extreme stress and even some Australian ADIs had to merge or be bought out in order to remain in business.

Consideration of a New Strategic Focus:

Council is now considering excluding financial institutions that invest in or lend to the fossil fuel industry. This entails what may be an unintended consequence of shifting Council's principal investment objective away from preservation of capital.

Council currently has $52m or over 84% of its total portfolio invested with institutions that would be eliminated from future use if the Policy and Strategy is amended to exclude lenders/investors to the fossil fuel industry.

Much of Council's current portfolio is invested with institutions that have the highest credit ratings available in the Australian market.

Due to the small sizes and concentrated business risks of ADIs which do not lend or invest to the fossil fuel industry, they have lower credit ratings than the larger well diversified banks. Consequently, Council's investments under a non-fossil fuel strategy would potentially have a higher risk of capital loss than the current portfolio.

Investment Return Considerations:

To help compensate investors for the greater perceived risks inherent in their small sizes and geographic concentrations, the ADIs that are eligible for a non-fossil fuel portfolio typically pay a higher rate of interest on term deposits and bond issues.

Currently for a variety of reasons, including GFC and Basel 3 influences, depositors in small, lower rated ADIs may not feel they are being adequately compensated for the higher investment risk they are taking by using those institutions.

If it were not for the ethical aspect of divesting from fossil fuel lenders/investors, the change of Council's principal policy objective away from the preservation of capital would not be recommended. The anticipated small additional return for compensation of the increased credit risk to the portfolio would not justify the change.

Item 28

Item 11

PRUDENTIAL INVESTMENT SERVICES CORP

Background – Current Risk Management Structure

Marrickville Council is considering ceasing to invest with, or make deposits into, financial institutions that themselves invest in or finance the fossil fuel industry.

Fundamentally this is an investment strategy issue. To provide sufficient background for the topic, a short recap of how the investment strategy fits into Council's overall risk management structure is required.

Council has a four-tier risk management structure surrounding the investment portfolio:

- **Legislative Requirements**
- **Council's Investment Policy**
- **Council's Investment Strategy**
- **Advisor Assisted Investment Selection**

Each component has a specific role and together they form a cohesive risk management structure:

1. Legislative Requirements

The primary legislation covering Council's investment options is:

- **Local Government Act 1993**. Specifically:
  - Section 625: How May Councils Invest?
    - Point (2): Money may be invested only in a form of investment notified by order of the Minister published in the Gazette.

- **Prevailing Ministerial Investment Order.** Currently:
  - Ministerial Investment Order dated 17 February 2011
    - Any public funds or securities issued by or guaranteed by the Commonwealth, any State of the Commonwealth or a Territory;
    - Interest bearing deposits or debenture or bonds issued by an authorised deposit taking institution (ADI), excluding subordinated debt obligations;
    - Bills of exchange, (<200 days duration), guaranteed by and authorised deposit taking institution (ADI);
    - Debentures or securities issued by a NSW council;
    - Deposits with NSW Treasury &/or Investments in T Corp's Hour Glass Facility; and
    - Investments grandfathered under the previous Ministerial Investment Order.

Investment Strategy Analysis – Excluding Fossil Fuel aligned ADIs *Page 5*

Attachment 1

Attachment 5

PRUDENTIAL INVESTMENT SERVICES CORP

2. Council's Investment Policy

As the legislative requirements provide only basic risk management guidelines, Council's Investment Policy provides the necessary framework for the management of the portfolio to achieve a market average rate of return in line with Council's risk tolerance.

Council's Investment Policy states that:

> *"Preservation of capital is the principal objective of the investment portfolio. Investments are to be placed in a manner that seeks to ensure security and safeguarding the investment portfolio. This includes managing credit and interest rate risk within identified thresholds and parameters.*
>
> *Investments should be allocated to ensure there is sufficient liquidity to meet all reasonably anticipated cash flow requirements, as and when they fall due, without incurring the risk of significant costs due to the unanticipated sale of an investment.*

In order to best achieve the objectives of Council's Investment Policy, a framework is in place to ensure compliance with three key criteria relating to:

- **Overall Portfolio Credit Framework;**
- **Institutional Credit Framework;**
- **Term to Maturity Framework**

Overall Portfolio Credit Framework
To control the credit quality on the entire portfolio, the following credit framework limits the percentage of the portfolio exposed to any particular credit rating category.

ADI Portfolio Credit Limits / Ratings		
Long term	Short term	Maximum
AAA	A-1+	100%
AA	A-1	100%
A	A-2	70%
BBB	N/A	20%
Unrated	Unrated	10%
Specific Ministerial Approved Forms of Investment		
NSW Treasury Corp Deposits and Hour Glass Facilities		100%

PRUDENTIAL INVESTMENT SERVICES CORP

Institutional Credit Framework

Exposure to an individual institution is restricted by its credit rating so that single entity exposure is limited, as detailed in the table below:

ADI Portfolio Credit Limits/Ratings		
Long Term	**Short Term**	**Maximum**
AAA	A-1+	45%
AA	A-1	30%
A	A-2	20%
BBB	N/A	10%
Unrated	Unrated	5%
NSW Treasury Corp Deposits and Hour Glass Facilities (managed funds)		
11am, Term Deposits or Bonds		35%
Hour Glass Cash Facility		35%
Hour Glass Strategic Cash Facility		20%

Credit ratings are based upon the Standard & Poor's Investment Rating, or equivalent, where a Standard & Poor's Investment Rating does not exist.

Term to Maturity Framework

The investment portfolio is to be invested within the following maturity constraints:

Overall Portfolio Term to Maturity Limits		
Portfolio % ≤1 year	**Min 40%**	**Max 100%**
Portfolio % >1 year ≤10 years	**Min 0%**	**Max 60%**
>1 year ≤3 years	Min 0%	Max 60%
>3 years ≤5 years	Min 0%	Max 30%
>5 years ≤10 years	Min 0%	Max 15%

This scaling of allowable investment exposures based upon credit rating and term to maturity helps to ensure Council's investment portfolio is primarily focused on preservation of capital as stated in the Investment Policy Objective.

Investment Strategy Analysis – Excluding Fossil Fuel aligned ADIs *Page 7*

PRUDENTIAL INVESTMENT SERVICES CORP

3. Council's Investment Strategy

Council's Investment Strategy provides the next layer of risk management for the portfolio.

The semi-annual Investment Strategy review takes into consideration the prevailing market environment, topical items that may affect the portfolio, investment opportunities and any adjustments to Council's risk appetite or investment preferences. By way of example, the most recent Investment Strategy Review had the following main recommendations for Council's portfolio:

For the upcoming six months:

- *It is recommended Council begin structuring its maturity profile to best manage the eventual introduction of Basel 3 capital and liquidity regulations on the banks.*
- *Although banks have yet to disclose specific offerings for the January 2015 start it is safe to anticipate a drop in short term deposit rates. Keeping short term cash, particularly current accounts, to a minimal level will become important.*
- *Therefore, it is recommended to establish a rolling maturity schedule with long dated term deposits/securities targeted to mature in weekly or fortnightly increments to address known fixed costs, e.g. payroll.*
- *If Council's cashflow allows, maintain current exposure to long term ADI-issued bonds. Although recommended as hold-to-maturity investments, highly rated, major bank issues typically provide good liquidity if required.*
- *Recent bond issues have been attractively priced compared to term deposits of similar maturities. With Basel 3 regulations impacting term deposits and not bonds, these longer dated market traded securities will become an important part of a well-diversified portfolio.*

Detail surrounding these points were provided within the original review.

The Strategy Review also provides recommended term to maturity weightings given prevailing conditions. Currently it is recommended Council target a 70% short term / 30% long term ratio.

All strategic recommendations are within the limits and guidelines set by the Policy.

PRUDENTIAL INVESTMENT SERVICES CORP

4. Advisor Assisted Investment Selection

The fourth layer of Council's Risk Management Structure is the day to day investment selection process.

As new, or existing, funds are ready to invest, or reinvest, Council obtains a range of investment alternatives from its independent investment advisor. The alternatives are selected based upon the current portfolio's investment exposures in relation to Investment Policy limits and Strategy guidelines.

Investment recommendations are only made if the new investment does not breach any of the other three components of the risk management structure: legislative requirements; investment policy limits and investment strategy guidelines.

The use of an independent investment advisor, working closely with Council's finance team, provides another layer of assurance that legislative and policy compliance is being closely monitored.

Background Summary

From legislative requirements to policy limits and strategic recommendations through to day-to-day investment selection, Council's Risk Management Structure has historically been focussed on preservation of capital.

This focus has served Council well throughout the years which included the Global Financial Crisis (GFC) when financial institutions came under extreme stress and even some Australian ADIs had to merge or be bought out in order to remain in business.

Council is now considering excluding financial institutions that invest in or lend to the fossil fuel industry. This entails what may be an unintended consequence of shifting Council's principal investment objective away from preservation of capital.

In context of the Risk Management Structure detailed above, the remainder of this report will expand upon the change in risk profile of Council's portfolio when ADIs lending to or investing in the fossil fuel industry are excluded.

Item 28

Item 11

PRUDENTIAL INVESTMENT SERVICES CORP

Forms of Investment – Full Allowance under Legislation

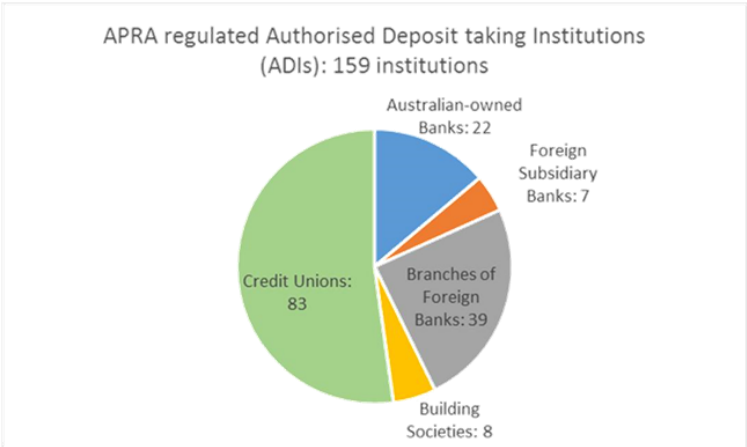
Under prevailing legislation, new investments may be made into the following:

- Any public funds or securities issued by or guaranteed by the Commonwealth, any State of the Commonwealth or a Territory;
- Interest bearing deposits or debenture or bonds issued by an authorised deposit taking institution (ADI), excluding subordinated debt obligations;
- Bills of exchange, (<200 days duration), guaranteed by and authorised deposit taking institution (ADI);
- Debentures or securities issued by a NSW council;
- Deposits with NSW Treasury &/or Investments in T Corp's Hour Glass Facility

Within these legislative guidelines interest bearing products, e.g. short and long dated term deposits, and senior ranked bonds from highly rated ADIs have provided the most competitive, non-volatile returns in the post-GFC environment.

The Australian Prudential Regulation Agency (APRA) oversees the Authorised Deposit taking Institutions and publishes the full list of ADIs on their website which has been copied into Appendix A of this report.

There are currently approximately 160 ADIs in the market, of which over 50% are very small credit unions and 25% are branches of foreign banks which are not recommended under Council's Investment Strategy:



Investment Strategy Analysis – Excluding Fossil Fuel aligned ADIs *Page 10*

Attachment 1

Attachment 5

PRUDENTIAL INVESTMENT SERVICES CORP

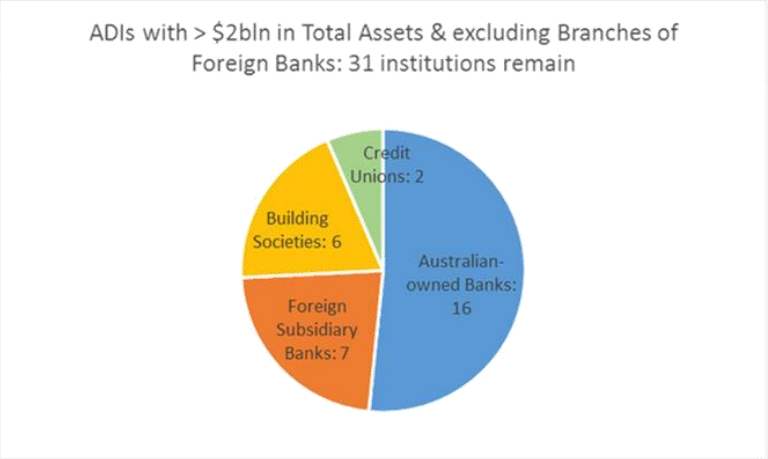
Forms of Investment – Under Current Policy and Strategy

While legislation allows for investment in the full range of ADIs, under Council's current Investment Policy and Strategy, the list of appropriate financial institutions are reduced sharply after excluding very small ADIs and branches of foreign banks:

- ADIs with total assets of less than $2bln are not recommended for use by Council as large scale deposits with these institutions would represent too great a single liability for the ADI and therefore a risk to Council in the case of another credit crisis. Up to $250,000 with any of these institutions would be government guaranteed, but this is aimed at providing security for retail depositors not necessarily to large scale investors such as Council;

- Branches of foreign banks do not have the same level of intensive regulatory oversight by APRA that the other ADI categories have and these banks are ultimately more dependent upon conditions in their parent-countries.

Therefore, Council currently has over 30 ADIs from which investment options may be considered:



The list of these ADIs are in Appendix A and highlighted in either green (non-fossil fuel lenders) or red.

Not all of these ADIs are competitively seeking deposits at any given time and several, such as the foreign subsidiary banks, are not currently recommended for long term investments (greater than 1yr) due to too many uncertainties in the global banking industry.

Investment Strategy Analysis – Excluding Fossil Fuel aligned ADIs *Page 11*

PRUDENTIAL
INVESTMENT SERVICES CORP

From this selection of ADIs, as at 30 September 2014, Council had the following deposits/investments:

Authorised Deposit-taking Institutions	Credit Rating (short/long)	Geographic Operation	Total Assets of ADI ($m)	Latest Annual Profit ($m)	Tier 1 Ratio	Ownership
ADIs Currently Used by Council (amt invested)						
NAB ($24m)	A1+/AA-	Aust/Intl	808,000	5,460	8.6%	Listed - ASX
Westpac ($19.5m)	A1+/AA-	Aust/Intl	651,000	6,816	13.9%	Listed - ASX
Bank of Qld ($3.5m)	A2/A-	Australia	43,000	261	8.6%	Listed - ASX
Bendigo & Adel ($3m)	A2/A-	Australia	65,000	372	8.0%	Listed - ASX
CBA ($2.8m)	A1+/AA-	Aust/Intl	791,000	8,600	9.3%	Listed - ASX
ING Bank Aust ($2m)	A2/A-	Australia	49,800	272	13.9%	Sub of ING NV
Macquarie Bank ($2m)	A1/A	Aust/Intl	154,000 (Macq Group)	1,279 (Macq Group)	9.6% (Macq Group)	Listed - ASX
ANZ ($1.8m)	A1+/AA-	Aust/Intl	703,000	6,300	8.3%	Listed - ASX
Members Equity ($1m)	A2/BBB+	Australia	14,000	28	11.9%	30 Aust Industry Super Funds
Non-Fossil Fuel industry lenders						
Fossil Fuel industry lenders						

Council's investment allocation is representative of a portfolio whose principal objective is the preservation of capital.

Over 78% of the portfolio ($48m) is invested in the highest rated Australian owned banks available, the four major banks and their wholly owned subsidiaries, which are rated A1+ short term and AA- long term by Standard & & Poor's Credit Ratings Agency (S&P). Under S&P's definitions:

- **A1+ short term rating** (for liabilities less than 12 months): a bank in this category has extremely strong capacity to meet its financial commitment on short dated obligations;

- **AA- long term rating** (liabilities greater than 12 months) a bank in this category has very strong capacity to meet its financial commitment on long dated obligations.

The four major Australian banks weathered the GFC well and have consistently been ranked among the top twenty "safest" banks worldwide. The most recent annual ranking of the World's 50 Safest Banks by *Global Finance* in September has the NAB, CBA, ANZ & Westpac ranked 17-20, respectively. Importantly, the banks' significant sizes and diversification of business lines are major contributors to the safety of the institutions. This diversification of business lines consequently leads the institutions into areas which may be disagreeable to some groups.

Including the exposures to the four majors, Council has $52m or over 84% of its total portfolio invested with institutions that would be eliminated from future use if the Policy and Strategy is amended to exclude lenders/investors to the fossil fuel industry.

Item 28

Item 11

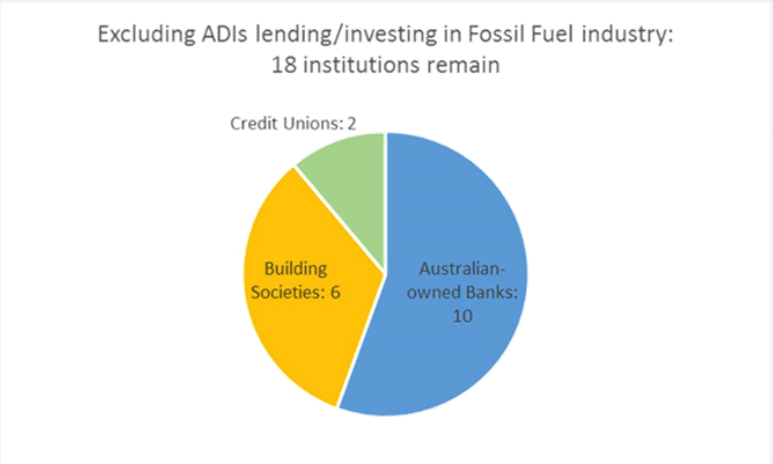
PRUDENTIAL INVESTMENT SERVICES CORP

Forms of Investment – Under a Revised Policy and Strategy

Institutional investors that are currently divesting their investments in fossil fuel industry, such as universities, have direct exposures via shares or bonds of the companies or indirect exposures through holdings within managed funds.

NSW councils may not invest in direct shares of companies and may only access share exposure via the NSW TCorp Hour Glass Facilities, which do not provide an ethical portfolio option. Therefore investment options from socially responsible funds managers such as *Australian Ethical Investments* may not be utilised under current legislation.

However, utilising the ethical company screening results of *Australian Ethical Investments'* as well as the survey results from the website *Market Forces*, which focuses specifically on fossil fuel lenders, in combination with Council's own strategic requirements, a list of eligible ADIs can be reached which would provide a reasonable diversified investment portfolio:



Three of the largest of the remaining institutions are currently being utilised by Council for a limited role in its portfolio. The smallest of these three, Members Equity, has total assets of $14b, sharply lower than the next largest: Bank of Queensland at $43b. All of them are dwarfed by the smallest of the four majors: Westpac at $651b.

Attachment 1

Attachment 5

PRUDENTIAL INVESTMENT SERVICES CORP

Authorised Deposit-taking Institutions	Credit Rating (short/long)	Geographic Operation	Total Assets of ADI ($m)	Latest Annual Profit ($m)	Tier 1 Ratio	Ownership
Non-FF lending ADIs (amt invested if currently used)						
Bank of Qld ($3.5m)	A2/A-	Australia	43,000	261	8.6%	Listed - ASX
Bendigo & Adel ($3m) (includes Rural Bank a wholly owned subsidiary of Bendigo & Adelaide)	A2/A-	Australia	65,000	372	8.0%	Listed - ASX
Members Equity ($1m)	A2/BBB+	Australia	14,000	28	11.9%	30 Aust Industry Super Funds
Suncorp Bank	A1/A+	Australia	94,000 (Suncorp Group)	228	8.5%	Listed - ASX
Credit Union Aust	A2/BBB+	Australia	10,307	50	14.6%	mutual
Heritage Bank	A3/P2 (Moodys)	QLD	9,000	36	11.9%	mutual
Newcastle Permanent	A2/BBB+	NSW	8,300	36	19.8%	mutual
People's Choice (sub of ACCU)	A2/BBB+	QLD/SA/VIC/ WA	5,800	29	15.6%	mutual
Greater Bldg Society	A2/BBB	NSW/QLD	5,000	31	16.9%	mutual
IMB Ltd	A2/BBB	NSW	5,000	29	13.9%	Listed - pvt mkt
Beyond Bank (sub of Community CPS)	A2/BBB+	ACT/NSW/SW /WA	4,000	23	15.1%	mutual
Teachers Mutual Bank	A2/BBB+	ACT/NSW/WA	4,000	26	15.1%	mutual
The Rock (sub of MyState)	A2/BBB	TAS/QLD	3,600	25	13.5%	Listed - ASX
bankmecu	A2/BBB+	Australia wide (77% VIC)	3,000	25	20.5%	mutual
P&N Bank	No credit rating	WA	3,000	10	16.6%	mutual
Big Sky Bldg Society (sub of Australian Unity)	No credit rating	QLD/SA/VIC/ WA	2,500	30	14.3%	Aust Unity
Wide Bay	A2/BBB	QLD	2,600	14	11.7%	Listed - ASX

Smaller institutions have unique risks of their own, typically surrounding business and geographic concentrations. Consequently, deposits with these institutions have historically provided Council with diversification within its portfolio, but only in low exposures and as part of a balanced risk management strategy.

Due to these ADIs' small size and concentrated business risks, they have lower credit ratings than the larger well diversified banks. Many of the new institutions Council would be exposed to under a non-fossil fuel strategy would have credit ratings of A2 short term and BBB long term. S&P's definitions for these categories are as follows:

- **A2 short term rating** (for liabilities less than 12 months): a bank in this category is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligations in higher rating categories. However, the obligor's capacity to meet its financial commitment on short dated obligations is satisfactory.

- **BBB long term rating** (liabilities greater than 12 months): a bank in this category exhibits adequate protection parameters. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity to the obligor to meet its financial commitment on long dated obligations.

Investment Strategy Analysis – Excluding Fossil Fuel aligned ADIs *Page 14*

Item 11

PRUDENTIAL INVESTMENT SERVICES CORP

Investment Yield Comparisons: FF vs non-FF exposures

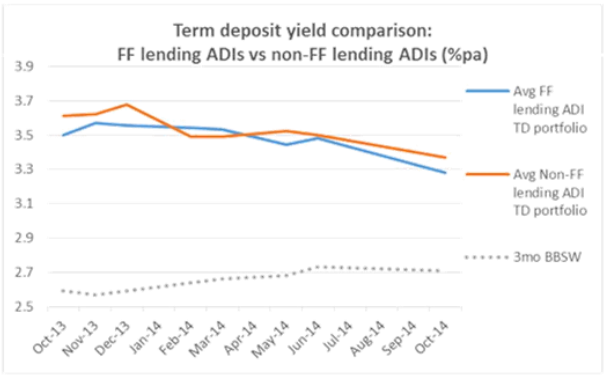
To help compensate investors for the greater perceived risks inherent in their small sizes and geographic concentrations, the ADIs that are eligible for a non-fossil fuel portfolio typically pay a higher rate of interest on term deposits and bond issues.

Providing there are no adverse economic conditions, like another GFC, then a portfolio consisting of term deposits and bonds from these smaller, lower rated ADIs could potentially result in higher overall investment returns for Council.

By way of comparison, the chart below shows the average yield over the past 12 months on two hypothetical portfolio:

- **FF lending ADIs**: a selection of 5 ADIs which lend/invest to the fossil fuel industry: Bankwest (CBA); NAB; St George (Westpac); ING Bank and Macquarie Bank.
- **Non-FF lending ADIs**: a selection of 5 ADIs that do not lend/invest to the fossil fuel industry: Bank of Qld; Bendigo & Adelaide; Credit Union Australia; Members Equity Bank and Newcastle Permanent.

Both hypothetical portfolios consist of 3 month term deposits from four of the ADIs and one 6 month term deposit from the highest yielding ADI from each group:



What may be surprising is the relative closeness of the yields on both portfolios, usually no greater than 10 basis points (0.10%) for the higher risk portfolio. Depositors in the small, lower rated ADIs may not feel they are being adequately compensated for the higher investment risk they are taking by using those institutions.

This is representative of the post-GFC term deposit market as the large ADIs benefitted from a lower government guarantee "insurance" cost than the smaller, lower rated institutions. Preparation for full compliance with two key ratios (Net Stable Funding & Liquidity Coverage) required under Basel 3 banking regulations has also contributed to the attractive yield being offered on deposits from the majors

Investment Strategy Analysis – Excluding Fossil Fuel aligned ADIs *Page 15*

Attachment 1

Item 28

Attachment 5

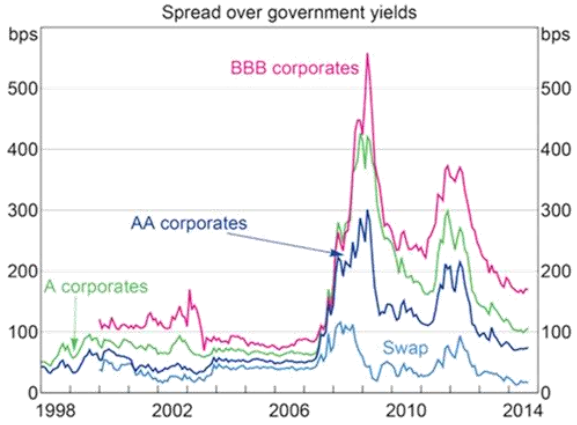
PRUDENTIAL INVESTMENT SERVICES CORP

as they have actively sought deposits to provide "a robust funding structure appropriate for its size, business mix and complexity" as required under the *Australian Prudential Standard 210 – Liquidity.*

Margins on long term bond offerings from the large, highly rated ADIs have also been very competitive to the smaller, lower rated ADI offerings. As the chart below shows, after the GFC investors in lower rated (BBB) corporate bonds have typically demanded between 100-150 basis points (1.0% - 1.5% margin) above similarly termed AA corporate bonds:

Australian Bond Spreads*

Spread over government yields



* Swap spreads are for 3-year maturity. Corporate bond spreads are a weighted average of senior bonds with remaining maturities of 1 to 5 years; they include financial and non-financial corporates.

Sources: Bloomberg; RBA; UBS AG, Australia Branch

However, when stripping out the non-financials from the above chart, the margin differential on bond offerings between BBB and AA rated ADIs are typically in the 40-50 bps (0.40%-0.50%) area.

On a portfolio such as Council's that has a strategic term to maturity weighting of 70% short term /30% long term it can be estimated that a portfolio consisting of predominately A2/BBB holdings would currently yield approximately 3.60%pa versus an A1+/AA- portfolio which would yield approximately 3.40%pa.

If it were not for the ethical aspect of divesting from fossil fuel lenders/investors, the change of Council's principal policy objective away from the preservation of capital would not be recommended. The anticipated small additional return for compensation of the increased credit risk to the portfolio would not justify the change.

Item 11

PRUDENTIAL INVESTMENT SERVICES CORP

Appendix A – Authorised Deposit-taking Institutions

Red highlighting = ADI's confirmed as lenders/investors to the fossil fuel industry via *Market Forces* query and Foreign Subsidiary banks whose parent company bank is assumed to lend/invest to fossil fuel related companies globally.

Green highlighting = ADI's confirmed to not be lenders/investors to the fossil fuel industry via *Market Forces* query and/or ADIs which passed the ethical screening process of leading socially responsible fund manager, *Australian Ethical*.

Australian-owned Banks

- AMP Bank Ltd
- Australia and New Zealand Banking Group Limited
- Bank of Queensland Limited
- Bendigo and Adelaide Bank Limited
- BOQ Specialist Bank Limited
- Commonwealth Bank of Australia
- Community CPS Australia Limited (trading as Beyond Bank Australia)
- Defence Bank Limited
- Heritage Bank Limited
- Hume Bank Limited
- Macquarie Bank Limited
- mecu Limited (trading as bankmecu)
- Members Equity Bank Limited
- MyState Bank Limited
- National Australia Bank Limited
- Police Bank Ltd
- Police Financial Services Limited (trading as BankVic)
- Police & Nurses Limited (trading as P&N Bank)
- QT Mutual Bank Limited
- Rural Bank Limited (a subsidiary of Bendigo and Adelaide Bank Limited)
- Suncorp-Metway Limited
- Teachers Mutual Bank Limited
- Victoria Teachers Limited (trading as Victoria Teachers Mutual Bank)
- Westpac Banking Corporation

Foreign Subsidiary Banks

- Arab Bank Australia Limited
- Bank of China (Australia) Limited
- Bank of Sydney Ltd
- Citigroup Pty Limited
- HSBC Bank Australia Limited
- ING Direct (the trading name of ING Bank (Australia) Limited)
- Rabobank Australia Limited
- The Royal Bank of Scotland N.V.
- The Royal Bank of Scotland plc
- UBS AG
- United Overseas Bank

Branches of Foreign Banks

- Agricultural Bank of China Limited
- Banco Santander, S.A.
- Bank of America, National Association
- Bank of Baroda
- Bank of China Limited
- Bank of Communications Co., Ltd.
- Barclays Capital (the trading name of Barclays Bank PLC)
- BNP Paribas
- BNP Paribas Securities Services
- China Construction Bank Corporation
- Citibank, N.A.
- Credit Suisse AG
- Deutsche Bank Aktiengesellschaft
- First Commercial Bank
- Hua Nan Commercial Bank, Ltd
- Industrial and Commercial Bank of China Limited
- ING Bank N.V.
- JPMorgan Chase Bank, National Association
- Korea Exchange Bank Co., Ltd
- Mega International Commercial Bank Co., Ltd.
- Mizuho Bank, Ltd.
- Oversea-Chinese Banking Corporation Limited
- Portigon AG
- Rabobank Nederland (the trading name of Cooperatieve Centrale Raiffeisen-Boerenleenbank B.A.)
- Royal Bank of Canada
- Standard Chartered Bank
- State Bank of India
- State Street Bank and Trust Company
- Sumitomo Mitsui Banking Corporation
- Taiwan Business Bank
- Taiwan Cooperative Bank, Ltd
- The Bank of New York Mellon
- The Bank of Tokyo-Mitsubishi UFJ, Ltd
- The Hongkong and Shanghai Banking Corporation Limited
- The Northern Trust Company
- Woori Bank

Investment Strategy Analysis – Excluding Fossil Fuel aligned ADIs *Page 17*

Attachment 1

Item 28

Attachment 5

Item 28

Item 11

PRUDENTIAL INVESTMENT SERVICES CORP

Building Societies

- B & E Ltd
- Big Sky Building Society Limited
- Greater Building Society Ltd
- IMB Ltd
- Maitland Mutual Building Society Limited
- Newcastle Permanent Building Society Limited
- The Rock Building Society Limited
- Wide Bay Australia Ltd

Credit Unions

- Allied Members Credit Union Ltd
- Australian Central Credit Union Ltd (trading as People's Choice Credit Union)
- Australian Defence Credit Union Limited
- AWA Credit Union Limited
- Bananacoast Community Credit Union Ltd
- Bankstown City Credit Union Ltd
- Berrima District Credit Union Ltd
- CAPE Credit Union Limited
- Central Murray Credit Union Limited
- Central West Credit Union Limited
- Circle Credit Co-operative Limited
- Coastline Credit Union Limited
- Collie Miners Credit Union Ltd
- Community Alliance Credit Union Limited
- Community First Credit Union Limited
- Community Mutual Ltd
- Country First Credit Union Ltd
- Credit Union Australia Ltd
- Credit Union SA Ltd
- Dnister Ukrainian Credit Co-operative Limited
- ECU Australia Ltd
- EECU Limited
- Encompass Credit Union Limited
- Family First Credit Union Limited
- Fire Brigades Employees' Credit Union Limited
- Fire Service Credit Union Limited
- Firefighters & Affiliates Credit Co-operative Limited
- First Choice Credit Union
- First Option Credit Union
- Ford Co-op Credit Society
- Gateway Credit Union Ltd
- Goldfields Money Limited
- Goulburn Murray Credit Union Co-operative Limited
- Heritage Isle Credit Union Limited
- Holiday Coast Credit Union Ltd
- Horizon Credit Union Ltd
- Hunter United Employees' Credit Union Limited
- Intech Credit Union Limited
- Laboratories Credit Union Limited
- Latvian Australian Credit Co-operative Society Limited
- Lithuanian Co-operative Credit Society "Talka" Limited
- Lysaght Credit Union Ltd
- MacArthur Credit Union Ltd
- Macquarie Credit Union Limited
- Manly Warringah Credit Union Limited
- Maritime, Mining & Power Credit Union Limited
- MCU Ltd
- My Credit Union Limited
- Newcom Colliery Employees Credit Union Ltd
- Northern Inland Credit Union Limited
- Nova Credit Union Limited
- Old Gold Credit Union Co-operative Limited
- Orange Credit Union Limited
- Police Credit Union Limited
- Pulse Credit Union Limited
- Qantas Staff Credit Union Limited
- Quay Credit Union Ltd
- Queensland Country Credit Union Limited
- Queensland Police Credit Union Limited
- Queensland Professional Credit Union Ltd
- Queenslanders Credit Union Limited
- Railways Credit Union Limited
- Select Credit Union Limited
- Service One Credit Union Limited
- SGE Credit Union Limited
- Shell Employees' Credit Union Limited
- South West Slopes Credit Union Ltd
- Southern Cross Credit Union Ltd
- South-West Credit Union Co-Operative Limited
- Summerland Credit Union Limited
- Sutherland Credit Union Ltd
- Sydney Credit Union Ltd
- The Broken Hill Community Credit Union Ltd
- The Capricornian Ltd
- The Gympie Credit Union Ltd
- The University Credit Society Limited
- Traditional Credit Union Limited
- TransComm Credit Co-operative Limited

Investment Strategy Analysis – Excluding Fossil Fuel aligned ADIs *Page 18*

Attachment 1

Attachment 5

PRUDENTIAL INVESTMENT SERVICES CORP

• Transport Mutual Credit Union Limited • Warwick Credit Union Ltd • WAW Credit Union Co-Operative Limited	• Woolworths Employees' Credit Union Limited • Wyong Shire Credit Union Ltd

Source: Australian Prudential Regulation Authority

PRUDENTIAL INVESTMENT SERVICES CORP

Appendix B – Currently used ADIs & Remaining non-FF ADIs

Authorised Deposit-taking Institutions	Credit Rating (short/long)	Geographic Operation	Total Assets of ADI ($m)	Latest Annual Profit ($m)	Tier 1 Ratio	Ownership
ADIs Currently Used by Council (amt invested)						
NAB ($24m)	A1+/AA-	Aust/Intl	808,000	5,460	8.6%	Listed - ASX
Westpac ($19.5m)	A1+/AA-	Aust/Intl	651,000	6,816	13.9%	Listed - ASX
Bank of Qld ($3.5m)	A2/A-	Australia	43,000	261	8.6%	Listed - ASX
Bendigo & Adel ($3m)	A2/A-	Australia	65,000	372	8.0%	Listed - ASX
CBA ($2.8m)	A1+/AA-	Aust/Intl	791,000	8,600	9.3%	Listed - ASX
ING Bank Aust ($2m)	A2/A-	Australia	49,800	272	13.9%	Sub of ING NV
Macquarie Bank ($2m)	A1/A	Aust/Intl	154,000 (Macq Group)	1,279 (Macq Group)	9.6% (Macq Group)	Listed - ASX
ANZ ($1.8m)	A1+/AA-	Aust/Intl	703,000	6,300	8.3%	Listed - ASX
Members Equity ($1m)	A2/BBB+	Australia	14,000	28	11.9%	30 Aust Industry Super Funds
Non-Fossil Fuel industry lenders						
Fossil Fuel industry lenders						
Remaining non-FF ADIs (by asset size):						
Suncorp Bank	A1/A+	Australia	94,000 (Suncorp Group)	228	8.5%	Listed - ASX
Credit Union Aust	A2/BBB+	Australia	10,307	50	14.6%	mutual
Heritage Bank	A3/P2 (Moodys)	QLD	9,000	36	11.9%	mutual
Newcastle Permanent	A2/BBB+	NSW	8,300	36	19.8%	mutual
People's Choice (sub of ACCU)	A2/BBB+	QLD/SA/VIC/ WA	5,800	29	15.6%	mutual
Greater Bldg Society	A2/BBB	NSW/QLD	5,000	31	16.9%	mutual
IMB Ltd	A2/BBB	NSW	5,000	29	13.9%	Listed - pvt mkt
Beyond Bank (sub of Community CPS)	A2/BBB+	ACT/NSW/SW /WA	4,000	23	15.1%	mutual
Teachers Mutual Bank	A2/BBB+	ACT/NSW/WA	4,000	26	15.1%	mutual
The Rock (sub of MyState)	A2/BBB	TAS/QLD	3,600	25	13.5%	Listed - ASX
bankmecu	A2/BBB+	Australia wide (77% VIC)	3,000	25	20.5%	mutual
P&N Bank	No credit rating	WA	3,000	10	16.6%	mutual
Big Sky Bldg Society (sub of Australian Unity)	No credit rating	QLD/SA/VIC/ WA	2,500	30	14.3%	Aust Unity
Wide Bay	A2/BBB	QLD	2,600	14	11.7%	Listed - ASX

Disclaimer: The statements and opinions contained in this report are based on currently prevailing conditions in financial markets and are so contained in good faith and in the belief that such statements and opinion are not false or misleading. In preparing this report, Prudential Investment Services Corp has relied upon information which it believes to be reliable and accurate. Prudential Investment Services Corp believes that this report and the opinions expressed in this report are accurate, but no warranty of accuracy or reliability is given. Prudential Investment Services Corp does not warrant that its investigation has revealed all of the matters which a more extensive examination might disclose. This report may not be reproduced, transmitted, or made available either in part or in whole to any third party without the prior written consent of Prudential Investment Services Corp. AFS Licence No. 430091.

Item No: C1017 Item 29

Subject: NOTICE OF MOTION: RESIDENT PRECINCT COMMITTEES

File Ref: 17/4718

From: Councillors John Stamolis and Pauline Lockie

MOTION:

THAT:

1. **Council takes action to set up Resident Precinct Committees for the Inner West Council;**

2. **Council to design an effective RPC system for the Inner West Council which will include consultation with previous executive of Precinct Committees; and**

3. **A report to come back to the February 2018 Ordinary Council meeting.**

Background

One of the first decisions made after administration of our three Councils' was to dismiss most (if not all) community committees. This included the long standing Resident Precinct Committees (RPC).

RPCs are one of many ways that Council engages with the community.

RPCs are open to anyone in the community and allow people the choice of a *resident's forum* as a way to participate in community life and receive and convey information with Council. Some residents, in fact, prefer to have a forum which is more independent of Council and not controlled by Council to share their views and to contribute to local community life.

The RPCs were highly effective in conveying information from Council to the community and, likewise, providing high quality feedback to Council to assist with policy development and service improvement.

The RPCs have been instrumental in bringing major issues to the attention of Council allowing both Council and the RPCs to work together to deliver the best outcomes/policy for the community e.g. Tigers proposal, cruise ship pollution, improvements to local amenity and open space.

The RPCs do not override other resident action groups and, more than often, work with these groups.

The RPCs do have the advantage of dealing with broad-based issues both big and small. The other important advantage of RPCs is their tenure. As many campaign or action groups form and disband over time, the RPCs are always there to serve the community and Council.

Nor do the RPCs contest or challenge Councils' standing committees. In fact, many Precinct members have also been members of Council committees.

Precinct newsletters and information on Councils website ensure that the decisions and actions of the RPCs are fully accountable and open to the public.

Leichhardt Council expressed support of the RPCs at its Ordinary Meeting in August 2013, see resolution C394/13 that Council:

Item 29

"Reaffirms its support for the Precincts and the community benefit derived from the Precinct system."

Leichhardt Council stated that the RPCs can:

- Comment on issues affecting the local Precinct area and/or the whole Local Government Area. The Precinct Committees respond to matters referred by Council and/or pro-actively identify issues on which Council action is desired. This assists Council to formulate policies and programs which best meet the needs of the community.
- Maintain the viability of the Resident Precinct Committee System by holding meetings at least bimonthly and ensuring that these meetings are run according to the adopted Precinct Guidelines.
- Provide representation or input at Council meetings including Committee Meetings and Policy Meetings.
- Make recommendations on any issue relating to Council operations.
- Make recommendations on issues that are the responsibility of State or Federal Government. The Committee may write to and meet with any external body to pursue recommendations.

Leichhardt Council also stated that objectives of the Resident Precinct Committee System were:

- To encourage active resident participation in Council decision making.
- To make participation in Council decision making more accessible, open and more representative.

To assist Council to make decisions that more accurately reflect both the present and future needs.

The new Inner West Council needs to ensure that there are multiple avenues for residents to interact with Council and the RPCs have provided a well-known, widely accepted and effective way to do this.

ATTACHMENTS

Nil.